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THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 271
September 4 – October 1, 2020

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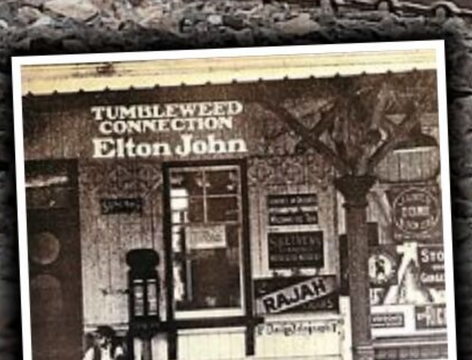

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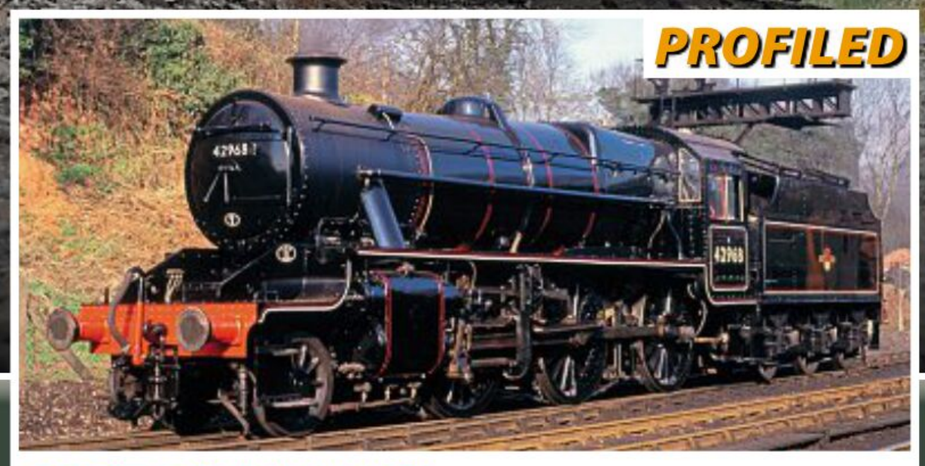

SEVERN VALLEY
'MIGHTY MOGUL'

- 'INSTANT' RESPONSE TO BO'NESS LANDSLIP SOS
- BLUE PULLMAN FOR MAIN LINE IN NOVEMBER
- NO. 71000 *DUKE OF GLOUCESTER* IN FOCUS

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Steam returned to the stunningly beautiful Dee Valley on August 6. GWR 2-8-0 No. 3802, seen passing Berwyn, headed the 10.40am from Llangollen to Carrog, the first steam service since lockdown on the Llangollen Railway, which had reopened on August 1 with DMU or diesel-hauled services behind Class 31 No. 31271. GEORGE JONES

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The future is now in their hands

OVER the decades I have watched many miracles being slowly but surely achieved against the odds in the heritage sector. During the past five months, it seems that we have witnessed a lightning-speed replay of similarly astonishing feats, as railway staff and volunteers alike got to grips with the impact of a hidden enemy that even the powers that be still do not appear to fully understand, and made their lines as safe as possible so trains can run again.

From the Fifties and Sixties onwards, much of the remarkable progress was down to the eagerness of young volunteers to give their spare time free of charge – enthusiasts that were prepared to travel regularly to the Talyllyn and Ffestiniog railways, the students that formed the mainstay of the Middleton and Bluebell revivals, and the youngsters in North Lincolnshire who were so tired of making the long journey to Wales that they built their own narrow gauge public transport on their own doorstep.

Where would we be today without the efforts of those young volunteers back then? More to the point, where on earth will we be in 10 or 20 years' time without a new generation of them coming through the ranks? Never more forcefully has the need for them, in the recent pandemic lockdown and its aftermath, been so apparent.

In this issue, we look at the Severn Valley-based Stanier Mogul Fund and its commendable drive to attract younger members, with bargain-price membership for the under 30s and many other benefits. Their approach should be a standard text from now on for heritage groups everywhere.

In those earlier days, trainspotting as a major schoolboy pastime in the twilight decade of steam provided a major incentive for young people to become involved in the preservation movement as soon as they were old enough. Those days have long since gone, but the heritage sector has long since proved that the fascination of steam is timeless.

In turn, the movement has much to offer young volunteers – the ability to make new lifelong, like-minded friends, the chance to learn skills over an infinitely wide range of disciplines from engineering to customer service, administration and public relations, and the opportunity to add an absorbing hobby is a major plus point on their CVs. Our deputy editor Gareth Evans, for example, began his career in journalism by writing the original Younger View column when *Heritage Railway* started out 21 years ago.

Many heritage railways have for long run thriving young volunteer groups, but more needs to be done, if only to attract ever greater numbers on board. The Heritage Railway Association has led the way in the introduction of awards for young volunteers: maybe it is time to raise their profile that much more.

Here at *Heritage Railway*, we always welcome submissions from younger enthusiasts, whether they are in the form of articles, features of photographs.

As a news magazine, we offer the widest coverage of all aspects of the sector – not only steam but heritage diesels and electrics too – and not only do we celebrate the achievements of the past, but look forward to those in the future and wherever we can helping them to happen too. We recognise the need to provide, every four weeks, an indispensable forum in which the latest developments are reported and ideas are discussed. If you want to keep in touch with events as they unfold on the ground, turn to pages 30-31 and see how to take out a subscription to *Heritage Railway* which will deliver the key news direct to you every month.

Robin Jones Editor

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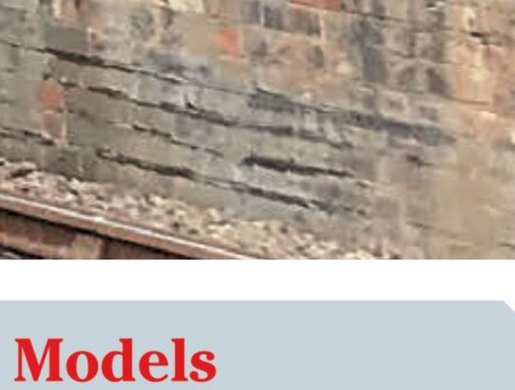

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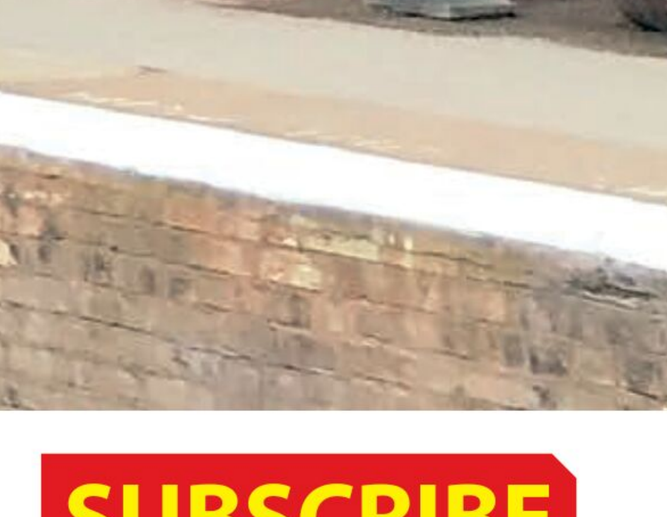

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Three Englands running in Wales for the first time in 85 years!

By Paul Lewin

FOR the first time since 1935 – the year in which Elvis Presley was born and LNER streamlined A4 Pacific No. 2509 *Silver Link* entered service – a seminal moment in the heritage era saw three George England 0-4-0STTs in steam together on the Ffestiniog Railway.

Friday, August 21, saw small Englands No. 2 *Prince* and No. 4 *Palmerston* line up with large England No. 5 *Welsh Pony* – an example of a class which has never run in the heritage era – in the yard at Boston Lodge Works.

Back in 1935 – also the year in which the Lynton & Barnstaple Railway closed, seemingly forever – at the FR, with the declining slate industry, anyone would be forgiven for thinking that there was only one fate that would meet the four remaining Englands, with only the three running now still operational back then.

Line-up

However, despite being in the middle of a global pandemic, the Ffestiniog & Welsh Highland Railways (Ff&WHR) team at Boston Lodge has delivered not one but two locomotive overhauls so that *Welsh Pony* and *Palmerston* can join sibling *Prince* in traffic.

As reported in issue 269, the world was treated to the spectacle of seeing *Welsh Pony* in steam for the first time in 80 years in a 'virtual' relaunch online. Over 27,000 people logged on to watch what was probably, the UK heritage sector social media spectacle of the year. In a highly-symbolic gesture, *Welsh Pony* went on to haul the first FR passenger train post lockdown.

Sensing the possibility of something very special indeed, the Ffestiniog Railway Society funded a much-needed overhaul of *Palmerston*. Although No. 4 has a valid boiler certificate, it was reduced to low mileage operations as significant work was needed on the axleboxes in particular and the motion generally.

However, with *Welsh Pony* in traffic, the Boston Lodge fitters concentrated all efforts on the locomotive which was lifted, overhauled and returned to traffic in just five weeks, culminating in the annual boiler steam test on Monday, August 17.

By August 20, the locomotive was released from the works for running in, but only completed a very small amount of running on that day as two items for attention were spotted. The next day, *Palmerston* was warmed up again, at which point for the first time in 85 years there were three of the class in steam. On the Saturday, No. 4 undertook a list of light shunting duties, followed by a loaded test as far as Rhiw Goch. Sadly, it failed in Minffordd yard with a stripped thread on an injector steam valve.

After dropping the fire, the locomotive was returned to Boston Lodge, hauled by a diesel and the offending valve replaced. The still warm locomotive was lit up once more and tested in the yard same day.

On Sunday, August 23, the loaded test was undertaken with driver Matt Ellis in charge and fireman Patrick Booth. A rake of skip wagons was hauled up the line in between scheduled services. At the same time, there was a torrential rain shower which saw a heavily loaded *Prince* come to a standstill in the woods near Tan-y-bwlch unable to gain traction.

Three England 0-4-0STTs in steam together for the first time since 1935, when they were also the only three operational Englands on the Ffestiniog Railway. CHRIS PARRY

Assistance

Although the situation was resolved quickly, it was felt that giving a little extra assistance with the afternoon run would help and so *Palmerston* re-entered revenue earning service that afternoon, piloting *Prince* in what turned out to be very pleasant weather conditions.

Now all eyes are on the moment when all three England locomotives can be in traffic on the same day. The FR Covid-19 secure service to Tan-y-bwlch requires three locomotives of this size, although with the trains involved being the maximum load for an England engine, dry rail conditions are a prerequisite to trying for this spectacle.

As we closed for press, it was hoped that a glorious August bank holiday weekend might see the entire FR service operated by the three Englands.

Welsh Pony is to be officially renamed during the FR October 9-11 vintage weekend.

Also, the postponed 'Snowdonian' service which runs the full length of both lines might have the historic spectacle of triple-headed Englands for the FR leg of the journey.

Visit www.festrail.co.uk for more information.

Heritage era history made: the iconic first view of all three operational Ffestiniog Railway England 0-4-0STTs in steam together for the first time, at Boston Lodge Works on Friday, July 21. They are, left to right, the yet-to-be officially renamed No. 5 *Welsh Pony,* No. 4 *Palmerston* and No. 2 *Prince*. CHRIS PARRY

Lottery £250k safeguards Ffestiniog and its historic buildings scheme

THE Ffestiniog & Welsh Highland Railways has been awarded £250,000 by the National Lottery Heritage Fund (NLHF) to compensate towards the financial losses suffered during the ongoing Covid-19 crisis.

The railway was compelled to suspend operations on March 27, the start of the peak season, to comply with lockdown measures imposed by the Welsh Government.

Services eventually recommenced on the Ffestiniog on July 20, and on the Welsh Highland Railway on August 18 (see News, pages 28-29, but at greatly reduced capacity due to carriages having to be adapted and passenger numbers limited due to social distancing guidelines. These restrictions clearly limit the revenue that can be generated at the current time.

The grant from the NLHF's Heritage Emergency Fund will allow the railway to continue to maintain its heritage buildings, work which had to be suspended at the start of the crisis. Without this funding, it would simply not have been able to afford to continue this highly important work having effectively lost four months of our high season.

A statement said: "The NLHF has also been very supportive of our ongoing project to secure the future of the historic railway works site at Boston Lodge by conserving the remaining 19th-century buildings to ensure that they can continue to function effectively into the 21st century.

"Thanks to the invaluable support of the NLHF, we are pleased to confirm that this project is continuing unabated, despite the current challenging situation."

Project director and railway general manager Paul Lewin added: "Our railways are instantly recognisable as a leading tourist attraction but our work to conserve our railway of national and indeed international importance is less readily understood.

"The additional support of NLHF during this emergency means that we can form a plan that sees our business survive the immediate challenges and go on to flourish once more in the future."

Meanwhile, the line's own emergency survival appeal at www.festrail.co.uk/appeal.htm has topped £450,000.

Ffestiniog & Welsh Highland Railways general manager Paul Lewin celebrates the £250,000 grant with Caernarfon Station supervisor Amelia Lewis and Boston Lodge Works manager Tony Williams on Garratt No. 87. CHRIS PARRY

Bahamas group's £61.5k Lottery win ahead of Watercress Line gala visit

By Robin Jones

THE Bahamas Locomotive Society (BLS) has been handed a £61,500 grant by the National Lottery Heritage Fund.

The Heritage Emergency Fund grant will help the BLS recover from the impact that the Covid-19 lockdown has had on its operations at Ingrow, where all its staff had to be furloughed as a result of the forced closure of its accredited museum.

The lockdown led to the suspension of all the educational initiatives based in the Learning Coach at Ingrow West, which was an integral element of the £776,000 Lottery grant awarded to the society in 2013 which also enabled its LMS Jubilee 4-6-0 No. 45596 *Bahamas* to be restored to main line condition.

The grant will also help the charity to restart all its income-generating activities. One of its first uses has been to lay on a weekend vintage bus service linking Ingrow West, which the relaunched and non-stop Keighley & Worth Valley Railway services are missing out (News, pages 10 and 11), with Keighley and Oxenhope stations.

BLS chairman Keith Whitmore said: "We are absolutely delighted that once again the National Lottery Heritage Fund has shown confidence in us by continuing to support not only *Bahamas*, but also our learning and community work which is proving to be an important and increasingly well used resource by local schools and the wider community.

"Over the years the fund has helped with the development of our accredited museum at Ingrow, our overhaul of the LNWR 'Coal Tank' No. 1054 and more recently the much-acclaimed restoration of *Bahamas*."

Meanwhile, *Bahamas* will be the star guest at the Mid-Hants Railway's 'The Pines Express'-themed October 16-18 autumn steam gala. It was believed that it will be the furthest south that the 1935-built locomotive has worked in the heritage era.

It will appear alongside Somerset & Dorset Joint Railway 7F 2-8-0 No. 53808, now on long-term loan to the line from the Somerset & Dorset Railway Trust, and home-based S15 4-6-0 No. 30506, BR Standard 4MT 2-6-0 No. 76017 and Ivatt 2MT 2-6-2T No. 41312. A freight train will also be in operation. Tickets are strictly limited. There is a minimum threshold in order for the event to take place, but also a maximum limit of 500 visitors per day.

Entry is by travel ticket only. Details are at www.watercressline.co.uk

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Bequeathed models aid Welshpool & Llanfair Light Railway after £132k raised under the hammer

By Geoff Courtney

THE Welshpool & Llanfair Light Railway's (WLLR) Tracks to Recovery Covid-19 appeal has been boosted by £132,000, thanks to the sale proceeds from the Kenneth Abbott collection of live steam and electric models.

As reported in issue 269, Kenneth, who was known as Mike, died last year aged 89, and bequeathed his model collection to the WLLR. Among the 229 lots, all of which sold at prices up to £5500, were 7¼in gauge models that were his pride and joy. Kenneth ran them on his garden railway at his home in Wigston, near Leicester.

The models were snapped up by enthusiasts and collectors on August 18 at an auction in Market Harborough. Andrew Smith, model railway specialist at Gildings, the auction house that put the collection under the hammer, said: "We are thrilled with its success, not least because the proceeds will benefit a much-loved railway that has faced financial challenges during the pandemic closure."

Charles Spencer, WLLR general manager, said: "We are delighted and thrilled. We were surprised by the consistently high level of bidding. The proceeds will help our railway during what has been a tough year due to Covid-19."

An indication of the success of the sale was that the total raised was nearly double Gildings' bottom estimate.

Kenneth Abbott on one of his garden railway 7¼in gauge models, of Metropolitan Railway Bo-Bo electric No. 8 *Sherlock Holmes*, which sold for £3600 at auction on August 18. KENNETH ABBOTT ESTATE

‘Lightning’ public response to Bo’ness & Kinneil landslip devastation SOS

By Robin Jones

AN almost-instant public response to a £100,000 emergency appeal after severe thunderstorms caused multiple landslips along the Bo’ness & Kinneil Railway (BKR) raised 85% of its target within just two weeks.

The Scottish Railway Preservation Society (SRPS) launched its Emergency Landslide Appeal immediately after a mile of track between Bo’ness and Manuel sustained extensive damage in the storms, which battered much of Scotland on August 11/12, leaving the line unable to run passenger trains until the damage is repaired.

An SRPS statement said: “The worst of the landslips has occurred on a steep embankment near High Bridge. A geo-structural engineer inspected the site and the society subsequently estimated that the damage may cost £100,000 to repair.

Resources

“It is not something that can be done by the society’s volunteers, who make up a huge majority of the workforce there. This will require specialist contractors and machinery.

“The damage to our railway line could not have come at a worse time: we had planned a limited reopening of the BKR in mid-September, after a lengthy closure due to the coronavirus pandemic that has left our income at a record low.

“Until the embankment is repaired, we cannot operate any trains, meaning that we cannot generate any income. Once again, we are reaching out to our generous supporters.”

Until the storm struck, the railway had planned to begin crew refresher training ahead of the scheduled public reopening.

Initial surveys suggest the repairs to the worst of the landslips may involve transporting more than 1000 tons of rock to the landslip site to reinforce the embankment. Any relaunch of services in the near future has been postponed, although the SRPS remained hopeful that they might resume later in the year, provided the repairs are completed. However, engineering trains will still operate to facilitate repairs.

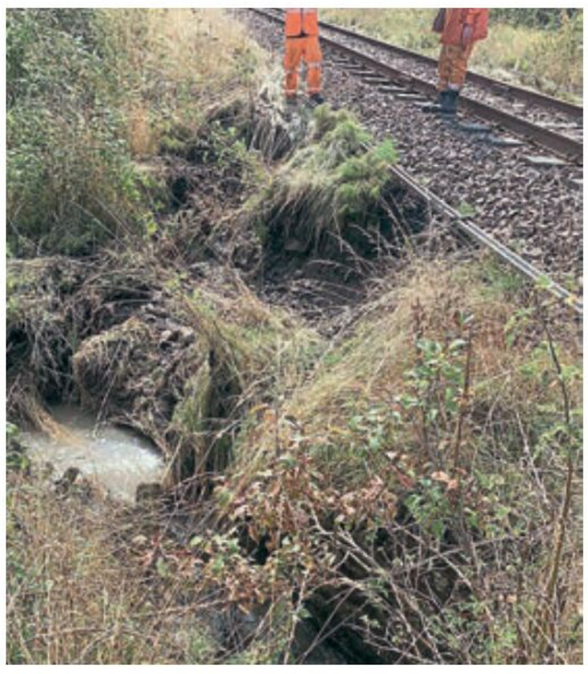
Like most other heritage lines, the society does not insure embankments because of the prohibitive cost. Instead, it operates a working financial reserves policy known as the ‘general fund’, which in normal circumstances, would finance such repairs. However, due to the pandemic, all three of the society’s revenue generating activities – the BKR, Museum of Scottish Railways, and SRPS Railtours – have not operated in 2020.

Business development director Amanda Kilburn added: “As a charity, we rely on visitors to enable us to continue to preserve Scotland’s railway history. We don’t get any other Government funding or grants so without visitors to welcome aboard, we do not have any income and have had to rely on our reserves to cover any necessary overheads. Sadly, this is not sustainable forever.”

Damage

The storms also left Network Rail working round-the-clock to repair flood damage to 350 yards of the nearby Edinburgh-Glasgow main line near Polmont. Torrents of water cascaded from the Union Canal above, as part of its embankment was washed away leaving a 30-yard hole.

The force of thousands of gallons of water flowing from the breached canal completely washed away sections of track and damaged embankments. It also undermined and washed away overhead electrification masts and damaged others and left dozens of uprooted trees strewn across the line. Network Rail arranged alternative transport routes and bus replacements as repairs lasting at least several weeks began.



Two of the landslips which have delayed the reopening of the Bo’ness & Kinneil Railway. ALLAN ELEY/SRPS

As we closed for press, around £85,000 had been donated to the SRPS appeal – which, once Gift Aid is taken into account, raised the sum to £90,000.

SRPS chairman Steve Humphreys said: “It is heart-warming to receive such generosity from people of all ages who want the railway to reopen just as much as we do. We really want to be able celebrate next year, the 60th anniversary of our foundation at Murrayfield station in 1961 with trains running once again.

➜ To donate to the Emergency Landslide Appeal, visit www.virginmoneygiving.com/fund/SRPSlandslide

Polar Express is a big winner for Buckfastleigh

THE South Devon Railway’s debut Polar Express season is already proving to be a major success.

More than 10,000 tickets for the 17 days of the event, run in conjunction with Telford-based PNP Events Ltd, have been sold, including 7700 on July 31, the first day that they went on sale. A total of 85 Polar Express trains will be run.

Tickets are available at tinyurl.com/yye2oltl

The sales are a huge boost for the railway, which has not yet been able to restart public services, although Buckfastleigh station has been open for volunteer guide-led tours on set dates since August 1, and a vintage car gathering will be held there on September 12/13. The line’s emergency survival appeal at tinyurl.com/y4rvvsz5 reached almost £234,000, nearly 47% of its £500,000 target, by late August.

However, Tyseley-based Vintage Trains, the operator of the UK’s only main line Polar Express, has cancelled this year’s programme, largely because of the difficultly in enforcing social distancing at Birmingham Moor Street station.

Public services at the 2ft gauge West Lancashire Light Railway resumed on August 23, having been suspended since March due to the lockdown. Covid-safe trains are now running every Sunday until the end of October between 11.30am and 4.30pm. Pre-booking is advisable but not essential. Quarry Hunslet 0-4-0ST *Irish Mail* is pictured at Beaconshall on August 16 during a training event for volunteers. SANDY DAVIES/WLLR

West Somerset appeals boosted by Lottery aid

By Robin Jones

THE West Somerset Railway Steam Railway Trust has been thrown a £28,700 lifeline by the National Lottery Heritage Fund, in its bid to reopen.

The railway, not only struggling because of loss of income caused by the enforced lockdown closure, but also faced with implementing a major track upgrade programme, is hoping to run Christmas services between Bishops Lydeard and Williton, and to this end, staff competence and crew training was set to take place in October and November.

On August 17, the trust heard that its application for support from the Lottery's Heritage Emergency Fund had been approved in full.

The grant will fund personal protective equipment, signage, screens and an improved exit for the Gauge Museum at Bishops Lydeard to allow a one-way system to be introduced, and also covers electronic collection boxes to avoid cash handling.

At Williton, it will provide safety screens for those working in the workshop, as well as covers to protect the vehicles awaiting restoration.

Jubilant trust chairman Chris Austin said: "This will allow us to be Covid secure when we are able to reopen the museums again, and to resume work on carriage restoration, while also protecting the unrestored carriages with covers. The result is great for the railway and an important step towards welcoming visitors again."

Results

By late August, the three emergency appeals by the trust, West Somerset Railway plc and the West Somerset Railway Association had raised nearly £230,000 towards the £500,000 target. In addition, the railway's successful Living Railway Museum Days at Minehead in July and early August raised more than £12,000, with a similar further three-day event held over the August bank holiday weekend.

Regarding the push to have the entire railway open by the start of the 2021 season, the bulk of the work comprises the Minehead to Watchet section.

New cylinder blocks for the West Somerset Railway Association's GWR small prairie No. 4561 have been delivered from Roach Engineering. WSRA

Minehead's Seaward Way level crossing has been taken out of use by regular trains, but is expected to be fully restated and operational for the 2021 season. The mechanism for the lifting barriers is time expired and any passage of trains before March will require flagmen to marshal traffic – which the railway cannot do other than in exceptional situations because of the modern-day volume of road users.

Somerset County Council has responsibility for funding its maintenance and refurbishment. Because road and pedestrian traffic has significantly increased since it was built in 1992, it is now necessary to fit full barriers, rather than the existing barriers. While the county council has allocated the funding, the scheme has needed to be corrected in line with recommendations from the Office of Rail & Road.

Opening

The railway's September 12/13 1940s event will be smaller than in previous years to comply with Government guidelines and will be staged only on Minehead platform, as well as throughout the town. The Turntable Café, the Buffer Stop Shop, and Readers Halt Bookstall at Minehead will be open, and there will be shunting and turntable demonstrations and footplate visits.

➜ To donate to the emergency appeal, visit www.west-somerset-railway.co.uk

➜ For information on the as-yet-unarranged Christmas services, check the above website or telephone 01643 704996.

Grant help for more heritage lines

BEAMISH Museum has topped the list of heritage venues in terms of recent grant aid, after Arts Council England awarded it £425,000 from its short-term emergency fund.

Closed from March 20 to July 24, Beamish has since prioritised those areas which generate income, such as food and retail, while minimising expenditure elsewhere. The engineering and maintenance teams largely still furloughed, lack of income will impact on the timescale for completing projects.

The National Lottery Heritage Fund (NLHF) Heritage Emergency Fund has given the Tyseley-based Vintage Trains Charitable Trust a grant of £49,900 towards its overheads, including its substantial insurance costs.

The Quainton Railway Society Ltd, operator of the Buckinghamshire Railway Centre, which restarted its steaming days on August 2, with all tickets pre-booked, has been allocated £40,000 by the NHLF also to compensate for loss of earnings and to cover running costs. The Colne Valley Railway Preservation Society has been given £34,200, while the Stainmore Railway Company Ltd at Kirkby Stephen East received£33,500.

The NHLF has allocated £9700 to the Tywyn's Narrow Gauge Railway Museum Trust for personal protective equipment, cleaning materials and hand sanitiser material, estimated to cost around £500 a month.

The Gwili Railway has been given a £22,000 NHLF grant towards its recovery from lockdown, including £14,000 for the restoration of two of its vintage carriages as 'socially distanced' vehicles, considered a vital step on its track to reopening. The railway has just carried off the TripAdvisor 2020 Travellers' Choice Award.

Farnham's Old Kiln Museum Trust, which runs the Rural Life Living Museum, home of the currently-closed Old Kiln Light Railway, has received £35,000 from the NHLF; the Railway Preservation Society of Ireland £29,500; the East Anglia Transport Museum at Carlton Colville, which reopened on Sundays and Thursdays from August 9, £17,000; and the Somerset & Dorset Railway Trust at Washford £4300.

The 2874 Trust, restorer of GWR 2-8-0 No. 2874 on the Gloucestershire Warwickshire Railway, received £3000 from the NHLF. On August 14, its wheelsets arrived back from South Devon Engineering.

BR Standard 4MT 2-6-4T No. 80097 prepares to depart from Bury (Bolton Street). MIKE KELLY

Never too late to enjoy steam!

THE East Lancashire Railway delayed its planned August 1 relaunch by a week – after new lockdown restrictions were imposed to prevent the spread of Covid-19 in Greater Manchester and areas of Lancashire.

However, services began on August 8, and that weekend and the next one saw nearly 1000 passengers travel again by steam train from Bury to Rawtenstall, as well as patronising the stations' pubs at Bolton Street and Rawtenstall – all while adhering to the new safety measures put in place. A DMU service ran on the Heywood branch.

A railway statement said that the reopening was made possible only through the generosity of the public, who donated £145,000 to secure the future of the line, and the ELR Preservation Society, which donated £125,000.

ELR chairman Mike Kelly added: "We couldn't be happier with how the first two weekends have gone. After months of uncertainty, it was such a joy to see the railway come back to life again."

As we closed for press, it was reported that coronavirus rates were lower in Greater Manchester than they were at the start of the local lockdown announced on July 30. Five of the 10 boroughs had weekly infection rates below 25 cases per 100,000 population – and therefore were no longer on the Government watch list.

Brontë Country is back in steam!

By Robin Jones

YET again, the Keighley & Worth Valley Railway has succeeded against the odds in order to restart its post-lockdown services on Wednesday, August 19.

Not only has the railway had to undertake, like every other heritage line, a marathon effort to prepare it for services after an enforced absence of several months, while organising a national fundraising appeal to help it survive, it has been racing against time to complete the replacement of Bridge 11 and reconnect the two 'halves' of the branch.

The bridge, which crosses the River Worth to the south of Ingrow Tunnel, was built in 1904 by the Midland Railway to replace an older wooden trestle structure.

The replacement work began on March 16, but was halted on March 24 immediately following Prime Minister Boris Johnson's Covid-19 lockdown announcement.

Workers returned to the site after lockdown was eased and completed the job. The final rail went in on July 28, the ballast train ran over it the next day and the railway was handed back to the operations department at 6pm on July 31.

Test trains ran over the new bridge on August 8. The first 'test' passenger service over it was hauled by BR Standard 2MT 2-6-0 No. 78022 running tender first.

The railway has been awarded the VisitEngland We're Good To Go industry charter mark, endorsing the fact that it is following Government and industry Covid-19 guidelines with processes in place to maintain cleanliness.

Bookings

As part of a phased reopening, return journeys using private compartments seating up to eight people were on offer. Tickets must be booked online in advance at kwvr.co.uk/back-in-steam/ You can also book on 01535 645214, but a £3.50 telephone booking fee will apply, apart from carer or wheelchair tickets.

The week before the relaunch, Keighley's Conservative MP Robbie Moore appeared at Oxenhope in a video on the line's Facebook page, urging the general public to visit the website and buy tickets for the first trains.

The first comeback public train was headed by non-authentic maroon-liveried Ivatt 2MT 2-6-2T No. 41241 at the head of a set of compartment coaches, their use being part of the line's social distancing masterplan.

In doing so, No. 41241 completed a hat-trick of reopening specials. It headed the line's inaugural heritage era public train in June 1968 and one to mark the 50th anniversary in June 2018.

After the first train, the railway operated every Wednesday and Thursday, weekends and Bank Holiday Monday until August 31, with services running from Oxenhope and Keighley only and not stopping at intermediate stations.

On Sundays, special vintage trains using several of the line's older carriages were in action, and first class upgrades were available. August 29 was a special diesel day featuring Class 37 No. 37075.

As we closed for press, the September timetable was under review.

The Vintage Carriages Trust and Bahamas Locomotive Society museums at Ingrow station are open between 11am and 4pm, but trains do not stop there.

KWVR Preservation Society chairman Matt Stroh said: "It's a testimony to the great team effort needed to prepare the railway for operation in very trying circumstances, particularly with the challenge of having to recommence the work to replace a 115-year-old bridge."

Motive power

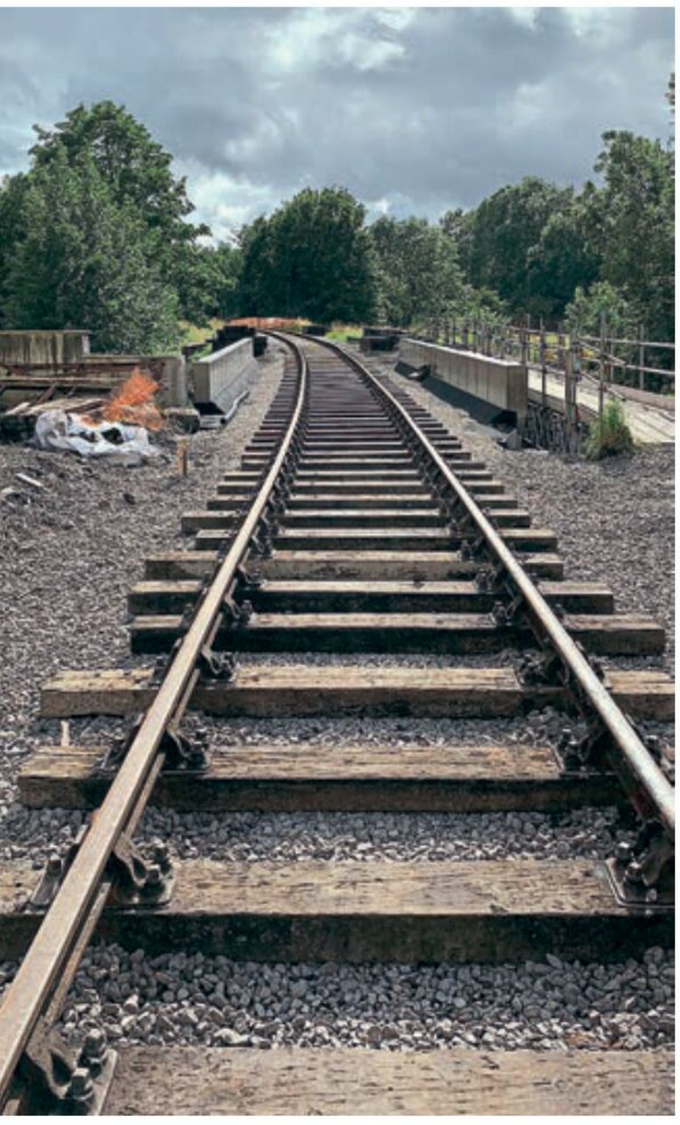
The 'Back to Steam' steam fleet will also include Midland 4F 0-6-0 No. 43924 and Taff Vale Railway O2 0-6-2T No. 85, which has returned from its booking for the appearance at the Bluebell Railway's cancelled 60th anniversary gala.

The line's Worth Saving appeal, launched in April to raise an initial £200,000 to counteract the loss of income during lockdown, reached its initial target on June 18.

The KWVR also received £50,000 from the National Heritage Lottery Fund emergency fund and £30,000 from the KWVR Trust, making a total raised of more than £300,000 including the recovery of Gift Aid. However, KWVR officials have warned that more is needed, especially if a local coronavirus lockdown is imposed.

➜ **Donations to the Worth Saving appeal may be made at www2.kwvr.co.uk/Appeals/WorthSaving**

No. 41241 heads the reopening special through the heart of Brontë Country on August 19. KWVR



Above: The reinstated trackwork following the completion of the new Bridge 11. KWVR

Right: Ivatt 2MT 2-6-2T No. 41241 heads the Keighley & Worth Valley Railway reopening special at Oxenhope station on August 19. KWVR

BR Standard 2MT 2-6-0 No. 78022 heads a rake of passenger coaches over the new Bridge 11 as part of a test train on August 8. KWVR

Standing at a largely-empty Oxenhope terminus on August 8 is BR Standard 2MT 2-6-0 No. 78022 with a rake of passenger coaches forming a test train as part of preparations for public reopening 11 days later. KWVR

The crew of the August 19 reopening train, left to right, are Richard Hart, operations director/fireman and Andy Carter, driver. KWVR

GWR 0-6-0PT No. 5775 in the golden ochre livery in which it starred in The Railway Children movie which was filmed on the line 50 years ago. The Oxenhope Exhibition Shed in which it takes pride of place has been transformed into a spacious waiting room marked out with a one-way system for social distancing and where passengers can visit the pop-up shop and cafe. KWVR

Tornado back in BR green for builder's 30th birthday appeal

By Robin Jones

THE A1 Steam Locomotive Trust has repainted new-build Peppercorn Pacific No. 60163 *Tornado* into BR locomotive green for a second time, to coincide with its 30th anniversary appeal.

The relivery pays homage to the last member of the class, No. 60145 *Saint Mungo*, which was scrapped in 1966 after a preservation attempt failed. *St Mungo* inspired the formation of the trust, a registered charity, which was formally launched on November 17, 1990, at the Railway Institute in York, with the aim of building a new Peppercorn A1.

After 18 years of construction and fundraising, supported by principal sponsor William Cook Cast Products Ltd, the £3 million locomotive was completed in August 2008 and named by the Prince of Wales and the Duchess of Cornwall at York station in February 2009. In April 2017, it set a new heritage era record by reaching 101mph on the East Coast Main Line, and since completion, it has steamed over 100,000 miles.

Liveries

Following its unveiling in works grey, *Tornado* has carried all of the historic Peppercorn class A1 liveries – apple green, BR locomotive green (with emblem and crest) and BR blue.

Trust chairman Steve Davies MBE said: "*Saint Mungo's* most famous run was on New Year's Eve 1965 when the North Eastern Region ran a special train from York to Newcastle and return to commemorate the ending of main line steam, achieving 100mph on the return leg. Like others of the class, it was bereft of its nameplates but its performance inspired the formation of The A1 Steam Locomotive Trust.

"As part of the trust's 30th anniversary celebrations – and in recognition of the inspiration gained from this final survivor – we have repainted *Tornado* in BR locomotive green for the first time since 2012.

"This historic livery will be carried by the locomotive until its next overhaul, which is now scheduled for 2022. We are grateful to Craftmaster Paints for their continued sponsorship of the painting of *Tornado* and to David Smith and West Coast Railways for completing such a fantastic job, repainting it into BR locomotive green in such a short time."

Following the completion of *Tornado*, the overhaul and conversion of its support coach No. E21249 and the repayment of the £1 million of loans taken out to finish the locomotive, the trust launched its project to build a second new main line locomotive in 2013, in the form of the seventh Gresley P2 2-8-2 Mikado, No. 2007 *Prince of Wales,* at a cost of more than £5 million, with completion due in 2023.

The 30th anniversary appeal is not only to raise vital funding to keep No. 60163 on the main line but also to complete *Prince of Wales*.

Steve said: "We've come a long way since those humble beginnings in York 30 years ago, thanks to the generous donations of time and money from our dedicated supporters. We are now seeking to attract new supporters to come on board and help us with our ambitious development plans.

Back into BR green: *Tornado* is seen undergoing a repaint in West Coast Railways' Carnforth workshops on August 24. AISLT/IAN GREENAN

"With this increased support, the next few years will see the first of the two new boilers delivered and fitted to *Tornado* during its next overhaul; the acquisition and overhaul of No. E35457 for use as a support coach for No. 2007 (see separate story); the completion; testing and operation of our new P2; the relocation of the trust's operations to a new, larger main line-connected site in Darlington where we can build, maintain and operate new steam locomotives; and the start of the construction of our third new LNER steam locomotive, yet-to-be-named Gresley class V4 No. 3403.

Support

"As part of our 30th anniversary, we're asking railway enthusiasts who share our vision to consider the different ways in which they might help us to protect what we've achieved to date and realise our ambitious plans for the future.

"We are looking to welcome new 'price of a pint of beer a week' supporters for both No. 60163 *Tornado* – in particular the very real need to raise funds for her next overhaul – and to complete the build of No. 2007.

"As an aside, I sometimes sense in some quarters a view that once a new steam locomotive is built, it requires little further support. Nothing could be further from the truth and both *Tornado* now, and *Prince of Wales* in the future, require additional support to remain in traffic – *Tornado* in particular at the moment as the impact of Covid-19 has significantly impacted on railtour revenue (see page 54)."

➜ **For details of The A1 Steam Locomotive Trust's 30th anniversary appeals, visit www.a1steam.com or telephone 01325 460163.**

Who wants a top class photo exhibition?

A SUCCESSFUL photographic exhibition, Rail Cameramen, which was displayed at Shildon's Locomotion museum in 2018 and at the National Exhibition Centre last November, needs a new home.

The Rail Camera club exhibition featuring around 100 mounted prints led to two associated well-reviewed books published by Silver Link (now Mortons Books) with sales producing a four-figure donation for the Railway Children Charity. The exhibition is now freely available for display elsewhere, ideally at a heritage venue.

Any group interested in displaying the prints is asked to email John Hillier at jrh@johnhillier.co.uk

Butterley's flagship LMS 'Jinty' set for comeback

THE Midland Railway-Butterley has announced that its popular LMS 'Jinty' No. 16440/47357 is to return to action following a bequest.

The 3F is to be outshopped in maroon, numbered 16440 with LMS crest – a livery in which it stood out from its classmates in preservation.

In a statement, the Midland Railway Trust (MRT) said: "The MRT board has been tirelessly working behind the scenes in many areas to secure the MR-B's future and setup a more sustainable business. Part of this work has now come to fruition and we are very pleased to announce the contract signing for the overhaul of 3F 'Jinty' frames belonging to No. 47357/16440.

"This work has been made possible by a substantial bequest left to the MRT that can only be used for steam loco restoration. The full frame overhaul will be carried out at Riley & Son (E) Ltd in Heywood, Lancashire and is expected to be completed within a six-month period.

Progress

"The frames and associated parts were transported to Heywood in mid-August. This will see the frames return as a complete rolling chassis and allow us to use the boiler currently away for overhaul at the North Norfolk Railway, which is in the final stages of completion.

"Our workshop volunteers will now concentrate on preparing the cab, tanks, bunker and cladding ready for refitting when the time comes, with other parts going to other contractors for machining to speed up the restoration and give the Midland Railway-Butterley an operational 'Jinty' once again!

Withdrawn from Liverpool Edge Hill in December 1966, it was sold to Woodham Bros at Barry. Rescued in 1970, it became the first 'Jinty' to enter service at Butterley in June 1973.

BR Mk.1 BSK No. E35457 is earmarked to be the support coach for No. 2007 *Prince of Wales*. A1SLT

Stephenson (Engineering) Ltd of Atherton continues to make progress with machining of the first pair of the four P2 coupling rods almost complete. The first delivery is due in the autumn. A1SLT

Help purchase a main line support coach for new P2

THE project to build a new example of the most powerful express passenger locomotives to operate in the UK – Gresley P2 2-8-2 No. 2007 *Prince of Wales* – has launched a new dedicated appeal for £100,000 to finance a support coach to run behind it.

A unique opportunity has arisen for The A1 Steam Locomotive Trust to acquire BR Mk.1 BSK No. E35457, which was built at Wolverton in 1963. Fitted with Commonwealth bogies it was most recently used as the support coach for BR Standard 4MT 2-6-0 No. 76084, now on the North Norfolk Railway.

In excellent condition, No. E35457 will require minimal work other than the reinstatement of its dual-brakes and the addition of a similar electrical system to that fitted to E21249, No. 60163 *Tornado's* support coach.

The trust is seeking to raise the money from 100 supporters, each donating £1000 (in up to eight monthly payments of £125 by standing order) towards the acquisition, overhaul and conversion of the coach.

Incentives

Donors will receive an exclusive certificate signed by David Champion (trust president) and Steve Davies, the opportunity to buy a ticket (on one of the first trains hauled by No. 2007, reasonable access to No. 2007 and No. 60163 at all times, a special supporters' day with *Tornado*, and two tickets (booked in advance) to travel behind *Tornado* or *Prince of Wales* in No. E35457 on a heritage railway and commemorative photograph with the locomotive and coach.

Trustee Mark Allatt said that the support coach appeal has been launched in order not to divert existing funding streams from the building of the P2.

Despite the impact of Covid-19, progress on its construction continues to move forward rapidly. The trust's Dedicated Donation scheme has raised over £400,000.

The Founders' Club had a target of 100 members but thanks to the early enthusiasm of our supporters we recruited over 360 members before it closed. The Mikado Club, The Cylinder Club and The Motion Club reached their targets and together raised nearly £600,000. The Boiler Club has already recruited 200 people of its 300 members each donating £2000; The Tender Club has already reached nearly 80 members of its 250 members target in a year; The Pony (Truck) Club – launched only in mid-April – has already passed its 20 members initial target; and The Turbogen Club – launched in July – has reached a third of its 40 members target of £1000 each.

Target

So far, £2.5 million has been spent and £3 million raised of the required £5 million to complete No. 2007 within the next three years, if Gift Aid is included. However, the trust must raise at least £700,000 every year.

➜ For further information on The P2 Support Coach Appeal, visit www.p2steam.com or call 01325 460163.

NYMR resumes Whitby operations

AFTER relaunching public post-lockdown services with two short shuttles, the North Yorkshire Moors Railway is again running steam the full length of its route from Pickering to Whitby.

The 'Optimist' began running on August 17 and departs Pickering twice a day, at 9am and noon, both allowing passengers time to spend at the seaside (returning at 2pm and 4.30pm respectively). The trains, all steam-hauled, do not stop at any intermediate stations.

Tickets must be pre-booked, fares ranging from £35 to £72 (two adults plus two children) and £140 (table with four adults), with reduced rates for members.

Passengers can book either a private compartment (maximum six people) or travel in a standard TSO carriage (maximum four) with social distancing measures in place. Tickets will be released in two-week blocks, as officials closely monitor the situation, and at the time of going to press, the 'Optimist' is planned to run until September 13.

General manager Chris Price said: "Our initial plan was to get the railway operational and we now feel we can progress to phase two with our newly-named service 'The Optimist'.

"Easing of social distancing and our enhanced cleaning measures have allowed us to create this new journey to allow our passengers to once again travel the full length of the line."

He said that current fares are reflecting the line's high operating costs and should be considered as a donation which supports not only the railway, but the wider community.

For details of how to book visit www.nymr.co.uk

If you wish to book a carer ticket or are the holder of either an InterRail or ATOC card telephone 01751 472508.

BR Standard 9F 2-10-0 No. 92314 heads the 'Optimist' through Goathland on August 18. CHARLOTTE GRAHAM/NYMR

Broadway breakout!

By Robin Jones
Pictures by Ian Crowder

THE plaintive sound of steam locomotives hauling passenger trains echoed over the Cotswold Hills again as the Gloucestershire Warwickshire Railway ran its first public services since lockdown, on Saturday, August 15.

It was a triumphant occasion for the railway's volunteers, who the previous weekend had rehearsed the new socially-distanced arrangements and timetable with full-size 'shakedown' trains. As lockdown restrictions were eased, and thorough risk assessments were drawn up, strictly-controlled groups of volunteers were allowed back to prepare for the reintroduction of services after a five-month absence.

During August 8/9, WR 4-6-0s Nos. 7820 *Dinmore Manor* and 7903 *Foremarke Hall* and Merchant Navy Pacific No. 35006 *Peninsular & Oriental SN Co,* were in steam. The opportunity was taken to requalify staff whose certificates had expired during lockdown, while volunteers were invited to act as 'passengers' so that social distancing, hygiene, wearing of masks and one-way systems could be rehearsed ahead of public services. No. 35006 did not work any trains but ran light engine to Broadway and back to confirm that it is operating satisfactorily following fitting of a new ashpan and refurbished brake ejector and cylinder drain cock actuators.

The first train of the 'new-normal' season departed from Toddington promptly at 10am, and like several that followed, was sold out.

Commercial director Graham Radband said:"You could tell that every one of our volunteers and visitors was smiling, despite the required face covering.

"We've had so many positive comments, like 'So good to be back and seeing steam again!' or 'I hadn't realised how much I've missed the railway!'

Safety

"Everyone entered into the spirit of the occasion. Although it was strange seeing everyone masked up, it's vital that we do our utmost to ensure that our railway is safe, whether coming to enjoy a ride through the Cotswolds or as a volunteer welcoming our visitors or working behind the scenes."

The railway marshalled its compartment coaches, which are reached through sliding doors from a side corridor, which means that a family group of up to six people is effectively isolated on the train in their own social 'bubble'.

Graham added: "These old-fashioned coaches have really come into their own and meet the need for social distancing admirably!"

The current journey on offer is a 28-mile round trip from Toddington (where all trips start and finish), via Cheltenham Racecourse (where there is a half-hour break while the locomotive runs round its train), then back through Toddington to Broadway (where there is again a run-round break), and return. This is on Saturdays, Tuesdays and Wednesdays, which have been the busiest days for the line in the past. There is plenty of free car parking at Toddington, and passengers may not join the train at other stations. However, they may leave if they wish to at Broadway or Cheltenham but are not permitted to return on a different train.

As the remaining season progresses, a two-train diagram will be introduced and if there is demand, and volunteer availability, additional operating days may be added.

Clear road ahead: No. 7820 prepares to depart from Toddington on August 8.

Bulleid Merchant Navy Pacific No. 35006 *Peninsular & Oriental SN Co* is seen on a test run at Toddington on August 8.

Iron horse watched by equine: a Riding for the Disabled horse watches from its stable as WR No. 7820 *Dinmore Manor* accelerates away from Cheltenham Racecourse.

'New-normal' platform bench seating.

An addition to staff uniform in the era of 'new-normal.'

WR 4-6-0 No. 7820 *Dinmore Manor* emerges from Greet Tunnel on August 8.

Tickets cannot be bought at the line's ticket offices but must be booked through www.gwsr.com and may be printed at home or downloaded onto a smartphone.

A one-way system on and off the trains is in operation, as well as on to and off the platforms. Strict social distancing is in place and masks must be worn on the platforms and when boarding or leaving the train.

A deep cleaning regime is in place, including daily anti-bacterial fogging of trains.

Operations

The railway is operating six-coach trains, each comprising five corridor compartment coaches and one TSO. Passengers may remove their masks while travelling in the booked compartments. A limited number of individuals and couples may travel in the TSO to a socially-distanced accommodation pattern, but those in this vehicle are obliged to wear masks.

Railway spokesman Ian Crowder said: "We are reintroducing services cautiously and our first operations have been a huge success. It is gratifying to see that both volunteers and visitors are acting responsibly and are clearly enjoying the experience of operating and travelling on our trains once again.

"We have had many messages of support and encouragement, particularly after the railway suffered a £500,000 bill for repairing a landslip south of Gotherington, which has been completed to a very high standard.

"And without the generous support of so many supporters who quickly donated more than £250,000 into the railway's emergency appeal, we would now be in a very different place. We're deeply grateful to everyone who contributed."

As for line's other locomotives, GWR 2-8-0T No. 4270 is undergoing work on its piston valves, while WR pannier No. 9466, owned by West Somerset Railway chairman Jonathan Jones-Pratt remains at Toddington and is in working order. However, it is booked to move to the Ecclesbourne Valley Railway later this year.

Hawksworth 'Modified Hall' No. 7903 *Foremarke Hall* departs from Cheltenham Racecourse with the first train to Broadway on August 15.

***Foremarke Hall* offers a warm welcome to admirers for the first time in five months.**

Driver Neil Carr, right, and fireman Jonathan Perks with *Foremarke Hall*.

Tributes paid to locoman Mike Middleton who died on S&C trip

By Robin Jones

HUNDREDS of tributes have been paid to popular footplateman Mike Middleton who died after being taken ill while working on a West Coast Railways 'Dalesman' service over the Settle and Carlisle line on August 18.

