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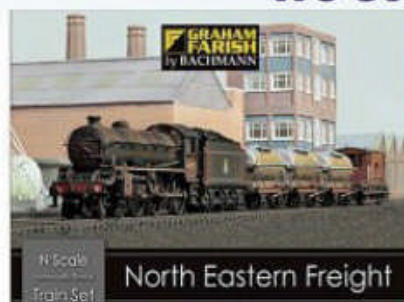
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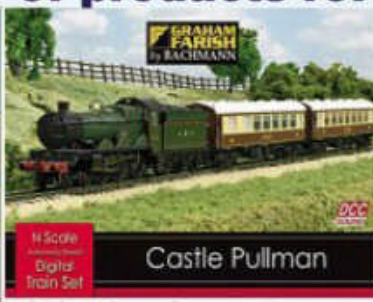
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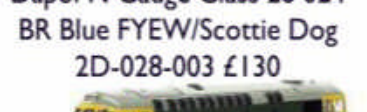
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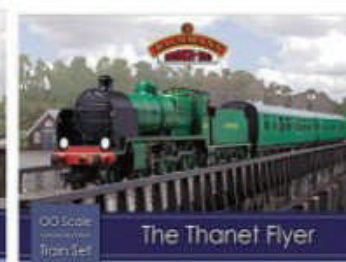
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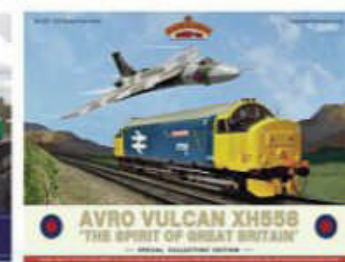
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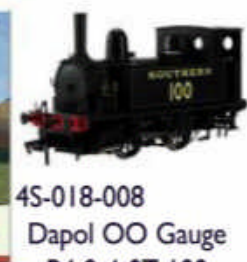
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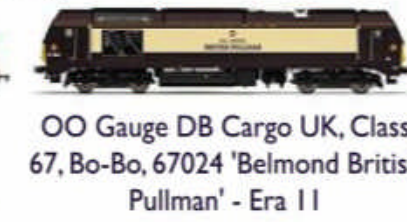
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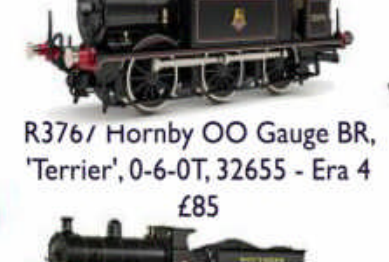
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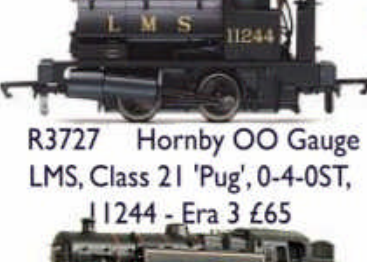
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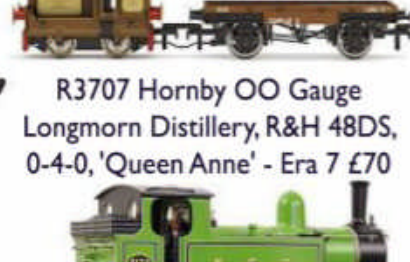
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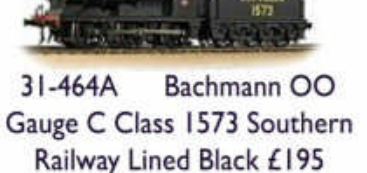
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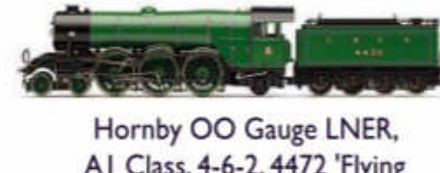
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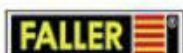
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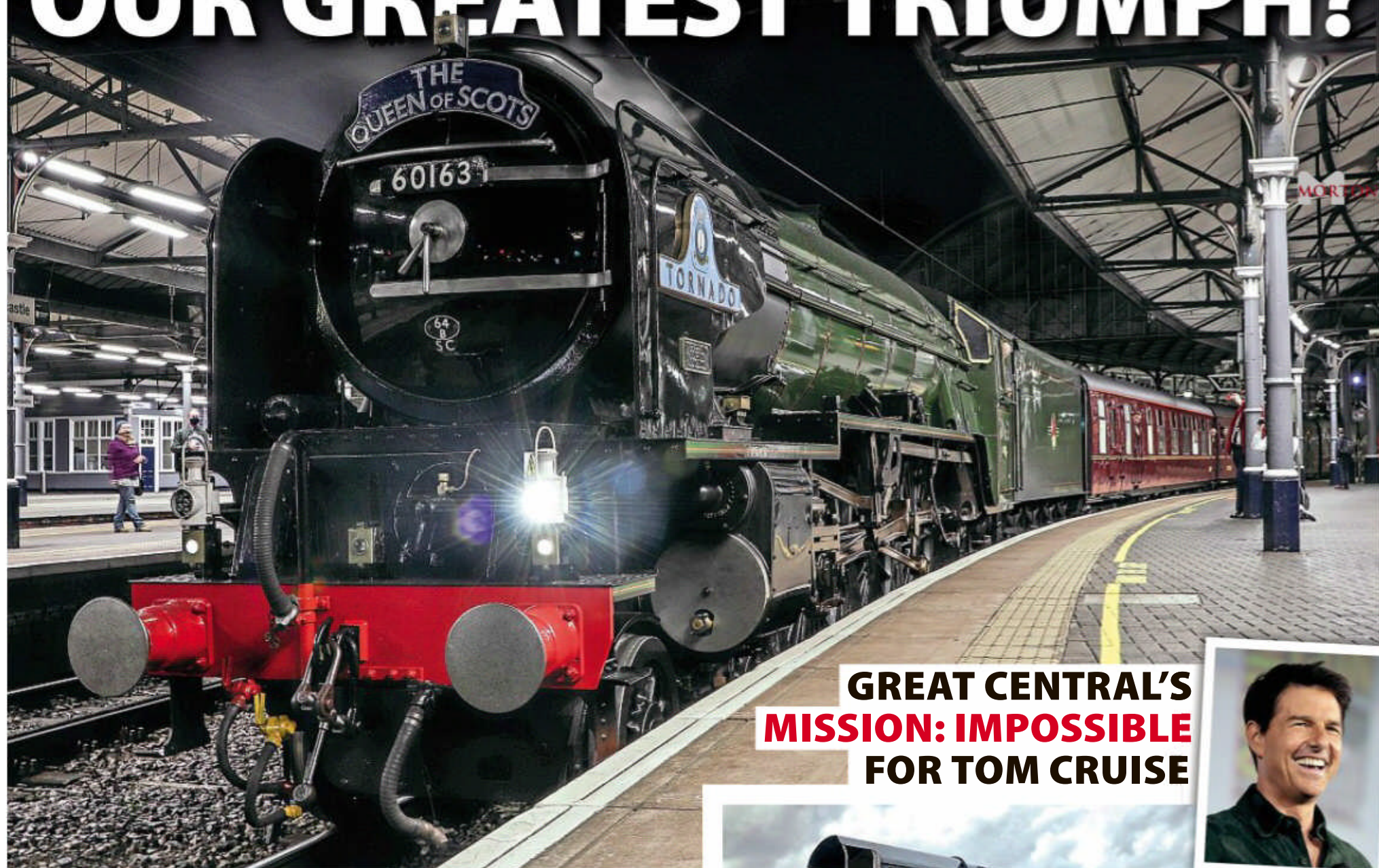
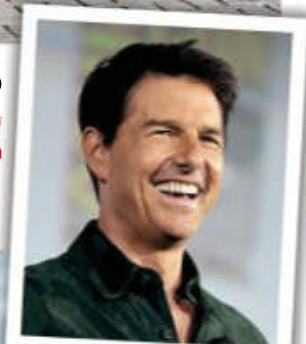
THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 272

October 2 –
October 29, 2020SPECIAL
FEATURE

P2 IN THREE YEARS:

OUR GREATEST TRIUMPH?

GREAT CENTRAL'S
MISSION: IMPOSSIBLE
FOR TOM CRUISE■ DIANA RIGG'S 'STEAMY'
STAPLEFORD ESCAPE■ WEARDALE'S COUNCIL £2.1M
TRANSFORMATION BOOST■ LLANGOLLEN'S NEW CORWEN
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Blue-liveried GWR 4-6-0 No. 6023 *King Edward II* having its fire dropped for the penultimate time on its last weekend in steam at Didcot Railway Centre on September 12. Its 10-year boiler ticket has now expired. DON BISHOP

The bigger storm not moving off the horizon

WE cannot praise enough the all-but-superhuman efforts of our heritage railways who have written a new chapter in the 70-year-old history of the sector, by getting trains moving again in the face of the Covid-19 virus. None of us knew at the start of the year that we would be plunged into a paralysing global crisis with no textbook to guide us, or the powers that be, through with certainty.

While several heritage lines have decided to dispense with their Christmas services which accumulate vital income, many have found the means to safely battle on through the current restrictions, as we all hope and pray for that successful vaccine to arrive.

The National Heritage Lottery Fund's emergency fund has indeed been a godsend in our hour of desperate need, with the East Lancashire Railway being the latest beneficiary with £194,500. The Bluebell Railway earlier received £250,000, and is now celebrating its own appeal to members and supporters having raised more than £400,000. That in itself is a stunning achievement, but sadly it will not be enough until the end of the pandemic is not just in sight, but on our doorsteps.

Again, we must all continue to support our heritage lines and museums wherever we can – buy tickets, merchandise from their shops and patronise their retail outlets when open, but also dig deep into our pockets and donate. In this issue, we report on renewed efforts to bring the South Tynedale Railway back to life after its operating company went into administration after its income stopped during lockdown – let it not be the first of many.

However, there is a second and potentially longer-

lasting threat to the sector, presented by the closure of the last British mine producing steam coal. The Government's recent decision to refuse permission for a new open-cast mine at Hightown in Northumberland brings ever closer the day when our heritage lines will have to buy their essential coal supplies from across the world – Russia, Colombia or even Australia – not only at greater cost but at the expense of bigger greenhouse gas emissions.

We all know we need to save the climate from greenhouse gases, and I find it difficult not to have sympathy with those local residents who passionately

fought to save the beauty of Druridge Bay. Yet just like its heritage railway movement, Britain is a great nation of innovators, inventors and achievers.

The Heritage Railway Association continues to highlight to our Government

the immense value of our sector not only to the tourist industry but as an educational resource, and for those who rightly campaign against global warming, our steam trains produce just 0.02% of annual CO₂ emissions. In our mineral-rich country can Whitehall really not find a middle-ground means of extracting the necessary fuel to keep them running, without having to import it from halfway round the world and create far worse global environmental damage in the process?

We all need to back the HRA to the hilt on this issue. At *Heritage Railway*, we will continue to bring you up to speed with the latest development in issues affecting our rich and varied sector. Turn to page 30 and take out a subscription and stay in touch with essential news as it unfolds.

Robin Jones Editor

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CONTENTS

ISSUE 272

October 2, 2020 – October 29, 2020

News



8

Headline News

6

- Weardale gets £2.1 million boost from county council
- Welsh Government asked to fund 'job creating' Bala extension
- Mystery 'loco' tested on Great Central for Mission: Impossible 7 film
- Darlington seeks 200 railway 'firsts' from around the world
- Freight traffic returns to the North Cornwall Railway



17

News

10

- Steam coal mine plan refused – but HRA vows battle will go on
- Diana Rigg's 'risque' TV scene remembered at Stapleford
- December's dark nights will once gain be lit up by illuminated trains
- ORR praises heritage lines for safe post-lockdown restart
- Three Minehead chairmen against "hostile takeover"
- Collectors' fears grow that live salesroom auctions may never return
- Laser scanning helps *Hengist* builders improve on BR 1950 design
- Leighton Buzzard trains sell out on reopening weekend



55

Main Line News

52

- 'Jacobite' operation extended after successful season
- *Britannia* withdrawn and *Sir Nigel Gresley* return delayed
- UK Railtours 'optimistic' about 2021 programme
- Friends group buys England's highest main line station
- Railway Touring Company all set for Christmas excursion programme



Regulars

Subscribe Today 30

Railwayana 46

Geoff Courtney's regular column.

Centre

The Ffestiniog Railway's *Welsh Pony* makes its first-ever trip over the spiral loop at Ddualt.



50

Main Line Itinerary 58

Steam railtours.

Off the Shelf 87

The latest book releases.

Platform 88

Where your views matter most.

Up & Running 92

Guide to railways running in the autumn.

Next Stop 98

A lighter, quirkier look at events.

Features

Will this be the heritage era's greatest achievement?

When the Talylyn revivalists began the operational heritage railway movement in May 1951, did they even dream that one day the sector would be building from scratch a new example of Britain's most powerful express passenger steam locomotive? Marking its proud 30th anniversary, The A1 Steam Locomotive Trust's Mark Allatt and David Elliott deliver their update on the ground-breaking scheme to produce a locomotive to inspire the 21st century like never before – the second Gresley P2 2-8-2 No. 2007 *Prince of Wales*, within the next three years.



60



ABOVE: Rapid progress on the Llangollen Railway's new permanent Corwen western terminus (feature, pages 78-79) saw block laying on the eastern end and platforms completed after tremendous effort in September by the Wrexham Paving Company. GEORGE JONES/LR

LEFT: Temporarily back home until late October from the West Somerset Railway, where it is based on a care-and-maintenance arrangement until 2022, Llangollen Railway flagship No. 7820 *Foxcote Manor*, answering a brief steam shortage, heads a service train into Carrog on September 12. The superbly-restored GWR country station will be the destination for the forthcoming Santa specials (see News, page 32) and a socially-distanced grotto.

COVER: Magnificent in its new livery of BR locomotive green, A1 Pacific No. 60163 *Tornado* stands at Newcastle Central station with The A1 Steam Locomotive Trust's 'Queen of Scots' trip from York to Edinburgh on September 12. SAM YEELES/A1SLT

Travelling on the Talylyn!

Gareth Evans shares his experience of a post-lockdown trip on the Talylyn Railway – and also talks to the line's general manager Stuart Williams about how the railway has performed this year so far in the wake of Covid-19.

72

Worth getting involved 76

Sally Clifford meets just a small selection of the Keighley and Worth Valley Railway's army of volunteers, many of them teenagers, who share their experiences and thoughts about getting their hands dirty on the popular West Yorkshire heritage line, which is known for its welcome.

New Corwen taking shape

Robin Jones visited the Llangollen Railway early in September, to view the rapid progress which has resumed on the building of its new Corwen terminus in readiness for a potential 2021 opening, and could not fail to have been impressed.

78

Farewell to the Old Master Painter of Woody Bay 80

The heritage sector is in mourning for watercolour artist Eric Leslie, who did more than anyone to immortalise the Lynton & Barnstaple Railway on canvas, and who passed away on August 30, shortly after his 83rd birthday, reports Robin Jones.

The train that became a tram

August 28 marked the 50th anniversary of the first public services on the Seaton Tramway. Robin Jones reports on this heritage line which gave a second life to a seaside branch axed in the Sixties.

82

The Craft of the Fireman 90

In the latest release from Silver Link Books, former Severn Valley Railway Holdings plc board member Trevor Matthews highlights the importance of the efficient burning of coal in steam locomotives, at a time when vital supplies are under threat.

Models



Model News

66

First SECR D class model samples unveiled; Banwy Models scales up its Welshpool & Llanfair range; and Heljan reveals the latest on its new 7mm scale 'Clayton' diesel.



Loco weathering clues from classic films

68

Do you prefer your models to be pristine or to reflect real life? Pete Kelly recalls what Britain's railways were once really like.

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See page 30



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Above: Coun Carl Marshall and long-serving volunteer Steve Raine, a director of Weardale Railway Trust and Weardale Railway Ltd. DCC

Left: Home-based BR green-liveried Class 121 'bubblecar' W55012 calls at Frosterley on the Weardale Railway. JOHN ASKWITH/WEARDALE RAILWAY TRUST

Weardale gets £2.1 million boost from county council

By Robin Jones

DURHAM County Council has voted to invest £2.1 million in the Weardale Railway in a fresh bid to boost local tourism in the aftermath of the Covid-19 pandemic and create new jobs and improved transport links.

On September 16, the council's cabinet voted to support plans to transform the 18-mile heritage line into a major visitor attraction, as part of the local authority's commitment to regenerating the economy.

By providing vital match-funding, the local authority will enable Weardale Railway Limited, a newly-established subsidiary of The Auckland Project, to carry out essential infrastructure works needed to reopen and expand the line.

As reported in issue 266, the controlling 75% interest in the Weardale Railway was bought out of administration by The Auckland Project, a regeneration charity which aims to make Bishop Auckland a major visitor draw.

In January 2018, the Weardale Railway, which at 19 miles is one of

Britain's longest heritage lines, was one of two offered for sale by British American Railway Services (BARS), the other being the Dartmoor Railway.

BARS was a subsidiary of Chicago-based Iowa Pacific Holdings, which went into receivership the year before, leading to business advisory firm FRP being appointed to manage an accelerated sale process for the BARS subsidiaries.

Project

The Auckland Project is behind the restoration of the reopened Auckland Castle and deer park and the creation of the nearby award-winning Kynren outdoor night show, which depicts important moments from British tradition and history.

Weardale Railway Limited aims to build on the work already undertaken on the line over the last 25 years. With the line running from Upper Weardale to Bishop Auckland, Weardale Railway can enhance and extend the local culture and heritage on offer, including Binchester Roman Fort, Bishop Auckland Town Hall, and The Auckland Project's other attractions

such as the Mining Art Gallery and Spanish Art Gallery.

The heritage service would also increase the reach of Network Rail's Bishop Auckland branch, providing residents with a link to the East Coast Main Line, as well as attracting regional and national visitors to the area. The venture would create employment and training opportunities for residents too, including apprenticeships for young people.

The money will be used to maintain and repair many of the bridges on the line.

It is hoped that the investment will bring 160,000 visitors to the locality, increase overnight stays and boost the local economy by £3.2 million.

Coun Carl Marshall, the cabinet member for economic regeneration, said: "The Weardale Railway is an important and much-loved heritage asset, but it also has the potential to be a valuable economic asset too.

"Tourism has been hit hard by the Covid-19 pandemic, but it now stands to play a crucial role in the county's economic recovery. We are doing as

much as we can to assist the sector now and safeguard the thousands of jobs it supports. However, it is also important to look ahead and support ventures that will bring long-term benefits to our communities.

"This is a strategy we are applying across the county and in other sectors too. It is why we are working hard to ensure the development of major employment sites and transport infrastructure improvements remain on track. Investing in the Weardale Railway is part of our commitment to County Durham's future."

Future

Liz Fisher, curatorial and engagement director at The Auckland Project, said: "Saving such a well-loved attraction has been a real privilege, and we can't wait to welcome everyone back on board next year. Like Auckland Castle, the Weardale Railway has an incredible heritage, and we want to make sure it has a bright future too."

David Maddan, CEO of The Auckland Project, said: "After a difficult year for tourism, the future promises to be an exciting one. Significant repairs are needed on the line, and our team is working hard behind the scenes to ensure that the next chapter of the railway's story will be a success."

Steve Raine, from Old Quarrington, near Bowburn, a lifelong enthusiast who joined the Weardale Railway Trust when it was set up in the mid-Nineties, is now a director of the charity and Weardale Railway Ltd, both of which are voluntary positions.

He said: "Weardale is a relatively undiscovered part of the country – a real hidden gem – and I think that is part of what makes the heritage line so special. Linking the Weardale Railway to The Auckland Project's other activities in the area is an opportunity to raise its profile and encourage more people to visit."



An eagle-eyed bird of prey glides above as the Harry Needle Railroad Company's visiting yellow Network Rail-liveried Class 31 No. 31465 crosses the River Wear with a Weardale Railway service train. JOHN ASKWITH/WEARDALE RAILWAY TRUST



In the last rays of the setting sun, recently-reliveried into BR locomotive green for the second time in its career, Peppercorn A1 Pacific No. 60163 *Tornado* powers through Jack Green, east of Bamber Bridge, with the 1265 Liverpool Lime Street to Darlington North Road return leg of The A1 Steam Locomotive Trust's 'The Ticket To Ride' tour on September 19. JOHN HALES

Welsh Government asked to fund Bala Lake Railway's 'job creating' town centre extension

By Robin Jones

A FRESH drive is underway to have the Bala Lake Railway's £2.5 million extension funded by the Welsh Government – which considers it to be “a strategically important project”.

Designs for the half-mile extension into Bala town centre are set to form the basis of a planning application to be submitted to the Snowdonia National Park Authority in December.

While the heritage line was, like others, forced to close during the Covid-19 lockdown, Caulmert, the engineering firm tasked with designing the extension, undertook an environmental impact assessment on the protected site and produced detailed designs to be submitted as part of the planning application.

Caulmert civil engineer David High said: “While the railway extension may be short in length, it is incredibly complex due to its surroundings. The site is protected and the new route takes it over a Grade II listed bridge, all in the Snowdonia National Park which presents many interesting challenges.

“Our engineers have been extremely innovative in overcoming some of these issues and making sure that the project will have minimal impact on the environmentally and historically sensitive site.”

The line's existing route runs for 4½ miles from Llanuwchllyn along the shore of Llyn Tegid to Pen-y-Bont station, on the southern edge of Bala town.

On July 9, as reported in issue 270, the railway became the first Welsh heritage line to reopen following the lockdown.

The Welsh Government said that “positive discussions” with the Bala Lake Railway Trust over the project are ongoing.

A spokesman said: “We are continuing to have positive discussions with the Bala Lake Railway Trust as we see this as being a strategically important project for the area.”

The railway carries around 30,000 passengers each

year and campaigners believe the extension would provide a massive boost for tourism in the town, encouraging visitors to stop off there rather than drive through on the way to the coast.

A town centre station would encourage tourists to leave their cars in the town and then catch the train for the unrivalled views of the lake.

Potential

Trust chairman Julian Birley, a powerhouse behind the North Norfolk Railway's reconnection to the main line at Sheringham, said that the culmination of the project, which so far has cost £1.2 million, could see 55,000 people visiting the town, regenerating local businesses and creating new jobs.

He said: “We want to be able to go to the government to say look, this is a one-off project... this is a leg up and never has there been a more urgent need for capital investment in this part of the (Snowdonia) national park, and once it's delivered, it's done forever and it's completely sustainable.

“In the light of the Covid-19 pandemic, it is vital that the railway is extended into the town of Bala to welcome visitors. Businesses have been decimated and the need for the extension is greater than ever.

“We are building a new railway, not reinstating an old one, and being in such an environmentally sensitive area, this task is by no means easy. We are hugely grateful to Caulmert and all that they are doing.”

A town centre presence for the 2ft gauge line could also open up the possibility of a dedicated bus or coach link to the standard gauge Llangollen Railway's new showpiece western terminus at Corwen, as outlined on pages 78-79.

A petition has now been launched by the railway at chng.it/qLrDvJRP in a bid to demonstrate the huge public support for the project and further convince the Welsh Government that there is a need to financially back the extension.

Freight traffic returns to the North Cornwall Railway!

SEPTEMBER 4 saw 'real' freight traffic carried on the Launceston Steam Railway (LSR).

The 2ft gauge line's owners Nigel and Kay Bowman answered an SOS from local clothing company Nomads when a driver making a delivery in a towed 20ft sea container could not get past an unexpected road closure in the town's Riverside.

Warehouse manager Lesley Rock came up with the idea of bringing in the shipment by rail instead.

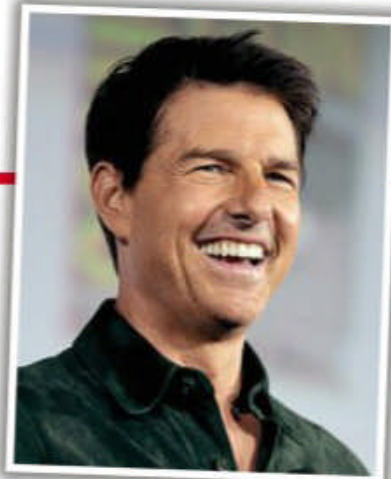
The lorry driver was accordingly asked to take the container into the Newport car park. There, the goods were unloaded from the trailer on to a pair of flatbed wagons behind the railway's Motor-Rail Simplex diesel No. 5646 of 1933.

The tracks into one of the railway's storage sheds at Launceston station runs next to Nomads' warehouse, where after several trips the consignment of goods arrived.

Nomads' Shallon Hurford said: “We would like to say a big thank you to Nigel and Kay at the LSR who had such a willingness to step in and help.”

The LSR, which opened in 1983, was laid on the trackbed of the LSWR's North Cornwall Railway, the section of which between Halwill Junction and Launceston opened on July 21, 1886. The line, part of the LSWR's 'Withered Arm', closed on October 3, 1966.

Mystery 'loco' tested on Great Central for Mission: Impossible 7 blockbuster



Tom Cruise. GAGE SKIDMORE/CREATIVE COMMONS

By Robin Jones

AN unknown Class 7 4-6-2 which appeared on the Great Central Railway (GCR) in August, and left enthusiasts across Europe baffled, has been revealed as a 'star' of the forthcoming big-budget movie Mission: Impossible 7, featuring US actor Tom Cruise.

After pictures of the black-liveried locomotive, taken from the public overbridge by Loughborough shed, appeared on social media, wild speculation mounted as to whether it was a Britannia or Stanier Pacific 'converted' to a 'dirtied up' French outline, an overseas engine imported for the occasion, or a very expensive and extremely convincing film prop

built maybe using some original mechanical parts.

It appeared that while the locomotive, No. 462.09.M0, has working motion parts, it is not steamable, and instead is driven by a diesel motor in its tender, which is also capable of producing steam effects. GCR officials declined to discuss the origin of the strange visitor because of a strict confidentiality clause in the contract for its testing, which included hauling a rake of Mk.3 coaches along the line accompanied by a diesel.

The GCR also declined to comment on the appearance at Loughborough of Mark 3b Driving Van Trailer No. 82138, which had been stored

at Long Marston and is no longer Network Rail registered. However, it was understood to be part of the testing contract, although it remained unclear as to its role. Tom Cruise did not visit the GCR during the testing.

The double-track GCR is available for hire for rail industry testing and training needs, often at short notice, cutting the cost on gaining access to the national network. It has dispensation, given line's engineering possessions, to run steam tests at 60mph and 75mph for diesels. Clients have included Network Rail, Serco, EWS, Mercedes-Benz and Brush Traction.

Directed by BAFTA award-winning

producer Christopher McQuarrie, and again starring Cruise as Impossible Missions Force agent Ethan Hunt, Mission: Impossible 7, filming was due to begin in Venice on February 20, and stunt rehearsals were held in Surrey in March, but both were suspended due to Covid-19. On July 6, permission was given for the film crew to work on the set at the Warner Brothers Studios at Leavesden in Hertfordshire.

In August, permission was also granted for filming in Møre og Romsdal, Norway. The mystery locomotive was duly collected by abnormal loads transport specialist SA Smith of Upper Caldecote, Biggleswade, and taken to Grimsby Docks. From there, it was shipped on the low loader to Åndalsnes, a port half way between Bergen and Trondheim and terminus of a branch line on the Norwegian network. It was understood that it was subsequently used to film scenes using continental heritage carriages on the Åndalsnes-Dombås 'Raumabanen' main line, and had been earmarked for a second move, this time to Poland.

During pre-production last year, a rough concept of a train running at 60mph through a bridge in the Swiss Alps as it was being blown up was



The mystery 4-6-2 beginning its journey from the GCR to Norway, on Biggleswade transport specialist SA Smith's low-loader. COURTESY SA SMITH



Seen parked in sidings on the Great Central Railway at Loughborough in late August was former Virgin Trains West Coast Mk3b Driving Van Trailer No.82138. The vehicle has since left the GCR. ROBIN JONES



On September 18, the day before Peppercorn Pacific No. 60163 *Tornado* headed The A1 Steam Locomotive Trust's 'The Ticket To Ride' tour from Darlington to Liverpool, members of the Household Cavalry Mounted Regiment are seen with the locomotive at the National Railway Museum. The trust invited the group to join the tour the next day as a 'thank you' gesture for what they do for Britain, and they decided to pose in full uniform with *Tornado* in V for victory formation. The officer in the centre is Lieutenant Josh Edwards. CHARLOTTE GRAHAM



Amongst the latest components to be manufactured for The A1 Steam Locomotive Trust's Gresley P2 2-8-2 No. 2007 *Prince of Wales* is this pair of coupling rods, machined by Stephenson Engineering of Lancashire and delivered to Darlington Locomotive Works in late September. Will this be the heritage era's greatest achievement? See special feature: pages 60-65. A1SLT



devised. After the Swiss government refused to allow explosions, the production teams scoured Europe for an unwanted bridge.

A 1909-built steel bridge over Lake Pilchowickie, Poland, was identified, but rumours of plans to blow it up sparked a national protest because of its historic value, leading to it being placed into the Polish Registry of Objects of Cultural Heritage for protection, according to a statement by Daniel Gibski, the Deputy Lower Silesian Regional Monument Conservator. It was later understood that a search for a suitable alternative bridge outside Poland by the film-makers has begun.

The name carried by the mystery locomotive, *Le General Rive-Reine*, appears to be a reference to the 1964 American French Second World War film *The Train*, where there is crash at a town named Rive-Reine.

The film is scheduled to be released by Paramount Pictures on November 19, 2021, delayed from July 23 because of the pandemic.

Ultra-tight secrecy was also the order of the day when the Severn Valley Railway between Kidderminster and Arley was taken over by a film crew in July 2019. Scenes were being filmed for *Enola Holmes*, a movie based on a series of novels about Sherlock Holmes' younger sister.

Kidderminster Town became Basilwether station, partially repainted maroon, while Arley station became Ferndell, with buildings reliveried green. Starring Millie Bobbie Brown, Henry Cavill, Sam Claflin and Helena Bonham Carter, it was released on Netflix on September 23.



Doomed to cross a bridge as it is blown up, the Mission: Impossible 7 mystery locomotive is seen safely on track at Marstein in Norway in September. COURTESY NORSK JERNEBANEKLUBB



Mission accomplished: Pacific locomotive No. 462.09.M0 on a dockside in Norway. COURTESY SA SMITH

Darlington seeks 200 railway 'firsts' from across the world

DARLINGTON'S mayor is aiming to contact 200 cities around the world which have also laid claims to railway 'firsts'.

In a bid to instigate international interest in the 2025 bicentenary of the Stockton & Darlington Railway (SDR), the world's first public steam-operated line, Coun Chris McEwan wants to bring the cities together to commemorate the 200th anniversary of the pivotal meeting of two men who became both known as the Father of the Railways.

He hopes to stage a virtual conference in April to celebrate the meeting between Darlington woollen manufacturer Edward Pease, the SDR's main promoter, and locomotive inventor George Stephenson. The meeting at Pease's home in Northgate also involved Killingworth Colliery manager Nicholas Wood, also a key figure in the early days of steam traction.

Among the cities to be approached are Baltimore, which opened its carrier

railroad in 1830, and Nuremberg, from where Germany's first steam train departed on December 7, 1835, to the neighbouring town of Fürth.

Coun McEwan said: "I will be seeking to identify 200 places that were instrumental in the development of railways. People from all over the world will be invited to see what we have to offer in 2025."

One of the aims of the centenary will be to highlight the SDR's role as a world changer, spreading the fruits of the Industrial Revolution across the globe.

Meanwhile, Darlington MP Peter Gibson has stepped up the campaign to keep the SDR's *Locomotion No. 1* in Darlington rather than have custodian the National Railway Museum relocate it after 164 years to the Locomotion museum in Shildon. Mr Gibson has held talks over the issue with Science Museum Group trustees Dame Mary Archer and Network Rail chairman Sir Peter Hendy.

Local MP thanks Lottery for Llangollen Railway lifeline

CLWYD South MP Simon Baynes has welcomed a £161,700 National Lottery Heritage Fund emergency grant to counter the effect of loss of income during the coronavirus lockdown at the Llangollen Railway.

Mr Baynes previously highlighted the importance of Clwyd South tourism and hospitality businesses in Prime Minister's Questions, and invited him to congratulate the railway's team for its hard work in fundraising during the ongoing pandemic.

He said: "Everyone in the area knows how tremendously important the Llangollen Railway is to us as a community. So I'm delighted to see it benefiting from vital National Lottery Heritage Emergency Funding."

Liz McGuinness, general manager of the railway, which attracts around 100,000 visitors to the town each year, said: "It's a lifeline to us and others who are passionate about sustaining heritage for the benefit of all."

→ Maximum emergency Lottery grants for more heritage lines: News, pages 12/13.

HERITAGE RAILWAY

The Brighter Steam News Magazine
www.heritagerrailway.co.uk

Steam coal mine plan refused – but HRA pledge battle will go on

By Robin Jones

THE Heritage Railway Association (HRA) has vowed to fight to the last to save supplies of British steam coal.

With several of the UK's last mines producing the essential type of coal either having just closed or about to cease production, the Government has dealt the sector a major blow by refusing planning permission for a new opencast mine at Highthorn at Druridge Bay in Northumberland for a second time.

The mine would have produced nearly three million tonnes of coal and would have been the biggest in the UK.

On September 8, Communities Secretary Robert Jenrick said in his 17-page final decision letter he found the proposal by Banks Mining to be "not environmentally acceptable," adding that "the substantial extent of the landscape harm means that the proposal is still not environmentally acceptable, nor can it be made so by planning conditions or obligations."

Mr Jenrick said: "The proposed development is not likely to provide national, local or community benefits which clearly outweigh its likely impacts."

He added that he "affords considerable weight to the harm to the character and appearance of the area" and "attributes great weight to the harm to heritage assets."

Disappointment

HRA CEO Steve Oates said: "The Highthorn refusal is massively disappointing. The HRA is considering how to proceed. We're already taking the lead in evaluating options for securing supplies from overseas, and ways of combining the buying power of our sector to make it happen."

"In their day, the railways enabled so much of Britain's proudest history. Today they entertain and educate millions of people every year. We can't allow them to suffer the unintended consequences of policy decisions."

The HRA has been lobbying Government for clarity on the future of coal for heritage steam. Britain's heritage railways use just 26,000 tonnes of coal a year. The Government has said that it has no wish to see the end of heritage steam in the UK, but while it has clearly understood the huge problem facing a key player in the UK's leisure, tourism and heritage sector, it has yet to offer a solution.

Steve added: "It makes no sense. The UK needs five million tonnes of coal every year, for steel and cement production. The decision to end coal



Will this Russian coal travel 5000 miles from Siberia, to fuel Britain's heritage railways? HRA

production in the UK is driven by CO₂ reduction targets. However, the CO₂ generated by importing coal from countries like Russia and the USA produces 10 times more emissions than producing it domestically."

He also warned that smaller heritage lines, already badly hit by the total loss of income during the Covid-19 lockdown and its aftermath could be forced to close because they could not afford the higher cost of imported coal.

"Steam engines need washed lump coal," he said. "It's different to the more finely-grained coal the steel and cement industries need. Such coal can be imported, but it will come at prices most railways simply won't be able to afford."

The Highthorn decision was welcomed by local campaigners and Friends of the Earth, whose climate campaigner Tony Bosworth said: "The rejection of planning permission for a destructive opencast coal mine at Druridge Bay is fantastic news for our environment, and a tremendous victory for local campaigners."

However, Steve pointed out: "UK heritage railways produce just 0.02% of the UK's CO₂ emissions, and for that very small amount, they not only preserve and promote the great enabler of Britain's proud industrial and social heritage, they provide work for some 4000 people, attract some 13 million visitors annually, and bring an estimated £400 million to the British economy every year."

"We still take our environmental responsibilities very seriously, and work at best practice as well as offset schemes, to mitigate the impact of the very small amount of CO₂ we produce."

In the past, no UK heritage railway was more than 400 miles from a

dependable source of the right kind of coal, and most had supplies available within 200 miles. With imported coal, those distances multiply: 5000 miles from Russia, the biggest producer; 4700 miles from America and 13,500 miles from Australia.

The Secretary of State's decision may be challenged through an application to the High Court within six weeks.

Banks Mining had argued that Highthorn scheme would create at least 100 well-paid, full-time jobs on the site, invest £87 million into the Northumberland economy, keep a total of £120 million within the UK economy by not importing coal that would otherwise come from overseas suppliers, and make supply-chain contracts worth a total of £48 million available to locally-based businesses.

Background

More than four years ago, the Banks application for planning permission for the Highthorn mine, first submitted in October 2015, was approved by Northumberland County Council. The scheme, later subjected to a 14-day public inquiry in June 2017, was subsequently recommended for approval by the planning inspector, but Sajid Javid, Communities Secretary at the time, turn it down in March 2018.

Banks appealed to the High Court, and in October that year, Mr Justice Ouseley decided in favour of the company, saying that the reasoning behind Mr Javid's decision to reject the inspector's findings was "significantly inadequate."

Banks' executive director Gavin Styles said: "We are extremely disappointed that, more than four years after an independent planning inspector recommended that the Highthorn scheme should go ahead, the Secretary of State has once

again chosen to go against this expert advice.

"At a time when our region and country is facing an unprecedented economic crisis, this decision effectively hands the much-needed and valued jobs of our North East workforce to Russian miners, who will be delighted to meet British industry's continuing need for coal while simultaneously significantly increasing global greenhouse gas emissions.

"This decision won't solve the problem, but will instead make it worse.

"We will now review the precise reasons for this decision before agreeing on the most appropriate steps to take."

The HRA has hoped that a second application for a new mine by Banks at Dewley Hill near Throckley, Newcastle-upon-Tyne, also the target of a campaign by local people and which is due to be considered by Newcastle City Council, will get the go-ahead.

Banks' surface mine at Bradley near Durham, which produced 150,000 tonnes of coal annually, extracted its last coal on August 17, two months after its sister mine at Shotton in Northumberland ended production.

The Banks Group had applied for permission to extend the life of what was its last mine in England until 2021, but was turned down.

Bituminous steam coal is still available from the Ffos-y-Fran surface mine near Merthyr Tydfil, the only pit left in the UK capable of producing suitable fuel for heritage railways. However, it is due to close at the end of 2022.

The HRA had made strong representations to the Welsh Government regarding its draft Coal Policy for Wales, the consultation period for which ended on September 23. The policy is part of the Welsh Government's decisive shift away from the use of fossil fuels in order to tackle the climate emergency. It is the Welsh Government's policy objective to avoid the continued extraction and consumption of fossil fuels.

It states that extensions to the three operational mines in Wales or new extraction schemes should be permitted only in "wholly exceptional" cases which would need to demonstrate why they are needed in the context of climate change emission reductions targets.

"There is quite a task ahead for the HRA," said Steve. "This is a serious position which some people still do not really recognise. We are not going to let this lie."



In a timeless scene, GWR 0-6-0PT No. 7714 runs through a deserted Hampton Loade with the second down train from Kidderminster Town on the Severn Valley Railway, on August 22. Trains are not currently calling at the station due to Covid-19, a special timetable being in operation. JOHN TITLOW

More 'Pacer' units saved from the cutter's torch

By Gareth Evans

THE fleet of second generation 'Pacer' DMUs in preservation has been boosted in recent weeks, with no fewer than five units taking up their new homes at heritage lines.

Class 142 No. 142055, which has been acquired by the Pacer Rail Group from leasing firm Angel Trains, was transported from Gascoigne Woods to the Foxfield Railway on September 11.

After being safely unloaded, it was coupled together and undertook a short test run. The following day, it successfully completed a trial run from the line's Caverswall Road headquarters to Dilhorne Park Halt and return. It is expected that the unit will be available for public services during the 2021 season.

Class 144 No. 144003 arrived at the Great Central Railway (Nottingham) on September 3. The set is now operational following the rectification of a fault on the fire protection circuit that was stopping one of the two engines from running. The unit is expected to enter public service ready for the 2021 season.

On August 3, No. 144010 was transported by road from storage at the Keighley & Worth Valley Railway to the Weardale Railway. The privately-owned operational unit is set to be used to support the main heritage

service run by first generation DMUs.

No. 144017 is now resident at the Appleby Frodingham Railway, having moved from Keighley by rail on August 27. Significantly, it is the first three-car set to be saved, filling an important gap in preservation. The unit is expected to remain at the North Lincolnshire venue for the foreseeable future – and if tests are successful, it may see use on the tours of the Scunthorpe steelworks site.

Variety

No. 144017's owner, the Woodhead Line, is seeking to establish a museum in the former coal yard at Hadfield at the end of the surviving western stub of the former electrified trans-Pennine route.

Discussions are ongoing with Network Rail and the local

authority about that project.

Examples of both the prototype and production 'Pacers' can now be found at the Keith & Dufftown Railway after Class 144 No. 144022 joined non-operational resident Class 140 No. 140001. While the railway is not currently running regular timetabled public trains due to Covid-19, No. 144022 has been tested on the Scottish line.

Not all 'Pacer' cars which have been saved from the gas axe will continue in operational heritage rail-based uses. Car No. 55831 from Class 144 No. 144008 was delivered to the Corby and District Model Railway Society on September 15 and now resides on a 60ft panel of track. Located in Quarry Close, off Kelvin Grove, Corby, NN17 1AZ, the site is home to several layouts

ranging from T and Z scale through to OO and 5in gauge.

In a statement, the society said: "Who would have guessed that the joke which started in May would have yielded such a positive result. This would not have been possible without the outstanding efforts of Porterbrook Leasing, Reids Transport Services, the local constabulary and all of the committee. This is sure to be a great asset to the club and will attract a great deal of interest with the birthday parties and other events."

At the time of writing, the other half of No. 144008 remained at Harry Needle Railroad Company's Workshop site.

Finale

One 'Pacer' unit is set to go out of revenue-earning railway service in style – as a key attraction at the East Lancashire Railway's DMU gala on November 7/8. The event is due to provide the final opportunity to travel in Class 144 No. 144009 before it moves to the Greater Manchester Fire & Rescue Service. The gala is also due to feature the line's resident Classes 104, 105 Cravens, 110 Calder Valley, 117 and 122 heritage DMUs.

➔ For details about the DMU gala, visit www.eastlancsrailway.org.uk/events-activities/2020/11/dmu-weekend.aspx or telephone 0333 320 2830



'Pacer' No. 144017 is now resident at the Appleby Frodingham Railway. The DMU is pictured by the locomotive shed on August 27 alongside Avonside 0-6-0ST No. 1919 of 1924 Cranford, hauling a train of brake vans used for providing socially-distanced tours of the Scunthorpe steelworks site. LUKE WASHINGTON

More big Lottery emergency grants for heritage railways, but...

By Robin Jones

THE National Lottery Heritage Fund has made further substantial emergency grants to heritage railways so that they stay afloat following the pandemic lockdown.

Following the maximum £250,000 grants made to Severn Valley Railway and the Ffestiniog & Welsh Highland Railways (Ff&WHR), the Lottery's heritage emergency fund has made similar awards to the Mid-Hants Railway and the Bluebell Railway (see separate story).

It has also given the East Lancashire Railway (ELR) £194,300.

Support

The Watercress Line restarted services on July 11, with less capacity for visitors due to social distancing measures, which has also added extra costs. The Lottery grant, which relates to costs incurred August to November, covers salary for bringing more members of staff back from furlough, provision of additional office space and other facilities to allow social distancing. It also covers the purchase of coal and other consumables, emergency repairs to buildings and coaches, plus investment in the website.

Mid-Hants general manager Simon Baggott, said: "This is the best news we have had for weeks and will be warmly appreciated by everyone who visits, volunteers and employees alike."

While the grant to the ELR will also cover lockdown losses, part of it will be used for permanent way renewal works, with particular attention to the length at Summerseat, which has suffered from flooding for some time. There is currently a 15mph speed limit in place there and a weight restriction bars the heaviest locomotives from operating along it.

Also awarded £250,000 is a partnership between charity the Ravenglass Railway Museum Trust and the linked commercially-run Ravenglass & Eskdale Railway.

The project covers the transformation of two decaying 1917-built Pullman camping coaches into self-catering accommodation for between four and six people, together with a new sensory and wildlife garden. The restoration will conserve their structures and preserve original interior features like the decorative marquetry panels.

Originally built as part of a First World War Ambulance Train, *Elmira* and *Maid of Kent* are said to be the oldest railway camping coaches still in their original location. Rebuilt as Pullman dining cars in 1921, they were converted into camping coaches by British Rail in 1960.

Museum trustee Peter Hensman said: "These coaches are of national significance, but work is urgently needed to prevent their further deterioration."

"This project is an innovative way

of offering quirky accommodation with a rich heritage. It will provide a sustainable income stream for the Ravenglass Railway Museum, future-proofing the attraction at a time when heritage tourism needs it most."

Infrastructure

The Keith & Dufftown Railway Association has been awarded £127,200, with most of it allocated towards urgent track repairs and bridge inspections delayed by Covid-19. The remainder has helped towards the purchase of the line's RRV 360 road-rail vehicle for the permanent way team, which arrived in September.