Mike, 62, a steam driver on the Ffestiniog & Welsh Highland Railways (Ff&WHR), was acting as fireman on LMS 4-6-0 No. 46115 *Scots Guardsman* on the trip between Carlisle and York when he felt ill as it passed Garsdale.

The train was stopped and two nurses who were passengers came forward to offer medical assistance to Mike, who collapsed. An ambulance was called, but he died, despite the efforts of paramedics. It was believed that he suffered a heart attack.

Mike had lived in Anglesey for many years and had worked at the now-closed Wylfa nuclear power station until he retired.

A statement from the train operator posted on its Facebook page said: "West Coast Railway Company is deeply saddened at losing our fireman Mike Middleton near Garsdale after being taken ill on 1Z34.

"Our thoughts are with his family and friends at this awful time. Thank you for all the kind messages received from our passengers who were travelling."

Passion

Ian Hardman posted: "He went doing the thing he loved, on one of the toughest sections of railway in the UK. The man went with dignity and a steel of determination, with the sound of a Scot in his ears."

Mike's sister Pat Stanton added: "I'm overwhelmed by the wonderful messages about my brother. Thanks to those who were with him on his last night. He was never happier than when working on engines."

Paediatric nurse Lauren Watson, who was a passenger on the special charter train, said: "RIP Mike. I was on the train and was blown away by the bravery and professionalism of the staff on board."

Passenger Nichola Lindley said: I thank all the staff who were amazing, even though they had just lost a colleague and friend, and two nurses who went to assist."

Welsh Highland Railway Garratt No. 87 carrying a wreath in honour of Mike Middleton at Caernarfon station. PHIL BROWN

Annie Keogh posted: "Known Mike for over 20 years through the Ffestiniog Railway. I was, like many others shocked to hear this news. What a lovely, quiet man."

The Facebook post attracted nearly 1500 views, 230 comments and 340 shares.

On August 21, Welsh Highland Railway Garratt No. 87 carried a wreath in respect to Mike.

Ff&WHR general manager Paul Lewin said: "Mike Middleton was one of the most dedicated volunteers in the Ff&WHR family. He drove countless miles, notably on the Welsh Highland Railway where he would regularly drive the least appealing turns on the roster with never a complaint to be heard.

Enthusiasm

"He was also known for his immensely frugal driving style, often topping the league for the best fuel consumption on the WHR's fleet of NGG16s. In recent times he found a new passion in the shape of firing on the main line with the West Coast team.

"His enthusiasm for those big locos on the main line continued in his mess room conversations at Dinas. We will all miss Mike very much, a gentleman and part of our family. We are just so pleased that he spent the last few years doing something he truly adored."

Mike Middleton with LMS 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester* while working on West Coast Railways' 'Jacobite' two years ago. BILL PUTMAN

Blackfriars stands proudly in the Berwyns

THE fourth and final pair of canopy columns has been installed on the platform at the Llangollen Railway's new Corwen terminus.

The fixing of the columns from London's Blackfriars station was completed on August 20 as the conclusion of an exercise which began prior to lockdown when a trench was excavated in the platform to allow for a substantial foundation to be created.

Following lockdown, the Corwen project volunteers bailed out the trench and inserted shuttering, complete with reinforcing bars and anchor points, to allow delivery of 12 cubic metres of ready-mix concrete. The columns were craned into position by the on-site Road Rail machine and a cross-piece added.

The first three pairs of columns have been in-situ around the entrance stairwell for some time and are the subject of much admiration when viewed from the town's car park. The space between the newly-fixed columns will be filled with an on-platform station building suitably reinforced and engineered to support a canopy.

Project manager Richard Dixon-Gough said: "The canopy will be subjected to significant wind forces at this elevated, exposed station location and called for a substantial foundation to secure the columns. As now erected, the columns are another notable achievement by the volunteers engaged in working towards completion of the station."

The next phase of the work will see reinstatement of the platform surface and continued installation of surface drainage channels in preparation for the paving blocks.

Class 31 No. 31271 also reached Corwen with a works train on August 8, delivering the new ground frame to the site for installation for controlling the points to the loop and the siding.

The team who erected the columns: John Mason, Tony Cook and Peter Robson. GEORGE JONES

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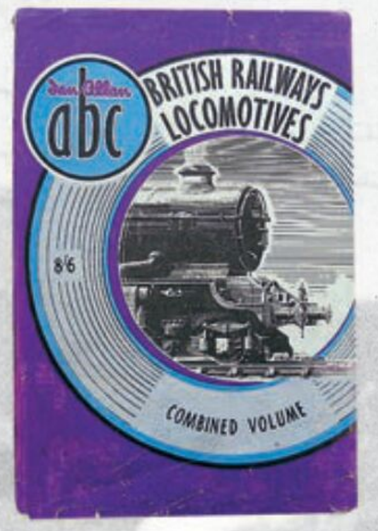

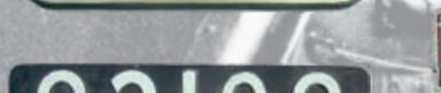

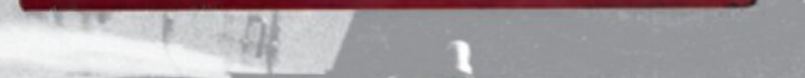

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Corfe Castle 25th anniversary

Appeal funds grow – but more is needed

By Robin Jones

THE Swanage Railway has celebrated the 25th anniversary of the extension of its services into Corfe Castle and Norden by announcing that its Save Our Service emergency appeal has reached £261,809.

Swanage Railway Trust chairman Gavin Johns is appealing to the public to continue to donate to the survival appeal, launched in late March at the start of the coronavirus lockdown, needs to reach its £360,000 target.

He said: "We are immensely grateful, and very humbled, by the response to the 'Save Our Service' appeal so far and I am urging the public to still give generously as our restricted train service of fewer trains – due to the need for cleaning and longer boarding times with allocated seating – is less profitable with 60% fewer seats available due to the need to maintain social distancing to keep our passengers safe.

U Class 2-6-0 No. 31806 leaves Corfe Castle on August 10. ANDREW PM WRIGHT

Survival

"The Swanage Railway is still fighting for its survival in these extraordinary and unprecedented times. Several generations of dedicated volunteers have rebuilt the Swanage Railway from nothing since 1976 and there is still so much more to achieve.

"Relaying the track the 5½ miles from Swanage to Corfe Castle and Norden was a herculean effort that took 25 years to complete – a stark and very clear reminder of the incredible achievement that the Save Our Service appeal aims to prevent from being lost to future generations."

On Saturday, August 12, 1995, the railway's volunteers ran the first steam trains from Swanage to Corfe Castle and Norden since Sunday, June 18, 1967, when the last British Rail steam train ran from Wareham to Corfe Castle and Swanage on an enthusiasts' special from London.

The revivalists pushed beyond Corfe Castle station because it was deemed that there would be insufficient parking for visitors in the station serving the picture-postcard village which lies beneath the ruins of the great medieval castle, one of the most famous vistas of the Southern Railway.

The park-and-ride facility developed at Norden encouraged visitors to Swanage to leave their cars there and take the train to the seaside, helping to alleviate traffic congestion on the Isle of Purbeck's A351 spine road in the peak season and also parking shortages in the resort.

Services

As reported last issue, the railway resumed a socially-distanced allocated-seating diesel-hauled passenger train service between Norden and Swanage on July 11, with steam returning a week later.

A one-way system has been introduced at Corfe Castle station to keep passengers safe while Harman's Cross station and Herston Halt, the latter on the outskirts of Swanage, remain closed to the public.

Gavin said: "We decided to reintroduce our passenger services in a restricted and staged way so that we could become confident at safe operation of each stage before proceeding to the next. This has worked well with many passengers saying how well they thought our planning and operations were.

"We are pleased with the public response to our restricted train service – nine return trains a day during August, both steam and diesel."

The heritage line carried more than 200,000 passengers in 2019 and contributed more than £15 million to the Purbeck economy.

➜ The 'Save Our Service' appeal can be found at www.saveourservice.co.uk where donations can be made by PayPal, debit or credit card. Donations can also be made through the line's Facebook page or by texting 'SOS' to 70470 to donate £10 which costs £10 plus a standard rate message. Cheques clearly marked Save Our Service can also be sent to the Swanage Railway Trust at Station House, Station Approach, Swanage, Dorset, BH19 1HB.

➜ Bulleid Pacific No. 34072 *257 Squadron* at Corfe Castle in 1995 and 2020 – centre pages 50-51.

Special evening sessions added as Covent Garden museum reopens

LONDON Transport Museum is to reopen to visitors on September 7 after temporarily closing for an unprecedented 173 days due to the coronavirus pandemic.

The Covent Garden museum, including its shop and café Canteen, will reopen daily between 11am and 7pm, except for Thursdays and Sundays when it will close at 6pm.

Exhibition

The museum's popular five-star Hidden London exhibition in the Global Gallery will also be open again for people to discover the mysteries of London's 'abandoned' Underground stations, from the secret wartime uses of Down Street and Clapham South to the creative ways in which forgotten subterranean spaces are being adapted for today's world.

Also, every Thursday in September and October, the museum will reopen between 6.30pm and 9pm for a special ticketed evening opening for adults to meet up with friends after a day of working from home.

Tickets for these special evening openings costs £15 and will give visitors a 'private view' experience free from the crowds as they explore the museum after dark with a complimentary drink, with a pub-style quiz laid on.

The museum is offering £5 off to Blue Light Card holders when booking daytime tickets to say thank you to key workers who have helped keep the capital moving during the pandemic. Residents of Westminster, Holborn, Bloomsbury, King's Cross, Waterloo, Vauxhall, Borough and Bermondsey will also enjoy £5 off and are encouraged to walk where possible.

Adult tickets cost £18.50 and allow free daytime entry to the museum for a year, while children aged 17 and under go free. Timed entry slots must be booked online in advance of all visits.

Current annual ticket holders will have their passes automatically extended by up to five months, allowing them to make up for missed visits during the lockdown.

Systems

There will be new pre-visit information to help people plan ahead, new one-way routes to explore the galleries with updated signage, queuing systems to help people social distance while they enjoy interactive displays, sanitiser stations throughout the galleries and enhanced cleaning regimes with anti-viral disinfectant that protects for up to 30 days.

Museum director Sam Mullins said: "During this time of such great uncertainty, we are so keen to reopen our doors and welcome visitors back to our museum, safe, clean and socially distanced. The future remains full of big financial challenges. Visiting in itself will help to ensure we can continue sharing our wonderful museum with people and we are incredibly grateful to everyone who has kindly donated, or plans donate to our public appeal.

"It has been touching to see so many people showing their support for London Transport Museum in recent weeks."

➜ Tickets and timed entry slots can be booked at www.ltmuseum.co.uk

To donate to the museum's emergency appeal, visit www.ltmuseum.co.uk/appeal

Above: The cover of Elton John's hit 1970 album Tumbleweed Connection. IAN DIGBY OVENS

Right: Bluebell Railway visitor Hugh Stevenage poses in the same position at Sheffield Park as Elton John did in 1970. BR

Bluebell restages Elton's album cover 50 years on

By Robin Jones

BLUEBELL Railway visitors are being offered the chance to appear in 'remakes' of the cover of rock star Elton John's 1970 album Tumbleweed Connection.

The singer and lyricist Bernie Taupin were photographed outside the museum at the heritage line's Sheffield Park station especially for the cover.

The original picture was taken by photographer Ian Digby Ovens with the Victorian station used to represent the album's rural Americana concept.

Bluebell Railway museum curator Tony Drake said: "Late one afternoon I was locking up the museum when a young couple came along and declared 'It must be here'. I inquired as to what was 'here' and they told me the story of Elton John and the cover for his album Tumbleweed Connection.

Discovery

"They then proceeded to take photographs with the gentleman sat where Elton appears on the album cover. This year is 50 years since the album was released and the Bluebell Railway is celebrating 60 years of operating as a heritage line, so we thought it would be a good idea to encourage Elton's fans to come and take their picture at the scene."

The railway's museum team discovered some of the enamel signs that were outside the building in 1970 had been moved to other parts of the line. They include signs for Sunlight soap, Rowntree's chocolates, Mazawattee tea, Shelvey's mineral waters and Rajah cigars. The team has since replaced them in the same positions and cleaned them ready for the photographic opportunities for visitors.

The Nestle's milk chocolate bar dispensing machine had also been relocated to another station on the Bluebell line since Elton's visit but it was 'still standing'.

It too was moved back into position and repainted by the museum's volunteers.

Visitors to the Bluebell Railway have now started posing as Elton John and recreating the album cover including using photo-editing software to produce black-and-white images to match the feel of the original photograph. The railway is encouraging visitors to share their images on social media.

Location

Tumbleweed Connection, Elton John's third studio album, reached No. 2 in the UK album charts even though there were no hit singles.

Other singers who have used the railway and its period stations for promotional filming since it opened as a heritage line in August 1960 include Cilla Black, Ringo Starr, Sheena Easton and the Pet Shop Boys.

➜ **Bluebell services restart on its 60th anniversary – pages 20-21.**

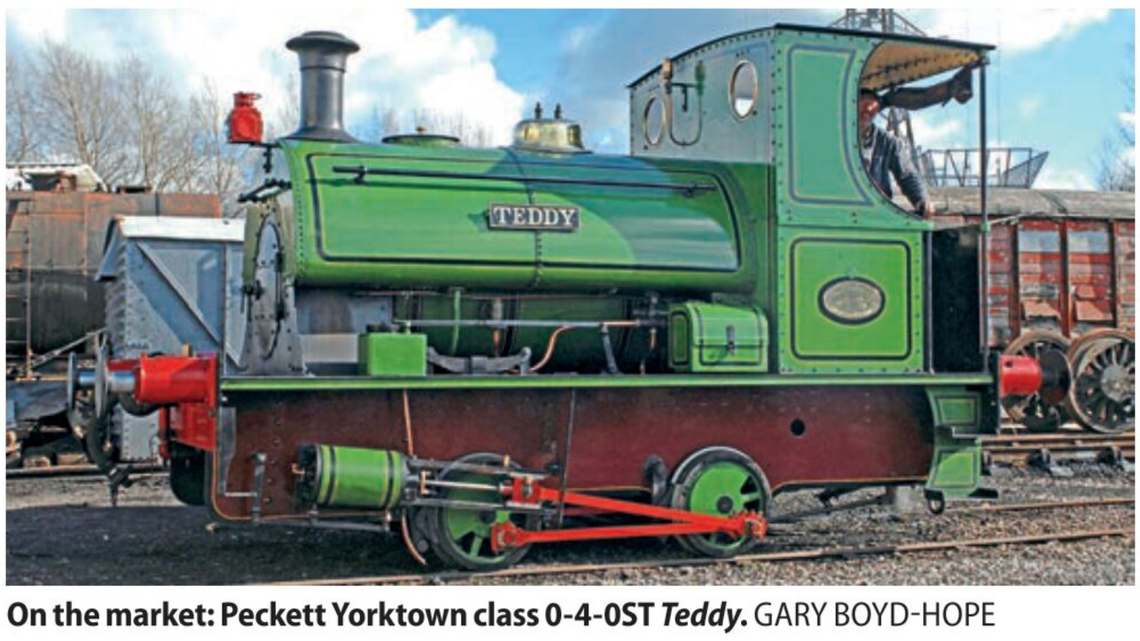
Popular Peckett 0-4-0ST *Teddy* goes on the market

SOLE-SURVIVING Peckett Yorktown class No. 2012 of 1941 0-4-0ST *Teddy* is being offered for sale following a decision by its owner to pursue other interests.

The diminutive ex-Royal Ordnance Factory locomotive is probably best-known for its association with former owner, Reverend Teddy Boston, who bought it in 1972 and operated it at the Market Bosworth Light Railway (now known as the Battlefield Line) at Shackerstone until removing it to his legendary Cadeby Light Railway in 1982.

The Peckett stood sentinel outside Cadeby Rectory for the next two decades, until being sold for restoration after the Cadeby Light Railway closed in 2005. An extensive overhaul followed and the locomotive returned to steam in late 2007, being subsequently named *Teddy* in honour of the well-known 'steam cleric'.

Until early 2011, *Teddy* was a regular performer on the Lavender Line at Isfield, but a change of ownership that year saw it take up a long-term residency at the National Railway Museum. During its time in York, the locomotive visited Beamish Museum and also starred in the NRM's Railfest event in 2012, but later transferred to the Chasewater Railway in early 2015.



On the market: Peckett Yorktown class 0-4-0ST *Teddy*. GARY BOYD-HOPE

Two further extended hires to the Bristol Harbour Railway and Locomotion at Shildon followed, as well as two visits to the Great Central Railway, during which *Teddy* hauled the opening train on the Mountsorrel Railway, and made a gala appearance at the Ribble Steam Railway.

Since moving to Chasewater, *Teddy* has confounded doubters who thought its 2ft diameter wheels and 7in diameter cylinders would limit its usefulness. It has been a regular performer on the two-mile line's shuttle trains, as well as lifting a rake of HAA wagons and maintaining a service with a BR Mk.1 coach. It last ran in November 2017 upon the expiry of its boiler certificate.

The 'Pocket Peckett', as it has become known, is in mechanically good condition, having had an intermediate bottom-end overhaul in 2016, which included tyre turning and axlebox refurbishment. The boiler is the original of 1941, and is also in good order, and is expected to require only minor general firebox repairs and a full retube to return it to steam.

Furthermore, *Teddy's* small size has earned it an army of fans both young and old, garnering more than 1800 followers on Facebook.

The guide price for the locomotive is circa £45,000 and serious enquiries are invited at peckett2012@gmail.com

Birthday boys are back in business!

***Slough Estates No. 3* heads a later train on August 2, again at Moor Road.** MRT

By Robin Jones

TWO ground-breaking lines which 60 years ago became the world's first standard gauge heritage railways are celebrating after restarting public services.

The Middleton Railway, which on June 20, 1960, became the first standard gauge line to be operated by unpaid volunteers, ran its first public train since the Covid-19 lockdown on Sunday, August 2. Its first train from Moor Road was hauled by Hudswell Clarke 0-6-0ST No. 1544 of 1924 *Slough Estates No. 3*.

It was followed by the Bluebell Railway, the first section of the national network to be reopened as a heritage line, and which relaunched its service on Friday, August 7 – exactly 60 years to the day that its volunteers ran their first train.

Both railways had earlier cancelled their special gala events to celebrate their Diamond Jubilees, but Middleton officials privately ran a 60th anniversary train on June 20, as reported in issue 269. The Middleton still aims to run a Diamond Jubilee later in the year, subject to no further restrictions being imposed. The railway had a double cause for celebration after being awarded £39,500 the National Lottery Heritage Fund's £50 million Heritage Emergency Fund to help safeguard its future and makingit more resilient in the wake of the financially-damaging lockdown.

Improvements

The Middleton Railway Trust's Mark Calvert said: "Thanks to the National Lottery and its players we can now progress with improving our facilities, to improve our Covid-19 secure measures, and complete conversion of an additional coach which will enable us to welcome more passengers safely. A new bike shelter and improved passenger facilities will improve the experience for all.

"We're grateful that the National Lottery Heritage Fund is supporting us at this crucial time – it's a lifeline to us and others who are passionate about sustaining heritage for the benefit of all."

What is the world's oldest working railway passed official standards in following Government and industry coronavirus guidelines, ensuring processes are in place to maintain cleanliness and aid social/physical distancing on its trains.

Back in 1960, it was youth that paved the way ahead for the nascent heritage sector, with college and university students at the Bluebell and Middleton railways building on the progress made in the previous decades by revivalists of the Talyllyn and Ffestiniog railways.

This August, it was six-years-old enthusiast Alex Venton who, under the supervision of senior Sheffield Park stationmaster Graham Aitken, was afforded the privilege of blowing the whistle and waving the green flag to set off the first Bluebell comeback train, a members' special carrying 'The Pioneer' headboard and hauled SECR O1 0-6-0 No. 65 from Sheffield Park. The train had been fully booked within 10 minutes of the tickets going on sale.

Alex, a railway fan since he was two and a member of the Bluebell's club for juniors, had donated his £6.10 savings from his pocket money to the Bluebell's emergency survival appeal, and it was topped up with £20 from his mum Sophie.

She said: "He read about the appeal in the railway's newsletter and said, 'Can I give the money from my moneybox?' I said, 'Are you sure you want to?' because he had been saving up for a new coach for his train set - but he insisted he wanted to help."

The train was blessed by railway chaplain Rev David Murdoch, vicar of St Giles Church in Horsted Keynes, who sprinkled holy water over No. 65, and Bluebell plc chairman Chris Hunford delivered a reopening speech before Alex waved the train off.

Generosity

Alex and his mum, dad Dominic and younger sister Laura, from Petworth, in West Sussex, were given a behind-the-scenes VIP tour of the Sheffield Park workshops and the SteamWorks! exhibition before catching the 11am 'The Pioneer'.

Bluebell Railway funding organiser Trevor Swainson said: "We were touched that Alex had emptied his money box because he loves trains so much, and particularly his concern that the railway might struggle as it comes out of lockdown. We have had more than 2,500 donations to the appeal, but it is stories like Alex's that are particularly heart-warming and it makes us realise just how special the Bluebell Railway is to so many people."

Transport Secretary Grant Shapps sent a 60th birthday card to the railway, as did Maria Caulfield, MP for Lewes, and Wealden MP Nus Ghani. The minister said the Bluebell had "fantastic locomotives, the biggest collection outside the National Railway Museum. So, many happy returns – and here's to 60 more."

As we closed for press, access to the stations was for pre-booked travel ticket holders only, and face coverings were mandatory in public places such

Hudswell Clarke 0-6-0ST No. 1544 of 1924 *Slough Estates No. 3* hauls the first public Middleton Railway train since lockdown to leave Moor Road, at 11am on August 2. MRT

SECR No. 65 passes West Hoathly with the first public Bluebell Railway train since lockdown, the 9am members' special from Sheffield Park on August 7. NICK GILLIAM

as the platforms, the museum and SteamWorks! and when boarding or alighting from trains.

Passengers were asked to arrive for their booked service 20 minutes before the train leaves, with boarding 10 minutes before departure. Once seated on a dining train or within the bubble of their own compartment, passengers may remove face coverings. The onboard seating capacity on dining trains was reduced to allow for social distancing.

All services were starting and ending at either Sheffield Park station or Horsted Keynes. Due to a trackbed issue north of Kingscote following recent weather conditions, trains were not running to East Grinstead and the line's permanent way team was working to fix the issue as soon as possible. At Kingscote, the paddock was open to view the locomotives as they run round.

Precautions

The Bessemer Arms at Sheffield Park and platform seating is closed, but the kiosk on Platform 1 is open, with extra seating added to the riverside picnic area. The shop is open to ticket holders on their visit and accessed via the platform only, with a limit on the number of people within the shop premises.

Toilets on the platforms at all stations will be open with an enhanced cleaning schedule, while dining trains toilets are closed.

In September, a wider range of services and dining trains, including the 'Wealden Rambler' afternoon tea, 'The Rocket' lunch train, 'Cream Tea Riviera' and' The Blue Belle' evening dining train, was scheduled. More carriages were added to 'The Pioneer' swith September prices cut to £75 for a third class compartment and £115 for a first class compartment.

A Bluebell spokesman said: "Overall, we were delighted to be back in business and welcoming visitors once again. We have received a lot of positive feedback about the way we have adapted to ensure the railway is Covid-19-secure and that our staff are as helpful and courteous as ever. We have also been praised by customers for the quality of our meals and service on the rebranded dining trains.

"We always said it would be a phased reopening. We are cautiously optimistic that people will continue to return to days out such as the Bluebell Railway. The Emergency Appeal has raised nearly £400,000 so far and remains open because of the continued uncertainty about coronavirus."

While all events until December remained under review as we closed for press, the Bluebell has announced that it will be holding a transport-themed special event at the end of October. The line will also celebrate its 60th birthday next year with a three-day extravaganza from August 6-8.

➜ Details of how to donate to the Middleton Railway's Safeguarding the Future appeal can be found at www.middletonrailway.org.uk

➜ The Bluebell Railway's emergency appeal is running at www.bluebell-railway.co.uk/bluebell/trust/appeal/donate.html

Above: The banner broken by the first train was held by Bluebell Railway Preservation Society acting vice-chairman Roy Watts and Bluebell Railway Trust funding governor Trevor Swainson. BR

Right: Alex Venton, aged six, blows the whistle to signal the departure of the first train, the 9am 'The Pioneer' from Sheffield Park on August 7. BR

NRM's Taff Vale tank to return to steam after 30 years

By Robin Jones

THE National Railway Museum has signed a three-year overhaul agreement with the Gwili Vintage Carriage Group to bring the last surviving Welsh-built standard gauge locomotive back into steam at an estimated cost of £160,000.

Originally agreed in October 2019, plans to begin the overhaul of Taff Vale Railway 0-6-2T No. 28 were disrupted by the Covid-19 pandemic, but the easing of restrictions now has enabled the agreement to be finalised.

No. 28 will be based at the Gwili Railway near Carmarthen and will be overhauled onsite by the railway's in-house engineering team. The overhaul will be partially-funded by a £18,000 grant from the Association for Industrial Archaeology. This grant will be used to restore the rolling chassis, which includes original Taff Vale Railway components.

The overhaul is scheduled for completion in 2024, when it will steam for the first time in more than three decades, and operate Gwili passenger services.

Cosmetically-restored Taff Vale Railway No. 28 at the Gwili Railway, where it will now be overhauled to working order. THOMAS SPAIN / NRM

Progress

David Murray, the Gwili Railway's project manager for the overhaul, said: "Since October, much behind the scenes work has already taken place, with the refurbishment of parts and equipment to be used in the overhaul and 3D CAD drawings prepared for components that will need casting. The fundraising team is working away in the background on a number of innovative fundraising ideas, which we look forward to announcing in the coming months."

Built at Cardiff Works in 1897, No. 28 spent nearly 30 years hauling iron and coal trucks in South Wales and is regarded as a unique surviving example of the area's industrial heritage.

By 1922, when the GWR had absorbed the Taff Vale Railway, No. 28 had run 483,189 miles, and the next year was given a major overhaul, receiving a new boiler.

Absorbed into the GWR fleet, No. 28 was renumbered No. 450 and given a GWR-style cover over its safety valve – its external design was unchanged.

It was withdrawn from service on October 30, 1926, but was found to be in good mechanical condition and sold to the Government in 1927 for use on the Woolmer Military Instructional Railway, later rebranded the Longmoor Military Railway. Named *Gordon* after General Gordon of Khartoum, it was kept in immaculate condition, performing relatively light duties.

Career

After the Second World War broke out, No. 28 was renumbered WD 205, then WD 70205, before becoming surplus again and stored. Resold in 1947 to the National Coal Board, it was used on the Hetton Colliery railway, renumbered No. 67 but kept the *Gordon* nameplates.

Engaged in heavy work on the coalfields again, it received a major overhaul in 1955, with minor alterations to its external design, but by 1959 it needed boiler repairs and was withdrawn from service the following year. Following requests to the NCB that it should be saved because of its historical importance, in 1962 it became part of the National Collection.

It was originally intended that it should be restored to its former Taff Vale condition at Caerphilly Locomotive Works. However, the site was given notice of closure and No. 28 was the last to leave, for storage in Swindon and London.

In 1966, it was returned to Caerphilly as the National Museum of Wales had been given custodianship of the locomotive, now part of the National Collection. During the late 1960s and early 1970s the engine was restored to working order by the Caerphilly Railway Society and ran for about seven years from 1983, until taken out of service to await routine boiler examination.

Dismantled

After the Caerphilly Railway Society closed, No. 28 spent over a decade on loan to the Dean Forest Railway, which dismantled it for a more thorough restoration, but this was unsuccessful due to the discovery of cracked springs.

In 2013 the NRM moved the locomotive to the Llangollen Railway for reassembly.

In 2014 it moved to the Gwili Railway on static loan under the care of the carriages group.

National Railway Museum director Judith McNicol said: "I am pleased to confirm a new overhaul agreement with the Gwili Vintage Carriage Group, which will provide a really positive future for the locomotive and celebrate an important part of Welsh railway history."

Cholsey & Wallington leads the way on hi-tech track surveys

By Tony Stead

GEO-DATA specialist company Fugro has again used the Cholsey & Wallingford Railway (CWR) as a testbed for its track survey equipment.

Fugro first visited the line in 2018, since when it has further developed the equipment. The company recently surveyed the rail network in Wales and now has won a contract to survey more than 1000 route miles of the Western Region. However, to test and calibrate the equipment it has again chosen to work with the heritage line.

In early July it visited CWR along with an Aquarius road/rail Land Rover and undertook eight return trips along the length of the line to collect data on the height of the ballast, condition of the rail and proximity of obstacles for gauging etc.

As well as collecting this data, the equipment records up to three videos of the line and accurate GPS data. The data then allows maintenance trains to go out at night and precisely locate the position where tracks need replacing or ballast needs adjusting.

The RILA Track system measures the absolute track georeferenced position and the track geometry is recorded to engineering specification accuracy. Track profiles are collected using an integrated laser and imaging system that computes position and orientation from on-board GPS and inertial measurement systems. The fully-georeferenced video provides data on all surrounding track assets. It is unique in being the only track measurement system able to connect to any passenger train and measure at line speed up to 120mph without the need to alter or affect the train's normal operating performance.

Although the heritage line cannot operate at 120mph, it confirmed that the equipment can be quickly and efficiently mounted on its Class 08 shunters and future calibration runs will be with CWR locomotives.

Furgo's Aquarius Land Rover about to pass over the Wallingford bypass level crossing. CWR

Above: Driver and engineer Sam Wake assists in the fitting of the carriage screens, here to one of the semi-open stock. CHRISTOPHER GLOVER / RER

Left: Driver William Sands in coronavirus face mask brings his regular engine, *Whillan Beck*, and its train into Ravenglass. The tops of the social distancing screens in the open carriage are just about in view. CHRISTOPHER GLOVER/RER

Daily passenger trains welcomed back at La'al Ratty

LAKELAND'S Ravenglass & Eskdale Railway opened to the public following lockdown on Thursday, July 30, launching its new 'pink' timetable.

Prior to that, it had undertaken some empty stock trials for the purposes of driver and guard reassessments, a 'train for the community' so that local residents and business people – such as publicans and accommodation providers – could see what changes had been implemented to make the railway compatible with social distancing requirements, and three days of 'soft launch' public trains which were not widely advertised.

The 'soft launch' days comprised just two round-trips each, while the full pink timetable now in operation features six return trips, all steam-hauled, and also makes use of the line's new first-class observation carriage.

The new timetable focuses on an express-style run from end to end, with no intermediate stations open presently to the public. All travel is pre-booked through the railway's website; passengers can choose to return on any available service – there is no requirement to return immediately on the same train – which means time can be spent in the Esk valley or on the beach in Ravenglass. Ravenglass Railway Museum is also open, and the historic Eskdale watermill is just a few minutes' walk from the railway's Eskdale terminus at Dalegarth. Trains will run daily until November 1.

At each end of the line are one-way systems through the booking offices and cafes, but the biggest change is the handcrafted 'social distancing screens' fitted to the carriages, giving a 1920s Bassett-Lowke era feel to the opens in particular.

The screens are the design, manufacture and fitting of long-serving joiner Richard Rothery, who made 80 of them in order for the railway to be able to re-open. The segregation allows for two-, four- or six-seat compartments to be sold to family groups and gives them privacy and comfort on the journey. At Ravenglass there are dedicated arrival and departure platforms, prompting much of additional shunting throughout the day, with 1932-built Lister diesel *Cyril* usually rostered as station pilot.

The trains have been busy, reflecting the national desire to enjoy leisure activities once again, and have been hauled variously by 0-8-2 *River Irt* of 1894, 1923's 2-8-2 *River Esk*, *Whillan Beck*, is a 4-6-2 built in 1929 which was the subject of the successful Train From Spain Appeal, and 2-6-2 *Northern Rock* of 1976. Tickets can be booked at https://ravenglass-railway.co.uk while donations can be made to the Ravenglass & Eskdale Railway Preservation Society are invited at https://rerps.co.uk/donate/

The society's 1966-built 2-8-2 *River Mite* is currently under overhaul.

Mineral wagons move from Swanage to Midsomer Norton

TWO ex-BR standard 16T steel-bodied mineral wagons, perhaps the most numerous type of mineral wagon ever built with around 250,000 constructed, have been delivered to the Somerset & Dorset Railway Heritage Trust at Midsomer Norton.

They have been purchased from the Swanage Railway, where they had been stored at Norden and are intended to form part of typical Somerset & Dorset goods train.

In the 1950s and 60s wagons like these could be seen at virtually every station in the country with an associated coal merchant (often the stationmaster supplemented his railway income in this way) and were a quintessential feature of unfitted goods trains of all descriptions of that period, although popularly associated with the 'Windcutter' trains of empty wagons on the former Great Central section.

An appeal for help towards the restoration of the wagons has been launched at www.justgiving.com/fundraising/sdrht-bringinghomethegoods

In a separate development, English Electric industrial 0-4-0 diesel shunter No. 120 (ex-NCB Lea Hall Colliery) has moved temporarily away from Midsomer Norton in order to be fitted with vacuum brakes so that it will be able to haul passenger trains on its return to the railway.

HERITAGE RAILWAY The Brighter Steam News Magazine
www.heritagerailway.co.uk

Carriage works museum bid changes building goal

A BID to save part of the former Birmingham Railway Carriage & Wagon Company (BRCW) works as a museum has changed direction in the past month.

Since the appeal by the modern-day Birmingham Railway Carriage & Wagon Company Ltd was highlighted in last month's issue of *Heritage Railway*, the group has lost the chance to buy the test house on the site in Smethwick. However, the group has been offered another former works building which will be vacated in November, which it deems to be much better for its goal in creating a museum dedicated to the BRCW. The building is currently occupied by an armoured car company.

A crowdfunding page has been set up at www.justgiving.com/crowdfunding/testhousemuseum and a prize draw has been organised to boost funds.

Anyone taking out pre-launch membership of the BRCW Support Group, the organisation for supporters to oversee the new company's progress, includes one free entry to the draw. Members and non-members alike can also enter by making a £5 donation per entry.

The prize list currently includes simulator sessions from GBRailfreight, CrossCountry, Chiltern Railways and Eurostar, plus cab rides from ScotRail on an InterCity set and Chiltern Railways' route between Marylebone and Birmingham Moor Street. There is also a print from Heritage Painting of its work in repaining a HST powercar blue and yellow for last year's LNER farewell tour and a replica BRCW works plate from Procast Foundry.

A special mystery star prize is a day out for the winner and three guests, details on which are to be released only to the winner.

The closing date for entries is September 18: details of how to enter are at www.brcw.co/prizedraw/

J21 museum vehicle nears completion after lockdown lay off

By Robin Jones

WITH progress being made on NER J21 0-6-0 No.65033, the other vehicle that made up the Locomotive Conservation & Learning Trust's National Heritage Lottery Fund-backed project has also recovered from the months of enforced lockdown lay off.

Unique 1902-built NER bogie stores van No. 5523 is nearing the end of a top-to-bottom restoration at Kirkby Stephen East station in Cumbria that has refurbished the chassis, straightened the body framework, and now nearly completed the recladding.

Restoration

Trust chairman Toby Watkins said: "While the J21 is our flagship artefact it must be remembered that the near £1 million support was to restore this superb vehicle as well as the locomotive. The restoration has been painstaking and incredibly thorough and, pandemic allowing, we look forward to its interior being developed in to a bespoke interpretation suite early next year."

The sole survivor of the NER

The now-unique NER bogie stores van nearing completion. TOBY WATKINS

H2 type that was built at York for carrying stores and spares to stations and depots, the van was renumbered by BR Gateshead Depot as DE903004. Acquired in 1973 by Beamish Museum from Winston station where it had been abandoned, in 1986 it was damaged in an arson attack and placed in Beamish's store until its disposal to the trust and its subsequent removal to Kirkby Stephen East.

Meanwhile, at Locomotive Maintenance Services in Loughborough, work continues on the 1889-built J21. The tender wheels will soon be retyred, a new

The new copper firebox for J21

foundation ring has arrived, and measuring up for the new firebox and tender is ongoing. The hope is to have a completed tender by the end of the year; maybe even to display at autumn's Supporters' Day.

Firebox

Unlike the need for new tender and locomotive frames, the requirement for a new firebox was not a nasty surprise; the preliminary inspections all having indicated that the original was beyond salvage. The trust considered a new steel firebox, there being at least two J21s fitted with ones around in 1943, but the long-term durability as well as the better authenticity of a copper one swayed the decision.

However, large invoices are coming thick and fast. With the funding largely in place for No. 65033's first steaming in decades, a final £50,000 needs to be found if it is to happen.

Toby said: "We have a great range of supporter schemes that are tailored for all 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.

"On August 3, we passed the £200k mark for money already spent on the project. 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 has launched the 876 Club and the 1889 Club. Details can be found online at www.lclt.org.uk

Tender progress for LMS Patriot new-build project

THE LMS-Patriot Project's new-build 4-6-0 No. 5551 *The Unknown Warrior* has reached a milestone with the tender.

Riveting has been completed on the tender frames at Leaky Finders' workshop in Devon. The trailing dragbox is now permanently in place – meaning the tender frames are now substantially complete. Riveting wasn't previously possible due to social distancing rules. The tender frames will, in due course, be taken to the West Shed at the Midland Railway-Butterley to be rewheeled with the three original wheelsets that were reclaimed from an original Fowler tender that had previously been part of the 'Barry Ten' collection.

A new Fowler tender tank will be constructed to a revised design with increased water capacity, and modified where necessary for main line running.

Meanwhile, at the West Shed, the return to work has been slightly delayed because of staffing issues. The Princess Royal Class Locomotive Trust, which is completing No. 5551, resumed work on August 3.

The centre driving wheelset, which had new crankpins fitted at Riley & Son (E) Ltd in Heywood, is to be

The Patriot trailing dragbox is now permanently in place. LEAKY FINDERS

taken to Tyseley Locomotive Works to have the axle journals polished. The Tyseley lathe is of sufficient size for 6ft 9ins driving wheels to be machined. The bogie wheelsets will be returned to West Shed at the same time to enable the bogie to be reassembled.

➜ Donations to help complete No. 5551 *The Unknown Warrior* can be made via www.lms-patriot.org.uk

Diesel days return at Toddington

THE Gloucestershire Warwickshire Railway is to run three diesel enthusiast days in September, each with a different class of traction.

September 13 will see the Growler Group Class 37 D6948 in action, followed on September 20 by Class 24 No. 5081 not long back from its bogie refurbishment. Saturday 27 will have Freightliner Class 47 No. 47376 running. No steam locomotives will run on the days.

There will be three full round trips of the line on each day, starting (10am) and finishing (5pm) at Toddington. Pre-booking is essential as tickets will not be available on the day. Tickets will entitle the holder to ride all day.

Passengers can pre-book a 'picnic' meal delivered to their seat when the train passes through Winchcombe at around 12.50am. The cafe at Broadway station will also be open between 11am and 3pm.

More details at www.gwsr.com

Class 37 D6948 heading to Cheltenham Racecourse on a trial run with empty stock on August 19, the first diesel working on the Gloucestershire Warwickshire Railway since March. KEVIN JARVIS

Three grubby BR Standard 4MT 2-6-0 sisters at their home shed, Sutton Oak at St Helens (8G) on July 3, 1966. Typical of the lack of cleanliness of locomotives during the last years of BR steam, left is No. 76078 which was withdrawn on December 13, 1966 and met its fate at Wards of Killamarsh, Sheffield in March 1967. The other two survive: Nos. 76084 (centre) and 76077 (right) lasted another year and were both withdrawn on December 2, 1967 from Springs Branch shed (8F) as Sutton Oak closed in June 1967. They were sent to Barry scrapyard. No. 76084 is based on the North Norfolk Railway and No. 76077 is at last being returned to service. A IVES/76084 LOCO LTD

Sponsor a part to get Standard running again!

THE restoration of British Railways Standard 4MT 2-6-0 No. 76077, owned by Toddington Standard Locomotive Ltd (TSLL), continues to make progress with completion of the pony truck.

Work has also continued on the frames and post-lockdown working parties are resuming at the Loughborough works of Locomotive Maintenance Services (LMS), where the locomotive is currently being restored. The project has also benefited from significant share investments over recent weeks, meaning that work continues on schedule with the aim of rewheeling the frames around the end of the year, or early 2021.

Another major component has been the fabrication of a new pony truck pivot frame stretcher, which has now been fitted to the frames, complete with new bushes for the frame ties.

In addition, severely corroded steelwork in the front dragbox has been cut out and new metal welded in, restoring strength to the front of the locomotive.

A bend in the right-hand section of the main frame – believed to have occurred during a collision or a heavy shunt, has also been straightened, meaning that the front buffer beam can be reriveted into place, which is expected to have happened by the time this magazine is published.

TSLL has launched a component sponsorship programme for supporters to 'purchase' missing parts, or items that need completion, such as machining. Some particularly costly items are divided into more manageable 'lots' – for example the chimney (it disappeared while the engine was at Barry) – which will cost £2500, or £10,500 for a new reversing gearbox.

New frame stays fitted to horn, viewed looking to the rear of the locomotive with dragbox and rear bufferbeam removed. TSLL

Sponsorship

Investors will have one of the company's share certificates as well as a certificate confirming the item they have 'bought'.

Components TSLL needs to acquire include: builder's plates (two) – £150 each; steam chest drain valve (right-hand) – £500; cylinder relief valves (two) £1000 each; four buffers (to be refurbished) – £250 each; tender drawhook machining – £850; duplex ejector control valve casting – £500; duplex ejector control valve machining – £500; chimney – a new casting – total £2500, offered in five lots of £500; smokebox door – total cost £1000, offered in two lots of £500; smokebox door dart – total cost £1000, offered in two lots of £500; smokebox door handles (set of two) total £350; two smokebox door hinges – £500 each; steam chest pressure gauge overhaul – £150; vacuum gauge overhaul – £150; six cab window frames – £500 each.

A new reversing gearbox is also required – a complex item which will in total cost £10,500. As full forward or reverse gear is set at 75%, this totem is being offered as 75 lots each of £14.

➜ **For more information about component sponsorship, visit www.standard76077.com or email info@standard76077.com**

The LNWR George the Fifth Steam Locomotive Trust continues to make steady progress in its £1.5 million project to build a new member of Charles Bowen Cooke's class of express passenger 4-4-0s in No. 2013 *Prince George*. The cab roof tacked up ready for welding is pictured on July 7. Details of the project and how to get involved are at newprincegeorgesteam.org.uk PAUL HIBBERD

IN BRIEF

➜ **THE Great Central Railway (Nottingham) has announced that it will not run trains until Easter, and its Santa specials have been cancelled. However, some areas of its Ruddington terminus have reopened to visitors, including the cafe, model railway and road transport section.**

➜ THE Bodmin & Wenford Railway's GWR 0-6-0PT No. 4612 has been loaned to the Nene Valley Railway, replacing Hunslet Austerity No. 3193 of 1944 Norfolk Regiment, which has returned to Bressingham Steam Museum.

➜ **THE National Railway Museum is seeking an architect to design a £2.9 million 4000 sq m building to house up to 50 items of rolling stock at the Locomotion museum in Shildon. Applicants have until September 18 to register their interest in the project, called Locomotion Building 2, part of the latest phases of the NRM's £55 million upgrade ahead of its half centenary in 2025.**

➜ WR 4-6-0 No. 7822 ***Foxcote Manor*** is back at its Llangollen Railway home until October, when it will return to Minehead for winter maintenance.

➜ **THE Rail Camera Club has extended the closing date for its Young Railway Photographer of the Year contest until November 2021, because lockdown reduced opportunities for entrants to produce portfolios. Email info@youngrailphotographeroftheyear.co.uk for more details.**

Strathspey back on track and 'Caley' No. 828 returning soon too!

THE Strathpsey Railway has had a double reason to celebrate.

The line relaunched it post-lockdown services in glorious sunshine on August 8, when Ivatt 2MT 2-6-0 No. 46512 *E.V. Cooper, Engineer*, headed north at 10.55am.

Secondly, the National Lottery Heritage Fund has given the railway a further £10,000 from its Heritage Emergency Fund to offset the loss of income during lockdown, bringing the total grant to £55,000.

Passengers must comply with Scottish Government requirements for face coverings on board the trains, but these can be removed while eating and drinking.

The timetable and online booking options can be found at www.strathspeyrailway.co.uk

The railway recommends that tickets are booked online, with passengers joining the train at Aviemore.

The railway is running its standard travel and both light lunches and afternoon teas up to September 10 and then just afternoon tea until September 27.

Meanwhile, Caledonian Railway 0-6-0 No. 828 is set to return to traffic after passing its 10-year boiler examination on August 17. Its fast-track overhaul included the replacement of 180 firebox side stays together with retubing.

A gala in a million!

By Robin Jones

THE first steaming of Beyer Garratt articulated 0-4-0+0-4-0 K1 in six years was the star attraction at the Statford Barn Railway's August 8/9 Enthusiast Days, making its first public appearance since overhaul.

Built in 1909 at Gorton Works, K1 was one of the first pair of articulated locomotives designed by Herbert William Garratt and which were supplied for use in Tasmania. The revolutionary design enabled larger locomotives to negotiate curves and lighter rails that might restrict big rigid-framed locomotives, a major advantage on lightly-built lines in Third World countries.

The world's first Beyer Garratt articulated locomotive, K1, resplendent in its shiny black livery, waits to depart from Statfold Junction on August 8. ROBIN JONES

Attractions

Repatriated by Beyer Peacock in 1947, K1 eventually found a home at the Ffestiniog Railway, where it was too big for the loading gauge. The rebuilt Welsh Highland Railway was a different matter, and following an overhaul at Tyseley Locomotive Works and then Boston Lodge, K1 ran successfully for several years, hauling short trains. Its boiler ticket expired in 2014, and it needed a full retubing and an 'intermediate' overhaul of its power bogies. However, last year agreement was reached with the Ffestiniog & Welsh Highland Railways for K1 to move to Statfold Barn in November, for initial cosmetic restoration and display, and eventual return to North Wales.

Statfold's workshops fast-tracked K1's 10-year overhaul during the winter with the aim of having it in steam at the open weekend in March, but the event was cancelled due to the Covid-19 pandemic.

Clear blue skies and blistering summer temperatures were the order of the day at the August event, which saw K1 and 12 other steam locomotives rostered, along with the repatriated and restored Burton & Ashby Light Railways tramcar No. 14. A stupendous lockdown-ending event.

The showpiece event provided non-stop action from start to finish, with locomotives double heading or top-and tailing trains every few minutes and ensuring that there was never a dull moment.

Museum

Social distancing was given top priority throughout, with staff ensuring that the one-way system leaving around the network of lines to the award-winning Grain Store – possibly the nearest that the UK has come to establishing a museum of world steam that is long warranted – was followed.

The multi-gauge railway is privately owned by Graham Lee, former chairman of LH Group Services Ltd – which in 2005 bought what remained of the Hunslet Engine Company. For two decades he has scoured the world to import abandoned narrow gauge locomotives, restoring them to as-built condition.

The attendance was limited to 700 on each day – half the normal figure – with pre-booking mandatory and the names of all guests added to a track-and-trace system. Guests were asked to wear face masks on the trains and in the museum.

The next open day is on September 12, see www.statfold.com

An afternoon line-up of participating locomotives, led by Bagnall 0-4-0ST No. 2091 of 1919 *Wendy* on August 9, was staged at the new Strawberry Park Halt at 4pm each day. JOEY EVANS/SBR

K1 passes Oak Tree Halt returning to Statfold Junction with a passenger train from Cogan Halt. ROBIN JONES

Hudswell Clarke 0-4-0ST No. 1056 of 1914 *Lautoka No.19,* which was repatriated from Fiji where it served that island's biggest sugar mill, heads a mixed train on August 8. ROBIN JONES

Bagnall 0-4-0ST No. 2091 of 1919 *Wendy*, which was also part of the Hampshire Narrow Gauge Railway Trust collection, and Hunslet 0-4-2ST No. 1842 of 1936, named *Howard* after venue founder Graham Lee's father, pass on August 8. ROBIN JONES

Tram-train interchange: Burton & Ashby Light Railways tramcar No. 14 alongside a passenger train headed by Hunslet 0-4-2ST No. 3902 of 1971 *Trangkil No. 4,* the last steam locomotive to be built in the UK for non-heritage purposes and which was repatriated from Java in 2004 to become the first in the Statfold collection. ROBIN JONES

Quarry Hunslets 0-4-0ST No. 542 of 1891 *Cloister*, part of the former Hampshire Narrow Gauge Railway Trust fleet which was passed to Statfold when that group was wound up in 2019 after 55 years, and No. 921 of 1906 *Sybil Mary* double head a passenger train. ROBIN JONES

Snowdonia echoes to the sound of steam again!

Words by Robin Jones
Pictures by Chris Parry

NGG16 No. 87 heads between Castell Cidwm road bridge and Snowdon Ranger on August 18.

FFESTINIOG & Welsh Highland Railways general manager Paul Lewin has praised his team who managed to restore public services on both lines after the Welsh Government gave the nod.

As reported last issue, services on the Ffestiniog Railway resumed on July 20. Those on the Welsh Highland Railway followed on August 18, but trains were restricted to running from Caernarfon as far south only as Beddglert, where passengers were afforded a 90-minute shopping break.

It was decided not to run WHR services all the way to Porthmadog Harbour at this stage, because of the difficulties in maintaining social distancing if a crowd of passengers boarded or alighted a WHR or FR train at the same time.

Paul said: "The Covid-19 lockdown has presented a constant stream of challenges to all heritage railways and the Ff&WHR is no exception. With just two weeks' notice after coming to an understanding with the Welsh Government, the Ffestiniog was up and running with a Covid-secure operation, different in almost every way from standard operations.

"WHR services presented some different challenges and it took quite some time to develop an operating scheme that was acceptable to the company board as meeting the required level of safety for staff and passengers.

"Once the plan was approved, the Ff&WHR team again swung into action and in just 10 days delivered the first public service.

"I would like to go on record as thanking all the Ff&WHR team. The 'can do' attitude shown by the team lifts our spirits and is a real inspiration. Nothing has been too much trouble: staff and volunteers alike have pitched in to help. Their performance, attitude and determination stands out as an example to all, pulling together more than ever in times of adversity."

The relaunch of the WHR began with a thorough inspection of all structures following a massive clearance of lineside vegetation that had sprouted since lockdown began in March.

All signal and telegraph equipment had to be tested, and the carriage fleet was subjected to anti-viral cleaning, as well as a thorough inspection.

Funkey Bo-Bo diesel *Vale of Ffestiniog* was transferred from the FR to act as a standby.

Whereas the FR service train made use of heritage compartment stock to maintain social distancing, on the WHR, the more modern carriages had alternate bays taken out of service, to comply with social distancing. Services were extended by up to 12 carriages, giving 30 seating bays available on each train, with no first class seats and up to six people

Former South African Railways NGG16 articulated Garratt No. 87 heads a test train past Pitts' Head on August 14 .

Garratt No. 87 crosses Plas y Nant bridge with an August 18 service train.

Hunslet 2-4-0STT *Blanche* heads a Ffestiniog Railway service over The Cob at Porthmadog on August 3.

allowed per bay. Two small toilet compartments can be used on board the trains.

The stations then had to be marked out with social distancing systems.

Because dining is not available in this service, the WHR organised a special hamper. It has so far proved very popular, with the hampers collected from Caernarfon station, where Café De Winton is open for table service and takeaway orders both for passengers and general public. Paul said that the hamper service was proving very popular with around 30 sold each day.

Finally, risk assessments were carried across the line, and two test trains were run.

The first services were hauled by 1936-built Cockerill articulated Garratt No. 87.

The initial WHR service will operate between Tuesday, Wednesday, Thursday and Saturday until September 19.

Above: End of the road for now: passengers get a 90-minute break at Beddgelert.

Left: Taking on water at Rhyd Ddu during an August 14 test run.

Bob Meanley steps down from West Somerset plc board

LONG-SERVING former Tyseley Locomotive Works chief mechanical engineer Bob Meanley has resigned from the board of West Somerset Railway plc.

A plc board statement said that it was "with great regret" that the resignation of Bob as director of mechanical engineering had been received and accepted.

The statement added: "Bob, who is a nationally recognised and respected figure in the heritage railway movement, joined the board at the time when the fortunes of the WSR were at their lowest ebb and has played a key role in working to initially stabilise and then work towards the railway's recovery.

Impact

"Unfortunately, the combination of the impact of Covid 19 and the growing demand in terms of time and work that the WSR requires has led Bob to take stock of the situation and to make the decision to prioritise the needs of both himself and his family. Many people will be aware that Bob lives in the West Midlands and the restrictions imposed by lockdown have severely limited his ability to be present at the WSR in recent times.

"Bob has therefore taken this very difficult decision at this particular time in order that the plc board can make arrangements for his replacement as part of preparing to reopen the WSR in full in 2021."

PLC chairman Jonathan Jones-Pratt said: "I have known Bob both professionally and as a friend for a long time. His dedication to and passion for, heritage railways and locomotives in particular is incredible. The WSR has benefited significantly from his extensive knowledge and wise advice based on years of experience.

Action

"We are very sad to see him go but fully understand and appreciate the reasons behind Bob's decision. We will now be taking urgent action to cover the role on an interim basis whilst we put steps in place for a permanent replacement."

Bob said: "It has been a great privilege to work within the WSR family for almost two years. I shall always appreciate the way in which I was welcomed by people all over the railway.

"The WSR is blessed with many great people who continue to have a passion to ensure the survival of the railway, despite the determined malevolence of a very small number of internet trolls, and I am sure that the determination of some very good people will ultimately prevail.

"We succeeded in reforming and developing a very effective team of younger people to manage the engineering department and I am sure that they will be a very valuable asset to the line in the years to come. I wish all the decent people at the WSR the very best of luck. I shall be keeping an eye on its progress."

Arson at Severn Valley Railway halt

ARSONISTS attacked and badly damaged a red brick shelter at the Severn Valley Railway's Country Park Halt.

A fire had been started inside the shelter, and spread to a sizeable section of the wooden roof, before it was reported at 8.40am on August 2, the day after public services on the line resumed (see pages 32-33).

Shrewsbury fire station manager Craig Jackson said that the blaze had been deliberately started. "We had difficult access to the site and crews had to walk down with knapsacks of water on their backs to extinguish."

Police were investigating.

New menu for Leicester Central

LEICESTER Central station is set to reopen in early October, 51 years on – but as a multiple entertainment centre.

The 1899-built station will offer bowling, crazy golf, arcades, gaming tables, a street food court, late night cocktail bar, beer hall and event space.

The former goods yard area will become Leicester's first permanent street food court, with independent traders operating from shipping container kitchens.

The development by bowling operator Lane7 was due to open earlier this year, but completion was delayed because of lockdown.

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As reported last issue, the Bala Lake Railway became the first Welsh heritage line to resume operations after the Covid-19 lockdown on Thursday, July 9. Quarry Hunslet 0-4-0ST *George B* is pictured at Llanuwchllyn on Saturday, July 11, as driver Peter Heywood oils round, and fireman David Rutt tops up the coal bunker prior to working the day's second departure. GARETH EVANS

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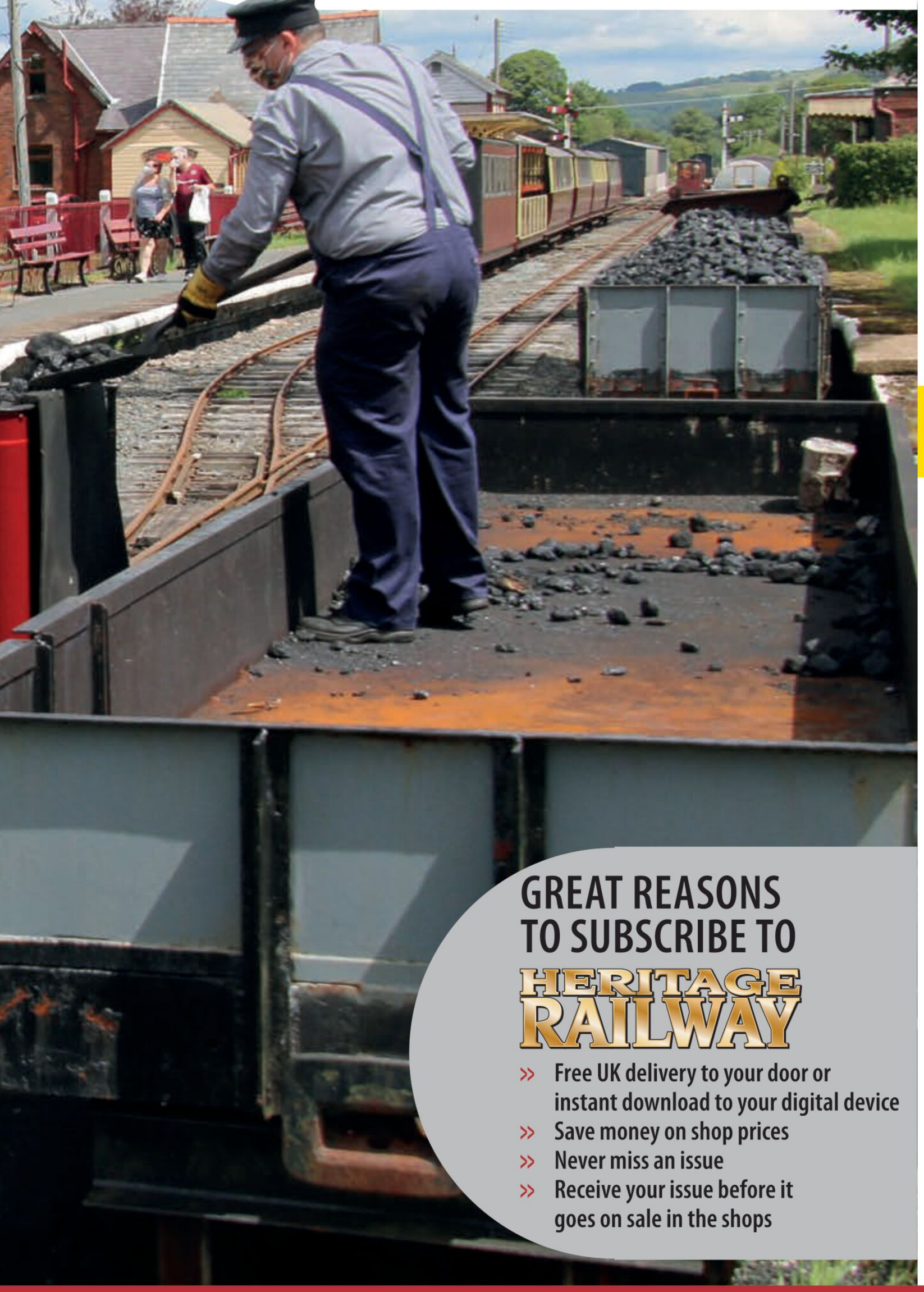

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Trust gives £132,000 to two major Severn Valley projects

THE Severn Valley Railway Charitable Trust has agreed a major funding boost totalling £132,000 for repairs to the serious landslip at Sterns and to complete the restoration of GWR large Hawksworth brake third coach No. 2242.

At Sterns, between Highley and Bridgnorth, the landslip would – if left unchecked – result in the closure of the line. Rainwater on adjacent land is 'lubricating' a slip plane below the railway. The trust will fund a £120,000 project that's already underway, which will stabilise the land by installing drainage to direct this water away from the line.

SVR's infrastructure manager Chris Bond said: "We are hugely grateful to the charitable trust. Without this project there would be a likelihood that we would have to cease passenger trains between Highley and Bridgnorth once the winter weather returns.

Viability

"That would have isolated the engineering hub at Bridgnorth from the rest of the railway, which in the current circumstances could have been catastrophic for the financial viability of the SVR. The stabilisation of the area will maintain the required safety and permit full line journeys to be maintained."

The trust will also give £12,000 funding to bring forward the introduction of No. 2242 into traffic in 2021, ensuring that the railway's historic GWR coaching set includes a large brake vehicle in its formation which is needed to accommodate prams, bicycles and other large equipment.

The coach was bought by the Great Western (Severn Valley Railway) Association from the estate of the late Dennis Howells. The association has already funded a mechanical overhaul in the railway's workshops and the trust's grant will see this important project to completion.

Generosity

The trust's director of development Shelagh Paterson said: "We are delighted to be able to fund these two projects, thanks to the generosity of our donors. One will ensure the continued safe operation of the railway, and the other will extend its accessibility to all members of the community."

The SVR's Fight Back Fund emergency appeal has raised more than £800,000 and as reported last issue, it has received an emergency grant of £250,000 from the National Lottery Heritage Fund.

Passing trains back on the Severn Valley!

By John Titlow

"ALL change!" This is an expression we have become used to over the years when a train or bus reached its destination, but this year it has taken on a completely different meaning. Covid-19 has seen to that.

The Severn Valley Railway (SVR) is undergoing its first month of post-lockdown timetables that have been cleverly worked out to encourage social distancing.

Three trains a day are running, all arriving and departing stations long after the previous one, enabling passengers to clear footbridges, walkways, shops, bars and toilets. Loadings have been extremely encouraging with most trains in excess of 83% capacity, the most popular departures are Kidderminster with 'The Flyer' departing at 10.15am and 'The Explorer' at 10.45am with a seating capacity of 46 and 44 respectively. 'The Adventurer' from Bridgnorth at 10.45am, has 40 seats, considerably fewer than normal. The opening weekend saw a 93.8% capacity. Compartment stock is used throughout and is a bargain at £75 for up to six people.

For me, the SVR has to be complimented for this inventive timetable, enabling trains to run at what has been a difficult time, and which also constitutes that of a proper working railway wherein trains are looped to allow express trains to pass.

Take Highley station and the Engine House Visitor & Education Centre: the first train arrives from Kidderminster behind GWR 2-8-0 No. 2857 at 10.48am, passengers alight and the train shunts into the middle road. Around half an hour later BR Standard 4MT 4-6-0 No. 75069 runs through non-stop, with the first departure from Bridgnorth stopping at Bewdley then on to Kidderminster. It crosses GWR 0-6-0PT No. 7714 at Arley, which is running non-stop to Bridgnorth.

Passengers on the first train north rejoin, departing Highley at 12.45pm, the same time that No. 7714 departs Bridgnorth. The trains cross at Hampton Loade and by the time No. 7714 reaches Highley at 1.10pm, cleaning has taken place. That allows passengers one hour 15 minutes to visit the Engine House before returning to Bridgnorth at 2.25pm.

At 3pm, the third train arrives from Kidderminster behind No. 75069, allowing its passengers the same time in the Engine House before departing at 4.15pm for Bridgnorth.

It is also possible to visit the towns of Bewdley and Bridgnorth, but you have to be selective on your trains and starting point. There is no passenger access to Arley and Hampton Loade stations due to lack of space for social distancing.

The new timetable has opened up different photographic opportunities with trains looped and another passing. Indeed, one of the safest things to do at this time is linesiding, where social distancing is not a problem at all – but don't forget to contribute in these days of cash-strapped railways!

On reopening day – Saturday, August 1 – the first service, hauled by No. 2857, left Kidderminster Town at 10.15am. Services on the day were sold out. General manager Helen Smith said: "It has taken an incredible effort from everyone across the railway to pull together and deliver this new excursion experience. We've witnessed a sea of smiling faces, and this tells us we've got it right.

"This doesn't mean all our problems are solved because we still have a mountain to climb. Not only do we have a large business interruption bank loan to pay back, but we also need to work hard to ensure everyone adheres to the social distancing regulations, so we can protect our staff and visitors, and start to make money again."

A peaceful scene at Hampton Loade as pannier No. 7714 departs on August 15. JOHN TITLOW

GWR pannier No. 7714 runs through Highley non-stop as 2-8-0 No. 2857 waits in the loop on August 7. JOHN TITLOW

At Highley, GWR 2-8-0 No. 2857 passes BR Standard 4MT 4-6-0 No. 75069 with the first train of the day from Bridgnorth on August 12. JOHN TITLOW

Driver Tony Bending and fireman Joshua Harvey at Bridgnorth with BR Standard 4MT 4-6-0 No. 75069 all set for the first comeback service on August 1. IAIN SHORTHOUSE/SVR

Oil lamps flicker: a busy scene at Highley on August 1 as GWR 0-6-0PT No. 7714 runs through non-stop while 2-8-0 No. 2857 waits in the loop. JOHN TITLOW

Hauling the August 1 reopening train, GWR 2-8-0 No. 2857 approaches Arley. RYAN GREEN

Headboards continue to be a point of discussion and derision. The 'Severn Valley Limited' dining train and the SVR footplate experiences run with headboards, but most service trains run without. Appearing on August 1 was the resurrected 'Severn Valley, reopening train' headboard, which was on the first train to depart Bridgnorth on May 23, 1970 with Collett 0-6-0 No. 3205 in charge.

Used on several other notable occasions, including the 25th anniversary re-enactment train and in 2008 after the floods that severed the line between Highley and Arley – the headboard was recently discovered for sale in the Erlstoke Manor Fund's coach at Bewdley! Spotted by a member of the footplate crew, its significance became apparent and it was cleaned up and reused.

In September, the timetable will be tweaked so couples and solo travellers wearing masks can sit in open carriages at tables costing £20 per person. The service will be reduced to one morning departure from each end and no trains will run on Mondays and Tuesdays. Fridays will be diesel days, when three trains will depart Kidderminster, with each week seeing a different diesel. Saturdays will revert to the August workings of three returns plus an evening sunset special from Kidderminster to Highley for a three-course meal in the Engine House, from where passengers can continue to Bridgnorth.

➜ Bookings can be made online at www.svr.co.uk or by telephoning 01562 757900.

Bulleid Pacific *Sir Keith Park's* 'temporary' move to Spa Valley Railway becomes permanent

By Geoff Courtney

SOUTHERN Railway No. 34053 *Sir Keith Park*, one of 20 Oliver Bulleid light Pacifics which escaped the cutter's torch, has been moved permanently to the Spa Valley Railway.

The Battle of Britain locomotive has been transported to the Spa Valley from Tyseley Locomotive Works in the West Midlands, where it had been undergoing work on its bottom end. As reported last issue, it was initially announced that the move was a temporary one, to provide winter undercover storage in the railway's motive power depot and also to be available to head public trains.

However, Jonnie Pay, the railway's commercial manager, subsequently issued a statement saying that the move for the Swanage Railway-based locomotive, which is owned by Southern Locomotives Ltd, would be a permanent one.

Classmates: Fellow Southern Locomotives Ltd-owned Battle of Britain class Pacifics Nos. 34053 *Sir Keith Park* and 34072 *257 Squadron* meet at Swanage on October 12, 2018. No. 34053 has moved permanently to the Spa Valley Railway at Tunbridge Wells West where, as the largest locomotive to visit the Kent railway in the preservation era, it is expected to be a star attraction. DAVID ENSOR

Partnership

"We are delighted to announce that a partnership has been formed between ourselves and Southern Locomotives Ltd that will provide the locomotive's owner with a permanent home in the south east of England as well as the South West," a delighted Jonnie told *Heritage Railway*.

"Not only does it take our steam fleet up to 10 locomotives, but it also aids our long-term ambition to base more Southern Region locomotives at our Tunbridge Wells West depot, which was 75F in BR days and is the only former LBSCR shed still in operation.

"If anyone had said to me at the beginning of the year that we would have to close for five months due to a global epidemic but we would become home to a Bulleid Pacific as you climb out of it, I think I'd have thought they were joking.

"We will continue to recover from the impact of Covid-19 with all of our locomotives, units and carriages, and most importantly with our fantastic volunteers playing their part."

Jonnie added that a second Southern Locomotives Ltd-owned steam locomotive, Austerity 0-6-0ST *Norman*, would also move permanently to Tunbridge Wells when its ongoing restoration was completed in Bolton next year. New horn guides have been machined and are being installed with fitted bolts. Work has started on the fireboox, which needs a new foundation ring.

Southern Locomotives Ltd chairman Simon Troy said: "We were delighted when the Spa Valley accepted our request to make 75F our south-eastern base with *Sir Keith Park* and *Norman*.

Fleet

"Having had all of our working locomotives based in Dorset or Shropshire for 30 years, we are hoping that with the arrival of two of our fleet in Kent, there will be many wishing to become shareholders in SLL to further our work and ensure that No. 34053 will be out of traffic for only a few months when its ticket expires in 2021/22."

No. 34053, the largest locomotive to be based at, or even visit, the Spa Valley in the heritage era, was built at Brighton in January 1947, withdrawn from Bournemouth (70F) in October 1965, and rescued from Barry in 1984.

Norman was built for the War Department by Robert Stephenson & Hawthorns (works No. 7086) in 1943, and after a later life as a colliery locomotive, entered preservation following its withdrawal in 1976.

Totnes Littlehempston bridge cyclepath calls are finally quashed

THE South Devon Railway's battle to stop its Bulliver Bridge over the River Dart at Totnes Littlehempston station being used for a cyclepath has been won.

Devon County Council has voted to rule out any further work being undertaken on investigating whether the bridge could be used by the public as part of the proposed safe cycle route between Totnes and Littlehempston, and that a compulsory purchase order (CPO) could not be justified.

Railway officials have consistently opposed the use of the bridge as part of the cyclepath due to safety and security risks presented to the line and the adjacent Totnes Rare Breeds Farm, and have welcomed the local authority's decision.

The route of the cyclepath does exist, but relies on the bridge being open round the clock.

Councillors voted by 38 votes to 19 to accept their cabinet recommendation to rule out any further work on the bridge being carried out. They turned down calls to revisit the recommendation in light of the Covid-19 pandemic increasing the need for more active travel and to invite the Royal Engineers to undertake a training exercise to construct a bailey bridge across the river.

Council leader Coun John Hart said that legal advice has indicated that the chance of getting a CPO on the bridge was "virtually nil".

Expanded railway museum to host steam and diesel drivers' Stratford memories

By Geoff Courtney

REMINISCENCES of Britain's biggest steam depot, the unique brand of Cockney humour, and greetings between former colleagues of old, are set to reverberate around Mangapps Railway Museum in Essex on September 26.

The occasion will be a reunion of railwaymen who worked at Stratford shed and works in east London, a depot that to the younger generation is remembered as SF but to the steam era employees and trainspotters is unwaveringly 30A.

It is being organised by Dave Brennand, a retired Stratford driver, in conjunction with Mangapps' boss – and Stratford enthusiast – John Jolly.

Despite the Covid-19 pandemic, and the resultant concern of many people of a certain age about travel and human contact, Dave is anticipating a reasonable turnout that may even exceed the 29 old-timers who attended last year's event.

His cautious confidence is based not only on the opportunity that will be provided to recall steam and diesel railway days of yore, but also because the visit will enable the railwaymen to see for themselves the result of a £1 million expansion at the museum that Dave, a volunteer at the site, describes as "mind blowing".

"The pandemic will probably affect numbers, as I know of some drivers who have been reluctant to step outside their front door for months, but the changes to the museum, which take a while to get used to, in addition to the chance to meet old colleagues, will hopefully make it even better than last year. Another draw is that the expansion means there is more room to circulate."

Enhancements

The recently-completed project included the construction of a carriage shed, increased cover for rolling stock, a five-road extension to the museum itself, and an improved layout for its three-quarter mile standard gauge line.

Ex-East Ham Grammar School pupil Dave, who since retirement has written a number of east London railway books, started his 40-year railway career at Stratford in 1973 as a 16-year-old engine cleaner, and by 1978 was driving diesels.

This form of motive power is a feature of Mangapps that is popular among heritage modern traction enthusiasts, as the working museum, which is located near Burnham-on-Crouch, has in its collection of BR diesels two Class 31s, a Class 47, five Class 03 shunters, and a Class 04. There are also three industrial diesels, four industrial steam locomotives, and more than 80 carriages and wagons.

Stratford's railway history was spread over almost exactly 150 years, and started in 1840 with the opening by the Northern & Eastern Railway of an engine shed that by 1895 had an allocation of 763 locomotives, and even as late as 1947 was still home to 434 engines.

The end came in March 1991 with the closure of the work's repair facilities.

We'll meet again: Some of the former railwaymen at last year's Stratford reunion at Mangapps Railway Museum in Essex. The organiser, Dave Brennand, is repeating the nostalgic event on September 26, and is hoping the occasion will be even better than last year, despite the Covid-19 restrictions. DAVE BRENNAND

Sign here: Part of the newly-extended Mangapps Railway Railway Museum railwayana collection that ex-Stratford driver, author, and museum volunteer Dave Brennand describes as "mind blowing". DAVE BRENNAND

Major revitalisation plans announced for Glasgow's big 'Cran'

By Hugh Dougherty

GLASGOW'S riverside Finnieston Crane, which was erected to hoist steam locomotives built by the North British Locomotive Company on to ships for export throughout the world, looks to be set for a £7 million makeover to ensure its survival as an icon of the city's railway heritage.

Also known as the Stobcross 'Cran' (as Glaswegians have traditionally dropped the 'e' on crane), the last, giant, cantilever structure was built in 1931 by Cowans, Sheldon & Co, and the Cleveland Bridge and Engineering Company.

It hoisted its last locomotive aloft in 1962 when the North British Locomotive Company closed its Hyde Park Works.

Facilities

Community interest company, the Big Cran Co, plans to build a restaurant at the base of the 152ft-high steel giant, as well as a visitor centre and a museum, recalling the crane's railway and shipping heritage, with plans being examined for a lift to take visitors to the top of the job for spectacular views over Clyde and the city.

The company has leased the crane from Peel Ports and is working with investors in the public and private sector to advance the project, which would create 50 much-needed jobs in the Finnieston area.

Big Cran Company chairman and former Scottish Government minister Alan Wilson said: "We believe this plan would have enormous benefit to the local community and would preserve a unique and iconic piece of Scotland's industrial and railway heritage for the education and enjoyment of future generations."

The cost of restoring the crane has been estimated at £5 million, with other parts of the project making up the balance of the £7 million total. The company has already applied to Historic Environment Scotland for a £300,000 grant and the project has received popular support among Glaswegian politicians and citizens alike.

Landmark

The Finnieston Crane was used as a backdrop for the launch of the Scottish Railway Preservation Society's repatriated Turkish Stanier 8F appeal fund in November 2014. The 2-8-0, No. WD554, has since been named *Sir William McAlpine*.

In 1988, it had a straw locomotive sculpture by artist George Wylie suspended from its jib as a symbol of the decline of Glasgow's locomotive building industry.

Left: The Finnieston Crane dominates the River Clyde at Stobcross Quay. A £7 million revamp would secure its future as an icon of Glasgow's industrial past. HUGH DOUGHERTY

Right: The Scottish Railway Preservation Society's Stanier 8F 2-8-0, newly repatriated from Turkey, is presented to the public and media beside the crane on November 13, 2014. HUGH DOUGHERTY

Three more Ted Watkinson plates unearthed in dilapidated garages

EXCLUSIVE

By Geoff Courtney

Scottish Clan: A nameplate from BR Standard Pacific No. 72008 *Clan Macleod,* seen here at Stirling in the mid-1950s, will make its auction debut on November 14. TRANSPORT TREASURY
Inset: The nameplate that will go under the hammer on November 14.
G W RAILWAYANA

WHEN GW Railwayana boss Simon Turner was asked by the granddaughter of the late Ted Watkinson to auction five SR, LNWR and LMS nameplates, he presumed they were the only such plates in the former 'Black Five' owner's collection.

To his surprise, however, he subsequently learned that three further nameplates had been unearthed in dilapidated double garages at the former home of his late daughter near Aust in Gloucestershire, including two that have never appeared at auction.

Simon put the first five – *41 Squadron* from SR Battle of Britain No. 34076, *Lord Kitchener* from LNWR Claughton class No. 2401/LMS No. 5919, and LMS trio *Planet* (Patriot No. 45545), *Sierra Leone* (Jubilee No. 45627), and *Irish Guardsman* (Royal Scot No. 46116) – under the hammer at his July 25 auction.

Realisation

These plates sold for a total of £50,600, the highest individual realisation being £15,000 for the BB plate, as reported in this issue's railwayana column.

The three new discoveries are *Wadebridge* and *Woolacombe,* from SR West Country Pacifics Nos. 34007 and 34044, and *Clan Macleod* from another Pacific, BR Standard No. 72008. The plate from No. 34007 is accompanied by the Cornwall coat-of-arms, while the plates from the Clan and No. 34044 have never before appeared at auction.

"The first five were found in an attic and hadn't been seen since Ted's death nearly 40 years ago, but when I visited the property we couldn't get into the garages, which were in a dilapidated state with part of the roofs caved in," said Simon.

"I subsequently received a call from the probate valuer that three more nameplates had been found in the garages during a clear-out, lying on the floor in hessian sacks among old furniture."

Ted, who lived in the Worcestershire village of Hanley Swan, died in 1981, and his collection was moved to his daughter's home, where it was untouched for nearly four decades. His daughter died a number of years ago, and the collection is being sold by her daughter, Ted's granddaughter.

Variety

"There appeared to be no common denominator or theme to the collection of the eight plates," added Simon. "Three were Southern plates, three LMS, one LNWR, and one from the Scottish Region, although Ted did appear to have an affinity with Scotland, as indicated by the 'Black Five' he bought direct from BR to operate on the Strathspey Railway."

That locomotive was No. 45025, which is now owned by the WEC Watkinson Trust. The 1934 built 4-6-0 is currently being restored at the Strathspey Railway's Aviemore base, with an expected return later this year.

No. 34007 was built at Brighton in August 1945 and saved for preservation after its withdrawal from Salisbury (70E) in October 1965. Now the oldest surviving Bulleid light Pacific, it is resident at the Mid-Hants Railway, where it is awaiting overhaul.

Classmate No. 34044 emerged to traffic from Brighton in October 1946 and was withdrawn from Bournemouth (70F), where it had spent most of its operating life, in May 1967. The Clan was built at Crewe in February 1952, and after working out of Carlisle Kingmoor (68A) throughout its career, was taken out of service in April 1966.

Simon will be putting the nameplates from these three Pacifics under the hammer at his November 14 auction.

Urgent appeal to return *Calbourne* to steam for Wight's 50th anniversary

THE Isle of Wight Steam Railway has launched an urgent £24,000 appeal to ensure that its flagship, LSWR O2 0-4-4T No. 24 *Calbourne*, will run at the railway's 50th anniversary celebrations in 2021.

***Calbourne's* 10-year overhaul started in December 2019 and was progressing well until the coronavirus crisis led to the railway being shut down. Although work has now recommenced, the lockdown has had a very serious effect on the railway's finances.**

The line's general manager Steve Backhouse said: "Unfortunately, the crisis means that we have had virtually no income for the first four months of our operating season. While our engineering team is ready and able to finish the work on *Calbourne*, we currently no longer have the money to do so. Therefore, the success of this appeal is essential to seeing *Calbourne* back in steam for next year.

"We are planning a number of exciting events to celebrate our 50th anniversary in 2021.

"It would be devastating if *Calbourne* could not be part of these so we are asking everyone to give generously, despite the difficult economic times."

➜ Donations towards the appeal can be made at www.iwsteamrailway.co.uk/get-involved/make-a-donation/ where there is also a gift aid facility or by cheque, payable to Isle of Wight Railway Co Ltd and sent to Havenstreet station.

Right: *Calbourne* undergoing repairs at Havenstreet on July 31.
JOHN FAULKNER / IOWSR

Clan Project launches boiler appeal

By Robin Jones

THE 25-year-old project to build a new BR Clan Pacific has reached a major new landmark with the launch of a £60,000 appeal to start work on the boiler.

The Standard Steam Locomotive Company Limited (SSLC), which is building No. 72010 *Hengist*, has launched the first phase of the Steam Raisers appeal to raise an initial £60,000 to begin detailed design work and procure the manufacturer which will build the first new Clan boiler since 1952.

Work on this phase of the project will take up to two years to complete, while the project team considers the different options available for the boiler's design.

Clan Project engineering director Geoff Turner said: "The start of work on *Hengist's* boiler marks a major milestone in our project to build the 1000th BR Standard locomotive. However, we need your help if we are to continue making progress.

"We appreciate this is a difficult time for many people, but if you are keen to support us and can spare a small amount for a donation, it would be much appreciated."

No. 72006 *Clan McKenzie* became the last class member to be withdrawn in May 1966. The class rendered extinct that August when No. 72008 *Clan MacLeod* (pictured opposite) was scrapped.

However, Paul Burns, a modern-day main line steam locomotive fireman and driver – who had worked the first BR Standard, No. 70000 *Britannia,* on main line specials – together with like-minded enthusiasts launched a project to build a new one, filling in a void left by what they saw as a very underrated and overlooked locomotive, under the banner of the SSLC.

A member of the team at CTL Seal fits the stretcher bolts to the frames of No. 72010 *Hengist*. SSLC

Structure

It was to be numbered 72010 and named *Hengist* after what would have been the next in line at Crewe.

The project, whose patron is David Buck, owner of main line tour company Steam Dreams, is now based at the premises of CTL Seal Ltd in Sheffield.

All components for the first phase of frame assembly are on site and assembly has commenced. The components for the bogie frame are either in stock or are being manufactured and the pattern for the outside cylinders is under construction.

Meanwhile, the SSLC has cancelled its 2020 annual meeting due to the ongoing Covid-19 pandemic.

Project chairman Allan Jones said: "Though the current national situation has improved in recent weeks, we're not in a position to guarantee that this will remain the case in the autumn, and given the age demographic of many of our members, we felt it would be best to make a clear decision well in advance of the event."

➜ To donate to the Steam Raisers appeal, find out more about recent progress on *Hengist*, or become a member of the project, visit www.theclanproject.org

Society offers to fund mountain electric trams

THE Manx Electric Railway Society (MERS) has offered £9000 to the island government to help run a special 125th anniversary service on the closed Snaefell Mountain Railway for three weeks.

In July, the Manx government announced that the line would stay closed this year. Infrastructure Minister Tim Baker said that the decision had been taken as part of a treasury spending review following the Covid-19 pandemic, because it was thought that there would be no tourist season.

Operations

An MERS statement said: "We believe that £9000 will be more than enough to cover the costs of four weeks' operation starting on the 125th anniversary on August 21. It would be 15 days' operation for four men if the forecast is bad and six men if the forecast is good.

"With six staff in every day, that's just 50 passengers to break even, a tram full.

"The £9000 will be a backstop. If the trams run and do not cost the government money then it can be used to restore a tramcar which is presently out of use."

A Department of Infrastructure spokesman said the offer from would now be "considered".

Class 31 bought for Mid-Norfolk

THE future of long-term Mid-Norfolk Railway (MNR) resident Class 31 No. 31255 has been secured following its purchase by several MNR members for use on the line.

The Brush Type 2 has been bought from Harry Needle of Harry Needle Railroad Company and restoration work immediately began on the locomotive following its arrival at Dereham from long-term storage in sidings at Hardingham station .

The first step of the process is a thorough examination and assessment. A plan of works will then be drawn up which will see the mechanical and electrical systems restored first, followed by the bodywork, before ultimately the restoration will be completed by deciding on which livery the engine will carry.

It is hoped to have it running for the 2021 season.

Class 31s were synonymous with the railway's history for more than 60 years, and the line will once again see a class member haul passenger trains on a regular basis.

MNR Trust chairman Charlie Robinson said: "This is yet another important and exciting development for the railway in this our 25th anniversary. The railway trust and the membership are extremely pleased that some members have secured this locomotive for long-term use on the railway and it will make an important addition to our mission of celebrating the railway heritage of East Anglia."

Class 31 No. 31255 has now moved from storage at Hardingham to Dereham for restoration. MNR

Isle of Man Cleminson carriage restored

MANX Northern Railway teak-bodied Cleminson six-wheel coach No. N45 has been restored by its private owner and returned to IoM Railways metals in early July.

One of 14 such coaches built for the MNR by the Swansea Carriage & Wagon Company, it is one of only two survivors remaining on the island, the other being a grounded body at Douglas works. Three more are privately preserved on the UK mainland, two by the Phyllis Rampton Trust and another by a private owner based on the Southwold Railway.

The Cleminson patent underframe was designed to provide the flexibility of a bogie underframe in a lighter six-wheeled form. The vehicle would have three axles and the outer two could pivot to adapt to curvature of the track. The pivoting was controlled by levers attached to the third (centre) axle, which could slide sideways. It has not yet been revealed whether the coach will be used on IoMR services or kept as a museum piece.

Vandals target carriage coronavirus screens

VANDALS who attacked Scarborough's North Bay Railway kicked out half of the Covid-19 safety screens that had been installed in a carriage.

The carriage had been parked at Peasholm Park station overnight on August 9.

However, the six screens that were dislodged were able to be refitted by railway staff so that the train could run as normal.

The line's general manager Steve Johnson, said: "Everyone is asking 'why?'

"The only reason we are up and running is due to these screens being in place. We just don't understand how anyone could get pleasure from this.

"Like most other businesses, we are struggling and we need to keep running to survive the winter."

Police are investigating.

The North Bay Railway carriage with the anti-virus screen kicked out. NBR

Massive viewing figures for online Manx festival

THE audience of this year's five-day Isle of Man Heritage Transport Festival attracted a worldwide audience of nearly 500,000 – after it was held online between July 29 and August 2.

The event as planned was cancelled due to Covid-19, but Isle of Man Heritage Railways Volunteers, Manx Electric Railway Online, Groudle Glen Railway, Crogga Valley Railway, Manx Steam and Model Engineering Club and Douglas Bay Horsetram Online combined to stage a virtual five-day festival instead.

The Dartmouth Steam Railway's Train of Lights headed by BR 4MT No. 75014 *Braveheart* reflected in the River Dart. DSRRBC

Reopened Bluebell to run Christmas train of lights

By Robin Jones

AFTER nearly a year of planning, the Bluebell Railway has announced that it will join the ranks of heritage lines running illuminated Christmas trains.

Following the multiple award-winning success of the Dartmouth Steam Railway in introducing the North American concept to the UK two years ago, the Bluebell's new SteamLights event will see trains covered in thousands of colourful lights steaming through the countryside between Sheffield Park and Horsted Keynes.

There will be festive scenes among the clearings and a colourful light show orchestrated in time with music and narration.

The line's marketing manager Ruth Rowatt said: "SteamLights will be a unique addition to any family's calendar this Christmas – with festive displays, music and narration, this is a steam train experience not to be missed."

In common with the regular post-lockdown services relaunched on August 7 to coincide with the Bluebell's 60th anniversary, as reported on pages 20-21, tickets are being sold per compartment to allow for social distancing measures. First-class compartments will seat up to six adults and third class up to eight. Passengers can also order Christmas hampers to enjoy during the journey.

Tickets for selected dates in December are now on sale at www.bluebell-railway.com/whats-on/steamlights/

Meanwhile, the Dartmouth Steam Railway & River Boat Company, which on February 8 carried off the first-ever Heritage Railway Association Award for Special Events for its Train of Lights (issue 264), and which resumed regular services on July 8 after installing several social distancing measures (issue 269), began selling tickets for this year's event on July 27 and has seen a steady stream of sales every day since.

A spokesman said that the decision to run the illuminated trains this year "was not taken lightly given the unprecedented times we have all been living through".

She added: "The safety of our customers and staff is, quite rightly, our number one priority and consequently this decision was delayed until we were sure that we could deliver an experience that would be at least as exciting as 2019 but within a Covid-19 secure environment."

As before, the journey starts at Paignton Queen's Park and runs to Kingswear, where there is an opportunity for passengers to disembark and take photographs before the return trip. Beyond the 500-yard Greenway Tunnel, there is an enchanted forest, which will be transformed by a multitude of lights and all-new feature displays.

➜ Details of dates, train times and tickets, are available at www.dsrrbchristmas.co.uk/train-of-lights

Another big step in first main line diesel project

THE project to recreate Britain's first main line diesel, LMS D16/1 No. 10000, took a major step forward with the removal of the power unit from donor Class 58 No. 58022.

At Peak Rail's Rowley South base, the unit was lifted out of No. 58022, the chassis of which will form the basis of the new No. 10000. The unit has been sold to IMPS of Lincoln, a company which refurbishes old diesel power units for further use as generators or in ships.

Afterwards, No. 58022 was taken by low loader to the Ivatt Diesel Re-creation Society's permanent base at Wirksworth on the Ecclesbourne Valley Railway. It will be stripped down to release the chassis.

Society chairman Mark Walker said: "Those who doubt the project will succeed have long pointed at the lack of activity on the Class 58 as evidence that we aren't going anywhere, but the reality is that there was no point stripping it until we were ready. The bodywork, poor though it is, does provide protection for the chassis, which is the part we need."

Class 58 No. 58022 being unloaded at Wirksworth minus its power unit on August 8. IDRS

The original, designed by HG Ivatt and built in 1947, was scrapped in 1968, before the still-emerging heritage sector had taken notice of historically-important diesels.

➜ To find out more or to help the project, visit https://lms10000.co.uk

House For Sale on The Mid Hants Railway

Photograph by Daniel Gosling

Aker Wood is situated less than half a mile level walk to the centre of the popular Georgian market town of Alresford with its many shops and restaurants, yet is nestled in a quiet spot on its own, with stunning views of the Watercress Line and countryside beyond.

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- 0.33 Acres
- Underfloor Heating
- Approx internal area 2724 Sq Ft inc Garage

Boom time for Talyllyn as services restart

No. 2 *Dolgoch* headed the first Talyllyn train since lockdown. TR

By Robin Jones

FOLLOWING the relaunch of its steam-hauled services on August 1, the Talyllyn Railway has had to double its trips to cater for an upsurge in public demand.

The first public train since February was waved off at Tywyn Wharf by local MP Liz Saville-Roberts at 10.30am.

The reopening train was hauled by Fletcher Jennings 0-4-2ST No.2 *Dolgoch*, which has been in service on the railway since 1866 and headed its first-ever heritage era train in 1951.

Before the reopening, the railway ran four days of 'shakedown' trains in order to test out all of the risk assessments and the briefings that had been drawn up for staff and volunteers, and which enabled amendments and adjustments to be made.

General manager Stuart Williams said that Liz had the distinction of being the MP with the greatest number of heritage railways in a constituency.

Income

As co-chairman of the All Party Parliamentary Group for Heritage Rail, Liz said during the Covid-19 crisis the group had contacted every MP with a heritage line in their constituency to involve them in the challenge ensure that these "good businesses" can get through this season, knowing that they had been very dependent on the furlough scheme. She said that many heritage railways, along with the wider tourism and catering industries, had a business model built around high-summer income, which due to lockdown has now lost around 60% or more of this year's season.

Stuart said that for the first five days the line reopened, it ran with just a single train making two round trips. However, it was quickly realised that was insufficient for the public demand, and another train was added, making four round trips.

Each train is separated into compartments, and 13 of the 25 possible compartments are being sold, ensuring there is a gap between each group.

The trains on weekdays have been 95% full, and the weekends a little quieter.

"We are delighted with the uptake, and are seeing a strong secondary spend to accompany the passengers," said Stuart.

Talyllyn Railway Preservation Society chairman Jonathan Mann said: "A large group of experienced operating volunteers was brought together by our operating manager Dave Scotson, who spearheaded the plans to reintroduce trains, while staff at Pendre Works made sure that the locomotives and carriages, track and equipment, were all ready to run. At Wharf, staff had worked extremely hard to make the necessary changes to comply with the current regulations to enable the shop and the café to open in July – the first green shoots of recovery.

Goodwill

"I am confident that with this level of support and goodwill, our railway will continue to flourish, and will remain an important contributor to the local economy, which it has served continuously for almost 155 years."

The two trains arrangement will continue until September 25, when the railway will go back to running one. However, it is extending its autumn running season this year and is also making the most of the Government's Eat Out to Help Out scheme.

Normally the railway would close at the end of October, but this year the daily running will extend until the end of November, and passengers can enjoy the heated carriages.

➜ **Pre-booking is now essential before travelling: for details visit www.talyllyn.co.uk**

Plaid Cymru MP for Dwyfor Meirionnydd Liz Saville-Roberts flags off the Talyllyn Railway's first comeback train on August 1. TR

Santa will not visit Middleton this Christmas

THE Middleton Railway has "very reluctantly" cancelled its Santa Special programme for this year.

The railway, which celebrated its 60th anniversary this year, looked at several ways of organising the trains, but current social distancing rules, coupled with the threat of a last-minute Covid-19 local lockdown, make the event seem extremely difficult to run.

Middleton Railway Trust chairman Charles Milner said: "We believe that in the current circumstances we cannot give the children who come to see Santa on our railway the fun experience they deserve and expect of us.

"We are also unable to provide their parents the relaxed and happy atmosphere that we have tried to achieve over the years.

"We all look forward to seeing Santa on our railway in 2021."

Corris new-build project moved to Keef works

FOLLOWING some co-operation over low-loader movements, the boiler and smokebox for new-build Corris Railway Hughes Falcon 0-4-2ST No. 10 have left storage and display in the carriage shed at Maespoeth Junction and have headed for the workshops of Alan Keef Ltd at Ross-on-Wye.

It was intended that this phase of the new-build project would take place once the construction of the 'bottom half' of the locomotive was complete.

Luckily, a lorry movement was looking for a return load due in mid Wales on August 12-13.

It was bringing Talyllyn Railway carriage No. 17, one of two survivors of the original Corris fleet (the other is an exhibit in the railway museum at Corris), back from overhaul at Haltwhistle to Tywyn.

Andy Cooper of the Corris Railway Society was contacted about any item that might require movement and it was quickly agreed that the displayed components should make the move, with line volunteers acting quickly to shunt them from the carriage shed to the collection point ready for their onward journey to Herefordshire.

Talyllyn carriage No. 17 at Tywyn Pendre in the 1960s after its initial restoration. DAVID MITCHELL

The relocation also freed up space in the carriage shed, where Corris volunteers are continuing to work on new-build carriages Nos. 23 and 24 and on wagon restoration.

Any contributions towards the movement costs can be made online via the Falcon Locomotive section of the corris.co.uk website or cheques payable to Corris Railway can be sent to Peter Guest, 38 Underwood Close, Callow Hill, Redditch, B97 5YS.

Andy has asked if anyone has a whistle available to donate to the project and who would like to hear it in due course echoing in the Dulas Valley. He can be contacted via andyc@corris.co.uk

Meanwhile, No. 17 is not yet back in Talyllyn service as the overhaul of the bogies needs to be completed, buffers fixed back on, upholstery refitted and the bodywork lined out.

Gare du Nord station in Paris, built with ironwork forged in Glasgow, as that was the only place capable of making components to the required size. ROBIN JONES

Could decorative Paris Gare du Nord ironwork return 'home' to Scotland?

ARCHITECTURAL reclamation experts Stuart and Scott Haughey have launched a bid to repatriate historic sections of ironwork from Paris Gare du Nord station.

In 1863, Glasgow's Adelphi Foundry, founded by Alston & Gourlay, forged the decorative cast iron pillars and roof supports for the framework of what became Europe's busiest station.

However, the station's train hall could be revamped if controversial plans for a €600 million remodelling in time for the 2023 Rugby World Cup and 2024 Olympics get the go ahead. Several opponents of the scheme, including the city mayor's office, which is looking at legal and political avenues to halt it, fear that some of the original skeleton of the building could be lost.

The Haughey brothers, who run the Glasgow Salvage Company in Paisley, have registered a strong declaration of interest in retrieving discarded parts of the old ironwork with the station's operations director and bringing them back to Glasgow as part of the city's engineering heritage.

"These spectacular pillars and roof supports are extraordinarily beautiful," said Scott Haughey.

Rutland museum closes for rest of 2020 season

ROCKS By Rail is to remain closed until next Easter because the coronavirus pandemic halted essential relaying of its main running line.

However, work at the venue, formerly known as the Rutland Railway Museum, will still be completed behind the scenes by socially-distanced volunteers during the closure period.

A statement said: "Our museum is wholly run by volunteers and the majority of our committed workers fall within the Covid-19 pandemic's 'vulnerable' category, largely due to age. The health and well-being of our museum members, together with our visitors, is naturally our primary concern.

"At the time of the introduction of the government restrictions, the museum volunteers were engaged on a major rail track rebuilding project, together with improvements to our visitor reception building and works to address deficiencies in provision for disabled visitors noted at an earlier audit.

"Upon the implementation of the restrictions on non-essential travel, the majority of our museum workforce stayed at home, with a number shielding. Only a small group of local members subsequently visited the site for security and maintenance, while only slow progress was possible on the construction of the track rebuild. The track project has thus been subject to an unavoidable major delay and significant work is still needed to reconnect the tracks before steam-hauled visitor trains can operate again on open days.

"The majority of exhibitions planned for 2020 will now take place in 2021. This will include commemoration of the anniversary of the liberation of Far Eastern Prisoners of War (FEPOW) in World War Two at the end of August where we hope to complement the activities of other FEPOW organisations who have postponed their commemorations of the anniversary of VJ Day this August until next year due to coronavirus pandemic considerations on mass gatherings."

➜ **Anyone who would like to support the continuing work of the museum is invited to send cheques made payable to Rutland Railway Museum to Mr A Salmon, RbR Treasurer, 4 Main Street, Stanford on Soar, Loughborough LE12 5PY.**

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/**

YET more forgotten photographs of the early days of the pioneering Lincolnshire Coast Light Railway, which should have celebrated its 60th anniversary this year, have emerged.

Rediscovered by former neighbour the Cleethorpes Coast Light Railway, the latest pictures to be unearthed of the world's first public heritage railway to be built by volunteers on a greenfield site were taken by Michael Prior, now aged 78, back in the summer of 1962 when he was helping to look after a group of boys camping at what was then the YMCA in Humberston.

Flagship locomotive Peckett 0-6-0ST No. 1008 of 1903 *Jurassic* is seen departing north sea Lane station with an open carriage, in which the boys are seen riding in at the original beach station. LCLR

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Above: Celebrating the return of *Drumboe* to Donegal Town are (from left): Laura Martin, LEADER project officer, Donegal Local Development CLG; Molly Reynolds, DRHC; Danny McNamee, DRHC; Mark McDaid, DRHC chairman; Richard McCarthy, architect – McMullan Associates; Jim McBride, DRHC; and Niall McCaughan, DRHC manager. DRHC

Right: County Donegal Railways No. 5 *Drumboe* crosses the abandoned Swilly trackbed outside Letterkenny as it leaves for Strabane in 1957. OMAC/CREATIVE COMMONS

Drumboe is coming home!

By Robin Jones

COUNTY Donegal Railway 2-6-4T No. 5 *Drumboe* is to return home after the Donegal Railway Heritage Centre (DRHC) secured a €65,000 grant.

Early last year a crowdfunding campaign was launched to raise €100,000 to bring the 1907-built Nasmyth Wilson locomotive back to the centre in Donegal Town station and restore it for public display.

Significance

Drumboe hauled the last passenger train on the 3ft gauge County Donegal Railway (CDR), a steam special from Stranorlar to Strabane and back on New Year's Eve, 1959, the final day of service.

The appeal has received donations from across Ireland and further afield, including contributions from Graham Forbes (grandson of CDR manager Henry Forbes) and the North West of Ireland Railway Society. However, Donegal Local Development CLG has come up with the major grant.

Heritage centre chairman Mark McDaid said: "As well as returning *Drumboe* to presentation state, and transporting it back to Donegal Town, the funding will also be spent on restructuring the site at the front, building a new platform, constructing a canopy over the engine and other stock, lighting it, as well as work to the front of the station."

Centre manager Niall McCaughan said: "We have recognised for some time that in order to properly celebrate our unique Donegal railway heritage, the largest narrow-gauge network in the British Isles, the one thing that was missing was an original Donegal steam locomotive.

"However, our ambitions don't stop there. We are still looking at a bigger plan in the medium-long term to open up a bit of track and once again have train stock running in this part of Donegal."

Survivors

Drumboe and sister No. 4 *Meenglas*, along with a set of coaches, were bought by US dentist Dr Ralph Cox, but transatlantic shipping costs deterred him from moving them.

Following years of vandalism and metal theft, the locomotives were rescued by the North West of Ireland Railway Society (NWIRS) and taken to Derry for storage in 1989.

Meenglas was cosmetically restored for display outside the Foyle Valley Railway Museum, while the NWIRS placed *Drumboe* on long-term loan to what is now County Donegal Railway Restoration Limited.

At first a static exhibit at Donegal Railway Museum, *Drumboe* was later moved to the Railway Preservation Society of Ireland's engineering base at Whitehead, when funding was sourced to partially restore it to running condition, and the locomotive returned for temporary display at Donegal Town in 2007.