On September 16, the railway operated a special charter for Railtrail Tours. Because of lockdown, this was its first passenger carrying train of the year.

The Midland Railway-Butterley (MRB) has been awarded £104,400 to help it survive 2020 and ensure that it has the time and resources to implement the changes required to reopen next year. The Derbyshire venue plans to launch a major fundraising campaign to support the necessary improvements.

In a statement, the MRB said: "While we continue to face very challenging times, this is an early step in a bright new future."

The Princess Royal Class Locomotive Trust, which is based at the venue's West Shed, and is

currently constructing LMS Patriot No. 5551 *The Unknown Warrior* (see separate story on page 28), has also received £9,600.

The Foxfield Railway has been given £81,500 to help compensate for the loss of this year's Santa specials. The cash will also cover £28,825 to complete 'essential' repairs to coaches; £19,034 for 'essential' repairs to the track and infrastructure and £17,050 for building repairs.

The railway has also received £12,500 in donations and £10,000 from Staffordshire County Council over the course of the year.

The Great Western Society, which operates the Didcot Railway Centre, has been given an extra £7000 in aid to make a total grant of £16,900 under the programme. Meanwhile, the Lincolnshire Coast Light Railway Historic Vehicles Trust has received a grant of £10,000.

Away from railways, Bristol's SS Great Britain Trust, custodian of GWR engineer Isambard Kingdom Brunel's great steamship has been awarded £250,000.

The Lottery grants are broadly covering the losses made by heritage lines since lockdown began, and while welcomed by heritage lines in their darkest hour of need, the award of large sums is not being seen as more than a stop-gap measure, especially with the threat of the country facing a second national lockdown due to Covid-19.

Lottery grant brings Buckfastleigh's fundraising towards £500k survival target

A NATIONAL Lottery Heritage Emergency Fund £124,000 grant has lifted the South Devon Railway's (SDR) survival appeal to within striking distance of its £500,000 target.

In early September, a regular volunteer and railway member donated £50,000 to the survival appeal, which when Gift Aid is added, is worth £62,500.

On September 21, the SOS appeal reached £299,358.29.

The Heritage Emergency Fund

grant will finance several individual projects halted by the lack of income, as well as the wages of essential staff brought back from furlough to prepare for services returning again, starting with the pre-Christmas 'Polar Express' (see page 32). The funding will assist the railway in ensuring that its workspaces are Covid-19 safe and have appropriate risk assessments in place.

The grant includes £22,180

towards the overhaul of GWR Collett 0-4-2T No. 1420, a defining icon of the line, by covering the manufacture of the remaining firebox boiler plates and a new foundation ring, enabling the railway to build the new boiler using its own skilled staff.

Built at Swindon in November 1933, the locomotive was withdrawn from Gloucester shed in October 1964, having travelled over 600,000 miles. It arrived at Buckfastleigh in 1965 and entered traffic in 1972 after an overhaul.

It was taken out of service and placed in store at the start of the 2006 season, owing to a leaking foundation ring, and in 2017 had the boiler lifted in order to undertake its overhaul.

The grant also includes £24,523 for essential work to upgrade the

museum at Buckfastleigh so it can reopen.

SDR Limited chairman Jon Morton described the grant as a "timely shot-in-the-arm," adding: "We are confident the projects will help get the much-loved SDR running again soon."

In common with several other heritage lines, including the Severn Valley Railway, the SDR has also applied for a further grant, this time from the Department of Culture, Media and Sport (DCMS)'s Culture Recovery Fund for Heritage, for another £332,000 towards ongoing costs.

This fund is part of the £1.57 billion rescue package announced by DCMS earlier in the year to safeguard UK cultural and heritage organisations from the economic impact of Covid-19. It



GWR 0-4-2T's 1420 backhead plate outside the Buckfastleigh workshop and vicing press in September. SDR

Therefore, railways are by necessity continuing to push their own appeals to the public.

Despite its maximum Lottery award, the Ff&WHR, which contributes £25 million a year to the local economy, began redundancy consultations with 90 staff in September, as one of several measures considered to ensure its survival.

While the Ff&WHR has raised more than £500,000 through its own appeal at www.festrail.co.uk/news_and_events_item/covid-19-appeal/ and which is still very much open, both the Ffestiniog Railway and Welsh Highland Railway societies have come to the line's financial aid and income for this year is forecasted to be around £1 million, compared to the usual £6 million in a normal year. General manager Paul Lewin said: "It is vitally important to the local economy that the railway survives the coming winter and is able to open again for the 2021 season. A large number of jobs in the area are reliant on the income generated by the railway, not only our own employees, but those in the supplier base, accommodation providers, retail and dining. We have made, and will continue to make, all possible efforts to protect every post that we can."

The Ff&WHR's plan should allow all necessary maintenance to take place in order to operate safely in 2021, including a major bridge replacement at Plas y Nant near Waunfawr. Boston Lodge Works has also secured several contracts to undertake work for other heritage lines.



SR 4-6-0 No. 847 at Sheffield Park shortly before departure with the afternoon tea train on September 12. PETER EDWARDS

Bluebell's own emergency survival appeal raises £400k – and is boosted by £250k Lottery grant

NOT only has the Bluebell Railway been given a National Lottery Heritage Fund emergency grant of £250,000, but its own survival appeal has passed the £400,000 mark.

The heritage line launched an emergency appeal at uk.virginmoneygiving.com/fund/support-bluebell at the start of the Covid-19 lockdown in March. At first it asked members and supporters to donate and then broadened the appeal to include public contributions.

Fundraising organiser Trevor Swainson said: "The initial target for the appeal was £300,000 and there were plenty of people who thought that was overambitious. What happened was that we reached £300,000, which allowed us to reopen and, by mid-September, we have

received the magnificent sum of £400,000.

"This is a truly remarkable response from members, shareholders and friends of the Bluebell Railway. The appeal remains open if anyone would like to make new or additional donations in the coming months."

Initiatives

Further money came in from a Virtual Track Trek held in June, with people walking 4½ miles around their local area in a socially-distanced way to replicate the length of the track from Sheffield Park to Horsted Keynes stations as a replacement for the regular sponsored walk alongside the track.

As reported last issue, the railway reopened on August 7 and was able to celebrate its 60th birthday on the same day.

It has introduced new measures to ensure it fully complies with Government guidelines on social distancing and health protection as well as the new law in England on the 'Rule of Six' for group gatherings.

Bluebell Railway plc chairman Chris Hunford said: "We are very grateful to The National Lottery Heritage Fund for approving our application and providing the financial support to keep the wheels turning. Our members, supporters and friends contributed sufficient money to enable us to reopen. This extra financial help will allow us to continue to operate over the next few months."

The Heritage Emergency Fund grant will help the railway pay for technical staff, machinery hire, track repairs, personal protective equipment and advertising.

will distribute £88 million of this money to organisations in England in partnership with Historic England, and the result of applications may be known at the end of September, after we closed for press.

The volunteer-run reopening of the Buckfastleigh station site, at weekends and on Tuesdays and Thursdays from 10am to 4pm from August until the end of October, for a modest donation has continued to prove popular. So far, there have been up to 200 visitors during each open day, earning up to £2000, plus catering and shop income before costs. Around £40,000 has been raised from this initiative.

The weekend-only operations of the open-air miniature railway and the live-steam garden railway have been big hits with visitors, and the adjacent Dartmoor Otter Sanctuary which reopened in August has also proved popular.



Collett auto tank No. 1420 heads a demonstration Sunday milk train on the South Devon Railway in 2004. SDR

STEAM reopens

STEAM – Museum of the Great Western Railway at Swindon reopened its doors to the public on September 17.

All visitors will be required to book a timed slot in advance via the STEAM Museum website www.steam-museum.org.uk

Overall visitor numbers will be limited each day, and they are being requested to respect social distancing measures.

The STEAM shop will also be open, but the museum's Platform One Cafe will remain closed. Instead, the museum has set aside space for visitors to enjoy their own picnic lunches.

Two exhibitions new for 2020 look at remarkable and unexpected services offered by the GWR: Flying High looks at the company's airline services, while On the Buses focuses on the GWR's introduction of road buses in 1903 to allow rail passengers to visit new and remote holiday destinations.

In preparation for the reopening, STEAM achieved the UK-recognised 'Good To Go' certification, operated by Visit England and developed in partnership with Tourism Northern Ireland, Visit Scotland and Visit Wales.

Entries invited for HRA 2021 awards

THE Heritage Railway Association is inviting nominations for its prestigious 2021 annual awards.

The nine major awards are the Morgan Award for Preservation; the Coiley Locomotive Engineering Award; the Lord Faulkner Young Volunteer Award; the HRA Award for Communications; Tourism Superstar; the most Innovative Fundraising Idea; the HRA Award for Small Groups; the HRA Award for Large Groups and HRA Award for an Outstanding Visitor Attraction.

A HRA statement said that the national awards give heritage railways, their staff and volunteers the recognition they deserve, provide excellent exposure, increases the appeal of attractions, builds reputation, increases credibility with customers and suppliers, are great for team morale and rewards their success and generates positive PR and brand recognition.

The closing date for entries is 6pm on Monday, November 16. Entries should be made at www.hra.uk.com/2021-hra-awards

The awards will be presented to the winners at the HRA annual general meeting and spring conference in York during the day on March 3, or maybe at a later date subject to any Covid-19 restrictions that may be in place at that time.

Because of the pandemic, the usual evening HRA dinner will not be going ahead, but it is intended that the event will return in 2022.

Amberley Museum £50,000 Lottery boost a 'lifeline' at a crucial time, says boss

By Geoff Courtney

AMBERLEY Museum, the West Sussex visitor attraction that has the country's most comprehensive collection of different gauge locomotives, is celebrating a major National Lottery Heritage Fund grant, just months after it received an emergency cash injection of nearly £33,500 from Arts Council England.

Director Valerie Mills revealed in *Heritage Railway* issue 270 that, prior to the Arts Council grant, she had feared the museum would have to close permanently due to the 18-week Covid-19 lockdown, a move which would have robbed the South Downs National Park of one of its major tourist destinations.

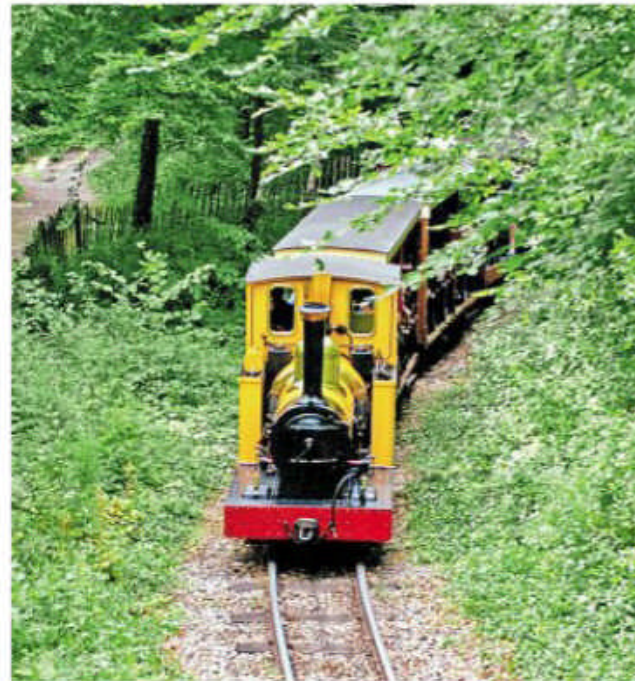
That fear was alleviated by the emergency grant, and the working museum was able to reopen on July 29, and just a month later, on August 27, Valerie announced that the National Lottery Heritage Fund had awarded a £50,000 grant.

Confidence

"Thanks to the Lottery Fund we can now plan for the future with much more confidence," she said.

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

"We were able to reopen to visitors on July 29 thanks to additional support from volunteers, members and supporters, plus a discretionary grant from our local council, and we were delighted how many visitors supported us in August. Numbers



Polar explorer: Long-time Amberley Museum resident *Polar Bear* on the West Sussex visitor attraction's 2ft gauge public railway on April 28, 2019. The 2-4-0T was built by WG Bagnall in 1905 (works No. 1781) for the Groudle Glen Railway on the Isle of Man, and arrived at Amberley in 1982. The working museum reopened after its Covid-19 closure at the end of July and enjoyed a better than expected August. PETE EDGELER

may not have been up to what we usually have in that month, but we exceeded our pessimistic forecasts, which was very encouraging for staff and volunteers.

"With the Lottery grant to assist with overheads, we are now cautiously optimistic about the future, although external factors could change very quickly, so we will be watching developments carefully."

Ros Kerslake, chief executive of the National Lottery Heritage Fund, said: "Thanks to money raised by National Lottery players, we are pleased to be able to lend our support to organisations such as Amberley Museum during this uncertain time.

"Heritage has an essential role to play in making communities better places to live, supporting economic regeneration and benefiting our personal wellbeing. All of these

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

The museum, which has also been awarded a Visit England 'Good To Go' certificate signifying it has followed Government and industry Covid-19 guidelines, is open from Wednesdays to Sundays. Its 36-acre site, in a former chalk quarry near Arundel that closed in 1969, has more than 20 exhibition areas, and is supported by 200 active volunteers.

Attractions

For railway enthusiasts there is a half-mile 2ft gauge 'main line' which runs daily and features steam and diesel-operated trains and three stations, a standard gauge demonstration line, and a locomotive collection on display of more than 30 engines in 13 gauges, from 1ft 6in to 5ft 3in.



Bagnall 0-4-0ST No. 2842 of 1946 Kent No.2 is seen working a coal train at the Chasewater Railway during a 30742 Charters event on September 5. These were its first trains since the December 2019 Santa specials and will be amongst its last as its 10-year boiler ticket expired at the start of October. The locomotive, supplied new to the Kent Electric Power Company at Littlebrook power station, is on long-term loan from the Foxfield Railway and plans are already advanced for the overhaul. ALISTAIR GRIEVE

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GCR loses bid for Lottery help – and launches its own SOS fund

By Robin Jones

THE Great Central Railway launched its own emergency appeal to help it survive the coronavirus pandemic – at the same time that it heard that its bid for £250,000 from the National Heritage Lottery Fund had been turned down.

Railway officials were told on August 26 that the bid for the money from the National Lottery Heritage Fund's (NLHF) Heritage Emergency Fund, which has bailed out several other railways with similar large amounts, has failed.

GCR managing director Michael Gough said: "This is another bitter blow from the NLHF – they don't seem to like us very much, having turned us down for the (Leicester North) museum grant three years ago, and now this.

Shock

"I am stunned, to be frank – the bid was accompanied by a very thorough cash flow analysis; I was sure that they would see how we are running out of funds and would have helped us this time.

"For me, it really brings into perspective, and a stark comparison, the generosity of the folk who come here, enjoy the heritage we are protecting and write in, enclosing a £10 donation to help us."

The railway's own appeal is intended not only to cover the shortfall in income during the lockdown period, which began on March 23 and lasted until late July, but also to allow the railway to continue with essential works, not least of all the £250,000 replacement of Bridge 341. The bridge crosses a farm track north of Quorn & Woodhouse station and the deck, which is more than 120 years old, was deemed to be life expired, and in late August and September was replaced.

After the last services on Sunday, August 30, the bridge was taken out of use for the following fortnight. The deck, which was manufactured at Cleveland Bridge's works in Darlington was craned out and its new replacement was taken on a 48-wheeled self-propelled modular transporter from its temporary home in Quorn & Woodhouse station yard across the main Woodhouse Road. Taken by road and across the field over which track mate had been laid leading to the bridge, it was lifted into

position on the abutments by expert contractors.

The bridge replacement took 29 weeks from the time that the problem with the deck was identified, to the installation of the replacement, including specification, full design, tendering, ordering, manufacturing, removal, installation and all track and signalling removal and reconnection.

In the meantime, the railway operated bargain-price railcar services at the southern end of the line, from Rothley to Leicester North (still closed due to the city's Covid-19 lockdown) and back before taking the Mountsorrel branch from Nunckley Hill on August 31 and the following two weekends.

Infrastructure

Furthermore, funding is needed for works at Quorn & Woodhouse station, including car park resurfacing, continuation of the conversion of the former goods shed into a classroom and education centre, and work on the tree line which borders the station.

Also, a significant amount of fencing along the line needs to be renewed or reinstated.

A GCR statement said: "The railway commenced 2020 on a firm financial footing after a successful 2019. At the beginning of the Covid-19 crisis, the railway's management made a conscious decision not to mount a crisis appeal similar to that launched by other heritage railways, in order to avoid detracting donations away from our other appeals, such as that for the locomotive works. However, as the crisis has gone on, funds set aside for many other planned projects have been used up for vital day-to-day cash flow.

Michael added: "The enforced closure has impacted massively on our operations and available cash flow. We are, however, committed to ensuring that as we expand our activities for the remainder of the year as best we can, whilst giving our customers the authentic heritage experience they have come to expect, it is in an environment that is safe for staff and visitors alike.

"A successful appeal will help to ensure that all of our operations are well maintained and we can enter into 2021 with renewed hope for our future and the preservation of our heritage.

→ Donations can be made at www.gcrailway.co.uk/emergency-project-appeal/



The new deck for Bridge 341 on its way by road from Quorn & Woodhouse station yard. GCR



Track mats were laid on the field leading to Bridge 341, to allow the transport carrying the old deck to be brought out on September 2. GCR



Carefully does it: the new bridge deck lifted on to the abutments using a Mammoet crane on September 10. GCR

Popular Welshpool GM set to retire

By Gareth Evans

THE Welshpool & Llanfair Light Railway (WLLR) is recruiting a new general manager after current incumbent Charles Spencer announced his plan to retire on March 31, 2021, after six years in the post.

Admitting the news was not a complete surprise, WLLR chairman Steve Clews said: "While his impending departure has been greeted with sadness by many WLLR members and supporters, Charles said right from the start that he would be in position for only four to five years, dependent upon his

personal situation and commitments. Therefore, I am actually thinking of this as us having had an extra year.

"Charles has made a huge contribution over the last five years to moving the WLLR to another level."

Charles first encountered the WLLR while on holiday from his native Canada, where he had enjoyed a high-level career in central banking. He was encouraged to join the line's volunteers and after retiring from his career, trained and qualified as a locomotive fireman. When the WLLR general manager role became vacant, Charles applied for and secured the post, trustees being particularly

impressed with his experience of managing large volunteer projects.

Charles himself stressed that his decision to step down had been made purely for family reasons and his forthcoming retirement on the Isle of Man, and he had no intention of leaving the WLLR behind him. "I still want to come back and shovel coal in steam locomotives on a regular basis," he said.

"It was a great first five seasons and a pity the sixth was hit by Covid-19. Considering the circumstances however, we will come to the end of this year in remarkably good financial shape thanks to the support



Welshpool & Llanfair Light Railway general manager Charles Spencer. ANDREW CHARMAN

of volunteers, staff, members and donors, and that's a great position in which to leave the railway."

→ See advertisement on page 37 for more details about the role.



LMS 'Black Five' No. 45305 Alderman A.E. Draper heads out of Loughborough with an empty stock working to Quorn & Woodhouse on August 30. ALAN WEAVER

GCR dining trains running again from Loughborough

SINCE restarting its services following lockdown, the Great Central Railway has limited its passenger trains to starting at Quorn & Woodhouse and running nonstop round trips from there to Leicester North, with the empty carriages being deep cleaned while being hauled from Quorn to

Loughborough and back between public trips.

The arrangement will remain in place during the foreseeable future due to pandemic restrictions. However, following the rebuilding of Bridge 341 and its reopening on September 19, dining trains will start again from

Loughborough and offer return trips over the full length of the line. A spokesman said that this exception was being made because diners would not pass each other while getting on and off the train and so social distancing would be maintained.

Loughborough's locomotive

department has produced a plastic screen which will shield diners at each table. Due to each First Open carriage being reduced to a maximum of 28 passengers, the dining trains are now being strengthened to three.

→ Details of the dining trains can be found at www.gcrailway.co.uk/

View Britain's 'secret' loco collection – and keep the Rheidol running

A ONCE-in-a-lifetime chance to visit Britain's most secret heritage locomotive collection is being auctioned to help the Vale of Rheidol Railway (VoR) survive the impact of the Covid-19 pandemic.

Two guided tours, for two people, at the railway's Surrey store, for long known as 'Collection X' because the 40-plus items were never made available for public viewing by the late Peter Rampton, who amassed steam locomotives and historic carriages from across the world to save them from scrapping, are on offer to the highest bidder.

The tours will be conducted by VoR chairman and CEO Rob Gambrill.

Also in the auction are two behind-the-scenes tours of the sheds at Aberystwyth and Capel Bangor, where further locomotives

from 'Collection X' will be unveiled, in many cases for the first time since they arrived in Britain. These opportunities will be guided by VoR manager and chief mechanical engineer Llyr Ap Iolo.

Experiences

Two full-day experiences riding on the footplate of an iconic VoR 2-6-2T are also being offered, including the chance to join the crew during preparation and disposal of the locomotive.

Also available is the chance to ride the length of the railway on the footplate of immaculately restored Quarry Hunslet 0-4-0ST *Margaret*.

One trip (on a set date in May) will be aboard the positioning move from Aberystwyth to Devil's Bridge where the locomotive traditionally spends the summer on 'Driver for a Fiver' duties. The second will be the

September move back down the line to Aberystwyth.

Other unique trips include a full-line return journey for two people in the VoR's Permaquip permanent way vehicle, reserving a private carriage (with seating for up to 35) for a round trip with the train carrying a personalised headboard, and two guards experience days accompanying a guard from morning preparation to returning the carriages to the shed at the end of the day.

Further special experiences available include a guided journey over the line for up to five people with Ioan Lord, director of the Welsh Mines Preservation Trust, an expert on the rich mining heritage of the area around the railway and the author of the authoritative work *Rich Mountains of Lead*.

Two personalised signed copies

of Ioan Lord's book are available in separate lots, as are two similarly personalised copies of a forthcoming book featuring 450 pages of previously unpublished photographs. Due for release in November, it is heralded to be the most comprehensive history of the Vale of Rheidol Railway yet published.

Photography

Two exclusive guided photography opportunities during a two-train timetable day, with access to lineside locations normally only accessible during photo charters as part of a track walk, are also on offer.

The on-line auction began on September 25 and runs until December 18.

→ For full details and to place bids, visit www.32auctions.com/rheidolrailway

Diana Rigg's 'risque' TV scene remembered by Stapleford Railway

By Robin Jones

THE 10¼in gauge Stapleford Miniature Railway found itself thrust on to the world stage following the death of actress Diana Rigg – who was once strapped to the line as a steam locomotive bore down on her.

The scene was part of an episode from a 1965 episode of *The Avengers*, the ABC Television series that made Rigg a household name as secret agent Emma Peel and a Sixties TV icon to rival the Beatles.

In the episode *The Gravediggers*, Rigg, wearing her trademark catsuit, was rescued in the nick of time by her colleague John Steed, (Patrick Macnee) seconds before the locomotive arrived.

Friends of Stapleford Miniature Railway spokesman Nigel Spencer said that the episode was considered to be "risqué" in its day and ABC "got a lot of flack" as a result of the steamy scene.

The episode related how Steed and Mrs Peel were investigating a plot to sabotage the UK's radar system, and

their investigations led them to a home for retired railwaymen.

Mrs Peel was strapped to the track while Steed clashed with the 'enemy' on board the moving train. The actors in the episode were given a crash course in driving the line's locomotives beforehand.

Motive power

The locomotive, Midland Railway 4-4-2 No. 750 *Blanche of Lancaster*, was built by David Curwen in 1948 and is now part of the fleet at the Bickington Steam Railway at Trago Mills shopping centre near Newton Abbot, and has made occasional visits back to Stapleford.

The iconic image appeared in several newspapers around the world the day after Rigg's death at her London home on September 10, at the age of 82.

Dame Enid Diana Elizabeth Rigg DBE appeared in *The Avengers* from 1965 until October 1967, when she left to pursue other projects. In her first series in *The Avengers*, at one time she threatened to quit after learning

that she was being paid less than the cameraman and wanted the same rate as her co-star. The show's producers gave in, if only because of its huge popularity in the USA. Rigg and Macnee remained lifelong friends.

Her acting career had begun in theatre, making her professional stage debut in 1957 in *The Caucasian Chalk Circle*, and joined the Royal Shakespeare Company in 1959. After *The Avengers*, she played Countess Teresa di Vicenzo, wife of James Bond (George Lazenby) in *On Her Majesty's Secret Service* in 1969.

She appeared in numerous TV series, films and productions, including the title role in the ancient Greek tragedy *Medea* for which she won the 1994 Tony Award for Best Actress in a Play. She was made a CBE in 1988 and a Dame in 1994 for services to drama.

More recently, she played Olenna Tyrell in *Game of Thrones* between 2013-17 and Mrs Pomphrey in the Channel 5 remake of *All Creatures Great and Small* this year.



The plaque marking the spot on the Stapleford Miniature Railway where the scene with Diana Rigg was filmed on April 4, 1965. SMR

The Stapleford Miniature Railway started out in 1958 as a short line to carry visitors from Stapleford Park car park to Lord Gretton's stately home near Melton Mowbray, and quickly expanded due to its popularity.

Operations

The railway stopped running when the park closed its doors to the public in 1982, but was restored by a newly-formed Friends group in the Nineties and began running again in 1995. Pop mogul Pete Waterman opened a new station in 2008.

Fans of *The Avengers* today visit the railway to see where the scene was filmed. The railway was presented with a commemorative steel plate by ACC to mark the spot.

Running for nearly two miles through the landscaped parkland, the railway opens twice per year to the public, on the second weekend in June and the three-day August bank holiday. However, all events have been cancelled this year due to Covid-19.

Steed to the rescue: tied to the track at the Stapleford Miniature Railway, Mrs Peel (Diana Rigg) in her leather catsuit is rescued at the last minute by fellow secret agent John Steed (Patrick Macnee) after 4-4-2 No. 750 is brought to a grinding halt only a few feet away, in a 1965 episode of *The Avengers* seen by millions of viewers in the UK and USA. PA



Fundraising push to see *The Earl* back in 2021

By Gareth Evans

A MARATHON effort has seen Welshpool & Llanfair Light Railway (WLLR) raise £95,000 in just three months to complete the mandatory 10-year overhaul of its original Beyer Peacock 0-6-0T No. 822 *The Earl*.

As previously reported, the overhaul of the 1902-built locomotive was started in June 2019. With the Montgomeryshire line's own workshops focused on the rebuilding of its powerful 0-8-0T No. 699.01 *Sir Drefaldwyn*, a large legacy of unassigned funding allowed the contract for overhauling *The Earl* to be awarded to the Vale of Rheidol Railway (VoR) at Aberystwyth.

However, the Covid-19 crisis and resultant closure of the WLLR over the first four months of the 2020 season put significant pressure on the railway's finances. This raised the prospect of having to ask the VoR to suspend the overhaul, which was half complete at the time the pandemic closed the workshops in March.

By June, the success of the WLLR's 'Tracks to Recovery' appeal, which in less than three months raised more than £55,000 to help meet the line's fixed costs during closure, encouraged the line to repurpose

the appeal to 'Keep The Earl on Track' with a minimum £30,000 target to complete the locomotive's rolling chassis.

However, in a three-month period members and supporters of the line have raised the entire £95,000, enabling management to authorise the overhaul to proceed to completion when the VoR's workshop in Aberystwyth reopens, which is expected to be in November.

"We are absolutely delighted with the success of the appeal and very grateful to all those who made contributions," said WLLR spokesman Andrew Charman.

Resources

"Having *The Earl* back in time for the majority of the 2021 season is essential to our plans for next year, particularly as sister locomotive No. 823 *Countess* reaches its 10-year overhaul point early next year.

"Our friends at the VoR completing *The Earl* will allow our own mechanical engineering department to concentrate on completing the restoration of *Sir Drefaldwyn*, the work on which has suffered from many delays, not least due to Covid-19."

With *The Earl*, *Sir Drefaldwyn* and



While Beyer Peacock No. 822 *The Earl* is now set to be back in traffic in 2021 after overhaul at the Vale of Rheidol Railway, sister 0-6-0T No. 823 *Countess* reaches its 10-year overhaul point early next year. *Countess* is pictured crossing the Banwy bridge heading to Llanfair Caereinion on September 5, with a train from Castle Caereinion – only selected trips currently work to Welshpool. JOHN TITLOW

0-6-2T *Zillertal* – which is on hire from Austria's Zillertalbahn – on the roster in 2021, the WLLR should be able to offer visitors three contrasting but equally interesting types of motive power on their trains.

Meanwhile, at Tanllan carriage

works, former Zillertalbahn coach No. B14 has been receiving a much-needed refurbishment and a repaint. The railway's Plasser tamper has also been under overhaul at Llanfair workshop.

→ Off The Shelf, page 87.

Chattenden compartment coaches safeguard Sittingbourne services

By Gareth Evans

WHEN they were built in 1941, three bogie carriages played their part in the war effort – and 79 years later, they're helping to maintain passenger services on the Sittingbourne & Kemsley Light Railway (SKLR) at a time when the country attempts to deal with the Covid-19 crisis.

Constructed new for the Admiralty's 2ft 6in gauge Chattenden & Upnor Railway (later named the Lodge Hill & Upnor Railway by the Navy), the carriages were preserved by the Welshpool & Llanfair Light Railway (WLLR) in 1963. Modifications undertaken by the WLLR included the fitment of doors – the vehicles originally being referred to as 'toast racks'. Purchased by the SKLR in 1978, they augmented the line's original Bowaters workmen's carriages.

Layout

In 2020 however, the Chattenden carriages have proved vital to the operation of the SKLR, having doors for each compartment. The Bowaters coaches cannot support social distancing due to their open plan

layout and longitudinal bench seats.

Of the SKLR's four Chattenden carriages, No. 204 is undergoing rebuilding, while Nos. 196, 199 and 200 are in traffic. No. 200 has this year been modified to have full dividing walls between each compartment.

Asked how the services have performed, an SKLR spokesman said: "Over 270 compartments were sold in August, with more passengers travelling on Wednesdays this year than last. Passenger numbers were down on Sundays but that is because we can only operate three trains per day compared to last year's six train service.

"Due to this success, we have extended operations to every Sunday in September. We may even run in October. However, we will review bookings, the weather forecast and relevant Covid-19 restrictions later this month before making the decision to remain open.

"Pre-booking is essential because we only have three trains per day with 12 compartments per train to ensure safe social distancing. Each

compartment can carry up to six passengers, such as a family of two adults and four children. We ask for no more than four adults per compartment though please. Each compartment costs £20."

Reservations

Compartment bookings close at 5pm the day before the trains operate. To book tickets, visit www.skrl.net

On the motive power front, former Dean Hill Royal Naval Armaments Depot Hunslet 4wDH *Barton Hall* is being painted black. The diesel locomotive came to the SKLR in 2004 after a spell at the WLLR and was subsequently purchased by the friendly Kent heritage line.

Public services are currently being operated by Kerr Stuart 0-4-2STs *Leader* and *Melior*.



Thanks to their compartment layout, the Sittingbourne & Kemsley Light Railway's former Chattenden & Upnor Railway carriages have allowed operations to resume in a Covid-19 safe manner. GARETH EVANS

Three Minehead chairmen united against “hostile takeover”

By Robin Jones

ALL THREE serving West Somerset Railway chairmen have issued a joint endorsement of what they see as the best way forward for the line in the face of what has been described as an attempted “hostile takeover”.

The Heritage Railway Association’s John Bailey, who produced a recent report, *Peaceful Somerset*, which recommended a new controlling membership charity for the railway, was called back as an independent assessor for an ‘amicable’ meeting on September 15, between Jonathan Jones-Pratt, chairman of the West Somerset Railway plc (WSR), his West Somerset Railway Association Ltd (WSRA) counterpart Mike Sherwood and Chris Austin, who heads the West Somerset Steam Railway Trust (WSSRT). John Bailey was asked to evaluate the trio’s shared vision of the best way of securing a harmonious future for the railway.

Proposal

The meeting was held days after the WSR contacted all plc shareholders, volunteers, staff and supporters claiming that “a hostile takeover campaign is being undertaken by a small group of people seeking to take over as trustees of the WSSRT” whose purpose appeared to seek to take over the activities of the charity at its next annual general meeting.

The WSR plc communication

said: “The takeover proposal would result in the effective destruction of the steam trust, so risking the future of the projects it has so successfully carried out to date. It would create huge uncertainty for its members too, all of whom have laboured successfully and hard to: restore historic GWR coach No. 6705; transform the Gauge Museum at Bishops Lydeard; and engage with local schools.

“Steam Trust volunteers, who just want to get on with the work they enjoy doing in support of the railway, would end up as collateral damage in this plan.”

The communication was issued in response to a notice issued by the ‘rebel’ group of what was originally 14 (but subsequently 10) prospective trustees, which called on the WSRA and WSSRT to hold a two-day conference by the end of October, attended by representatives of all WSR interest groups, internal and external stakeholders, to chart a path to implement the recommendations of the Bailey report. In particular, it called for a single supervening charity by merging the WSRA and WSSRT, with WSR plc as the operating company sitting within that single charity, with the aim of achieving it by the end of March.

However, John Bailey said: “The urgency for the three chairmen’s agreement is the recently-announced plan by a group planning

a confrontational Trojan horse manoeuvre. It envisages encouraging like-minded cohorts to join the WSSRT, so increasing the likelihood that the current trustees can be overwhelmed and a merger with the WSRA can be forced through.

“My recent report envisaged a new controlling membership charity for the railway. It is wrongly portrayed by some as recommending a merger of the WSRA and WSSRT. The railway has an unenviable history of internecine warfare and power struggles amongst its constituent groups.

“Put simply – there are two options, Evolution or revolution?”

Progress

“Evolution involves moving as quickly as possible to create a new charity. Although progress might appear slow, a lot has been going on behind the scenes. The key to rapid progress is securing grants to help with the costs involved. Those desperate for more rapid progress could really help drive change by directing their skills and energy in that endeavour.

“No one should be under any doubt that evolution is not a ‘rearranging of the deck chairs’. Individuals have different skills. Some will be more appropriate to the railway operating subsidiary than running a charity.

“It is immensely encouraging that all three chairmen agree that the WSR is not their personal fiefdom.

Somehow critics of the plc and the charities have ascribed unpopular (but often necessary) decisions to individuals. Each of those bodies has a board with collective responsibility.

“Revolution is the plan recently-proposed by the group seeking to take over the WSSRT in order to dominate the plc. It’s far from clear that’s achievable.

“It would require acquiescence by the plc. Why would the board agree to transfer the plc agreements with WSSRT to a hostile merged charity? If, despite such obvious barriers, the plan were to succeed, those newly in charge might find external confidence has evaporated. They inherit a desert, where they would be duty bound to put the plc into administration.

“I’m convinced the WSR community deserves better than that.”

John’s conclusion, endorsed by all three chairman and recommended to their boards, is to “opt for evolution.”

He added: “The alternative may look superficially attractive, but in truth, it is a snare and a delusion.”

→ The total amount raised by the railway and its supporting bodies, plus the recent National Heritage Lottery Fund £28,700 Heritage Emergency Fund grant to the WSSRT, has now exceeded £280,000 more than 55% of the original £500,000 target. To donate, visit www.west-somerset-railway.co.uk/donations

East Lancashire is sole heritage railway in Government ‘reverse Beeching’ shortlist

THE Department for Transport has named just one heritage line in its list of 10 schemes which have passed the first round of its £500 million railway funding competition.

As reported in issue 268, Transport for Greater Manchester (TfGM) has been awarded £50,000 by the Government’s Restoring Your Railway Fund, to investigate the possibility of running regular services between Bury and Rochdale.

The East Lancashire Railway (ELR) has said that such a revival would not affect its heritage services, and would see a new tram line built alongside its line from Castleton Junction to Heywood, maybe using hydrogen-fuelled trains.

A spokesman said that a second phase of the scheme further into the future could see the trams share the ELR line between Heywood and a point near the former Bury (Knowle Street) station, in order to avoid the expense of building a second rail crossing of the M66 motorway.

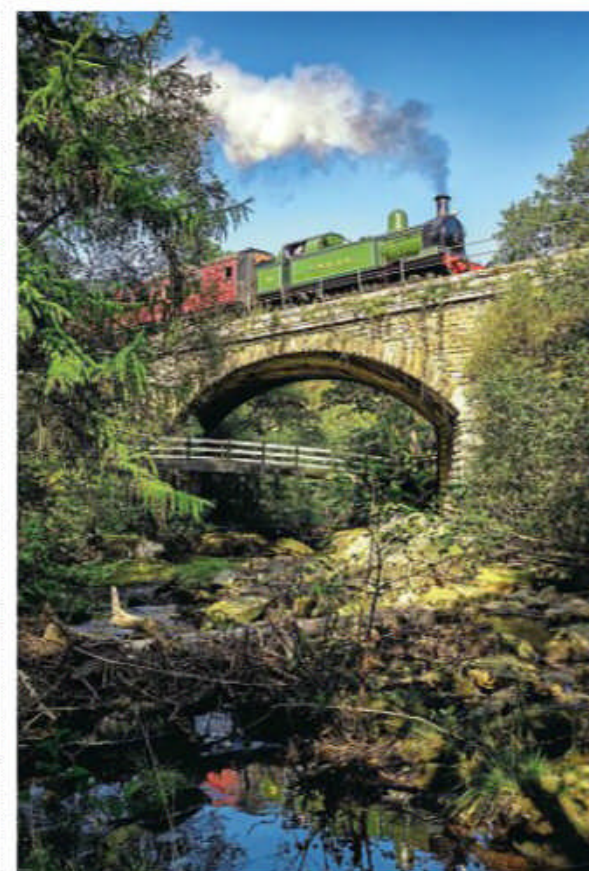
However, the ELR’s core tourist train business is between Bury (Bolton Street) and Rawtenstall, and the Heywood branch is not used by

heritage services in the week.

The other successful bids listed in September comprise passenger services between Leicester and Burton, Clitheroe and Hellifield, Sheffield and Chesterfield via Barrow Hill, along with reopened stations at Meir near Stoke-on-Trent, Wellington and Cullompton, and a restored passing loop on the Watford Junction-St Albans Abbey line, plus new services on the Totton-Fawley line, the reopening of branches on the Isle of Wight and a new station at Lydeaway, to serve Devizes.

Schemes ruled out this time include Rowsley to Buxton; Oswestry to Gobowen; Eridge to Tunbridge Wells; Bodmin Parkway to Wadebridge; Wymondham to Dereham; Newton Abbot to Heathfield; Lewes to Uckfield; Tavistock to Okehampton; Stratford-upon-Avon to Honeybourne; Beverley to York; and new stations for incoming services Goodrington and Churston on the Dartmouth Steam Railway.

The money given to each successful scheme can now be used to develop a business case with the backing of local politicians and business groups.



Lambton 0-6-2T No. 29 crosses Thomason Foss viaduct with a North Yorkshire Moors Railway passenger service on September 17. MICHAEL ANDERSON



LMS Pacific No. 6201 *Princess Elizabeth* is seen at Garsdale battling against the wind on the climb to Ais Gill summit hauling the 'Northern Belle' from Preston to Garsdale and return on September 19. KALLUM BUCKLEY

Socially-distanced Ffestiniog Bygones event replaces Victorian weekend

THE Ffestiniog & Welsh Highland Railways (Ff&WHR) has replaced its popular annual Victorian Vintage Weekend with a simpler and more socially-distanced Bygones Weekend.

The October 9-11 event will still include the official naming of Large England 0-4-0STT No. 5 *Welsh Pony* on Saturday, October 10 as intended, but the ceremony at Ddualt will now be by invitation only.

The weekend will also still feature many of the familiar aspects of the railway's usual vintage weekends, in particular passenger and goods trains running to a fairly intensive timetable, but with seats on all services pre-booked, in the same way as the current service trains to Tan-y-Bwlch.

Fewer seats than normal will be available due to social distancing requirements.

The Bygones Weekend will not be a costumed event and there will be no sideshows or stalls. Strict Covid-19 compliant measures will be in place, with visitors asked to bring their face coverings, and access to main stations will be limited to ticket holders.

Review

A statement from the railway said: "2020 has not turned out the way any of us would ever have expected – and it has required us to continually review our plans for train services and events. However, we will be doing our very best to lay on a weekend that maximises the enjoyment of our railway's rich heritage as we bring the past to life, 2020 fashion!"



On September 12, newly-restored Large England 0-4-0STT No. 5 *Welsh Pony* ran to Beddgelert for the first time in more than 80 years. Along with double Fairlie No. 10 *Merddin Emrys*, it hauled a nine-coach Welsh Highland Railway Society members' special from Porthmadog to Beddgelert. CHRIS PARRY

It had been hoped to have Quarry Hunslet 0-4-0ST No. 855 of 1904 *Hugh Napier* running at the event, but its major overhaul will not be completed in time.

Hugh Napier had been a long-time resident of the National Trust's (NT) Penrhyn Castle Railway Museum, but later went on loan to the Ff&WHR. In 2018, the railway reached agreement with the NT to keep *Hugh Napier* on the line for the next 10 years with the Ff&WHR covering the 10-year overhaul of the boiler.

The overhaul was scheduled for 2021, but with funds and space available at Boston Lodge Works due to the Covid-19 lockdown, it was decided to begin the job early.

The strip down was completed in July and the boiler was inspected. No work was required other than a retube, which has now been completed. The tubes were very thin at the smokebox end and heavily pitted inside the boiler. However, replacements were fitted and the hydraulic test of the boiler was due in mid-September. A major overhaul of the wheelsets, horns and slidebars has also been completed.

The locomotive will be outshopped in its current original style black livery. It is planned to use *Hugh Napier* on autumn works trains.

→ To book seats on any of the Bygones Weekend trains, passengers must call the booking office on 01766 516024.

Emergency lifeline for Downpatrick & County Down

THE Downpatrick & County Down Railway has been awarded £60,000 from The National Lottery Heritage Fund's Heritage Emergency Fund, which aimed to help heritage organisations affected by the impact of Covid-19.

The grant will be used to carry out vital repairs and protect the buildings and rolling stock of the railway from the impact of the enforced closure to visitors, by improving security, as well as ensuring the line is safe to return to operations when the Covid-19 situation allows.

Chairman, Robert Gardiner, said: "This is the best news we have had for weeks and will be warmly appreciated by everyone who visits, volunteers or works here. We are looking forward to the day we can once again open our doors to the public."

Crich tram lined up for £373k rebuild

CRICH Tramway Village is set to embark on a £373,000 project to restore a 1930s Blackpool Corporation Tramways tramcar.

Car No. 298 tramcar was withdrawn from service in Blackpool in October 1974 and was acquired for preservation by early members of the Tramway Museum Society. A fund for its restoration was subsequently started, with work carried out at various locations in the north west over the following two decades.

It moved to Crich in 2006. The Tramway Museum Society has signed a contract to restore the tram and finance is being provided the Blackpool Railcoach Fund and the Tramcar Sponsorship Organisation.

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Collectors' fears grow that live saleroom railwayana auctions will never return

EXCLUSIVE

By Geoff Courtney

WILL there ever be another specialist railwayana auction in front of a saleroom audience? That is the question vexing many within the movement as the Covid-19 pandemic continues to have a debilitating effect on everyday life throughout the country.

Prior to the start of lockdown on March 23, live railwayana auctions were a central and – to many – unmissable part of collectors' calendars. For some it was a social occasion, for others a chance to buy or sell, for dealers an opportunity to place their wares in front of an eager public, and for the auction houses themselves it was obviously a vital element of their business.

Nobody queried their value, but Covid-19 has changed all that, as it has in so many walks of life. Many collectors, especially the elderly, are reluctant to venture far, and certainly not if it entails mixing closely with others, even those they know well and whose company they often seek, while the auction houses have been forced to introduce a new style of selling.

This new style, which varies from auction house to auction house but is based on the internet, entailed early tentative steps accompanied by unease and doubts whether the chosen formula would work. Unease and doubt have, however, been replaced by a belief, bordering on a conviction, that it does indeed work, to such an extent that it has thrown an enquiring spotlight firmly on the traditional way of auctioneering.

One of the factors behind what may be considered a revolution is that the generation of steam railwayana collectors which has held sway for so long is having to share the platform with IT-savvy diesel, and, to a lesser extent, electric traction, enthusiasts. That would have happened Covid-19 or not, for it is easy to forget that the early main line diesels started arriving en masse more than 60 years ago.

For Great Central Railwayana – the auction house that also owns Sheffield Railwayana, Paddington Ticket Auctions and Railwayana.net – it is a case of wait and see.

Auctioneer and director Mike Soden said: "We are fully committed to the principle of live public auctions, but we will resume only when it is entirely



Never again? Simon Turner prepares himself for the sale of a *Flying Scotsman* nameplate at his GWRA auction in Pershore on November 17, 2018. The plate sold for a world record £64,500, but will there ever be another railwayana auction in front of a saleroom audience? Flanking Simon are Mark Templeman (left), who was co-ordinating online bidding, and auctioneer's clerk Bryan Boskett. GEOFF COURTNEY

safe to do so and collectors are comfortable attending."