It was subsequently returned to Whitehead. However, the necessary funding to complete further work was not forthcoming, and *Drumboe* was left stored as a set of components.

The landmark project is expected to take up to 12 months to complete.

➜ **Anyone who wishes to contribute towards the remaining small shortfall to cover additional work on the project is invited to visit http://donegalrailway.com/donate**

Telling times for historic Taff Vale Railway pocket watch…

BOSSES at the Gwili Railway have asked the experts to carry out a detailed examination of a Taff Vale Railway pocket watch to establish its origins.

Given to the Carmarthenshire heritage line by a lady in Ledbury, Herefordshire, the historic watch, numbered 277, is working but needs a thorough clean and service.

Research by the donor established her grandmother on her father's side once lived next door to another relative in Henley-on-Thames, mentioned in the 1870 census as a Henry C Powell – who is described as a railway permanent way length man retired. Could he have been the person who owned the watch?

The watch movement is American, manufactured by the American Waltham Watch Company, with the case made in Handsworth, Birmingham by the Dennison Watch Case Company, established in 1875, but which went bankrupt in 1967.

The American Waltham Watch Company was started in 1850 in Roxbury, Massachusetts by David Davis, Aaron Dennison (the founder of the abovementioned Handsworth company), and Edward Howard who wanted to make watches of a high quality and at a lower cost. In 1885, the company took on the name of the American Waltham Watch Company.

The movement serial number 18291750 shows that it was made in approximately 1912 and was model No. 1883, of Grade 1 quality with seven jewels and a gilt finish, being one of 4000 made. The date of manufacture is plus or minus four years.

The Taff Vale Railway watch given to the Gwili Railway. GR

The inner workings of the Taff Vale pocket watch, made circa 1912. GR

In 1923, the movement makers became the Waltham Watch and Clock Company, reflecting the new importance of clock manufacturing. The company continued to manufacture watches and clocks until 1957, when it ceased production and became the Waltham Precision Instrument Company.

The donor has asked for the watch to be displayed publicly in the Gwili Railway Museum. However, due to its importance, it will be exhibited in a secure case in the shop at Bronwydd Arms station for the foreseeable future.

Pacifics on the ECML follow the 'pleasant and fun days' of firing on a rural line in the BR era

By Geoff Courtney

THE "pleasant and fun days" of firing locomotives on the bucolic Colne Valley line in rural Essex in the 1950s have been recalled by Sid Chase, following the article in issue 267 of *Heritage Railway* about the memorabilia from the line in the railwayana collection of artist Malcolm Root.

Sid, who is 82 and now lives in Australia, had railways in his blood from birth. His grandfather, father, and three uncles all worked for the LNER in and around Stratford, and he was born in the station house at Alresford, near Colchester, in August 1937, at which time his father was relief signalman for stations on the branch to Clacton.

During the war years he lived at Sible Hedingham and then Haverhill on the Colne Valley line, during which time he became a trainspotter around much of East Anglia and London. In December 1952 he left school aged 15 and started his railway career as a lad porter at Sible & Castle Hedingham station, during which time he befriended some of the local footplate crews, including passed fireman Maurice Potter.

He was subsequently appointed an engine cleaner at Cambridge shed (31A) and then Maldon, a sub-shed of Colchester (30E), at which time his footplate career was launched.

Passing the test

"I became eligible for a firing test to become a passed cleaner," he recalled, speaking from his home in New South Wales." This was administered by Stratford depot, and I passed under the scrutiny of a loco inspector on the footplate of a B12 4-6-0 from Liverpool Street to Shenfield."

A transfer to the huge depot and works complex at Stratford (30A) followed early in 1954 and Sid, still only a teenager, enjoyed regular firing turns in the local goods link. Later that year, the Colne Valley line lured him back following a chance meeting with Maurice when Sid was visiting his parents at Haverhill, the line's northern terminus.

"Maurice was on the footplate of the train I was travelling on, and he told me there was likely to be a vacancy for a fireman at Haverhill. This did eventuate, and I became a regular fireman, which was a very pleasant experience as the workings were all day shifts."

Regular turns on J15 class 0-6-0s and Ivatt 2MT 2-6-0s included freight trains to Cambridge, and a passenger service to Marks Tey on the Liverpool Street-Colchester main line.

"As a passed fireman Maurice was regularly rostered to drive, and it was great fun to be his fireman," said Sid.

"We became close friends and regularly visited loco works and the Farnborough Air Show." In 1956 that fun ended when Sid was called up for National Service overseas with the Royal Marines, and on his return two years later he became a a fireman at King's Cross (34A), where he joined the 'Met Gang' on the Metropolitan link on N2 and L1 tank engines.

"I was teamed with driver Ted Nevolls on suburban passenger work. His previous fireman had been promoted to the spare main line link but preferred the local work, so often changed shifts with me, which gave me the opportunity to fire on the East Coast Main Line on such classes as A1, A2, A3, V2, B1 and 9F."

Diesel departure

By this time Sid had lost contact with Maurice although he was aware he had left the railway, and Sid was to follow him through the exit door in November 1958 due to his losing interest in the work following the arrival of diesels.

"I joined the police service initially with Suffolk Constabulary in Newmarket and later the Metropolitan Police, where coincidentally I was stationed at Caledonian Road, the very same area as King's Cross depot, which by then was a mass of rubble."

Marriage and the birth of a daughter followed, and in 1968 he emigrated to Australia, where he continued his police career, and many years later came a stroke of luck that led to renewed contact with Maurice. "I sent an old photograph of myself and two other cleaners at Maldon shed to a UK magazine and added a few words. Much to my surprise it was published, and I received letters from old colleagues, including Maurice," said Sid.

"Some time later I returned to the UK on holiday and met up with Maurice, who was living at Histon, near Cambridge, and he told me of the progress being made by the Colne Valley Railway Preservation Society at Castle Hedingham and his association with Malcolm Root."

Two years later, in 2007, Sid again visited the UK, and Malcolm arranged another reunion in a Halstead pub, more than half a century after the two had shared the footplate on the Colne Valley line. It was to be the last time they met, for Maurice passed away the following year.

Above: Footplate mates: Teenage fireman Sid Chase (left) and driver Maurice Potter in the mid-1950s with LMS Class 2MT No. 46466, a long-time Cambridge (31A) engine and a stalwart of the Colne Valley line. SID CHASE COLLECTION

Right: Sid Chase (left) and Maurice Potter are pictured at their final reunion in 2007, more than 50 years after their footplate days on the Colne Valley line. With them is the smokebox numberplate from Class 2MT No. 46466, one of the locomotives they regularly worked together when fireman and driver on the Colne Valley line. The reunion was arranged by artist and Halstead resident Malcolm Root, who owns the plate the two men are holding. MALCOLM ROOT

In retirement, Sid lives in the village of Bundanoon in the Southern Highlands of New South Wales, midway between Sydney and Canberra alongside the main railway between the two cities. "The NSW Rail Museum at Thirlmere is only an hour's drive away, so I am still able to get my 'steam fix' at least once a year, at its open day," said Sid.

Malcolm said he felt privileged to be able to arrange the pair's last reunion. "I have lived in Halstead all my life and have some railwayana from the line, and it was fascinating to hear Sid and Maurice reminiscing about what were obviously the good old days shared on the footplate.

"Memories like theirs are like gold dust to someone such as me," said the 69-year-old artist.

Little and large: an empty Kerr's Miniature Railway train headed by replica Class 25 No. 25179 in West Coast Railways maroon livery waits for passengers as a Scotrail Class 125 HST speeds past in the opposite direction. ANDREW HENDO/ CREATIVE COMMONS

Steam in action during the 1950s heyday of the Kerr's Miniature Railway in this postcard view.

Kerr's Miniature Railway to be closed after 85 years

By Robin Jones

KERR'S Miniature Railway – the oldest of its kind in Scotland and which had just reopened after the Covid-19 lockdown – is to close at the end of September after 85 years.

Current owner John Kerr, whose grandfather Matthew Kerr Senior founded the 10¼in gauge railway alongside the East Coast Main Line in West Links Park, Arbroath in 1935, made the announcement in a personal video appearance on the railway's Facebook page on August 7. He said that it was the most awful decision he has had to make in his life.

John blamed the decision on falling passenger numbers, with sometimes only a handful a day making the half-mile return round trip, whereas it once carried 60,000 people each year. He said that the railway had struggled to survive in recent years.

The railway passed to the founder's son Matthew Kerr Jnr, in 1977, and when he died in 2006, it passed to his widow, Jill and son, John.

John said: "I have made pleas in past years that if we didn't see a rise in passenger numbers, then the railway couldn't go on and this is why we have to get real – it has come to that point.

"In 2019, we carried 3500 people and operated on 97 days. Some days the railway would carry just five to 10 people, some days over 100.

"Ten years ago the railway was carrying 13/14,000 people, so in those 10 years we have lost 10,000 passengers.

"The passenger numbers and the people visiting the railway have lowered so much so, that we felt the last couple of years we've almost been wasting our time.

"I know it's horrible to say that because we love the people who still come, but as a volunteer it's becoming more difficult to keep that enthusiasm going.

"It is costing me money, but more so emotionally, it is too much.

"We will be running at weekends until the end of September between 11am and 4pm, weather permitting and hope to have some kind of grand finale, maybe in early October, to give the railway the send-off it properly deserves."

However, John revealed that local authorities elsewhere in the British Isles have shown a "keen interest" in making use of the fixtures and fittings, but it would not carry on under the Kerr's Miniature Railway banner.

The railway has seven locomotives, two of which are steam and built by Herbert Bullock in the 1930s. The railway also operates miniature vehicles, two buses and a fire engine, which give rides to children along the Arbroath seafront. John has, however, confirmed that whatever the fate of the collection, it will remain in the ownership of the Kerr family.

In 2014, John bought the Cleethorpes Coast Light Railway, and two years ago, announced a £250,000 expansion plan to extend it to Thorpe Park by two thirds of a mile to a new station at The Fitties holiday park.

Erlestoke Manor Fund to take Severn Valley prairie tank on board

THE Erlestoke Manor Fund (EMF) has accepted an offer for it to take ownership of GWR 2-6-2T No. 5164.

The EMF was approached by the locomotive's owner, the 5164 Preservation Group, as to whether it would accept transfer of ownership.

A statement from the EMF said: "The trustees of the EMF have, after detailed consideration, agreed in principle to accept this offer. This is subject to the existing Severn Valley Railway locomotive agreement being transferred to the Fund and discussions are now in progress.

"The 5164 Preservation Group is an unincorporated organisation with a small, diminishing group of shareholders, who have agreed by a large referendum majority to offer the locomotive to the EMF for a nominal sum.

"If the transfer proceeds, this would secure the locomotive's future within an incorporated, charitable organisation strongly affiliated to the SVR. Although requiring an overhaul, the locomotive is understood to be in reasonable condition and, if the transfer completes, No. 5164 would remain on display undercover at Barrow Hill roundhouse for the present.

"The EMF trustees view No. 5164 as an appropriate and well-regarded locomotive which aligns with the fund's constitution and charitable objectives. The transfer would broaden the appeal of the EMF to both current and future shareholders and supporters."

The EMF said that funding for current major overhaul and repair work on its two locomotives, GWR 4-6-0s Nos. 7802 *Bradley Manor* and 7812 *Erlestoke Manor*, would not be diverted onto No. 5164. Both Manors are making progress towards their full return to operation.

GWR 2-6-2T No. 5164 at Kidderminster Town station on May 14, 2012, in front of visiting Furness Railway 0-4-0 No. 20, during a visit by the line's patron HRH The Duke of Gloucester. ROBIN JONES

Built at Swindon in October 1930, No. 5164 was allocated to the Wolverhampton District until 1957, when it moved to Newton Abbot to work local trains and as a banker on Dainton and Rattery banks. Withdrawn on April 5, 1963, it was sold to Barry scrapyard and arrived there later that year, being bought by the 5164 Preservation Group a decade later and moved to Bewdley.

No. 5164 was steamed for the first time in 1979, running until 1984. It re-entered service following a comprehensive overhaul in 2004 and was again withdrawn for a 10-year overhaul in 2014. It has since been on display at Barrow Hill.

GWR 4-6-0 No. 6023 *King Edward II* is seen in action at the Didcot Railway Centre on July 29. GWS

Final steamings for Didcot's blue King

THE last steam dates for the Great Western Society's blue-liveried 4-6-0 No. 6023 *King Edward II* prior to its 10-year overhaul have been announced.

The King was returned to a more authentic appearance earlier this year, with the fitting of the original (full-height) cab, chimney and safety valve cover, and proved popular with visitors to the 21-acre site on Wednesdays throughout August.

Having run at its Didcot Railway Centre home on August 29-31, alongside new-build Saint 4-6-0 No. 2999 *Lady of Legend*, it will work the Summer Steam Days event on September 5/6.

Finale

Its final weekend in steam will be on September 12/13. Ticket numbers are limited for each day and visitors must book in advance at DidcotRailwayCentre.org.uk

Afterwards, No. 6023 will be displayed in and around the centre's original 1932 engine shed as the society prepares to celebrate its 60th anniversary next year.

Graham Hukins, Didcot's head of visitor experience and marketing, said: "The loco famously had a set of driving wheels sliced through following a derailment at Barry scrapyard, meaning that restoration was, for many years, considered impossible so its return to steam in 2011 is undoubtedly one of the highlights of the last six decades.

"Next year will be about marking our achievements and the King will be central to those celebrations."

Trolleybus museum closed for 2020

THE Trolleybus Museum at Sandtoft in Lincolnshire, home to the world's largest collection of preserved trolleybuses, will remain closed for the rest of 2020 because of the impact of the Covid-19 pandemic.

A statement issued by the museum's commercial director Chris Allen said: "All staff at the Trolleybus Museum are volunteers; most are retired and many have underlying health conditions, which understandably make them reluctant to return to the museum at present. In addition to normal requirements all the additional procedures we would have to put in place have increased minimum staffing levels.

"The museum's board has reluctantly decided to cancel all our events for the remainder of the 2020 season. We hope to open again at Easter 2021.

Classic trams are back

By Robin Jones

HERITAGE trams are running services again at Seaton and in Blackpool – with Manchester following before Christmas.

East Devon's Seaton Tramway has postponed its full 50th anniversary celebrations until next year, when the event will feature concerts by Sixties act Edwin Starr Band and 1976 Eurovision winners Brotherhood of Man.

However, to mark this year's half-centenary, all 13 trams were in action on August 28, taking passengers on the six-mile round trip over the southern part of the former LSWR Seaton branch which closed in March 1966.

New stops

Established by Claude Lane, founder of Modern Electric Tramways Ltd, which had previously operated in Eastbourne between 1954 and 1969, the first tram, No. 8, departed Riverside Depot on August 28, 1970, going only as far as Bobsworth Bridge, its name coined from the one shilling cost of a trip. No. 8 was scheduled to make that trip again on August 28.

The tramway is seeing the delivery of its 'Travels Through Heritage and the Axe Valley' project which will see the opening of two new stops. The Riverside Depot and new Wetlands Halt will open to passengers in 2021. A new learning and activity department is being set up, working closely with local schools and colleges in STEM subject areas and in partnership with Seaton Jurassic and Seaton Wetlands.

As previously reported, in June, the tramway held its week-long Tramathon Live on Facebook, showing viewers from as far afield as the USA and Australia behind the scenes and ending up going live. For a full 24 hours, a continual journey was run nonstop between the Seaton and Colyton stations, as part of a survival appeal, which has now raised more than £31,000.

Seaton Tramway has received the Visit England We're Good To Go mark and the AA Covid Safety mark for the installation of new health and safety procedures and is now open daily from 10am, with services running every 20 minutes. More details can be found at www.tram.co.uk

Elsewhere, Blackpool Heritage Trams returned for the August bank holiday weekend.

Heritage Tram Tours, which operates as part of Blackpool Transport, is running daily in September. Pre-booking online is essential.

The world-famous illuminated trams, including the much-loved Western Train, will run from October to January as part of the extended Blackpool illuminations season. This year, however, it will be a socially-distanced on board experience in which conductors will show customers to their seats pre-booked at www.blackpoolheritage.com

Seaton Tramway's Car 12, which carries a London Transport-style livery and lettering, runs alongside the River Axe. ST

Experience

While the extra safety measures mean this will be a different experience to the normal turn up and go services of the past, it means you can safely enjoy a Heritage Tram experience on Blackpool's world famous tramway.

Extra cleaning measures see all areas of the tram being regularly deep cleaned and high touch-point areas sanitised after every tour. Customers must wear a face covering on board unless they are exempt under the latest Government guidance.

Heaton Park Tramway in Manchester is set to reopen later this year as part of the Heaton Park November 20-January 3 Lightopia event, which is in its second year as a major illuminations event in the north supported by the Chinese Government, and which brought thousands to the park last year.

Tramway chairman Keith Whitmore said: "As an outdoor event with controlled numbers, it will certainly be high on the list for Christmas visitors with many other events cancelled. The tramway has not operated since mid-March and with good practice from other tramways now open, such as the National Tramway Crich site, we feel confident now that we will be able to operate safely with pre-booked trams in operation.

"We are also hopeful that before the Lightopia event, we will be able to have a tram operational day for our members and supporters."

➜ Further details will be posted at hptramway.co.uk

BY GEOFF COURTNEY

It's 10 out of 10 at new-style GWRA auction as steam nameplates achieve top marks

ONE of the railwayana auction house principals recently ventured the suggestion that I perhaps concentrated too much on nameplates in my reports, to the detriment of other categories that many collectors also found interesting. As I respect his judgment it was a thought on which I dwelt, even though I reckoned that this column goes some way to highlighting many of the lower order, less mainstream successes.

Then, though, came GW Railwayana's sale on July 25, and there was only one route I could take – nameplates. Every one of the 10 main line steam plates sold, with eight of them filling the eight highest realisations and the remaining two not far behind. So here are the details, but do persevere as other categories also receive a well-deserved mention.

Nameplates

Top of the tree was *Viscount Horne*, a late addition to the auction that made £18,300. This was carried by GWR Castle class No. 5086, which emerged from Swindon in December 1937, having been a rebuild of Star No. 4066. At £15,000 came *41 Squadron* with badge from SR Battle of Britain Pacific No. 34076, and in third place *Planet* from LMS Patriot No. 45545 (£10,400), thus ensuring three of the Big Four were able to strut their stuff in the top order.

Two other five-figure nameplate realisations were *Sierra Leone* (LMS Jubilee No. 45627 – £10,300) and *Morgan Le Fay* from SR King Arthur No. 30750, which went under Simon Turner's hammer for exactly £10,000. Two closely-matched nameplates that followed were *Compton Castle*, initially carried by GWR No. 5047, then by No. 5072, and finally by No. 5099 (£8600), and *Lord Kitchener* from LNWR No. 2401/LMS No. 5919 (£8100).

Rounding off the top eight at £6800 was *Irish Guardsman* from LMS Royal Scot No. 46116 – this plate, with those from Nos. 34076, 45545, 45627 and 2401, being from the collection of former 'Black Five' owner the late Ted Watkinson.

At this juncture the top sellers in three other categories got into the act – headboard 'The Red Dragon' from the London-south Wales express (£6000), an English Electric worksplate from 1968-built Class 50 diesel No. 438/50038 *Formidable* (£5200), and BR(M) totem station sign Northampton Castle, also at £5200.

A return to the final two main line steam nameplates then ensued, GWR duo *Thornbridge Hall* from No. 6964 (£4800) and *Saint Vincent* from No. 2930 (£4600). The leading steam worksplate was a 1925 Robert Stephenson & Co of Darlington (works No. 3896) from Somerset & Dorset Joint Railway Class 7F 2-8-0 No. 53810 (3900), while the highest-priced electric example was a 1952 Gorton plate (works No. 1064) from No. 26057 *Ulysses*, the last of the EM1 class to be built (£2900).

Other totem signs that deserve a mention include BR(E) Silvertown and BR(M) Long Eaton, each at £3600, and timepieces ticked over nicely, led by a Great Northern Railway guard's watch and a Great Eastern Railway ex-Brentwood & Warley station 16in dial clock, at £3200 and £2000 respectively.

An offbeat item that attracted interest and sold for £3400 was an official boxed diagram of the London & South Western Railway system comprising 10 books, each of which showed such details as crossings, signalboxes, private sidings, line elevations, and distances from Waterloo.

GWR cabside numberplates also enjoyed their spot in the limelight, headed by 5086 from *Viscount Horne* that was bought for £2900 by the same collector who had acquired the locomotive's nameplate the lot before, and others not far behind were 4084 from *Aberystwyth Castle* and 5067 from *St. Fagans Castle* (£2700 and £2500).

Signalling

On the signalling front, a GWR cast iron Northolt Jc East Signal Box nameboard went for £2500 and a South Eastern Railway ex-Herne Bay Sykes' block indicator for £1600, direction signs included Nottingham Midland Station (£2200), and top smokebox numberplate was 44888 from a 'Black Five' that saw service at the Preston shed of Lostock Hall (10D) until the very end of steam in August 1968 (£1600). Prices exclude buyer's premium of 15% (+ VAT).

The sale was a first by GW Railwayana's Simon Turner, and indeed for the railwayana movement – live bidding on two online platforms accessible by laptop, smartphone or tablet, and commission, telephone, or postal bidding. A clearly relieved Simon said immediately post sale: "I am over the moon, and delighted by the number of people bidding and the prices achieved."

Whether the new-style auction may herald the end of the old-style live sales, such as those held by Simon in Pershore High School, remains to be seen, but the possibility is clearly there. "Our next main auction, on November 14, will be identical to the one just gone, and we will look at it after then," he said. "However, are our traditional auctions under threat? I have to say there's a fair chance."

Railwayana Auction Calendar

- **September 4-18**
  Great Central Railwayana
  (Internet, email, telephone and postal)
- **September 18-October 2**
  Great Central Railwayana
  (Internet, email, telephone and postal)
- **September 26-October 24**
  Great Northern Railwayana
  (Email, telephone, postal)
- **October 3**
  GW Railwayana 'Buy & Go'
  (Live internet bidding, email, telephone and postal)

Jubilee conquers all, but a signal lever plate is star of the show

ALTHOUGH LMS Jubilee nameplate *Conqueror* achieved the highest realisation in Great Central's fourth fortnightly internet, email, telephone and postal sale that ended on July 24, the star of the show was a signal lever plate from an unidentified GWR signalbox.

The nameplate was carried by No. 45701, built at Crewe in April 1936 and withdrawn from its lifetime home, the Manchester shed of Newton Heath (26A), in February 1963. It went for £6300, coincidentally an identical price to that achieved by *King Leodegrance* from Southern Region Standard 5MT No. 73118 in Great Central's second sale that was held four weeks earlier.

However, it was the signal lever engraved brass plate that demanded attention. The fact that it carried a pre-sale top estimate of £500 indicated it was expected to be a middle-runner at best, but this figure was soon passed, and eventually it went to a new owner for £5700 after fierce bidding that saw the leading bid leap in the last few days of the auction from £3400 to the eventual winning amount.

The plate was 2ft 3in long, and listed more than 60 lever numbers in two columns, with the only hint of the signalbox from which it came being a '16 Back'g out of bay line' engraving above the numbers.

In the shadow of the nameplate and signal lever plate came headboard 'The Waverley' from a London St Pancras-Edinburgh express introduced in June 1957 in succession to the 'Thames-Forth Express' that ran until September 1968 (£3200).

At this juncture station totem signs made their expected appearance, headed by BR(W) Highbridge for Burnham-on-Sea and BR(NE) Redcar East, each of which sold for £2200. The former, on the Bristol-Taunton main line, was opened by the Bristol & Exeter Railway in 1841, while the latter is in railway terms a comparative newcomer, having been opened by the LNER on the Darlington-Saltburn route in 1929. Both are still open today.

Three other totems broke through the four-figure barrier, including BR(W) Cefn On, which realised £2000. Curiously, all other references to the locality, on the northern outskirts of Cardiff, spell it Cefn Onn, and indeed BR added a second 'n' in the 1960s prior to closing the station in 1986.

The two remaining totem signs that fetched more than £1000 comprised BR(Sc) Hawick, location of shed 64G (£1850), and BR(W) Hayes & Harlington

(£1750), this example being one of the short-lived experimental black and white signs introduced in 1965. Finally, in this price category came a Midland Railway former Burton-on-Trent 12in dial dropcase wall clock (£1250).

Knocking at the door at £980 and £900 respectively were nameplate *Salisbury*, from a War Department and colliery 0-6-0T built by Hudswell Clarke in 1914 (works No. 1069) and withdrawn in April 1966, and a cabside numberplate from GWR No. 6909 *Frewin Hall*, which emerged to traffic in November 1940 and was withdrawn from Didcot (81E) in June 1964. Prices exclude buyer's premium of 15% (+ VAT).

Great Central auctioneer and director Mike Soden said of the signal lever plate, which dated from pre-1930: "Only a handful of double column plates have ever surfaced and is thus a rare survivor. It must have come from a very large signalbox, but the identity is not known."

The realisation of £5700 is believed to be one of the highest ever achieved by a signalling item.

Mike added: "We were pleased that once again one of these new-style auctions did well. Each successive one has attracted an increased number of bidders, and we really feel we have found a niche."

Prewar models of A4 Pacific No. 4498 *Sir Nigel Gresley* shine in Vectis sale

HORNBY OO gauge products were among the front runners in a Vectis model train internet, telephone, commission and postal sale on July 24, jointly led at £850 by a prewar three-rail LNER A4 No. 4498 *Sir Nigel Gresley* with two-car articulated coach set, and a clockwork model of the same locomotive dating from 1938.

Two Denver & Rio Grande HO gauge models by Atlas of New Jersey, USA, interrupted the Hornby show with articulated 2-8-8-2 No. 3603 at £750 and another articulated locomotive, 2-6-6-0 No. 784, at £640, this pair being followed by a third prewar Hornby OO gauge model, a clockwork GWR 0-6-2T No. 6699 (£620).

This price was matched by four kitbuilt OO gauge models sold as a single lot, the set comprising an ex-Caledonian Railways' trio and an LMS 0-6-2T, and from a more modern era came a Hornby Dublo West Coast Main Line BR Class AL1/81 E3002 (£580). Prices exclude buyer's premium of 25% (inc VAT).

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RAF flies high as Southern Railway in the limelight

AN RAF enamel badge from an unidentified Southern Railway Battle of Britain class Pacific stole the limelight in Great Central Railwayana's fifth fortnightly mini auction that ended on August 7, when it sold for £11,900. These badges, which depict the RAF eagle crest, were fitted to members of the class named after RAF stations, aircraft, commands and certain wartime leaders.

Just one item in the 80-lot internet, email, telephone and postal auction outsold the badge, and that too was an SR Battle of Britain class success, albeit with BR overtones – a nameplate from No. 34110 *66 Squadron*, when went for £13,700. This light Pacific was the last in the class to be built, at Brighton in January 1951, three years after Nationalisation, and was withdrawn from Exmouth Junction (72A), in November 1963.

The Southern Railway was also triumphant in the station signs category, thanks to the £3700 realised by a target from Heathfield, a station on the Eridge-Polegate line that closed to passengers in 1965. Below came BR(E) totem sign Althorpe at £1100, and BR(S) Ore, which fetched £1000.

A 1948 BR(NE) Terence Cuneo poster of a V2 class 2-6-2 crossing the Royal Border Bridge at Berwick-on-Tweed with an Up freight train went for £1500, and two further lots to achieve £1000 were a GWR 'Swansea to Carmarthen & Neyland' stores van destination board, and a Russian worksplate.

The latter, which incorporated the distinctive CCCP hammer and sickle symbol, was from either a 2-10-0 or 0-10-0 built in 1930 at Kolomna Works, which opened in 1863 and is still manufacturing locomotives today. Prices exclude buyer's premium of 15% (+ VAT).

LMS Derby and Crewe quartet joined by Beyer-Garratt in Great Northern four-week sale

GREAT Northern's email, telephone and postal sale that runs for four weeks from September 26 will be headlined by nameplates from four locomotives built by the LMS at Derby and Crewe in the mid-1930s, and all withdrawn within 10 months of each other in 1964.

They are *Southport* from Patriot No. 45527 and *Kenya*, *Sandwich* and *Minotaur* from Jubilee Nos. 45613, 45641, and 45695. The first of this quartet of 4-6-0s was built at Derby in March 1933, while Crewe outshopped Nos. 45613 in August 1934, 45641 four months later, and 45695 in March 1936. The Patriot and No. 45613 ended their days at Carlisle Kingmoor (12A), No. 45641 at Burton (16F), and No. 45695 at the Leeds shed of Farnley Junction (55C).

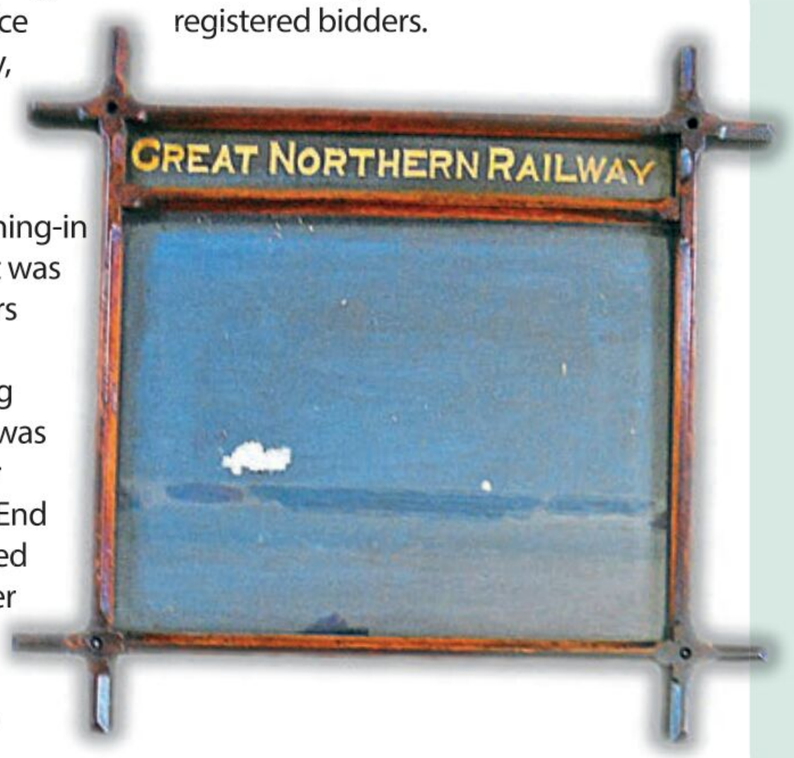
Another nameplate is *Sir Henry Colvile*, carried by East African Railways' Class 60 'Governor' Beyer-Garratt No. 6025 (works No. 7721) built at Gorton in 1954 and withdrawn in 1973. This 4-8-2+2-8-4 was named after a Leicestershire-born, Eton-educated, Boer War general and former Commissioner for Uganda who died in November 1907 in a motorcycle accident in Surrey at the age of 55.

Other locomotive items include a cabside numberplate from GWR No. 4989 *Cherwell Hall* – yet another 4-6-0 that was pensioned off in 1964, when a resident of Severn Tunnel Junction (86E) – and the smokebox numberplate from Standard Class 9F 2-10-0 No. 92109, which emerged from Crewe in October 1956 and was taken out of service from Birkenhead (8H) in November 1967.

There are also two Great Northern Railway fully-engraved worksplates, from J6 class 0-6-0 No. 64270 (works No. 1532) and J50 class 0-6-0T No. 68922 (works No. 1546), built at Doncaster in 1921 and 1922 respectively, a GNR 1856 timetable that was found behind wallpaper in a shop in Coppergate, York, during refurbishment, a Victorian notice board from the same company, and a pair of ex-Caledonian Railway and North British Railway trunk clocks.

A metal letters on wood running-in board from a small station that was open for fewer than seven years nearly 100 years ago will also feature in the sale. It is Garstang Road, from a request halt that was opened by the LMS in October 1923 on the Garstang & Knott End Railway in Lancashire and closed in March 1930, when passenger services were withdrawn over the entire 11½ mile line.

The auction will end its four-week run on October 24 and will follow the format of Great Northern's sale held in early April at the start of the coronavirus lockdown. A full colour catalogue will be distributed to registered bidders.



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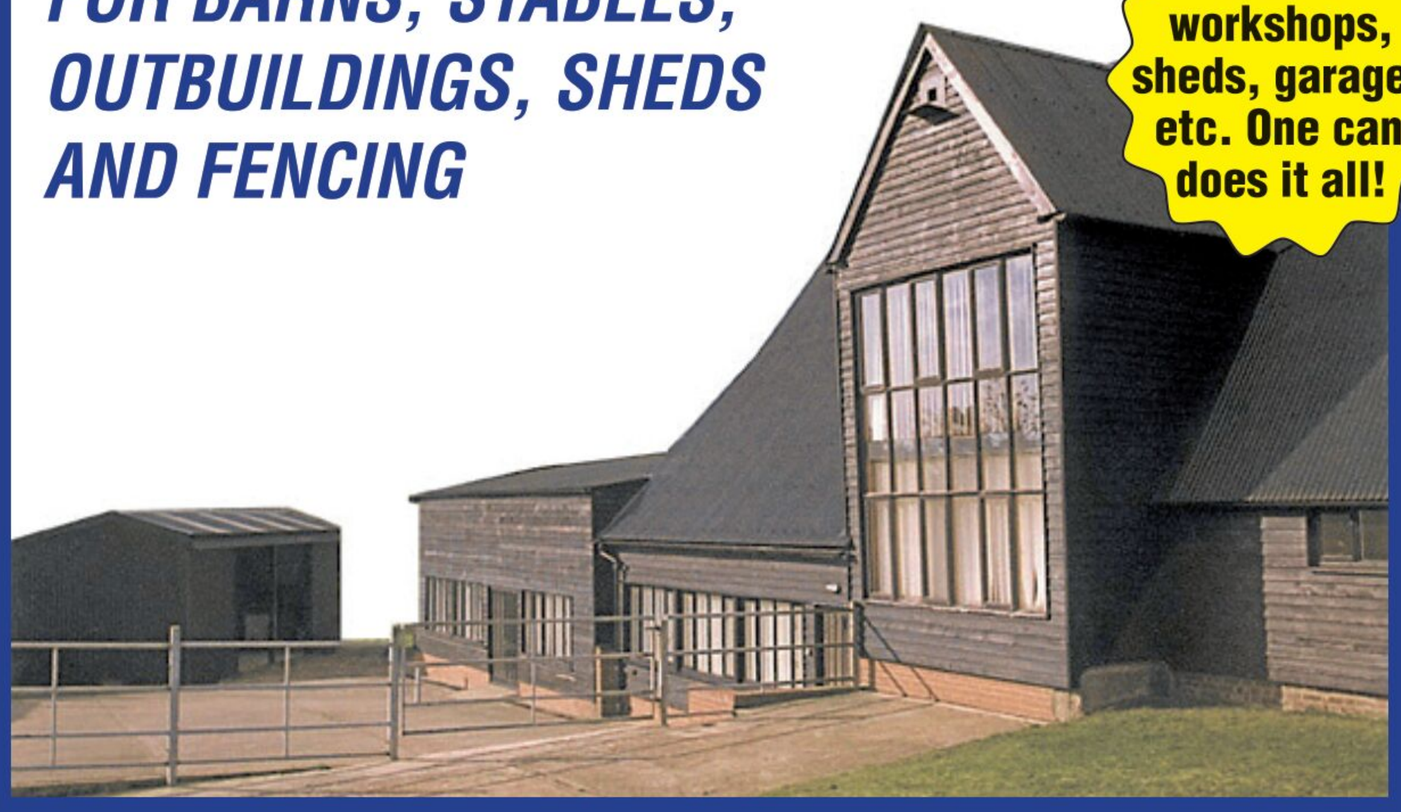

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MAIN PICTURE: The timeless Swanage Railway – Bulleid Battle of Britain Pacific No. 34072 *257 Squadron* passes the ruins of medieval Corfe Castle en route to Norden from Swanage on July 29. ANDREW PM WRIGHT

INSET: The name locomotive heads a Swanage-bound train out of Corfe Castle on August 12, 1995, the first year that heritage trains ran to Norden. ANDREW PM WRIGHT

Statesman Rail brings back Blue Pullman

By Robin Jones

THE Blue Pullman – the fabled British Railways icon of the Sixties – is set to return to the national network in November after nearly half a century.

At Eastleigh Works, Arlington Fleet Services is repainting a Class 125 High Speed Train set comprising both power cars and nine trailer vehicles bought by Jeremy Hosking's Locomotive Services Limited into a modified form of the legendary Nanking blue and white livery.

The refurbished set has modified headlights and so, like the original diesel-electric multiple units, will not need to have a front end.

Marking the 60th anniversary of the Blue Pullman, the first run of the set is due be staged on a Statesman Rail excursion between London St Pancras and Manchester Piccadilly on November 14.

Route

Statesman Rail said the inaugural tour will as closely as possible follow the original route through Leicester and along the Midland Main Line and the Erewash Valley to Chesterfield and the Hope Valley. After reaching Piccadilly, there will be an afternoon break for passengers to explore the city. The return train retraces the outward journey.

The Blue Pullman, Britain's first luxury high speed diesel-electric train, was conceived in the wake of the 1955 British Railways Modernisation Plan.

There were two versions, both constructed by Metro Cammell in Washwood Heath, Birmingham: two first-class six-car sets for the London Midland Region, and three two-class eight-car sets for the Western Region.

With a maximum speed of 90mph, they were intended to compete not only with the motor car which was taking increasingly vast numbers of passengers from the railways, but also with the emerging domestic air travel market.

The Blue Pullman underwent trials before the turn of the decade, and following a demonstration run on June 24, 1960, the 'Midland Pullman' entered regular service in July 1960 and its Western Region counterpart on September 12 that year. They operated on Mondays to Fridays only, with weekends reserved for maintenance. The 'Midland Pullman' ran each morning from 1960-66 from Manchester Central to St Pancras calling at Cheadle Heath near Stockport, a fill-in journey from St Pancras to Leicester, Loughborough, Nottingham and back, and an evening return to Manchester.

However, the Sixties saw further major advances in passenger comfort with the introduction of the BR Mk.2 coach. Air-conditioned travel was thus available to the masses, and without the payment of supplementary fares, as was the case with the Blue Pullman, and lacking the 'bumpy' ride of the latter. The glamour appeal of the sets had not persuaded sufficient car owners

A publicity postcard issued by Metropolitan Cammell, the Birmingham manufacturer of the Blue Pullman. ROBIN JONES COLLECTION

to switch back to rail travel as had been originally hoped. Indeed, BR held discussions about the withdrawal of the Blue Pullmans as early as 1969.

History

With the imminent introduction of the InterCity 125 sets and worsening reliability problems, the last Blue Pullman sets were all taken out of service in May 1973. Several of the power cars were kept at Bristol Temple Meads and Bath Road until the summer of 1974 as standby electricity generators for use during strikes in the electricity and coal-mining industries. Sadly, all were scrapped: at that time, there was comparatively little interest in diesel preservation and the National Railway Museum was just opening. All that survived are a handful of relics such as table lamps, along tickets, advertising material and one seat.

In late 2005, Derby-based rail charter company FM Rail announced plans to create a new Blue Pullman, by repainting 11 Mk.2 coaches into the trademark livery, and on November 12, the first of the repainted coaches, Mk.2F open first No. 3352, was officially unveiled at the start of the NRM's Cab-it weekend.

A programme of luxury charter trips was announced, but FM Rail entered administration in December 2006.

One of the repainted Mk.2 coaches is now displayed inside Station Hall at the NRM.

Mayflower makes its first post-lockdown move

By Cedric Johns

CLAIMED to be the first steam locomotive to operate on a southern counties main line since the Covid-19 lockdown eased, B1 4-6-0 No. 61306 *Mayflower* paid a brief visit to Didcot Railway Centre on July 23.

Running light with support coach via Slough and Reading, the purpose of the 4-6-0's trip was to collect, as previously reported, the support coach formerly attached to Didcot's GWR 4-6-0 No. 6023 *King Edward II*.

Now the property of Steam Dreams, the coach is to be modified internally to operate with the promoter's kitchen car.

"It was good to back on the footplate," commented the locomotive's owner, David Buck, who said it was the first time that the B1 had been in steam since December and subsequent extended winter maintenance work carried out at Southall. "The engine performed beautifully."

The B1 will now be stood down until November 25 when the first tours of Steam Dreams' Christmas programme are scheduled, to introduce its newly-created Santa specials and evening diners.

The Santa specials will run from London Victoria for a 90-minute tour around the capital's suburbs before returning. The same evening, a festive diner will depart Victoria for a trip around London crossing as many bridges it is possible to build into the yet-to-be finalised route.

The Santa specials are set to run on six days – three trains per day – plus the evening diner, making 24 departures. The B1 will be supported by a 'Black Five' as standby engine.

Both the Santa specials, for which the first bookings were made in August, and the evening diners are also set to depart Victoria on December 4, 14, 16, 21 and 23.

Thompson B1 No. 61306 *Mayflower* is seen passing Pangbourne on July 23 with the return leg of its test run from Southall to the Didcot Railway Centre and back. The Great Western Society's former mainline support coach was also collected as part of the move. JAMES TAVINER

LMS Royal Scot Class No. 46115 *Scots Guardsman* took charge of the 'Cumbrian Mountain Express' from Carnforth. The 4-6-0 is seen passing Mallerstang with the southbound working on Saturday, August 8. DAVE WILSON

Railway Touring Company restarts with 'CME' trip

IN KEEPING with several other railtour promoters, Railway Touring Company (RTC) restarted operations in August with one of its popular 'Cumbrian Mountain Express' (CME) trips, which departed London Euston for Carlisle on Saturday, August 8.

The train followed a well proven itinerary by changing motive power at Carnforth – electric traction in the form of Class 86 No. 86259 *Les Ross* giving way to steam in the shape of LMS 4-6-0 No. 46115 *Scots Guardsman*.

All went well with comparatively light load, with around 150 passengers on board, the Royal Scot Class giving a notable performance, especially on rising gradients and storming Shap.

On August 23 another RTC favourite, 'The Waverley' ran from York to Carlisle and the 'Royal Duchy' was booked to depart Bristol Temple Meads for Plymouth North Road and Par on August 30.

On September 6, 'The Waverley' was due to make a repeat trip from York to Carlisle, on the 26th a 'CME' leaves Euston, with No. 86259 heading for Carnforth.

RTC has planned the 'Easterling' to run as scheduled in its original brochure, on October 3.

Recalling the past when a train regularly ran from London King's Cross to Yarmouth and Lowestoft, it is set to be hauled by A1 Class 4-6-2 No. 60163 *Tornado*.

Calling at Potters Bar, Stevenage, Cambridge and Norwich, passengers are allowed at least an hour's break on arrival. Another 'CME' follows on October 10.

RTC's operations manager, Rachel Jackson, confirmed that all necessary passenger safety precautions, including wearing of masks and social distancing, had been taken. Seating has been arranged to maximise passenger separation, meaning that loadings are well below numbers normally expected.

West Coast Railways driver Phil Cotton took mask-wearing requirements to a new level when he was rostered for the Railway Touring Company's August 8 'Cumbrian Mountain Express' on August 8, which was not only the King's Lynn firm's first tour for five months but that for Class 86 No. 86259 *Les Ross* too. Phil had a special mask depicting No. 86259 made for wearing on station platforms in accordance with current requirements (but not for driving). LES ROSS

George Stephenson viaduct to be restored by Network Rail

A 180-year-old viaduct designed by George Stephenson is undergoing a multi-million-pound restoration to improve passenger journeys and secure its future.

The £3.7 million Great North Rail Project investment will see the 1840-built Grade II listed Gauxholme viaduct which spans the Rochdale Canal in Calderdale on the Manchester to Blackburn route grit blasted to its bare metal for structural repairs to take place. It will then be deep cleaned and repainted back to its Victorian splendour.

The nearby Taylors bridge, which carries the railway over Rose Bank Road near Todmorden station, will also be completely reconstructed with two disused sections permanently removed. The line through Todmorden will be closed from October 24 to November 1 to allow work on both schemes to proceed.

Gauxholme viaduct was built by George Stephenson. NETWORK RAIL

Tornado comeback tour called off because of Stonehaven tragedy

By Robin Jones

THE first post-lockdown comeback trip of A1 Peppercorn Pacific No. 60163 *Tornado*, 'The Aberdonian' from Edinburgh Waverley on September 3, was cancelled in the wake of the Stonehaven rail disaster.

The trip was called off after The A1 Steam Locomotive Trust (A1SLT) was advised that the affected route would not have been reopened in time.

ScotRail InterCity service driver Brett McCullough, conductor Donald Dinnie and passenger Christopher Stuchbury, died in the derailment near Carmont, west of Stonehaven, on August 12. The Rail Accident Investigation Branch (RAIB) said the derailment occurred after the six-vehicle train, the 6.38am service from Aberdeen to Glasgow, struck a landslip covering the track. The RAIB said the train had headed back towards Aberdeen after reports of a landslip further down the track. It had travelled more than a mile when it was derailed after hitting a separate landslip.

Severe thunderstorms occurred on the night of August 11, resulting in flooding across Aberdeenshire the next morning. The stretch of line had experienced problems with mudslides in the past and on October 22, 2002, had been closed due to a landslide at Carmont.

The Prince of Wales visited the crash site on August 14 and thanked emergency responders for their bravery.

Excursions

Meanwhile, as we closed for press, the A1SLT said that it was still hoping to run its tour from Edinburgh to Aberdeen on September 10, and there were seats still available in premier dining and standard class, but first class is sold out.

The trust's tours missed because of lockdown in 2020 have been rescheduled to next year.

The first of those is the 'Fen and Fells Flyer' return trip over the Settle and Carlisle line, which will now run on March 27. Further 2021 tour dates were set to be released at the end of September.

In line with all tourist and hospitality organisers, changes have been made to the trust's tours, include reducing capacity in each coach, the provision of temperature checks and personal protective equipment for staff, hand sanitisers and enhanced cleaning on board.

While *Tornado* may not have been hauling tours, it has still run on the network, if only completing a short light engine move from the National Railway Museum (NRM) at York to West Coast Railways' base at Carnforth with its support coach on July 24.

Following a prolonged period out of traffic in the bay at the NRM, York, a small team completed a full inspection of the Pacific before the move. The inspection involved an 'A' examination and a boiler washout in advance of restarting the trust's main line programme in September, and to provide reassurance that nothing untoward had occurred while No. 60163 was out of traffic.

The new social distancing and Covid-19 protection rules made some tasks slightly more challenging, but not impossible.

Pacifics

While at York, *Tornado* was in the company of two other LNER Pacifics. A4 No. 60007 *Sir Nigel Gresley* is reaching the final stages of its heavy overhaul, work on which was delayed because of the closure of the workshop due to lockdown, and which is unlikely to be completed before the end of the year. When completed, the A4 will move to the North Yorkshire Moors Railway for running in before joining the Locomotive Services Limited fleet at Crewe.

A4 No. 60009 *Union of South Africa* is waiting for the East Lancashire Railway to welcome the 4-6-2 to Bury, in return for previous stabling and servicing facilities.

At Carnforth, the A1SLT's support coach underwent bogie maintenance.

➜ Further details of The A1 Steam Locomotive's Trust's tours can be found at www.a1steam.com where bookings can be made. Alternatively, telephone 01325 488215.

'Jacobite' in demand despite limited seating

By Cedric Johns

FOLLOWING two lightly-loaded shakedown runs in mid-July, West Coast Railways' (WCR) Fort William to Mallaig 'Jacobite' steam services quickly became popular with tourists whose demand for tickets outstripped the limited number of seats available.

In accordance with the Covid-19 measures, WCR reduced the number of seats available to maximise passenger social distancing and by implementing other requirements.

Locomotives rostered for these trains are 'Black Fives' No. 44871 and 45407 *The Lancashire Fusilier*, supported by NELPG's K1 2-6-0 No. 62005.

Elsewhere, WCR's 'Dalesman' excursions are down for alternative haulage by SR Merchant Navy Pacific No. 35018 *British India Line* and LMS Royal Scot Class No. 46115 *Scots Guardsman*.

Operated as the 'Pendle Dalesman,' trains depart from Scarborough on October 6, Wolverhampton on October 14, Bangor on October 24 and Chesterfield on October 28.

The annual 'Scarborough Express' running from Carnforth offers a choice of routes to the seaside, one being via Skipton, Keighley and Shipley, alternatively by way of Lancaster, Preston, Hebden and Wakefield. Steam comes on at York in the shape of green-liveried LMS Jubilee No. 45562 4-6-0 *Alberta*, aka No. 45699 *Galatea*.

Battered by wind and rain, Bulleid Merchant Navy Pacific No. 35018 *British India Line* heads past Lunds Pasture with West Coast Railways' York-Carlisle 'Dalesman'. The 4-6-2 worked the train from Hellifield. ANDREW SOUTHWELL

WCR is also to operate its classic 'Spirit of the Lakes' diesel-hauled series of land cruise tours, the first for the Lunes River Trust, running on September 26.

The October 3 'The Liverpool Pullman' is followed by 'The Windsor Pullman' on October 6.

Three 'Edinburgh Christmas specials are booked to run on December 5, 9 and 12 behind a Class 57 diesel.

LMS Royal Scot Class 4-6-0 No. 46100 *Scots Guardsman* storms along the Dawlish sea wall en route to Kingswear with Saphos Trains' 'English Riviera Express' return trip from Bristol on July 26. JOHN TITLOW

Left: No. 70000 *Britannia* hauled Saphos Trains' 'The Welsh Boarders Express' from Exeter to Shrewsbury on August 5. The Pacific is pictured at a foot crossing near Leominster. KALLUM BUCKLEY

Below: Double-headed delight: Saphos Trains' 'Devonian' railtour ran between Bristol and Plymouth on a very hot Wednesday, August 12, using No. 70000 *Britannia* and No. 46100 *Royal Scot*. The train is seen at Hemerdon bank out of Plymouth with the return leg. DON BISHOP

Network Rail wins Forth Bridge parking spaces appeal

NETWORK Rail has won an appeal against a council limit of only 39 parking spaces at its planned new Forth Bridge visitor centre.

The proposals included spaces for 78 cars, but Edinburgh City Council's development management sub-committee voted to restrict it to 39 in order to encourage the use of public transport to the site.

An appeal against the decision has been upheld by the Scottish Government, which has raised the limit to a 'midway compromise' of 57 spaces.

The plans, which were otherwise approved in March, include viewing platforms on the Unesco World Heritage Site which would allow visitors to ascend to the top of the 120-year-old bridge. It has been estimated that the centre will entice around 85,000 visitors a year and become a major attraction in its own right.

UK Railtours back on track

UK Railtours is back on track following the untimely death of company founder, John Farrow.

The Welwyn-based operation, which was already hit by the Covid-19 crisis, is now run by John's daughter Elizabeth and has abandoned its 2020 tour programme to concentrate on next year, when its schedule begins on March 27 with the 'Cotswold Lion' running to Worcester. Optional add-on excursions include an opportunity to visit the Gloucestershire Warwickshire Railway.

On April 9, the 'West Highland & Royal Deeside' three-day trip to Scotland has sold out eight months in advance.

A visit to the Kent coast is planned for May 1 when the 'Doctor Syn' is routed over two freight-only lines serving the Isle of Grain and Dungeness. It starts from Derby, picking up at Leicester, Bedford and St Alban's City.

The destination from London King's Cross on May 15 is 'Shrewsbury in the Spring'. The trip runs via Peterborough and Nuneaton and takes the freight-only Sutton Park line to Wolverhampton.

Lockdown spruce-up for North Warks

THE North Warwickshire line – which used Tyseley-based Vintage Trains steam operations for its 'Shakespeare Express' – is being given a lockdown 'makeover' by volunteers.

All 17 stations on the ex-GWR route from Tyseley to Stratford-upon-Avon – and which is being promoted as a 'heritage main line' under the banner of the Shakespeare Line – now has teams of volunteers who have come forward during lockdown to improve the platforms.

Pupils from Woodrush High School in Wythall, scout groups at Spring Road in Birmingham and residents of Henley-in-Arden have transformed platforms with heritage installations and planting displays.

Shakespeare Line Promotion Group secretary Fraser Pithie said: "It's part of our goal to ensure as many people as possible enjoy this line. Local businesses have sponsored posters and provided cost-price landscape starter kits."

MAIN LINE ITINERARY

On the afternoon of Thursday, August 20, Carnforth-based LMS Jubilee Class 4-6-0 No. 45562 *Alberta* (aka No. 45699 *Galatea*) is seen with the return leg of West Coast Railways' 'Scarborough Spa Express' at Kirkham Abbey, between Malton and York. ANDREW DENNISON

September

6 'The Waverley'
York, Carlisle & return.
Steam-hauled throughout.
Loco: No. 45562 *Alberta*. RTC

10 'The Aberdonian'
Edinburgh Waverley, Aberdeen & return.
Steam-hauled throughout.
No. 60163 *Tornado*. A1SLT

10 'The Sussex Belle'
London Victoria, Hastings, Eastbourne & return.
Steam-hauled throughout.
Loco: No. 34046 *Braunton*. ST

10 'Scarborough Spa Express'
Carnforth, Wakefield, Scarborough & return.
Steam hauled: York, Scarborough & return.
Loco: TBC. WCR

12 'The Queen of Scots'
York, Edinburgh, Stirling & return.
Steam-hauled throughout.
No. 60163 *Tornado*. A1SLT

12 'The Cotswold Express'
London Paddington, Worcester & return.
Steam-hauled throughout.
Loco: TBA. ST

15 'The Dalesman'
York, Carlisle & return.
Steam hauled: Hellifield, Carlisle.
Loco: TBC. WCR

20 'Scarborough Spa Express'
Carnforth, Skipton, Scarborough & return.
Steam hauled: York, Scarborough & return.
Loco: TBC. WCR

19 'The Ticket to Ride'
Darlington, Liverpool & return.
Steam-hauled throughout.
No. 60163 *Tornado*. A1SLT

19 'Northern Belle'
Preston, Carlisle & return.
Steam-hauled throughout.
No. 6201 *Princess Elizabeth*. NB

22 'The Dalesman'
Chester, Carlisle & return.
Steam hauled: Carnforth, Carlisle, Preston.
Loco: TBC. WCR

24 'Scarborough Spa Express'
Carnforth, Wakefield, Scarborough & return.
Steam hauled: York, Scarborough & return.
Loco: TBC. WCR

26 'The Cumbrian Coast Express'
London Euston, Carlisle & return.
Steam-hauled: Carlisle, Carnforth.
Loco: TBA. UKRT

26 'The Lunes Rivers Trust'
Carnforth, York & return.
Steam-hauled throughout.
Loco: TBA. WCR

October

3 'The Easterling'
London King's Cross, Lowestoft & return.
Steam-hauled throughout.
No. 60163 *Tornado*. RTC

3 'Northern Belle'
Preston, Carlisle & return.
Steam-hauled throughout.
No. 6201 *Princess Elizabeth*. NB

7 'Severn Valley Enterprise'
Crewe, Bridgnorth & return.
Steam-hauled throughout.
Loco: TBA. ST

8 'The Pendle Dalesman'
Scarborough, Carlisle & return.
Steam hauled: Hellifield/Carnforth, Carlisle & return.
Loco: TBC. WCR

10 'The Cumbrian Mountain Express'
London Euston, Carlisle & return.
Steam-hauled: Carnforth, Carlisle & return.
Loco: TBC. RTC

14 'The Pendle Dalesman'
Wolverhampton, Carlisle & return.
Steam hauled: Hellifield/Carnforth, Carlisle & return.
Loco: TBC. WCR

17 'The Yorkshireman'
Ealing Broadway, York & return.
Steam-hauled: Ealing Broadway, York.
No. 46233 *Duchess of Sutherland*. RTC

17 'Northern Belle'
Preston, Carlisle & return.
Steam-hauled throughout.
No. 6201 *Princess Elizabeth*. NB

21 'The Pendle Dalesman'
Bangor, Carlisle & return.
Steam hauled: Hellifield/Carnforth, Carlisle & return.
Loco: TBC. WCR

25 'The Tin Bath'
Preston, Sheffield & return.
Steam-hauled: Carnforth, Carlisle & return.
Loco: TBC. RTC

21 'The Pendle Dalesman'
Chesterfield, Carlisle & return.
Steam hauled: Hellifield/Carnforth, Carlisle & return.
Loco: TBC. WCR

November

14 'The Cheshireman'
Bristol Temple Meads, Chester & return.
Steam-hauled throughout.
No. 60163 *Tornado*. RTC

21 'The Cheshireman'
London Euston, Chester & return.
Steam-hauled throughout.
No. 60163 *Tornado*. RTC

21 'Welsh Marches Christmas Express'
Wilmslow, Cardiff & return.
Steam-hauled: Crewe & return.
Loco: TBA. ST

21 'Cathedrals Express'
Ealing Broadway, York & return.
Steam-hauled: TBA.
Loco: TBA. SD

24 'The Gloucester Christmas Market and Cardiff'
London Victoria, Cardiff & return.
Steam-hauled throughout.
No. 60163 *Tornado*. RTC

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
NB	Northern Belle 01270 899382
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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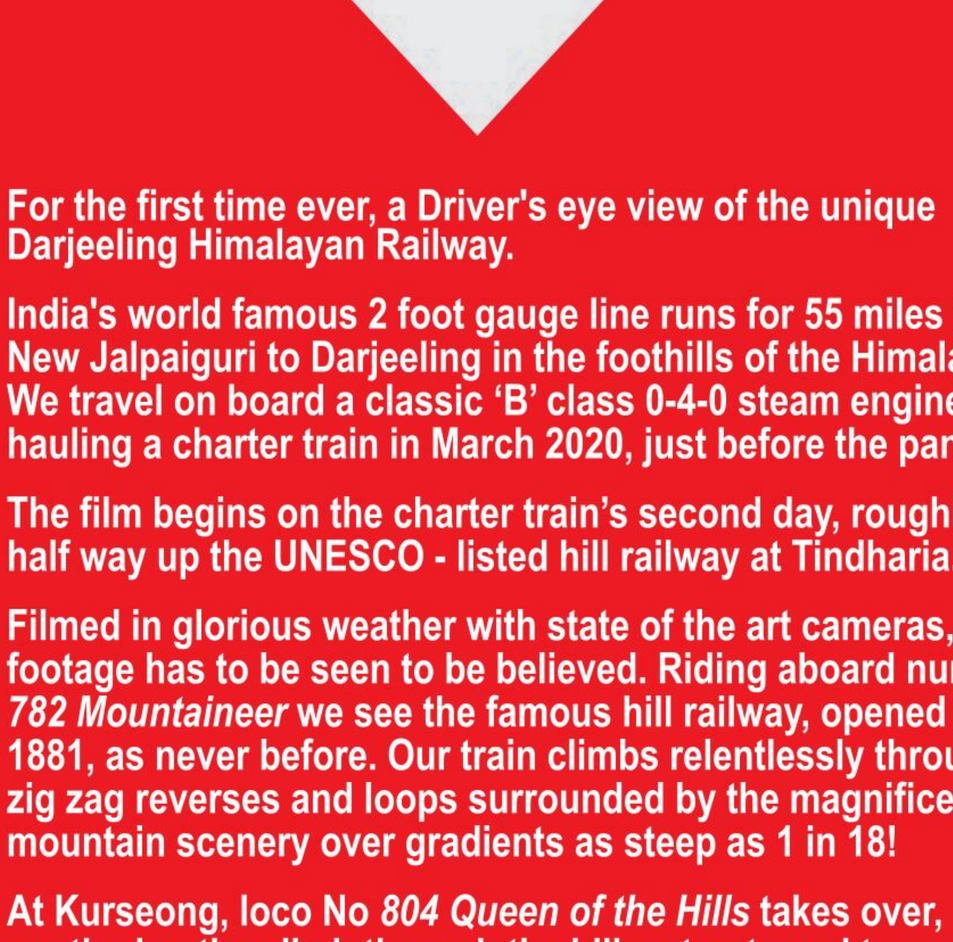
Driver's eye view



For the first time ever, a Driver's eye view of the unique Darjeeling Himalayan Railway.

India's world famous 2 foot gauge line runs for 55 miles from New Jalpaiguri to Darjeeling in the foothills of the Himalayas. We travel on board a classic 'B' class 0-4-0 steam engine, hauling a charter train in March 2020, just before the pandemic.

The film begins on the charter train's second day, roughly half way up the UNESCO - listed hill railway at Tindharia.

Filmed in glorious weather with state of the art cameras, the footage has to be seen to be believed. Riding aboard number *782 Mountaineer* we see the famous hill railway, opened in 1881, as never before. Our train climbs relentlessly through zig zag reverses and loops surrounded by the magnificent mountain scenery over gradients as steep as 1 in 18!

At Kurseong, loco No *804 Queen of the Hills* takes over, continuing the climb through the hills, streets and towns of West Bengal to the summit of the line at Ghum, 7,407 feet above sea level. At last, with the strenuous climb over, we undertake the final part of the journey taking us around the famous Batasia loop down into the terminus at Darjeeling, the former hilltop haven for the Raj and of course famous for the myriad of tea plantations in the area.

Produced with the generous cooperation of the Darjeeling Himalayan Railway Society DHRS.org

Narration is by Jonathan Kydd (on/off option)
Written and produced by Peter Middleton
Edited running time is 2 hours 24 minutes.

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Tindharia to Darjeeling DEV 090 is available to Download now for £20, on DVD for £25 and in HD on Blu-ray disc for £30 (both including UK postage).

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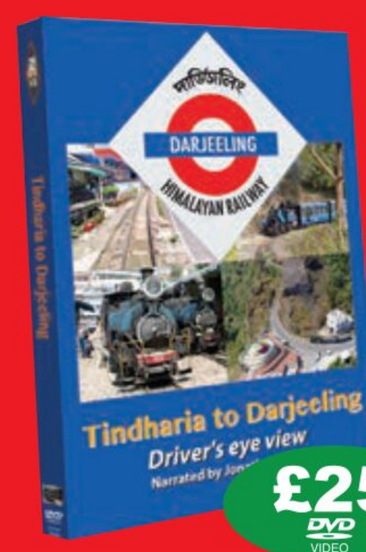

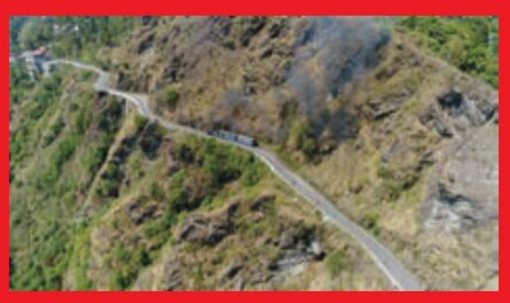

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No. 35028 *Clan Line* passes Paddock Wood at speed with a VSOE Pullman on July 16, 2008. DON BENN

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

In his latest column, **Don Benn** reports on epic locomotive performances by two of the SR Merchant Navy Pacifics, No. 35028 *Clan Line* and No. 35012 *United States Line* ranging from 2018 back to 1964. The performances include record climbs to Whiteball and Roundwood – plus two of the highest power outputs ever recorded by a British steam locomotive and the fastest net time to Salisbury.

AS THIS is my last contribution to 'Locomotive Performance Then and Now' for the foreseeable future, I have indulged myself in picking five of the finest runs produced by two of Bulleid's magnificent modified Merchant Navy Pacifics, No. 35012 *United States Line* and No. 35028 *Clan Line*. My memories of the latter engine go back to spotting days on the footbridge at Bromley South, where I first recorded seeing *Clan Line* on 'The Golden Arrow' on July 4, 1959, a Stewarts Lane turn which it shared with No. 35015 *Rotterdam Lloyd* at that time.

I didn't start taking photographs until 1960, but No. 35028 has worked the VSOE (Venice Simplon-Orient-Express) 'Golden Arrow' in recent times, as shown in one of the images. Two of the selected runs involved high power climbs which produced Indicated Horsepower (IHP) values around the 3000 mark, as high as any seen by other Pacific classes in normal service. One run was a sustained high power effort over a long distance with an engine fresh from overhaul, surprising even those on the footplate by the ease with which it was achieved; one run that was a record fastest for the section concerned over which many great runs had been recorded and finally a fine run over what was one the best main lines in the UK, now reduced to a shadow of its former self, with one of the best crews from the 1960s.

TABLE ONE: WESTBURY TO NEWBURY

Date	Saturday, April 24, 1999
Train	4.14pm Salisbury to Victoria
Loco	Rblt MN class 4-6-2 No. 35028 *Clan Line*
Load	13 coaches, 474 tons tare 510 tons gross
Driver	Dave Davis
Fireman	Don Clarke
Inspector	Dennis Donovan
Recorder	David Sprackland
Position	3rd coach
Weather	Sunny, light south wind

	miles	sched	mins	secs	speed	gradient
Westbury	0.00	0.00	00	00		L
Heywood Rd Jct	1.13		04	20	31	L
MP 94	1.63		05	12	38	L/500R
MP 93	2.63		06	30	50½	500R
MP 92	3.63		07	33	61	L
MP 91	4.63		08	28	67½	L
MP 90	5.63		09	20	72	L
MP 89	6.63		10	08	75½	L
MP 88	7.63		10	55	77/77½	L
Lavington	8.63	13.00	11	42	75	222/264R
MP 86	9.63		12	29	76	222R
MP 85	10.63		13	17	75	222R
MP 84	11.63		14	05	75	222R
MP 83	12.63		14	53	75	222R
MP 82	13.63		15	42	74½	222R
MP 81	14.63		16	29	77½	L/438R
MP 80	15.63		17	15	79½	606F/354R
Woodborough	16.63		17	59	81½	343R/L
MP 78	17.63		18	44	80	255R
MP 77	18.63		19	29	81/84	323/315F
MP 76	19.63		20	13	82½	234R/L
Pewsey	20.30		20	42	79½	693R
MP 75	20.63		20	58	79	260R
MP 74	21.63		21	44	79	L
MP 73	22.63		22	28	81	387/287R
MP 72	23.63		23	13	79½	198R
MP 71	24.63		23	58	79½	323/162R
Savernake	25.63		24	44	77	132R/L
MP 69	26.63		25	42	30* sigs	106/145F
			sigs stop			
MP 68	27.63		29	22	0*	
			33	06		
Bedwyn	29.22		37	20	32	
Hungerford	34.13		42	56	59	
Kintbury	37.13		45	46	69	
MP 56	39.63		47	52	75	
Newbury	42.56	59.00	53	04		

* brakes or speed restriction
net time 39½ minutes
maximun EDBH: 2,200
maximum IHP: 2,950

No. 35028 *Clan Line* waits at London Waterloo with the 9am to Templecombe, a farewell special to the Somerset & Dorset railway on March 6, 1966. The 4-6-2 worked the fastest net time known for the 83.7 miles from Waterloo to Salisbury (69½ minutes) against an actual time of 81 minutes 44 seconds, with many checks. JOHN TILEY

No. 35028 *Clan Line* is pictured hauling 13 coaches and Class 67 diesel No. 67028 (dead) passing Totton on the 8.45am Victoria to Swanage on April 27, 2012. DON BENN

TABLE TWO: EXETER TO WHITEBALL

Date	Sunday, June 3, 2018	Sunday, September 3, 2017
Train	4.50pm Kingswear to Bristol TM	4.50pm Kingswear to Bristol TM
Loco	Rblt MN class 4-6-2 No. 35028 *Clan Line*	Rblt MN class 4-6-2 No. 35028 *Clan Line*
Load	12 coaches, 430 tons tare 465 tons gross	12 coaches, 424 tons tare 460 tons gross
Driver	Graham Ward	Steve Matthews
Fireman	Dave Proctor	Matt Hunt
Inspector	Tom Rees	Geoff Ewans
Recorder	Sean Emmett	Don Benn
Position	9th coach	2nd coach
Weather	Sunny Intervals, warm, light east breeze	Rain or drizzle, south west wind

	miles	sched	mins	secs	speed	mins	secs	speed
Paignton	0.00	0.00	00	00	6 mins late	00	00	2½ mins early
Exeter St Davids	28.23	37.00	43	13	45	39	24	47
Cowley Bridge Jct	29.46	39.00	44	40	56	40	59	52
Hosegood's O/A	31.03		46	15	62			
Stoke Canon LC	31.93	41.30	46	15	65	43	33	60
Rewe	32.95		48	03	66			
Silverton	35.36		50	05	71/70	46	53	65½
Hele LC	36.61	46.00	51	08	75	47	51	69½/72½
Waters Lane	38.36		52	31	75			
Nags Head	39.01		53	02	76			
Plymtree	40.00		53	49	77			
Cullompton	40.69		54	21	77	51	43	71½/67½
Five Bridges	41.99		55	23	74			
Burn Rew	42.68		55	56	72			
Tiverton Junction	42.99	52.00	56	12	73	53	29	68½/73½
Tiverton Parkway	44.80	54.00	57	38	77	54	52	73
Pugham	45.90		58	29	76			
Babcocks Middle	46.58		59	02	73			
Burlescombe	47.38		59	42	70	57	06	64
Whiteball OB	48.10	57.30	60	21	68			
Whiteball MP 174	48.13		60	22	68	57	49	62
Whiteball Tunnel	48.34		60	33	70	58	02	63
Taunton	58.99	70.00	71	31		68	56	
Exeter to Whiteball			17	09		18	25	
Average Speed			69.62 mph			64.83 mph		

Table one shows detail of the Westbury to Newbury section of the return 'Salisbury Spires Express' on Saturday, April 24, 1999, recorded by my colleague David Sprackland. This most extraordinary performance has never before been published in full in the public domain, but more than 20 years have now past and only one member of the footplate crew is still active. The driver was the late Dave Davis and David Sprackland wanted finally to see this run published as a tribute to a great driver who got almost every ounce of effort out of No. 35028 *Clan Line*.

Top performance

The train had an extra stop at Westbury to set down Paul Burns, the route conductor as Dave Davis didn't sign the road from Salisbury. There followed one of the greatest ever performances by a Merchant Navy Pacific. Bearing in mind the load of 13 for 510 tons the sustained 75mph on the four miles of 1-in-222 after Lavington was as good, if not better than the climb to Roundwood by No. 35012 *United States Line* shown in table five, the EDBH being around 2200 and the IHP close to 3000. Full regulator and 35% cut off was the order of the day, though the engine was briefly eased for the easier section after Woodborough. As David said: "This would have been a good run in the Down direction!"

Staying with *Clan Line*, table two shows another extraordinary effort, this time over the 19.9 miles from Exeter to Whiteball on the returning Torbay Express on Sunday, June 3, 2018. I should have been on this, but a family event took precedence, so Sean Emmett has kindly allowed me to use the details he recorded.

I believe that the time of 17 minutes 9 seconds from passing Exeter St Davids to Whiteball summit, milepost 174, is a record with this load of 12 coaches for 465 tons (13 in old money) and the minimum of 68mph one of the highest and also a record with this load, though beaten in absolute terms by the 70mph of No. 60009 *Union of South Africa* on Sunday, February 19, 2019 with load 11 for 440 tons.

The crew on *Clan Line* was Graham Ward and Dave Proctor and the engine purred up to the top, being worked in 36% cut off for the final stretch, surprising the crew by the ease with which it took the climb. Pressure was on the red line the whole way and speed had to be held back to the legal maximum for long stretches, otherwise what would the minimum have been? We can only speculate. It was though the summer after its major overhaul which may have helped.

Alongside this run is one I timed on September 3, 2017, which I was very pleased with. Good though, the time of 18 minutes 25 seconds to the summit paled in comparison with the 17 minutes 9 seconds of June 2018.

Finally with *Clan Line* is one from 1966, the details of which are shown in table three and were sent to me by my old friend John Clifford. I don't know why I wasn't on this, but maybe I was otherwise engaged with my future wife! No. 35028 had a light load of only nine coaches for 320 tons and was working one of the farewell to the Somerset & Dorset specials. It is special and worthy of inclusion as it was the fastest net time known for the 83.7 miles from Waterloo to Salisbury (69½ minutes) against an actual time of 81 minutes 44 seconds, with many checks.

Dicky Budd allowed the engine to run fast wherever possible. After a good start, adverse signals were encountered as early as Wimbledon, probably from the 8.52am New Line service to Guildford in front. From Surbiton, the road was then clear to Woking and the 86mph maximum in the Byfleet dip unusually high before another check. With this load, the 72mph over milepost 31 wasn't exceptional nor were the speeds which followed prior to the train being put onto the slow line at Winchfield.

After being checked again back to the fast line at Basingstoke, there followed a lovely dash down past Andover at 91mph, before topping Grateley at 77mph, prior to a temporary speed restriction at Allington and a fast finish into Salisbury. Dicky was one of the Nine Elms drivers who could be relied on to give a good account of himself and would not have needed to push the big Bulleid very hard to achieve this flying performance.

I particularly remember a run on the up 'Bournemouth Belle' on May 23, 1965 when he had rebuilt Battle of Britain Pacific No. 34087 *145 Squadron* instead of the booked Merchant Navy, and ran up from Southampton in 82 minutes 56 seconds or 79 minutes net (schedule 84 minutes) with a temporary speed restriction to 19mph at Wimbledon.

The speed up Roundwood bank was a steady 54-56mph and 75-83mph from Basingstoke to Surbiton. Good going with the usual load of 455 tons. Hampton Court Junction, 65.9 miles was passed four minutes inside schedule in 63 minutes 28 seconds from Southampton.

Above par

The last two runs feature No. 35012 *United States Line*, and the first in table four shows the detail of an excellent above par run on the lovely stretch of line that was the South Western route from Salisbury to Exeter, on the tightly timed 'Atlantic Coast Express'. Saturday, May 30, 1964 was just prior to the start of the main summer timetable and the last year of the 'Atlantic Coast Express' before the Western Region took over the route and ruined it.

On that fine late spring day 56 years ago the train was a well filled 12 coaches for 445 tons and the crew from Salisbury was one of the finest from Exmouth Junction, A Cook and G Smith. A log of this run is on the Railway Performance Society database showing the load as 13, but I am pretty sure it was 12.

Time had been lost on the run down from Waterloo due to a signal stop at New Malden and a check outside

Left: SR Battle of Britain Class Pacific No 34083 *605 Squadron* waits at Exeter Central to take the 'Atlantic Coast Express forward to Padstow on May 30, 1964. Right: On April 3, 1965, the day before its epic Up 'Belle' run, No. 35012 *United States Line* passes Raynes Park with the 10.30am from London Waterloo. BOTH: DON BENN

TABLE THREE: WATERLOO TO SALISBURY

Date	Saturday, March 5, 1966
Train	8.55am Waterloo to Templecombe
Loco	Rblt MN class 4-6-2 No. 35028 *Clan Line*
Load	9 coaches, 297 tons tare 320 tons gross
Driver	Budd, Nine Elms
Fireman	Preston
Recorder	John Clifford
Weather	Fine and dry

	miles	sched	mins	secs	speed
Waterloo	0.00	0.00	00	00	½ min early
Vauxhall	1.29		03	37	39½
Queens Road	2.81		05	19	56½/58
Clapham Junction	3.93	7.00	06	50	39½*
Earlsfield	5.58		08	50	58½
Wimbledon	7.24		10	42	47*/45* sigs
Raynes Park	8.64		12	25	56½
New Malden	9.78		13	34	62/56* sigs
Berrylands	10.98		14	44	59
Surbiton	12.04		15	48	67
Hampton Court Jct	13.34	18.00	16	55	72
Esher	14.39		17	47	77
Hersham	15.91		19	05	81
Walton	17.08		19	48	80
Oatlands Box	18.10		20	35	78
Weybridge	19.15		21	20	81
Byfleet	20.40		22	17	85/86
West Byfleet	21.68		23	10	84/49* sigs
Woking	24.29		25	39	54
Woking Jct	24.75	28.00	26	07	58½
Brookwood	27.99		29	05	70½
Pirbright Jct	29.65		30	28	73
MP 31	31.00		31	38	72
Strurt Lane Jct	32.20		32	35	76
Farnborough	33.20		33	30	75
Bramshot	35.85		35	19	79/77½
Fleet	36.48		36	00	79½
Winchfield	39.83		39	27	28* sigs to LL
Hook	42.16		42	47	62½
Newnham Siding	43.70		44	08	72/74½
Basingstoke	47.75		48	41	27*/20* sigs/tsr
Worting Jct	50.30	51.00	52	22	53
MP 51	51.00		53	10	58
Oakley	52.38		54	26	69
Overton	55.55		56	58	80/85
Whitchurch	59.10		59	34	82½
Hurstbourne	61.14		60	56	88
MP 62½	62.50		62	10	83/89
MP 65	65.00		63	42	87
Andover	66.35		64	30	91
Red Post Jct	67.65		65	27	87
MP 68¾	68.75		66	21	90
Grateley	72.70		69	00	80/77/84
Allington Box	75.60		71	11	66*/28* tsr
Porton	78.29		75	06	56/82
Tunnel Junction	82.56		78	50	55*
Salisbury	83.66	81.00	81	44	¼ min late

net time 69½ minutes
* brakes or speed restriction

TABLE FOUR: SALISBURY TO EXETER

Date	Saturday, May 30, 1964
Train	11am Waterloo to Exeter
Loco	Rblt MN class 4-6-2 No. 35012 *United States Line*
Load	12 coaches, 408½ tons tare 445 tons gross
	From Sidmouth Junction, 10 coaches 375 tons
Crew	A.Cook and G.Smith, Exmouth Jct Shed
Recorder	Don Benn
Weather	fine and dry, calm

	miles	sched	mins	secs	speed
Salisbury	0.00	0.00	00	00	8½ mins late
MP 85¼	1.70		05	07	28
Wilton South	2.50		06	36	47½
Dinton	8.30		12	50	68/65½
Tisbury	12.60		16	45	70/71½
Semley	17.60		21	20	63
Gillingham	21.70		24	34	85
MP 107½	23.95		26	20	72½
MP 109½	25.95		27	53	88
Templecombe	28.50		29	41	69
MP 113¼	29.70		30	44	58½
Milbourne Port	30.90		32	03	66
Sherborne	34.55		35	00	90
Yeovil Junction	39.15	40.00	38	21	82
Sutton Bingham	41.40		40	10	70
MP 126¼	42.70		41	29	62½
MP 130¼	46.70		44	43	79
Crewkerne	47.95		45	41	70½
MP 133¼	49.70		47	36	53
Hewish Crossing	50.60		48	25	61
Chard Junction	56.00		52	37	86/83
Axminster	61.10	61.00	56	15	85
MP 146¼	62.70		57	29	83
Seaton Junction	64.25		58	43	71
MP 149½	65.95		60	20	54
MP 150½	66.95		61	34	47
MP 151½	67.95		62	58	42
MP 152½	68.95		63	32	36½
MP 153½	69.95		66	09	38
Honiton	71.15		67	27	68
MP 158	74.45		70	02	83
Sidmouth Junction	75.90	75.00	71	42	
	0.00	0.00	00	00	
MP 161¼	2.00		04	07	47
Whimple	3.75		05	53	71
Broad Clyst	7.45		08	35	90
Pinhoe	9.30		09	54	79
Exmouth Junction	11.10		11	30	65
Exeter Central	12.15	14.00	13	46	4 mins late

Salisbury to Sidmouth Junction:63.51 mph start to stop average

Salisbury so the Exmouth Junction crew had a late start of eight minutes to contend with. The running throughout was excellent, Semley being topped at 63mph, then minima of 72½mph at Buckhorn Western, 58½mph after Templecombe, 62½mph at Sutton Bingham, 53mph after Crewkerne and a very good sustained 38mph over Honiton. The downhill dashes were exhilarating as usual with 85mph at Gillingham, 88mph down from Buckhorn Western tunnel, 90mph over the short rail joints at Sherborne and 86mph before Axminster.

The overall time to the Sidmouth Junction stop was 71 minutes 42 seconds, a gain of over three minutes on the tight 75 minute booking for the 75.90 miles. With the load reduced to 375 tons we then dashed down to Exeter Central with a maximum of 90 through the woods at Broad Clyst, arriving just four minutes late. After photographing No. 34083 leaving on the Padstow portion of the train, I joined others from the 'Atlantic Coast Express' on the 2.30pm back to Waterloo headed by No. 34057 *Biggin Hill* on nine coaches for 320 tons and driven as far as Salisbury by Frank Watts – and from there by Charlie Hopgood, a good competent performance throughout arriving two minutes early.

Now we come in table five to one of the greatest performances ever produced by a Bulleid Pacific, which in a way set the scene for the final few weeks of steam before the new timetables were introduced in June 1965, when the opportunity for really high speed runs was to be much reduced until the final few months.

Fastest time

It was in this Indian summer of the old order from around the beginning of April until the middle of June that most of the heavy load fastest time and highest power output runs were produced. On the day of the run, Sunday, April 4, I went down to Southampton on the 1.30pm with Bill Sanson of Bournemouth doing his best with a poor steaming, rough riding but free running unmodified No. 34041 *Wilton*. I am not sure why I didn't go through to Bournemouth, but no matter my eyes were firmly on a run on the Up 'Belle' with Gordon Hooper, who the grapevine had whispered would be in charge.

No. 35012 *United States Line* had the usual 'Belle' load of 10 Pullmans and a bogie van 455 tons full. It was therefore somewhat strange to discover later that only a few of us (just myself, Alan Wild and maybe one other?) were on board to time this extraordinary effort and it's just as well that I wasn't alone as if I had been then perhaps I wouldn't have believed my stop watch!

We got away from Southampton just a fraction late and made a good clean start to pass Eastleigh inside schedule at 63mph, where Hooper was using full regulator and 22% cut off. Brian Smith was firing from Southampton and maintaining boiler pressure at 240lb plus all the way. I am not sure if that was taken as a hint, but Gordon wound the cut off round to 27% at Winchester Junction, where we were doing 71mph and I was by now getting really excited as I had timed nothing like this before.

The noise from No. 35012 was quite fantastic and

"Pressure was on the red line the whole way and speed had to be held back to the legal maximum for long stretches, otherwise what would the minimum have been? We can only speculate. It was though the summer after its major overhaul which may have helped."

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No. 35012 *United States Line* is seen approaching New Malden with the 12.30pm London Waterloo to Bournemouth 'Bournemouth Belle' on July 7, 1962. DON BENN

increased as speed continued to rise, to 73mph by Weston box and 75mph at Micheldever and finally to an unprecedented 76 mph at Roundwood summit. Brian Smith told me recently that boiler pressure was being maintained at 245-250lb and he had to use the second injector for a short spell to stop the engine from blowing off steam, so if the engine had been opened up to say 35% cut off then I think we would have achieved 80mph at the top of the 1-in-252 climb.

As it was, I had just timed what was probably the highest power output ever from a Merchant Navy Class Pacific, the calculated figures over the final stretch being 2325 EDBH and an amazing 3085 IHP, one of the very few times this magic figure has been reached by any British steam locomotive in normal service. And what a demonstration of the steaming qualities of Bulleid's boiler!

In D W Winkworth's book Bulleid's Pacifics, comparisons with other big efforts by other British steam locomotives puts this climb to Roundwood second only to the supreme effort by LMS Princess Coronation No. 6234 *Duchess of Abercorn* on test, when compared on the basis of IHP per ton of engine weight set against duration. For the section of the climb from Winchester Junction, where cut off was increased to 27% to the summit the EDBH was 2175 and the IHP 2905. This was over a period of nearly seven minutes.

Gordon Hooper wasn't finished yet though and as if to show that No. 35012 was in no way winded by this phenomenal performance we streaked away to reach 83mph at Steventon, before easing for the approach to Battledown where we had a severe signal check down to little more than walking pace, which I thought might be a prelude to more delays from engineering works.

It wasn't though and there followed a breathtaking headlong flight along the South Western main line, incredibly unchecked to give an average speed of 86.82mph over the 30.12 miles from Hook to Surbiton, which included 93mph down Winchfield bank and 94mph at Brookwood with an easing to 85mph past Woking and a minimum of 81mph at Weybridge.

Steam record

Adverse signals and a track relaying speed restriction after Clapham Junction couldn't prevent an arrival in Waterloo just over nine minutes early, in an actual time for the 79.24 miles from Southampton of 74 minutes 13 seconds at an overall average speed of 64.06mph. I calculate the net time to have been 69½ minutes, which would have been good enough to have kept the new electric schedules which applied from July 1967, and the fastest known time with steam. I have always regarded this run to be my best with steam, though others in 1965 came close.

So I finish this, my final contribution to this column, with this tribute to that great Nine Elms driver, Gordon Hooper, who alas is no longer with us but will never be forgotten. My thanks to all my contributors who over the past six years have helped me to enliven this column with their logs of locomotive performance and special thanks to Alan Rawlings without whose encouragement I would never have got started. HR

SR Merchant Navy Pacific No. 35028 *Clan Line* is seen hauling the 8.45am London Victoria to Bath and Bristol Belmond Pullman at Crofton May 13, 2015. DON BENN

TABLE FIVE: SOUTHAMPTON TO WATERLOO

Date	Sunday, April 4, 1965
Train	4.34pm Bournemouth West to Waterloo 'Bournemouth Belle'
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35012 *United States Line*
Load	10 Pullmans + 1 bogie van, 428½ tons tare, 455 tons gross
Crew	Gordon Hooper and Paul Daley, Nine Elms MPD
Also on footplate	Brian Smith
Timed by	Don Benn
Weather	fine and sunny light SW wind

	miles	sched	mins	secs	speed
Southampton	0.00	0.00	00	00	½ min late
Northam Jct	1.05	3.30	03	23	30/14*
St Denys	2.11		05	17	41
Swaythling	3.45		07	04	54½
Eastleigh	5.80	10.00	09	24	63
Allbrook Box	6.66		10	17	64½
Shawford	9.61		13	02	65½
Shawford Jct	10.46		13	45	67
St Cross Box	11.50		14	43	68
Winchester City	12.70		15	51	69½
Winchester Jct	14.80		17	43	71
Wallers Ash Box	17.55		20	02	72
Weston Box	19.05		21	14	73
Micheldever	21.20		22	59	75
Roundwood Box	23.05		24	28	76
Waltham Box	24.15		25	22	80
Steventon Box	25.30		26	12	83
Wootton Box	26.75		27	17	77½
Worting Jct	28.98	37.00	30	53	7* sigs
Basingstoke	31.50		34	06	65½
Newnham Siding	35.55		37	13	78
Hook	37.08		38	21	84
Winchfield	39.41		40	00	90/93
Fleet	42.76		42	13	90/92½
Farnborough	46.05		44	24	88
Start Lane Jct	47.05		45	07	89
MP 31	48.25		45	56	87
Pirbright Jct	49.60		46	54	92
Brookwood	51.25		47	56	94
Woking Jct	54.50	58.00	50	12	85
Woking	54.95		50	28	86
West Byfleet	57.56		52	19	86½
Byfleet & New Haw	58.84		53	13	87
Weybridge	60.09		54	10	81
Oatlands Box	61.15		55	54	83
Walton	62.16		56	38	85
Hersham	63.33		56	27	87
Esher	64.85		57	33	86½
Hampton Court Jct.	65.90	67.30	58	17	88
Surbiton	67.20		59	10	85
Berrylands	68.26		59	59	83
New Malden	69.46		60	53	70*
Raynes Park	70.60		61	57	65½
Wimbledon	72.05		63	13	67
Earlsfield	73.66		64	43	71
Clapham Junction	75.31	77.00	66	38	41*
Queens Road	76.43		68	38	38*/33* tsr
Vauxhall	77.93		70	36	45
Waterloo	79.24	84.00	74	13	9¼ mins early

net time 69½ mins
actual start to stop average: 64.06 mph
average speed Hook to Surbiton 86.82 mph
full regulator 22% to Winchester increased to 27% to Roundwood

LOCOMOTIVE PROFILE

‘MIGHTY MOGUL’ FIT FOR THE FUTURE

Severn Valley Railway-based sole-surviving LMS 2-6-0 No. 42968, owned by the Stanier Mogul Fund, is - like its home line - celebrating half a century of preservation. **Gareth Evans** learns about the Stanier mogul’s history, the latest on the overhaul and how its owning group has enthusiastically embraced succession planning.

At a glance

Numbers carried: 13268, 2968, 42968
Wheel arrangement: 2-6-0
Built: 1934
Original operator: LMS
BR rating: 5MT
Withdrawn: December 31, 1966
Current location: Severn Valley Railway
Owner: Stanier Mogul Fund

During its last spell of main line running, it gained the nickname 'Mighty Mogul' – such was the power and popularity of this delightful Severn Valley Railway (SVR) based locomotive, which over the years has carried the numbers 13268, 2968 and 42968.

In a year in which its home railway is marking 50 years since it reopened as a heritage line, the unique Stanier mogul is also celebrating half a century since it was saved from the clutches of the cutter's torch.

The locomotive's owning group, the Stanier Mogul Fund (SMF), has invested in succession planning, encouraging younger members to become actively involved alongside experienced hands.

The 2-6-0 is on course to return next year from overhaul – but it will emerge in a guise which it has yet to carry in preservation – LMS black with its first number, 13268. Like SMF's organisational efforts, it is hoped the thorough overhaul will keep this delightful locomotive operating for many years to come.

History

The Stanier moguls were arguably the inaugural design of locomotive by the LMS's new chief mechanical engineer, William Stanier.

The first Stanier mogul, No. 13245 emerged from Crewe Works on October 21, 1933. It was followed by 39 others, built as a single batch as Lot No. 104. From 1934, members of the class were renumbered in the 2945-2984 range. Following Nationalisation in 1948, BR added 40000 to their numbers.

Although the class was based on George Hughes' successful 'Horwich Crab' 2-6-0s, Stanier used a higher pressure, tapered boiler, which allowed smaller cylinders to be mounted at a more usual height above the rails. They originally had the usual low-degree superheat from 14 elements, but in common with other Stanier classes, this was later increased to 21 elements. The original nine had square topped cylinders, and these plus the tenth had their safety valves mounted on the top feed, as with GWR practice.

On the first 16, the boiler cladding sheets followed the contour of the barrel below, so that there was a parallel front section with all the taper concentrated

A unique survivor: Stanier mogul No. 42968 shows off its attractive lines at Bridgnorth headshunt on March 14, 2003. MALCOLM RANIERI

to the rear. The next 24 had a continuous taper from smokebox to firebox, to which profile the others were eventually modified. The first 30 had a Midland-type 'bell' whistle, but a Stanier Caledonian-type hooter was fitted to the final 10. They were all built before the introduction of Stanier's curved-topped 4000-gallon tender, so were fitted with the then standard Fowler 3500-gallon type, which they retained throughout their lives.

First allocated to Willesden, No. 13268 entered service on January 24, 1934.

As No. 42968, it became the penultimate class member in service, lasting until December 31, 1966. Its last recorded working was on December 14, 1966 when the 2-6-0 was seen passing Preston on the 6.35pm parcels train from Liverpool Lime Street.

On withdrawal from Wigan Springs branch depot on December 31, 1966, No. 42968 was towed in the company of Ivatt 2MT 2-6-0 No. 46447 to Woodham Bros' scrapyard in Barry, South Wales for scrap. No. 46447 is operational at the East Somerset Railway.

Barry era

No. 2968 was the 45th locomotive to leave the yard, and spent only six-and-a-half years there. The quoted purchase price was £3250, but a rise in the price of scrap metal was imminent, as was the introduction of VAT. Fundraising was sufficiently successful to avoid the former but not the latter. On August 31, 1973, a cheque for £3575 was handed over and the locomotive finally belonged to the SMF.

Recalling those pioneering days, Jim Norman, archivist said: "Like many of the original fund members, I started my 'career' on the SVR with the Stanier 8F Society.

"One of our members, Phil Pixton, happened to mention that the last Stanier 'Crab 'was still at Barry scrapyard. He suggested we go to photograph it before it was cut up. In all innocence, three of us agreed. Four of us – Phil, David Montgomery, Maurice Hughes and I – went there. It later emerged that Phil had been going to Barry secretly and carrying out preventative maintenance. I'm certain it was a 'plot' on his part to get the engine preserved."

"One of our members, Phil Pixton happened to mention that the last Stanier 'Crab' was still at Barry scrapyard. He suggested we go to photograph it before it was cut up. In all innocence, three of us agreed. Four of us – Phil, David Montgomery, Maurice Hughes and I – we went there.

"It later emerged that Phil had been going to Barry secretly and carrying out preventative maintenance. I'm certain it was a 'plot' on his part to get the engine preserved – and nothing to do with taking photographs. Unfortunately, Phil is no longer with us.

"Back then, the yard was much different to that which enthusiasts came to know in later years. For one thing, only one or two engines had been removed, consequently there were over 200 left quietly awaiting their fates.

"Although all glass was smashed and brass fittings and side rods removed, the engines were still basically complete. All were still attached to their tenders, while boiler cladding, chimneys, buffers etc. were still in situ and the rust and weeds which were later to take over had not yet appeared. The engines still possessed a quiet dignity, an echo of what they had once been. You had the impression that, by refitting a few bits and pieces, then lighting the fire, you could simply drive them away.

"We had brought with us several gallons of old engine oil (Phil worked in a garage) and after we had wiped this all over it, the engine looked almost pristine. It was inspected, admired and photographed until, eventually, we bade it goodbye and set out back towards the SVR.

"At this time, Maurice's father had a static caravan near Cleobury Mortimer and it was to this that we headed. That night the fund was formed. No notes were taken, but I've narrowed it down to April 1970.

"We had seen the engine and recorded it on film, but was that enough? Should we consider a preservation attempt? We were in no doubt of its historical value and its position as the sole survivor was a major consideration. On the other hand, the boiler was an unknown quantity –we had been involved in railway preservation long enough to have a healthy respect for the cost of boiler repairs – while its tyres were desperately thin. We all knew that re-tyring an engine in preservation conditions was totally out of the question!

"Despite this, we four decided to make the

Three months after entering traffic, No. 13268 is seen at Willesden shed on April 22, 1934. The locomotive is to return to action in its original LMS black – the last significant guise the 2-6-0 has yet to appear in in preservation. WL GOOD/SMF

Stanier Mogul Fund volunteers worked at the locomotive while it was still at Barry scrapyard, preparing it for movement by rail to the Severn Valley Railway. Richard Greaves, Jim Norman and Phil Pixton are pictured in front of No. 42968 at Barry on February 4, 1973. RICHARD GREAVES/SMF

The Stanier Mogul Fund has a friendly, welcoming team of volunteers, who are pictured working on the engine inside Bridgnorth Works prior to the imposition of social-distancing measures. DAN JONES/SMF

The mogul's first movement under its own power in preservation took place at Bridgnorth on November 12, 1990. JIM NORMAN/SMF

attempt. As a first step, we all agreed to put in five pounds, which might not sound much, but at that time, represented for me something over half a week's wages!"

Asked what a typical working party would comprise, Jim replied: "We would depart from Bridgnorth at about 2am in order to arrive at the yard at about 6am. Carrying whatever tools we would need, we would then walk the half mile or so from the road to the engine and work would commence.

"At the end of the day, the volunteers from the various preservation groups would take turns around this solitary tap in a vain attempt to remove the grease and grime of a full day's work on possibly the filthiest form of machinery known to man. After a quick change of clothing in a handy brake van, then it would be up to the High Street and a meal in the Pixie restaurant.

"The work fell into three broad headings, although the dividing lines were not always clear." Broadly, the headings were:

- Preventative maintenance – to stop the engine deteriorating beyond the point it had already reached.
- Preparation for movement – since it was to come out by rail, it had to be fit to run.
- Removal of parts – many components had been stolen from the engine, so parts remaining were removed for safe keeping.

"Preventative maintenance covered a range of activities, including pouring hundreds of gallons of old oil, courtesy of Phil, all over the engine," added Jim.

"This was an attempt to prevent rust formation, but also had the effect of keeping it looking tidy and many contemporary commentators claimed that it was the best-kept engine in the yard. It also entailed giving attention to the exposed axle journals, a task which overlapped with movement preparation.

"We collected parts and cleaned them up for safe storage. The parts that were most useful were the same ones that the thieves found most lucrative, ie brass fittings. All the large items, injectors, ejectors etc had long-since disappeared but many smaller items remained. These included oil boxes, sand ejectors, cylinder drain cocks and miles of copper lubrication pipework. I collected whatever I could, but the piping gave us a storage problem. Unlike the other items, it was too long to be taken away without causing damage so we decided to store it until there was enough to make the hire of a van worthwhile.

"The obvious storage place was inside No. 2968's tender tank. It was a little too obvious really – the first place a potential thief would look, but the tender of the 9F was a couple of tracks away... So in it all went, a hundred feet or more, safe and sound. Then one weekend, we arrived at the yard to find this tender gone! It was one of several high-capacity tenders which were sold off as water tanks. Whoever bought that one got the bargain of a lifetime!

"Three of us from the early days at Barry are still active within the group – Richard Greaves and John Bowater, our engineer."

Asked what attracted him to the mogul, Jim replied: "I think I got dragged along more than anything. My interest has always been on the goods rather than passenger side. Although the moguls were mixed-traffic, they predominantly worked fitted freights, so it was in the right category for me. I didn't know much about them at the time. I don't recall seeing one in BR service.

"The attraction was that it was unique and the historical significance of being Stanier's first locomotive design – it was worthy of a place in preservation. It was lucky that this one went to Barry. It came from the Wigan Springs branch, yet Central Wagon, another scrapyard, was just two miles down the line. Nos. 2951/52 were cut up there – but No. 2968 went all the way to Barry. Some things are meant to be."

Return

The mogul's move to the SVR took place overnight on December 13/14, 1973 – at the start of an ASLEF (Associated Society of Locomotive Engineers and Firemen) union work to rule.

The 2-6-0 was hauled away from Barry locomotive shed by Brush Type 4 No. 1909 (later No. 47232) as far as Cardiff Canton, where No. 37300 took over for the run to Kidderminster. Type 2 No. 7640 (later No. 25290) then arrived and propelled the locomotive to Bewdley for onward haulage to Bridgnorth – Bewdley at that time still being a BR operational station. The arrival at Bewdley came in the nick of time; another half hour would have left it stranded at Kidderminster by the ASLEF dispute. It was a long and cold 14 hours for those who had manned the mogul's footplate throughout.

Highlights of No. 2968's main line duties in the heritage era included working the first steam-hauled train up the Lickey Incline. Leading GWR mogul No. 7325, No. 42968 is seen at the summit of the well known climb near Bromsgrove on November 22, 1997. NICK HARRISON/SMF

Visits elsewhere

1995: Gloucestershire Warwickshire Railway
2005: Crewe Works – for the Great Gathering
2006: Keighley & Worth Valley Railway
2007: Great Central Railway
2007: West Somerset Railway
2008: Llangollen Railway
2010: Great Central Railway
2010: Llangollen Railway

"While it's first and foremost an SVR locomotive, I would like to think we may be able to visit another heritage line once a year on average," commented Peter Holder, SMF publicity officer.
"In my opinion, that's one of our greatest publicity tools. It allows other volunteers to get their hands on our locomotive. During its last ticket, our engine went to the Great Central and Llangollen railways twice, which gives you an idea of how popular it is. Being a unique survivor, it's good to get it out and about occasionally."

No. 42968 is seen at Whelley Junction 'box while working 'Wigan Area Brake Van Tour' on August 13, 1966. BRIAN TAYLOR/SMF

The Stanier Mogul Fund sales stand is no stranger at special events, helping to raise essential sums to aid the locomotive's ongoing care. Pictured here on September 17, 2016 are, left to right: Dave Beer, John Ashton, Fraser Goulding, Lorraine Busk and Dave Busk. SMF

After a costly six-figure restoration, the mogul moved for the first time under its own steam on November 12, 1990.

Finished in LMS black livery as No. 2968, it entered revenue-earning SVR service on April 20, 1991. It immediately found favour with footplate crews as a strong, sure-footed, powerful and free steaming engine.

New tyres were fitted and the locomotive returned to traffic on December 17, 1994. The tender tank was in need of replacement, so the mogul was paired with the Stanier tender borrowed from 'Black Five' No. 45110 – the 2-6-0 becoming the only member of its class known to have run with a Stanier tender.

In 1996, the SVR with tour operator Past-Time Rail took the plunge to main line operation, and the locomotive was prepared for its MT276 certification.

Between December 7, 1996 and January 31, 1998, No. 2968 worked 14 main line excursions, taking in locations as far apart as Weymouth, Carlisle, Holyhead and York. Notably, not a single failure was booked against the 2-6-0.