Great Central has replaced its quarterly 500-lot live audience sales at Stoneleigh Park with a consecutive run of fortnightly 80-lot internet, email, telephone and postal auctions, and of these Mike said: "These are continuing to be a highly successful substitute for live events, and provide interest for collectors on a regular basis."

Watershed event

Simon Turner of GW Railwayana has replaced his live audience sales at Pershore High School with an audience that is sitting at home and is able to bid live on two online platforms accessible by laptop, smartphone or tablet, while he conducts proceedings from his own sitting room. Additional bidding is also available by email or post.

Asked whether Pershore would ever again host one of his auctions in front of a saleroom audience, he was uncommitted and cautious, and said his next main sale on November 14 may be a watershed event.

"Our first new-style sale on July 25 was a fantastic success, and there wasn't a single negative comment about it not being held in the traditional way with a live audience in a saleroom. I firmly believe that such live audience sales won't be possible even next year, as we usually get up

to 500 people in a fairly restricted environment, and limiting the number of attendees would not be possible. Our November 14 auction will be identical to our July 25 sale, and if it is as successful it will be a difficult call."

Great Northern Railwayana's Dave Robinson was the first to change tack as soon as the lockdown was introduced, when he switched his originally planned March 28 live auction to a two-week postal, email and telephone sale in early April. Despite the success of that rescheduled event, he was unequivocal when speaking to *Heritage Railway* that he would return to live audience saleroom auctions at their previous Poynton Leisure Centre venue as soon as he could.

"They worked well before the coronavirus outbreak, and as far as I am concerned, if it ain't broke, don't fix it. At the moment the new style works well because of the climate surrounding coronavirus and all the guidelines, but when we return to some form of normality, be that next spring or whenever, I believe collectors will want to return to live auctions."

Talisman Railwayana's Roger Phipps said the success of his August telephone, email and postal auction, as reported in this issue's railwayana column, had left him and his wife

Sandra with "some serious head-scratching" due to the take being more than comparable with what was normally achieved at his live Newark sales.

"The outlay at our live events, including two-day room hire, staff wages, overnight stock, transit and public liability insurance, and van hire, leads us to look very closely at our future plans. Covid-19 has changed everyone's methods of operation, and unless we receive complete assurance that the epidemic has passed, we will carry on with the style of our August auction.

"Our November sale, and probably our auction next March, will be run as per our August sale, and our postponed Lincolnshire event will probably be our only attempt at a live audience auction next year, on a date to be decided. These are strange times for the railwayana fraternity, who rely on live auctions for social interaction, and we have concerns that it may not fully recover."

Roger's words may make sad reading for many collectors, who will also be fearful of Simon's "watershed event" in November, but they may take succour from Mike's and Dave's comments.

The jury is still out on the issue, and will probably be so into next year. Meanwhile, it may be worth collectors brushing up on their IT skills.

Lincolnshire Coast Light Railway marks 60th anniversary of opening

By Robin Jones

DESPITE the Covid-19 pandemic having scuppered its planned 60th anniversary event and left the present-day operation closed for the season, the Lincolnshire Coast Light Railway (LCLR) – the first in the world to be built by volunteers on a green field site – nonetheless celebrated that historic opening day.

The original LCLR opened at Humberston, linking the beach and the Fitties holiday camp, on August 27, 1960. In 1985, it had to move and reopened 42 miles away at the Skegness Water Leisure Park in Ingoldmells in 2009. However, the railway was able to privately re-create the opening train of 1960 with the same Motor-Rail Simplex 4wDM No. 3995 of 1927 *Paul* and socially-distanced volunteers from the railway staff.

Passengers could not be carried because the railway remains closed, but its spokesman John Chappell said: "The LCLR has survived closure, a long period in storage and lengthy rebuilding, to be recognised as the world's pioneering heritage line of its type. The volunteers were determined to mark this moment in the world's railway history by re-creating the scene from that same date 60 years ago."

Richard Shepherd, chairman of the

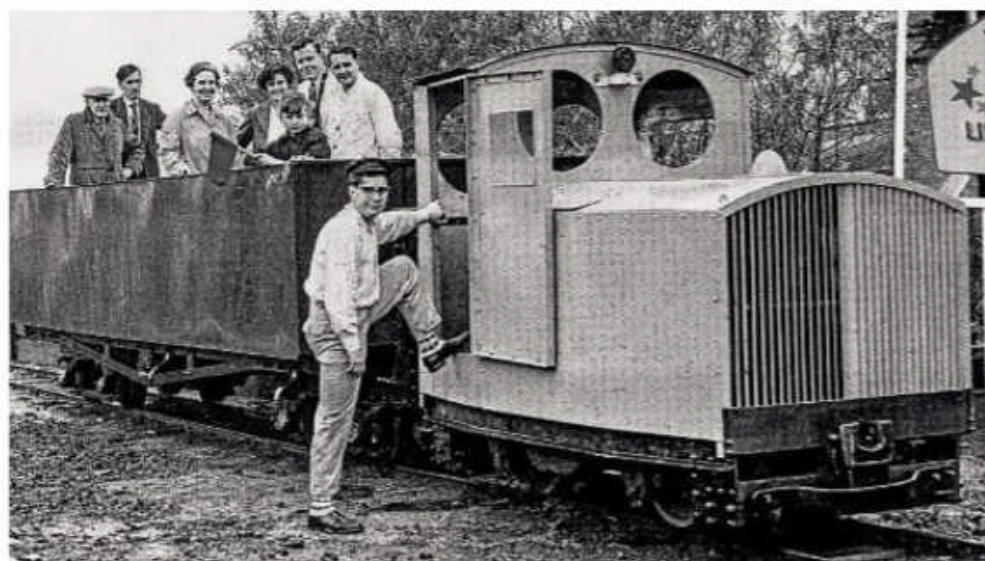
LCLR Historic Vehicles Trust, said: "We were determined to show we are still developing our railway, despite not being able to operate public services at the moment. We look forward to welcoming passengers again when we're able to."

The short original line of less than a mile was built with old rails and rolling stock from military lines of the Western Front which were given a second life on the Nocton Estates Railway, which carried potatoes and sugar beet across the Lincolnshire Fens.

As highlighted in issue 268, the foresight of those early pioneers led to many similar heritage railways being built around the world (as distinct from reopening lines already closed) and which, in many cases, have become the bedrock of the local tourist economy.

The second such line, the Ocean Beach Railway, at Dunedin on New Zealand's South Island, was already being built in 1960 and opened three years later.

The planned series of events for the 2020 season had also included marking the 30th anniversary of the opening of the Skegness Water Leisure Park, the 25th anniversary of the adjacent Skegness Airfield, and the Skegness Classic Wheels Show, all which are now postponed until 2021.



The original opening photograph from August 27, 1960: the first train on the line at Humberston, headed by Simplex No. 1 *Paul* and an open coach built on the frames of a First World War Class D wagon. Left to right are Mr Woolhouse Senior, founder the late William Woolhouse, Mrs S C Tovey (wife of one of the original directors, who performed the opening ceremony), directors Ann Rogers, Jeff Rogers, and Fred Boothby. The driver is John Chapel and the boy with the flag, Graham Boothby. WILLIAM WOOLHOUSE COLLECTION/LCLR



The scene re-created on August 27, 2020 at the railway's current base in Skegness Water Leisure Park: driver Mick Allen (a volunteer since August 29, 1960) with original locomotive *Paul*, and volunteers Claire Smith, Gina Roberts and Calvin Roberts in open carriage No. 2572, converted from a First World War wagon: you can still see the shrapnel holes caused by German artillery. DAVE ENEFER/LCLR



Re-creating the earliest days: a 1962 photograph from a local newspaper showing a then 13-year-old Chris Bates (claimed at the time to be the world's youngest railway shareholder) cleaning the station sign at the line's original Humberston headquarters. LCLR ARCHIVES



Still polishing: that 1962 photograph re-created on August 27, 2020 with Chris tidying up another early Humberston station sign, this time at Skegness. MIKE NEWBOLD/LCLR

S&DJR trackbed walk launched between Burnham and Highbridge

A NEW 'railway heritage walk' has been launched along the former route of the Somerset & Dorset Joint Railway line between

Burnham-on-Sea and Highbridge.

Two display boards were ceremonially unveiled at Highbridge station by local

councillors on August 28.

The walk starts from Burnham's South Esplanade and passes railway memorabilia such as

the buffers at the top of Pier Street, a replica signalbox, the station nameboard in Old Station Approach and a replica signal.

NELPG targets a 2024 return for J72

By Gareth Evans

THE North Eastern Locomotive Preservation Group (NELPG) is aiming to have its popular LNER J72 0-6-0T No. 69023 *Joem* back in action by 2024 – and is asking well-wishers to support its appeal.

The overhaul, which is currently under way at Hopetown carriage works in Darlington, is expected to cost £225,000. The 1951-built locomotive requires a new copper tubeplate, new boiler barrel plating and a new cylinder block.

In terms of funding, the project has got off to a good start following the awarding of a £20,000 grant towards the cost of the new cylinder block from the Association for Industrial Archaeology (AIA). Formed in 1973, the AIA is the national membership organisation for people who share an interest in Britain's industrial past.

Additionally, Darlington Borough Council is providing £10,000 under the Government's Discretionary Business Support Grant scheme to support NELPG's Hopetown workshop activities during the Covid-19 pandemic. This injection of funds will be used for the J72's overhaul.

The project has been further boosted after an NELPG member, who wishes to remain anonymous, has offered, as a funding incentive, to match fund all individual donations to the J72 appeal to the tune of £20,000. It is hoped that by rising to this challenge, a further £40,000 can be secured towards the overhaul.

Donors in all categories, who within the three-year overhaul contribute £500 or more, will be invited to the launch event, which is expected to be at a heritage railway in the North East.

While donations of all amounts are of course welcome, NELPG is inviting well-wishers to sponsor key components to help the project. These include boiler stays at £25 each (there are 69 to renew); tubes at £50 each (there are 139 to replace); the casting and machining of the new cylinder block – 36 Shares at £500 each; painting the locomotive – five shares at £1000 each; and a new smokebox for £5000.

Progress

In other news, the boiler of LNER Q6 0-8-0 No. 63395 was lifted from its frames on September 7. This followed advice from the North Yorkshire Moors Railway that once services restarted post lockdown, it would have no need for the Q6 on the services it was likely to be running.

The NELPG therefore decided to bring forward the boiler lift planned for this winter to enable an external examination by the boiler inspector. Following the resumption of limited volunteer working parties, operating under strict Covid-19 control measures, activity has concentrated on stripping down and preparing the locomotive for the lift.

That took place successfully on September 7 at Grosmont, with the assistance of some of the motive power depot staff.



The boiler from Q6 No. 63395 was lifted at Grosmont on September 7. IAN PEARSON/NELPG

The boiler was sand blasted and washed out ready for an NDT (Non-Destructive Testing) on September 15, which was satisfactory in all respects.

A boiler inspection was due to be carried out before the end of the September. Subject to those revealing no problems, the Q6 should then have a boiler ticket valid until 2028, subject to the normal annual examinations.

→ Donations to the J72 appeal can be made online at www.nelpg.org.uk or using a direct BACS transfer to the NELPG bank account at Barclays Bank, account No. 40104442, sort code 20-62-09. Please use the reference 'J72 appeal'.

If you are sponsoring part of the overhaul, please also send your selection by email to richard.wheeler@nelpg.org.uk

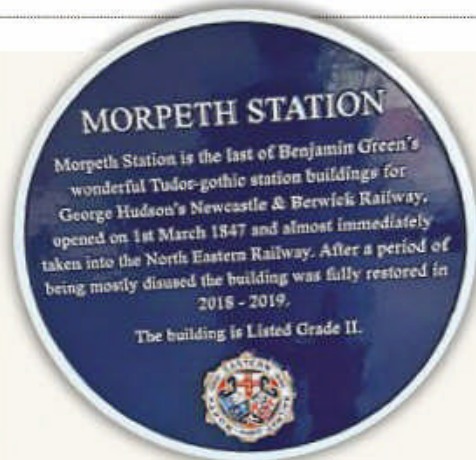
Transport Trust award for Minehead small prairie

THE West Somerset Railway Association's project to restore GWR small prairie No. 4561 to running order, has carried off one of four National Transport Trust Commemorative Awards.

The association was nominated for the Alan Moore Award for the restoration of the ex-Barry locomotive which had been awaiting repairs on the line since 1998.

In April 2018, it was decided to prioritise its restoration at Williton Works by a team of trained staff, volunteers and apprentices.

The 2-6-2T offers a cheaper alternative to some of the larger locomotives as it is more efficient. Furthermore, running its engine would reduce the cost of hiring locomotives for the line, saving the organisation around £40,000-£50,000 a year.



Above: The Railway Heritage Trust blue plaque unveiled by Andy Savage on September 8. RHT

Right: The front of revitalised Morpeth station. RHT



Morpeth's classic Tudor station restored

THE completion of the £2.3 million, 18-month restoration of the East Coast Main Line's Morpeth station was marked by a ceremony on September 8. The reopening was performed by Andy Savage, executive director of the Railway Heritage Trust.

Architect Benjamin Green designed the Tudor-style building for the York, Newcastle & Berwick Railway Company which opened in 1847.

North Shields stonemasons Classic Masonry undertook the restoration using sandstone specified by the station project conservation architect John Curtis, from Napper Architects.

The National Lottery Heritage Fund contributed £790,000 to the project, which saw more than 80 stones, some weighing nearly half a ton, quarried from Otterburn in Northumberland.

The 15 tall chimneys which

gave the station its distinctive appearance have been reinstated.

Before the project began, the building was mostly empty. It now has a new entrance hub accessed via the reopened portico, and is home to a booking office, cafe and a guard's van-style taxi office in the forecourt. Internally, seven offices have been created for use by small businesses in what was previously unused space – six of which are in the process of being let.



The Churnet Valley Railway is making a slow but steady return to service each Wednesday, with two round trips between Kingsley & Froghall and Ipstones, of which the 1.30pm service is operated as a cream tea dining service. The train headed by USATC S160 2-8-0 No. 5197 is seen drifting into Cheddleton on September 16 on the outward journey, while awaiting the opening of the station crossing gates to continue to Ipstones. FRED KERR

Churnet Valley's Leek extension project hit by signalling equipment raid

THIEVES have stalled progress on the Churnet Valley Railway's (CVR) Leek extension by stealing £10,000 worth of difficult-to-replace signalling equipment.

During September 5/6, thieves forced their way into storage containers in private sidings at Kingsley & Froghall station by cutting through three security locks to steal the equipment, including items intended for the extension.

The loss includes a large quantity of interlocking equipment, which prevents multiple routes being set by the signalling system and therefore protects trains from meeting one another on the same stretch of line. With the number of mechanical signal boxes decreasing on the main line in recent years as they are replaced by

more modern systems, the availability of spares is decreasing significantly and so the theft has come as a major blow to the line's volunteers.

Impact

As the stolen equipment therefore cannot be bought off the shelf, the railway must wait for completion of upgrade projects on the main line from which equipment removed can be purchased. However, with other heritage lines also wanting similar equipment, CVR officials fear that they could be forced to wait over a decade to be able to replace the full amount of stolen items.

An appeal to improve site security including the installation of a new CCTV system and a new fence has

been launched by the line's charitable supporting body, the North Staffordshire Railway Company (1978) Ltd, at membership-form.nsrailway.co.uk/donations

A CVR statement said: "This all comes at an increasingly difficult time for the railway following the recent enforced closure during the Covid-19 lockdown, and despite being able to open for the summer holidays finances are still tight. Even though the revamped services have proved popular so far, the loss of income from the shutdown has not been recovered and in spite of significant support from the local authority, the railway's bank and suppliers; this is one hit the railway just could not afford."

Police are investigating.

South Devon Railway helps the NHS

THE South Devon Railway (SDR) has come to the help of the NHS.

It hosted the Buckfastleigh Health Centre's annual seasonal flu inoculation programme at its cafe, which is closed due to the Covid-19 pandemic.

The cafe was thoroughly prepared and cleaned ready for the vaccine programme to start on September 16.

Pre-booked inoculations for local people at set times will also be held on October 14 and 21.

A railway spokesman said: "The SDR is pleased to be able to help the local community and the NHS in this way, in a good example of local co-operation to provide much-needed services."

Sewage retention tanks for Moorsline Whitby stock

By Roger Melton

THE North Yorkshire Moors Railway is poised to become an early provider of retention tank toilets on heritage railways, as a result of its operations over the Network Rail's metals of the Esk Valley line between Grosmont and Whitby.

Because the provision of retention tank toilets is a Network Rail mandated requirement, it will pay for the modifications to be installed on certain items of rolling stock – three sets of Mk.1 coaches and the railway's Pullman dining train – to be used over the route.

The project will see the new National Lottery Heritage Fund fuss free access coaches fitted as part of this plan, alongside selected Mk.1s, to provide adequate facilities on all coaching sets running onto the

national network from Grosmont.

The other side of the retention tank equation is the storage of the sewage until it can be disposed of. The site of these facilities will be outside Pickering station and at the Whitby end of Platform 3 at Grosmont.

There are no plans to install emptying facilities in the new carriage shed at Pickering due to drainage and planning constraints.

These developments may not see the discharge of sewage onto the track at the NYMR ending completely just yet. Carriages that are not permitted to be used on the Esk Valley line, such as the teak train and the line's GWR inspection saloon, will not be covered by Network Rail funding and there are no immediate plans for their modification.

Museum can still be seen at St Bees

THE West Cumberland Railway Museum advises that although it is not currently open for regular visits, it is by no means closed.

Peter Rooke, who developed the venue told *Heritage Railway*: "While we are not having general opening sessions, the museum is available for specific timed visits by small groups by agreement through email. Face coverings and social distancing is required."

Located in St Bees, Cumbria, the museum is a private collection of railwayana featuring all the railway companies of West Cumberland from the 1840s to the present day. Visit west-cumberland-railway-museum.business.site/ or email petergrooke@btinternet.com for more information.

Landslip public appeal steams through target

AFTER thunderstorms caused multiple landslips on the Bo'ness & Kinneil Railway on August 11/12, the Scottish Railway Preservation Society has received more than £122,000 in donations to its emergency appeal for £100,000.

The society is working towards getting the line back open for services to resume, and its consulting engineers have finalised a design for the landslide repairs. AS we closed for press, officials were waiting to hear from several contractors as to whether they would like to tender for the work.

Meanwhile, the Edinburgh-Glasgow via Falkirk High main line, which was also badly damaged by the storm, and partially washed away near Polmont when the Union Canal burst its banks, reopened on September 21.

During a six-week period, engineers completely rebuilt the foundations of the line, replacing more than 15,000 tons of soil and stone beneath the track. Around two-thirds of a mile of new double-track has also been laid.

IN BRIEF

→ THE Keighley & Worth Valley Railway featured in the first episode of Channel 5's new adaptation of writer and vet James Herriot's *All Creatures Great and Small*, which follows the story of a local vet working in rural Yorkshire during the 1930s and 40s.

→ THE first reupholstered seats for the Somerset & Dorset Railway Heritage Trust's BR Mk.1 RMB No. S1885 at Midsomer Norton have been returned.

A separate appeal at www.justgiving.com/fundraising/sdrht-refurbishthermb to fund the restoration of other parts of the coach had raised around £8000 as we closed for press.

→ LLANDUDNO's Great Orme Tramway will remain closed for the rest of the year due to Covid-19 restrictions.

A spokesman said: "We are working on improving facilities and adding events to make 2021 better than ever."

→ GRAFFITI vandals targeted the Swindon & Cricklade Railway's Taw Valley Halt on August 22/23, and also damaged the hand point lever mechanism.

Wiltshire Police were studying video footage of the alleged culprits.

→ PETERBOROUGH Civic Society has chosen to honour the town's 1848-built Eastern Counties Railway and Midland Railway engine shed, part of the city council's new offices at Sand Martin House at Fletton Quays, with a blue plaque.

ORR praises heritage lines for post-lockdown restart

By Robin Jones

THE heritage railway sector has been praised by industry regulator the Office of Rail and Road (ORR) for its management of the reopening of its lines since the easing of the Covid-19 lockdown. However, the ORR said that some lines could do more in the field of risk management.

The ORR said it supports the action being taken by the Heritage Railway Association (HRA) in developing a strategic approach to increasing its capabilities. The regulator recognised that there have been improvements in the HRA's leadership to the sector, most visibly by developing and promoting proportionate ways to manage safety risk.

The HRA action includes plans to develop a Heritage Safety and Standards Board aimed at increasing cross sector cooperation, sharing safety related information, and delivering an important role in developing, reviewing and promoting proportionate ways to manage safety risk.

A statement from the regulator said: "Heritage railways and ORR have worked well together during the coronavirus pandemic, with the regulator providing advice and guidance. This, along with the sector stepping up its health and safety work has helped to reopen the railways safely.

"However, the sector has areas to improve. Although the quality of safety management systems is improving, significant gaps remain in capability to demonstrate how risk is controlled. Consequently, lack of incidents in the past at those railways is not necessarily a reliable indicator of how well risk is managed, or what may occur in the future.

"The ORR has intervened where it has discovered it was necessary to address such issues and evidence from ORR inspections and investigations indicate that the capability and maturity of the heritage sector is varied; some are very good and others require work."

To help improve safety, the ORR engaged with the sector in delivering six Risk Management Maturity Model (RM3) and safety update workshops across the UK. The workshops will provide practical guidance in how to use RM3 in a heritage environment to improve safety management.



Award-winning BR Standard 9F 2-10-0 No. 92134 takes on water at Grosmont Tunnel on August 18 while heading the North Yorkshire Moors Railway's 'The Optimist' which, as reported last issue, saw the line resume serving over the full 24 miles between Pickering and Whitby. 'The Optimist' is due to run until November 1. CHARLOTTE GRAHAM/NYMR

HM Chief Inspector of Railways Ian Prosser CBE said: "The HRA has taken a significant and important role in providing safety leadership, most visibly by developing and promoting proportionate ways to manage safety risk.

"We have also seen some good approaches to improving safety. These often used technology to promote a system approach; digital platforms to share information and to deliver a system approach to assets, information, and competence management.

"Heritage operators continue to show enthusiasm to learn and manage their operations safely, and have responded appropriately to inspector advice."

Watercolour scenes to boost Swanage emergency appeal

ARTIST Oliver Pyle has come to the aid of the Swanage Railway's £360,000 Save Our Service appeal to mitigate the impact of revenue loss through lockdown.

Exhibiting his work at the Mulberry Tree Gallery in the resort's High Street, West Sussex-based Oliver has produced four evocative watercolour scenes of steam trains on the heritage line, with 250 limited edition prints of each for sale.

Oliver, who first visited the Purbeck resort as a child in 1982 and became a professional artist eight years ago, said: "When the train services stopped in March because of Covid-19, and we could no longer

hear the steam whistles in the town and the wider countryside, Swanage lost some of its charm and energy.

Support

"As a steam preservation enthusiast, and a huge fan of the Swanage Railway, I wanted to do whatever I could to help in trying to close the funding gap that Covid-19 had created for the popular heritage line, which has been rebuilt from nothing since 1976.

"Whether bringing day-trippers to the seaside or entertaining the rail enthusiasts, it is impossible to imagine Swanage without its steam railway. Not only does it contribute

significantly to the economic well-being of the town, but it adds so much charm and character to Swanage and the Isle of Purbeck.

"The tremendous amount of work put in by several generations of volunteers to rebuild the Swanage Railway over more than 40 years cannot be lost. If the Swanage Railway, and other preserved railways across the country, are unable to survive then an important part of our heritage will be gone.

"I visited the railway and watched it take its first few steps towards establishing itself again and the opening of Herston Halt, one mile out of Swanage, in 1984 seemed like a huge step forward. I remember walking along the weed-strewn trackbed at a disused and very dishevelled Corfe Castle station and wondering if the railway would ever come back."

The four prints feature 1899-built

LSWR T9 4-4-0 No. 30120 at Swanage station, late 1920s Southern Railway U 2-6-0 No. 31806 south of Corfe Castle, 1940s Bulleid Pacific No. 34072 257 Squadron between Swanage and Harman's Cross and BR Standard 4MT 2-6-4T No. 80104 steaming into Corfe Castle station.

Generosity

The line's fundraising chairman and volunteer signalman Randy Coldham said: "We have asked a lot of our supporters this year, for which we are extremely grateful, and Oliver's generosity will allow them to help the Swanage Railway and have a marvellous pictorial reminder of what we do best – running steam trains through the Isle of Purbeck countryside."

As we closed for press, the Save Our Service appeal was approaching £300,000.

"The tremendous amount of work put in by several generations of volunteers to rebuild the Swanage Railway over more than 40 years cannot be lost."

Teenager's project sees diesel returned to service after 25 years

By Geoff Courtney

AN ENGLISH Electric diesel preserved in New Zealand has returned to service after an overhaul started two years ago by a 13-year-old volunteer. The diesel, De class Bo-Bo No. 511, was built at EE's works in Preston in 1951 for New Zealand Government Railways and withdrawn in 1987.

One of seven from the class of 15 that entered preservation, No. 511 was saved by the Diesel Traction Group, and is based at Ferrymead Railway near Christchurch on the country's South Island.

Despite them being mainly shunters, the class gained celebrity status when four of them were used in pairs to haul the Royal Train during the visit to the country of the Queen and Prince Philip in 1953/54.

No. 511 featured in a celebration at Ferrymead in October 1988, held to mark the 125th anniversary of railway transport in New Zealand, and continued to haul trains on the line until 1995, when it was stored out of use.

More than two decades later, in 2018, volunteer Peter Weir, then aged 13, began to tidy up the Bo-Bo with a view to seeing it back in service, and this led to a major overhaul at Ferrymead that included mechanical, electrical and brake repairs, work on the cab structure and panelling, and a total repaint.

The overhaul took two years, and

now No. 511 is back in service.

Peter's father, Steve, who is secretary of the group, said: "Peter has been a regular volunteer since he was about six years old, and has always had a fascination with De511, often asking whether it would be restored one day."

"On reaching an age when he had sufficient skills, he offered to take it on as a project. I am very proud of what he has achieved, he has worked hard and stuck with it, often in fairly challenging situations given his age. The result has been very satisfying to see."

Origin

The Diesel Traction Group was formed in 1983 with the aim of saving English Electric diesels that ran on New Zealand's 3ft 6in gauge national network, and the collection now includes three others built in the UK in the 1950s, comprising a second De, No. 1429 (formerly No. 512), Df class No. 1501, and Class Dg No. 772.

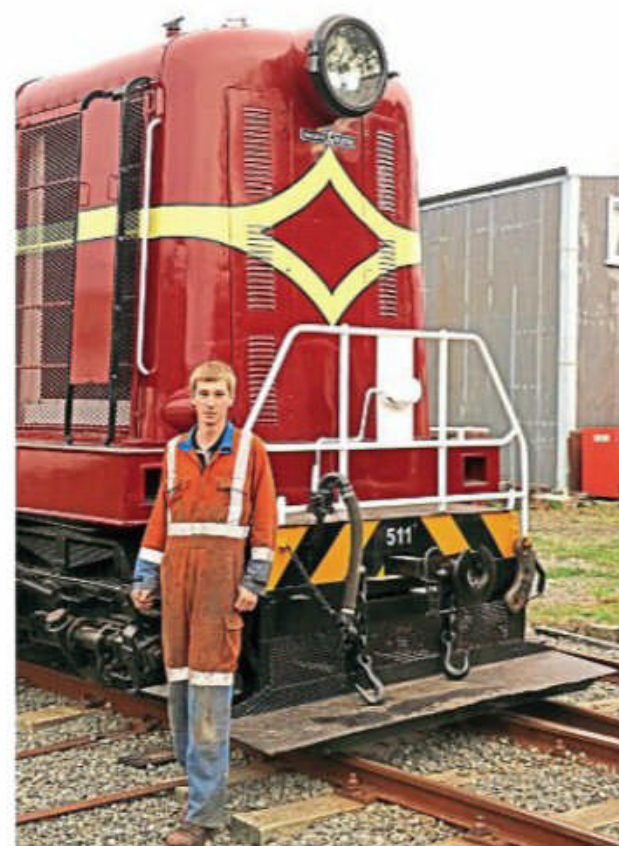
The Df was a 2Co-Co2 class of 10 freight locomotives, all of which had been withdrawn by 1975, while the Dg was an A1A-A1A class of 42 that saw service on passenger and freight trains until 1983.

Following its acquisition by the group, Dg772 joined De511 at the Ferrymead celebrations in 1988 and is certified for main line running.

All are based at Ferrymead, although De1429 – from a class that



Above: Diesel do nicely: English Electric Class De No. 511 (right) at Ferrymead Railway near Christchurch, New Zealand, on August 9, following its return to service after 25 years out of use. Beside the restored Bo-Bo is another UK-built English Electric loco, Dg No. 772. The two diesels were built for New Zealand Government Railways in 1951 and 1955 respectively. GLEN ANTHONY



Right: Young volunteer: Peter Weir with preserved New Zealand Government Railways' De class No. 511 at Ferrymead Railway near Christchurch. The English Electric Bo-Bo has recently returned to service after a major restoration that Peter was instrumental in starting. BOBBY BOULTON

UK modern heritage aficionados will note has echoes of a BR Class 20 – is currently leased to Weka Pass Railway in Waipara, north of Christchurch.

Another of the group's English

Electric diesels is Class Di Co-Co No. 1102, which was built at the company's works in Brisbane, Australia, in 1966 and is also main line certified.



→ The public can easily donate by texting 'SOS' to 70470, or cheques clearly marked 'Save Our Service' appeal can also be sent to the Swanage Railway Trust at Station House, Station Approach, Swanage, Dorset, BH19 1HB. To donate by PayPal or make a fast payment through internet banking, visit www.saveourservice.co.uk. Donations can also be made via the Swanage Railway's Facebook page.

→ Signed and numbered by the artist, with a certificate of authentication, Oliver Pyle's Swanage Railway watercolour prints costs £130 each and can be purchased from the Mulberry Tree Gallery at www.mulberrytreegallery.co.uk/collections/swanage-railway-save-our-service-appeal as well as from the shop at Swanage station when trains are running.

Left: Oliver Pyle alongside Bulleid Battle of Britain light Pacific No. 34072 257 Squadron at Swanage station, with one of his fundraising paintings. ANDREW PM WRIGHT

AIn Valley temporarily closes to implement ORR advice

By Robin Jones

THE AIn Valley Railway (AVR) has said it will remain closed until Easter 2021 while it works with industry regulator the Office of Rail & Road (ORR) to address a series of "shortcomings."

The railway recently carried out a review of its Safety Management System, which was closely followed up with an inspection by the ORR in July.

The review was carried out in advance of the railway opening Greenrigg Halt, meaning that it will be able to go from "somewhere (Alnwick Lionheart) to somewhere."

A statement from the AVR said: "It's fair to say that there were no surprises in their findings, but because of a

number of specific shortcomings in the railway's procedures, it was all agreed that it would be best to defer reopening until we have resolved these issues. Covid-19 has naturally affected our efforts in correcting the shortcomings earlier in the year.

Reopening

"The railway is now working closely with the ORR to resolve these issues and is planning to open at Easter 2021, running to our new platform at Greenrigg Halt.

"The review was very informative and as a growing railway, the advice given was gratefully received. Key areas which require improvement are mainly within maintenance

policies, standards and record keeping for our locomotives and on the assessments and recording of competence for people in safety critical roles. Additionally, remedial work to Cawledge Viaduct needs to be undertaken during a closed season."

However, the structural engineers report does not preclude trains from running over the viaduct.

AVR chairman Tom Spencer said: "We are saddened to bring news such as this. Reports from our regulatory body are often seen as bad news, but on this occasion we are looking forward to working with the ORR as they have given us a clear path forward to enable us to commence our passenger services

once more at Easter 2021.

"The Covid-19 situation has been a stressful time for all, but as we try to look at this in a positive light, this pandemic has given us the opportunity to revisit our procedures and management structures.

Expectations

"A lot has happened in the short time since the ORR visit and the AVR are confident that it will meet the expectations of the regulator in the coming months."

→ The railway has issued an appeal to would-be volunteers to email volunteer@alnvalleyrailway.co.uk and prospective new members to contact membership@alnvalleyrailway.co.uk.

Help complete last major motion work on Patriot

By Gareth Evans

THE LMS-Patriot Project is asking for supporters to help finish the major motion work on its new-build 4-6-0 No. 5551 *The Unknown Warrior*.

The group is looking for 500 people to join the 5551 Club by donating £55.51. Once that figure – £27,755 – has been reached, there will be a club members draw for a ticket on the first train hauled by *The Unknown Warrior*.

Meanwhile, progress continues to be made on the construction of the locomotive at the West Shed at the Midland Railway-Butterley by the Princess Royal Class Locomotive Trust (PRCLT).

The PRCLT has been carrying out thorough engineering assessments of the locomotive's principal

components, which are critical to the sequence of the 4-6-0's build. These include the bogie, the driving wheels with weld repairs, and the motion components which have been transported to the West Shed from Statfold Barn over the summer. The assessments are identifying all outstanding design and construction issues and the quality certification requirements for these components.

Progress

The bogie wheelsets have returned from Riley & Son (E) Ltd, following axle skimming and the rettying of the donor trailing bogie wheelset from former 'Barry 10' Stanier 8F No. 48518, as the back to back dimensions were found not to be within the acceptable tolerance.

The LMS-Patriot engineering team

held a face to face meeting at West Shed on August 25, with PRCLT – the first in nearly six months – and had a constructive initial discussion on what was required. Specific actions have been agreed.

As it now will be necessary to move the boiler from its present workshop location at Heritage Boiler Steam Services Ltd in Liverpool, a programme of work has been agreed with the contractor. This involves securing the boiler stays and taking other steps to ensure its safe movement to the West Shed.

On the tender, Leaky Finders staff have been top-coating the tender frames now that the majority of work has finished on these items. The doubling plates for the main brake pins have been riveted in, which



The bogie wheelsets have moved from Riley & Son (E) Ltd to the West Shed, where they are seen on August 25. ANDY COLLINSON/LMS-PATRIOT PROJECT

means the brake rigging can now start to be fitted. Riveting on the rear drag box has begun alongside further work on many smaller sub components.

Boiler back on Middleton loco as marathon overhaul nears end

THE Middleton Railway's Hawthorn Leslie 0-4-0ST No. 3860 of 1935 *Swanscombe No. 6* has received its refurbished boiler.

The railway successfully launched an appeal to pay for the necessary repairs and sent the boiler to Northern Steam Engineering last year for the replacement of the outer firebox sides and other work.

Despite problems with staffing at the repair premises because of Covid-19, repairs have now been completed and the boiler now sits back on the locomotive, ready for testing and reassembly.

The locomotive requires reassembly and testing, but should be available for traffic in 2021.

It was one of several locomotives supplied by Hawthorn Leslie to the Associated Portland Cement Company of Swanscombe in Kent. The locomotives worked on the site until the opening of a new works and the introduction of diesels made them redundant. The Swanscombe quarry subsequently became the site of the Bluewater shopping centre.

The Middleton obtained the locomotive in 1971 and it worked



The refurbished boiler back on *Swanscombe No. 6*. MR

for just four years before being withdrawn for an overhaul. That task did not start until 2001 and is

still ongoing, and two years ago, the railway announced that it had raised sufficient funds to complete it.

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Pending the return of flagship 4-6-0 No. 7822 *Foxcote Manor* from the West Somerset Railway, Hudswell Clarke 0-6-0T No. 1731 of 1942 *Jennifer* headed passenger trains on the Llangollen Railway for two days. *Jennifer*, which spent its working life at Samuel Fox & Co Ltd's steel complex in the Upper Don Valley at Stocksbridge, near Sheffield, is seen heading the first train of the day from Llangollen to Carrog on August 27, as it passes Berwyn with five coaches and raising a good head of steam.

GEORGE JONES



Scottish waggonways recalled on app-based heritage walks

By Hugh Dougherty

SCOTLAND'S rapidly-vanishing mining heritage, including the waggonways and railways which served it, is being saved for posterity thanks to Stirling University's Landscape Legacies of Coal Mining project, headed by history lecturer Dr Catherine Mills.

The project has identified a series of curated walks around the remains of coal mines and waggonways, including the pioneering 18th-century Alloa Waggonway, brickworks, and sections of the Union Canal.

An app allows enthusiasts exploring the routes to use the latest technology, providing background information and commentary on the sites.

Dr Mills said: "Rapid decline of the coal industry brought closure, demolition and subsequent

redevelopment of colliery sites, that is slowly erasing the industrial archaeology of one of Scotland's foremost industries.

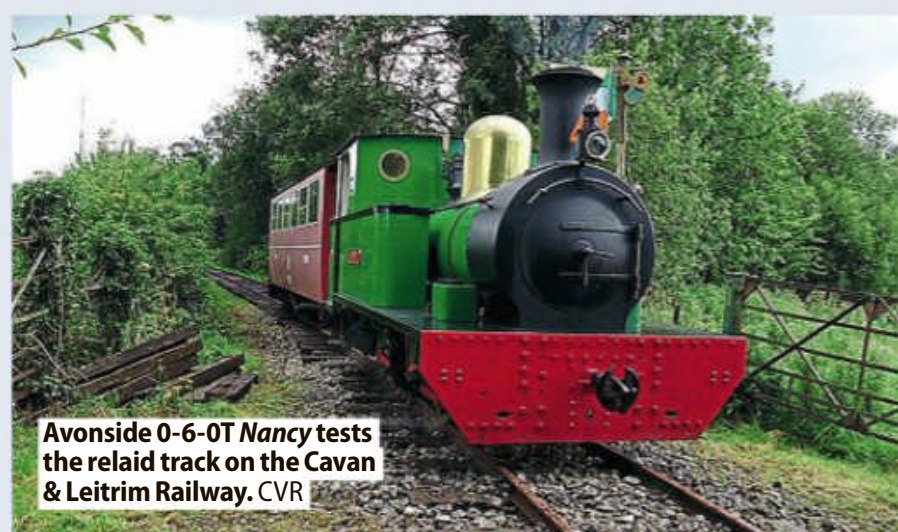
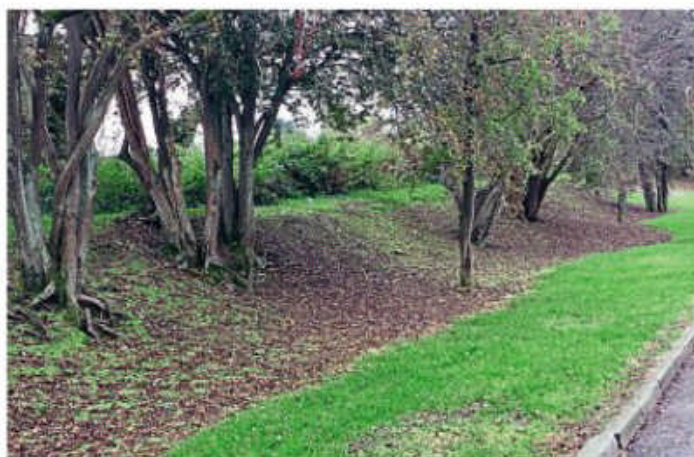
"Many sites and trackbeds survive as derelict, and many people pass them daily, unaware of the history of the landscape, whereas for others, they evoke memories of past and powerful legacies.

"Unlike a booklet or leaflet, the app is updated as more discoveries are made, many by people on the walks, so that it is a dynamic tool for recording the important mining industry and its social and economic legacies."

Full details of Landscape Legacies of Coal Mining are at tinyurl.com/y4fqcq7e, and Dr Mills hopes that railway enthusiasts will download and use the app, as well as keeping up to date on the project's Twitter and Facebook pages.

The Alloa Waggonway, built in 1768 to shift coal, and the formation of which can still be seen today, is followed on one of the project's app-led, mining heritage walks.

DR CATHERINE MILLS



Avonside 0-6-0T *Nancy* tests the relaid track on the Cavan & Leitrim Railway. CVR

Closed Cavan & Leitrim Railway prepares for its next stop

IRELAND'S 3ft gauge Cavan & Leitrim Railway (CVR) continues to push north, with volunteers carrying out essential works in line with the government pandemic guidelines.

Phase 1 of the relaying of track from the Dromod platform to the gate was completed on August 3, and to mark the occasion resident Avonside 0-6-0T No. 3024 of 1908 No. 1 *Nancy*, which was restored at Alan Keef's works in Ross-on-Wye, was ceremoniously steamed. It ran over the relaid track, and also carried out maintenance checks and competency procedures with the volunteers.

Phase 2 to lay track from the gate to the end of the line at Clooncolry is now beginning in earnest. A fresh consignment of bolts and screws has been delivered, and sleepers sawed

so that the tracklaying gang can proceed without delay. Several lorry loads of ballast have also arrived and have been discharged along the alignment.

The railway plans to create a halt and run-round loop at Clooncolry, and has appealed for funding for additional sleepers and bolts.

The line's Tralee & Dingle Light Railway carriage No. 7T, which dates from 1891, and the three bogies from that line are to be the subject of a detailed assessment as part of the CVR's Vintage Train Appeal.

The work is being undertaken with a view to sending the bogies away to a third party contractor for refurbishment.

The railway and its museum in County Leitrim are currently closed in line with Covid-19 public health measures.

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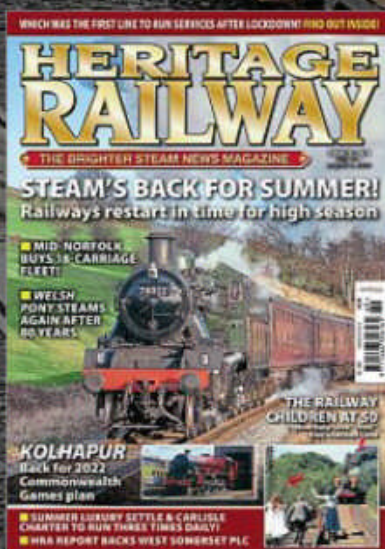
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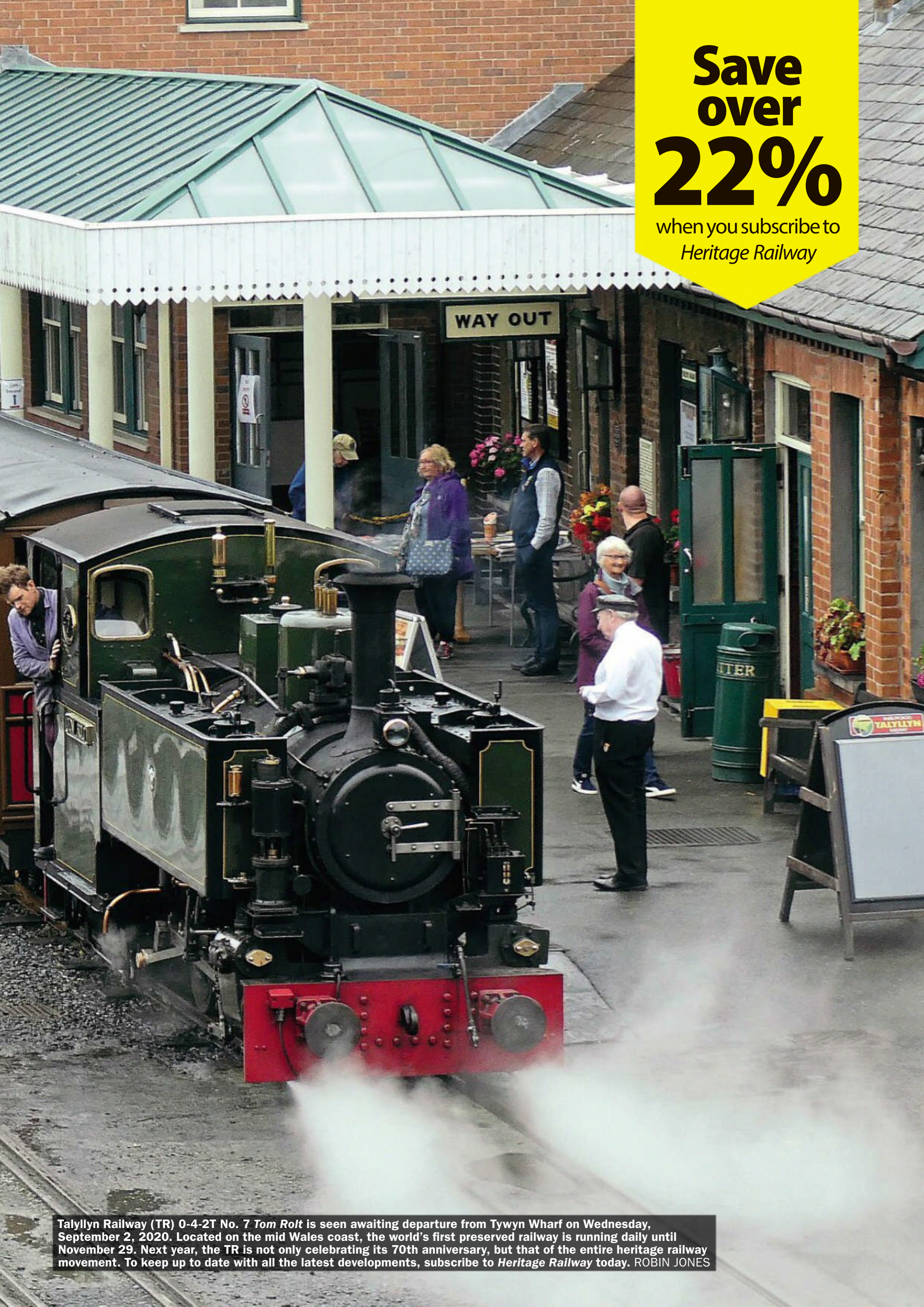
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A photograph of a steam locomotive, No. 7 Tom Rolt, at Tywyn Wharf station. The locomotive is black with a red front and is emitting a large plume of white steam. Several people are standing on the platform, and a brick building with a green roof is in the background. A yellow banner in the top right corner contains promotional text.

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Talylyn Railway (TR) 0-4-2T No. 7 *Tom Rolt* is seen awaiting departure from Tywyn Wharf on Wednesday, September 2, 2020. Located on the mid Wales coast, the world's first preserved railway is running daily until November 29. Next year, the TR is not only celebrating its 70th anniversary, but that of the entire heritage railway movement. To keep up to date with all the latest developments, subscribe to *Heritage Railway* today. ROBIN JONES

Traditional Santa specials 'tweaked' for this year

HERITAGE railways throughout Britain have not only worked round the clock to ensure that their trains comply with social distancing regulations, but also to redevelop their Christmas programme to ensure that passengers can travel in safety.

The Llangollen Railway is pinning its hopes on the proximity of the tourist honeypot town to the border and excellent road links to entice passengers from England for its Santa specials along the beautiful Dee Valley to Carrog. There, Santa will be waiting in a socially-distanced Lapland grotto, where his magic elves will entertain and hand out presents, while the cafe will be open for hot drinks.

The trains will run on December 5/6, 12/13, 18/19 and 20-24 and will be hauled by GWR 2-8-0 No. 3802 or prairie No. 5199. Booking can be made at www.llangollen-railway.co.uk

On the North Yorkshire Moors Railway, passengers will board the Santa specials at Pickering for a 'slightly tweaked' magical Christmas adventure, complying with Covid-19 guidelines. Passengers will have the chance to meet Santa's helpers listening to Jingle Bells FM in a compartment as the train steams to Levisham.

Experiences

Tickets are priced at £100 per compartment (for a maximum of four), and £25 per additional adult (maximum six total adult and child) and pre-booking is essential.

The trains will run on December 5/6, 12/13 and 19-24.

Head of marketing Laura Strangeway said: "We've had to tweak things to ensure we adhere to Government guidelines, but we're sure the NYMR's Christmas 2020 will be every bit as magical as previous years." Visit nymr.co.uk/santa-reimagined for more details.

At the East Lancashire Railway, Bury Bolton Street station with its many Christmas trees and decorations will serve as an opener to the 80-minute journey.

Inside a decorated train interior, children will have the chance to meet costumed characters as well as Santa – with a gift provided for every one, along with refreshments and a bespoke activity pack, while a mince pie and festive tippie is available for older guests.

The special will run on dates from November 21 to December 24. For more information, visit eastlancsrailway.org.uk

December's dark nights will once again be lit up by illuminated trains

By Robin Jones

FOLLOWING the resounding success of the illuminated Christmas train phenomenon pioneered in the UK by the Dartmouth Steam Railway & Riverboat Company two years ago, several lines which produced similar events last year are bringing them back this time, but in socially-distanced settings.

The North Norfolk Railway will again run its evening 'Norfolk Lights Express' from Sheringham to Holt, which for this year will be turned in to a picturesque winter wonderland. Along the journey, passengers will

see beautifully-lit lineside displays and it will be accompanied by an atmospheric soundtrack tailored specifically for the experience.

Only compartment stock will be used for the services this year, ensuring that social distancing is complied with at all times. The trains are being treated with a special chemical compound Zoono Z71, which coats all surfaces and essentially disables Covid-19.

Operations

Staff and volunteers will wear personal protective equipment at all times to ensure passenger safety.

The 'Norfolk Lights Express' will run on select dates from November 16 to January 3. Further details are at www.norfolklights-express.co.uk

Traditional Santa trains will run on the line between November 28 and December 13, and each day between December 18-24. The trips start from Sheringham, where each child will receive a Christmas cookie and a flavoured milk drink, and each adult their own snack as well as mulled wine. At Weybourne, each child will receive a specially-chosen quality present before reboarding the train back. Tickets can be booked at www.nnrailway.co.uk

The Severn Valley Railway is aiming to build on the success of last year's Steam in Lights services, while also running its hugely-popular traditional Santa specials.

Steam in Lights, which offers "an illuminated adventure of magical creatures (including the mysterious Cacklers), sparkling lights, snow flurries and thrills from the warmth and comfort of a private compartment" in an hour's round trip, will depart from Bridgnorth at 4.30pm, 6.30pm and 8.30pm on selected dates between November 27 and December 23. Prices are £120 or £130 for six people in a compartment, and £80 or £90 for four people in a compartment, and passengers are encouraged to bring a torch with them to enjoy the experience fully.

The Santa trains offer families a two-hour round trip in a reserved private compartment from the beautifully-decorated Kidderminster



Let it snow: As LMS 2-6-0 No. 42968 basks in the Severn Valley weather we can perhaps but dream about at Christmas. SVR

The Train through Christmas Countryside

MEANWHILE, the Ecclesbourne Valley Railway has teamed up with local producers Zach Moore and Mark Page to produce its own new festive show.

The Train Through Christmas Countryside features acting and entertainment from the moment passengers arrive at the platform until they leave the train, all designed to meet with Covid-19 guidelines.

Elves sing and dance and tell their story on the way from Wirksworth to Santa's station, five miles away, while the big man visits the doors of the passengers' six-seater private compartments with

presents for the children.

Prices range from £55 to £70 per compartment (not per person) according to date, regardless of occupancy, and a very limited number of first-class compartments are available at £65-80.

Performance

Zach, 28, explained: "I am so excited to be working on a new theatrical performance for the railway which has been designed from the ground up with the coronavirus guidelines at heart."

"This year has been a challenging time for all and we are thrilled to be

working with the friendly team at the Ecclesbourne Valley Railway to bring cheer to this Christmas."

The costumes for the characters will include the necessary face coverings for the cast, who will assist with boarding and disembarking in a socially-distanced manner, while high-contact areas inside and outside the carriages will be thoroughly sanitised.

The Train Through Christmas Countryside runs on December 5/6, 12/13 and 19-24.

For details and bookings visit www.e-v-r.com



BR Standard 9F 2-10-0 No. 92203 *Black Prince* heads the 'Norfolk Lights Express' to Weybourne. NNR

Town station to Arley, to see the railway's all-new professionally-produced Christmas Show, staged in a marquee with socially-distanced seating. Back on the train, present-shaped surprises will be waiting for the children. Departures are available from Kidderminster at 9.30am, 11am, 12.30pm, 2pm, 3.30pm and 5pm on selected dates between November 28 and December 24. A compartment for six is priced between £170 and £195, and a compartment for four between £110 and £135.

The Great Central Railway is to run Winter Wonderlights and Santa Express services beginning on November 28. Both services will run every weekend and every Wednesday and December 21-24 of Christmas week. There will be four Santa Express services each day and two Winter Wonderlights services each evening.

Itineraries

Both services will use compartment carriages, allowing up to six passengers per compartment. Santa will travel on the trains meeting the children from the doors in each compartment.

All the services will start and finish at Quorn & Woodhouse. Quorn yard will become a Christmas village with around 40 traders and a funfair for the children.

During the Christmas period, the railway will be running a full dining service at the weekends and on certain Wednesdays. For booking



Winter Wonderlights at Leicester North with Stanier 8F No. 48305. GCR

details, visit www.gcrailway.co.uk

The Dartmouth Steam Railway, which in February won the Heritage Railway Association Award for Special Events after reinventing the North American concept for a British audience, will run its Train of Lights on December 2, 4/5, 9, 11/12, 16, 18-23 and 27-30, again using carriages with screen seats and which are deep-cleaned daily. Bookings can be made at www.dsrrbchristmas.co.uk

However, at the time of going

to press, the line had decided not to run its separate Santa Express because officials did not consider it would be possible to operate it in a Covid-19 secure way without significantly detracting from the charm of the event, which has included an on-train pantomime.

As reported last issue, the Bluebell Railway will run its debut SteamLights event this year in addition to regular Santa trains. Booking details, dates and times are now at www.bluebell-railway.com

Mid-Norfolk cancels Polar Express

THE Mid-Norfolk Railway has become the latest heritage line to cancel this year's 'Polar Express' event due to the Covid-19 pandemic.

After the Telford Steam Railway and Vintage Trains pulled out, the Mid-Norfolk decided that it did not want to stage a version of the show, based on the movie version of Chris Van Allsburg's children's book, that would likely be a disappointment for passengers when compared to previous editions.

Mid-Norfolk Railway Preservation Trust chairman Charlie Robinson said: "We have come to this difficult decision because we have to take a long-term view that safeguards both the railway's reputation and that of the 'Polar Express' train ride.

"We appreciate that this will be a major disappointment to our passengers, but we hope that there is understanding as to why this decision has been made."

Future

However, the Mid-Norfolk has signed a contract with Rail Events, the rights holder on behalf of Warner Brothers, which will see the 'Polar Express' return to the line each year until 2024.

As we closed for press, railway officials were investigating an alternative steam-hauled Christmas train service for this year, which will comply with all social distancing regulations. Updates will be posted at www.mnr.org.uk.

Earlier, the railway announced there will not be any public running for the remainder of the summer 2020 operating season, which has seen all of its 25th anniversary events cancelled.

However, since volunteers returned following the initial lifting of Covid-19 restrictions, there has been a concentrated effort to improve the track, signalling and rolling stock.

Signalling work has continued at Dereham station, as part of the long-term aim of returning public passenger service to County School station.

Several of the Mk.1 and Mk.2 coaches have been refurbished and repainted into BR maroon.

Meanwhile, the South Devon Railway has sold more than 15,000 tickets for its debut 'Polar Express' season, which will see trains running on November 27-29 and December 4-6, 11-13 and 16-23. For details and to book visit www.southdevonrailway.co.uk

The Wensleydale Railway, which is currently closed, also plans to run its 'Polar Express' this year: visit wensleydale-railway.co.uk for details.

Santa set to bring steam back to West Somerset

DESPITE having been closed for 2020 while a major track upgrade programme is underway, the West Somerset Railway is to run its Santa Express, in line with Government guidelines and Covid-19 restrictions.

Passengers will arrive at Bishops Lydeard and will socially distance in the marquee, before boarding the train via a one-way system. All passengers will be asked to wear a face covering.

Tickets will be sold in tables of four and compartments for up to six people. Some tables will

be restricted from use to allow social distancing.

Santa will visit each table at a distance and offer photographs, and the presents will already be on the tables for the children when they board the train.

Journey

It is hoped that the service will extend to Williton and return, but passengers will not be allowed to disembark at Williton due to guidelines.

Competencies of staff are

being addressed through the appropriate channels.

The Santa Express will run on December 5/6, 12/13 and 19-24. For details of times and to book, visit www.west-somerset-railway.co.uk

The annual Dunster by Candlelight event has been cancelled and so there will be no trains running to it.

However, the railway will hold a Christmas market at Minehead station (no trains will run) and a form of winter steam festival.

It's farewell to summer and hello to Christmas on the Spa Valley Railway

By Geoff Courtney

SUMMER may have given way to autumn only last month, but the Spa Valley Railway has already unveiled its plans for 10 days of steam-hauled Santa specials – some of them featuring its new resident locomotive.

The specials will run on December 5/6, 12/13, and 19-24, departing at 10am, 12.30pm, and 3pm from Eridge, for a two-hour return

trip to Tunbridge Wells West.

Enthusiasts will be delighted by the fact that Southern Railway Battle of Britain 4-6-2 No. 34053 *Sir Keith Park*, which as reported in last month's issue is now permanently based on the Spa Valley Railway, will be one of two locomotives expected to be rostered for working the specials.

The Pacific's appearance should also delight photographers,

as the chill December air will doubtless produce spectacular smoke displays.

Passengers will be able to alight at Tunbridge Wells West to visit the railway's LBSCR engine shed (75F in BR days) for a photographic opportunity with Santa and his sleigh before returning to Eridge, which has a direct link to London Bridge.

The standard fare of £18 for

adults and £16 for children includes mince pies and a present for every youngster, while upgrades will be possible for travel in a premium compartment carriage with additional benefits.

Ex-steelworks Robert Stephenson & Hawthorns 0-6-0ST No. 62 *Ugly* will share duties with No. 34053, and so offer a 'little and large' contrast to the travelling public. This 70-year-old took part in the line's post-lockdown reopening ceremony at Groombridge on August 29, at which Tunbridge Wells mayor, Coun Joy Podbury, officiated.

She was accompanied by John Scholey, who is the town crier and also the railway's civil engineering manager.

Jonnie Pay, Spa Valley's commercial manager, said the railway carried just over 1000 passengers over the reopening weekend, nearly 50% more than the same weekend last year. "After our five-and-a-half-month closure it couldn't have gone better, everything ran perfectly," he said.

Left: Battle partner: Robert Stephenson & Hawthorns No. 62 *Ugly* approaches Broom Lane bridge in December 2017 with a Spa Valley Railway Santa Special. The 1950-built 0-6-0ST will be sharing the duties on this year's Santa trains with Southern Railway Pacific No. 34053 *Sir Keith Park*. CHARLIE RALPH



Could Stratford-upon-Avon's old tramway become a cyclepath?

A PLAN to reopen the Stratford & Moreton Tramway as a footpath and cycleway is being explored.

The horse-drawn waggonway ran for 16 miles from the canal basin in Stratford-upon-Avon to Moreton-in-Marsh with a branch to Shipston-on-Stour, but was conceived as part of a far larger project. Surveyor, lawyer and landowner William James, considered by some historians to be the true 'father of the railways' whose reputation was eclipsed by that of George Stephenson, proposed a Central Junction Railway from Stratford to London.

Engineered by John Urpeth Rastrick, the tramway opened in 1826, and in 1859 the southern section between Moreton and Shipston was converted into a steam railway. It was taken over by the GWR, and the northern section to Stratford fell into disuse by the 1880s with the

rails lifted in 1918 for the war effort. The line was formally abandoned in 1926, exactly 100 years after it had been opened.

Cyclist and historian Andy Fincham from Newbold-on-Stour has now set up a community interest company called Old Tramway Revived to further his cyclepath idea, which is being supported by Shipston Town Council.

He said it would encourage local people to be active and keep cyclists off the busy A34 alongside, and hopes that the idea will attract Government funding.

Shipston mayor Coun Shelagh Saunders said that the town council had provided some funding to help with land searches and may offer further support if progress is made.

One of the wagons from the waggonway is preserved next to Tramway Bridge in Stratford.

Yeovil centre remains closed

YEOVIL Railway Centre trustees have agreed that all public events, including the reception of main line tours and locomotive servicing will continue to be suspended until at least the end of October.

Having opened the season with two Class 33s heading a Branch Line Society tour to the West Country visiting on March 8, the centre was closed due to lockdown.

Centre operator the South West Steam Main Line Company's chairman Paul Gould said that the main consideration now was to decide what – if any – arrangements might be made to run Santa specials in December.

He emphasised that the centre has a low-cost base "which means that we will be able to survive financially for some time but not indefinitely" and appealed for

donations at www.yeovilrailway.freesevers.com/appeal_covid19.html

Meanwhile, planning permission has been sought from Dorset County Council for the proposed extension of the centre's 'Wilderness' branch line, complete with platform.

Track and fixings are being sourced, while fencing and scrub clearance is taking place.

In addition to undertaking maintenance of engines and rolling stock, the operations staff are also installing wheel stops to improve safety on lines outside the engine shed.

Despite closure, final painting of the restored ICI acid tanker and a recently-acquired Conflat wagon continues, and work on the centre's Southern brake van was due for completion.



Open for business: Tunbridge Wells mayor Coun Joy Podbury performs the Spa Valley Railway's post-lockdown reopening on August 29, accompanied by John Scholey, the town crier and the railway's civil engineering manager. Beside the couple is RSH 0-6-OST No. 62 *Ugly*. DARRYL CURCHER PHOTOGRAPHY



Contrast at Eridge: No. 34053 *Sir Keith Park* awaits the 'off' with the 3.05pm to Tunbridge Wells West while Class 171 Turbostar DMU No. 171723 stops at the station's Southern platform with the 2.07pm London Bridge to Uckfield service on September 12 – the first day of a two-day debut weekend to mark the recent arrival of No. 34053, restored from ex-Barry scrapyard condition and owned by Southern Locomotives Limited, at the Spa Valley. PHIL BARNES



Bulleid light Pacific No. 34053 *Sir Keith Park* approaches Pokehill Farm crossing with the 12.05pm from Eridge on September 13. NICK GILLIAM

No future way back to Ruabon for Llangollen's heritage railway

FAINT hopes that the Llangollen Railway might one day be able to extend eastwards to a restored main line connection at Ruabon have been finally quashed.

Over the decades, calls for the heritage line to be relinked to the national network to provide incoming charters bringing visitors to Llangollen and major events like its International Eisteddfod, plus the Pontcysyllte Aqueduct, a UNESCO World Heritage Site, were repeatedly met with indifference from local authorities, despite the claimed economic benefits.

While the line's revivalists have pushed westwards along the Dee Valley to Carrog and now Corwen (see feature, pages 78-79), the trackbed to the east of Llangollen station has been blocked by a modern housing development. At one time it was believed that the

railway might be able to bypass the housing by means of a cantilever structure over the bank of the river, but nothing came of it.

Development

In September, Wrexham Council's planning committee approved amendments to earlier planning permission to allow new homes to be built on the former Air Products site in Acrefair, which includes the site of the village's station on the Ruabon to Barmouth Junction line, which closed as part of the Beeching Axe. An access road though a small industrial estate already lies on the trackbed.

Developer Prospect Estates Limited successfully applied to remove the obligation to provide affordable houses, stipulated when permission for 230 homes was given two years ago. Either way, the trackbed will be lost in perpetuity.

Unique fish van takes shape at Moorsline

By Roger Melton

UNIQUE 1948-built LNER four-wheel express fish van No. 75169 is taking shape at the North Yorkshire Moors Railway (NYMR), where it is being rebuilt at Pickering on behalf of the LNER Coach Association (LNERCA) by contractor Andrew Daniel, who has become available following his completion of the restoration of LNER Gresley 'Beavertail' observation car No. 1729 for Locomotive Services Limited.

The forerunner of the BR 'Blue Spot' design (the blue spot on the body side denoting that it was fitted with roller bearing axleboxes, permitting higher operating speeds), such vans were a common sight in Whitby station in BR days and were often attached to trains heading over what is now the NYMR for onward conveyance around the BR network, trailing an 'ancient and fish-like odour' in their wake!

No. 75169, although superficially in good condition when purchased, was found to be anything but sound when restoration began some years ago.

Almost the entire timber body was found to be rotten and was scrapped, and even the underframe had suffered severe corrosion in places as a result of fish boxes leaking salt-laden water through the floor. As a result, both buffer beams had to be replaced by a coded welder from the NYMR's staff.

During lockdown, Andrew built a new timber frame, aided by the fortuitous discovery of a grounded identical body on a farm not far from Pickering that has allowed vital measurements to be collected.

The new timber frame has now been erected on the chassis and a start has been made on fitting new plywood panels to it.

It is hoped that once the wagon is complete it may see occasional use in photographic charters on the NYMR, although a fair amount of additional work will be required to bring it to running condition. Its main role, however, will be to act as a store at Pickering yard.

Another vehicle that is expected to see some progress in the near future is Gresley corridor third No. 23896, which is in covered storage at Shildon.

An LNERCA member generously offered a large donation if it could be matched by gifts from other supporters. With that objective successfully achieved, there is sufficient money available to make a start on rebuilding the interior of the vehicle, which retains its corridor compartment screen, but not the compartment partitions. A set of compartment doors has already been partially restored for use in it.

Built to Diagram 115, No. 23896 was originally acquired from Carnforth and was stored there for several years in return for commissioning work on it there.

The body was externally restored using teak supplied by the LNERCA and the roof recanvased. It is therefore a good candidate for progressing, especially in these times when Covid-19 has placed a premium on compartment stock as a means of achieving social distancing, with the LNERCA teak train being currently composed almost entirely of open coaches.

→ Further donations towards the restoration of this coach would be welcomed by the LNERCA Treasurer c/o NYMR, 12 Park Street, Pickering, YO18 7AJ.

Alternatively, visit www.lnerca.org



The first painted side panels of LNER four-wheel express fish van No. 75169 bolted into position in early September. ANDREW DANIEL



Above: All operational coaches on the Leighton Buzzard Railway have been compartmentalised. ROCKY LANCER

Left: The crew of Orenstein & Koppel 0-6-0WT No. 10808 of 1924 *Pedemoura*, which spent its working life in the Douro Valley coal mines in northern Portugal, exchange tokens at Leedon loop. ROCKY LANCER

Leighton Buzzard trains sell out on reopening weekend

By Robin Jones

THE Leighton Buzzard Railway's first weekend of passenger trains since its six-month closure during lockdown proved to be a sell-out success.

Despite the capacity of trains having to be reduced due to social

distancing regulations, more than 400 passengers were carried over 12 departures during September 19/20.

While this figure is less than the record numbers seen at Page's Park over a single weekend, it was the maximum number that could be carried, with every compartment sold

out in advance. Additional partitions were installed within carriages to create compartments, with only one family group or 'bubble' permitted in each.

The railway complied with Government advice on the wearing of face masks on the trains and

enclosed areas, and entry into the enclosed booking office was limited to one adult per group. Special arrangements were made in the Buzzrail Cafe to permit social distancing.

Also, there was extra cleaning of the trains in between journeys.

Attractions

Visitors were nonetheless able to enjoy most of the features that have helped the railway to win many consecutive TripAdvisor Certificate of Excellence awards in recent years, with the exception of the internal areas at Stonehenge Works.

The Engine Shed Show at Page's Park is open on Saturdays and Wednesdays only for the remainder of the year.

Trains are now running every Sunday up until November 1, as well as Saturdays October 10 and October 31, along with October 27/28 for half term.

The weekend of September 25/26 was due to see the Greensand Railway Museum Trust's Baldwin 4-6-0T No. 44656 of 1917 No. 778 back in action on passenger trains after nearly a year's absence.

The railway recommends that visitors book online in advance at www.buzzrail.uk as walk-up tickets will be very limited due to the reduction in passenger capacity.



Barclay 0-6-0T No. 1641 of 1919 *Doll*, which was supplied new to the Sydenham ironstone quarries near Banbury and later transferred to Bilston steelworks in the West Midlands, awaits departure from Page's Park on September 20. ROCKY LANCER

Local authority allows Telford Steam Railway to double its running days

THE Telford Steam Railway has been given planning permission to double the number of days that it is allowed to operate.

Up to now, the railway, which is currently closed due to the pandemic, was allowed to run six trips a day only between 9.30am

and 6.30pm on 35 days.

Operating body the Telford Horsehay Steam Trust asked Telford and Wrekin Council for an extension to 75 days and the ability to offer evening services as late as 9.30pm.

Chairman Paul Hughes said that the changes were needed

to continue running the 'Polar Express' event licensed from Warner Brothers, which has also been cancelled this year due to the virus.

The 'Polar Express', first run in 2016, has attracted more than 90,000 visitors, generating nearly £3 million pounds since then.

The new conditions permit 45 operating days from Easter Sunday to Halloween, between 9.30am to 9pm with a maximum of six round trips per day. Thirty more operating days can be held from November 1 to New Year's Eve between noon and 9pm, with a limit of trips five per day.



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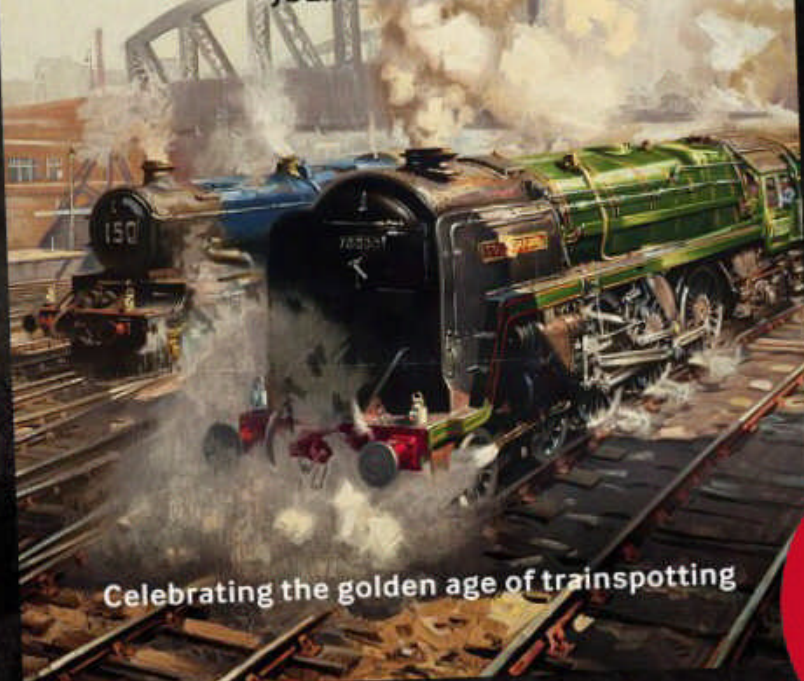
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Watercress line to help with Washford move

THE Mid-Hants Railway (MHR) has offered to help store part of the collection of vehicles and artefacts belonging to the Somerset & Dorset Railway Trust, following its notice to quit its Washford station home of 44 years.

The trust has launched a Progressing Our Future appeal to help move and store what is the largest collection of artefacts from the Somerset & Dorset Joint Railway while a new permanent home is sought.

A spokesman said: "Although the trust has some funds to begin the huge task of transporting some stock, it will be a very costly exercise to complete the whole operation within the next few months.

"Our membership has increased substantially over the past year and we send out a warm welcome to anyone wishing to join us in an exciting future for the Trust which will develop the story of, and memories of, the S&D."

More than £15,000 has been raised through the trust's Safeguarding Our Future appeal launched earlier this year after West Somerset Railway (WSR) plc gave it a year's notice to quit Washford.

As reported in issue 270, Somerset & Dorset Joint Railway 7F 2-8-0 No. 53808 has gone on loan to the MHR for two years.

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

WSR plc has indicated to the trust that it wishes to discuss the return of the 7F to Minehead.

→ To join the trust and make donations to it, visit www.sdrt.org

Laser scanning helps *Hengist* builders improve on BR 1950 design

By Robin Jones

THE University of Sheffield Advanced Manufacturing Research Centre (AMRC) is helping the builders of new BR Clan Pacific No. 72010 *Hengist* 'redesign' the locomotive for the 21st century by ironing out faults in the original manufacturing process.

The Standard Steam Locomotive Company's Clan Project needs to turn the 900 microfilmed BR drawings from the original 10 Class 6 4-6-2s into modern CAD drawings through laser scanning.

At the same time, AMRC Training Centre apprentices 'discovered' a discrepancy between the original drawings and the locomotives as built.

AMRC chartered engineer Dr Phil Yates said that critical gaps in documentation for some of the Clan components may be due to the fact that seven decades ago there was no direct link between the Derby Works drawing office and the Crewe Works shop floor, as the locomotive was designed and constructed in separate locations.

He said: "The original drawings could be massively complicated because they tried to get as much detail as they could – fitting numerous separate parts onto each one.

Interpretation

"The drawing office was nowhere near where they made the locomotive and back then people made stuff based on what they knew rather than what was in the drawing. You have to bear in mind the drawing does not show how a part is manufactured.

"In some ways the drawings were a wish of intent. By the time they got to the shop floor – some 50 miles away in Crewe – if there was a mistake, they would correct it and make a note of it in a little black book which more often than not, never made it back to the drawing office for the error to be corrected in the original drawings.

"One of the main components that caused serious concern was the frame extensions; the CAD had been produced after the part had been previously manufactured prior to the manufacture of the mainframe

"We are delighted that the AMRC Training Centre apprentices are involved in the project, learning valuable engineering skills..."

plates. When the parts were aligned in CAD, the fastener holes did not align. The maximum error on the CAD components was 1.6mm.

"The error was because the two original drawings didn't match. The person who did the drawing of the frame and the person who did the drawing of the frame extensions – one of them got something wrong or different – so they didn't align."

The data is also needed because the Clan Project team is planning some improvements to make *Hengist* more efficient.

CAD data is needed to generate the programmes that drive the

modern machine tools that will be used to make the components.

Enhancements needed to comply with modern safety standards include dual circuit braking, which needs to be shoehorned into space in the existing design, which can best be done using a virtual reality model generated from the CAD drawings. Also, a new exhaust system with blastpipes capable of handling steam travelling at supersonic speeds is being considered to make the locomotive cleaner and more efficient.

With other planned improvements, the project's aim is to complete a steam locomotive fit for the 21st century railway.

The Clan Project's engineering director Geoff Turner said: "We are delighted that the AMRC Training Centre apprentices are involved in the project, learning valuable engineering skills from reading engineering drawings, applying current draughting standards and applying modern manufacturing techniques in the process.

"Creating the 3D Models enables the parts to be programmed directly into CNC machines, thus saving time and money. It can be seen that working together is mutually beneficial to both AMRC and the Clan Project."

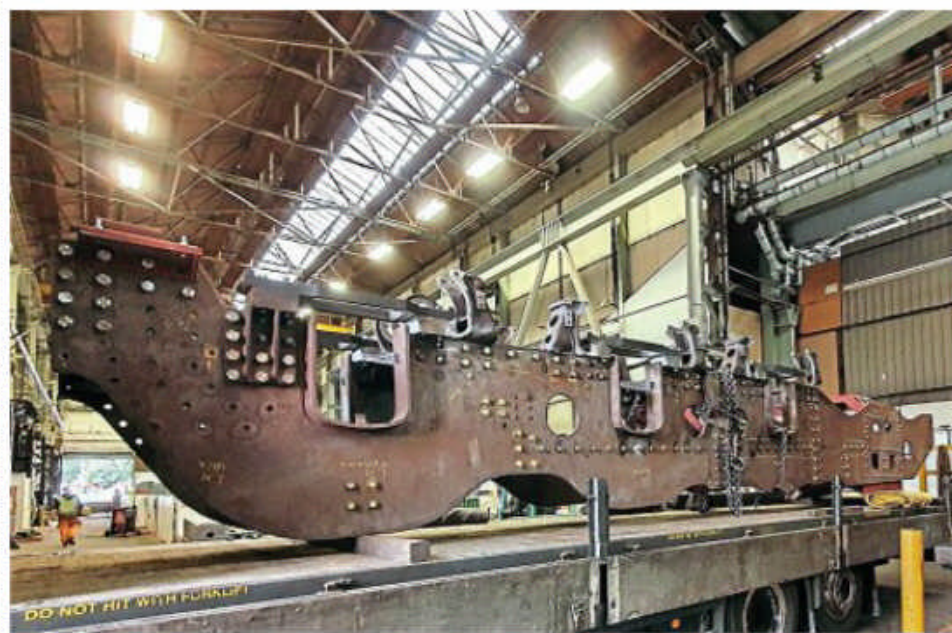
Experience

Between six and 10 apprentices will gain vital CAD skills by working on the project over the next three or four months and there is scope for the apprentices to work on other parts of the Clan Project, which is due to be completed in 2026.

A major milestone in the construction of *Hengist* took place on September 11, with the locomotive's frames being moved from the CTL Seal assembly shop to the machine shop at CTL Seal's factory in Sheffield. It will allow the frames to be set up on a machining station, where the locomotive's horn guides will be machined, and follows the completion of riveting work on the frames by Varley Boilers at the end of August.

The move was also the culmination in another month of progress, which also included orders being placed for the bogie cannon box casting pattern and two pony or trailing truck wheels.

→ For more information on the Clan Project, visit www.theclanproject.org



The frames of new Clan Pacific No. 72010 *Hengist* being moved into CTL Seal Ltd's machine shop on September 11. SSLC



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The Isle of Wight Steam Railway's Oldbury carriage made its first appearance in a public service train on August 9. The three-compartment composite coach, No. 10, is seen second from the front as LBSCR 'Terrier' 0-6-0T No. W11 *Newport* approaches Deacons Lane Bridge with the 11.13am from Smallbrook Junction. It is one of 24 carriages built by the Oldbury Carriage and Wagon Company Ltd in 1864 for the opening of the Isle of Wight Railway from Ryde to Shanklin. It has a large central first-class compartment flanked by two second-class compartments. The roof profile is almost flat and at first it was lit by oil lamps, but electric lights later replaced them. Withdrawn in 1923, it was used as a garden chalet at Bembridge, but was donated to the Wight Locomotive Society and moved to Havenstreet in 1983. In 2017, it was restored with a new wooden underframe as part of Channel 4's Great Rail Restorations TV series hosted by Peter Snow, and has served to underline the railway's reputation for rebuilding classic Victorian wooden-bodied coaches. The coach normally resides in the line's Train Story Discovery Centre. NICK GILLIAM

Spirit of Sandringham now joins the Clan at Sheffield

THE Clan Project's No. 72010 *Hengist* is being joined by another new-build locomotive scheme at CTL Seal Ltd's premises in Sheffield.

The B17 Steam Locomotive Trust has announced that both it and B17 No. 61673 *Spirit of Sandringham* are leaving the Llangollen Railway and relocating to CTL Seal.

A trust statement said: "Located in Ecclesfield, CTL Seal has a skilled and experienced team to work alongside the trust in their facility.

"There are benefits to this relocation for both new-build locomotive projects, involving the flexibility of resources with either funding or demands, as well as both

being supported from a 'one stop shop' working environment that CTL Seal provides.

"Plans are in hand regarding the moving of the static chassis from Llangollen Engineering to CTL Seal. This is expected to be completed later in 2020. This will include the relocation of both tenders from the Mid-Norfolk Railway at Dereham to CTL Seal."

The trust has also placed an order with William Cook Castings Ltd for the manufacture of patterns that will be used to cast each of the leading, intermediate and trailing pairs of hornblocks. The trust said it is important that the project continues

to progress the build even during this period of upheaval.

Also, the trust has bought and assembled track components to make a pair of 30ft track panels at CTL Seal.

The Clan Project has also been helping the trust with its move.

Welcoming the trust to CTL Seal, Geoff Turner, the Clan Project's engineering director, said: "This move further strengthens the collaborative relationship between the two projects. We are all looking forward to working closely with them in the years ahead as our locomotives are 'Made in Sheffield'."

The trust has launched an appeal

for funds to cover the cost of its move, under the banner of its mascot Sandy.

Donations are invited at the B17 Steam Locomotive Trust (marked for 'Sandy's Fighting Fund') and sent to Brian Hall, 171, Clifton Road, Shefford, Bedfordshire SG17 5AG – or by money transfer to Barclays Bank plc, account name: The B17 Steam Locomotive Trust, account number: 53357821, sort code 20-41-12.

Would-be volunteers are invited to email Jeff Jackson at: jeff.jackson@talktalk.net or telephone Larry Sampson on 07749 317373.

For more information about the project, visit www.b17steamloco.com



The fully-assembled chassis of B17 No. 61673 *Spirit of Sandringham* at Llangollen. B17SLT



The two B17 SLT tenders being loaded onto transport on September 3 at Dereham for later onward move to CTL Seal. The front tender is the LNER design one, with the GER tender at the rear. TONY BRZOSKO/B17 SLT.



Track panels being laid at CTL Seal to receive the B17 tenders, and for a Clan Project requirement. CHRIS JONES/CLAN PROJECT

Tribute to East Somerset pioneer Barry Buckfield

By Cedric Johns

THE recent death of Barry Buckfield at the age of 72 has robbed the heritage movement of yet another steam enthusiast who contributed much to the present railway scene.

A professional railwayman, he worked in the carriage and wagon shops at BR Eastleigh Works, and he was, according to John Rees, his friend of 50 years, "railway mad".

Barry was owner of Barclay 0-4-0ST No. 1398 of 1915 *Lord Fisher* – which he purchased from the Chapel Tramway, a Southampton industrial railway, for the sum of £230.

Friendship

Moved to the Longmoor Military Railway in January 1967, the 0-4-0ST joined other former BR locomotives stabled there, including the late international wildlife artist David Shepherd's Standard 4MT No. 75029 *The Green Knight* and 9F No. 92203 *Black Prince*.

It was here that John Rees met Barry and both men became acquainted with David, forming a friendship which blossomed into the trio becoming founder members of a small group which pioneered the revival of the East Somerset Railway at Cranmore.

Rededicated *Lord Fisher* at Longmoor in 1969, the 0-4-0ST was the last engine to leave Liss in 1971 when the military line's preservation scheme failed.

Moved to the Radstock-based Somerset & Dorset project in 1972, *Lord Fisher* was transferred to Cranmore when that plan failed. It became the first locomotive to arrive at what was then a new revival scheme in 1973.

Meanwhile, Barry visited Dai Woodham's scrapyards in South Wales, where he purchased a former LMS 0-6-0 'Jinty' No. 47493 in 1972.

This engine was also moved to Radstock – for temporary storage – and later was transported to the

East Somerset Railway where it was returned to steam in 1976 and given the honour of working the first passenger train out of Cranmore on April 4, 1980.

When he retired from BR Eastleigh, Barry sold the 'Jinty' to the Spa Valley Railway.

Agreement

Yeovil Railway Centre chairman Paul Gould said that Barry, who lived at Frome, visited Yeovil towards the end of 2010 on another matter but "we got chatting as you do," with Barry saying that *Lord Fisher* had been laid up at Cranmore since 2007.

Apparently there was little prospect of an overhaul at Cranmore and as a result of the 'chat' an agreement to move the engine to Yeovil was signed on January 23, 2011.

An initial move to the Gartell Light Railway at Templecombe was made to enable the Barclay's boiler to be removed, the rolling chassis being then sent on to Yeovil.



Barry Buckfield at Cranmore shed on August 27, 1988. JOHN REES

The engine was subsequently overhauled and returned to traffic in June 2013 and remains in service at the Yeovil Railway Centre.

"It was always a pleasure to meet and talk with Barry," Paul said.

"He was a keen photographer in the latter days of steam and we were delighted to host an annual get-together with Barry and his friends. Sadly this will no longer take place."



Peppercorn A1 4-6-2 No. 60163 *Tornado* heads The A1 Steam Locomotive Trust's 'The Queen of Scots' tour over Beattock to Edinburgh and Stirling on September 12. The trip started and ended at York and saw steam come on at Carlisle. ALISTAIR MOULSTONE/A1SLT

Help raise £175K – and see a new GWR County steam in 2022!

JUST £175,000 is now needed to complete the building of GWR Hawksworth 4-6-0 No. 1014 *County of Glamorgan*.

The Great Western Society is launching a fundraising campaign with the aim of raising the money by December 2021, so the locomotive can steam in 2022.

Over the past two years, progress on finishing *County of Glamorgan* has accelerated, with work being carried out at several sites. At Didcot, the new smokebox and smokebox saddle have been fitted, along with the double chimney rescued from No. 1006 *County of Cornwall*.

Fitting of the lubrication system is ongoing and at various sites in the Midlands, where machining of the motion is taking place.

The firebox, which has been converted from Stanier 8F configuration (No. 48518, the donor locomotive) to a GWR No. 15, has now had its new barrels fitted and is scheduled to be fully riveted up during the autumn with completion expected by midsummer 2021.

The tubeplate has now been completed and is now with the boiler at contractor HBSS in Liverpool.

The outstanding items are the tender tank (although the tender chassis is now complete), the safety valve (currently on order), the superheater header, backhead fittings and several smaller parts.

While there is no plan to take the locomotive on the national network



Above: Didcot's two GWR new-builds side by side: No. 1014 *County of Glamorgan* (left), which has yet to have its boiler fitted, and the Heritage Railway Association award-winning new Saint 4-6-0 No. 2999 *Lady of Legend*. GWS

Right: A coupling rod for the new Hawksworth *County*. GWS



The firebox and the new boiler barrels for No. 1014 *County of Glamorgan*. GWS



following Didcot's decision to withdraw from main line running, the width over the cylinders of all ex-GW locomotives means that route availability is strictly curtailed and No. 1014 would probably need a new set of cylinders of narrower profile for it to be practical.

Therefore, the project's immediate objective is to see the engine completed and visiting heritage lines following its launch and initial stay at Didcot.

Project manager David Bradshaw said: "We are all looking forward to seeing a line-up of Saint, Castle, King, Hall, Modified Hall, Grange, Manor and County, all of which will have examples in ticket over the next few years. The possibility of including *Lode Star* in the group remains, but that is more problematic and it certainly wouldn't be in steam."

→ Details of how to donate to the project can be found at didcotrailwaycentre.org.uk

Elsecar surrenders lease but aims to reopen

THE Elsecar Heritage Railway Trust has surrendered its lease to Barnsley Council while it endeavours to work with the local authority to solve problems which are preventing it from reopening.

A statement on the Elsecar Heritage Centre site said: "The railway is an important part of Barnsley's history and visitor offer and Barnsley Council is committed to securing the future of the railway for residents and future generations to enjoy.

"Elsecar Heritage Railway Trust has faced a number of challenges in recent times. As landlord to the site, we have been in regular contact with trustees to look at ways to address these challenges and to make the railway a viable attraction.

Future

"The board of trustees has expressed that the best, and only course of action is to surrender the lease to the railway sites that are owned by Barnsley Council while further work takes place to determine the next steps. The railway sites include Elsecar, Cortonwood and the railway line between them."

The council is now said to be working alongside the trust to ensure that the railway has a successful and sustainable future. In the meantime, it will remain closed "while various options are explored."

The railway has operated as a charity since the 1990s, but has faced a series of financial demands. It was said that a shortage of volunteers with the skills needed to run a railway led to a contract with an engineering firm being needed to carry out maintenance on the one-mile line.

Several months ago, its flagship locomotive, Peckett OQ 0-6-0ST No. 2150 of 1954 *Mardy Monster* was reportedly sold to a private buyer, allegedly without the knowledge of board members. Based on tractive effort, it has been said that on BR, *Mardy Monster* would have qualified as a 7F in terms of power classification.

Nobody at the railway was available for comment.

Bala Lake gets a new old locomotive from down under

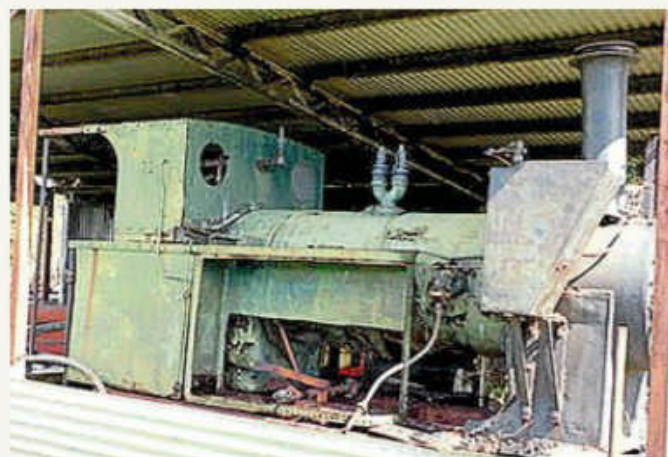
HAVING built up a reputation for showcasing the Quarry Hunslets and wagons from the North Wales slate quarry lines in recent years, the Bala Lake Railway is repatriating a locomotive which spent its working life in Australian sugar cane plantations.

A volunteer at the railway has purchased Bristol-built Avonside 0-4-0T No. 1909 of 1922, which was supplied new to the plantations at Farleigh Mill in Queensland and worked on its tramway system.

Last steamed in the Sixties, and subsequently plinthed in a park near Farleigh Mill, No. 1909 was bought by enthusiast Eric Gibson and has since been stored, undercover, complete, but unrestored, at his private farm in Racecourse near Mackay.

To bring the Avonside home, the buyer underwent the difficult task of persuading the Australian Government to grant an export licence, failing at the first attempt.

Bala Lake general manager David Jones said: "We are delighted that the engine is coming to us. While we are principally home of the Quarry Hunslets, it will be wonderful to have something different for our visitors to see and ride behind.



Avonside 0-4-0T No. 1909 of 1922 stored unrestored in its owner's farm shed in Queensland. The buyer hopes to have it running on the Bala Lake Railway in two years' time. BLR

"We understand the new owner's intention is to have the locomotive up and running in time for its centenary. Having a slightly larger engine here will be very useful, handling the trains over the extended railway into the town of Bala itself."

Reprieve for Victorian Wolverton Works buildings

By Phil Marsh

THE threat of demolition facing all the classic Victorian buildings at Wolverton Works appears to have been lifted by the current owner.