Highlights included working the first steam-hauled train up the Lickey Incline, along with No. 7325; working the first eastbound steam over Copy Pit since 1968; and taking part in the first diverted steam special in preservation history. The mogul also took part in the 1998 Steam On The Met event.

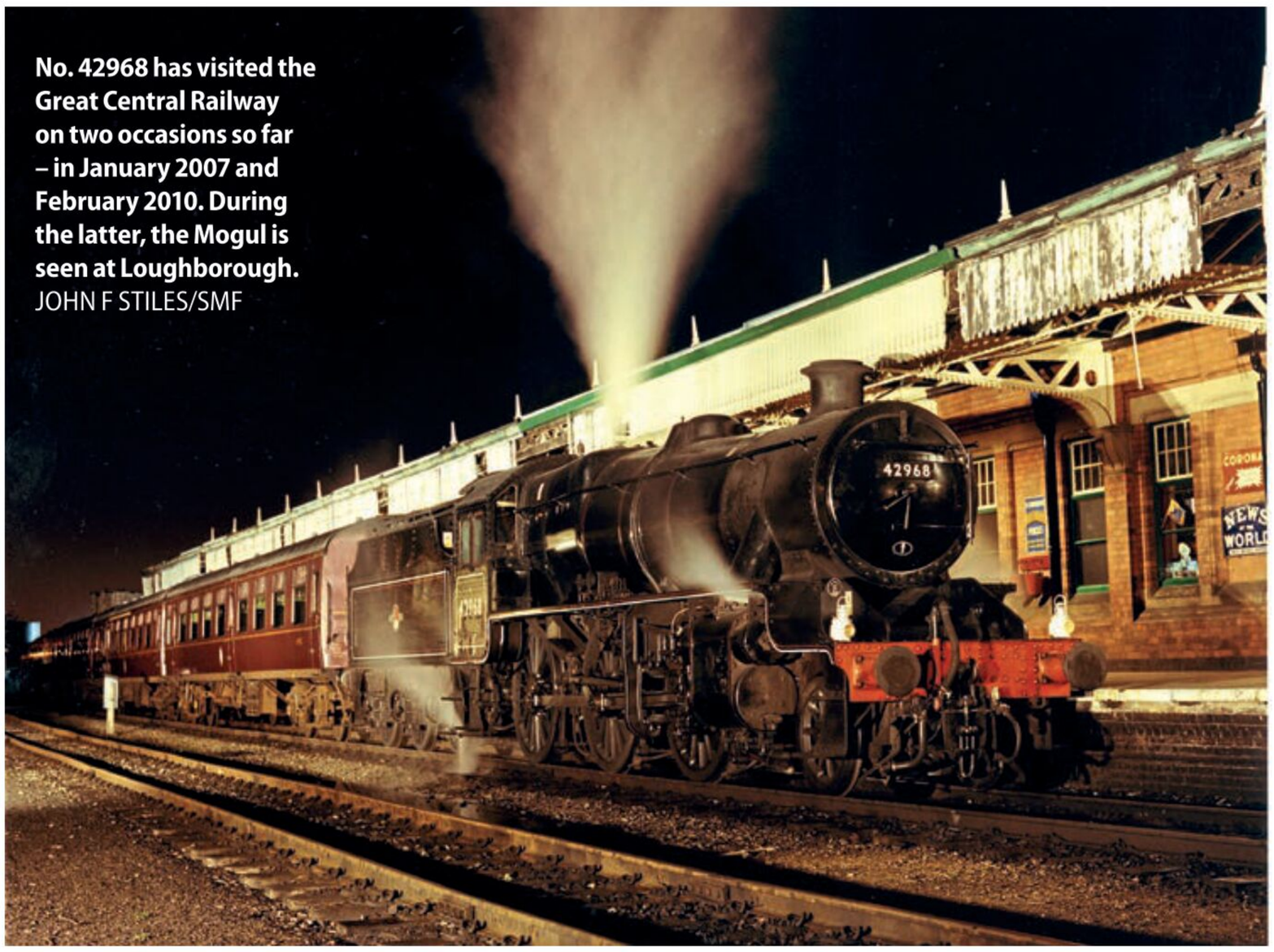
Asked whether a main line return might be considered in future, Peter Holder, SMF publicity officer, replied: "I wouldn't rule it out if it were to be a viable option in future. It had a successful main line season during which it gained the 'Mighty Mogul' nickname.

"During its last ticket, a return to the main line was aborted. We all know the economics of main line running are not exactly favourable. Back in 2003/4, the plan fell through for reasons that weren't the fund's fault.

"Essentially, the SMF fundraised for the equipment etc. and at the last minute, there was a problem with the registration. It was a matter of the SMF committing a lot more money when it should not have had to – or accepting that it wasn't worthwhile. It's a shame as the TPWS equipment, through air piping and so on was fitted. The locomotive even had its light engine test all booked – it was that close. It's such a costly business, but never say never."

Due to deterioration of the firebox stays, the locomotive was withdrawn from service in 1998. It returned to action in March 2003 after overhaul, carrying the later BR livery of black, lined red, cream and grey as No. 42968.

In June 2010 it was discovered the tyres on the tender wheels, which had not been replaced at the same time as the engine's in 1994, had developed bad flats. The tender was withdrawn and that from No. 45110 was again attached to allow No. 42968 to remain in service. The tender's tyres were replaced and the tender received a full overhaul during 2011-12, the locomotive regaining its correct tender in March 2012. No. 42968 was withdrawn for overhaul in 2013.



No. 42968 has visited the Great Central Railway on two occasions so far – in January 2007 and February 2010. During the latter, the Mogul is seen at Loughborough. JOHN F STILES/SMF

Recent progress

Having begun after it was withdrawn from traffic, the current overhaul has been an exhaustive one. Most notably, the locomotive's rear dragbox has been entirely replaced and the frames have received extensive repairs, including replacement of a considerable section towards the rear on the fireman's side.

A lot of platework around the cab has also been renewed. At the front end, the cylinders have been rebored and are now 0.040in larger. Since returning to rest on its wheels on October 29, 2019, reassembly has continued apace, with many refurbished components waiting in the wings. Much of the mechanical overhaul is now nearing completion. Countless items have made a visit to the paint shop – even the boiler cladding sheets have received their gloss coat.

In the boiler shop, activity has been no less intense. The lower two thirds of the outer backplate has been replaced. It was decided to retain the inner firebox backplate as apart from the flanges, it's in good condition. New flanges have been welded on. At the other end of the firebox, the lower half of the throatplate has been replaced. At the smokebox end, the patch repair to the front of the barrel has been attached following preliminary welding. This job will be completed when the new tubeplate is in place. The new smokebox wrapper is on site and will be fitted once the superheater header is installed on the front tubeplate.

"An element of the overhaul for which we had a head start was the Fowler tender," explained Peter.

"When this was withdrawn from traffic in 2010 following the discovery of wheel flats, the opportunity was taken to undertake a full mechanical overhaul, with the wheels retyred at the South Devon Railway. Meanwhile, the locomotive continued in traffic paired with the Stanier tender from 'Black Five' No. 45110 until March 2012. Many will remember this pairing from the mogul's first stint in traffic, too. On that occasion it was necessary owing to replacement of the tender tank, the platework of which had worn very thin. We hope not to have to call on our shedmates in the forthcoming period in steam, though this arrangement is representative of our cooperative relationship with the SVR, and the pragmatic thinking of all concerned.

"Our committee has a mixed age profile – it's a healthy balance. I'd like to think we have the best of everything. We're pretty proactive as locomotive owners go. The SMF has long taken the view it wants to be proactive both for its supporters and the SVR."

"Before the pandemic, we didn't expect there to be much work outstanding on the locomotive. Earlier this year, we were optimistic it might be on test by the end of the year. Our voluntary working parties can now meet on Sundays rather than Thursdays, as access is restricted. As a fund, we're looking at how we can support the SVR with cashflow to bring forward the work – mostly with the boiler, including purchasing tubes and stays."

Describing the locomotive's return as "agonisingly close," Peter said it could be back by early spring or summer 2021, but it's a case of 'wait and see'.

"The boiler is at the point of final assembly," he added. "Once the front tubeplate is in place, then it's a matter of putting the bits and pieces in."

Until the Covid-19 crisis, SMF volunteer working parties met at least weekly, often more frequently. They have assisted with countless tasks, ensuring momentum is retained at all times, allowing the SVR's staff to focus on the tasks for which specialist skills are required. SMF working parties are open to anyone who is both an SVR and SMF member – there's always a job for everyone and much fun is had, and progress made, by all.

"Essentially, there are three teams of labour – SMF volunteers, SVR volunteers and SVR engineering paid staff, so it's been a concerted effort," explained Peter. "We wouldn't be where we are now if there wasn't a good relationship between all parties."

Jim said: "I believe it's within the top 10 most extensive overhauls to be carried out on an ex-BR steam locomotive in preservation. I'm a qualified mechanical engineer. Everything has been done. It will be like new. The overhaul will hopefully result in it being like new and fit for many years to come.

"I've worked out from the archive and mileages that these locomotives normally received a heavy general overhaul at 120,000 miles. The last one it had was in September 1962 at Horwich. It had done 180,000 miles since.

"When it came out of traffic in 2013, it was tired. That's why it's having such an extensive overhaul now. The SVR is doing whatever needs doing."

Supporters

The SMF has been active in ways beyond the workshop and continues to enjoy a steadily increasing membership.

An important area of work has been succession planning – a key part of that being the introduction of a Young Members' Scheme (YMS), launched in 2017, with the aim of making membership of the fund accessible to younger people.

Peter said: "Initially, there were a few remarks that it appeared as if we weren't interested in members over the age of 30!" This couldn't be further from the truth of course. The scheme acknowledged the need to make membership affordable for all and sought to engage those who will take responsibility for the long-term future of the locomotive.

"I became a member of the fund back in 2006. I was aged 16 then and joined the committee aged 18. As a younger person in the SMF, I've benefited from very proactive and professional custodianship of the locomotive over the last 50 years.

"Our committee has a mixed age profile – it's a healthy balance. I'd like to think we have the best of everything. We're pretty proactive as locomotive owners go. The SMF has long taken the view it wants to be proactive both for its supporters and the SVR.

"We launched the YMS as a digital membership with a small one-off payment of £10. The aim was to encourage involvement and allow the fund to move towards digitalisation of certain aspects – such as our biannual journal as a PDF and the creation of a members' portal on the website, which is beneficial to the entire membership.

"In our Golden Jubilee year, we have chosen to simplify the full membership criteria. It's a £50 life membership. No ongoing financial commitment is needed, though of course, contributions are always gratefully received. We've been thrilled to see so many new members of all ages join us this year, and hope that others may be inspired to follow suit. They will be made most welcome!"

At the time of writing, five of the 11 members elected to manage the fund are under the age of 30. They work alongside several founders of the SMF to provide balanced and progressive oversight of its resources. As for the future, Peter said: "The next major thing on the horizon is ensuring our locomotive is in steam for its centenary in 2034.

"It's a big target. However we negotiate the overhaul requirements – such as mid-ticket, it's running a little close now. We have an exciting future ahead – as far as the world around us allows!"

➜ For more details about the Stanier Mogul Fund, see the advertisement on page 99. HR

BR shed allocations

Crewe South: January 1948
Crewe North: May 1958
Birkenhead: June 1961
Nuneaton: June 1962
Mold Junction: June 1963
Wigan Springs branch: May 1964
Gorton: May 1965
Heaton Mersey: June 1965
Wigan Springs branch: January 1966

The Stanier mogul makes a powerful sight at Blea Moor on December 21, 1996. ED HURST/SMF

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Bachmann goes large!

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1: LMS prototype diesel No. 10000, the subject of a new-build project, is to be available as a 4mm scale model.
2: The Isle of Wight Steam Railway's *Waggoner* is among the Austerity 0-6-0STs now available under the EFE Rail brand in OO.
3: The first four-car motorised 1938 Tube stock model to be released is based on 1960s Northern Line set No. 40.

HERITAGE line-related models can be found aplenty in what Bachmann has described as its 'biggest set of British railway announcements to date' – across both 2mm and 4mm scales.

In N gauge, Severn Valley Railway-based No. 48773 is to be offered among the Graham Farish all-new Stanier 8F 2-8-0 models. Great Central Railway-based No. 8624 is to be available as a limited edition for Bachmann Collectors Club members.

Many popular models make a welcome return this quarter too. Due to be in the shops this month are preserved Class 55 Deltics No. D9009 *Alycidon* in BR two-tone green and No. 55015 *Tulyar* in BR blue with white cab surrounds.

Fresh variants of the Class 31 are to be released too, which all feature a new chassis with Next DCC interface and pre-fitted speakers.

On the rolling stock front, new additions include a twin pack of Mk.1 TSOs in West Highland Line green and cream livery. The carriages can accompany the previously announced twin pack, also arriving this autumn, which features a TSO and BCK, allowing modellers to form a perfect train from what can be regarded as 'heritage era history'.

Other carriage releases for modellers who might be interested in main line charter stock from the past include an InterCity charter livery BCK brake coach. Also set to arrive are InterCity BR Mk.2f carriages, including a DBSO with its working directional lights.

Modern traction enthusiasts will find several new models of interest in OO scale under the Bachmann Branchline banner – notably a new version of the Class 40.

The first locomotive depicts D365 in BR Green, with small yellow panels, with centre headcodes. It is also available as a sound fitted example.

In the offing is preserved D123 *Andania*, which more recently has operated as part of Locomotive Services Ltd's fleet on the main line.

Tooling

However, Richard Proudman, Bachmann Europe plc's communications manager said: "*Andania* won't be arriving just yet as we're undertaking additional tooling work to cater for the high intensity headlight fitted to the real locomotive in order to portray it accurately."

While the new-build project of the full-size locomotive progresses at the Ecclesbourne Valley Railway, LMS prototype diesel No. 10000 is to be available in OO. It will join sister locomotive No. 10001 – both locomotives being released in BR Black with the early emblem, giving modellers a matching pair.

Previously announced items which are set to arrive during the autumn include the all-new Class 414 2-HAP two-car EMU. Among the range is National Collection-owned No. 4308 in Network SouthEast livery. As previously reported, based at Locomotion, Shildon, the set carries NSE on one side and BR blue on the other. BR green and BR blue & grey variants are also available in model form depicting other unit numbers.

Among the wagon releases in 4mm scale are two new versions of the VBA van – in BR bauxite and BR Railfreight red and grey – plus a VDA van in BR freight brown with Railfreight branding. Other rolling stock variants due to follow include 12T plywood ventilated vans, salt wagons, 14T tank wagons, brake vans and BR Mk1 BGs.

A new development is the launch of the EFE Rail brand. Bachmann said the initial range includes numerous OO and N scale locomotives and wagons, which have been produced in collaboration with third parties, such as Kernow Model Rail Centre and Heljan, to make these products accessible via Bachmann Europe stockists for the first time.

The first model to be released under the new brand is a new motorised version of the familiar London Underground Tube Train.

Richard said: "Ever since Bachmann Europe acquired Exclusive First Editions in 2016, we've received many requests for EFE's popular 1:76 scale (OO) Tube trains to be re-released, with many wanting motorised versions. We're proud to announce the EFE motorised Tube train, complete with interior lighting and DCC interfaces."

Variety

The first four-car model to be released is based on 1938 Tube stock as1960s Northern Line set No. 40, which is expected to be released by the end of 2020. Examples of 1938 stock can be found in the London Transport Museum collection and also on the Island Line, where they operated as Class 483s. As reported last issue, it is hoped one of the latter can be saved to run on the Epping Ongar Railway.

Of interest to steam enthusiasts are EFE Rail's six new Austerity Class J94 0-6-0ST models – among which is the Isle of Wight Steam Railway's *Waggoner*. The models have been re-engineered by Kernow Model Centre, with a new coreless motor and a DCC interface.

Due for release in the coming weeks are EFE Rail N-scale models of the Class 17 Clayton. The 11 versions include the sole-surviving example, D8568, in its Ribble Cement livery – the colour scheme it entered preservation at the North Yorkshire Moors Railway in 1983.

Also to be available in 2mm scale are 'Mermaid' side-tipping ballast wagons, which can be found on a host of heritage railways.

4

5

4: Among the two new variants of the VBA van in OO is BR Bauxite livery.
5: The 11 versions of EFE Rail's N-scale of the Class 17 Clayton diesel include the sole-surviving example, D8568 in its Ribble Cement livery – the colour scheme in which it entered preservation at the North Yorkshire Moors Railway in 1983.

Rails of Sheffield's 4mm scale NER Autocar model on track

RAILS of Sheffield has received the first decorated sample of its forthcoming OO gauge NER Autocar model.

Owned by the 1903 Electric Autocar Trust, award-winning No. 3170 is based at the Embsay & Bolton Abbey Steam Railway. A charitable donation from the sale of each model is to be made to the trust. Manufactured by Heljan, delivery of the models is expected later this year.

Three versions are available to pre-order:

- North Eastern Railway Electric Autocar No.3170 Red/Cream (1904-23);
- North Eastern Railway Electric Autocar No.3171 Red/Cream (1904-30); and
- LNER Brown Electric Autocar No.3170 (1923-31).

Pre-ordering is recommended as only limited numbers of each model are expected to be produced. The pre-order price is £199.95 each – a £30 depot is required.

➜ More details from Rails of Sheffield – see advertisement on page 71.

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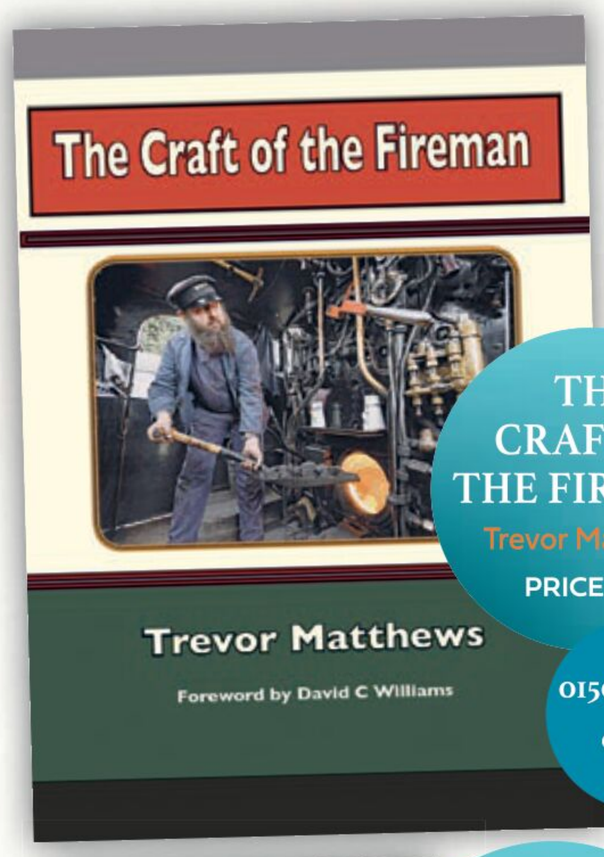

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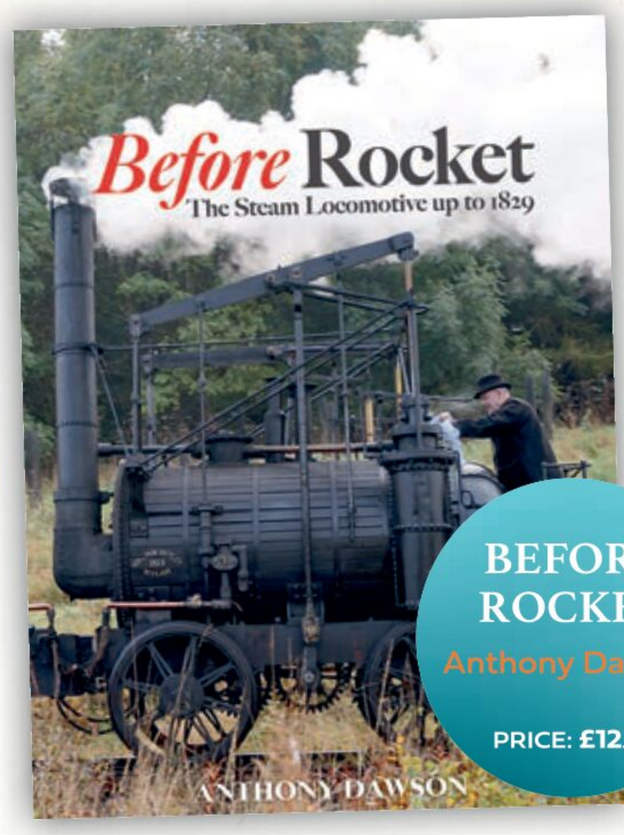

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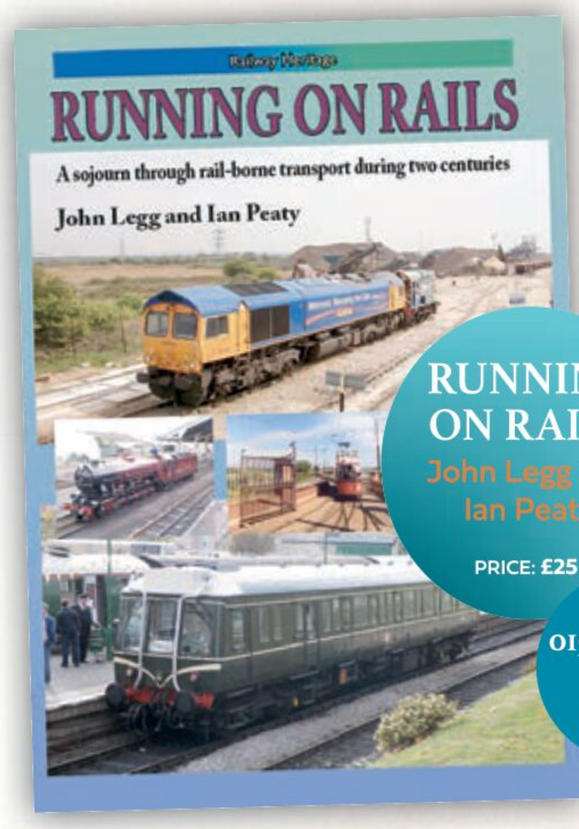

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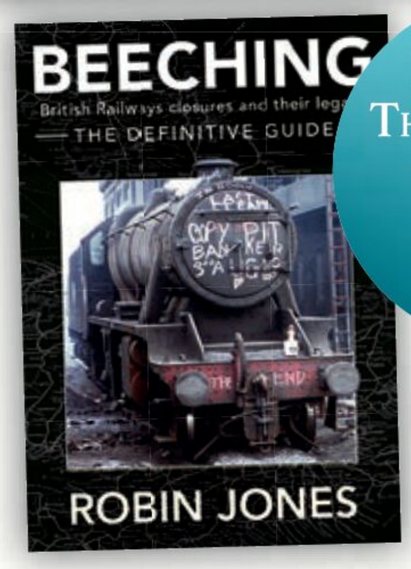

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The incomparable *Duke of Gloucester*

Born out of tragedy, the story of Britain's unique BR Standard Class 8 Pacific No. 71000 is one you simply couldn't make up – and as many steam enthusiasts await the eventual return to the main line of one of the most powerful steam locomotives in Britain, **Pete Kelly** recounts its impossible story and looks at some of the models that have been made of all three BR Standard Pacific types.

I WAS just eight years old when the Harrow & Wealdstone railway disaster of October 8, 1952 occurred, but can still recall the wide-eyed horror I felt when the next morning's newspaper, filled with pictures of the destruction that ensued, dropped through our front door.

The tragedy, which resulted in 112 deaths and 340 injuries and remains the worst peacetime rail crash in UK history, unfolded after the late-running Perth to Euston overnight express, headed by Stanier Pacific No. 46242 *City of Glasgow*, rammed into the back of a stationary suburban passenger train with Fowler 2-6-4 tank locomotive No. 42389 at its head, at over 50mph. Although the driver and fireman of the 'Duchess' lost their lives, an inquiry suggested that a colour light signal at caution and two semaphores at danger had been passed in difficult murky conditions.

Wreckage was spread across the down main line seconds before the combined 15-coach Liverpool and Manchester express from Euston, double-headed by 'Jubilee' 4-6-0 No. 45637 *Windward Islands* and 'Princess Royal' Pacific No. 46202 *Princess Anne*, a handsome rebuild of the Stanier 'Turbomotive', ploughed into the debris at 60mph.

Both of the down express engines were destroyed, yet ironically *City of Glasgow* was repaired, and less than five years later, on June 17, 1957, it and sister locomotive No. 46245 *City of London* were chosen to work the inaugural runs of the eight-coach 'Caledonian' express between the two cities. For the record, the Fowler tank was undamaged.

The rebuilding of the 'Turbomotive' into a conventional 'Princess Royal' Pacific utilising 'Duchess' cylinders, had already suggested a shortage of Class 8 motive power on the London Midland Region, and now that *Princess Anne* had gone, plugging the gap gave British Railways' Chief Mechanical Engineer Robert E. Riddles and his team the chance to add a Class 8 Pacific to the BR Standard range of locomotives that had begun in 1951 with a number of classes including the Class 7 'Britannia' Pacifics.

Origin

Riddles' first choice might well have been an even bigger two-cylinder Pacific than his 'Britannias', but even the cylinders on the 'Brits' are quite massive, so it would have been impossible to fit the even larger cylinders required within the British loading gauge. A replacement 'Duchess' could have been considered, but finally, looking to the future, he surprised many by opting for a three-cylinder design using the most advanced version of Caprotti valve gear.

Subsequent testing at Swindon found that the new locomotive, No. 71000 *Duke of Gloucester*, not only produced an incredibly high level of cylinder efficiency – no less than 86% of what was theoretically possible – but was also capable of running at a cut-off of just 3%, and its boiler was always a copious producer of steam. So why was the *'Duke'*, shedded at Crewe North (5A) for the whole of its short-lived BR career, so unpopular among its footplate crews?

Born from a tragic quirk of fate, the big new Pacific was soon dogged by another – the decision, while it was still being built, to replace steam with diesel and electric power as quickly as possible. Indeed, only a year after No. 71000 made its debut, the prototype English Electric 'Deltic' was up and running. So what might have become a superb class of advanced Class 8P locomotives, perhaps lasting well into the 1970s and more than equal in all-round performance to any of their 'Big Four' predecessors, was destined to become a huge, expensive and largely unloved 'one-off'.

One might argue that many footplate crews, biased by loyalty to their pre-Nationalisation companies, did not give the BR Standard classes the credit they deserved. In the case of the 'Britannias', how many times has it been written that most former Great Western crews much preferred a 'Castle' 4-6-0, or that former LNER crews (Liverpool Street to Norwich excepted!) considered them 'rough' and certainly no comparison to an A3? Yet even today, the two 'Brits' that are left, Nos. 70000 *Britannia* and 70013 *Oliver Cromwell*, remain capable of outstanding main line performances, as well as looking as thoroughly modern as the day they were built.

In the case of the unique *Duke of Gloucester*, London Midland crews were no different. Even among firemen who had to feed the cavernous fireboxes of Stanier Pacifics on a daily basis, the *'Duke'* earned an unenviable reputation as a coal-guzzler with not much to show for it in performance. Indeed, it was said that the only place they liked to it when signing on for duty was on the 'reserve' road!

Withdrawal

My only memory of the locomotive during its BR service was seeing it stopped at Bank Quay Station, Warrington, with the heavily-laden up 'Mid-Day Scot', and sadly, even from such tender years, I recall nothing inspiring about its getaway up the 1-in-135 towards the Acton Grange viaduct spanning the Manchester Ship Canal.

Withdrawn after a mere eight years of BR service, the *'Duke'* stood forlornly at Crewe North for five years more in the hope that a place might be found for it, as Britain's final Pacific design, in the Railway Museum at Clapham – but once again fate intervened in 1967 when, because of a lack of space at that institution, it was decided that the only item of interest was the Caprotti valve gear. The left-hand cylinder was removed and test-sectioned before the right-hand one was treated in the same way and put on show in the Science Museum.

After that, the locomotive was stripped of its non-ferrous and motion parts and consigned for scrap – but then for once a 'good' quirk of fate intervened when, after it had first been misdirected to the wrong breaker's yard (Cashmore's of Gwent), a former BR fireman noticed a destination label on the sorry-looking *'Duke'* that read 'Woodham's, Barry' –

Restored to glory, the *'Duke'* makes a photo pass at Rothley, on the Great Central Railway, where its miraculous restoration began. RAILWAY MAGAZINE ARCHIVE

and so it ended up in Dai Woodham's establishment from where, against all the odds, it was rescued in 1973 by an ambitious group of half a dozen enthusiasts led by the now-deceased Colin Rhodes.

Seeking help and guidance, a small delegation of the *'Duke's'* rescuers attended a gathering of the Association of Railway Preservation Societies at Peterborough that very same year, but according to Colin they were simply shouted down, laughed at and seen as "hopeless optimists chasing an impossible dream."

Even at a time when the replacement of a cut driving wheel (as in the case of 'Jubilee' 4-6-0 No. 45699 *Galatea*) was considered a 'mission impossible', this was an unfortunate way to treat such enthusiastic newcomers, no matter how high their ambitions might have been – but far from discouraging the group, the experience made members even more determined to succeed, and in the end it was No. 71000 that had the last laugh.

Urgently seeking funds, the group formed the 71000 Preservation Society and began placing advertisements in the railway press, but with continuing scepticism about the project, less than £125 was raised in six months. The money required to pay for *Duke of Gloucester* would have to come from the members themselves, and within three months more than 30 of them had found the £4950 needed to buy its remains, along with a tender from a 9F 2-10-0 (its own having been bought by a steelworks so that its chassis could be used).

On April 24, 1974, after standing at Barry for seven years, the locomotive was transported to the Great Central Railway at Loughborough, where over the following 12 years (and with the help of several top manufacturers, inspired by the rescuers' dogged determination, doing machining and other work at cost) the missing cylinders and their associated valve gear were re-manufactured and fitted.

With the help of some top experts in their field, some vital draughting improvements at last allowed the *'Duke'* to breathe freely – transforming it from a choked-up nightmare into one of the most outstanding steam locomotives ever run on Britain's railways.

Vital to this progress were British Caprotti enthusiast Hugh Phillips, who had access to all the works engineering drawings of the rotary poppet valve gear developed by Heenan & Froude, and Tom Daniels, who represented British Caprotti when the locomotive was under construction.

One of Tom's contacts had been the legendary French locomotive engineer Andre Chapelon, who died in July 1978, and even at the construction stage Tom had recommended the patented Kylala-Chapelon double-blastpipe system for which his company had become an agent and which, he felt, would be ideal for fierce exhaust blasts from the *'Duke's'* three Caprotti-valved cylinders.

Instead, though, the Swindon Design Office was invited to design an exhaust system for the big Pacific, and the result was a plain divided blastpipe and a standard double chimney that were both too small for the job. Even the dampers, whose vital job was admitting air into the firegrate, were built too small, and taken together, these would prove costly in both coal consumption and performance, dogging the locomotive for the whole of its British Railways career.

While editing a railway publication in the early 1980s, I visited the GCR numerous times to follow the amazing transformation of the *'Duke'*, and have fond memories of sitting by a glowing coal fire in the platform buffet at Loughborough and chatting to Robert E Riddles himself, who had cited the advantages of the Caprotti valve gear as "overcoming all the faults of reciprocating types, as well as giving constant valve openings at all times along with a free exhaust."

Acceleration

One topic we touched on was his choice of relatively small 6ft 2in driving wheels for his Standard Class 5 4-6-0s, Class 6P5F 'Clan' light Pacifics, Class 7P6F 'Britannia' Pacifics and No. 71000 itself. His answer was that, in the real-life situations his new Pacific was designed for, such a size would facilitate rapid acceleration along with decent hill-climbing ability with heavy trains with little sacrifice in top speed – qualities proven time and time again during No. 71000's animated 21st century main line career.

As a matter of record, and for the same reason Sir Nigel Gresley's mighty P2 Mikados, Arthur Peppercorn's A2 Pacifics and Oliver Bulleid's 'Merchant Navy', 'West Country' and 'Battle of Britain' Pacifics also used 6ft 2in driving wheels.

What a pity that Robert, who passed away in 1983, never lived to see the *'Duke's'* shattering northbound climb to Shap summit during the autumn 'Shap Trials' of 1995 during which, with the three competing locomotives each hauling an identical load over three separate days, it was pitted against Stanier Pacific No. 46229 *Duchess of Hamilton* and A4 Pacific No. 60007 *Sir Nigel Gresley*.

I was fortunate enough to witness all three ascents from the lineside (driving all the way from Peterborough and back each time) and, in foul weather, will never forget the *'Duke's'* rapid and utterly untiring exhaust beat as it tackled the challenging 4.2-mile 1-in-75 climb, achieving an average equivalent drawbar horse-power figure of 2300 and reaching a peak of 2803. Against this, the comparative figures for the 'Duchess' on that occasion were 2150 and 2343, and for the A4, said to have been suffering from poor coal and leaking tubes, just 1671 and 1812.

Ten years later, on September 3, 2005 and in the capable hands of driver Bill Andrews, *Duke of Gloucester* made another memorable assault on Shap with the 13-coach 'Dalesman', averaging 60mph all the way to the summit, but that was just the prelude to a fearsome attack on the southbound Settle & Carlisle route – and to top off the day, despite a standing start from Warrington Bank Quay and slowing down for the final stop at Crewe, No. 71000 completed the final 25-mile leg in 23 minutes flat!

And if chime whistles could laugh, those adorning the *'Duke'* and the 2008-built A1 Pacific No. 60163 *Tornado*, double-heading the 14-coach 'Tamar Devonian' up the notorious 2½ miles at 1 in 42 of Hemerdon Bank on July 28, 2012, must have been splitting their sides as they chimed victoriously at the summit after simply brushing aside the challenge.

Return

This has been a mere summary of the long and complex *Duke of Gloucester* story that has been told many times over.

The last issue of *HR* detailed the further improvements being considered for this truly outstanding locomotive as it gradually nears the end of its heavy overhaul, so I will not repeat them here.

Suffice to say that I simply cannot wait to see the *'Duke'* back on the main line – and at the very least I would hope to see the emergence of the most exquisitely-detailed model yet to reflect the growing celebrity status of one of the finest Pacifics ever built in Britain.

What a testament to the vision and unwavering determination of those who saved this truly remarkable locomotive and gave it back its pride!

Duke of Gloucester **storms past Abergele signalbox with a 'North Wales Coast Express' in August 1993.** RAILWAY MAGAZINE ARCHIVE

When No. 71000 *Duke of Gloucester* first revealed its massively elegant lines in 1954, the BR Modernisation Plan to eliminate steam had already been decided. In the event, despite its brilliant steam-generating boiler and thanks to a series of basic draughting blunders during its construction, the locomotive never lived up to its promise until it was withdrawn from service just eight years later. RAILWAY MAGAZINE ARCHIVE

What a sorry-looking sight as, shorn of both of its outside cylinders and their associated Caprotti valve gear, leaving only the middle set intact, and with connecting rods and all non-ferrous parts removed, No. 71000 awaits its move to the Great Central Railway, where its rescuers pursued its return to main line glory with dogged determination. RAILWAY MAGAZINE ARCHIVE

Hornby's OO-scale model of No. 71000 was available on its own and as part of a special 'Heritage Rail Express' pack that also contained a number of maroon coaches. Much of the intricate detail was moulded to a very high standard, but a small pack of separately-fitted parts, including etched nameplates, came with the locomotive. ALL *'DUKE'* MODEL PHOTOS BY JOHN BORCOWSKI

The complex pipework around the cab of the *'Duke'* model was very well executed.

As can be seen in this picture, the front end detail was excellent.

The models

NO longer in the current catalogue, but perhaps still available if you shop around, Hornby produced a well-detailed Railroad model of No. 71000 *Duke of Gloucester* complete with the firm's own TTS sound system, to introduce newcomers to this aspect of operation (R3244TTS). The *'Duke'* also came in a 'Heritage Rail Express' pack (R3192) that included a set of maroon Mk.1 coaches.

With separately-fitted handrails, glazed cab windows and well-modelled outside cylinders, the *Duke of Gloucester* model also incorporated some excellently-moulded detail of the complex pipework around the cab, and captured the *'Duke's'* lines very well. Inside the box was a small pack of small separate items including etched nameplates.

While representing excellent value, the model suffered from quite jerky running and gave mixed sound results, but for even the more demanding modeller, it offered a very good base for improvement for the relatively low price of around £110.

I recently watched a video in which a similar model had been improved by first dismantling the engine and cleaning it intensively before applying very small amounts of lighter lubricants to all the places where it was required, including axle and valve-gear bearings. The capacitor was removed and the TTS sound system replaced by a Zimo decoder with Mr Soundguy data, and the result in both smooth running and sound was transformational.

What fun we'll have when the *'Duke'* finally returns to the main line and the P2 Steam Locomotive Company's much-anticipated P2 Mikado No. 2007 *Prince of Wales* emerges from the Darlington Locomotive Works to join the fray – and the very least I would expect to see the most finely-detailed OO-scale versions ever built of both of these massive celebrities!

As for the *'Duke's'* smaller sibling Pacifics, the 'Britannias' and 'Clans', Hornby has marketed OO models of all three of these BR Standard classes during the past decade, but the current 2020 catalogue lists only two versions of the Class 7P6F 'Britannias' – No. 70013 *Oliver Cromwell* (R3865), produced under licence for SCMG Enterprises Ltd, with every purchase supporting the National Railway Museum at York, and No. 70046 *ANZAC* (R3643) whose initials stand for Australian and New Zealand Army Corps.

The 'Britannias' were built in three batches from 1951 until 1954, each incorporating small differences including the smoke deflectors, and all have been recaptured faithfully in the Hornby models.

Coming from the first batch, *Oliver Cromwell* retains its original tender with its small lookout windows and recessed top whereas *ANZAC*, one of the final batch that saw service over parts of the London Midland and Scottish Regions, is fitted with the larger plain-sided BR1D tender complete with a good representation of the steam coal-pusher, whose details can be seen clearly thanks to a deliberately low load of moulded coal.

The motor is fitted to the locomotive bodies of the models, with current collection through the driving and tender wheels, and DCC interfaces with provision for sound can be found inside the bodies of the tenders.

The models reflect the handsome lines of the 'Brits', with their high running boards and large and impressive taper boilers, to perfection, and the two versions boast sprung metal buffers, separately-fitted wire hand rails, smoke deflectors, safety-valves, lamp irons, whistles and tender ladders. Both versions are finished crisply in lined BR passenger green with the later British Railways emblems applied to the tender sides.

As in the case of the *'Duke'*, the smallest of the BR Standard Pacifics, the two-cylinder 6P5F 'Clans', while capable of outstanding work in the hands of footplate crews familiar with them, suffered a mixed reception from others, who often complained about poor steaming, and none of the 10 examples built for the Scottish Region survived into preservation.

Unfortunately, the BR Modernisation Plan, along with steel shortages of the time, cut short the intention to build more examples, even though a further batch of 15 had been planned.

The good news is that The Clan Project is making good progress with the building of a brand new 'Clan' that will carry the number and name of the next one that would have emerged from Crewe Works, No. 70010 *Hengist*. Not only that, but, as in the case of the *'Duke'*, planned improvements are set to transform its performance.

Two versions of OO-scale 'Clan' Pacifics featured in my 2011 Hornby Catalogue, No. 72005 *Clan MacGregor* (R2925/X, DCC fitted) and 72008 *Clan MacLeod* (R2847) and it might still be worth a trawl for pre-used versions.

➜ **Visit the *'Duke's'* website at: www.theduke.uk.com/** HR

Right top: Hornby's OO-scale model of 'Britannia' Pacific No. 70013 *Oliver Cromwell,* produced under licence with each purchase supporting the National Railway Museum at York, is also sold in a 'Fifteen Guinea Special' train pack including three Mk.1 coaches to reflecting some of those in the 1T57 'end of steam' special of August 12, 1968.
Middle: One of the last batch of 'Britannias' to be built for the London Midland and Scottish Regions in 1954, No. 70046 *ANZAC* remained nameless until 1959 – and like the rest of the batch, it had the larger plain-sided BR1D tender. Hornby has gone to great lengths to show many other correct period details on this model.
Bottom: One of the BR Standard Class 6P5F light Pacifics modelled by Hornby was this fine representation of No. 72008 *Clan Macleod*.

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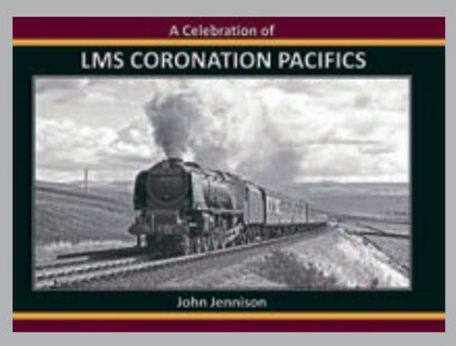

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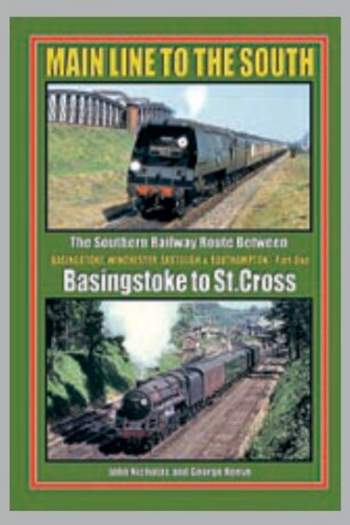

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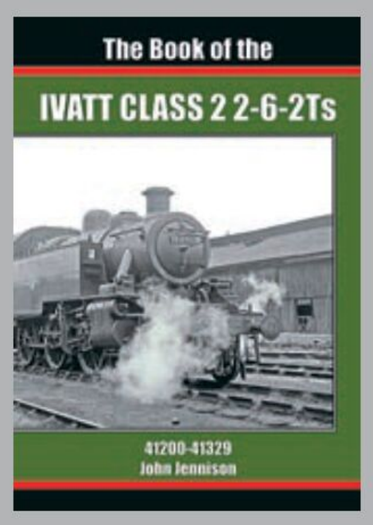

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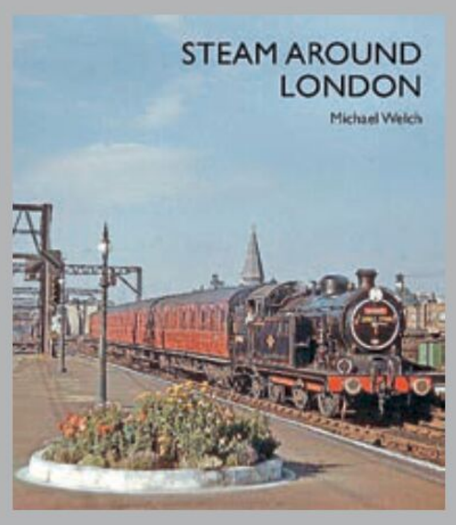

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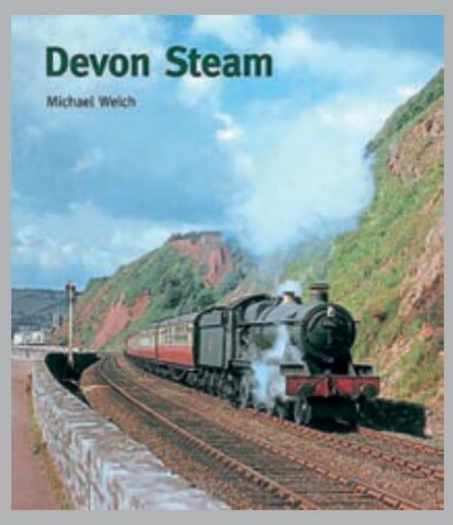

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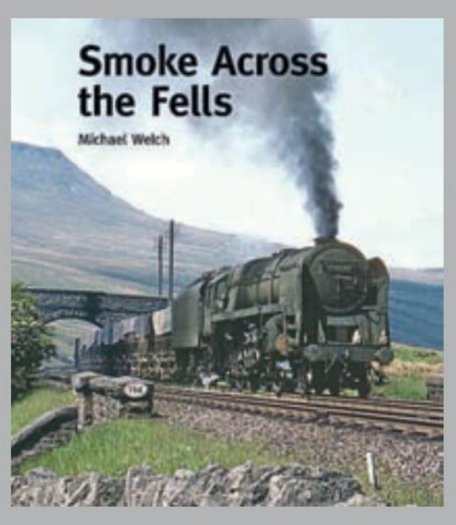

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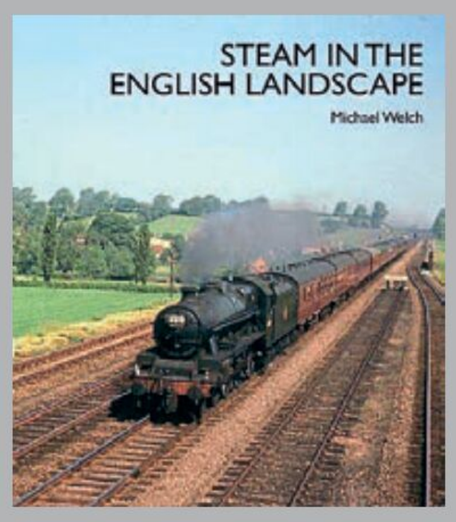

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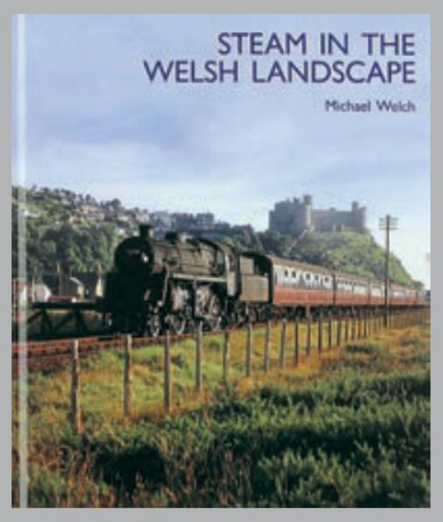

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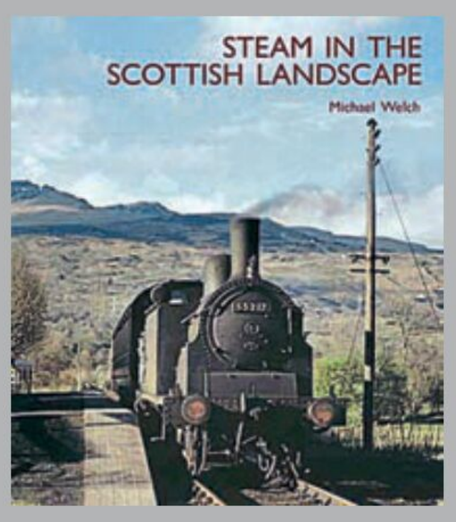

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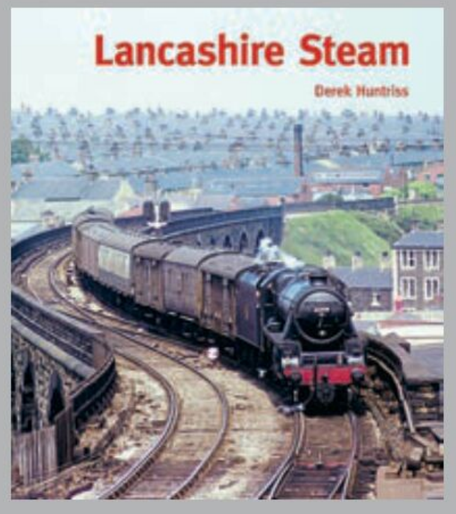

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ORGANISING A CHARTER TRAIN

In words and pictures, **Martin Creese** of 30742 Charters, shares his thoughts and experiences of running photographic charter trains over the last 23 years, including what it takes to successfully plan, promote and operate safely in an ever-changing world.

The railway photographer is a curious species – I can say that as I count myself as one. From a pastime perspective, we probably have more in common with fishing or following a sports team.

To explain this a little further, if you speak to a railway photographer, they will be able to regale you with multiple tales not of the shots captured but the ones that got away. We've all experienced the sun going behind the solitary cloud in the sky at the critical moment, the member of public straying into the image, engine shutting off, drain cocks being opened, exhaust drifting down and hiding the engine, front window occupied by an enthusiastic and colourful individual. My own particular favourites are hitting the shutter too early or timing to perfection and getting an object, usually a tree trunk out of the chimney, battery dying at the crucial moment or having the camera on the wrong settings. There are of course, so many more – and that is probably why we keep coming back to try and capture the elusive image over and over again.

Background

The other approach is to try and change your odds and the solution found in the late 1980s and early 1990s was the photographic charter. A preservation institution that has created so many memorable images and re-created the past if only for a ½50th of a second.

So, what is a photo charter? Imagine the scene where you have a preserved railway and your choice of locomotive and rolling stock at your disposal for a day. Choose where you want to go, disembark and get into position. With the train now set back, call a run past when the sun is out. You didn't get it quite right, so you set the train back and have another run past, vary the position, set the train back and have another run past. Once happy, jump back on board and on to the next location.

Add to this sharing your day with a group of friends and like-minded individuals. This is

The passing of Storm Barney in October 2015 provided dramatic lighting on WR 'Manor' Class No. 7820 *Dinmore Manor* at the Severn Valley Railway as part of the Manor 50 celebrations. The 4-6-0 is seen passing Northwood Lane on November 17, 2015.

the essence of a photo charter. To take the title of Colin Gifford's famous book, traditional railway photography is very much "each a glimpse" whereas a charter is an opportunity to immerse yourself, to photograph, to watch, to travel, to be close. It's a feast for all the senses.

Origin

The genesis of these events came from the likes of Peter Van Campenhout, Doug Birmingham and Geoff Silcock. So successful and popular were they that the volume of events and organisers rapidly grew.

The first charter I attended was with WR 'Modified Hall' 4-6-0 No. 6998 *Burton Agnes Hall* at the Gloucestershire and Warwickshire Railway in October 1993 with Steam Team run by Mike Wathen and Ian Boskett (*HR* contributor Jack Bosketts' father). It was a glorious sunny day, which significantly increased my photographic output. It also helped with the quality and composition of images, as by being able to vary lenses and input from other attendees taught me so much about composition. I will happily confess that I caught the bug that day and for the next few years there probably wasn't an event I wasn't on. It is fair to say it was like being given the freedom of the toy shop. Locomotives and carriages were repainted, byways explored and steam returned to industrial locations.