The works was opened in Wolverton in Buckinghamshire by Robert Stephenson's London & Birmingham Railway in September 1838, at the mid-point of the 112-mile route. The new towns of Wolverton and New Bradwell were built to house the workers and service the works, while the existing towns of Stony Stratford and Newport Pagnell also grew substantially.

The works has been home to Royal Train vehicles since 1842 and built its first saloons for Queen Victoria in 1869. It has housed the Royal Train ever since. Today it covers 36 acres, half its size a century ago.

The future of Wolverton Works was first in serious doubt in 1986 when BR looked at rationalising its workshops, but Swindon closed while Wolverton remained open under the auspices of InterCity the following year.

A decade later, Privatisation brought a change of direction when Alstom bought the works to carry out fleet modifications to their new trains and once these were completed, sold the rail renovation business to Railcare and the land and buildings to property developers St Modwen.

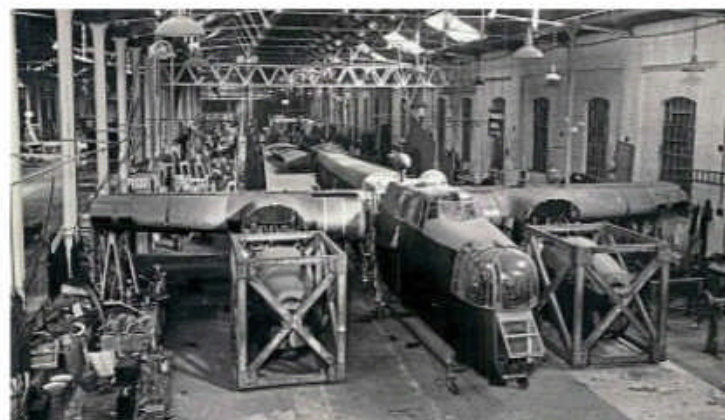
More work was won as franchises looked at overhauling, reliverying and refreshing vehicles but the last decade has seen a growing closure threat with Railcare entering administration in July 2013.

Then just under three years ago Milton Keynes Council granted outline planning consent to St Modwen, to demolish 99% of the Victorian buildings.

German company Knorr-Bremse



The incident repair and west repair shops at Wolverton Works are now likely to remain. PHIL MARSH



The last Whitley bomber to be repaired in Wolverton's wheelshop is seen in 1942, showing the engine packed in a crate inside. PHIL MARSH COLLECTION

"If the battery propulsion project comes to fruition, Wolverton will return to its past when it was a world leader in rail battery development, 125 years ago in Victorian times."

bought the on-site rail renovation business from the administrators and ran it for five years from September 2013, posting cumulative losses of more than £53 million. Knorr-Bremse sold the struggling business on to the Gemini Rail Group in November 2018. Gemini leases only the active buildings, while Knorr-Bremse leased the whole site.

Fantastic story

Gemini's chief executive Tim Jenkins said its first task was "to stabilise the Wolverton business model which had clearly been in some distress for nearly a decade. Gemini knew they would inherit a mixed bag of renovation contracts, but also a very loyal and strong workforce."

Tim said that Wolverton Works is now operating at a real profit for the first time in a decade. "There is a fantastic story here and it proves that even a huge old works like this, that has suffered from some real challenging

times, with a bit of focus can be a credible and sustainable business with our project delivery strong."

In Victorian times, Wolverton was a market leader in the use of electricity and in Edwardian days even boasted an electrical-powered traverser and was the market leader in railway carriage battery technology. Tim said that such innovations were what the future of Wolverton partially depended on, along with becoming involved with the newest train fleets.

Being developed at Wolverton with partners, battery propulsion technology is, Tim said, "moving incredibly fast, especially in the automotive industry." With Formula 1 racing teams based in the Milton Keynes and nearby Silverstone areas, developing battery propulsion in conjunction with the racing industry could be a distinct possibility.

The rail vehicle renovation work will end within the two years and in July, Gemini announced the wheelshop would close with around 30 redundancies. With this traditional work in steep decline: Wabtec at Doncaster Works announced around 450 redundancies while closing its Kilmarnock facility.

The latest Wolverton contract is to provide commissioning support for the Greater Anglia Bombardier-built Class 720 Aventura trains based at the works while on commissioning operations on the West Coast Main Line.

Tim said: "This give us access to a new train and the opportunity to learn about new fleets, developing new skills in an area we must get into to survive." He hinted that Gemini was competing for similar commissioning support work for other new fleets.

As a result of this Class 720 work, Gemini is hopeful of winning more, similar new trains contracts and as a result is actively developing plans for the 1900-built lifting shop. This building is likely to be extended from its current 200-yard length containing six lines. It will be lengthened to enable a 10-car Class 720 to be accommodated and will have two bays added containing four more tracks, which will be elevated above floor level over a pit creating a modern maintenance facility.

Return to its past

The incident repair and west repair shops are also looking at a reprieve with the works likely to be concentrated in this area, which also includes the stores, the Royal Train shed and high voltage test bay. However, the 1902-built wheelshop, where Whitley bombers were repaired until 1942, and which was originally known as the west paintshop and top shop, is likely to be demolished along with the derelict buildings and developed by St Modwen. Ironically, it was the wheelshop that saved the works from total closure by continuing to operate while it was in administration in 2013.

If the battery propulsion project comes to fruition, Wolverton will return to its past when it was a world leader in rail battery development, 125 years ago in Victorian times.

The northern side of the works site built from 1860 is likely to become a canal-side housing development with the derelict smithy, joiners shop, sawmill and power house demolished. The central area is now a Tesco supermarket, a community centre and a Lidl supermarket.



Class 08 No. 08649 is seen being loaded for departure by the lifting shop on January 7. PHIL MARSH



Bagnall 0-6-0ST No. 2994 of 1950 No. 410 *Thomas Burt MP* reliveried and back in action. TYNE & WEAR ARCHIVES & MUSEUMS

Tyneside's Stephenson railway museum now open and running trains again

TYNESIDE'S Stephenson Steam Railway – the venue formerly known as Stephenson Railway Museum – reopened to the public on August 28, with trains operated by volunteers from the North Tyneside Steam Railway Association restarting over the bank holiday weekend.

The reopening saw Bagnall 0-6-0ST No. 2994 of 1950 No. 410 *Thomas Burt MP* (formerly named *Vulcan*) repainted in its original red livery. It hauled the afternoon services, with Class 08 No. 08915 heading

those in the mornings.

The museum displays have recently been redeveloped, thanks to finance from DCMS/Wolfson Museums and Galleries Improvement Fund, to celebrate the role of the Stephensons and North Tyneside in the pioneering days of railways.

Due to social distancing, a limited number of people are admitted into the museum and onto the trains at any one time. Advance booking is mandatory. Ticketed time slots can be booked through [www.](http://www.stephensonsteamrailway.org.uk)

stephensonsteamrailway.org.uk and visitors are required to wear face coverings in the museum, on the platform and in carriages.

Association chairman Stephen Thornton said: "In the early days of the lockdown, our volunteers were still on site carrying out security checks. As the lockdown eased we were able to get stuck back into various projects in the workshop and place the railway into a good position to open as soon as Government guidelines allowed us to."

Flying Scotsman Mid-Norfolk visit rearranged

LNER A3 Pacific No. 60163 *Flying Scotsman's* cancelled visit to the Mid-Norfolk Railway has been rearranged for October 2-18, 2021.

It will appear on the line for 10 days, both on static display and hauling passenger trains.

The visit was originally due to take place in October, but the locomotive's 2020 programme was cancelled by owner the National Railway Museum due to Covid-19.

General manager George Saville said: "All of us are looking forward to welcoming this famous engine to the railway and being joined by the many enthusiasts who will travel here to experience a ride on a train hauled by *Flying Scotsman*."

"This year has seen the coaching stock refurbished and significantly added to, which means that our passengers will be travelling in greater comfort behind *Flying Scotsman* along our beautiful line."

Tickets will go on sale early next year.



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New walking trail follows England's oldest line

By Robin Jones

A HERITAGE trail commemorating the Mansfield & Pinxton Railway, the oldest continuously-running commercial line in England, has been opened.

After months of isolation, around 25 members of the Mansfield & Pinxton Railway Project group, who designed the boards, met at the Boat Inn in Pinxton on August 27 to officially launch the trail, which has been backed by a grant of £90,000 from the National Lottery Heritage Fund.

The Boat Inn has been on the same site as the start of the original railway for the entire 201-year life of the line. Seven heritage information boards have been erected along the eight-mile-long railway, starting at the inn and ending at Mansfield station.

Each one has been strategically located to commemorate specific parts of the original railway and located in such a way that both commuters and walkers can easily access them. Other sites include Sutton Parkway station; Lowmoor Road, Kirkby; Aldi, Urban Road, Kirkby; Portland Park, Kirkby and near



Members of the Mansfield & Pinxton Railway Project Group around the Boat Inn heritage interpretation board. DENIS HILL

the level crossing in Station Road, Pinxton.

The Kirkby & District Archaeological Group has joined with the Old Mansfield Society, Sutton Heritage Society, Pinxton & South Normanton History Society and railway historians to celebrate the heritage of the line.

The Mansfield & Pinxton Railway was officially opened on April 13, 1819 amidst pomp and ceremony. It allowed coal to be more easily

brought into Mansfield to fire the industrial boilers and furnaces, while exports of stone, malt and sand, amongst other items, rapidly increased.

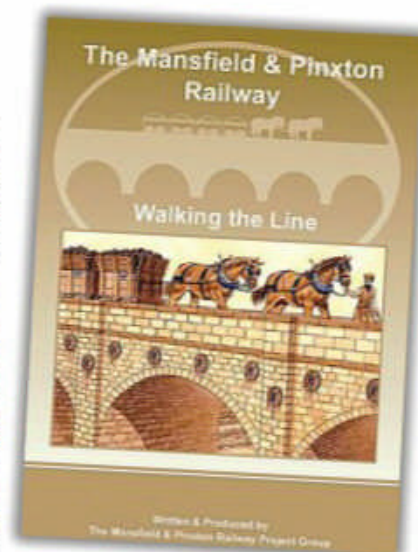
As built, the line was laid on stone blocks and horses hauled the trains. Steam locomotives did not appear in Mansfield until 1849.

Those first wagons were pulled along by horses. It was not until 1849 that Mansfield saw its first

steam locomotive.

Passenger services ended in 1964, but half of the original railway has now been incorporated into the Robin Hood line, while the other half branches off toward Pinxton, still carrying a freight.

The group aims to conduct guided walks along the route soon, subject to Government guidance. More details are available at www.mansfieldandpinxton200.btck.co.uk/



To accompany the trail, the group has also published a free 40-page self-guiding walk booklet.

South Tynedale Railway operator in administration

By Robin Jones

SOUTH Tynedale Railway Ltd has gone into administration with the loss of five jobs.

The company, which runs the 2ft gauge line between Alston and Slaggyford, has declared itself insolvent and is no longer active, with five of its employees, based in Alston, having been made redundant.

The Covid-19 lockdown and the total loss of income has been largely blamed for the company's failure, as it has not been able to run trains this year. Officials had looked into running socially-distanced public services, but decided that they would have been able to accommodate only a fifth of the normal level of passengers, and

therefore would have run at a loss.

The South Tynedale Railway Preservation Society, the registered charity which laid the line on the trackbed of the former Haltwhistle to Alston branch which BR closed in 1976, is not affected.

Future

The society, which opened the narrow gauge line from Alston in 1983, will now investigate the establishment of a new business model which could see volunteers restart services next year. Trustees and up to 20 volunteers have been working to maintain the five-mile route to Slaggyford, to which it extended only two years ago, in recent weeks and will take care of the railway during the winter months.

Trustees chairman David McGrath said: "We are now looking at other ways of running the railway in 2021, and are now in hibernation mode while we sort things out."

"The question is whether a small railway in a fairly remote area can survive. Can it earn enough money through its fare box to pay its way?"

"For a number of years, the trading company was struggling to break even."

"However, the society owns the railway, which is still a going concern. We have a really good group of trustees and volunteers who will do all they can to run it."

In June, the National Heritage Lottery Fund's Heritage Emergency Fund awarded the society £49,500

to help meet its overheads during lockdown.

Appeal

Part of the money has been used to hire contractor Metcalfe Plant Hire to carry out repairs on a landslip at Slaggyford, reprofiling the west slope of the affected cutting and reinstating the fence line at the top.

→ In the meantime, the society has launched an SOS appeal for funds to compensate for the total loss of income this year. Donations may be made at www.south-tynedale-railway.org.uk/covid-19-appeal/

The society is also appealing for would-be volunteers to contact Ian Millward at volunteering@south-tynedale-railway.org.uk

Narrow Gauge Railway Museum reopens

By Gareth Evans

THE Narrow Gauge Railway Museum at Tywyn reopened on September 5.

Thanks to financial grants totalling £19,700 from the National Lottery Heritage Fund and the Welsh Government, two attendants have been employed for the first time. Luke Ryan and Frank Nolan will offer tours of the museum, which must be prebooked through the website free of charge.

On entry, each visitor will have their temperature checked using a non-contact digital thermometer. Face masks must be worn while in the museum. Only one party is permitted inside during each entry slot – and visits are timed to last a maximum of 30 minutes.

Although the Welsh Government allowed museums to reopen from July 27, most found the process difficult and complex, with the NGRM being no exception. The grant funding has allowed the venue to make the changes needed for safe public access, as well as for the two staff.

The museum, which is located within the Tallyllyn Railway's station complex, is being reopened on a phased basis – the first-floor being the final part.

A 'museum outside' is also being set up, with new interpretation boards for the outdoor exhibits – mainly historic wagons.

For more information, visit narrowgauerailwaymuseum.org.uk or telephone 01654 710472.



Developments underway at Tywyn's Narrow Gauge Railway Museum include enhanced interpretation of the wagons displayed outdoors. This was the progress reached on the project on August 29. GARETH EVANS



Quarry Hunslet 0-4-0ST *Thomas Bach* ready to return home. NBRE

Thomas Bach ready to run again

THE Llanberis Lake Railway's Quarry Hunslet 0-4-0ST No. 849 of 1904 *Thomas Bach* steamed on September 14 for the first time in eight years after being rebuilt by North Bay Railway Engineering (NBRE) in Darlington.

Supplied new to Dinorwic Quarry where it became No. 4, it was later named *Wild Aster* after a racehorse. When it entered service on the heritage line in 1988, it carried the name *Thomas Bach* ('Little Thomas'), the

nickname of its regular driver in quarry days.

The locomotive, which has a new boiler built by Bennetts, was due to return to Llanberis in late September.

David Humphreys, managing director of NBRE, said: "We thank the directors of the Llanberis Lake Railway for their trust in us to complete the rebuild of their historic locomotive, and hope it brings pleasure to their team and passengers for decades to come."



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/

Is this a relic of 1915 GER train crash?

A STEAM locomotive component has been rediscovered on the Mid-Norfolk Railway at the site of a train crash of 105 years ago.

The firehole deflector plate was uncovered by volunteers at County School station during maintenance work on the permissive footpath that runs alongside the trackbed.

Volunteer stationmaster Richard Cullen, who is overseeing the restoration of this detached part of the railway said: "After digging it out, it appeared to us, that we had found the firehole deflector plate from a steam locomotive."

Built by the GER in 1886, County School served as a junction station between the Dereham to Fakenham line and the East Norfolk Railway's branch line to Aylsham and Wroxham. However, the station never had an engine shed, or any facilities to service or repair steam locomotives.

During January 1915, a GER freight train travelling from Wroxham, hauled by Y14 0-6-0 No. 629 and comprising 12 empty and four loaded wagons, collided at slow speed with



The aftermath of the 1915 train crash at County School. MNR

a passenger train from Fakenham headed by T26 2-4-0 No. 446, on the scissor crossing close to the County School signal box, resulting in both engines and some of the wagons and coaches being damaged, but there were no injuries.

The following inquiry placed the responsibility for the crash on the driver of the goods train.

A damaged buffer, believed to be from the tender of one of the locomotives, is already on display at the station museum. The buffer was previously discovered at the site and the deflector plate, once conservation work is completed, will be added to this growing museum.

Richard said: "We at the railway would be delighted to hear from anybody who might have some knowledge on this unusual find and of course we are always on the lookout for volunteers to join us, to help with



The rusting firehole deflector plate which was uncovered at County School. MNR

the restoration of the railway at this wonderful station."

The station presently serves as a visitor centre and small museum, including a display about the Norfolk County School/Watt's Naval School that gave the station its unusual name. Due to Covid-19, the museum remains closed to the public, but it is planned to reopen in spring 2021.

The railway can be contacted via the website at www.mnr.org.uk

Manx lines passenger boom

HERITAGE railway services on the Isle of Man were extended by a further three weeks due to unexpected public demand.

More than 27,000 journeys were made on the Isle of Man Steam Railway and the Manx Electric Railway since they reopened in July to four-day timetables, according to the Manx Government.

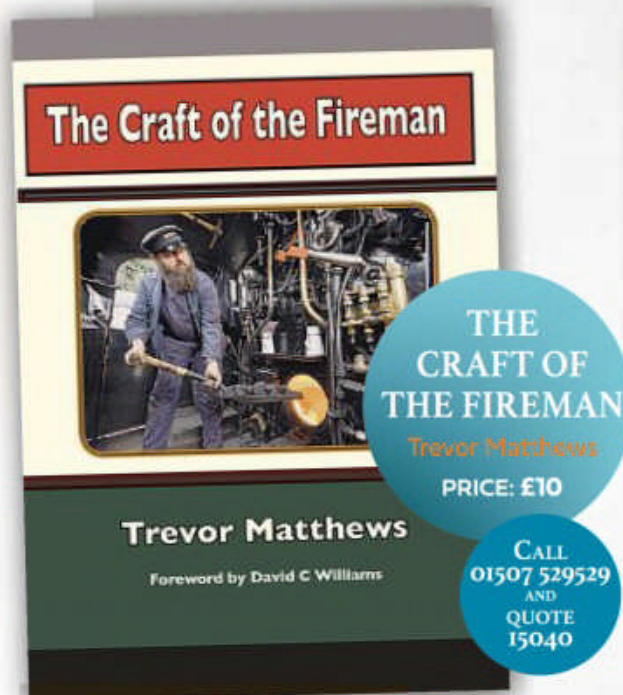
Both were due to close on September 13, but their seasons were extended until October 4, after passenger numbers exceeded predictions.

However, the Snaefell Mountain Railway remained closed despite the Manx Electric Railway Society offering to provide £9000 so that a special anniversary service could be run.

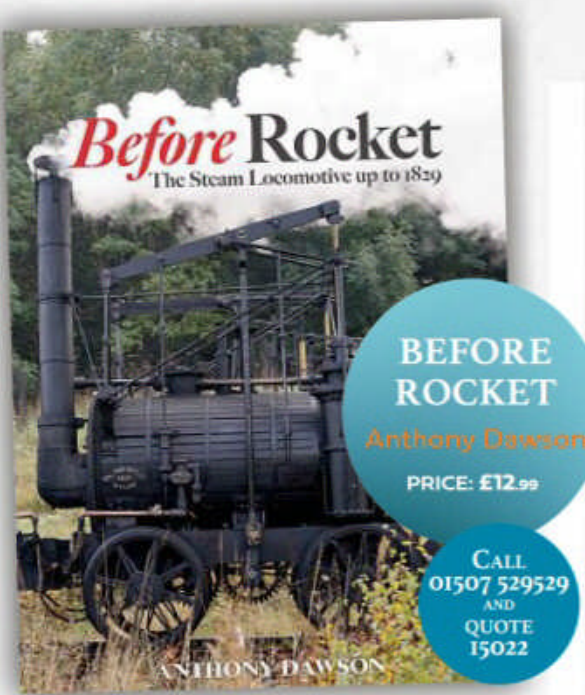


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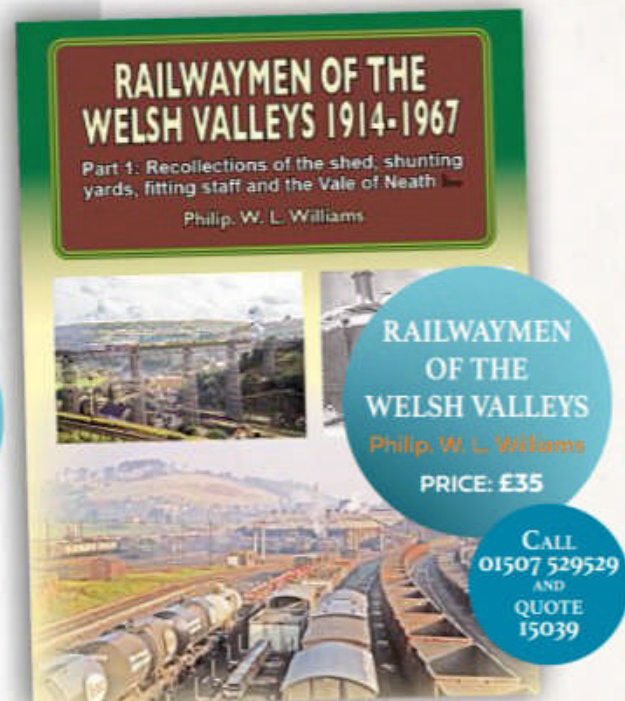
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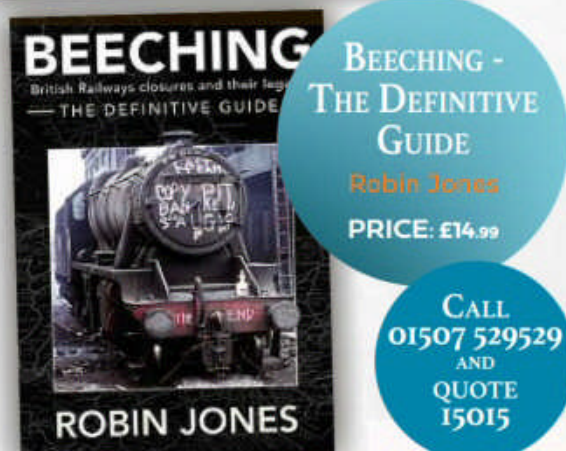
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Midland Region and LNWR keep the GWR on track in rescheduled TRA auction

THE GWR made its presence felt in Talisman's rescheduled auction that ran from August 3-7, although BR's Midland Region and the London & North Western Railway ensured it wasn't one-way traffic at the top of the leaderboard.

Top of the charts at £5700 in this telephone, email and postal sale was nameplate *Tawstock Court*, from GWR Saint class 4-6-0 No. 2951 that saw service for nearly 40 years, from 1913 until June 1952, when it was withdrawn from Gloucester Horton Road (85B) and the plate bought by the vendor's father for just £1.

Keeping the plate company with a £4100 realisation was cabside numberplate 1503, which was carried not by a main line express locomotive but by a humble 0-6-0PT that was designed by GWR chief mechanical engineer F W Hawksworth but built by BR in August 1949. One of only 10 in its class, the loco spent its entire life at Old Oak Common (81A), from where it was withdrawn in December 1963.

Headboard 'The Thames-Clyde Express' from a London St Pancras-Glasgow train went for £3650 and an LNWR handlamp from Lord's Bridge

on the outskirts of Cambridge on the line to Bedford for £2150, while a large selection of BR and pre-Nationalisation tickets covering secondary and branch lines in much of England and Wales sold in three lots at £2100 and two at £1900 each.

Station totem signs then muscled in on the action, led by BR(M) Sutton Park at £2050, accompanied by another Midland Region example, Penns, and BR(E) Downham, at £1550 apiece, and mixing it with this trio was a Scottish Region 'Station' double-sided enamel direction sign that went for £1850.

Two items that each realised £1750 were a complete 13ft high Great Northern Railway somersault signal from Grantham and the smokebox numberplate from LNER B1 class 4-6-0 No. 61189 *Sir William Gray*, and a Preston & Longridge Railway early-Victorian boundary marker went to a new home for £1550.

Another locomotive item was a Great Northern Railway 1910 Doncaster worksplate (works No. 1259) from N1



class 0-6-2T No. 69444 that was taken out of service from Copley Hill, Leeds (56C) in October 1956 (£1350). Prices exclude buyer's premium of 15% (+ VAT).

Talisman's Roger Phipps said: "We were delighted with the performance at the sale, with many items achieving very high prices. The take was more than comparable with what we would normally achieve at our live Newark auctions."

Far East and Australia win the day, but unknown LNER ticket has its say

RAILWAY tickets from China, Hong Kong, Taiwan and Tasmania took the plaudits in Paddington Ticket Auctions' postal sale that ended on August 25, but the LNER put up a fight with a platform ticket from a station that collectors were unaware had ever issued such tickets.

The highest realisation was £940 for a collection of 11 tickets that included examples from the Canton-Kowloon Railway issued in 1935 and China Government Railway in 1949 and 1983, and behind at £660 were 13 Tasmanian tickets from the early-1950s and 1973. Six Taiwanese tickets from the late-1950s and early-1960s weighed in at £560.

The LNER platform ticket, which also realised £560, was issued by Whitby West Cliff station on September 7, 1938.

The station was opened by the Whitby Redcar & Middlesbrough Union Railway in December 1883 on the line to Loftus that was run from the beginning by the North Eastern Railway and taken over by that company in 1889. It was closed by BR in June 1961.

"It is very unusual indeed to come across a previously unheard-of platform ticket," said Paddington Tickets' Dave Jones.

Prices exclude buyer's premium of 10% (+ VAT).



Every lot finds a home as Abbott Collection sale achieves 100% success

AS REPORTED in last month's issue, the auction of the widely-acclaimed Kenneth Abbott collection of garden scale and live steam and electric model locomotives on August 18 raised £132,000 for the Welshpool & Llanfair Light Railway. Kenneth, a prominent member of Leicester Model Railway Group who was known as Mike, died last year at the age of 89, and the bequest to the heritage railway was made in his will.

The top price in the live online auction in which every one of the 229 lots sold, was £5500 for a live steam 3in scale Aveling & Porter road roller, but behind it came no fewer than 44 railway models with realisations into four figures. The leader of this particular pack was a 7 1/4in gauge live steam model of an Orenstein & Koppel 0-4-2T that went for £4000, with the runner-up being an electric 7 1/4in gauge Metropolitan Railway Bo-Bo No. 8 *Sherlock Holmes* (£3600).

At £3400 came a 5in gauge live steam unidentified green-liveried 2-6-0T, while a pair that went under the

hammer for £3000 each was a Gauge I live steam LNER Class A3 Pacific No. 60046 *Diamond Jubilee* and an electric 7 1/4in gauge Class 35 D7086.

Three more Gauge I live steam models filling the next slots were Talylyn Railway 0-4-0T *Dolgoch* (£2900), Vale of Rheidol 2-6-2T No. 7 *Owain Glyndwr* (£2800), and LMS Princess Coronation No. 46232 *Duchess of Montrose* (£2600). This last realisation was matched by a large quantity of Gauge I spares, including wheels, chassis, and locomotive bodies.

Another feature of the collection to go under the hammer was a large selection of OO-gauge locomotives, the winners of which were six Hornby models sold as a single lot for £260. These were SR Nos. 34081 *92 Squadron* and 35028 *Clan Line*, LMS No. 5541 *Duke of Sutherland*, and LNER trio Nos. 60102 *Sir Frederick Banbury*, 60106 *Flying Fox*, and 61665 *Leicester City*, this B17 'Footballer' perhaps displaying Kenneth's support for his local football team.

Prices exclude buyer's premium of 15% (+ VAT).

The live online sale was held by Gildings in Market Harborough, and Andrew Smith, the auction house's model railway specialist, said: "It is rare for a collection of this size and scope to come up at auction, and the high prices were a testament both to the value of the collection and the lengths serious collectors will go to in order to own such items."



GCRA sale peaks at £6k as *Snowdon* hits the heights

GREAT Central's sixth fortnightly internet, email, telephone and postal auction that ended on August 21 peaked at £6000, thanks to nameplate *Snowdon*, from London & North Western Railway Precedent class No. 2191.

This 2-4-0 was built at Crewe in 1875, rebuilt as an Improved Precedent in 1892, and withdrawn by the LMS as No. 25001 in November 1934, making it the last in the class to be taken out of service. Modern heritage traction enthusiasts will remember the name being carried in a later era by 1959-built Class 44 'Peak' D9/44009.

Station totem signs continued their recent march with three four-figure realisations, headed at £2100 by BR(NE)

Slaithwaite from the Huddersfield-Manchester line, followed by BR(Sc) Ardlui on the West Highland Line (£1700), and BR(W) Towyn, a Cambrian Coast Line station subsequently renamed Tywyn, which went for £1250.

The smokebox numberplate from preserved GWR No. 7027 *Thornbury Castle*, named after a 16th century Grade I listed castle and country house in Gloucestershire that is now a hotel, sold for £1750. This 4-6-0 was a BR product, having been built at Swindon in September 1949, and after being moved to Woodham Bros' scrapyard in Barry following withdrawal in December 1963, entered the world of preservation in August 1972.



An original oil painting by Barry Price that sold for £1000 was of SR Merchant Navy Pacific No. 35004 *Cunard White Star*

departing from Seaton Junction with a Down express. Prices exclude buyer's premium of 15% (+ VAT).

Overseas steam rules in slide sale

EUROPEAN and South American steam dominated the August 24-30 Justaclickago online sale of railway photographs, slides and negatives, with top billing at £1450 going to 1400 colour slides of mainly 1970s' scenes in Greece, Portugal, Sardinia, Turkey, Spain and Italy.

A selection of 1000 slides of South American steam in the 1970s and 80s, including Argentina, Bolivia and Peru, went for £710, and 450 slides of Irish steam, diesels and infrastructure in the

1960s for £675, with locations including Waterford and Cork.

Mixing it with this trio were 2500 slides of UK diesels, electrics and DMUs taken between 1989-96 (£875), while 360 BR infrastructure slides from the 1960s went for £660, and nearly 200 images taken in the 1980s by a Derby Works employee that featured the inside of the works, Derby station and the Nottingham area fetched £620. Prices exclude buyer's premium of 15%.

→ GW Railwayana is holding its third 'Buy & Go' sale on October 3, with the 600 lots of general railwayana, none of which has a reserve, including a number of cast iron signs and a large collection of GWR jigsaws. It starts at 9.30am, and bidding will be live on the internet and via commission bids.

→ FOUR kitbuilt O-gauge electric models of LNER, LMS and GWR locomotives took the plaudits in a Vectis model train, railway books and original paintings sale on August 21, with the leader of the pack at £800 being LNER V2 class No. 60873 *Coldstreamer*.

Following the Gresley-designed 2-6-2 was LMS Princess Coronation Pacific

No. 46238 *City of Carlisle* (£750), GWR No. 6009 *King Charles II* (£600), and a second LMS loco, Royal Scot 4-6-0 No. 46149 *The Middlesex Regiment* (£500). Prices exclude buyer's premium of 25% (inc VAT). Bidding at the auction was live online, or via the internet, commission, telephone or post.

→ CONTINENTAL traction won the day in the model train section of a Lacy Scott & Knight collectors' auction in Bury St Edmunds on August 22, when an O-gauge Bo-Bo electric locomotive in Rhaetian Bahn of Switzerland livery sold for £700. The price for the model, made by LGB of Germany, excludes buyer's premium of 20% (+ VAT).

Poetic justice for 'Brit' as *Byron* tops the charts in GCRA fortnightly sale

LITERARY giant Lord Byron was in the spotlight at Great Central's seventh fortnightly internet, email, telephone and postal auction that ended on September 4, when nameplate *Byron* from Crewe 1952-built Standard Britannia No. 70031 was way ahead of the pack with a hammer price of £6100.

The full title of the London-born poet, who died in 1824 aged just 36, was George Gordon Byron, 6th Baron Byron, but BR might have struggled to fit such plates on the Pacific's smoke deflectors.

Runner-up to the 'Brit' at £2800 was a 'Romford Jct frame' cast letters on a wood nameboard from the Great Eastern Main Line junction to Upminster, and in third place with a price of £2600 was a BR(E) totem sign Mablethorpe, from a station opened by Louth & East Coast Railway in October 1877 and closed in October 1970.

Another four-figure realisation was £1250 for a BR(E) 'Tilbury and Southend line Fenchurch Street' direction enamel sign. Prices exclude buyer's premium of 15% (+ VAT).

These consecutive 80-lot fortnightly auctions each include a single main line nameplate, and prices have ranged from £13,700 (66 *Squadron* from SR No. 34110) to £3000 for *Caxton Hall* from GWR No. 5922, with one other five-figure realisation, £10,300 for *Portland Bill* from ex-LBSCR No. 32038.

Around £6k has emerged as the collector's 'comfort zone', as illustrated by *Byron* in this report at £6100, *Snowdon* from LNWR No. 2191/LMS No. 25001, which went for precisely £6000 in Great Central's sixth mini sale, and, from other earlier sales, *King Leodegrance* from BR Standard No. 73118 and *Conqueror* from LMS No. 45701, both at £6300.



Paperchase moves catalogue online with illustrations of every lot

THE quarterly Paperchase auction of railway paperwork and other printed collectables is a gem which has a loyal following for its nod to the calm waters of the past rather than the tsunami of the internet today. It is for those of us who aren't Luddites but still appreciate a charming simplicity in which 'platforms' are found on stations and not within the vast world of the internet.

It is run by Brian Moakes, who

launched the venture in 1991. It has a simple black-and-white catalogue which lists around 500 lots per sale, most of which have a starting price of £2, and features a very small gallery of images. Timetables, maps, publicity items, photographs, negatives, slides, posters, official publications, postcards, handbills, luggage labels, and Ian Allan ABCs, abound, and there's also a bus and London Transport selection.

Times, however, are changing, ever

so slightly, for Brian has decided to make the catalogue available online, albeit with the bidding methods as before, by telephone, email or post. The influencing factor behind his decision is that it will allow him to illustrate every lot, although the printed catalogue in its previous style will be available on request to those who don't have internet access or prefer the printed word.

"We live in the eBay era in which collectors like to see photographs

of what they are thinking of bidding for," explained Brian, who is a former director of Sheffield Railwayana Auctions.

The next Paperchase sale will run from October 14 to November 3, and Brian, who was born in Mansfield and collects railwayana relating to his home town, is promising such items as Railway Clearing House maps, early Bradshaw timetables, and pre-Grouping public timetables, including Bristol & Exeter Railway.

Railwayana Auction Calendar

■ October 2-16

Great Central Railwayana
(Internet, email, telephone
and postal)

■ October 3

GW Railwayana 'Buy & Go'
(Live internet bidding, email,
telephone and postal)

■ October 14-November 3

Paperchase
(Email, telephone and postal)

■ October 16-30

Great Central Railwayana
(Internet, email, telephone
and postal)

■ Ending October 24

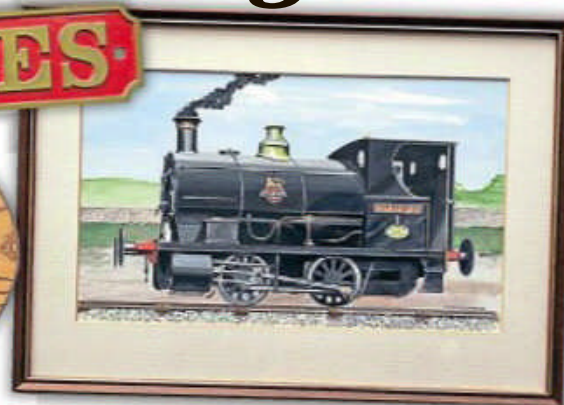
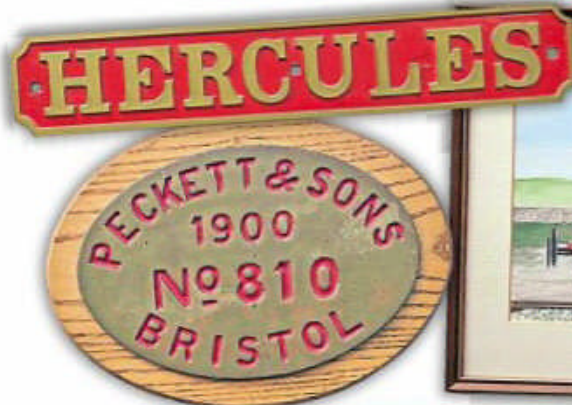
Great Northern Railwayana
(Email, telephone and postal)

Victorian loco acquired by BR after Nationalisation heads Western contingent

A NAMEPLATE and worksplate from an enigmatic saddle tank that was never a GWR locomotive but was acquired by BR's Western Region after Nationalisation in 1948, is to go under the hammer at a Transport Auctions of London sale on October 31.

They are from BR No. 1 *Hercules*, a W4 class 0-4-0ST built by Peckett & Sons (works No. 810) in 1900 which, after industrial and colliery use in Port Talbot and Briton Ferry, moved in 1942 to Ystalyfera Tin Works in the upper Swansea Valley. BR bought the locomotive in 1948 following the work's liquidation, and after overhaul at Swansea's Danygraig depot it was allocated to Gurnos, a subshed of Swansea Victoria (87K), from where it was withdrawn in January 1954.

The *Hercules* nameplate was carried



on only the locomotive's left-hand side, the number was painted on the cabsides rather than in the GWR/BR(W) tradition of a cast iron or brass plate, and in the 1948 Ian Allan Combined Volume of BR locomotives it is incorrectly listed as an 0-6-0T with no indication of its name. By 1953 the ABC was more accurate, listing it correctly as an 0-4-0ST and including its name, but also showing it as being a service locomotive. This later publication also included a photograph, credited to CHS Owen.

Still on a Western theme, the auction also features an 1893 GWR Swindon

maker's plate believed to be from crane No. 242 and a Taff Vale Railway trespass sign, while in the same category are a Metropolitan & Great Central Joint Committee's private road sign and Southern Railway Chilworth and Cooden Beach station target signs.

The auction, which includes its usual selection of London Underground memorabilia, starts at 11am and will be broadcast live on the internet with an audio-visual link and live bidding, supported by telephone and commission bids, and viewing will be available during the two weeks leading up to the sale.



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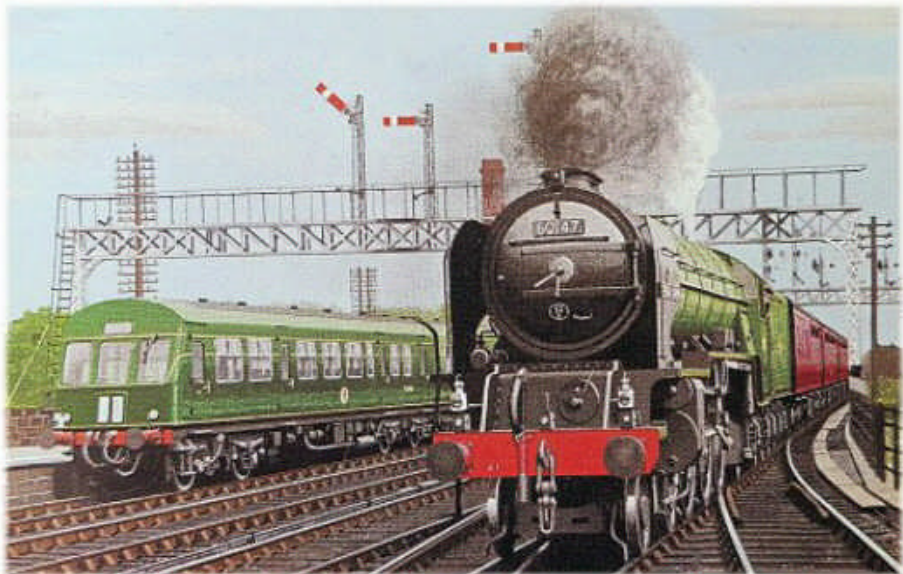
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Of particular interest for inclusion in our auctions: loco name, number and works plates, totems and other enamel signs, doorplates, signal instruments, keys and tablets, GWR lever plates, etc, lamps, notices or any other railwayana. Also posters, railway tickets, slides and photographic negatives.



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Yet more history was made on the Ffestiniog Railway on September 5, when newly-restored Large England 0-4-0STT No. 5 *Welsh Pony* not only hauled the first passenger train beyond Tan-y-Bwlch since lockdown, but made its first-ever journey over the spiral loop at Dduallt. The loop is part of the Llyn Ystradau deviation which was built between 1965-78, long after *Welsh Pony* previously last steamed in 1940. It is seen heading a members' special around the spiral to Tanygrisiau. CHRIS PARRY



Successful 'Jacobite' season extended

By Cedric Johns

THE West Highland line has proven a hit in the late summer, with West Coast Railways operating up to five charters a week to satisfy public demand during August and September, despite the impact of lockdown, as well as increased seven day-a-week 'Jacobite' running.

The West Highland Extension 'Jacobite' season was further increased in mid-September with daily running extended to Sunday, October 25. While no Christmas 'Jacobite' trains are planned, the service is due to recommence at Easter 2021. In terms of loadings, it was understood that almost all trains have been fully booked, with passenger spacing reflecting Covid-19 regulations.

North Eastern Locomotive Preservation Group-owned K1 2-6-0 No. 62005 is booked to head south from Fort William soon after September 27.

Having performed well during its stay, the K1 will move to Grosfont on the North Yorkshire Moors Railway, following tyre-turning at Carnforth.

At the end of the 2021 season, the K1 will be stopped for its seven-year heavy overhaul which, it is anticipated

will take place at Carnforth. In addition to the Highland service, West Coast's 'Scarborough Flyers' were well supported with LMS Jubilee 4-6-0 No. 45699 *Galatea* (running as Holbeck's long-lost No. 45562 *Alberta*) providing steam between York and Scarborough.

As reported last issue, Bulleid Merchant Navy Pacific No. 35018 *British India Line* and LMS 4-6-0 No. 46115 *Scots Guardsman* have been alternated during 'The Dalesman' programme.

Operated as the 'Pendle Dalesman', remaining trips are booked for departures from Wolverhampton, October 14, Bangor, October 24 and Chesterfield, October 28.

No. 6201 *Princess Elizabeth* is set to haul a 'Northern Belle' excursion on October 3 and 19.

Ian Riley's 'Black Five', No. 44871 moved south from Bury to head the Railway Touring Company's 'Royal Duchy' on August 30. No. 44871 was due to go north to Fort William to join fellow 'Black Fives' Nos. 45407 and No. 45212 in an effort to even out tyre-wear.

LNER A3 Pacific No. 60103 *Flying Scotsman* is booked to head two trips over the Settle and Carlisle line in



Steam in stunning scenery: LMS 'Black Five' No. 45212 is pictured at Nan Umh viaduct with the afternoon journey of 'The Jacobite' on July 21. DAVE COLLIER

December. The first, on Saturday the 12th, departs from Liverpool Lime Street; the second, from Manchester Victoria, on Saturday the 19th.

West Coast's Pullman set, diesel-hauled by matching-liveried Class 47/57

locomotives, heads to Edinburgh with the 'Spirit of the Lakes' pre-Christmas trains from Cleethorpes on Saturday, December 5, Hull on Wednesday, December 9 and Peterborough on Saturday, December 12.

Britannia withdrawn and Sir Nigel Gresley return delayed due to Covid-19

WITH the withdrawal of BR 7P 4-6-2 No. 70000 *Britannia* following the expiry of its main line ticket on September 1, Locomotive Services Limited has lost a prominent member of its fleet of top link passenger locomotives.

Britannia, which briefly masqueraded as sister No. 70022 *Tornado* during the summer, will now join the line of engines waiting for attention at Crewe. These include A2 Pacific No. 60532 *Blue*

Peter and 4-6-0 No. 5029 *Nunney Castle*, the former now long overdue for completion.

Due to have joined the fleet in June, LNER A4 class 4-6-2 No. 60007 *Sir Nigel Gresley* remains under overhaul at York. When the National Railway Museum shut because of the Covid-19 lockdown, its workshop was also closed. The museum has now been reopened for some weeks, but the workshop remains closed to

the Gresley Pacific's full-time and voluntary workforce.

As matters stand, it seems that the A4 will not be steamed until at least the end of this year – or later.

As of now, the Locomotive Services line up consists of LMS 4-6-0 No. 46100 *Royal Scot*, Bulleid Pacific No. 34046 *Braunton* and LMS 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester*. Whether the 'Black Five' is given regular work remains to be seen.

Saphos Trains has only four excursions listed to run this year. On October 7, the 'Severn Valley Enterprise' departs Crewe for Kidderminster. The 'Welsh Marches Christmas Explorer' which starts from Wilmslow for Shrewsbury on November 21 is sold out.

On December 17, the 'Pennine Moors Christmas Explorer' departs from Crewe, with the 'White Rose' leaving Wolverhampton for York on the 19th.

RTC all set for Christmas excursion programme

ENCOURAGED by passenger reaction to revised limited seating arrangements set out to meet Covid-19 regulations as experienced during August and early September with its Euston-Carlisle 'Cumbrian Mountain Express', the 'Royal Duchy' and two 'Waverley' trips from York, the Railway Touring Company (RTC) said that the firm's current brochure is still valid.

Talking of the Bristol-Plymouth and Par trip on August 30, RTC's managing director Kelly Osborne thanked Ian Riley, who provided 'Black Five' No. 44871 for the day. Kelly's search for suitable motive power ended with Ian supplying one of his 'go anywhere' 4-6-0s.

Apart from the cancellation of October 17 'The Yorkshireman',

excursions listed in the brochure during October – 'The Easterling' hauled by A1 Pacific No. 60163 *Tornado* from London King's Cross to Norwich and Lowestoft on October 3 and 'The Tin Bath' from Preston, Wigan North Western, Manchester Victoria and Sheffield on October 25 would run.

November is set to be a busy month for RTC, kicking off with the Bristol-Chester 'The Cheshireman' on Saturday, November 14, and a second 'Cheshireman', starting from Euston on Saturday, November 21.

On Tuesday, November 24, Gloucester and Cardiff are the destinations of a train from London Victoria.

Thursday, November 26 sees 'The Christmas Sussex Belle' leave London

Victoria for Brighton. The 'York Yuletide Express' starts from Ealing Broadway on November 28.

All excursions listed for November are booked for haulage by *Tornado*, as will be the 'Worcester Christmas Fayre' from Norwich to Worcester on December 3, the A1 being replaced by a diesel at Peterborough on the return.

Saturday, December 5, will see RTC run two steam-hauled seasonal specials.

The 'York Yuletide Express' will run from Liverpool Lime Street and the 'Lincoln Christmas Express' from King's Cross.

Tuesday, December 8, sees *Tornado* head the 'Bath & Bristol Christmas Express' from London Victoria.

LMS 'Black Five' No. 44871 is set to

haul the 'Birmingham and Shrewsbury Christmas Express' from Paddington via Oxford on December 12, while the same day, *Tornado* is booked to work the 'Edinburgh Christmas Market' from York in both directions.

The 'Christmas White Rose' to York is scheduled to depart from Cambridge behind *Tornado* on Thursday, December 17, and from King's Cross on Saturday, December 19.

Next year's flagship 'Great Britain XIV' nine-day tour is advertised to run between April 16-24.

The itinerary will be based on that set out for this year's cancelled trip, the tour starting from King's Cross. A small number of seats were still available as we closed for press.

Pair travelled 100 miles to spray carriage with graffiti

By Robin Jones

TWO men from Tyneside were arrested after making a journey of more than 100 miles to spray graffiti on West Coast Railways vehicles stored at Hellifield.

Lancaster-based British Transport Police (BTP) officers arrested the pair on suspicion of criminal damage and trespass, after receiving reports of the vandalism after 2pm on September 1.

Officers subsequently carried out searches in two houses in Tyneside and recovered a substantial amount of property.

The pair were later released under investigation pending further inquiries.

A BTP spokesman said: "There are a small number of serious graffiti vandals in the country, who do a lot of damage to the rail environment.

"Our officers mount operations to detect offenders, painstakingly gathering evidence, targeting suspects, implementing handwriting and forensic analysis and using surveillance.

"For serious vandals, who normally use 'tags' to identify themselves, the aim is to get their work seen by as many people as possible."

Meanwhile, Transport Secretary Grant Shapps has told Network Rail (NR) to do more to crack down on graffiti on the national network as a way of encouraging more people to start using trains again.

In September, he wrote to NR chief executive Andrew Haines, urging that more should be done to remove markings from station buildings, bridges and other infrastructure.

"I want us as a nation, particularly as we continue our focus on improving and developing our national infrastructure as we recover from Covid-19, to feel proud of our rail infrastructure and public spaces by ensuring that they are maintained to a high standard," he said.

"The blight of graffiti, however, can have an impact on the confidence of passengers as they return to safely using the railway, and on the wider public view of our national infrastructure and public transport."

NR spends £3.5 million annually to remove unauthorised imagery.



LMS 'Black Five' 4-6-0 No. 44871 worked The Railway Touring Company's 'The Royal Duchy' tour from Bristol Temple Meads to Par on the August 30. West Coast Railways Class 47 No. 47804 was attached to the rear. The excursion is seen passing Teignmouth with the outward leg. COLIN WALLACE



LMS Royal Scot class 4-6-0 No. 46115 Scots Guardsman was in charge of West Coast Railways 'The Dalesman' on September 15. The train, which ran between York and Carlisle, via the Settle to Carlisle line, is seen heading northbound past Salt Lake Cottages, near Ribbleshead. ROBERT FALCONER



In its popular new BR locomotive green livery, A1 Pacific No. 60163 Tornado crosses Carr Mill Dam viaduct between Liverpool and Manchester with The A1 Steam Locomotive Trust's 'The Ticket To Ride' tour on September 19. JOHN TITLOW

Brunel's Bristol Old Station purchased by Network Rail

By Robin Jones

THE original Bristol Temple Meads terminus of the GWR has been brought back into railway ownership.

Network Rail has purchased Grade I listed Bristol Old Station from the city council, it was announced on September 15, the 161st anniversary of designer Isambard Kingdom Brunel's death.

The original terminus was built in 1839-41 to accommodate Brunel's 7ft broad gauge, and stood on a viaduct to raise it above the level of the Floating Harbour and River Avon, which was crossed via the Grade I listed Avon Bridge. The station was covered by a 200ft trainshed, extended beyond the platforms by 155ft into a storage area and engine shed, fronted by a Tudor-style office building.

Following the arrival of the Midland, Bristol & Exeter and Bristol & South Wales Union railways, the original terminus became too small and the existing Temple Meads station was developed between 1891-78.

The Old Station remained in railway use until it closed on September 12, 1965, and later saw use as a car park. It was acquired by the council following rail privatisation in the 1990s.

Today, it is home to business incubator Engine Shed, which supports a group of start-up companies to grow, and

events space Passenger Shed, which hosts a range of events including exhibitions and weddings. Network Rail said that it intends to keep the current commercial uses in the building, while implementing a programme to restore the historic facilities.

Landmark

Network Rail Western Route managing director Mike Gallop said: "The building deserves the best care it can get, and we are planning to do just that. I trust that Brunel would be pleased to know that

his first station in Bristol is back where it belongs – within the railway family that will care and cherish it."

Network Rail Property acting group property director Stuart Kirkwood commented: "We are very pleased to have brought this iconic building back into railway ownership.

"This is a landmark site with historical significance for the nation and for Network Rail as a company.

"We are looking forward to revitalising the building for the enjoyment of passengers, tenants and the local

community. This refurbishment is part of our wider strategy to create great places for business and communities to thrive, supporting economic growth and regeneration in towns and cities across the UK."

Network Rail's plans for the Old Station are in alignment with proposals for the wider station area under the emerging Bristol Temple Quarter masterplan.

Anniversary

Meanwhile, on September 1, a socially-distanced event was held by Network Rail and modern-day operator Great Western Railway to mark the 180th birthday of Temple Meads.

The event, attended by a re-enactor playing the part of Brunel, included a history talk in the Passenger Shed, the oldest part of the station, an exhibition in the underpass, the unveiling of commemorative benches and a special Brunel-themed top hat-style cake.

It was attended by Tim Bowles, the mayor of the West of England, Peaches Golding the Lord Lieutenant of the County and City of Bristol and Mike Gallop.

Network Rail is set to embark on a £24 million restoration of the current station's Grade I listed Victorian roof, plus the remodelling of a junction which will allow more frequent services to run into the city.



Bristol Old Station – now back in railway ownership. ROBIN JONES

UK Railtours 'optimistic' about 2021 programme

By Cedric Johns

PLANNING a new start in the coming year, UK Railtours has added one of its classic 'forgotten tracks' trips to its existing 2021 tour programme, namely 'The Tinsley Tugger'.

Covering industrial south Yorkshire, the 'Tugger' will be routed over a myriad of non-passenger lines including visits to Tinsley and Toton yards.

Starting from Finsbury Park on Saturday May 29, the tour – which incorporates three different DB Cargo diesels during the day – calls at Stevenage, Peterborough and Newark Northgate.

The tour really begins at Doncaster on the Decoy Down Side avoiding line.

Now running the show, Elizabeth, daughter of the late John Farrow, is upbeat about the future of the tour promotion company founded by her father. Describing herself as a 'working mother', Elizabeth had been involved as her father's assistant for eight years

and is well-versed in the day-to-day business of promoting railtours.

Despite the present Covid-19 situation, she said that the company was receiving enquiries and bookings for next year's trips.

UK Railtours has planned to restart its tour programme on Saturday, March 27 with its 'Cotswold Lion' trip to Worcester with the option of visiting the Gloucestershire Warwickshire Railway.

Steam enters the scene on Saturday, April 24 when SR Bulleid Merchant Navy Pacific No. 35028 *Clan Line* is booked to work 'The Merchant of Norfolk' through East Anglia with a four-and-a-half-hour break at Norwich.

The popular 4-6-2 will be making only its second departure from King's Cross and notably its inaugural visit to Norwich. From King's Cross, the train calls at Potters Bar and Stevenage and continues via Cambridge.

At Norwich, passengers are offered the option of being transferred to Wroxham by coach for a three hour cruise on the Norfolk Broads.



The Railway Touring Company's 'The Waverley' excursion ran from York to Carlisle via Keighley on September 6. LMS Jubilee class 4-6-0 No. 45562 *Alberta* (aka No. 45699 *Galatea*) races towards Culgaith tunnel past the semaphore signal and surviving permanent way hut. DAVE COLLIER

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On August 29, Saphos Trains ran 'The Lakelander' excursion between Dorridge and Carlisle. LMS 'Black Five' No. 45231 *The Sherwood Forester* worked the train from Crewe to Carlisle and return. The 4-6-0 is seen passing Nethertown on the Cumbrian coast. MARTYN TATTAM



LMS 6P 4-6-0 No. 46100 *Royal Scot* became the first steam train to use the Cumbrian Coast Line since it reopened in June. The line's sea wall was breached at Parton by winter storms in February, and accordingly was closed to through traffic for 11 weeks while Network Rail carried out major repairs which included reconstruction of a damaged underpass, massive strengthening of the sea defences by moving 36,000 tons of rock armour to the base of the sea wall and the relaying of track. On August 14, 'The Lakelander' is seen cautiously transiting the point where the sea wall was breached. RODNEY TOWERS

Saphos Trains' 'The Sussex Belle' provided a rare main line steam charter for East Sussex on September 10 when SR West Country light Pacific No. 34046 *Braunton* ran a circular tour from London Victoria to the south coast towns of Hastings and Eastbourne. Rather than operate via the Brighton Main Line as in the past, the outbound leg ran via Redhill, Tonbridge and Tunbridge Wells direct to Hastings, returning through Ashford and Tonbridge. The train is pictured passing a foot crossing south of Wadhurst on the outbound journey. PETER HOLLANDS



Castles are 'King' at Tyseley Works

WITH Vintage Trains declaring itself absent with leave from the main line scene until next year, the tour promoter's other half, Tyseley Locomotive Works, is busily preparing motive power for the future.

Accordingly, Vintage Trains will benefit from acquiring no fewer than three working Castle class express passenger engines in the not-too-distant future.

The fact that the engineering workforce is gradually returning to

reach full strength following the impact of Covid-19 is of tremendous help in terms of contractual work generating much-needed cashflow in the absence of railtour ticket sales.

As to the Castles, No. 7029 *Clun Castle* is ready and standing by for the 'off' early next year amid signs that sister No. 5043 *Earl of Mount Edgcumbe* will be in steam by the middle of the summer.

Even more encouraging is the fact that work is about to start on Tyseley's third

Castle, No. 5080 *Defiant*.

Equally important, Tyseley's turntable is now back in one piece after significant refurbishment and will complete when handrails and new steel walkways are fitted.

Meanwhile, contract work on 4-6-0s *Bradley Manor*, *Erlestoke Manor*, *Betton Grange* and *Kinlet Hall* continues, while Bulleid Pacific No. 34070 *Manston* is receiving attention before returning to Swanage.

B1s to double head to Edinburgh

By Cedric Johns

A NINE-day visit to Edinburgh and beyond has been planned for next year by Steam Dreams, partly as a reaction to the disappointment of having to cancel plans to operate a Mayflower 400 celebration special to Plymouth on a four-day trip (September 14-17) featuring two B1 4-6-0s.

Scheduled for May 6-14, the Scottish trip is to be diesel-hauled from London to York, where the two B1s – No. 61306 *Mayflower* and No. 61264 – will take the 'Islands & Highlands Explorer' onto Edinburgh.

As the train's title suggests, the two B1s will head off to north west Scotland, exploring various attractions en route.

Meanwhile, Steam Dreams is anticipating Christmas to come with a series of shopper's specials. Starting on Sunday, November 29, a 'Cathedrals Express' is due to depart Paddington for Bath picking up at Slough and continuing via Reading and Swindon.

On Tuesday, December 1, an 'Express' departs London Victoria for Bath, making calls at Staines, Woking and Basingstoke and travelling on via Salisbury and Westbury.

Ealing Broadway is the departure point for a trip to York on Sunday, December 6, the train stopping at West Hampstead, Finsbury Park, Potters Bar and Stevenage.

Destinations

Oxford is the destination on Thursday, December 10, when a sell-out 'Express' from Southend-on-Sea and will pick up at Upminster and Barking.

Finally, the traditional 'White Cliffs' luncheon train is booked to head around Kent via Dover on its circular route starting from London Victoria, calling at Bromley South on December 18.

As previously reported, SD is also set to run 'Santa specials' three times each day, plus evening diners around the capital. These trains depart from London Victoria on December 4, 14, 16, 21 and 23.

SD said it is "committed to a welcoming environment on board while adhering to public health regulations". Trains are due to be hauled by *Mayflower* or a 'Black Five' standby locomotive.

Pathfinder scraps its autumn tour programme

By Cedric Johns

CONTRARY to recent announcements, Pathfinder Tours has pulled out of its autumnal programme of railtours in favour of making a fresh start next year when hopefully, business will return to normality.

A statement from the Gloucestershire-based promoter said: "Pathfinder regrets that with the current Covid-19 restrictions in place, we believe we would not be able to provide our usual level of service and ambiance aboard our trains, which our passengers have come to expect from us.

"As we wish everyone to have a positive experience enjoying a relaxing day out with us, we do not want to disappoint and therefore we have taken the difficult decision to postpone all the excursions in our programme until next year.

"We understand that this will be disappointing for those who have booked on our trains and apologise for any inconvenience this causes. Next year our excursions will run exactly in the same format subject, of course, to health restrictions having been lifted.

"Please remember that the booking office is currently only open intermittently, so kindly bear with us if responses take a little longer than usual."

Excursions posted for 2021 so far are 'Blue Boys Merry mixer' – a lost tracks trip from Eastleigh to the Midlands on January 30; the 'Non-Mazey Day Cornishman' – Birmingham to Penzance with a pair of Class 50s on April 24; the 'Cambridge & Norfolk Explorer' from Eastleigh with two Class 37s on May 1; the 'Cumbrian Freighter', over the Settle and Carlisle line from Banbury on May 22; and the 'Galloway Fifties' from Bristol to Stranraer with two Class 50s on June 5.

Friends group buys England's highest main line station

By Robin Jones

THE Friends of the Settle-Carlisle Line have bought Dent station, the highest on the network in England – standing at 1150ft above sea level.

Considered one of the jewels in the crown on the line, the building was purchased in 2006 and restored in authentic Midland Railway style by enthusiast and property developer Robin Hughes, and is now available as self-contained holiday accommodation.

The restoration has secured many accolades including a National Railway Heritage Award and the Royal Institution of Chartered Surveyors award for tourism and leisure.

Friends chairman Paul Brown said: "This is a tremendous opportunity for FoSCL to take ownership of England's highest station to preserve and maintain it, for all to appreciate. It is a great addition to the heritage property portfolio held by the voluntary bodies supporting the Settle-Carlisle Line and is made possible through the generosity of our members and former members who have bequeathed legacies to safeguard the future of one Britain's most famously remote and historic railway buildings."



After many years as 'stationmaster', Robin found himself inundated with viewings when the station went on the market in late June after the Covid-19 lockdown restrictions eased.

He said: "We had 20 viewings over two weekends, and the Friends of the Settle-Carlisle Line came forward with a proposal to be the future custodian, thanks to funding from donations and legacy gifts from former members. I am absolutely delighted – they are the natural owner of such fine railway heritage.

"Restoring and owning Dent station has been a real privilege, and among the numerous guests who have stayed here, it has been an honour to have several

special names. These have included Michael Portillo, who as Minister of State for Transport announced and strongly supported saving the Settle-Carlisle line in 1989, and the late Graham Taylor, the former England football manager."

Friends president Michael Portillo commented: "I am delighted that, thanks to legacies from its members, FoSCL has been able to buy the lovely Dent station. I recall staying in a snow cottage at the station during the filming of Great British Railway Journeys, which brought home to me how susceptible the line is at Dent to drifting in winter."

→ Anyone wishing to stay at Dent station can book online at: www.dentstation.co.uk

Go-ahead for listed building works at Dawlish station

MAJOR improvements to Isambard Kingdom Brunel's Dawlish station have been given the green light by local councillors as part of Network Rail's second phase of its £80 million scheme to protect the weather-prone coastal railway.

Teignbridge District Council's planning committee has approved the works, which will include an accessible footbridge with lifts for the station and

the restoration of rooms in the downside platform building. Listed Building Consent for the works was also granted.

Planning officers said that the works would cause some harm to the heritage assets, and while Historic England had expressed concern, it had not lodged a formal objection. Planners said that the public benefit outweighed the harm to the heritage assets.

The overall plans for the 450 yard

section of the line between Coastguards and Colonnade breakwaters includes a new taller sea wall incorporating a high-level wider and safer public promenade with pedestrian access to the beach.

A Network Rail representative said the scheme was a "once in a lifetime opportunity" that would protect the station and its listed building from rising sea levels and extend its lifespan by 140 years.



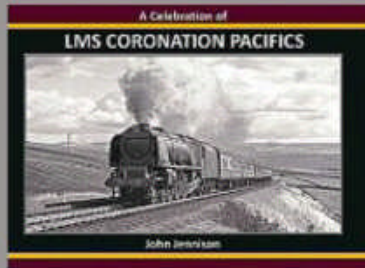
The Class 40 Preservation Society (CFPS) has hired No. 40145 to Locomotive Services Limited (LSL) for six months, it was announced on August 25. The CFPS said the 'Whistler' "will likely be limited to just a few outings per month, possibly on driver training, route learning and maybe the odd empty coach stock move". On September 12, the locomotive worked the final 'Staycation Express' of the season. Operating three return trips per day between Skipton and Appleby using former Greater Anglian Mk.3 carriages and a variety of diesel locomotives, Rail Charter Services Ltd's initiative gained widespread media coverage across print, digital and television. The Class 40 was operating in top and tail fashion with Class 47 No. 47712 Lady Diana Spencer – the train is pictured here at Settle Junction. As previously reported, the Brush Type 4 is also on hire to LSL from its owners, the Crewe Diesel Preservation Group. CHRIS GEE

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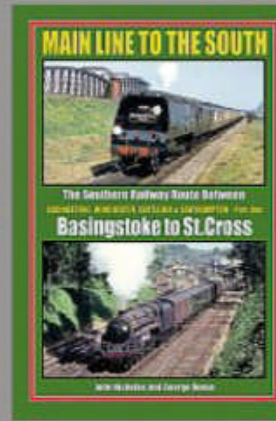
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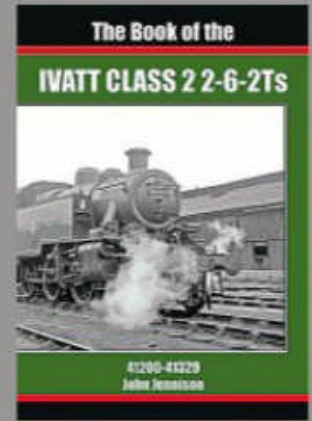
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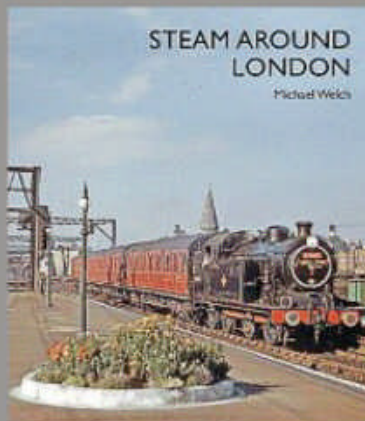
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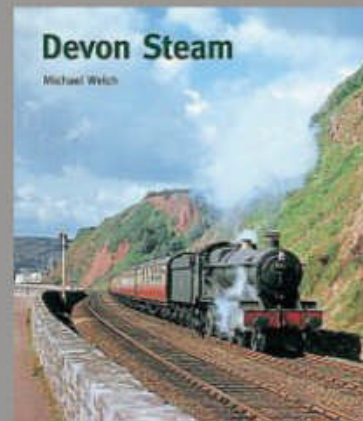
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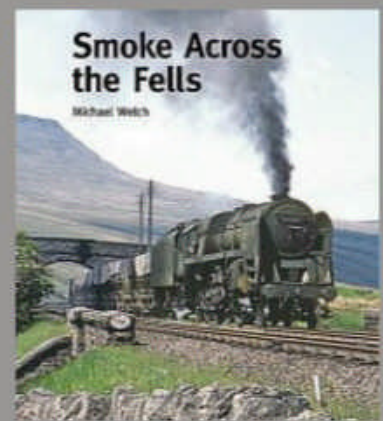
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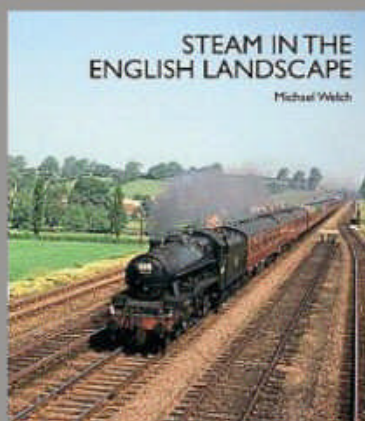
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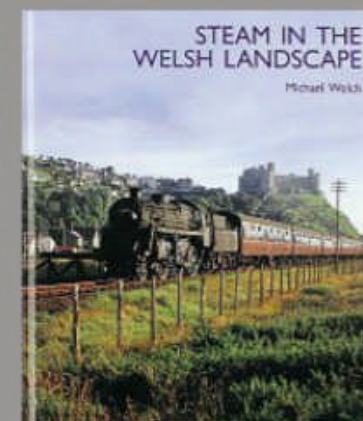
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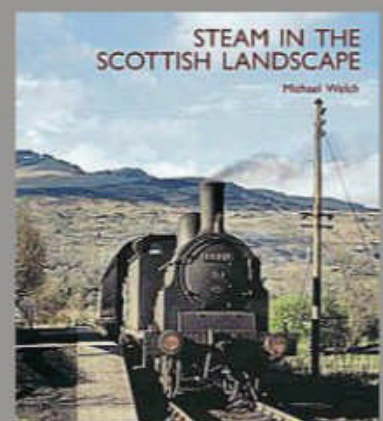
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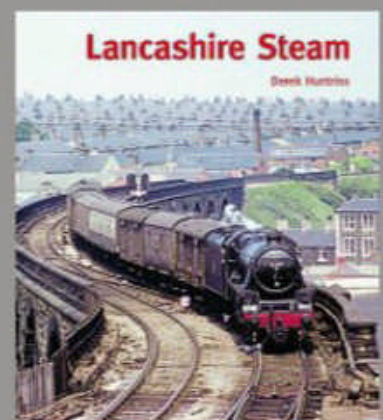


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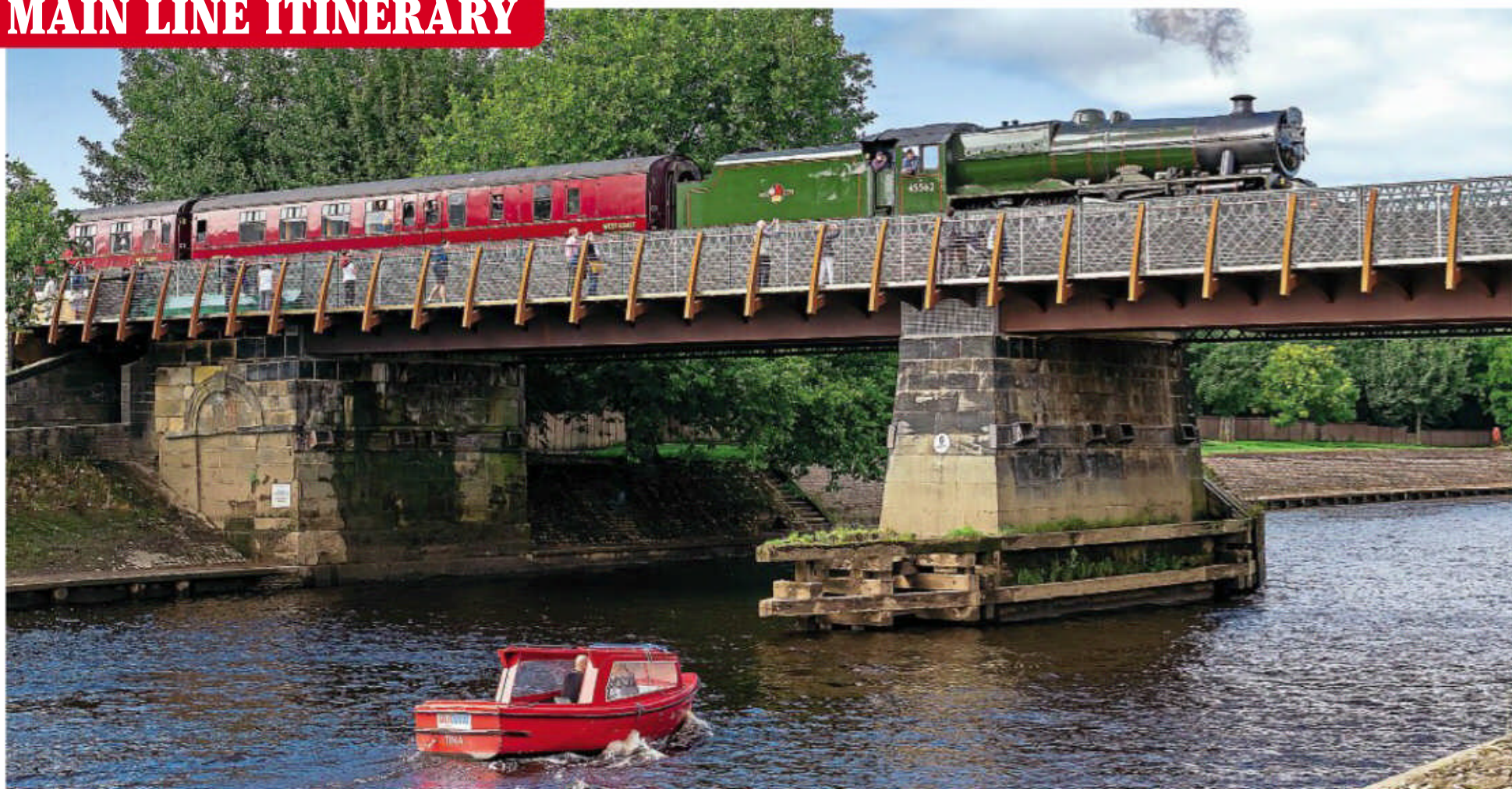
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MAIN LINE ITINERARY



No. 45562 *Alberta* (aka No. 45699 *Galatea*) is seen at York on September 3, while working West Coast Railways' 'Scarborough Spa Express' from Carnforth to Scarborough. In the photographer's words: "It's an improvement on what I had planned as the boat could not have been better on the River Ouse!" ALAN WEAVER

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: TBC. 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

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

29 '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: TBC. ST

24 'The Gloucester Christmas Market and Cardiff'

London Victoria, Cardiff & return.

Steam-hauled throughout.

No. 60163 *Tornado*. RTC

26 'The Christmas Sussex Belle'

London Victoria, Hastings & return.

Steam-hauled: Victoria, Eastbourne.

Hasting, Victoria.

No. 45305 or 45212. RTC

28 'The York Yuletide Express'

Ealing Broadway, York & return.

Steam-hauled throughout.

No. 60163 *Tornado*. RTC

29 'London to Bath at Christmas'

London Paddington, Bristol & return.

Steam-hauled throughout.

No. 61306 *Mayflower*. SD

December

1 'Belmond British Pullman'

London Victoria, Shalford & return.

Steam-hauled throughout.

No. 35028 *Clan Line*. BEL

1 'London to Bath at Christmas'

London Victoria, Bath & return.

Steam-hauled throughout.

No. 61306 *Mayflower*. SD

3 'The Worcester Christmas Fayre'

Norwich, Worcester & return.

Steam-hauled: Norwich, Worcester.

Worcester, Peterborough.

No. 60163 *Tornado*. RTC

5 'The York Yuletide Express'

Liverpool Lime Street, York & return.

Steam-hauled throughout.

TBC. RTC

5 'The Lincoln Christmas Express'

London King's Cross, Lincoln & return.

Steam-hauled throughout.

No. 60163 *Tornado*. RTC

6 'London to York at Christmas'

Ealing Broadway, York & return.

Steam-hauled: Ealing Broadway, York.

No. 61306 *Mayflower*. SD

8 'The Bath and Bristol Christmas Express'

London Victoria, Bristol & return.

Steam-hauled throughout.

No. 60163 *Tornado*. RTC

10 'Southend to Oxford at Christmas'

Southend East, Oxford & return.

Steam-hauled throughout.

'Black Five' TBC. SD

12 'The Edinburgh Christmas Market'

York, Edinburgh & return.

Steam-hauled throughout.

No. 60163 *Tornado*. RTC

12 'The Birmingham and Shrewsbury Christmas Express'

London Paddington, Shrewsbury & return.

Steam-hauled throughout.

No. 44871. RTC

12 'The Flying Scotsman'

Liverpool Lime Street, Carlisle & return.

Steam-hauled: Liverpool Lime Street,

Carlisle. Carlisle, Carnforth.

No. 60103 *Flying Scotsman*. WCR

12 'Belmond British Pullman'

London Victoria, Shalford & return.

Steam-hauled throughout.

No. 35028 *Clan Line*. BEL

17 'The Christmas White Rose'

Cambridge, York & return.

Steam-hauled throughout.

No. 60163 *Tornado*. RTC

17 'Pennine Moors Christmas Explorer'

Birmingham International, Wigan &

return.

Steam-hauled: TBA.

Loco: TBC. ST

18 'White Cliffs Lunchtime Tour'

London Victoria, Dover & return.

Steam-hauled throughout.

No. 61306 *Mayflower*. SD

19 'The Christmas White Rose'

London King's Cross, York & return.

Steam-hauled throughout.

No. 60163 *Tornado*. RTC

19 'The Flying Scotsman'

Manchester Victoria, Carlisle & return.

Steam-hauled: Manchester Victoria,

Carlisle. Carlisle, Carnforth.

No. 60103 *Flying Scotsman*. WCR

19 'The Christmas White Rose'

Wolverhampton, Manchester Victoria &

return.

Steam-hauled: TBA.

Loco: TBC. ST

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 077 2222
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Snow on the Alps ~

Departs 16 February 2021 - 10 Days from £1,870pp

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Dresden Steam Festival ~

Departs 7 April 2021 - 8 Days from £1,336pp

We return to Dresden once again to enjoy the comprehensive steam content of its annual Steam Festival, including an evening photographic session at Roundhouse 1. Beyond the festival we journey on the Weisseritztalbahn & Loessnitzgrundbahn steam railways, take a trip on the Kirnitzschtal tramway and travel by paddle steamer on the Elbe River.



Harz Explorer ~

Departs 12 June 2021 - 7 Days from £1,395pp

A chance to explore the scenic Harz Mountains by steam train. Stay in the charming town of Wernigerode and explore the Harz Railway's 140km network, including a steam-hauled journey up the Brocken and a visit to the UNESCO World Heritage town of Quedlinburg. A 3-day Harz rail pass is included and offers unlimited travel on this wonderful railway in stunning surroundings.

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Departs 12 April 2021 - 6 Days from £1,226pp

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Departs 23 April 2021 - 14 Days from £2,725pp

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WILL THIS BE THE HERITAGE ERA'S GREATEST ACHIEVEMENT?

Marking its proud 30th anniversary, The A1 Steam Locomotive Trust's **Mark Allatt** and **David Elliott** deliver their update on the ground-breaking scheme to produce a locomotive to inspire the 21st century like never before – the second Gresley P2 2-8-2 No. 2007 *Prince of Wales*, within the next three years.

It is nearly 30 years since The A1 Steam Locomotive Trust (A1SLT) was launched, at the Railway Institute in York on November 17, 1990.

It had the stated 'Mission Impossible' aim of building a new Peppercorn class A1 Pacific, one of the greatest of the 'ones that got away' from the embryonic heritage sector's fleet. The last survivor of the original class built by BR in 1948/49, No. 60145 *Saint Mungo*, was the subject of a failed preservation attempt which left the final development of East Coast Main Line's famous steam locomotive classes unrepresented in preservation.

It is also 12 years since No. 60163 *Tornado* was completed, at a cost of £3 million, and over three years since it touched 101mph in an early-morning run on the East Coast Main Line, making it the first steam locomotive to hit double figures in half a century.

Tornado quickly became one of the undoubted pinnacles of the movement, a 21st-century equivalent in stature to *Flying Scotsman* in the 20th century, and likewise a locomotive which continues to attract crowds wherever it goes.

Many lessons were learned during the 18-year ground-breaking project to complete *Tornado*, during which the A1SLT established many

benchmarks, not only for new-build projects in general, but in the crucial field of fundraising.

The trust was established around several core principles, which remain as important today as they were three decades ago.

There would be absolute focus on the mission statement against which all actions would be judged, and the organisation would use the best business practices by people experienced in the appropriate areas.

"The trust has stolen a march over Gresley by using the latest computer design and modelling techniques to enable the locomotive to deliver the true potential of the revolutionary design..."

Due to the requirements of certification and the nature of the work, most of the construction would be undertaken by the engineering industry and contractors. A primary goal was the establishment of the trust's own facility for construction, overhaul and administrative functions, at

Darlington Locomotive Works (DLW).

From the outset, it was decided that there would be no cliques or any form of elitism – everyone would achieve recognition based on effort rather than size of cheque book.

Finally, and perhaps most pivotally, fundraising would be a priority and its method simple and affordable – 'an A1 for the price of a pint of beer a week' became a simple and phenomenally-successful slogan.

Since completion with the support of principal sponsor William Cook Cast Products Ltd, *Tornado* has steamed over 100,000 miles the length and breadth of Britain. However, while the project was underway, trust members increasingly nurtured a desire not to stop at its completion, but to go on to build a second main line locomotive – and maybe more.

Following the success of *Tornado*, the overhaul and conversion of its support coach E21249 and the repayment of £1 million of loans taken out to speed its completion, in 2013 the trust launched its project to build a second locomotive, in the form of the seventh member of Sir Nigel Gresley's P2 2-8-2 'Mikados' – the most powerful express passenger locomotives to operate in the UK.

In February 1933, the LNER authorised the construction of two new 2-8-2s for use

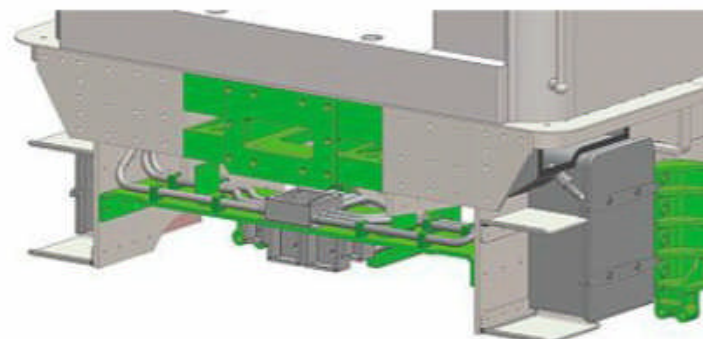
The first Gresley P2 2-8-2 'Mikado': No. 2001 *Cock o' the North*. Thanks to the The A1 Steam Locomotive Trust and its army of supporters and donors, the British main line is set to reverberate to the sound of a new example of the country's most express passenger locomotive type in three years' time. ANY HARDY/A1SLT





Above: Driven bolts and cold-turned rivet in a spring hanger on July 29. DANIELA FILOVA

The special back countersinking tool. DANIELA FILOVA



A 3D image of the shelf beneath the back of the cab. ALAN PARKIN

Left: James Heginbottom is seen reaming a hole in the frames. DANIELA FILOVA

on the arduous Edinburgh to Aberdeen route. In many ways ahead of their time, they were designed by Sir Nigel Gresley to haul 600-ton trains.

The frames for No. 2001 *Cock o' the North* were profiled and laid in February 1934, with construction of the rest of the locomotive following quickly under Gresley's direction. On May 22, 1934, it was rolled out of Doncaster Works.

The new locomotive was unlike anything seen before and was the first standard gauge 2-8-2 'Mikado' express passenger steam locomotive to be built to operate in Britain. It was followed by another five: No. 2002 *Earl Marischal*, No. 2003 *Lord President*, No. 2004 *Mons Meg*, No. 2005 *Thane of Fife* and No. 2006 *Wolf of Badenoch*.

Sadly, the design was never fully developed, and they were rebuilt by Gresley's successor Edward Thompson into ungainly class A2/2 4-6-2s in 1943/4 and all were scrapped between 1959-61.

The trust has stolen a march over Gresley by using the latest computer design and modelling techniques to enable the locomotive – No. 2007 *Princes of Wales* – to deliver the true potential of the revolutionary design. No. 2007 will be aesthetically similar to the first P2, No. 2001 *Cock o' the North*: it is a construction and development project and not an opportunity for a major redesign.

The project is making maximum use of systems, fittings and processes already in use on *Tornado*, and any changes to the original design will be either for operational, manufacturing or certification reasons.

The design has taken into account the needs of the operator, and as such all decisions will be judged for their value for money, and in meeting current and foreseeable regulatory standards to allow the locomotive to operate as intended.

It was estimated that No. 2007 will cost around £50 million to build over a seven-to-10-year period. As with *Tornado*, funds are be raised through regular donations (a P2 for the price of a pint of beer a week), donations dedicated to specific components, clubs and commercial sponsorship.

The locomotive is more than half completed at Darlington. So far, £2.5 million has been spent and £3 million raised of the required £5 million to complete it within the next three years, if Gift Aid is included. However, the trust must raise at least £700,000 every year.



Work underway on the seventh Gresley P2 2-8-2, No. 2007 *Prince of Wales* inside Darlington Locomotive Works on September 1. CHARLOTTE GRAHAM/A1SLT

Forging ahead after lockdown

Covid-19 is still with us and having various effects on the progress of *Prince of Wales*. However, with the worst of the pandemic hopefully over and some relaxation of the lockdown conditions, a degree of normality is returning to DLW. Enhanced hygiene and social distancing are in force, but staff are learning to work with these limitations.

Some of the younger and fitter volunteers have been able to return. Assistant mechanical engineer Daniela Filova has moved back into her office where she is on her own most of the time, but is able to better guide and control shop floor activity.

Fabricator and painter Ian Matthews and volunteers Terry Graham and James Heginbottom have now fitted the cold turned rivets to the areas of the spring hangers where bolt threads and nuts would foul the spring gear and make it difficult to fit or remove springs.

Apprentice machinist Ed Laxton made the various sizes of rivet required using the works' Colchester lathe. The principle of fitting is similar to driven bolts used elsewhere in the frame structure where the rivets are turned to be a slight interference fit in their reamed holes and a hydraulic jack or copper mallet used to press them into their holes. Each rivet was then cut to the correct length projecting from the countersunk hole, the end heated to red heat and a head formed with the pneumatic riveting gun.

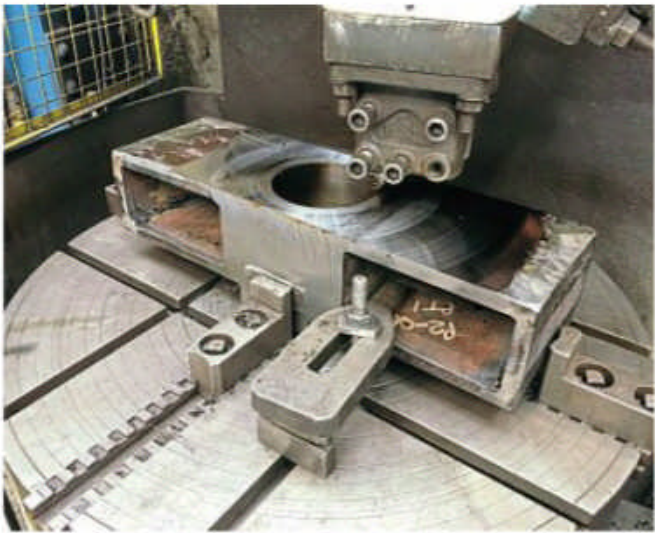
The reason for using cold turned rivets rather than conventional hot rivets (where the hole is made oversize and the whole rivet heated to red heat before fitting) is that a hot riveted joint is very good in tension, as when the rivet cools it shrinks and pulls the two plates tightly together. However, as the rivet cools, it becomes a 'loose' fit in its hole, so is not so good at resisting shear forces between the plates. Spring hanger brackets are subjected to significant shear forces and the interference fit of a cold turned rivet is better at resisting shear, although the manufacturing and fitting process is more involved than hot riveting.

The remaining driven bolts have also been fitted, which completes the process of fitting the spring hangers.

A further piece of 'finishing off' work has been to fit the last three bolts holding each of the outside motion brackets to the frames. The difficulty here was that they must be countersunk heads to avoid possible contact with the leading coupled wheel tyres. Due to the shape of the motion brackets, countersinking the holes was not straightforward and involved making a special countersinking tool which was driven through the hole by the magnetic drill, while Ian used a special screw device to apply the feed from the outside.



The pony truck frame fabrication on July 9. STEVE DAVIES



Machining of the pony truck crosshead. STEVE DAVIES



Above: The two foundation rings. DANIELA FILOVA



Top right: A front tube plate for one of the boilers. DANIELA FILOVA



Right: Taper and parallel boiler barrel sections at DB Meiningen. DANIELA FILOVA

The final part of the frame structure – the 'shelf' under the back of the cab (which the project team held off making until a final decision was made about where to fit the live steam injector was made) has been drawn and will be profiled shortly.

Pony truck makes progress

Although delayed by Covid-19, the pony truck frame is making progress at North View Engineering Solutions in Darlington. The main elements (frame and steering arm) have been fabricated and parts for the crosshead machined.

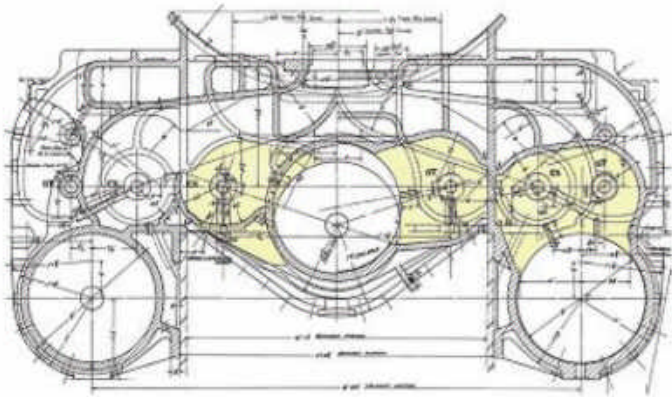
The modification of the pony truck from the original swing link side control to the later Gresley V2 type of spring side control represents a significant design change in a safety critical part of the locomotive.

While the project team have done a

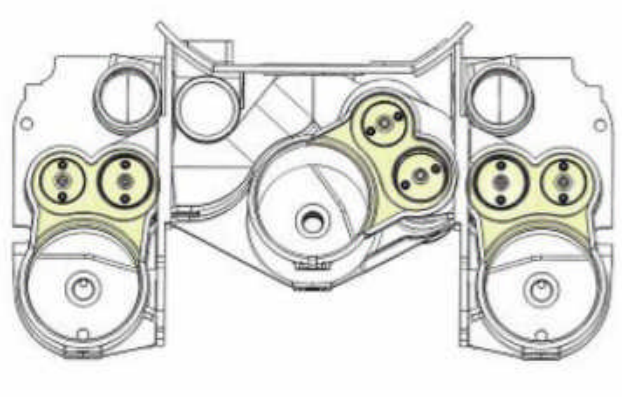
considerable amount of work to ensure that the new design will be stable and safe, to certify the locomotive it will be necessary to have an independent review of the design. Ricardo Rail has been retained to carry out this work building on the Vampire ride-and-track force model which was commissioned from Resonate (formerly DeltaRail) before the P2 project was formally launched, and which provided the basis for the new pony truck design.