The big change for me was organising my first event. This was in April 1997 and I wrote to the general manager of the Severn Valley Railway to ask for a day with LNER K4 class 2-6-0 No. 3442 *The Great Marquess* on the LNER teak carriage set.

Launch

I was relatively unknown to the railway and could have been declined or, worse still, ignored, but they kindly wrote back advising date availability and cost. The next challenge was I had no mailing list and a good friend kindly shared his – there was no GDPR

In the author's experience, there has been a rise in human interest in the photographs, with re-enactors helping to bring scenes to life. This cameo scene was taken on July 1, 2019 at Kidderminster station in support of the Severn Valley Railway's 1940's committee.

LSWR O2 Class No. W24 *Calbourne* departs the Isle of Wight Steam Railway's Smallbrook Junction on October 5, 2018.

(General Data Protection Regulation) in those days. This was also before the advent of email, so my printed invite sheets were posted out and I had to wait. A week or so later, I had 30 responses and booking forms – and more importantly, cheques to cover the invoice from the railway. What was called 30742 Charters was now in business.

Another friend had two-way radios and he kindly brought them along to help run the day. The sun shone, run past after run past beautifully captured and film consumption went through the roof. For many years, an image by the late Ken Bailey graced the cover of the Ordnance survey map for the Severn Valley with No. 3442 crossing Victoria Bridge in late afternoon sunshine. The organising bug had bitten.

So why do I do it? It is a very good question. With limited days to give to railway preservation and so many lines that I wanted to be able to support, volunteering was less practical for me. This though, was a way of doing something I enjoyed and creating the images. Secondly, but equally as important was the spirit that railway photographers were giving something back.

Offer

Often maligned for being seen to not contribute to the preservation movement, photo charters were the perfect blend of a product to fit the needs of the photographer while contributing significant money to a railway on what was often not a revenue earning day. The basic premise is the price from the railway is split between a sensible number of photographers. A popular event can yield a little profit to offset a loss on a less popular one. The other benefit is the amount of publicity images from these events generate. Whether in the railway press, in-house magazines, social media sharing or railway publicity material, the images taken often showcase the railway at its very best.

Being honest, for an organiser, it is not about standing in glorious sunshine taking pictures and graciously accepting the plaudits for a good call. To share the less glamorous side of things – there is time spent setting events up, working with the railways concerned to agree dates, costs, loco and stock availability, the broad operational plan. Once this is confirmed, the events need to be advertised and sold so that the costs are covered. In the days leading up to the event, I tend to be glued to weather forecasts and my plan will go through multiple iterations to cover all eventualities.

Final joining instructions are sent, monies banked and payment onward to the railway arranged. A sleepless night often precedes an event as my mind continues to go through every permutation of the day and anticipation builds. Keep in mind that all of this is taking place around the paying day job and a growing family.

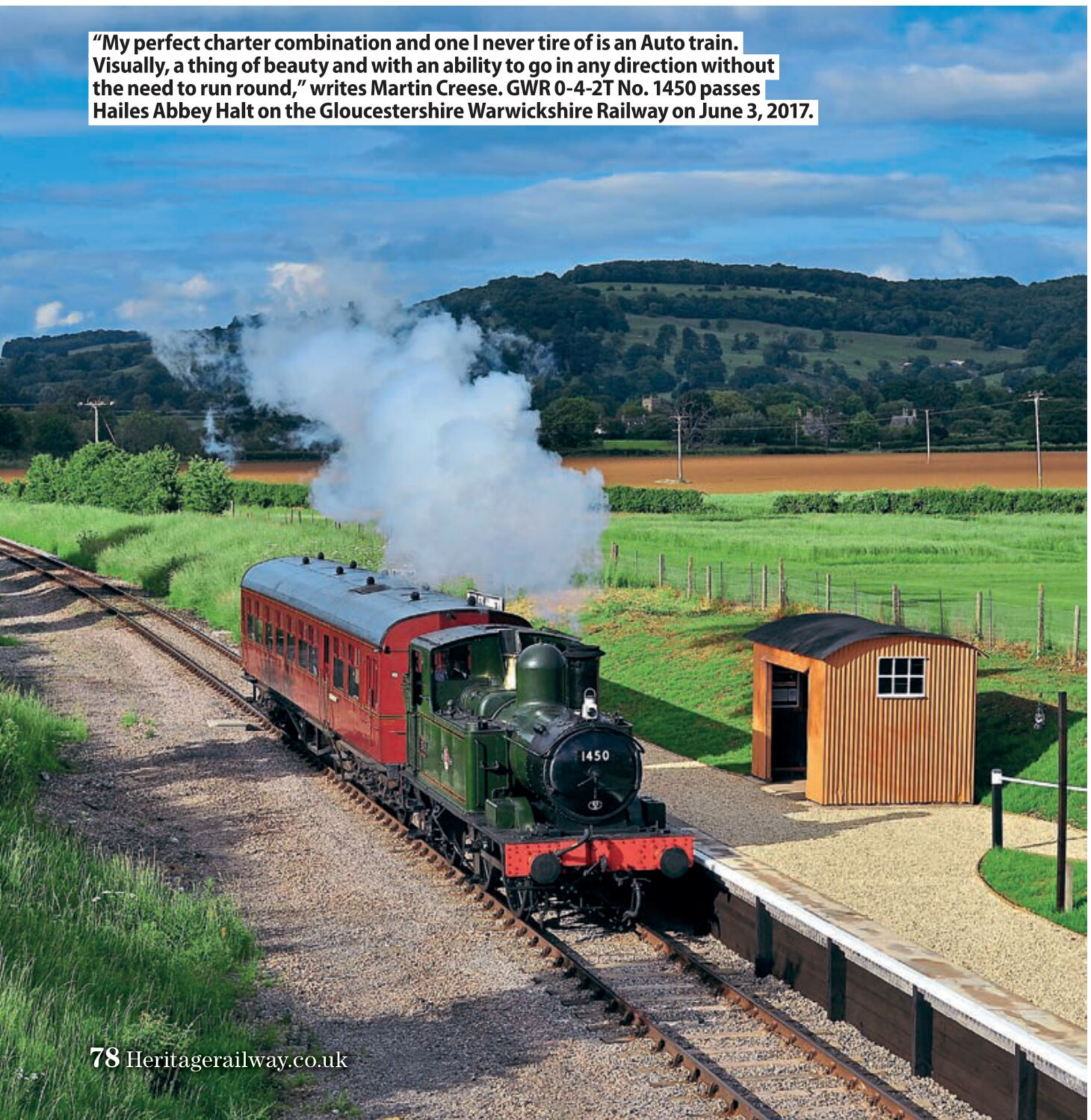
In writing this piece, I started to reflect on what it takes to be an event organiser. Understanding the market and what will sell is key – and alongside that is a good appreciation of railway history to bring context to the re-creations. Organisational skills are also important, both in setting up the event and then its operation on the day, alongside health and safety knowledge to ensure everyone is safe.

A financial head to manage the funds is essential too – as is an administration head. Increasingly, you need to be technologically knowledgeable to manage all the IT channels. That includes marketing skills to grow engagement and sell the events –being able to navigate social media is increasingly useful.

You need to have patience and tenacity in setting up the events and then nerves of steel, especially when trying to time a run past in a sunny break when all around you are voices to call it now. 'The hardest part about playing chicken is knowing when to flinch' definitely sums that up well.

You also need a head for photography and a vision for the images in whatever the weather, plus knowing all the lines and locations, as well as where the light is for optimal conditions. On every event run, the objective is to give a value for money, enjoyable day out which hopefully makes the participants want to book again.

Twenty-three years on, I still enjoy organising



"My perfect charter combination and one I never tire of is an Auto train. Visually, a thing of beauty and with an ability to go in any direction without the need to run round," writes Martin Creese. GWR 0-4-2T No. 1450 passes Hailes Abbey Halt on the Gloucestershire Warwickshire Railway on June 3, 2017.

Time for a reflection: LBSCR A1X 'Terrier' Class 0-6-0T No. 32670 works a freight train at the Kent and East Sussex Railway on March 8, 2016. The locomotive is currently under overhaul in the line's Rolvenden Locomotive Works.

events – a lot has changed though. First and foremost is the formalisation of safety. Risk assessments, operating statements, safety instruction sheets and briefings are now part of the organiser's cannon. Railways are a challenging environment, but one that on a photographic event can be safely managed with organisation and care. To that end, I am indebted to input from several operations managers and guidance from railway safety industry professionals.

Costs

Preserved railways themselves have changed. The costs of events have inexorably risen, driven by the costs of running these wonderful vintage steam locomotives and rolling stock. As preserved lines' operating seasons increase, date availability for photographic events declines and maintenance is squeezed into a smaller closed season. Longer operating seasons also place additional strains on volunteer resources and we have experience of events being declined as they cannot be resourced.

Our events also have to compete on a commercial basis with other opportunities such as wedding specials, footplate experience courses and the like. We also have to be more sensitive on environmental matters and while a nicely textured black exhaust may make a dramatic photograph, once on social media it can rapidly create a storm all of its own.

From an organisation perspective, everything is so much more immediate. We have moved away from mailouts and stamped addressed envelopes. It is all online with email clients,

"Equally as important was the spirit that railway photographers were giving something back. Often maligned for being seen to not contribute to the preservation movement, photo charters were the perfect blend of a product to fit the needs of the photographer while contributing significant money to a railway on what was often not a revenue earning day."

"January 17, 2016 at the Churnet Valley will live long in my memory as a result of heavy localised snow creating the picture postcard scenes all photographers dream of," writes Martin Creese. GWR 0-6-2T No. 5619 is seen at Cherry Eye Bridge with a freight train in winter wonderland conditions.

Visiting from the Great Central Railway, BR 2MT 2-6-0 No. 46521 crosses the causeway at Butterley reservoir on the Midland Railway – Butterley on March 1, 2014.

Right: The sight and sound of steam at Ketton Cement Works was re-created on July 1, 2018 when Chasewater Railway-based Bagnall 0-4-0ST *Dunlop No.6* starred in a 30742 Charters event ahead of the planned public open day. Appropriate wagons were supplied by Rocks by Rail.

online booking platforms and social media. That has also changed how you are able to join the distribution lists. In the early days, it was often by referral, whereas now you can sign up online. A big boon for us has been photo and video sharing, which creates engagement beyond the event itself and a way of showcasing outputs to a wider audience very quickly, sometimes real time. Add in dedicated social media groups, it creates an online community for people to enjoy outside the events themselves. We live in a world of Facebook, Twitter, Instagram, YouTube and Flickr.

It is now rare to have a participant shooting on film and sometimes that is worthy of an image itself. I well remember the days of requests to hold a runpast to change film! The move to digital photography has also changed the day's operations because gone are the days when many would not take an image if the sun wasn't out. Digital cameras offer a far more flexible medium to use in any weather and light.

Subjects

What hasn't changed is what sells. Re-creations of the 1950s and 1960s British Railways era remain the most popular – with Pre-nationalisation and Pre-grouping close behind. Industrial steam and narrow gauge is a more niche interest, which is a shame as we have many charming locos and lines and they were as much part of the railway scene as the British Railways network. Miniature railways are even more niche. Even modern traction doesn't command the same event interest as steam, although it does occasionally feature in our portfolio of events.

I should also mention people. Many regular participants I have got to know over many years and have become firm friends, their enthusiasm, ideas and support make running the days so much easier. Irrespective of someone's background our common interest

Visiting from the North Yorkshire Moors Railway, Thompson B1 4-6-0 No. 61264 passes Mytholmes, a classic location on the Keighley & Worth Valley Railway on March 9, 2017.

Graham Lee's fabulous steam navvie loads skip trucks hauled by fellow Statfold Barn Railway resident, Hunslet 0-4-0ST *Statfold* at the Threlkeld Quarry Railway on July 25, 2014.

Rustic charm can appeal to photographers seeking period re-creations. Barclay 0-4-0ST No. 22 is seen at the Bowes Railway's Springwell yard on October 18, 2014.

brings us together and some even become almost extended family. The aforementioned Ken Bailey was known to many as Great Uncle Ken and he remains much missed on the charter scene.

A special thank you goes to all the crews who operate the railways for us, from the footplate crews, guards, signalmen and operation managers. On many lines, we have regular crews who have got to know us and us them, which all aids the smooth running of the day.

The other aspect of people has been the rise of human interest in the photos. I would gently describe this as a dark art, both in terms of making people in pictures look as if they should be there with a role to play in the scene, and being natural and not wooden. An art amplified when you ask them to freeze for a multi second exposure. Point a camera at me and I generally freeze in what is best described as a very awkward look. The other shift has been moving them from being accessories in an image to the focal point with the railway scene the background.

Looking back on almost 30 years of attending and running events, it is understandably hard to call out some of my favourite moments and places, but there are a few that I would like to share. The late nineties and early noughties had a purple patch of industrial site visits. Shelton, Workington, Teesside all saw photo charters and I had the pleasure of running events at the first two. To have the run of internal networks, with visiting steam locomotives was something quite magical. Sadly, those sites have since all closed and the events are unrepeatable.

In 2019, I was indebted to good friends who enabled a day at Ketton Cement works, rekindling albeit briefly, that flame. The polar opposite at the time was Parkend on the Dean Forest Railway. Before reopening to passengers, it really was the lost byway with a sheep manicured lawn growing between the sleepers and rails. Half-cabs, Auto tanks, Panniers and Small Prairies pottering along with a pick-up goods working transported all there back to a different time. I was sent a black and white image of Geoff Silcock and I photographing Midland 1F 0-6-0T No. 41708 just north of Parkend, as the sheep crossed the line in front. The person who took it was none other than the legendary Ben Ashworth, who I never knew was there.

The line that has a special place to me is the Severn Valley Railway – it was the location of the first charter I ran and probably where most events have been run. From humble

A timeless scene on the Perrygrove Railway, captured on March 14, 2014,sees Heywood replica 0-6-0T *Ursula* in action in the Forest of Dean.

Great Western Railway pannier tanks to LNER Pacifics on the teak set, it is a line that has always delivered a brilliant day whatever the weather. Our events have also seen No. 4930 *Hagley Hall*, No. 82045, the Erlestoke Manor Fund and the Class 14 as beneficiaries.

Highlights

My perfect charter combination and one I never tire of is an Auto train. Visually, a thing of beauty and with an ability to go in any direction without the need to run round.

The other component that often shapes a day is the weather – the one thing that is outside our control and yet can create some of the most memorable images. Over the years, we've braved fire, flood, storm and snow. The passing of Storm Barney in October 2015 provided dramatic lighting on No. 7820 *Dinmore Manor* at the SVR as part of the Manor 50 celebrations. January 2016 at the Churnet Valley will live long in my memory as a result of heavy localised snow creating the picture postcard scenes all photographers dream of. A glorious summer's evening is the perfect opposite to this, bringing that rich golden light.

What does the future hold? Photo charters hopefully will remain a feature of the heritage railway sector. I am reassured that railways continue to approach me to create events and there are plenty of preserved lines to explore. The market remains very competitive, with organisers chasing a diminishing pool of railways and locomotives. Age and health is catching up with many regulars and those joining the mailing lists have less time and money to spend on them, so there is a challenge to support lines while creating events that will sell and are sustainable.

I hope this article will encourage more of you to come and join a photo charter. You can find us on Facebook at www.facebook.com/30742charters and If you would like to join the mailing list please send us an email at mail.30742@btinternet.com HR

MEMORIES OF A HUMBLE BOOKING CLERK

Pete Kelly takes a look at the latest offering from Mortons Books which vividly captures life behind the scenes of Liverpool's railways in the first half of the Sixties.

When my old railway enthusiast and modelling friend Barry Allen from Liverpool asked me to go through his 30,000-word document for Just the Ticket – Memories of a Liverpool Booking Clerk, 1962-1965 before sending it to the publisher, I knew before reading a word that I would not be disappointed.

It tells the story of his three years in the job, which started at Widnes as a 16-year-old in 1962, and is laced with Scouse humour from start to finish. Nothing if not gregarious, Barry describes the characters and situations he came across along the way with a pinpoint accuracy that will have you in stitches – but there's a deep contemplative side to him as well, which comes out in his many poems, several of which are scattered throughout this little book, and one I cannot resist including in this review is The Old Signalman's Reunion:

He never noticed the wind on his face,
Nor the rain as it fell as with God's grace;
He just stared at the spot where his signal box stood,
And his mind went back to that metal and wood.
No trace of it now, just a bare patch of ground,
Nor the clatter of levers – how he longed for that sound.
For twenty-five years he'd worked at that spot,
Content with his living, content with his lot.
Now in retirement he turns to thoughts of his past,
Two lines are missing, the down and up fast.
The wind gently moans as if in despair;
He looks to the heavens – it doesn't seem fair.
He remembers the joy of this spot as a lad,
As he walks through ruins so silent and sad.
Once there was pride on this lonely old line,
That nature's reclaiming, perhaps for all time.
He turns up his collar, returns to the road,
Looking his years, feeling so old.
He won't come again, he'll live on his dreams;
Nothing, it appears, stays as it seems.
Time waits for no man, he always said that.
He'll return to the loneliness of his pensioner's flat.
He turns again, one final farewell,
Imagines the tinkle of the old box's bell.
He never noticed the wind on his face,
Not the rain as it fell, as if with God's grace.
He just stared at the spot where his signal box stood,
And his mind went back to that metal and wood.

Sometimes, on Thursday afternoons, we'd join 'The Garston Coffin Dodgers', a group of retired drivers and firemen who worked from the various Merseyside locomotive sheds, in the old London Midland Region Club – alas no more – that stood amid long terraces of former rail workers' homes in Burnsall Street, and there we'd be regaled with side-splitting railway stories that seemed to grow taller as the pints went down.

What memorable interludes they were, but no one can dodge the inevitable for ever, and as the ranks of old footplatemen grow ever thinner, we are so fortunate that Barry has managed to describe so many of them and retell their stories in his book, which is published, perhaps fittingly, in virtually the same compact 'pocket size' of those well-remembered ABC train-spotting books of old.

Towards the back of the book is a colour picture of a group of 'Coffin Dodgers' taken outside the club in 2006, many no longer with us, and I recall clearly sharing time with all of them – men like Tommy Holden, the late Trevor Gargon, the late Harry Grieve, Spencer Wissett, A C Jones, the late Ray Helsby, Eddie McDonald, the late Brian Cassidy and the late Pat Mitchell, all but two of them former footplatemen working from the old Cheshire Lines Committee Brunswick and Speke locomotive sheds.

Recruitment

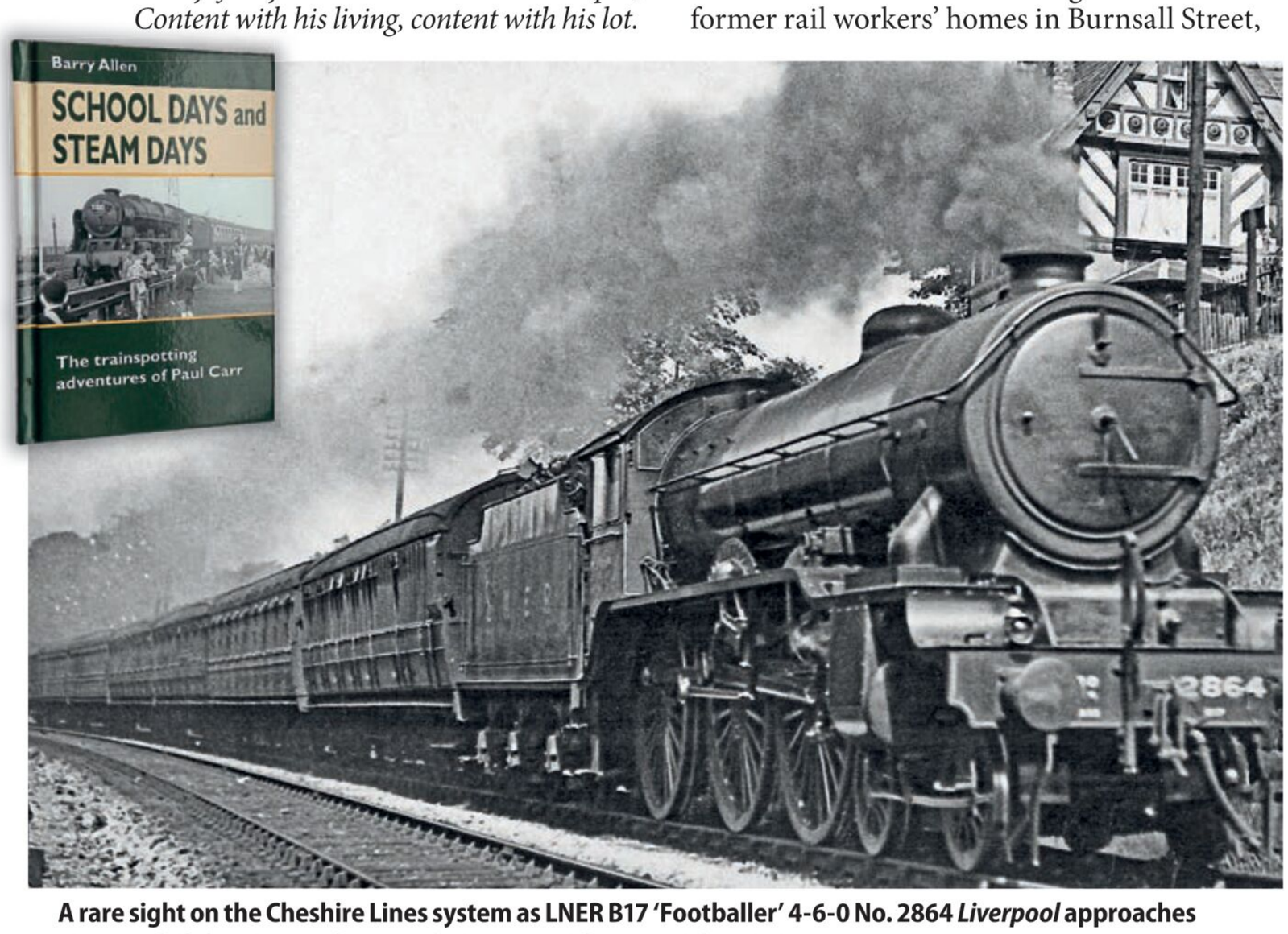
Barry was a keen locospotter throughout his formative years (the exploits of himself and a small group of like-minded schoolmates have already been recorded in a sister title, School Days and Steam Days (inset left), that was first published by Silver Link in 2012, and a few copies are still available), so it was only natural that when he left school in 1962, egged on by his uncle Jim, a signalman, he would look to the railways for his first job.

Even the job selection process, which entailed having thorough medical and mental examinations, had me in stitches. It began with an interview at Lime Street Chambers with a Mr J Pye, who asked Barry about his hopes and aspirations and outlined the jobs that might be available.

A week after sitting the Railway Board's tougher-than-expected exam paper at the Chambers, Barry was invited to report to Liverpool Central station for the medical.

"On one of the hottest days of the year," he writes, "I found myself knocking on the door of the medical office, having been to the toilet a couple of times, such was my nervousness. On entering, I found myself in front of a middle-aged gentleman who, after asking my name, wanted to know if I'd had a number of disorders including everything from yellow fever to the dreaded 'clap'."

Seemingly disappointed at Barry's negative replies, the examiner checked for colour blindness, which involved picking numbers from a book containing a sea of colours,



A rare sight on the Cheshire Lines system as LNER B17 'Footballer' 4-6-0 No. 2864 *Liverpool* approaches Liverpool Club as it speeds towards Garston with a Harwich train in 1938.

At Widnes North in the early Sixties are Derek Halstead and his wife (left), porter Bart Purcell (centre) and Mrs Boyd and her husband John, also a booking clerk. WIDNES 8D ASSOCIATION

Great Central Railway D11 Director 4-4-0 No. 5511 *Marne* on a Hull train.

Great Central Robinson D9 4-4-0 No. 6020 heads through Mersey Road station.

The new Widnes East signalbox on its opening day in 1956. RON DOWNEY

followed by a physical examination and a request for a water sample. But Barry's apprehension made it impossible for him to oblige, and what happened next is well worth a read!

"With a sense of relief I left the room," wrote Barry, "hopefully never to return, with the usual 'We'll be in touch' ringing in my ears."

A week went by until a letter arrived stating that all was well and instructing Barry to report to Mr Pye at Lime Street Chambers a week after leaving school. There, he was told he'd become a trainee booking clerk at Widnes North station on the old CLC, and given a railway ticket for his journey along with a free pass allowing him to travel from Garston station to Widnes North. There'd be no final summer holiday after all, just a sobering welcome to the real world, and so his short railway career began – but what memories those three years were to bring.

There were no fewer than three stations in Widnes – North, South and Central – and on the second day of his new job Barry managed to catch the train to the wrong one! As a booking clerk's duties entailed helping passengers with timetables, this didn't go down too well – but his chance to make amends by catching a string of 'a new type of highly-explosive detonators' thrown from the cab of an accelerating Stanier tank' brought another wry chuckle.

On another occasion a porter told the wide-eyed teenager that, whenever a station inspection took place, each piece of coal in the scoops beside the fires would have to be hand-polished by the trainee.

Barry's contemplative side comes out as he laments the passing of the 'old ways' when the comforting glow of coal fires, polished brass and hissing gas lamps gave an atmosphere of warmth and continuity, and platform flower beds surrounded by whitewashed stone borders reflected pride in the job.

Once, Barry had to weigh a large biscuit tin addressed to Sheffield and labelled 'Live Bait' – but when the string broke after weighing, all hell was let loose as a heaving mass of maggots dropped on to the floor. Then there was the time when someone planted a dead mouse in a colleague's lunch box!

Memories

In an unstoppable stream, the stories just keep coming, and as he reels off the memories, Barry's warm and homely writing style puts you right beside him.

His descriptions of the many gritty characters he came across are so vivid that you can almost see and hear them.

I heartily recommend this book, which opens a warm and colourful window on a long-vanished world and covers everything from the 'Big Freeze' of 1962-3 to notorious football specials, a lady passenger's insistence on carrying a small dog in a bag to avoid buying a proper ticket for her canine companion, and a railwayman's recollection of a 'river of rats' running through Liverpool during the wartime blitz on the city.

In fact if I were a TV producer, I'd be reading it from cover to cover, for it contains everything I'd need to launch one of the funniest comedy series of all time.

Thanks to Barry's vivid imagination and pinpoint powers of recollection, the stories are there in profusion, so all I'd have to find would be the right characters and the right preserved railway to base it around.

Even his final paragraph, bringing to mind the many nicknames bestowed upon drivers and firemen in the Merseyside area and supplied by 'The Garston Coffin Dodgers', will keep readers smiling right to the end. These included 'Brave Dave', 'The Blind Snowman', 'Waterbuck', 'The Seldom-Seen Kid', 'Dancing Dick', 'Pedro', 'King Billy', 'Bottom Nut', 'The Whistle-Blower', 'The Ferret', 'Prince Oil-Can', 'Wacker', 'Panface', 'The Sick Lobster', 'Snogger', 'Paraffin Jack', 'Torchy', 'Grunt', 'Puffing Billy', 'Growler', 'The Commander', 'The Mumbling Overcoat', 'Long Hours Arthur', 'Billy Bloodnut', 'The Oily Goblin', 'Diesel Dan', 'The Bandanna Kid', 'The Ghost', 'Call Me Driver', 'The Astronaut', 'The Black Bat' and 'Laurel and Hardy'.

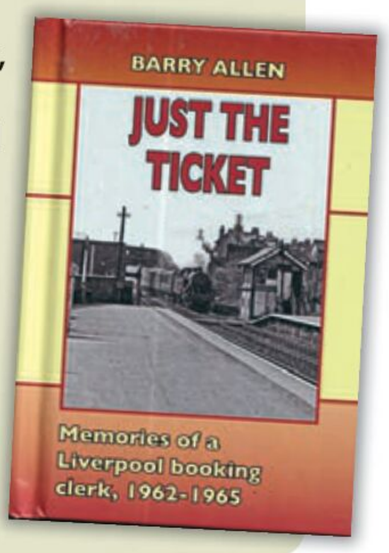
So read and enjoy, for it's a story that had to be told, and one that many will have been waiting for. HR

GET YOUR COPY!

→ Just the Ticket, Memories of a Liverpool Booking Clerk, 1962-1965, by Barry Allen.

Silver Link book published by Mortons Books, Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle, Lincolnshire LN9 6JR, www.mortonsbooks.co.uk

128 page compact (102 x 152mm) hardback with 53 illustrations, £10.



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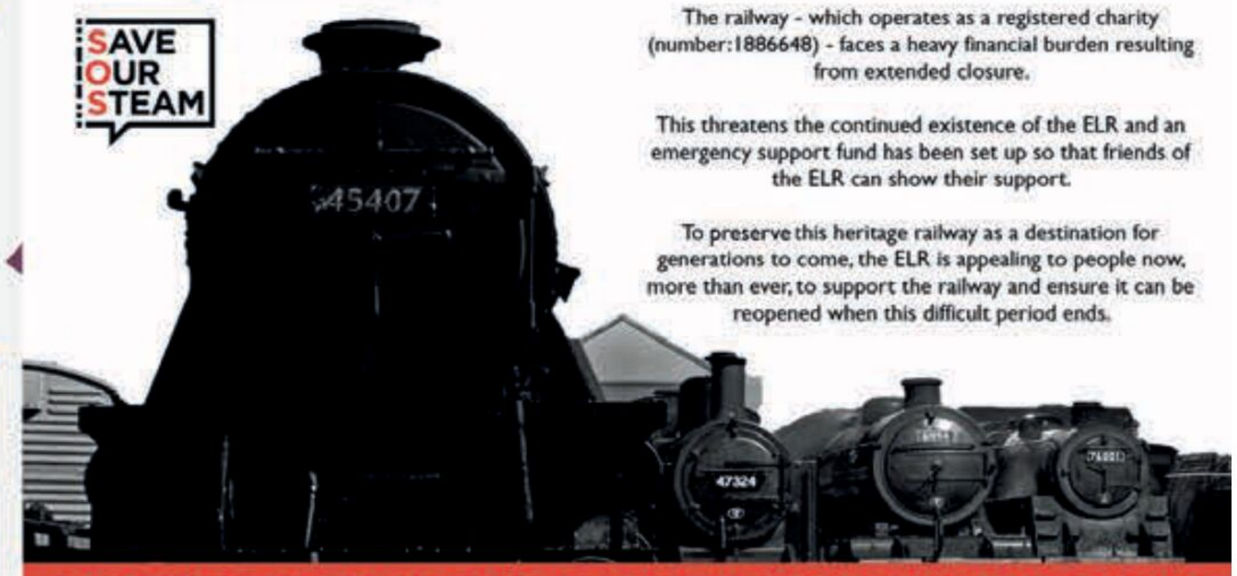

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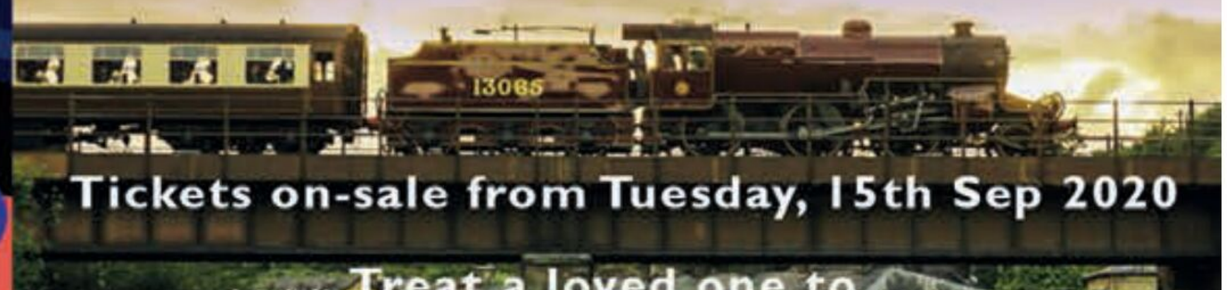

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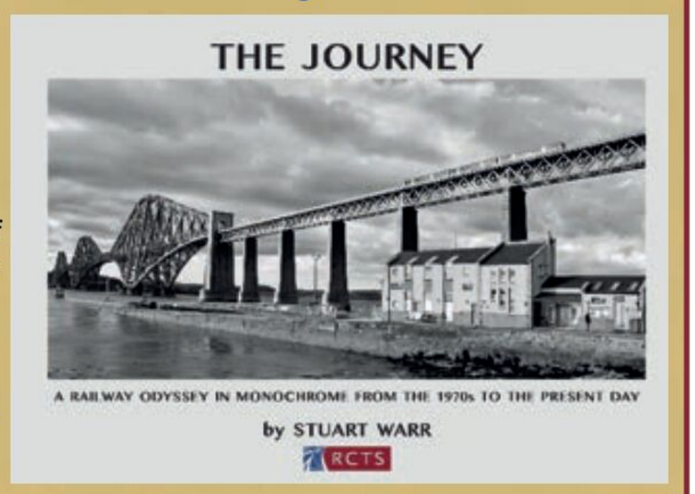

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The demise of the Hunstanton branch

I REFER to Robin Jones' article (and book) on Beaching and the closure of branch lines and thought I would share some personal experiences of the King's Lynn–Hunstanton branch line.

As far back as records go, my grandmother's family were foreshore fishermen on the edge of The Wash. They would go out daily with horse and trap and harvest, mussels, cockles, winkles and samphire.

Change

As the tide turned, they would race to Snettisham station to load their harvest onto a London-bound train where they knew they would get a good price. By the late 1950s, making a decent living from such an enterprise ceased to be viable and the attraction of earning a good living in better conditions in the new factories springing up in the area became irresistible. For those who lingered on into the early Sixties, advances in vehicles meant they could drive to the cockle beds then use the same vehicle to deliver direct to their customers.

My great grandmother ran a grocer's shop in Dersingham and as a side line had a small coal delivery business. A wagon of coal would be delivered to Dersingham sidings where it would be bagged and delivered by horse and cart to her domestic customers. (How many old photographs show country stations with sidings half full of coal wagons?).

Decline

By the late 1950s all such activities had been taken over by larger firms using lorries, often from mechanised yards, at the larger stations, and indeed the use of coal for domestic heating was beginning to decline.

As a treat, when a boy, I would be allowed to stand on the footbridge across the throat of Hunstanton station and watch the long holidaymakers' trains arrive from the Midlands. As the years went by, it became noticeable that the hoards which rushed from the trains to their caravans and chalets became less. Perhaps the convenience of the car, ending the need for a predawn departure from home and the ability to travel round the surrounding area was a better proposition.

By 1969, the only thing left was a shuttle DMU operating between Hunstanton and King's Lynn, to travel further would require at least one change of train and possibly more. With the majority of the revenue earning streams now not existent, is it any wonder it was closed and indeed could it ever earn enough to support its running costs?

Ken Parker, email

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STAR LETTER

Politicians not Beeching killed off railways

ROBIN Jones' article in issue 269, 'Beeching: A Man of his time – or ahead of it?' raises some interesting points.

The first of these is that the real villain of the piece was Transport Minister, Alfred Ernest Marples, who was able to use Beeching as a convenient front man.

Marples was a major shareholder of Marples Ridgway, the company that built both Hammersmith and Chiswick Flyovers and was heavily involved in construction of the lower end of the M1. On his appointment as transport minister on October 14, 1959, Marples was required to sell his 80% shareholding in Marples Ridgway so as to avoid any conflict of interest. By January 1960, he had failed to do this, but later did sell them – to his wife! Putting this man in control of the railways was like putting a fox in charge of the hen house. Later, allegations and evidence emerged that he had some involvement in the Profumo affair and later still he fled to Monaco to avoid financial problems. Some character.

Secondly, after Labour's victory in the 1964 election, Tom Fraser was appointed Transport Minister from October 16, that year, to be succeeded by Barbara Castle from December 1965. Under both of these ministers, not only did the Government not honour its election manifesto promise to sack Beeching and stop his (Marples') cuts but it pressed ahead with them enthusiastically, closing no fewer than 2300 miles between 1965 and 1969 – so much for the party that championed a nationalised railway.

Finance

And, thirdly, the dire financial position that BR found itself in was down to poor management and a complete lack of understanding of which market they were in. That market was transport and travel and in the late Fifties and early Sixties it was booming; more people travelling more often and a resurgence of manufacturing. BR should have been well placed to capitalise on this, having in place an existing infrastructure and an experienced workforce. However, instead of looking outward towards its customer base, the attention was inward with an obsession on its hastily-thrown together 'Modernisation Plan', which cost millions but provided only marginal benefits to customers.

By reducing the perceived value of its product (by route and station closures, reduction in facilities) and increasing prices, BR embarked on a classic downward spiral and lost market share. The idea that people no longer wanted to use the train so there would be fewer of them and travel would cost more was a self-fulfilling prophesy.

No well-run commercial enterprise would have followed this strategy. There were opportunities aplenty at this time. Can you imagine the old GWR sitting on its hands while the largest and busiest airport in Europe (Heathrow) was developing within a mile or so of its main line? Surely, it would have built a loop to connect with the new terminals so that the airport became the first stop out of Paddington for all trains.

Instead, the Government of the day gave responsibility for the railways to a man who whose business was building roads. How different the nation's transport infrastructure might look today had a more balanced and visionary approach been adopted.

Beeching? A man of his time? More of a fall guy and front man for a scheming politician. And we are all losers as a result.

Chris Roberts, email

➜ Beeching: Britain's Railway Closures and their Legacy – The Definitive Guide by Robin Jones, published by Gresley books/Mortons Books, 256pp, ISBN 978 1 911658 14 6, price £14.99 – is available now at www.mortonsbooks.co.uk

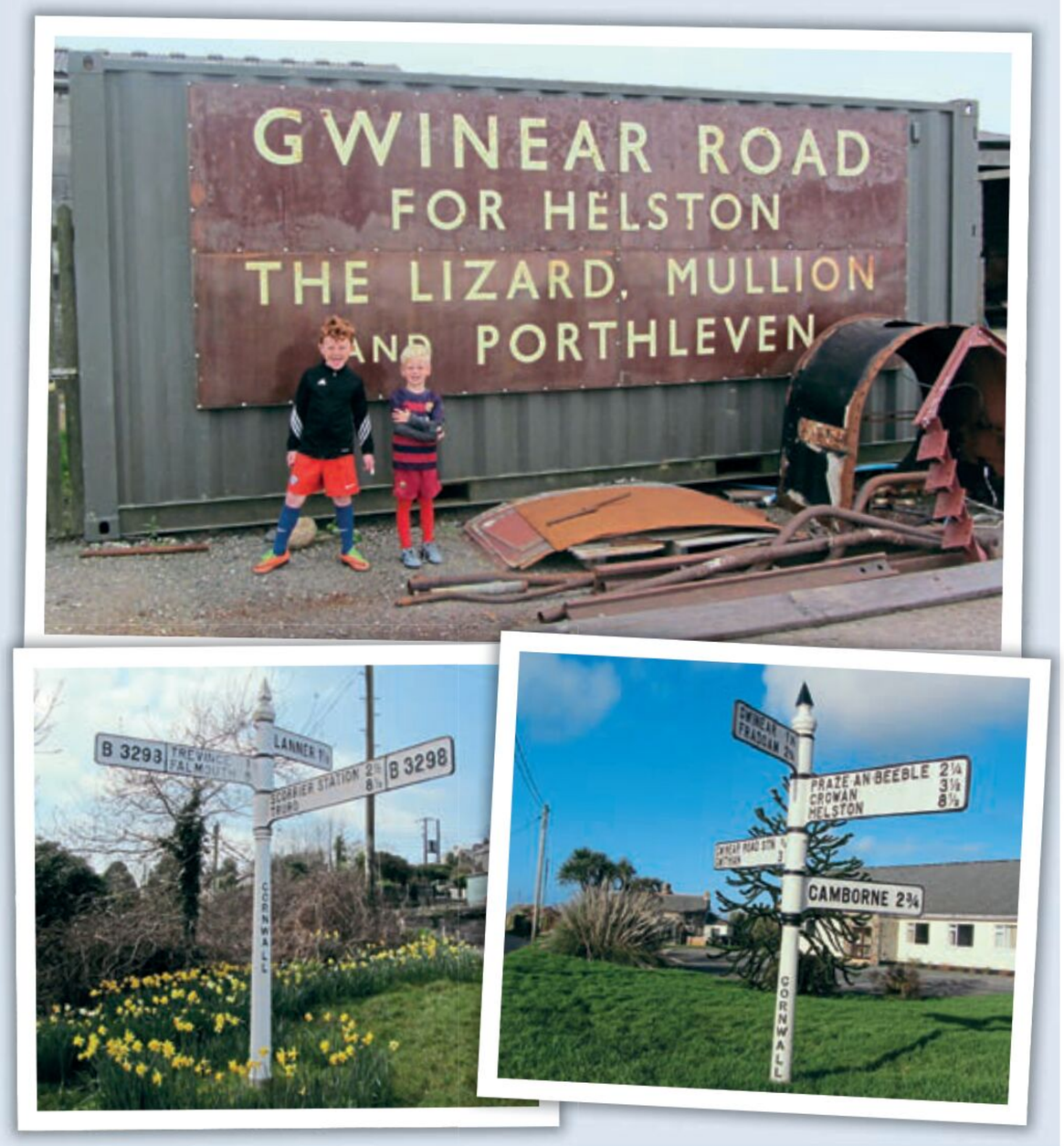
Pointing to the past

REDUNDANT railwayana is still gracing the Cornish countryside and pointing people in the right direction, even if the two stations closed in the Sixties as a result of the Beeching cuts – the first at Carharrack pointing to Scorrier station, and the second at Carnhell Green pointing to Gwinear Road station.

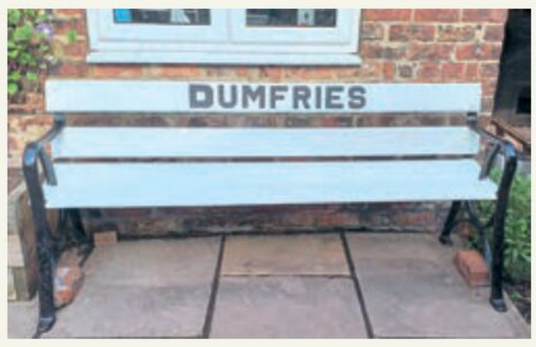
Both were on the GWR main line from Plymouth to Penzance, with Gwinear Road being a substantial junction station for the Helston branch line.

The 'Gwinear Road for Helston, The Lizard, Mullion and Porthleven' sign was reputed to be the largest on the Western Region network. It is illustrated here at Prospidnick Farm on the Helston Railway with two pupils from Porthleven School – my grandsons Sam and Jack James.

Jimmy James, St Blazey, Cornwall.



Can you add to this seat of knowledge?



The original Glasgow & South Western Railway Dumfries station seat. RODNEY TOWERS

My friend Nigel Graham has been a career railwayman and recently made a second retirement as safety officer at the North Yorkshire Moors Railway.

Nigel spent a lot of his career in Scotland and was traffic manager at Ayr at the time of an electrification programme in that area. One consequence was that various things became surplus to requirements at Troon station and Nigel had the opportunity to purchase some collectables, including this original Dumfries station seat.

During lockdown one of his projects was to strip down the seat and repaint it. During the stripping work, he first uncovered the light blue of BR Scottish Region; beneath that the easily-recognisable crimson of the LMS, and beneath that the olive/light green of seemingly the Glasgow & South Western Railway. The legs are of stylish cast iron and now in black.

Nigel is curious to learn more about the probable origin of this seat but thinks it probably dates from before the First World War, possibly earlier, and would be interested to know if any *HR* readers can enlighten further on this. This Dumfries seat has long been a useful and much favoured feature in his North Yorkshire garden.

Rodney Towers, email

‘Modernisation’ harmed our railway network far more than Beeching

BEECHING will always inevitably be a controversial figure because many of us – enthusiasts and railwaymen alike – have an emotional attachment to railways. Sometimes our hearts rule our heads.

There are times when as a professional railwayman I lament the closure of some of the routes that were lost in the late 1960s and early 1970s. The Harrogate to Northallerton via Ripon route would today be a very useful East Coast Main Line diversionary route and a direct route from Leeds to the north east avoiding the very congested Leeds to York corridor. The Beverley to York via Market Weighton and Pocklington route would offer an alternative commute into York over the congested A1079 for towns that have grown significantly in recent decades.

And yet there are times when I am riding on the North Yorkshire Moors Railway from Pickering to Whitby or hiking the Cinder Track from Whitby to Robin Hood’s Bay that I have occasion to thank the man for at least I can enjoy those old railways, but in a different way.

The national railway network was exhausted as a result of the Second World War and investment and modernisation was long overdue. However, mistakes were made and money was wasted with the 1955 Modernisation Plan.

Processes

More centralisation of signalling control and rationalisation of signalling with automation of level crossings on branch and secondary lines would have reduced costs. Greater investment in DMUs would have reduced operating costs further.

Modernisation was piecemeal. The Woodhead route was electrified, tunnels, structures and track upgraded, but absolute block signalling remained.

Money was wasted on marshalling yards that had little future and multiple traction types that would quickly become obsolete. I always found it strange that British Railways got it almost right with standardisation of the steam fleet immediately after the war, but didn’t repeat that success with standardisation of its signalling systems and diesel and electric locomotive and multiple unit types. Of course, that requires exhaustive testing of prototypes before settling on a final design and hindsight is a wonderful thing.

Opportunities had been missed and the railways were deeply inefficient and something had to be done. Of course, closures were nothing new and the Eastern Region in particular had been quietly closing rural railways and stations right through the 1950s. Gerry Fiennes in his book I Tried To Run A Railway remarks at how practised the Eastern Region was at line closures long before Beeching came along, whereas other regions were not.

We’ve made a bogeyman of Beeching, but it is worth remembering just how much the national railway network had contracted through the 1950s.

They were different times of course. Could that generation reasonably have foreseen the growth in car ownership, the growth of our towns and cities, the demand for leisure travel, the disposable income that we would go on to enjoy and all those other factors that promoted the use of cars? Those archive photographs of the time show brand new motorways, largely empty, with just a few cars and lorries in evidence. Perhaps we should forgive them for thinking that there was enough road capacity to accommodate the perceived growth?

It was the age of the white heat of technology and new freedoms and independence for a young, affluent generation. Cars fitted right into the forward looking culture of the time, whereas railways did not. It’s easy for us now looking back to identify some of the mistakes that were made or the projections that were wrong, but at the time they were probably reasonable decisions with the information then available.

Perhaps Beeching did us a favour. If he had not, British Rail might not have been as lean as it needed to be as it stepped into the recession of the early 1980s. Serpell and Thatcher may have cut deeper and wider after 1979 if they had inherited an inefficient railway system that had not been pruned by Beeching. We should remember that routes continued to close into the 1980s, even after we’d had time to understand the impact of the Beeching closures and seen the start of road congestion and pollution.

Mothballed

Critics often say we should have mothballed routes, but track and signalling equipment would have been targeted by scrap metal thieves over time and without that foresight that railways might have a future, at the time that generation may well have wondered what the point was of retaining infrastructure on a care and maintenance basis. That did happen after the Woodhead route closed in 1981, but rail traffic never returned and the track was eventually lifted in 1986.

What is perhaps regrettable is that routes were not protected. They were lost to the plough or development, making reinstatement either impossible or hugely expensive and controversial. That is perhaps because few governments are effective at very long term planning – looking ahead over very many decades. Most governments – and many businesses – have a relatively short planning horizon of five years.

If only that generation had taken the decision to protect the core routes, perhaps re-purposing those core routes as cycleways or bridleways as some county councils did, we might now have a latent network that could be reinstated at reduced cost. However, as I say, hindsight is a wonderful thing!

Chris Gee, email

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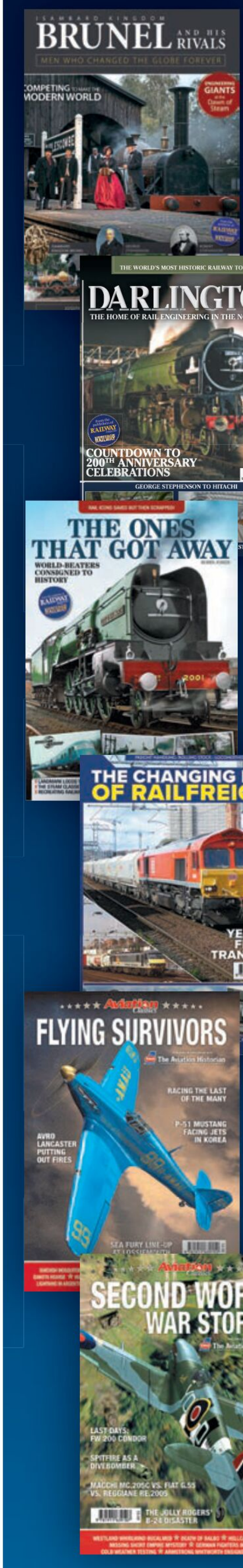

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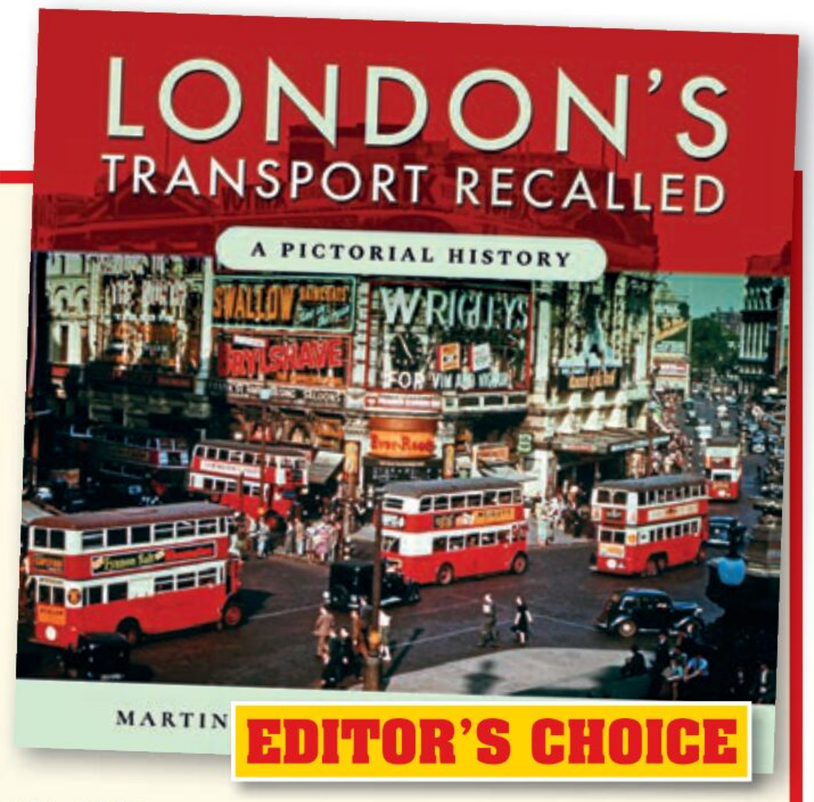
London's Transport Recalled



By Martin Jenkins and Charles Roberts
(hardback, Pen & Sword Books Ltd, 200pp, £35, ISBN 978 1 52672 697 1)

THE clue's in the title, *writes Geoff Courtney*. It's not London Transport Recalled, as it may seem at first glance, but London's transport, and that allows the whole gamut of rail, road, air and water in one of the busiest and most cosmopolitan cities in the world.