Two boilers on schedule

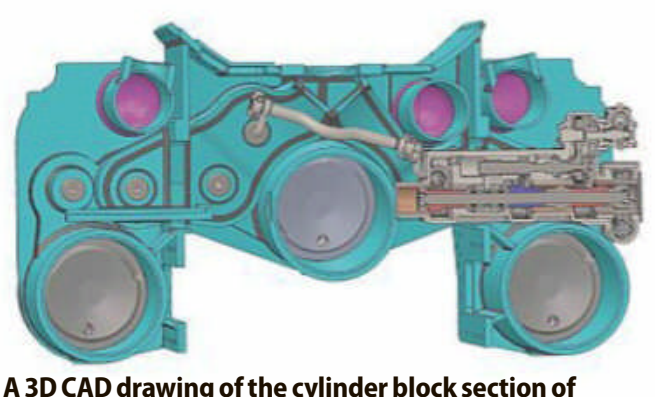
On July 14, the project's commercial director Graeme Bunker-James and Daniela visited DB Meiningen Works in Germany for a progress meeting on the two new boilers that are being built there (and which will be interchangeable between the P2 and *Tornado*), and were briefed on



Transverse section of entire No. 2001 Cock o' the North cylinder block showing clearance spaces. AISLT



Transverse section of entire cylinder block for No. 2007 Prince of Wales showing clearance spaces. AISLT



A 3D CAD drawing of the cylinder block section of No. 2007, showing the rocking shaft drive to the inside cylinder inlet valve. AISLT



The tender tank outside Darlington Locomotive Works in green undercoat on July 16. A1SLT

an update of the construction process.

Various technical aspects discussed in detail, but most importantly as the assembly of the main boiler barrel rings is ready to be commenced, they identified and discussed the required critical dimensions and tolerance standard used, to ensure that the boiler, when fitted to the engines will comply with the UK loading gauge.

Further details of dates for the various stages of boiler manufacture were agreed. As a result of these discussions, DLW will send a batch of blanks for the various flanges where fittings are attached, and which need to be blanked off for hydraulic testing.

The project team will also be sending two complete regulator cross-shaft and stuffing-box assemblies which will be married up to the regulator and its linkage which has been installed in each boiler as part of the contract.

The team thanked DB Meiningen for maintaining the delivery schedule for both boilers, despite the limitations imposed by the Covid-19 pandemic.

Cylinders and valves

While electrical design engineer Alan Parkin is developing manufacturing drawings for the cylinder block, David Elliott has resolved one of the more tricky design issues with the poppet valve gear.

One of the unsatisfactory features of the original No. 2001 cylinder block was having the inlet and exhaust valves on opposite sides of the middle cylinder. As a result, separate ports were required from the cylinder to the valve chests which gave rise to excessive clearance volume.

Clearance volume is the space in the

cylinder and its associated ports that is left when the piston is at the end of its stroke and is usually expressed as a percentage of the total volume for the cylinder when the piston is at the other end of its stroke. This space is not good for efficiency as for each power stroke of the piston, the clearance volume has to be filled with steam which does little work on the piston.

The best figures achieved with poppet valves are around 10%. The original class P2 design middle cylinder had clearance volumes of around 14% at one end and 16% at the other – the difference being due to the slope of the cylinder in the block to enable the connecting rod to clear the leading coupled axle whilst the valves were almost horizontal to be in line with those on the outside cylinders.

To overcome this problem, the layout of the valves has been changed to mimic the outside cylinders with the inlet and exhaust valves together and in line with the centerline of the cylinder. This adaptation does create a challenge, as while the exhaust valves can be driven directly from the driver's side cambox (as on No. 2001), the inlet valves are on the other side of the engine compared with the cam driving them. After several iterations a pair of rocking shafts have been designed to transfer the movement of the inlet valve cam tappets on the fireman's side of the engine across to the inside cylinder inlet valves.

Tender modifications

Further progress has been made with the tender frames. However, the conspicuous progress has been with the tank.

Ian Matthews has completed the filling and following priming and much rubbing

down has applied undercoat to the back and sides and black gloss to tank top, coal space and underside.

Grey topcoat has been applied to the front in the cab area for protection, pending some significant modifications in this area to accommodate the new European Train Control System cab signalling equipment which will be required for operating on the southern end of the East Coast Main Line by the time No. 2007 is finished.

The tender tank has been wheeled outside DLW and sheeted over to enable the wheelsets to be withdrawn from under the engine to facilitate installation of pipework and electrical trunking.

The tender is based closely on the tender built for *Tornado*. The original P2 tenders were built to the 1930s non-corridor design for the new A3 Pacifics being constructed at that time.

The original P2 *Cock o'the North*, on which *Prince of Wales* is based, uniquely used an all-welded version of the tender tank supervised by Oliver Bulleid, Gresley's assistant. The water capacity of the original design was 5000 gallons, which at a typical consumption of 45 gallons per mile would provide a range between water stops of 80 miles (with a safety margin). However, the tender for *Tornado* was redesigned to increase the water capacity to 6250 gallons, which increases the range to about 110 miles, enabling the A1 to make a typical London to York run with only one water stop.

The additional water capacity comes at the expense of a reduction in coal capacity from nine tons to 7½ tons, yet still provides for around 300 miles of range with reserves.

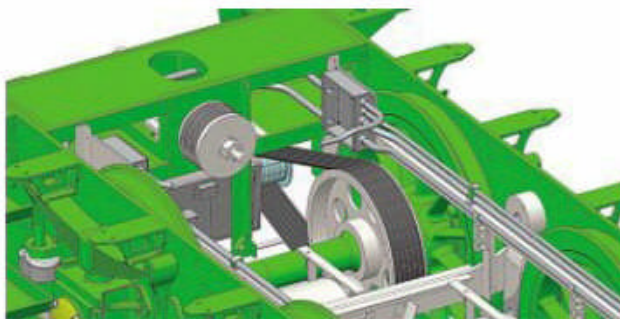
Evolving the electrical system

Head of electricals Rob Morland has continued to work on the electrical system design in his home workshop near Cambridge.

The essential services system electronics design is now substantially complete and the mapping of this onto the engine conduit system is also finished. A total of 21 wiring looms have been defined. All wiring nets have had their idents and connector pins allocated.

The auxiliary services system electronics design is also nearing completion. All that remains are some of the minor circuits, for example cab lighting controllers. These will be based on the circuits that have proven successful on *Tornado*. The auxiliary services engine wiring has also been mapped – and another 18 wiring looms have been defined.

Once Alan Parkin has completed the tender conduit arrangements, both the essential and auxiliary services tender systems and



Alan Parkin has continued with laying out pipework and electrical conduits and junction boxes on the tender frames. This 3D CAD design shows the rear of the tender frame. ALAN PARKIN

associated wiring looms will be added.

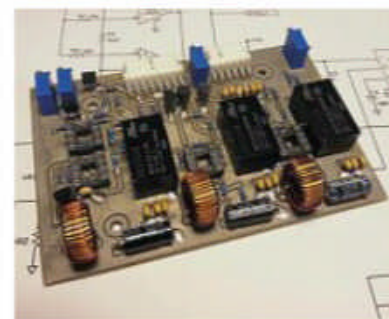
The team has identified a new design of bulkhead lamp fitting for No. 2007's cab.

The fittings on *Tornado* have been satisfactory but, being based on an aluminium casting, the fixings have become difficult to use over time. Some screw holes have had to be drilled out and retapped to maintain a secure fixing for the cage and glass.

The new fitting is made of brass and is



The new cab bulkhead light fitting. THE WORM THAT TURNED



The first prototype printed circuit board for the drive electronics assembled ready for test. ALAN GREEN

substantially built. It also has wingnuts to secure the cage and glass, which will make removal for cleaning more straightforward, with less chance of dropping and breaking the glass.

Work on the P2's new combined LED head/tail/marker luminary is proceeding well. Volunteer Roger Millington has completed and tested the prototype optical system. Alan Green (the project volunteer who designed the LED luminaries for *Tornado*) has offered to design and build the drive electronics.

3D printing experience

David Elliott has recently acquired a 3D printer. The first work undertaken is to reproduce all the individual parts of the cylinder block at 1:8 scale to ensure that the proposed weld sequence will actually work with sufficient access to achieve all the welds.

It will also help prospective fabricators to understand the design when quotes are sought.

Shortly after the printer was first set to work, the team was sorting out patterns for the regulator stuffing box that is needed to test the new boilers in DB Meiningen, as outlined earlier) and were reminded that the cover pattern was missing.

The 3D model was rapidly modified to include machining allowances and add 'draft' to the edges and a pattern printed. This job took the printer about 56 hours altogether – fortunately, provided it does not run out of plastic filament or suffer loss of power, it happily proceeds on its own until finished!

The story so far...

So much has been already been achieved at DLW with building Britain's most powerful steam locomotive, a design from the past that will definitely inspire the future.

The frames and cab are substantially complete, with cabside and spectacle window frames fitted, and the manufacture of the pony truck frame at North View Engineering Solutions Ltd in Darlington approaching completion.

The 3D CAD design of the cylinder block and valve gear are also substantially complete, with the weld details and assembly order being finalised. The manufacturing drawings for the cylinder block are under way, with the updated poppet valve gear design almost complete and components in manufacture.

The smokebox has been assembled and trial fitted to the frames, and the chimney fitted.

Furthermore, the boiler design study has been completed and approved by notified body TÜV Sud. The forged foundation ring corners have been manufactured, the superheater header has been cast and machined, the boiler cladding manufactured and the boiler built at DB Meiningen is due for delivery in 2021.

The foundation ring forgings and regulator castings have been despatched to DB Meiningen, where the minor redesign of the banjo dome to suit the P2 cladding has been completed. Indeed, most boiler components



Work resumes after lockdown eases: the seventh Gresley P2 2-8-2 No. 2007 *Princes of Wales* inside Darlington Locomotive works in July. INTERNATIONAL RAIL HERITAGE



The two middle coupling rods are approaching completion of machining at Stephenson (Engineering) Ltd at Atherton. It is hoped that the relaxation of Covid-19 rules will enable resumption of forging of the other rods in the near future.

ROBERT STEPHENSON



Above: The dome and steam collector holes for the Banjo dome. DANIELA FILOVA

Right: The cannonbox after machining on August 8.

A1SLT





Above: 3D printing of the regulator stuffing box cover underway on July 15. A1SLT



Left: The regulator stuffing box cover 3D printed pattern components. DANIELA FILOVA

Below: 3D printed cylinder components. A1SLT



have been made and erection is underway.

Many non-ferrous fittings are being cast and machined too.

Work is well advanced on the manufacture of brake rigging and spring gear.

The crank axle has been redesigned to comply with modern standards and manufactured, and all engine wheelsets are complete and fitted to the locomotive.

All heavy motion has been ordered from Stephenson (Engineering) Ltd, with the first four forgings completed, and the machining of middle coupling rods completed, with the next pair of rods underway.

Pipework design is well advanced and installation underway.

Significant progress has been made on the electrical system, with system architecture design frozen; electrical trunking layout design almost complete; battery boxes built and fitted to the frames; stainless steel conduit and junction/access boxes procured; individual conduit sections cut and bent as required; the prototype of a new axle driven alternator to be tested shortly; and with GSMR radios acquired.

The tender frames are being assembled

by ID Howitt at Crofton and the wheelsets have returned from South Devon Railway Engineering.

To finish No. 2007, the nameplates and chime whistle have been delivered.

However, there is still much to do if we are to see this dream turned into magnificent reality.

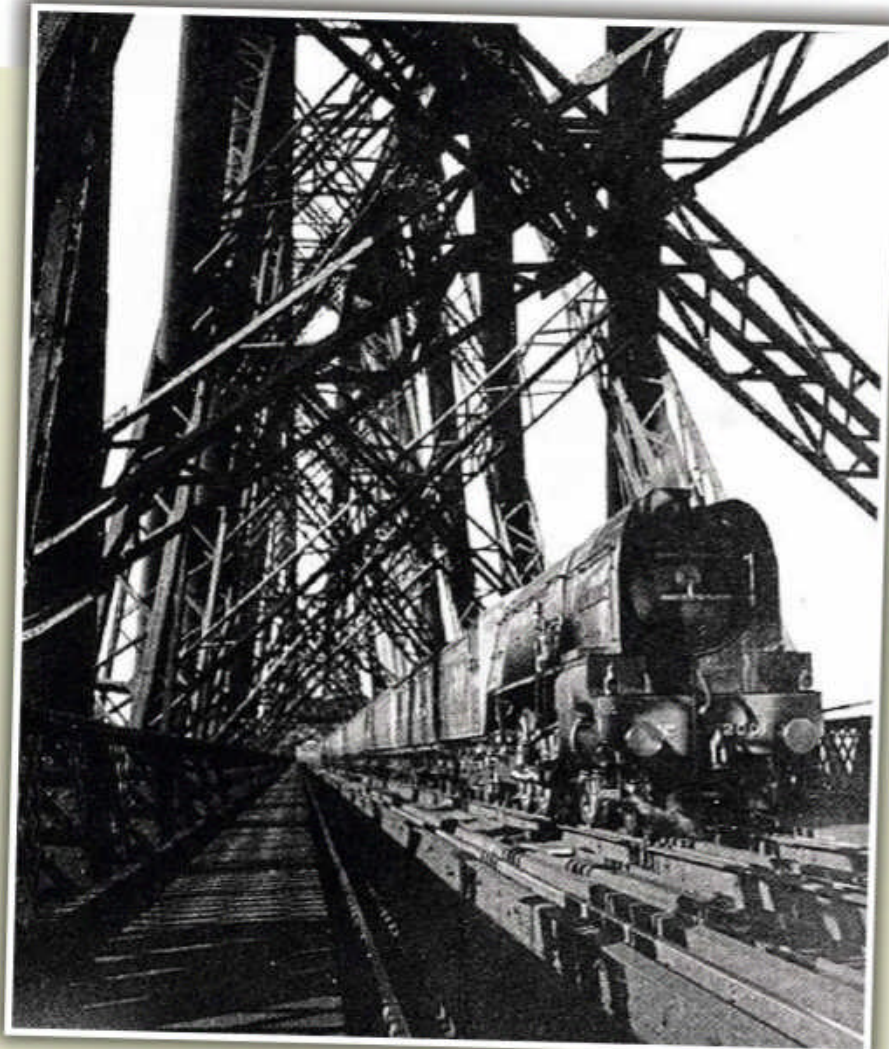
And for the next one!

In 2015, the trust announced that its third new steam locomotive project would be a Gresley V4, his last design for the LNER before he passed away in 1941.

The V4s were designed as a lightweight alternative to the class V2s and were suitable for use over the whole of the LNER network.

Two locomotives were built at Doncaster Works in 1941 – No. 3401 *Bantam Cock*, and No. 3402, unofficially known as *Bantam Hen*. It was anticipated that many more would be produced, but after the sudden death of Gresley in April 1941, his successor Edward Thompson built 410 of his own B1 4-6-0s instead. Both class V4s were scrapped in 1957 when their boilers became due for renewal.

The trust has scanned the original V4 drawings at the National Railway Museum



A grainy but rare view of No. 2001 *Cock o' the North* crossing the Forth Bridge. Around £700,000 a year must be raised to make such scenes a reality once more. ANDY HARDY/A1SLT

You can help make history today!

WHEN it came to building *Tornado*, the A1 Steam Locomotive Trust drew up the concept that it should be funded by a large number of affordable, regular donations. Supporters could covenant (donate) the equivalent of just the 'price of a pint of beer a week'.

The success of the *Tornado* project has largely been down to this approach, with many people contributing a small amount on a regular basis. Accordingly, the same fundraising methods are being used to build No. 2007 *Prince of Wales*.

As a registered charity, the trust can reclaim tax you have paid on your

donations. For example, for every £10 donated, it can claim an additional £2.50, making the contribution worth £12.50.

A trust spokesman said: "We have the expertise, the track record and a plan... but this can't happen without you. Please come on board from only £2.50 a week and help complete No. 2007 *Prince of Wales* within three years."

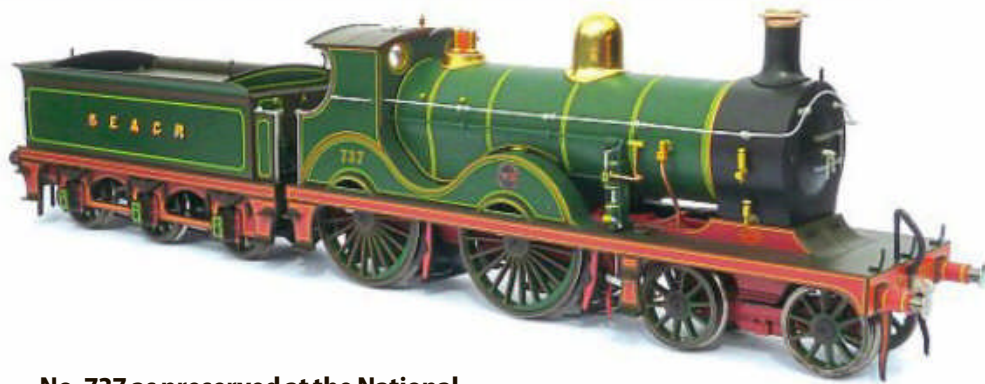
→ For further information on becoming a 'price of a pint of beer a week' covenantor, visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163.

in York to create the design book for the new locomotive in 3D Computer Aided Design (CAD). The trust has also acquired over 500 original class V4 drawings, a complete set of fully certified tyres for the engine which were manufactured in South Africa in the late 1990s and a suitable chimney.

The intention is to start constructing the third V4 as soon as No. 2007 is completed. It is currently estimated that the project will cost around £3 million and take around five years, subject to the pace of fundraising. The new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways. Unlike with the P2, very little redesign work will be needed.

Although there is currently no specific appeal open for the yet-to-be-named No. 3403, any donations made will be ring-fenced for the project. The next step will be to launch The Founder's Club to fund the early stages of the project, which is expected in 2021.

→ For more information on how to help the V4 project, visit www.v4steam.com, email enquiries@v4steam.com or telephone 01325 460163.



No. 737 as preserved at the National Railway Museum in full SECR livery

First SECR D class models unveiled

THE first liveried samples of the new OO gauge South Eastern & Chatham Railway D Class 4-4-0 locomotive model have been received by Locomotion Models and Rails of Sheffield from Dapol and are now under review.

Seven different variants have been produced by the partnership of Dapol, Locomotion Models and Rails of Sheffield.

The preserved example No. 737 is currently on display at the National Railway Museum (NRM), York. This engine has been produced exclusively for Locomotion Models, which is part of the NRM. The other six models have been commissioned by Rails of Sheffield.

These models show the progression of the D Class locomotives produced over a wide timescale from their introduction in 1901 through to withdrawal of the last locomotive by British Railways in 1956. The tooling suite encompasses alternative options depending on which

locomotive is modelled. All versions have a NEXT 18 decoder socket fitted, which can be accessed by removing the smokebox door to fit the decoder.

The variants comprise:

- No. 737 as preserved in full SECR livery with semi-gloss finish;
- No. 488 in SECR livery with silk finish;
- No. 726 in wartime grey livery with scraped beading;
- No. 1730 in lined Maunsell olive green livery;
- No. 1734 in SR black livery with sunshine lettering;
- No. 31731 in black livery with sunshine BR lettering; and
- No. 32574 in BR black with early crest.

Minor livery alterations have been identified during the evaluation process. These will be carried out by the factory before moving into the production stage with delivery expected in 2021.

Prices have yet to be set and will be dependent on the exchange rate at the time of shipping.



No. 1734 in SR black livery with sunshine lettering

Heljan 7mm scale 'Clayton' update

HELJAN has shared an image of a decorated sample of its forthcoming O gauge BR Class 17 'Clayton' diesel.

All four versions are to be released in the final quarter of 2020 – the suggested retail price being £549.00. They include: BR green (small yellow panels); BR green (full yellow ends);

BR Blue (full yellow ends); and BR green D8607.

Asked whether the range will include the preserved example, a Heljan spokesman replied: "We are not offering D8568 in O gauge. Apart from the fully weathered/numbered D8607 they are all unnumbered."



The Class 17 is Heljan's latest O gauge diesel model



A finished OO9 model of a Lodge Hill & Upnor Railway bogie open wagon, a restored example of which survives at the Welshpool & Llanfair Light Railway.

Banwy Models scales up its Welshpool range

By Gareth Evans

A WELSHPOOL & Llanfair Light Railway (WLLR) volunteer who has created a number of 3D printed models of the line's rolling stock, has expanded his range to encompass both 4mm and 7mm scales.

Trading as Banwy Models, David Gauntlett offers wagons, carriages and locomotives which have operated on the 2ft 6in gauge mid Wales line both in the past and the present.

"Banwy Models grew out of the fact I wanted to model the WLLR myself in OO9," David told *Heritage Railway*.

"It was a case of realising that some of the railway's interesting rolling stock, such as the former Admiralty wagons weren't available in any form. Not being a gifted scratch-builder, I decided to create 3D prints.

"Conveniently, the drawings were available for the RNAD (Royal Naval Armament Depot) stock – that was my starting point. I designed a set of underframes, a set of bogies, the body and it evolved from there. I've gradually expanded the range."

Variety

There are three diesel locomotives in the Banwy range to date – including the WLLR's No. 17, an ex-Taiwan Sugar Corporation 0-6-0 Diema. The other two locomotives have moved to other heritage lines: 0-4-0VBT *Nutty*, which is currently on display at the Leighton Buzzard Railway; and Planet 4wDM *Upnor Castle* in original form, with full-height cab, i.e. prior to rebuilding for use on its current home, the Ffestiniog & Welsh Highland Railways.

David has also filled gaps in the existing Nine Lines OO9 range of original WLLR wagons. These include timber bolster wagons, empty sheep wagons minus sides and a cattle van, two of which survive in preservation – at the WLLR and the Vale of Rheidol.

Examples of former Lodge Hill & Upnor Railway stock is offered too, including both high and low-sided bogie wagons. Originally known as the Chattenden & Upnor Railway, some of the Kent line's carriages were acquired by the WLLR during its early years and now operate on the Sittingbourne & Kemsley Light Railway – see separate story on page 19. David has modelled the coaches

in their original 'toast rack' condition and is currently working on them in their enclosed forms, as modified by the WLLR.

A plethora of four-wheeled RNAD vans, brake vans flat wagons can also be found in the Banwy range. Regauged from 2ft 6in, examples of former RNAD stock can be found at most narrow gauge lines in England and Wales – including Bala, Statfold Barn, Tallyllyn, Corris, Lynton & Barnstaple, Whipsnade and the Welsh Highland Heritage Railway. The Banwy models will complement the forthcoming Bachmann offerings.

Scales

Some of the range is also now available in 7mm scale. David said: "Shortly after I started selling the RNAD open brake van, a request came in via Shapeways asking whether I would consider offering it in 7mm scale. I decided to give it a go. A year later, the gentleman informed me it had worked and asked for the other models in the range to be available in that scale too. I've also added the WLLR timber bolsters."

The 4mm scale range includes detailing parts or additional components for existing kits – such as underframes and bogies for the Worsley Works original WLLR Pickering carriages.

A detailing pack is to be available soon for Worsley's Sierra Leone Railway (SLR) carriages, comprising roof vents, bogies and underframe parts. Two of the three SLR coaches in Britain survive at the WLLR, with another at the South Tynedale Railway.

➔ More details can be found at www.facebook.com/Banwy-Models-458318127986410 and prints can be ordered from www.shapeways.com/shops/banwy-models



The range includes three diesel locomotives. Diema No. 17 is a member of the current WLLR fleet.



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Loco weathering clues from classic railway films

Do you prefer your model railway layout to be absolutely pristine or to reflect real life? **Pete Kelly** turns to some classic railway films and other archive sources to recall what Britain's railways were once really like.

WE'RE so used to seeing immaculate steam locomotives on the main line and heritage railways nowadays that it's hard to imagine them with cylinder and valve casings that are sheets of rust, nameplates gone, steam leaking everywhere and so filthy in overall appearance that it's impossible even to read their cabside numbers.

The experience of witnessing this long, sad decline in the 1960s was so traumatic that I prefer to forget it to this day, and would never dream of actually modelling such a tragic period. Even at their zenith however, steam engines were never as uniformly spotless as the restored survivors that streak across Britain might suggest – and incidentally many diesel locomotives also made very sorry sights towards the end of their days, the 'Western' diesel-hydraulics, for example.

Research

In a modelling context, of course, the extremes of absolute cleanliness, absolute filth and everything in-between brings the subject of model railway weathering into focus. Therefore, in an effort to show locomotives as they actually were, I reacquainted myself with a number of old railway films and documentaries while our esteemed archivist Jane Skayman turned up some images of locomotives in all kinds of conditions from Mortons' Railway Magazine Archive.

The first film I watched was the GPO's unforgettable *Night Mail*, made in 1935, which describes a journey of the London Euston to Glasgow 'Night Postal' and all who worked on and around it. "Class 6 engine, 340 tons, 12 vehicles," goes the commentary



LMS Fairburn 2-6-4 tank No. 42297 hauls a three-coach passenger train. Can anyone shed any light on the location? RAILWAY MAGAZINE ARCHIVE

as the train begins its journey, and it is indeed a parallel-boiler three-cylinder 'Royal Scot' 4-6-0 in clean working condition that heads the train out of London. As the epic documentary progresses however, the engines alternate between 'Scots' and their 5XP 'Baby Scot' sisters (more commonly known as 'Patriots') and the first one we see in the film looks in pretty grimy condition.

The 5XP that brings the 'Postal' into Crewe, though, is No. 5513 (which incidentally remained nameless right to the end) and as the frenzied activity continues, 'Crab' 2-6-0 No. 2933, and then three-cylinder Midland Compound 4-4-0 No. 1073 arrive with incoming mails, both engines in quite

clean condition. The 'Crab' that finally arrives with the late-running train from Holyhead looks suspiciously like a repeat shot of the first one seen, which was one of the last dozen to be built before the introduction of Stanier's taper-boiler successors in 1933.

Cleanliness

The incoming 'Patriot' is taken off to be replaced by sister engine No. 5530 *Sir Frank Ree*, again in clean working condition and identified only by a blurred passing image of its nameplate as it gets under way. This locomotive duly became one of 17 class members to be rebuilt and uprated with a larger Stanier parallel boiler.

At Glasgow, it's a clean-looking 'Scot' – clearly identified by its large tender – that finally brings in the 'Postal', and the film ends with a busy shed scene as the cleaners get to work on the majestic 'Royal Scot' No. 6108 *Seaforth Highlander*.

For a glimpse of the Great Western Railway between the wars, I watched the 1935 Twickenham Studios production *The Last Journey*, which tells the story of due-to-retire train driver Bob Holt, who, believing mistakenly that his fireman Charlie is having an affair with his wife, intends to kill himself, along with Charlie and everyone aboard, by

crashing the train at high speed.

As the film was made with the full co-operation of the publicity-conscious GWR, almost all of the locomotives seen, especially in the set scenes of those standing side-by-side, appear absolutely spotless. There are tantalising glimpses of 'King' 4-6-0 No. 6006 *King George I* and 'Star' 4-6-0 No. 4020 *Knight Commander*, and even the empty coaching stock pannier tanks have a shine to them! Nowhere in the entire film did I spot a filthy engine.

My next choice was the 1949 Ealing Studios classic *Train of Events*, starring Jack Warner as the driver of immaculate rebuilt 'Royal Scot' 4-6-0 No. 46126 *Royal Army Service Corps* (then still without smoke deflectors) at the head of an ill-fated London Euston to Liverpool Lime Street express that hits a stalled fuel tanker in the dark on a level crossing. The ensuing scenes of wreckage would become a chilling portent of the real-life horror involving another Liverpool-bound train at Harrow & Wealdstone station just three years later.

The film is full of busy shed scenes at Willesden (1A) at a really interesting time in railway history, with most of the locomotives, including 'Jinty' tanks, 'Jubilees', 'Scots', 'Black Fives', 8Fs, a solitary 'Super D' 0-8-0 and various other classes, bearing a light-to-



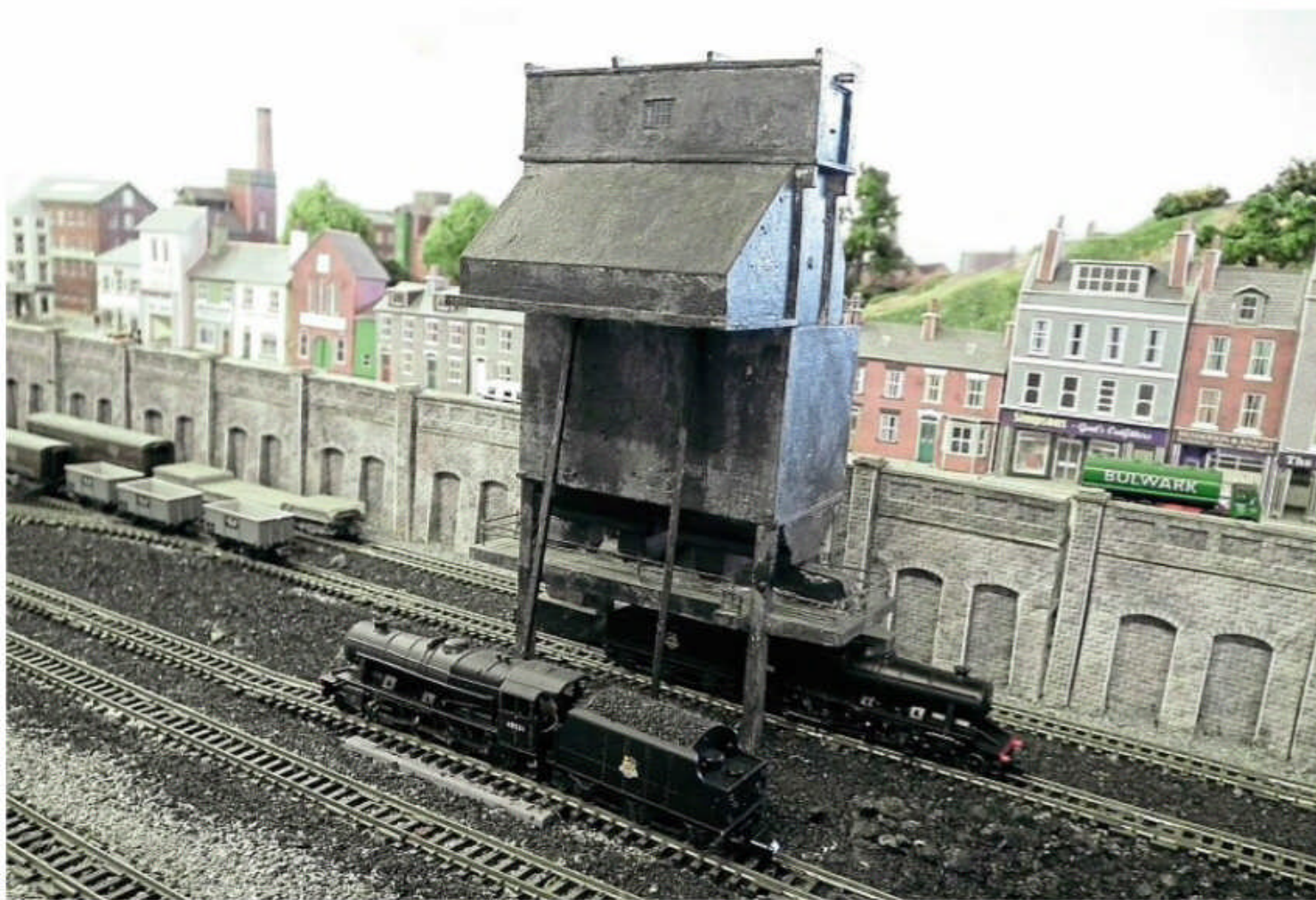
In absolutely typical condition for a former WD 2-8-0, No. 90415 heads a coke train near Gargrave on June 6, 1963. H. R. SHORT/ RAILWAY MAGAZINE ARCHIVE.



The cleanest thing about No. 9376 is the real washed coal in the tender!



More detail of the expertly-applied weathering on the Bachmann Branchline Class 04 model.



The coaling tower on the writer's N-scale layout 'Cathedral City' was a spotless light grey structure when he put it together – but by unmercifully rubbing it with soot from his chimney breast, mixed with water, the scene began to look a lot more realistic. Should have mucked up parts of the retaining wall as well, though!



In 1997 the writer and a small group of enthusiasts cycled from John O'Groats to Land's End to raise funds for No. 63601 at the Great Central Railway. This Bachmann OO-scale model of No. 63598 came straight from the box in this typically lightly-weathered condition.



A pristine Bachmann Branchline model of this former LNWR G2a 0-8-0 (LMS No. 9376) was taken along to TMC to be weathered heavily – and this was the really authentic result. Note that these locomotives did not carry smokebox numberplates.

medium working patina. This film is always worth a second look.

Appearance

Many readers will be familiar with Ealing Studios' colour comedy classic *The Titfield Thunderbolt*, which was filmed in 1952 and released the following year. I pulled it out for the umpteenth time simply to re-examine the external appearance of the former GWR locomotives that are seen blowing their whistles in support as the *Thunderbolt* arrives triumphantly at the mythical Mallington station.

The opening scene shows a begrimed air-smoothed 'West Country' Pacific and its five-coach train crossing a viaduct over the 'Titfield to Mallington' branch (a seven-mile stretch of already-closed track between Limpley Stoke and Camerton) just as the first engine to star in the film, a 1400 class 0-4-2 tank engine, passes beneath.

The *Thunderbolt* itself was of course the Liverpool & Manchester Railway's 0-4-2 *Lion* of 1838, which was already 115 years old when the film was made, and it once had a sister locomotive called *Tiger*.

All of the 'Castles', 'Halls' and a 'Grange' seen in the closing scene, actually shot in the vicinity of Bristol Temple Meads, have what one might call an honest 'working-clothes' appearance, but have lost none of their majesty beneath the slightly oily sheen.

For my next dose of nostalgia, I turned to a boxed DVD set of British Transport Films and pulled out the evergreen *Elizabethan Express*, filmed in 1953 and starring the immaculate A4 Pacific No. 60017 *Silver Fox* on its six-hour 30-minute nonstop summer timetable journey from London King's Cross to Edinburgh Waverley, at an average speed of just over 60mph.

Silver Fox has a special place in my

heart because, during my one and only visit to York in steam days, at the age of 15 in 1960, it was one of the first A4s I ever saw. Standing beside it on the main up platform, I was captivated by its style and grandeur as it got its train under way, slipping slightly and rattling the casing as it did so.

Impression

The best way to form a true impression of the external condition of locomotives at any particular period in history is to find a large number of lineside photos taken over a relatively short period.

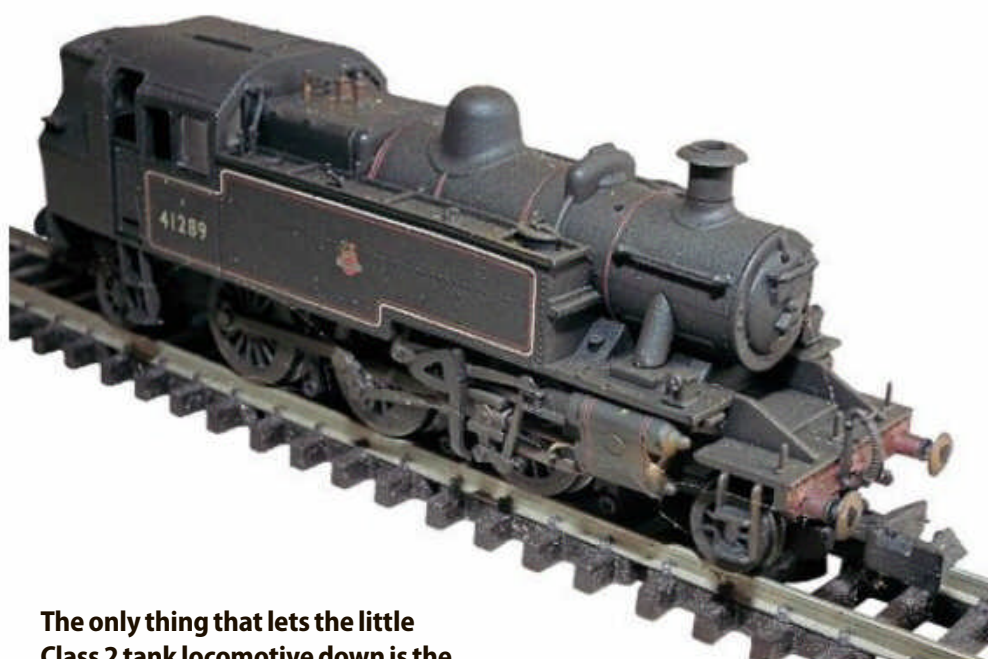
Many modellers prefer to keep everything spotless, and wouldn't even contemplate the lightest weathering of their locomotives and rolling stock, whereas others will go right to the other extreme. Perhaps the light grubby patina of hard-worked but well-looked-after locomotives and their rolling stock

would be the most sensible option.

If you wish to present your locomotives and rolling stock in a light to medium-weathered condition, they can be bought like that straight from the shelf, but if your budget will stretch to it, you can send pristine models to one of several widely-advertised weathering specialists and specify whether you want a light, medium or heavy-weathered condition.

If you're brave enough, and can live with any mistakes made during the learning curve, you could have a go yourself using the many products now available in a very wide price range, which will probably lead you into the complex world of air-brushing.

Remember, though, that a dirty-looking engine often reflects the environment in which it works, so in order to reproduce a weathered layout accurately, you will probably end up weathering not just the



The only thing that lets the little Class 2 tank locomotive down is the much-too-wide lip on the chimney.



This N-scale Graham Farish Ivatt Class 2 2-6-2T was also given the weathering treatment and renumbered as 41289 – an example commonly seen around the writer's home town.



Another lightly-weathered Graham Farish model is of 'Royal Scot' 4-6-0, No. 46122 *Royal Ulster Rifleman*.

locomotives, coaches and wagons but also the track itself and railway structures such as underbridges, signalboxes, goods sheds, crossing gates, engine sheds, coaling plants, water towers and crossing gates.

Howes Models Ltd of Oxford distributes an immense range of authentic colours in the RailMatch range produced by HG Paints of nearby Kidlington. They come in small 15ml jars (£3.30 each) and 150ml aerosol cans (£7.99 each), and a weathering range embraces many options such as frame dirt, roof dirt, light rust, dark rust, sleeper grime, weathered black, oily steel, brake dust, light brick, dark brick and slate.

Products

Humbrol weathering powders come in a similar kind of range, including 28ml bottles of white powder for general use and, for more specific application, 45ml jars of light rust powder and many other weathering hues.

Model railway track never looks realistic straight from the box, and weathering the sides of the rails, the sleepers and even the ballast can make a huge difference. In fact, it might make more sense for a weathering novice to experiment on the track (before it is joined together or secured on the baseboard) than an expensive item like a locomotive.

Many modellers paint the sides of

the track with a matt light rust colour, and when applied properly it looks absolutely right, but a modelling friend sprays the RailMatch sleeper grime straight onto the whole track, keeping away from, or at least being extremely careful around point work, before quickly wiping off the excess from the top rail surface.

Ballasting can be grossly overdone, so use minimal amounts of the correct grade rather than literally making a mountain of it.

Sometimes the best weathering materials are the real things. Living in an old cottage out in the Lincolnshire countryside, I've used a coal fire during the winter months for many years, which has allowed me to filthy up a coaling tower on one of my N-scale layouts by simply scraping soot from the chimney breast, mixing it with water and gently rubbing it on to the much too clean-looking original light grey structure.

After also collecting a quantity of fine grey ash and tiny particles of coal that had dropped through the fire grate one morning, I sprinkled it onto a fine layer of glue around a 1950s' engine shed on the same layout, and it looks pretty authentic!

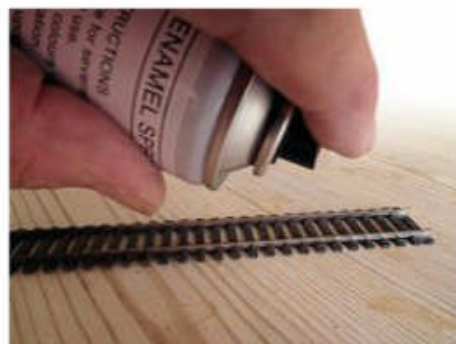
Whichever methods you use, if you don't want everything to end up pear-shaped, remember to follow the instructions on jars and packages to the letter. Best of luck! **HR**



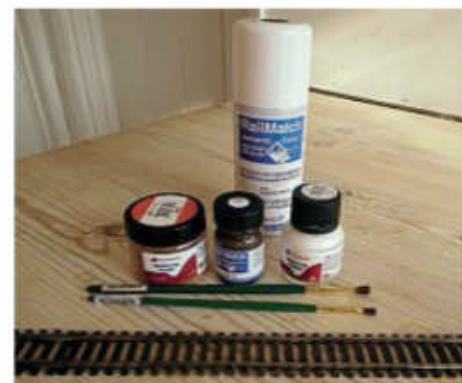
Unless they were ex-works, few Stanier 8F 2-8-0s looked as pristine as this Graham Farish model, whose number has been changed to 48531, the locomotive on which, one miserable wet afternoon in the 1950s, the writer was given a free cab ride from Winwick Quay sidings to Dallam Shed (8B).



Another impossibly clean locomotive in the writer's N-scale collection is this Graham Farish model of WD 2-8-0 No. 902012.



Spraying RailMatch sleeper grime onto an old length of OO-scale track – but watch the points, and quickly wipe any excess from the top of the rails.



A typical selection of weathering paints, powders and sprays from RailMatch and Humbrol.

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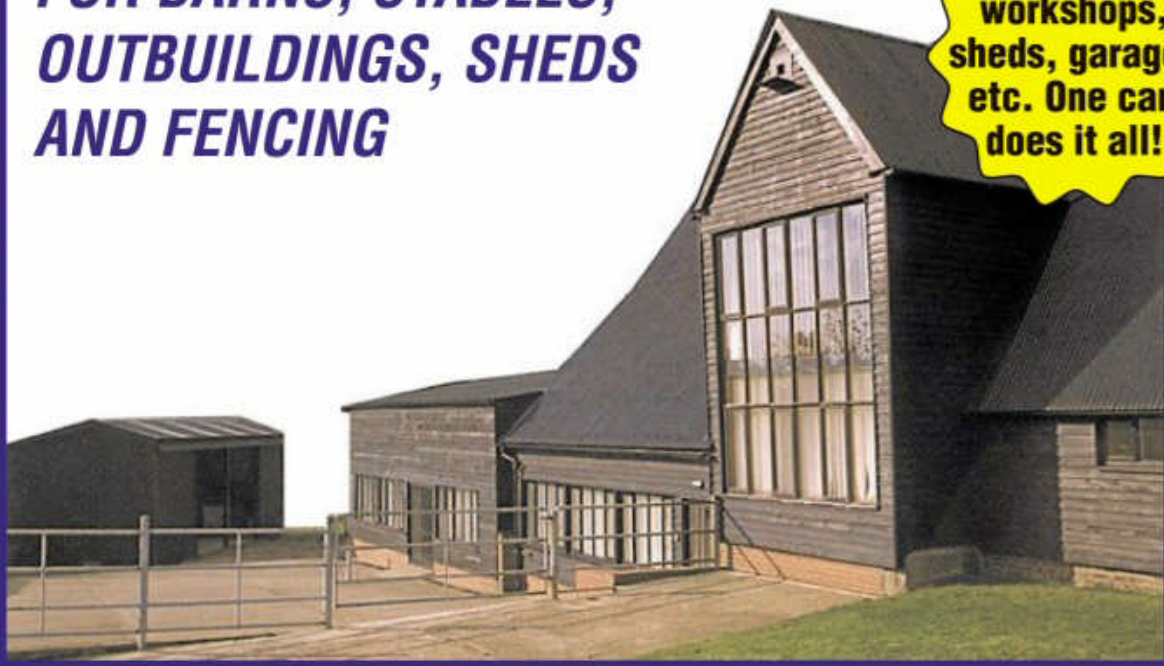
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TRAVELLING ON THE TALYLLYN!

Gareth Evans shares his experience of a post-lockdown trip on the Talyllyn Railway – and also talks to the line's general manager **Stuart Williams** about how the railway has performed this year so far. All photographs by the author.

The world around us has changed this year more than most of us could ever have imagined in the name of Covid-19 – but it's important to have some resemblance of 'normality' while being safe.

In late August, a loved one who was celebrating a major milestone wanted a day out on a heritage line with his family 'bubble'. The Talyllyn Railway (TR) was among his suggestions. As part of our research, we were pleased to find information was presented clearly on the website's 'Reopening FAQs' section. Clearly, we didn't want to make the 'wrong move'.

I booked our tickets for the 10.30am departure before I noticed that the second train, the 11.45am departure, was full. A return trip lasts 2½ hours. The fare was £60 per compartment, which for four adults, worked out at a respectable £15 per person return.

The online booking process could not have been more straightforward. Rather than a printout, I took a photograph on

my iPhone of the confirmation email.

Upon arrival at Tywyn Wharf station, I checked in with a friendly member of staff greeting us by the entrance to the booking hall. She crossed my name off the list and explained the procedures, including the one-way pedestrian system around the station.

Out on the platform, friendly staff greeted us, their smiles clearly visible through their visors. Only one person or a family group were permitted at a time in the loos.

Procedures

Needing a 'caffeine fix', two of our four-strong party joined a socially distanced queue into the cafe. My contact details were taken for track and trace purposes – a reminder that the cafe also has indoor seating.