Every one of the approximate 300 photographs, most of which are previously unpublished, is in colour, covering the period from 1948, when Londoners were still recovering from the effects of the war, to 1969, and the country's confidence and reputation overseas were soaring amid a rocking pop scene and world-leading fashion.

Neither of the authors is from the capital – both hail from Merseyside – but transport is their passion, and this is their eight joint publication. There's no rigid page-by-page theme, but rather they jump from one mode of transport to another in a way that is guaranteed to keep the reader's attention.

For example, on successive pages there is an image from the 1960s of an H Underdown coal merchant's horse-drawn cart, LMS Class 2MT 2-6-0 No. 46472 at Millwall Junction, east London, heading a Railway Enthusiasts' Club railtour in August 1961, vessels at West India Docks, and London Transport double-decker bus RTL75 in 1967.

London's splendid range of single and double-decker buses, trolleybuses and even trams predominate, but rail travel, both above and on the Underground, is an essential part of the book,

Among the railway scenes are Metropolitan Railway Bo-Bo electric locomotives Nos. 1 *John Lyon*, 2 *Thomas Lord*, 12 *Sarah Siddons* and 16 *Oliver Goldsmith,* and LMS trio Nos. 46255 *City of Hereford* at Euston, Patriot No. 45530 *Sir Frank Ree* at Primrose Hill in 1963, and 46204 *Princess Louise* approaching Headstone Lane station, Harrow.

East Coast Main Line delights include No. 60022 *Mallard* at King's Cross and No. 60120 *Kittiwake* at Potters Bar, and for east Londoners there's No. 61665 *Leicester City* at Liverpool Street, a panoramic view of Stratford motive power depot and works in the mid-50s, and No. 65361 at Abbey Gate near West Ham as late as April 1962, when the 0-6-0 veteran was 73 years old.

The Southern Region is there too, with Nos. 32331 *Beattie* at Cannon Street in 1957, No. 30930 *Radley* speeding through Honor Oak Park, and Bulleid Pacifics Nos. 34085 *501 Squadron* and 35028 *Clan Line* on Stewarts Lane shed in Battersea.

Western Region enthusiasts needn't despair, thanks to, among others, No. 6018 *King Henry VI* at Southall and No. 6848 *Toddington Grange* at the same location passing a GWR railcar.

The less mainstream is covered, with a train on the driverless underground Post Office Railway, ex-Midland Railway 1913-built battery electric locomotive BEL No. 1 shunting at West India Dock, Beckton Gas Works' No. 11 in 1959, when the 0-4-0T was 80 years old, and Aveling & Porter 0-4-0 Sir Vincent on the British Oil and Cake Mills system in Erith in 1961.

COLOURFUL SCENES OF LONDON'S POSTWAR TRANSPORT

Boiler tube clocks and egg timers

(4253 Locomotive Company, www.4253.co.uk or order online, email gwr4253@gmail.com for further details, clocks £30.50, egg timers £18, both including p&p).

FINDING a gift with a difference can be a challenge – even more so one which may appeal to railway enthusiasts and non-enthusiasts alike. An added bonus is when the proceeds from buying that product go to support the restoration of two fine steam locomotives.

As reported last issue, the 4253 Locomotive Company is restoring GWR 2-8-0 No. 4253 and 0-6-2T No. 5668 at the Kent & East Sussex Railway.

In the early days of the 4253 Project, progress was financed from cash resources raised from scrap metal. However, as more items were removed from No. 4253, the scrap metal price plummeted. This setback led to a reappraisal of its main source of income and the need to add value to the scrap it was selling, and so 'Boiler Tube Products' was born and which has now become a serious source of funds.

The group's most successful products are egg timers and clocks, which are produced by a small team of highly efficient volunteers in the No. 4253 workshop.

The traditional egg timer is a genuine relic from the 'age of steam'. Re-engineered from an original No. 4253 boiler tube, cleaned, painted and boxed, they look very good as kitchen ornaments and are certainly something different. They are approximately 120mm high and weigh over 350 grams – a great gift for a kitchen-proud railway enthusiast.

The flue tube steam clock is in fact battery powered, but made from original boiler flue tubes of No. 4253 and supported by feet made from the off cuts of the boiler rivets. Cleaned, painted and in a presentation box, it is certainly something different and perhaps an ideal present for a locomotive enthusiast.

Measuring approximately 140mm high and 65mm deep, it weighs in at a staggering 1.3kg. The No. 4253 badge is available with a red, green or black background.

The group is also willing to manufacture batches of its products for other locomotive restoration groups so they can sell them to boost their own locomotive funds.

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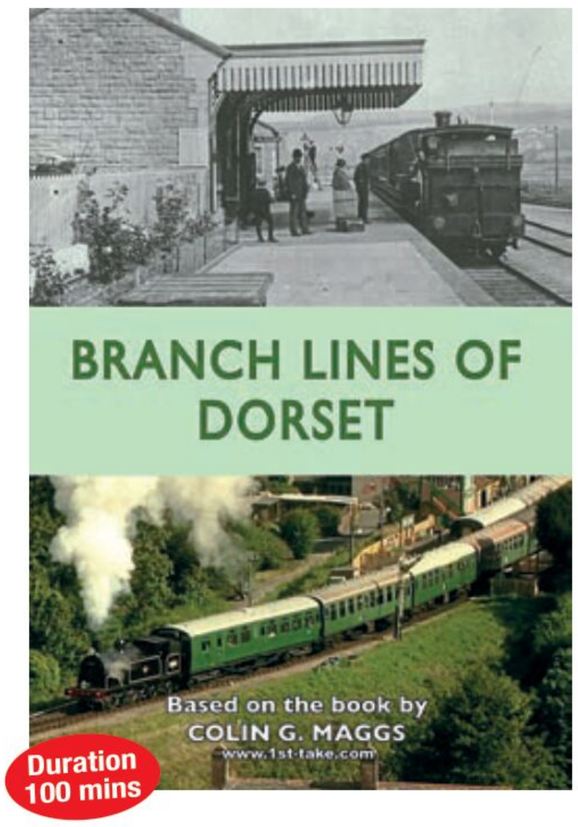
BRANCH LINES OF DORSET

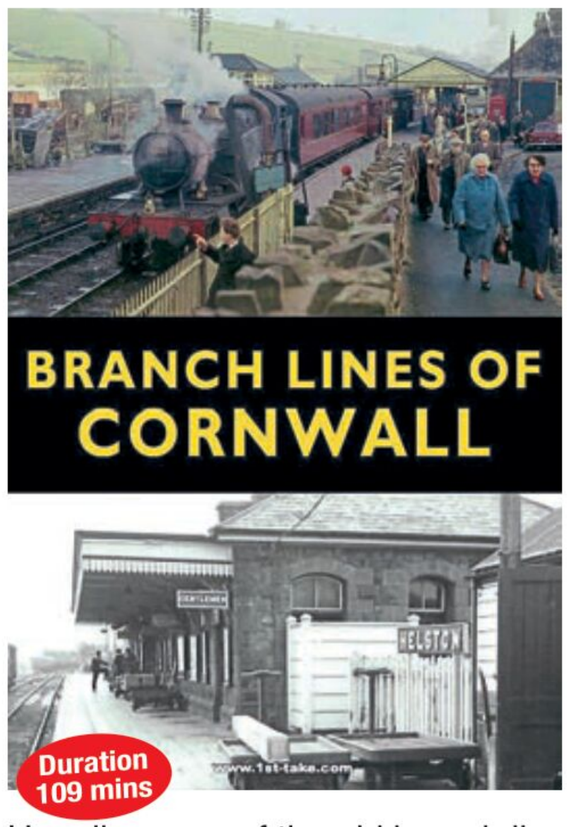


This DVD is part of a series of films exploring the Branch Lines of England, many of which were lost during the Beeching cuts of the 1960s.

Dorset's lines were shared almost equally between the Great Western Railway and the London and South Western. These lines varied from lightly built, rural railways carrying a low volume of traffic to the Swanage branch, which at times carried main line express locomotives. These railways conveyed goods in and out of the county, provided a vital role during the dark years of warfare and in happier times they allowed holidaymakers and day trippers to enjoy their visit to the seaside.

Eminent railway historian and author Colin Maggs sheds light on a host of hidden treasures!

BRANCH LINES OF CORNWALL



1st Take's series on the branch lines of England now continues its voyage of discovery on the very edges of the country: Cornwall. This film explores the old routes of the GWR and LSWR.

The development of railways in Cornwall is closely associated with the county's mining traditions, and this is revealed with a visit to the striking landscape in the area of Minions, the highest village in Cornwall, where the Liskeard & Caradon Railway once ran. There are also tributes to other lines which have long since closed, such as the North Cornwall Railway which crossed the county from Launceston to Padstow; and the Lostwithiel & Fowey Railway, whose main traffic was china clay.

Happily, some of the old branch lines are still in service today such as the attractive Tamar Valley Line; the Atlantic Coast Line from Par to Newquay; the enchanting Looe Valley Line; the Maritime Line from Truro to Falmouth; and the St Ives Bay Line, which is among the most scenic in Britain.

The film also includes enjoyable visits to Launceston Steam Railway, the Bodmin & Wenford Railway and Helston Railway.

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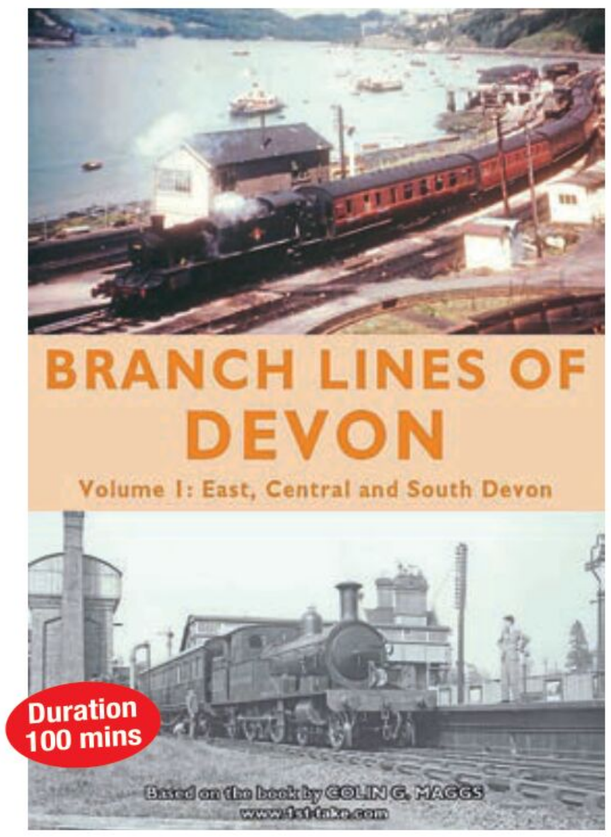
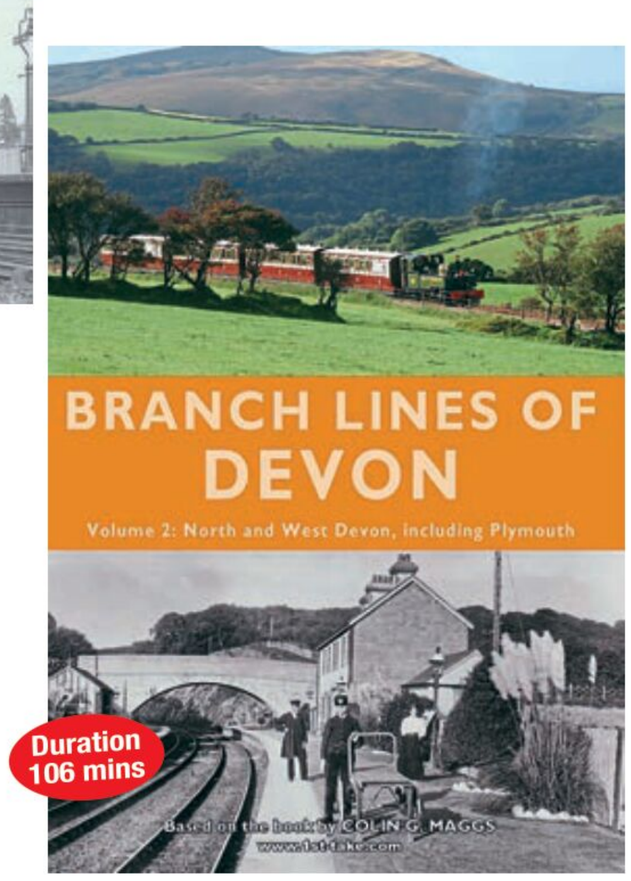
BRANCH LINES OF DEVON: VOLUMES 1 & 2



Volume 1 comprises a charming journey around the branch lines of eastern, central and southern Devon, including the Exeter area, with visits to South Devon Railway, the Dartmouth Steam Railway and much more!

Volume 2 explores the old branch lines of North & West Devon, including an evocative visit to Dartmoor and a special feature on the Plymouth area. The story is enhanced by stunning modern film as well as rare archive photographs and footage



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TWO PRAIRIES, TWO PATHS IN PRESERVATION

Two GWR small prairies – Nos. 5521 and 5538 – which survived into the heritage era, had very different futures awaiting them. However, these fine Swindon products are now shedmates in that they are both undergoing simultaneous overhauls at the Flour Mill workshop in the Forest of Dean, writes **Bill Parker.**

When Swindon Works turned out GWR 2-6-2Ts No. 5521 in 1927 (to lot 249), and 5538 in 1928 (to lot 251) they shared the A shop with the first batch of the mighty flagship King class 4-6-0s under construction as lot 251.

However, whereas the latter were designed to be shown off by the GWR's superb publicity department as the country's most powerful locomotives, comfortably handling the heaviest trains like the 'Cornish Riviera', the little 'small prairies', with a tractive effort just over half that of the Kings, spent their lives on the branch lines for which they were designed.

More than 90 years later the A shop is long gone, although it outlived most of its progeny by more than 20 years, replaced by multi-family housing. Of that first batch of 20 Kings only No. 6000 *King George V* survives, which after a wonderful second career on the main line now enjoys a deserved rest in Swindon's STEAM museum.

Survivors

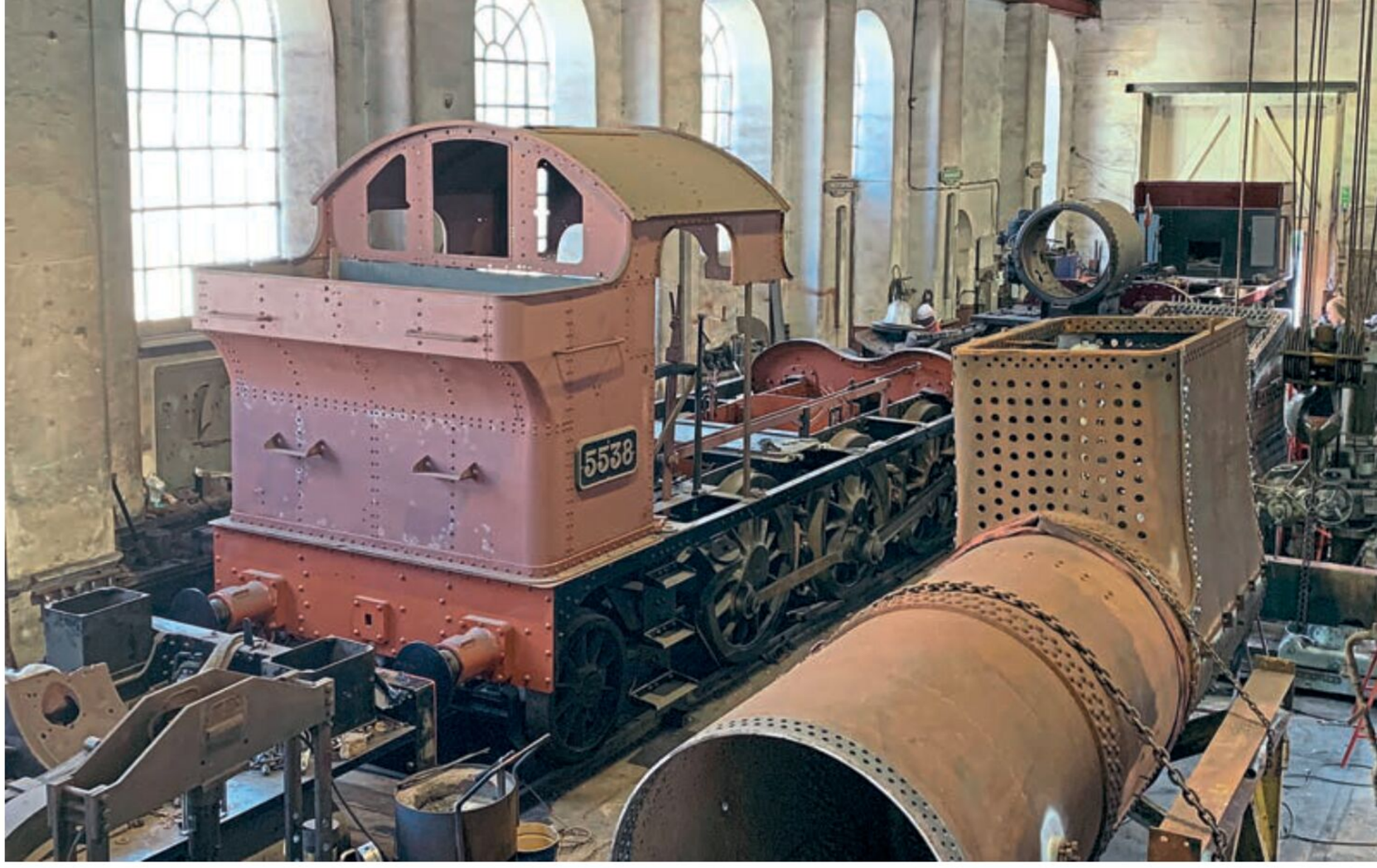
By contrast, history has been kinder to the small prairies built at the same time. Of the 40 engines in lots 249 and 251, seven have survived, four of which have steamed in preservation, Nos. 5521, 5526, 5541 and 5542. The other three, Nos. 5532, 5538 and 5539, are all being actively restored.

Here at the Flour Mill workshop at Bream in the Forest of Dean, we have two of the seven, one virtually restored to run for a second time, and the other well on the way. One, our own No. 5521, exploited membership of the European Union to spend more than two years behind the former Iron Curtain, and was driven by dozens, if not hundreds of visitors to Wolsztyn and Wroclaw in Poland. The other, No. 5538, owned by Mike Little, has been in the Forest of Dean for over 20 years, and is lucky to have survived at all, after being on display in Barry with a replica boiler.

The full story of each engine in preservation would take pages to relate. Like the other survivors, No. 5521 went first to Barry, and was then 'rescued' with others by a group from the West Somerset Railway and taken to Bishops Lydeard. Sold to my brother and I in 1980 (for £4500!), it moved to the Dean Forest Railway at Norchard, then to Swindon Works, then to the Swindon & Cricklade Railway at Blunsdon, then back to Norchard, before

As L150, GWR small prairie No. 5521 heads a special across the Grand Union Canal between Chesham and Watford during the Watford 90 anniversary event on September 12, 2015. ROBIN JONES

The author's personal highlight: No. 5521 crossing the Danube in Budapest. BILL PARKER



Small prairies Nos. 5538 and L150 inside the Flour Mill workshop at Bream. The Swanage Railway's LSWR T3 4-4-0 No. 563's boiler can be seen in the foreground. BILL PARKER

finally being returned to steam at the Flour Mill in 2007.

Despite having steamed more than a million miles under its 'big railway' owners, it proved almost failure-proof on a subsequent career, started by running in on the Dean Forest and West Somerset before travelling to Poland in 2007 for the spring Wolsztyn event, then travelling as far as Budapest before returning after its third Wolsztyn in May 2009. My personal highlight was riding on the footplate over the Danube piloting the 'Orient Express' on September 11, 2007, but there were many more, if none quite so crazy.

Once back in England, No. 5521 spent time on many railways, from the owners' point of view, not always successfully – there were two collisions, one unreported and unadmitted until photographic evidence proved it, and other worrying damage.

Highlights

However, there were good times too – amongst friends on the Bodmin & Wenford Railway, where it ran in the 1950s, at the Avon Valley in Bristol and also at the Dean Forest Railway, close to 'home'. Then, in 2012, when we were well into the overhaul of Metropolitan Railway E class 0-4-4T No. 1 for the sesquicentennial (okay, 150th) anniversary of the London Underground, I was asked about using No. 5521 as a back-up locomotive and support for Met 1. I didn't take this seriously, until I met the managing director of Bachmann at the National Railway Museum's Railfest, who had been contracted by the London Transport Museum to design a London Transport livery for it! And so a green No. 5521 became a red L150, which it remains to this day. Alas, the planned steam event on the Metropolitan Line this September became a casualty of the Covid-19 virus, but there's always next year to look forward to!

By contrast, No. 5538 has been very lucky to survive at all. Originally No. 5553, the last engine to leave Barry, was destined to be stuffed and mounted on the waterfront, but John Wilkinson bought it. After a series of complicated deals, No. 5538 was purchased from Llangollen instead, as it had a cracked cylinder and was thought beyond repair.

The history of the various component swaps between Nos. 5532, 5538 and 5541 remains to be written, but eventually No. 5538 was sold by the Vale of Glamorgan Council to Mike Little, a former owner of *Nunney Castle* and to this day owner of the quintessential GWR branch line train consisting of No. 1450 and two auto-coaches, presently on the Severn Valley Railway.

After a spell at Norchard, the boiler, formerly No. 5541's, came to the Flour Mill in July 2007, followed in November 2010 by the frames. Since then, we have steadily worked on it as Mike's circumstances allowed, easily the biggest job being replacement of the cylinders with a new casting. The story of that alone could take pages to describe – let's just say that the GWR design of extension frames to which the cylinders are attached were not exactly as the drawing!

Gradually the locomotive has been coming together, and indeed is now a rolling chassis – complete to the motion, lubrication pipes and footplating. All that's needed now is the boiler, on which work is well in hand, with a front barrel section waiting to be installed and a new tube-plate on order, which should not be too difficult as we have just done the same to No. 5521's boiler – not to mention new tanks and a few fittings!

In Mike's words: "It is virtually a new engine" – at least as regards the frames. Nearly 60 years after withdrawal in 1961, there is a real prospect of seeing No. 5538 in steam in the foreseeable future.

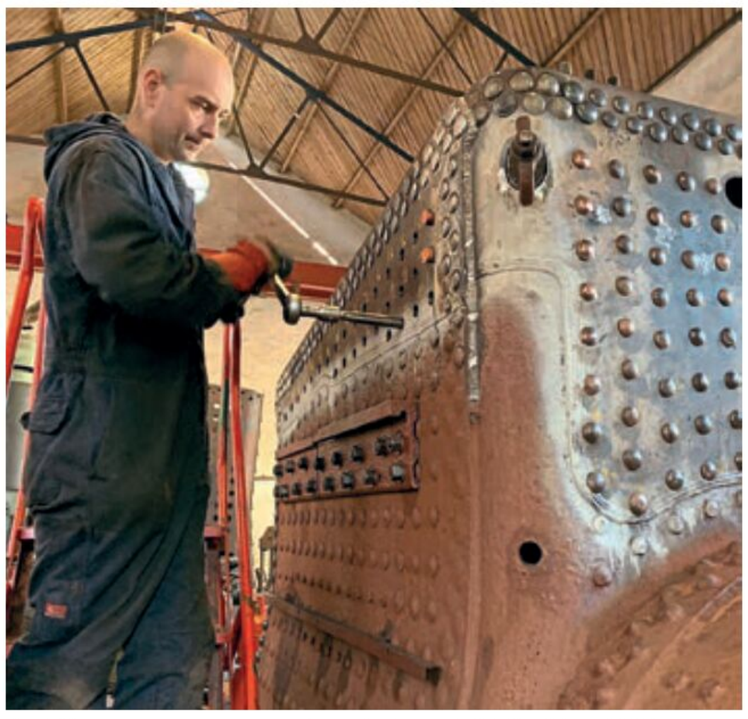
Future

Mike is justifiably proud of what he has achieved so far, but at 83 is conscious of the responsibility. Surely as and when he runs out of steam the locomotive will find a good home showing off the GWR's achievement in the 20th century and Mike's in the 21st.

Two initially identical engines but two dramatically different histories – indeed with the air-brake pump, London Underground tripcocks and cutdown cab, L150 is now a distinct subclass of the small prairies.

No. 5538 spent almost all of its life in Gloucestershire and Glamorgan, and has done nothing for 60r5 years. No. 5521 worked mostly in Cornwall and Devon, and, after restoration pulled the world's most prestigious train where no British steam engine has ever been, and as L150 runs on the world's oldest underground railway. What, I wonder, is in store for No. 5538? HR

No. 5538's new cylinder block. BILL PARKER



Putting new copper stays into L150's boiler. BILL PARKER

L150 waiting for its boiler. Note the tripcock in the bottom foreground and the air pump on the smokebox. BILL PARKER

GARETH EVANS' FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre
2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.
Running: Wed-Sun.

Bluebell Railway
Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park,
East Sussex TN22 2QL.
Tel: 01825 720800.
Running: W/Es.

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.

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: TBA.

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: TBA.

Spa Valley Railway
Standard gauge, five miles, footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.
Running: W/Es.

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 until Nov 1.

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.
Running: Daily until Sept 24, then W/Es, Tues-Thurs.

BR 2MT 2-6-2T No. 41312 is seen at Medstead & Four Marks on the Mid-Hants Railway with the 11am from Alresford on July 12. NICK GILLIAM

Hunslet 0-6-ST No. 3698 of 1950 *Repulse*, named after the Second World War battle cruiser and which worked for the North Western Area of the National Coal Board until it was retired from Whitehaven in 1975, heads one of the Lakeside & Haverthwaite Railway's services on July 4, the day they resumed after lockdown. The reduced timetable saw online bookings only, with passengers required to wear a face mask or covering. Haverthwaite station's tea room, gift shop, playground and woodland walk were all reopened. LHR

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 until Nov 1.

Somerset & Dorset Railway
Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221
Open: Thurs-Mon.
Running: Suns until Sept 27.

Swanage Railway
Standard gauge, six miles, footplate experience, wine and dine.
Swanage, Dorset.
Tel: 01929 425800.
Running: TBA.

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: TBA.

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: W/Es until Sept 27.

Mangapps Railway
Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.
Open: TBA.

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 until Nov 1.

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: Daily.
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.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon.
Tel: 01844 353535
Running: Suns TBA.

Didcot Railway Centre
Standard gauge, footplate experience.
Didcot, Oxon.

Tel: 01235 817200.
Open: Daily.
Running: Suns, Weds in Sept.

Epping Ongar Railway
Standard gauge, five miles.
Ongar, Essex.
Tel: 01277 365200.
Running: TBA.

MIDLANDS

Amerton Railway
2ft gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01785 850965.
Running: W/Es.

Apedale Valley Railway
2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme, Staffs.
Tel: 0845 094 1953.
Running: Sats + Sept 13.

Battlefield Line Railway
Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754.
Running: W/Es TBA.

Chasewater Railway
Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.
Running: TBA.

Churnet Valley Railway
Standard gauge, 5¼ miles, footplate experience, wine and dine.
Cheddleton, Staffs.
Tel: 01538 750755.
Running: W/Es, Weds until Sept 30, then W/Es until Nov 1.

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 until Sept 27, then Suns until Nov 8.

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: Sats, Tues, Weds + Sept 13, 20, 27.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
Running: W/Es TBA.

Northampton & Lamport Railway
Standard gauge, two miles.
Pitsford,
Northants.
Tel: 01604 820327.
Running: Suns until Oct 25.

Perrygrove Railway
1ft 3in gauge. B4228, Coleford,
Gloucestershire.
Tel: 01594 834991.
Running: W/Es + sch hols TBA.

Rudyard Lake Railway
10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01995 672280.
Running: W/Es + sch hols TBA.

Rushden Transport Museum
Standard gauge, ¼ mile.
Open: TBA.

Severn Valley Railway
Standard gauge, 16 miles, footplate experience.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.
Running: Wed-Sun until Sept 27.

Statfold Barn Railway
2ft gauge, 1 miles, footplate experience.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.
Running: Sept 5, 6, 12, 13.

NORTH WEST

East Lancashire Railway
Standard gauge, 12 miles, footplate experience. Bury, Lancs.
Tel: 01617 647790.
Running: W/Es TBA.

Groudle Glen Railway
2ft gauge, ½ mile
Isle of Man.
Tel: 01624 670453.
Running: 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 TBA.

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.

West Lancashire Light Railway
2ft gauge.
Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns.

NORTH EAST

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.
Running: Sept 5, 12, 19, 26.

Cleethorpes Coast Light Railway
1ft 3in gauge, two miles.
Cleethorpes,
North East Lincolnshire.
Tel: 01472 604657.
Running: Daily until Oct 4.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks.
Tel: 01756 710614.
Running: W/Es + Tues until Oct 27.

Keighley & Worth Valley Railway
Standard gauge, five miles, footplate experience, wine and dine.
Keighley, West Yorks
BD22 8NJ.
Tel: 01535 645214.
Running: TBA.

Kirklees Light Railway
1ft 3in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Running: W/Es.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 0507 363881.
Running: Sept 6, 13.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.
Running: Suns until Sept 27.

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-Suns.
Tel: 0161 832 2244.

National Railway Museum
Leeman Road, York. Open: Weds-Suns.
Tel: 01904 621261.

Rail Story
Ingrow, West Yorks. Open: Daily.
Tel: 01535 680425.

Railworld Wildlife Haven
Peterborough. Open: W/Es, Weds.
Tel: 01733 344420.

Ulster Folk & Transport Museum
Cultra, Co Down. Open: TBA.

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North Tyneside Railway
Standard gauge, two miles.
North Shields.
Tel: 0191 200 7106.
Running: TBA

North Yorkshire Moors Railway
Standard gauge, 18 miles, wine and dine.
Grosmont, North Yorks. Tel: 01751 472508.
Running: TBA.

Tanfield Railway
Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.
Running: TBA.

WALES

Bala Lake Railway
2ft gauge, 4½ miles. Llanuwchllyn,
Gwynedd. Tel: 01678 540666.
Running: Daily until Sept 10, then 12-17, 19, 20, 22-24, 26, 27, 29, 30.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne,
Gwynedd. Tel: 01341 250362.
Running: Daily TBA.

Ffestiniog Railway
2ft gauge, 13½ miles, Porthmadog,
Gwynedd. Tel: 01766 516000.
Running: Daily until Sept 30.

Llanberis Lake Railway
2ft gauge, three miles.
Llanberis, Gwynedd.
Tel: 01286 870549.
Running: TBA.

Llangollen Railway
Standard gauge, 10 miles,
footplate experience,wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.
Running: Tues-Suns.

Rhyl Miniature Railway
1ft 3in gauge.
Rhyl, North Wales.
Running: 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 until Nov 29.

Teifi Valley Railway
2ft gauge, ½ mile.
Henllan, Ceredigion SA44 5TD.
Tel: 01559 371077.
Running: TBA.

Welsh Highland Heritage Railway
2ft gauge, one mile,
Porthmadog, Gwynedd.
Tel: 01766 513402.
Running: TBA.

Welsh Highland Railway
2ft gauge, 26 miles, Caernarfon, Gwynedd.
Tel: 01766 516000.
Running: Daily until Sept 30.

The out-of-the-frames testing of the boiler of John Beesley's Hunslet 0-6-0ST No. 2705 of 1944 No. 7 *Beatrice* for its 10-year ticket was completed at the Embsay & Bolton Abbey Steam Railway on August 1. *Beatrice*, which had been out of action for two years, and has now had new fully adjustable type leaf springs and new slidebars fitted, has re-entered service on the line where trains have been encouragingly busy and the Dales Dining trains are well filled, all with social distancing. JORDAN BELL/EBASR

Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles,
footplate experience.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: TBA.

SCOTLAND

Almond Valley Railway
2ft 6in gauge, ¼ mile.
Livingston,West Lothian.
Tel: 01506 414957.
Running: W/Es.

Strathspey Railway
2ft 6in gauge, 10 miles.
Aviemore, Inverness-shire.
Tel: 01479 810725.
Running: TBA.

IRELAND

Waterford & Suir Valley Railway
3ft gauge, six miles.
Kilmeadan, County Waterford.
Tel: 00353 384058.
Running: Daily until Nov 1.

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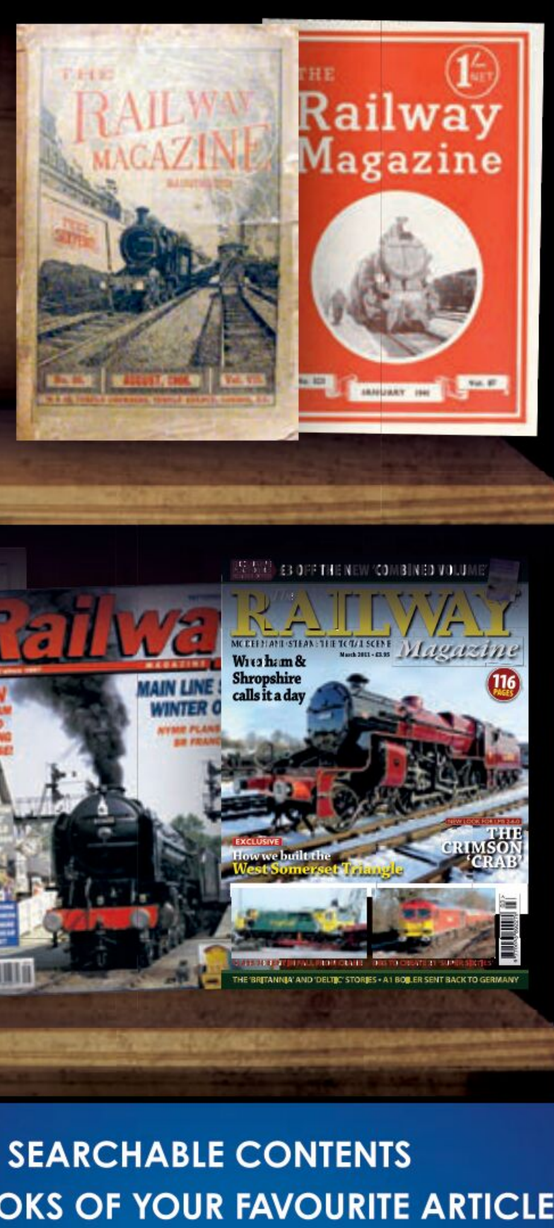

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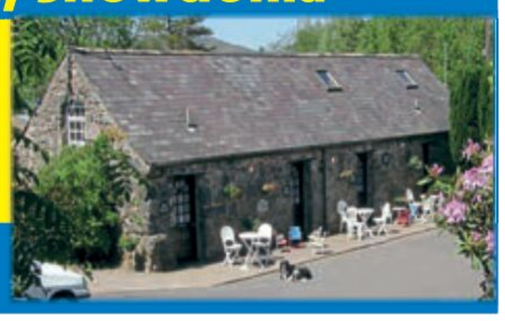

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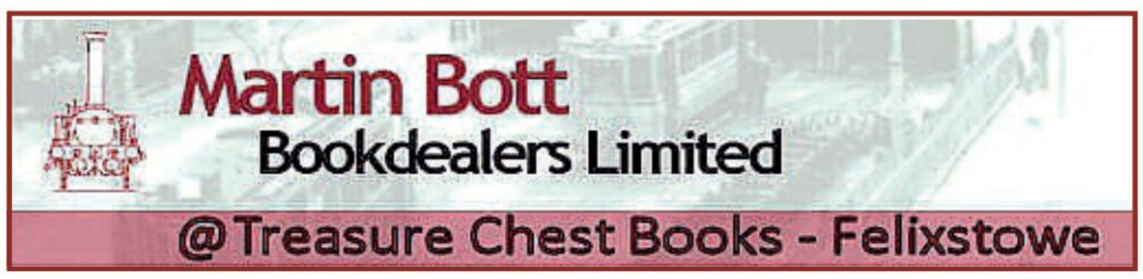

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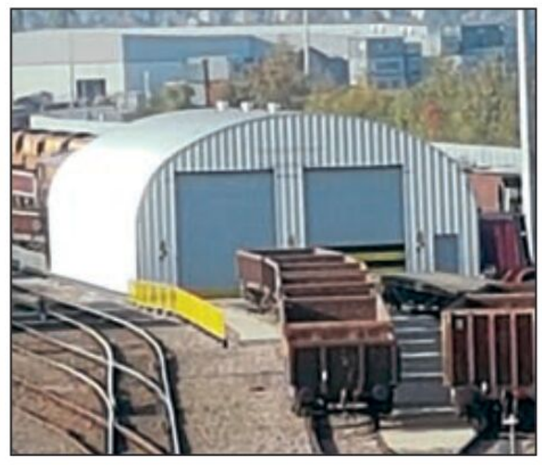

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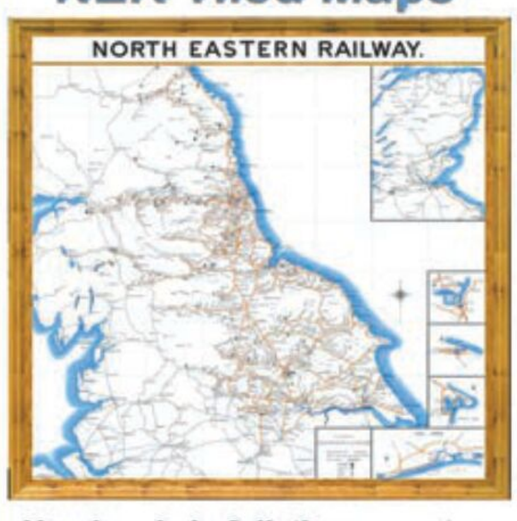

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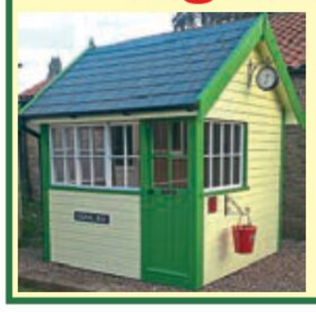

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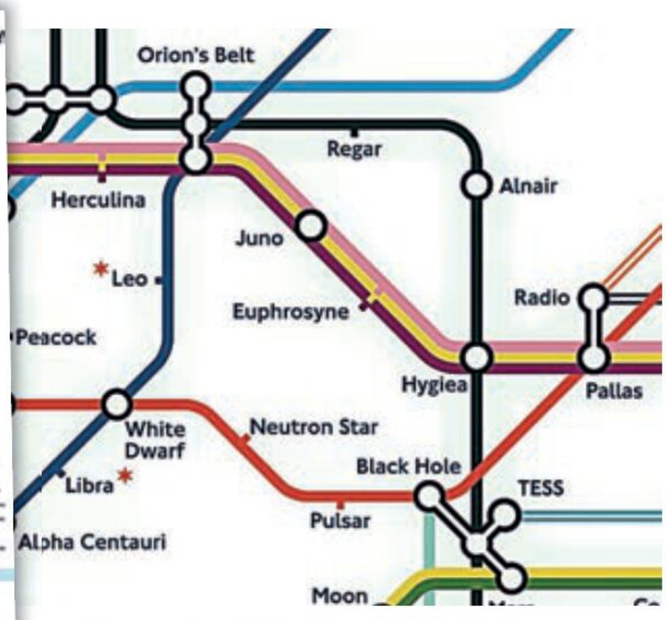
Both your editor and his deputy can certainly identify with the final part of Nigel's comment, but they're stories – or should we say 'tails' – perhaps for another issue...

➜ **See the Nigel Bird Books advertisement on page 96 of this issue.**

Remembering your place is part and parcel of having a feline family member…



Renaming 400 plus stations is an 'astronomical' piece of work. Some readers may conclude that several station names appear to be rather appropriate. For example, King's Cross St Pancras has been renamed Orion's Belt, while Bank has become Black Hole. All good fun…

'Starry-eyed' on the London Underground?

ASTRONOMERS at the Royal Observatory Greenwich have collaborated with London Transport Museum and Transport for London (TfL) to create a unique, space-themed alternative take on Harry Beck's 1933 iconic London Underground map.

The map retains the familiar graphic layout of the classic original, with over 400 renamed stations – all of which have an astronomical theme.

Launched to coincide with NASA's Mars 2020 mission, each of the 11 London Underground lines on the iconic Tube map, along with the Docklands Light Railway, London Overground, London Tram, TfL Rail and Emirates Air Line have been changed to represent an astronomical subject, from constellations and galaxies to spacecraft and observatories around the world.

The London Underground map has been reimagined, creating a fun, visual way for one to learn more about space and the night sky, including:

- The Circle line showing objects within the solar system, such as Earth (replacing Mansion House), Jupiter (Euston Square) and Saturn (Bayswater);
- Nebulae populate the Jubilee line, including the Tarantula Nebula (Bermondsey) and Horsehead Nebula (Stanmore);
- Iconic spacecraft such as the historic Rosetta (Preston Road), Voyager 1 (Amersham) and the International Space Station (Uxbridge) represent the northern end of the Metropolitan line;
- Hammersmith & City is represented by comets, such as Halley's Comet (Royal Oak) and Hale-Bop (Wood Lane); and
- The Central line showcases cosmology and exotic astrophysics, including the Big Bang (West Ruislip), Dark Matter (East Acton) and a Black Hole (Bank).

Here is real a journey from the darkness of the tunnels beneath the streets of the capital to the night sky above it! It might be said that with this map, Star Trek has become Star Tube…

➜ Joking aside, the map can be ordered from the London Transport Museum's online shop at www.ltmuseumshop.co.uk/new-in for £15, plus £5 p&p.

Even if the map is not for you, you may wish to browse the webshop to help to fund the museum's future.

Inching towards another quirky railway station name

THE story about the former Lincolnshire Fens Midland & Great Northern Joint Railway station, named Twenty, written by your editor in issue 269, struck a chord with reader Mike Blackburn.

He's drawn our attention to a similar humorous station name-related tale, albeit this time north of the border – and a measurement rather than a number.

Mike writes: "On the old Caledonian branch line in southern Scotland between Lanark and Muirkirk there was a station called Inches. This line, which served coalfields in the area, closed over 50 years ago.

"However, there was always a joke that two of the stations on the line, Douglas West and Glenbuck were only inches apart – and of course, that was the station name between the two! I don't know the history of the station, but if the site is visited now there's hardly any community there – but it was near a coal mine."

NEXT ISSUE

Issue 272 is out on October 2, 2020

HERITAGE RAILWAY

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Stanier Mogul Fund

1970 Golden Jubilee! 2020

The Stanier Mogul Fund was established in 1970 with the specific purpose of purchasing and restoring to running order ex-LMS and BR steam locomotive No 13268/2968/42968, following the withdrawal of steam traction from Britain's railways. In the 50 years since, this now unique locomotive has clocked up over 100,000 miles, hauling countless trains at the Severn Valley Railway, as well as visiting most of the country's major heritage railways, and enjoying a moment of stardom on the national network, where she earned the nickname "The Mighty Mogul".

• Imminent return to steam of sole surviving Stanier Mogul No 13268 in original 1934 condition.

• Golden Jubilee celebratory train for Fund members (postponed to 2021)

JOIN US

• Reward subscription schemes • Working parties: the opportunity to get hands on with the engine and meet likeminded members • Driving experience trains • Exclusive dining trains • Our currently biannual 'SMF News' magazine • Exclusive news and historical information in our online Members' Portal • Reasonable access to our extensive archive of more than 20,000 sightings of Stanier Moguls and 2,000 photographs • **Join in 2020** and be entered into a ballot for the chance to win a space on our Return to Steam Special!

Life Membership of the Fund costs just £50 - purchase five or more First of the Finest shares at £10 each…

1) Please purchase First of the Finest shares by cheque (made payable to Stanier Mogul Fund) or bank transfer.

2) Complete the online application form, or that below (photocopies accepted) and post to:
Mr J. Cooper, 37 Severnside Mill, Bewdley, Worcestershire DY12 1AY
Bank details: Sort Code: 20-82-70 - Account Number: 7082 7037 - Please enter your name as the reference.

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Would you be happy to receive communication electronically? _____

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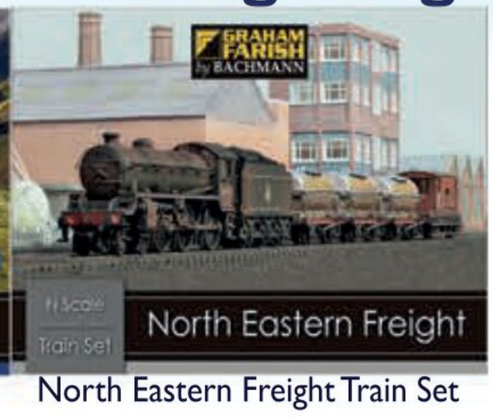
The Highlander Digital Train Set N Gauge £250



North Eastern Freight Train Set £190

371-350A Graham Farish N Gauge Class 60 60035 EWS £120

GWR 64XX Pannier Tank 6424 GWR Green (GWR) 371-985A £100 N Gauge

Merchant Navy Class 35024 'East Asiatic Company BR Blue E/Em £155 372-310 N Gauge

GWR 64XX Pannier Tank 6422 BR Black (Early Emblem) £100 371-986A N Gauge

LMS 3F 'Jinty' Tank 7309 LMS Black (Original) 372-210A £90 N Gauge

Dapol N Gauge Class 26 024 BR Blue FYEW/Scottie Dog 2D-028-003 £130

Avro Vulcan XH558 Train Pack £190 370-375 N Gauge

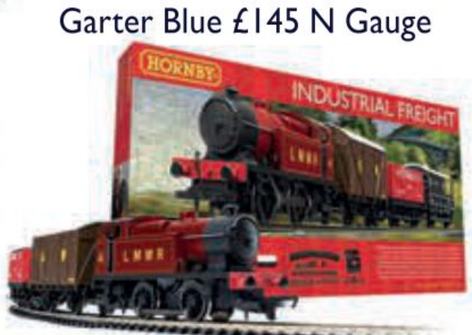
Dapol 2S-008-009 A4 Valanced 4490 Empire of India LNER Garter Blue £145 N Gauge

Dapol 2S-009-005 GWR 38xx 3819 GWR Green £145 N Gauge

Graham Farish N Gauge LMS 3F 'Jinty' Tank 47500 BR Black (Late Crest) 372-212A £90

Dapol 2D-010-010 Class 67 021 Belmond British Pullman £125 N Gauge 2D-010-010

R1176 - Hornby OO Gauge Eurostar Train Set £130

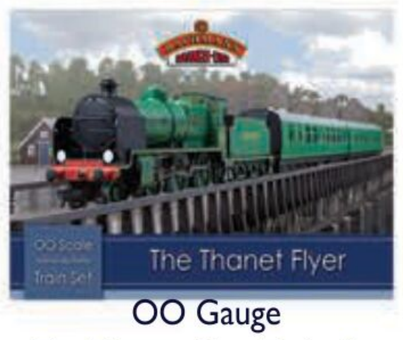


R1228 - Hornby OO Gauge Industrial Freight Train Set £80

Hornby OO Gauge LNER, A1 Class, 4-6-2, 4472 'Flying Scotsman' - Era 3 R3736 £200

OO Gauge Station Pilot Train Set £260 30-180

OO GaugeThe Midlander Express Train Set £200 30-285



OO Gauge The Thanet Flyer Train Set £170.00 30-165

R3707 Hornby OO Gauge Longmorn Distillery, R&H 48DS, 0-4-0, 'Queen Anne' - Era 7 £70

R3727 Hornby OO Gauge LMS, Class 21 'Pug', 0-4-0ST, 11244 - Era 3 £65

R3736 Hornby OO Gauge LNER, A1 Class, 4-6-2, 4472 'Flying Scotsman' - Era 3 £200

R3750 Hornby OO Gauge Belmond, 'British Pullman' Train Pack - Era 11 £295

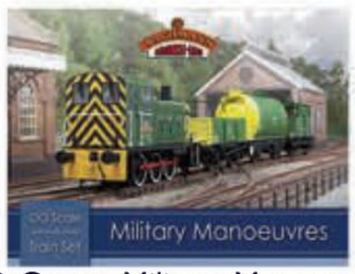
R3741 Hornby OO Gauge GBRf Europorte, Class 92, Co-Co, 92043 'Debussy' - Era 11 £80

R3767 Hornby OO Gauge BR, 'Terrier', 0-6-0T, 32655 - Era 4 £85

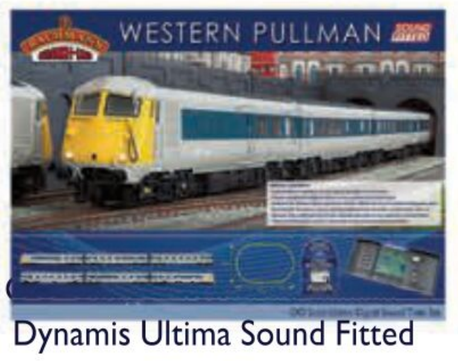
OO Gauge DB Cargo UK, Class 67, Bo-Bo, 67024 'Belmond British Pullman' - Era 11 £150 R3774

OO Gauge Avro Vulcan XH558 Train Pack £190 30-375

Northern Rail, Class 156, Set 156480, DMS No. 57480 and DMSL No. 52480, 'Spirit of the Royal Air Force' - Era 11 £120 R3772



OO Gauge Military Manoeuvres Train Set £155 30-130



Dynamis Ultima Sound Fitted Train Set £935 30-420

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