Back outside on the platform, we found our compartment – our party name being in the carriage window. A positive of the pre-booking system was that it removed the uncertainty of whether we would be able to sit together as it was 'ours' throughout the journey.

Locomotive No. 7 *Tom Rolt* was at the head of the train. Prior to departure, the guard locked each compartment door.

Admiring the scenery of the Fathew Valley out of the carriage window as our journey progressed was a throwback to the pre-Covid-19 bliss that some of us long for. Stopping at Dolgoch for the locomotive to take water, passengers wishing to visit the well-known falls were free to disembark – although they had to return to Tywyn in the same compartment on the same train.

We ran through Abergynolwyn nonstop. Upon arrival at Nant Gwernol, doors were unlocked, with passengers permitted to stretch their legs, soak up the tranquillity and admire the locomotive.

Far from 'hiding' during the layover, the train crew talked to passengers, taking questions about a host of topics. It's the sort of attention to detail which makes memories to cherish and which seems embedded in the culture of the TR. The

No. 7 Tom Rolt awaits departure from Tywyn Wharf with the 2.05pm service to Nant Gwernol on Saturday, August 29.





No. 7 Tom Rolt runs round at Nant Gwernol as the friendly guard stands on the platform talking to a passenger inside the carriage.

feeling of not being rushed also helps make for an enjoyable experience on what is after all, a leisure journey.

Disembarking at Abergynolwyn, we bought a delicious sandwich, Welsh cake and drink each from the tea room, consuming them at a table on the platform. Service was friendly and efficient during the 30-minute layover.

Our service crossed the other train, hauled by No. 3 *Sir Haydn* at Brynglas. After we arrived back at Tywyn, we visited the shop.

Conclusion

Having checked with a member of staff that it was safe to do so, I crossed the line and photographed the train – it was parked in the platform road ready for its next departure.

We felt safe but it was far from a real life version of George Orwell's *Nineteen Eighty-Four* book. We did not want a day out which was overly authoritarian in nature as quite simply, it would not be a leisure experience.

Notices reminding visitors of precautions and procedures were presented clearly but friendly in tone. On that note, while the staff adhered to the procedures, they appeared to go about their duties in a polite, self-assured manner. It was clear that the positive attitude of the staff rubbed off on customers – maintaining the TR's well-known friendly, welcoming atmosphere, which in turn helped to maintain compliance with systems without being 'jobsworth'.

We felt the fare structure was sensibly priced. As a result, the railway got four adults worth of secondary spend in its tea rooms and gift shop.

If you want a professional, safe but friendly heritage train travel experience, the TR comes highly recommended. Thankfully, the Tallylyn has retained its charm in the world of Covid-19. Perhaps it said it all when my better half asked if we could travel on the TR again soon...

Operating in the world of Covid-19: the general manager's experience

■ **Heritage Railway (HR):** Today is September 8. When we last spoke in May, you said you felt optimistic about running trains this season.

■ **Stuart Williams (SW):** Initially, we thought a narrow gauge railway doesn't really suit Covid-19. However, we've found that it does work if you have non-corridor carriages and the ability to have one set of doors per set of seats.

We've gone down the route of informing people that legally, on public transport you should wear a mask, but we're not policing it. You can also find that in the Department for Transport guidance that masks are not mandatory in a compartment if you're in a bubble. We're strictly booking one family bubble per compartment.

We also decided not to fill the intermediate compartments. There have been times when we've done it as the weather has been inclement for those in the open carriages, so we've moved people inside. However, we've always asked people either side if they're happy with that. I think the screens have worked really well. They still give you a view, so you can see the scenery and not feel enclosed. We've had nothing but positive comments about those.

■ **HR:** How has Covid-19 affected demand? Do you have any numbers you can share with us?

■ **SW:** We've been charging £60 per compartment, which for four adults works out less than normal. That was just for August. We've now changed it to

acknowledge the change in demographics we expect in the autumn. It's now changed to 1-3 passengers is £40, and 4-6 is £60.

That helps the smaller groups – which tends to mean older couples – and that's gone down well. While it does impact somewhat on our numbers, to give you an example, during August we would have run our pink service, i.e. seven trains, but this year we were down to four. This time of year, we would have been running four trains per day anyway. Like-for-like last week – the first week that it's a comparable service, albeit there was one bank holiday day in it, we carried 4% more people, but we took 14% more revenue. The cafe performed well too. It's the first week we can actually say we were actually up on last year!

That's a fantastic achievement when you're actually blocking out half the train. The big thing for us is that it's flattened demand. We might be carrying a similar number of people, but it's right across the day. Because we've got pre-booking, the early trains get taken up quickly, but it does push people into the afternoon trains – so those services are now running full too.

Today (September 8) for example, we've sold out all four trains. It means the pressure on our catering team is much less as we're delivering 50-60 people to Abergynolwyn in one go rather than 120 in the morning and nothing in the afternoon.

We're not currently offering intermediate journeys as we've not got a process to do that. We're assuming for the 2021 operating calendar, which we're currently drafting,



Clear screens installed between compartments help to safely provide an uninterrupted view of the TR's lovely scenery in the Fathew Valley.

"If you want a professional, safe but friendly heritage train travel experience, the TR comes highly recommended. Thankfully, the Talyllyn has retained its charm in the world of Covid-19."



Intermediate compartments are not normally in use.

Right: The name of a family 'bubble' is clearly displayed in a window of each compartment.



The carriages are comfortable, bright and airy, but also feel safe in the world of Covid-19.

that this will continue. We need to be able to sanitise the coaches – the compartment system will remain. I think we'd be stupid to assume the world will be different. If we plan for the worst and hope for the best, we should be fine.

Even if we saw a return to rover tickets and hop-on, hop-off, we would retain one or two carriages as pre-bookable compartments. We've had a lot of comments along the lines of 'I'm pleased to pay the extra as I don't want to share a compartment with other people.'

We are seeing increased demand for premium items such as our locally-sourced hampers, which people can enjoy on the train – and our cream teas at Abergynolwyn (pre-booking essential).

HR: So the TR has performed better than expected, given the strength of the headwinds? I see you're running trains throughout the autumn.

SW: For August, our trains ran 90.2% full. That figure increased slightly in early September – because as I said earlier, it's a different type of market. It's the sort of people who plan their holidays, rather than a last-minute day out with the children.

We've extended our operation to November 30 – and we've got bookings for that month already. We're again running post-Christmas trains until January 4.

We plan to start our 2021 season earlier – before February half-term. We'll then run every weekend until the end of March, when we begin daily running. At the other end of the season, we plan to operate on weekends through November and December, leaving weekdays for maintenance. We've not done that previously.

We can pick up business during the

shoulder season. Because our cost base is low, it's a no-brainer.

HR: We were delighted to find the TR's welcome remains as warm as ever.

SW: I think volunteers have embraced the whole thing, mindful of the precautions. The only negative comments we've had is the inability to get on and off. Locking doors means we can release people in a controlled manner onto the platform, rather than a trainload getting off and darting to the cafe and toilets.

I would argue passengers are getting more interaction with staff than they did previously. That personal locking and unlocking of the carriages gives the opportunity for the staff to ask is everyone okay. Some people, when they get talking, don't stop, so I think we're finding a much better balance – and with fewer passengers on the train, there's more time perhaps.

HR: Locomotive No. 6 *Douglas* has been mothballed for 2020. What's the story?

SW: It's been one of our measures to reduce costs. We agreed we didn't need five locomotives in steam – four was quite enough for the summer. We came to an agreeable situation with the boiler inspector regarding a year's extension to the certificate as it's relatively new. We saved every penny we could.

HR: Are you continuing to find savings?

SW: If you look at the difference in revenue, it's absolutely eye-watering. Our year goes February 1 to January 31. In the year to date, we are £621,000 down – that's across tickets, shop and catering.

That's not the number we're down in the bank as by the time you add in cost savings,

furlough, appeal and grants, including the very welcome Heritage Emergency Fund, which awarded us £45,000, it's resulted in us being £150,000 behind where we expected to be.

I'm shaping the business to be resilient for the winter. We have to run it as if we're pessimistic – there are tough decisions and hard things to do. I like to think of it as a blip, rather than a long-term thing, which will mean we'll be better off for the future.

Engineering staff are only doing essential work. We've got one on call each day – there's always someone to fix something if it goes wrong. We'll be catching up in November, when the furlough scheme is due to end. Catering staff are nearly back to full hours – the shop's not quite there. To give you an idea, we were claiming £20,000 a month at one stage – we're now down to about £10,000.

HR: What's the latest on the TR's anniversary celebrations?

SW: We hope to celebrate 70 years of preservation on May 14/15, 2021 – the details are still being worked on. We'll try to make it something special, however.

In November this year we're going to run a re-creation of the last ever train to run pre-preservation. Dolgoch reached Brynglas and derailed – but we're not going to re-create that bit!

Most of the other 70th anniversary celebrations will be around No. 4 *Edward Thomas's* centenary and with the Corris Railway's No. 7, will see both locomotives operate together on their respective railways. It should be a nice year to look forward to – but we don't want to go too mad as we don't know what's going to happen in the world. **HR**

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2021 'Footplate' Calendar



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WORTH GETTING INVOLVED

Sally Clifford meets just a small selection of the Keighley and Worth Valley Railway's army of volunteers, many of them teenagers, who share their experiences of getting their hands dirty on the popular West Yorkshire heritage line.

THE windswept moorland through which thousands of passengers travel throughout the year provides a natural amphitheatre. Famously recognised as the backdrop to the Seventies film *The Railway Children* and the inspiration for the Brontë siblings' books, the all-encompassing landscape was providing a stage for a very different production when I popped by.

Pre-lockdown, it was February half-term week and it was all systems go for the countdown to one of the Keighley and Worth Valley Railway's (KWVR) many attractions.

The dinosaur-themed Jurassic event – inspired by the popularity of the prehistoric creatures – is a first for the railway; an addition to the six major events it normally hosts throughout the year, including the ever-popular diesel and steam weekends, beer and music and foodie-themed events.

As previously reported, this year has been particularly special as it marks the 50th anniversary of the *Railway Children* film.

Joe Shaw, is one of the team of young volunteers helping to run the events and generally keeping this delightful heritage railway rolling.

It's thanks to Joe and the rest of KWVR's

voluntary workforce that this much-loved transport attraction has survived the test of time.

Hundreds of volunteers are involved in helping to preserve this railway for future generations to enjoy – many of those are teenagers. Interestingly, many of the older volunteers joined as teenagers and are now passing on their passion for the place to the next generation.

Joe's introduction to the railway three years ago came through his interest in trains. "I have always been interested in railways," says the 16-year-old who resides close to Ilkley station.

First step

"When I first started I was on basic station duties – helping passengers on and off trains, generally keeping the station clean and tidy and being an extra pair of hands for the foreman – that is the first step," explains Joe.

He, like many of the young volunteers, enjoys the variety of the roles. "There is something for everybody. If you like engines and working with the engines; if you like working on the station. About a year ago I started doing the staff rosters for the whole railway," explains Joe.

That's some responsibility for a 16-year-old, but one of the many benefits working on the railway brings is it provides transferable skills which the young people can put to use in future careers. Volunteering also speaks volumes on CVs when seeking employment as it demonstrates their dedication and commitment.

While Joe enjoys dealing with the administration, he also appreciates being involved with the events such as the Jurassic event he was helping to prepare. "These events are brilliant for the railway. I am a railway enthusiast so I like the steam galas, but the events are good because you can try such a variety of things," he adds.

Working on the railway brings plenty of opportunity too, and can help pave the way to pursuing a pleasurable pastime as a profession.

Joe talks of previous volunteers who have risen through the ranks and are now fulfilling high profile roles on the national rail network.

"I will keep this as a voluntary thing forever because I love the place, but I will probably work on the railways," says Joe.

While there may be a perception you have to be passionate about trains to join, that isn't true according to Joe. "We have had

Volunteers of all ages are welcome to join the friendly team at the Keighley & Worth Valley Railway, as seen here prior to the Covid-19 lockdown. CRAIG SZLATOSZLAVEK





Ellie Wilkinson helps out at an event on the Keighley and Worth Valley Railway. CRAIG SZLATOSZLAVEK



Ellie Wilkinson with her father Dave. Sadly since the interview Ellie's father passed away. TOM BLACKMAN

“We have had people who have had no interest in trains but wanted something to do in their spare time. Some become guards, crossing keepers and signalmen and they come on the railway knowing nothing about trains.”

people who have had no interest in trains but wanted something to do in their spare time. Some become guards, crossing keepers and signalmen and they come on the railway knowing nothing about trains.”

For others it's in the blood. Ellie Wilkinson followed in the footsteps of her father, Dave, and sister Megan when she came to the KWVR six years ago.

“It started as a way to spend time with my dad and sister away from things we would normally do and it got this hook on me,” says the 16-year-old from Bingley.

Ellie helps to set up events. Working in the Pullman dining carriage and café has expanded her culinary interest.

Forming friendships is another benefit of working at KWVR. “Everyone makes you feel so welcome. I have met lifelong friends on the railway and I'm only 16,” says Ellie.

Working in a predominantly male environment doesn't bother her either. She says she wasn't a “typical railway enthusiast” – until now. Ellie has started her locomotive training and her ambition is to become a fireman.

Footplate

She explains her locomotive training duties include cleaning the engine and preparing it for the day. It's a demanding role, starting as early as 5am with the lighting and warming of the engine.

On gala days Ellie explains they can be looking after the engine into the early hours. “Keeping it warm and keeping a nice fire because people love engines,” she says.

Now she is hoping to pass on her passion to other young volunteers. “There is so much to do here. Anyone can do anything here.”

For model railway fan Will Wharton, working on the railway has brought his pastime to life. “I have always wanted to volunteer here,” says the 15-year-old from Cullingworth.

Will joined the team at KWVR in 2018. “I just love everything, I love seeing them in action,” he says.

Will's friend, Chris Plunkett, 14, from Haworth, is one of the recent recruits and his first assignment was entertaining the railway's young passengers on the popular Santa specials.

“I didn't know anything about steam trains, but since I have joined the team here I have been learning a lot about them from being involved with them,” says Chris.

For 15-year-old twins Jake and Ben Raine, from Keighley, working on the railway has helped to boost their confidence.

Jake, who grew up with Thomas the Tank Engine, says that as soon as he saw the railway he was hooked.

“I started off doing station duties and working with members of the public built my confidence up,” he says.

He also loves the fact he is helping to preserve a popular attraction for others to enjoy.

The railway hosts around 100,000 visitors a year, so the young volunteers quickly become accustomed to meeting and greeting guests and delivering the best passenger experience they can.

“It's everything – meeting new people, helping customers and passengers and it's helping towards keeping the railway running,” adds Ben.

“People refer to us as the railway's next generation,” says Ellie.

“They are the future of the railway because a lot of volunteers are ready to retire,” says Zandra Richards, the railway's safeguarding officer.

Zandra, who previously worked in social services, joined the railway 16 years ago. She is responsible for looking after the young volunteers while they fulfil their roles around the railway.

According to Zandra, the railway brings many benefits to its young recruits – among them transferable skills they can put to use in future professions.

Her son, Robin Richards, joined the railway as a young volunteer at 13. After completing his university studies, Robin began working for Northern Rail. He is also KWVR's station master at Oxenhope.

Similarly, volunteering led to KWVR's operations manager, Noel Hartley, carving out a career on the railways.

Noel followed in his father Graham's footsteps. Graham has been a footplate volunteer since the Sixties and a driver since



Enthusiastic young volunteers are encouraged at the KWVR. CRAIG SZLATOSZLAVEK

the Eighties. Noel accompanied him from the age of 10 and the rest, as they say, is history.

“I started and got the bug and I have built a career out of my experience here,” says Noel, who has worked for the National Railway Museum looking after the legendary LNER A3 Pacific No. 60103 *Flying Scotsman*.

Family commitments brought him back to KWVR where he met his wife, Fran who is one of railway's firemen. Keeping it in the family, their three young children are also involved in the railway

Origin

The KWVR preservation society was formed in 1962 and the railway opened to the public in 1968. Looking back at its history, Noel explains that originally the railway opened as a branch line created by local mill owners transporting passengers from Keighley to Oxenhope.

“When the car came along, passenger figures declined and goods declined,” says Noel, referring to some of the reasons for its eventual closure.

It reopened as a heritage line 58 years ago – thanks to local supporters, including the late Keighley MP Bob Cryer.

Now Noel and the rest of the KWVR team are dedicated to keeping this legacy alive – and the young volunteers are an imperative part of its future.

“For us they are invaluable,” says Noel.

“It's giving young people enthusiasm about it, and getting them involved at a young age really is the way forward for us and will hopefully secure our voluntary workforce for the future.” **HR**

How to join the team

KWVR volunteers range from teenagers to the over eighties. No previous experience of working on a railway is necessary.

While older people can carry on volunteering to any age provided they are fit enough and can do the work safely, under 16s are encouraged to join the Young Persons' Group.

For more details, email the railway's volunteer liaison officer at volunteer@kwvr.co.uk or telephone 01535 645214. Visit <https://kwvr.co.uk/volunteering/>

NEW CORWEN TAKING SHAPE

Robin Jones visited the Llangollen Railway early in September to view the rapid progress, which has resumed on the building of its new Corwen terminus in readiness for a potential 2021 opening and could not fail to have been impressed.

As one of the gateways to and from Wales sitting just a few miles from the border, Llangollen is an undoubted jewel. The town sits alongside the whitewater rapids of the River Dee, and its station enjoys one of the finest settings of any in the UK.

Indeed, the Corn Hill restaurant on the opposite bank, which from its terrace offers a grandstand view of the station and steam movements, is itself a brilliant advertisement for the best of what the principality has to offer, both in terms of food, service and location. It is one of many delights awaiting the visitor to the town, another being the splendid tearoom at the Llangollen Canal wharf looking down on the station from high above.

While Dr Beeching opted to close the route

from Ruabon to Barmouth Junction, a decision regretted by many six decades on, two of the most beautiful sections of it are still very much with us – the Bala Lake Railway and the Llangollen Railway, which offers breathtaking views of the Dee Valley as it follows the river.

Revival

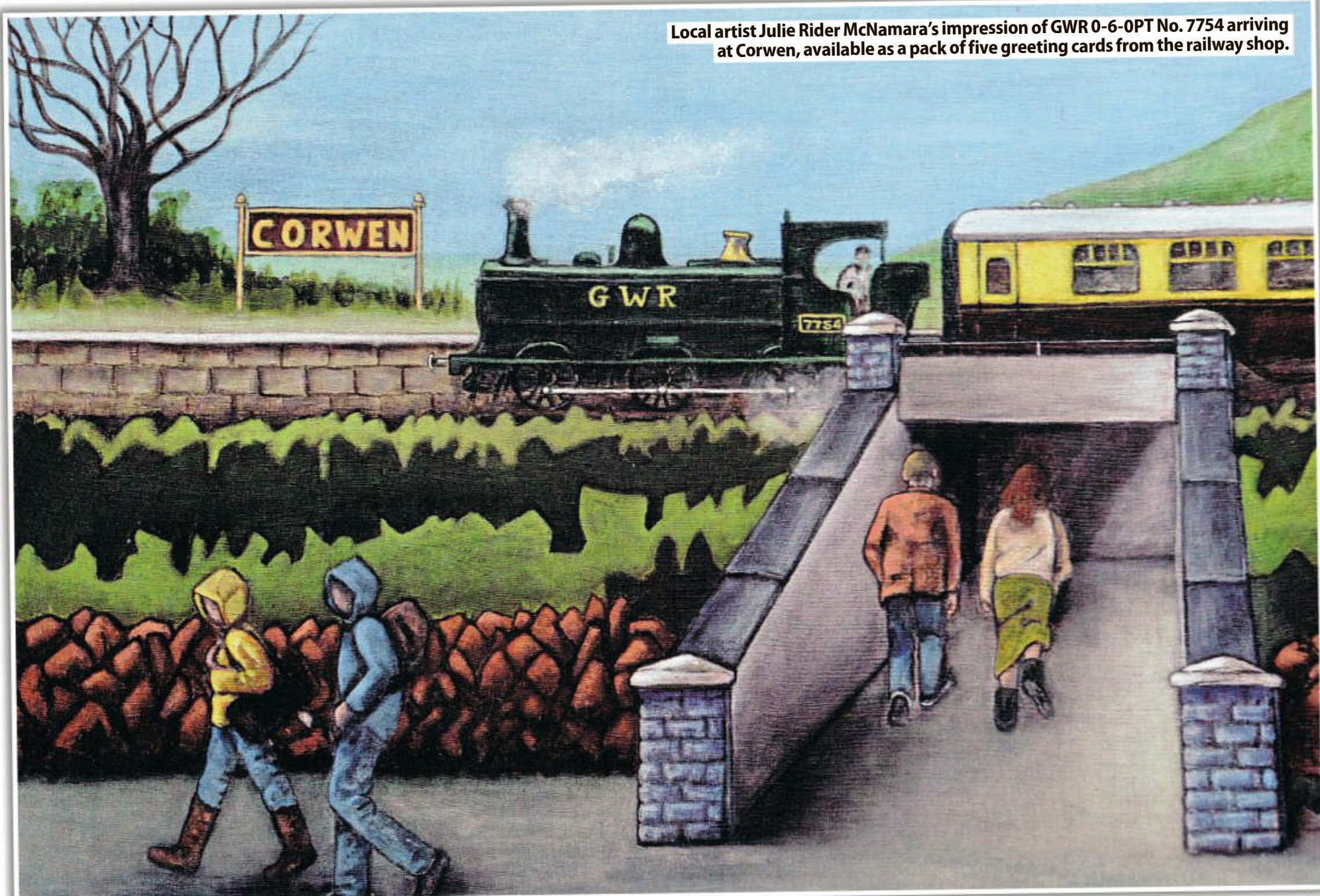
Back in the Eighties, during regular daytrips to Wales, I watched the revivalists pushing westwards with comparative speed – first Berwyn, then Glyndyfrdwy and then Carrog, where it all came to a halt for many years.

While Carrog itself is a superbly-restored GWR station, despite the immeasurable delights of the landscape through which it passes making the journey worth every minute, the bottom line was that the railway

offered ‘somewhere to nowhere and back’.

That will change next year when, all being well, the new Corwen station comes on line. Briefly served in recent times by the temporary scaffolding-supported platform that was Corwen East, this little town will have its first permanent station since the original (which lay on the opposite side of Corwen and which partially survives in the premises of Ifor Williams Trailers) closed on December 14, 1964.

Corwen’s new station will be a win-win all round. Car parking in Llangollen can be problematic, but the success of the Swanage Railway’s Norden park-and-ride can easily be emulated here, with town visitors taking the train while enjoying the scenery en route. In return, the station will offer a wealth of golden



Local artist Julie Rider McNamara's impression of GWR 0-6-0PT No. 7754 arriving at Corwen, available as a pack of five greeting cards from the railway shop.



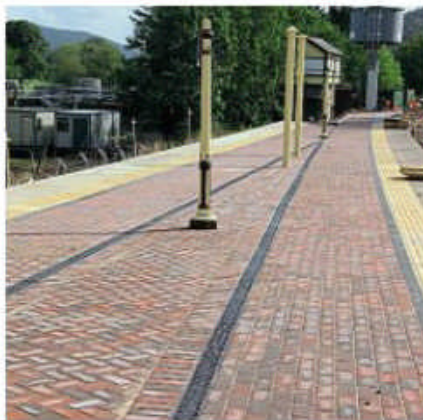
The fabricated steelwork for the on-platform waiting room as erected presents an impressive structure as viewed from the town car park. GEORGE JONES



A platform level view of the steelwork structure. GEORGE JONES



The canopy columns from London's Blackfriars station in position on September 2. ROBIN JONES



Paving completed on the eastern end of both platforms with a central spine laid out in herringbone fashion between the drainage channels. GEORGE JONES



The station site as viewed from the western end on September 2. ROBIN JONES

opportunities for the pubs, cafes and retail outlets in Corwen to entice a new generation of visitors as opposed to seeing them quickly pass through in their cars on the A5. This could well be Corwen's oyster.

While the railway, like all others in Britain, has been hit hard by the impact of lockdown, as restrictions eased and staff and volunteers returned, the station has been taking shape and impressively too. As reported last issue, four pairs of columns from London's Blackfriars station have been erected.

Designed by EWP Structural Engineers of Bangor, on the recommendation of Denbighshire County Council, the steel beams of the new waiting room, fabricated by Barnett Engineering Ltd of Rhosllanerchrugog, near Wrexham, were in September delivered to site for assembly by their team. With help from the project's Road Rail Vehicle, the beams were hoisted into position to form a rectangular box within the area of the waiting room, which has provision for services to toilets already plumbed in.

The design called for integral strength to support the roof, which will be part of the station canopy and subject to high winds at this exposed, elevated position on the

embankment. The eventual canopy will require the fabrication of six assorted 'A' frames to support the roofing material and have been specially designed to cater for the variations in the width of the platform and curvature. However, construction of these is for a later stage of the project.

With the steelwork in situ, contractor Wrexham Paving has been laying of the tactile edging and paving blocks at the eastern end of the platform.

Structures

Project leader Richard Dixon-Gough said: "Our association with Barnett Engineering has been very successful, and this is the latest example of their skills and expertise as applied to the project; others include the new-build water tank and the modifications required on the canopy columns, all of which are admired by the passing public and we have received many positive unsolicited comments about their presence on site.

"The steelwork is a further example of how the overall project is now coming together

after many years of planning and hard work by a small band of volunteers on site. Once completed and passed fit for purpose, the new-build station and infrastructure will be opened to the public and will increase footfall within Corwen helping to boost the local economy."

The new showpiece Corwen terminus is well on track to becoming a defining heritage station of the 21st century and deservedly so, renewing the railway's 'must visit' status.

When the Covid-19 pandemic situation improves, the eagerly-awaited completion of the new-build GWR 4-6-0 No. 6880 *Betton Grange* will, hopefully, see its first public train arrive at Corwen. I certainly aim to be there both for the station opening and the locomotive's launch and will be definitely reserving a table at the Corn Mill before I savour a triumphant ride to the west.

And once the Bala Lake Railway completes its own town centre extension, will we see regular vintage bus trips linking both lines? **HR**

An N-gauge model of the finished Corwen station in the site office. ROBIN JONES



Farewell to the Old Master Painter of Woody Bay

The heritage sector is in mourning for well known watercolour artist Eric Leslie, who did more than anyone to immortalise the Lynton & Barnstaple Railway on canvas, and who passed away on August 30, a few weeks after his 83rd birthday, reports **Robin Jones**.

Eric did more than anyone to create people's image of the Lynton & Barnstaple Railway (L&B) today, and therefore contributed enormously to the railway's revival. His style was unique and always instantly recognisable.

"He was also (unlike some great artists) a lovely man and many of us around the country considered him a good friend with his fund of amusing railway anecdotes and unfailing willingness to help."

Those are the words of Tony Nicholson, editor of the Lynton & Barnstaple Railway Magazine, addressing the line's membership in the aftermath of the passing of one of the heritage sector's most prolific and distinctive artists, the line's unassuming and much-loved resident artist whose trademark impressionistic style drew heavily on traditional railway poster art.

Aged 15, Eric Leslie started work as a carpenter for BR at Sheffield Victoria's Woodbourne depot. A student at Sheffield College of Art until he was 14, as well as an avid schoolboy trainspotter, his family, who came from a railway background, did not

consider art to be a 'proper' job. His electrician dad worked on the electrification of the Woodhead Route and his brother Peter was a railway carpenter.

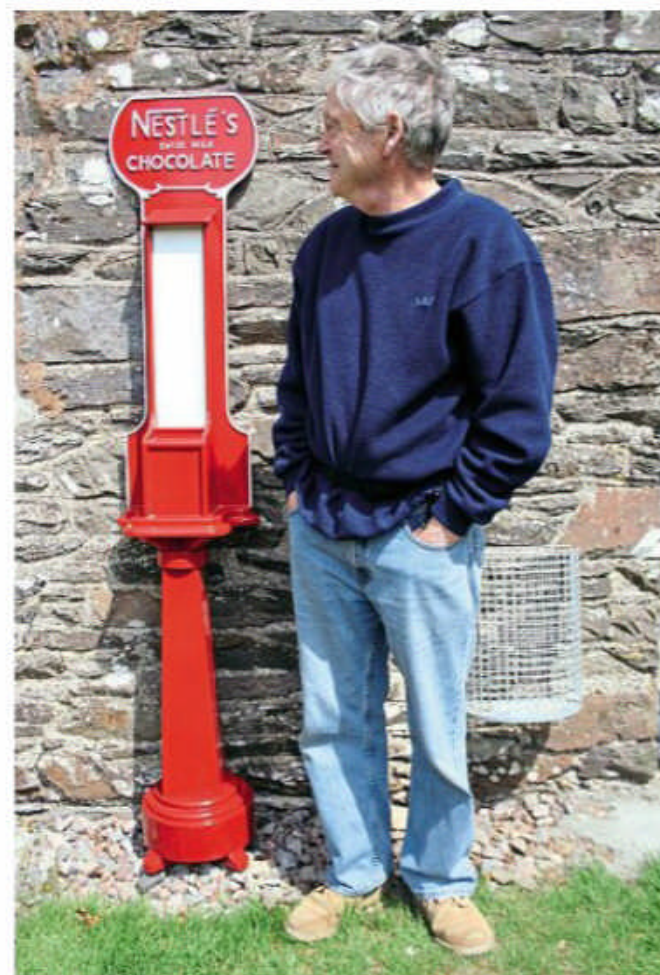
"He did not get on with modern art, though, and could never see the point of Picasso," recalled Tony.

Eric quit BR in 1961 for the building trade, but later joined, and then became the chairman of the Sheffield Area Group of the Festiniog Railway Society. He got involved in the line's ground-breaking Deviation drive back to Blaenau, helping to rebuild many of the culverts on the route, while his wife Ann worked in the line's shop and his daughters steered the catering trolleys on the trains.

Involvement

Eric was also heavily involved in the popular Steam in the Manifold galas in the 1980s when a large model of the 2ft 6in gauge locomotive *J.B. Earle* ran on 10¼in gauge track at the northern end of the Leek & Manifold Railway, not far from Sheffield.

He was introduced to the L&B by The Little Train to Lynton, the celebrated two-part



Eric Leslie at Woody Bay station in 2008 just before he suffered a stroke. He had made a wooden mock-up of the Nestlé chocolate machine that used to stand at Woody Bay – and all the other stations on the original line. The railway has since acquired an original Nestlé machine that now adorns the front of the reopened station. TONY NICHOLSON

programme broadcast by BBC2 in 1987. At that time, the Lynton line was still soundly sleeping, but there were already moves afoot to bring it back to life, and so when Eric retired to Barnstaple in 1994, he became involved with the L&B Association.

He soon found himself producing the artwork for an L&B Christmas card and redeploying his old joinery skills. Numerous Christmas cards, posters, mugs and covers for L&B Magazines followed, all in his distinctive style.

However, in 2008, left-handed Eric lost the use of his left arm after suffering a major stroke. Yet he always thought of himself as a survivor not a victim, and one day he picked up a pencil in his right hand and started to draw, with increasing fluency. He later remarked: "Perhaps all these years I have been using the wrong hand after all."

He was involved with several other heritage lines, notably the Welsh Highland Heritage Railway and the Ashover Light Railway Society, and also produced his characteristic artwork for them. Narrow gauge railways, he said, "always seemed much more friendly and on a more manageable scale. The countryside also seemed so close and intimate."

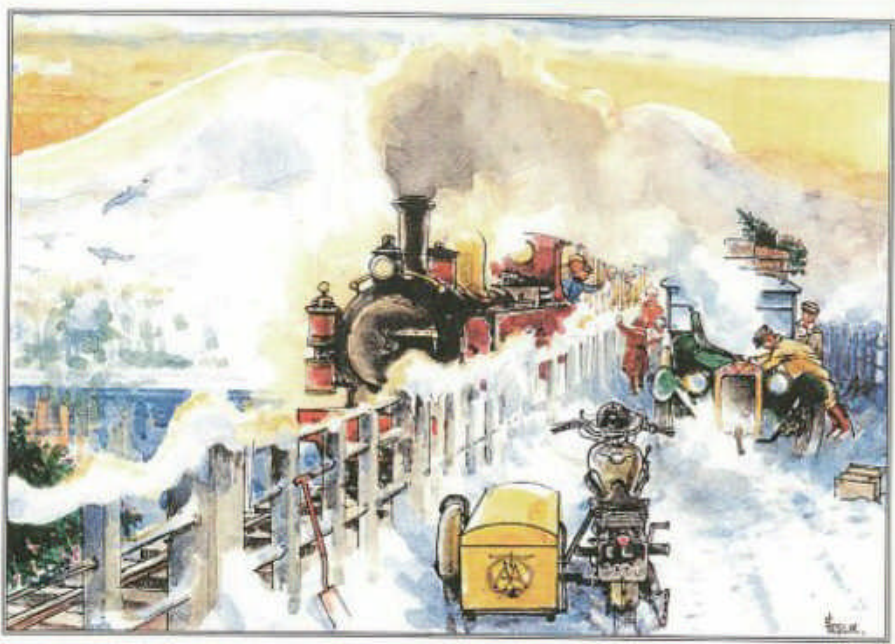
In 2015, his family persuaded him to publish his railway memories, liberally illustrated by his delightful paintings and pen-and-ink drawings. A Narrow Gauge Album of Watercolour, is still available on the L&B website at www.lynton-rail.co.uk/shop – along with the line's 2020 Christmas card, Eric's last work.

Eric's beloved wife Ann died last October after more than 50 years together. He is survived by their three daughters and one son and a bevy of grandchildren

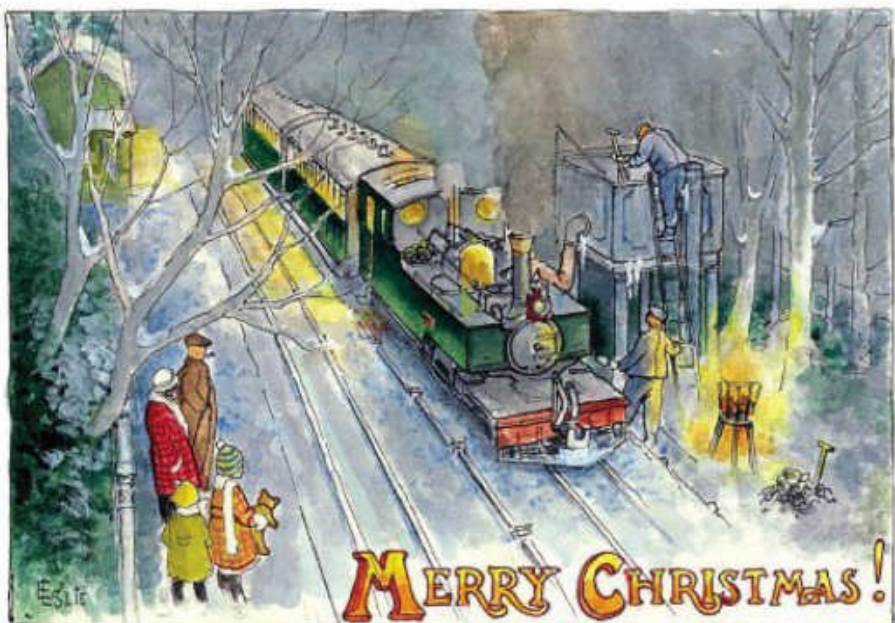
"He saw his role in the heritage railway movement as giving his time and talents to encourage more visitors and thereby help fund their revival," said Tony. "He was a great friend not only to the L&B and other lines, but also to just about everyone who met him." **HR**



Eric Leslie's depiction of Baldwin 2-4-2T Lyn and a Manning Wardle 2-6-2T crossing the Lynton & Barnstaple Railway's curving Chelfham Viaduct.

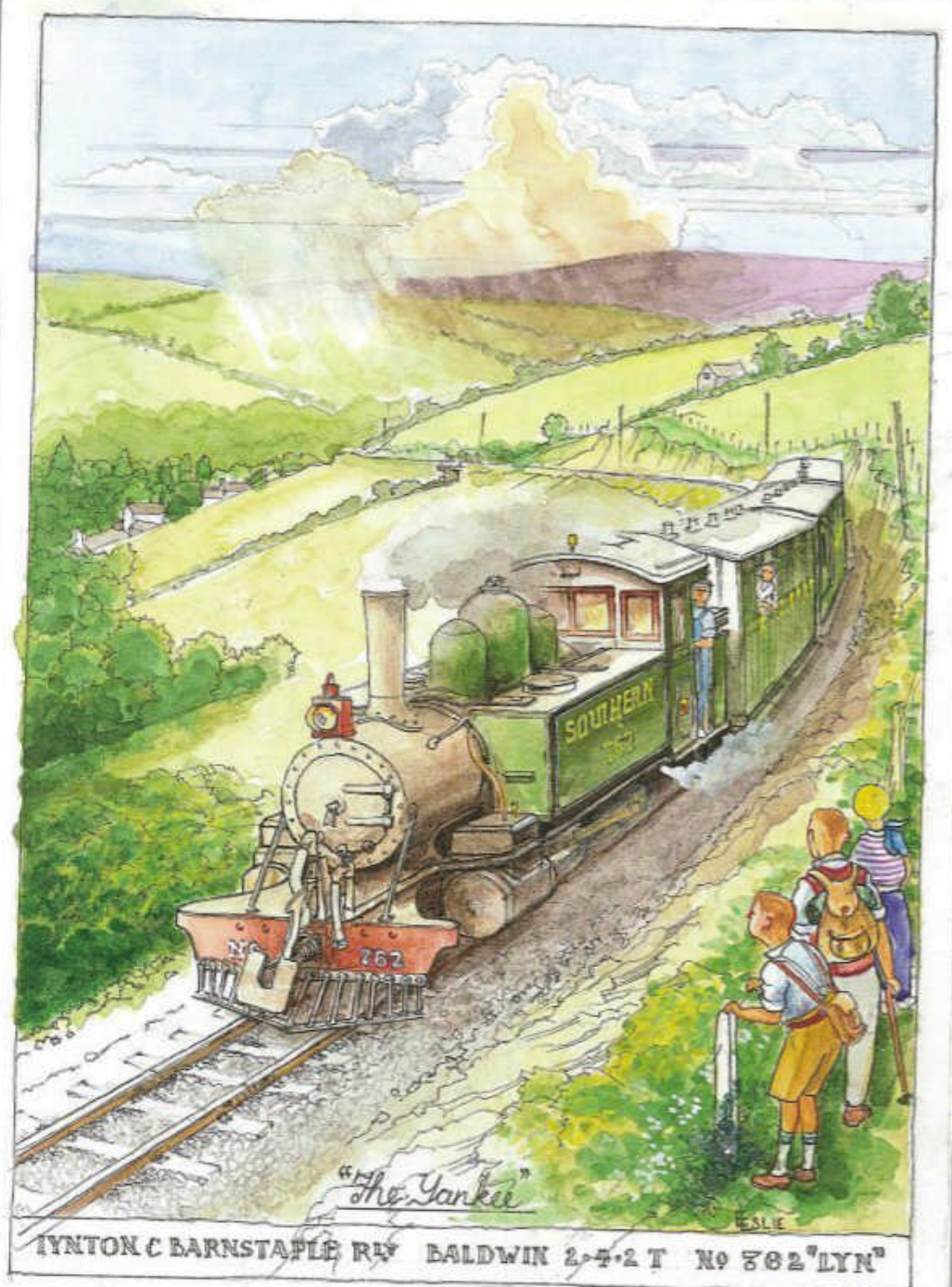


Hunslet 2-6-2T No. 901 of 1906 *Russell* ploughs through a snowy winter landscape on the Welsh Highland Railway.

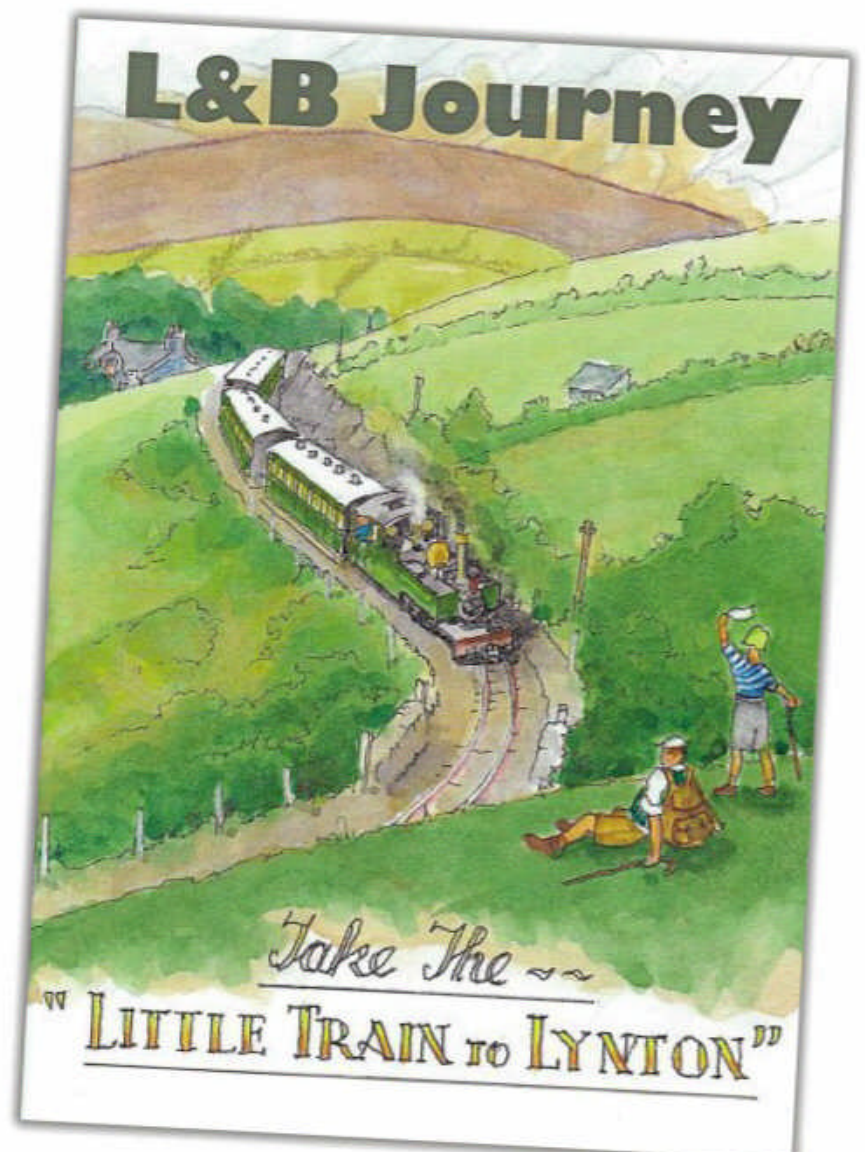


Eric Leslie's 2020 Christmas card, which costs £2.50 for a pack of five plus postage and packing from www.lynton-rail.co.uk/shop

Eric Leslie's portrayal of the brief-lived steamship pier at Woody Bay (formerly Wooda) Bay, the beach, which was meant to have been served by a branch line from Woody Bay the station, which never came. Officially opened on April 15, 1897, the pier was not a commercial success and was badly damaged by storms in 1899 and 1900, and scrapped in 1902. Traces of it can still be seen on the shoreline today. ROBIN JONES COLLECTION



Baldwin 2-4-2T *Lyn* heads a train towards Lynton station.



One of the numerous books and association magazines illustrated by Eric Leslie. The updated 2019 publication *L&B Journey Take the Little Train to Lynton* charts the journey from Barnstaple Town to Lynton.

THE TRAIN THAT BECAME A TRAM



August 28 marked the exact 50th anniversary of the first public services on award-winning Seaton Tramway, with 11 of the line's operational vehicles in service to celebrate the occasion. **Robin Jones** reports on this unique heritage line which gave a vibrant second life to one of the West Country's seaside branch lines that were axed in the Sixties.

The East Devon port of Seaton had supplied ships and sailors for Edward I's wars against Scotland and France, but in the 14th century heavy storms caused a landslide which partially blocked the estuary of the River Axe, and a shingle bank started to accumulate.

The once-important harbour declined in use and by the mid-19th century was in use only by fishing boats.

When the LSWR announced that it was to build a railway from Yeovil to Exeter, Seaton

residents saw it as a golden opportunity. However, the hilly terrain of the coast forced the LSWR to choose a route inland. The best it could do for the town was to open a station near Shunt called Colyton for Seaton, four miles to the north.

Local people would not give up that easily, and planned a rail link of their own to serve the town. Their first attempt to obtain statutory powers to build one failed, but an Act of Parliament for the Seaton & Beer Railway was passed on July 13, 1863,

permitting the construction of a line from near Colyton for Seaton station to a terminus to the east of the town.

The railway enjoyed easy gradients from Seaton to Colyford, before rising at 1-in-76 with some short easier sections, to meet the main line.

The line opened for traffic on March 16, 1868, with five trains each way each weekday, with mixed operation for two up and one down trains. The name of Colyford for Seaton station was changed to Colyton

Based on design elements from Plymouth and Blackburn tramcars, with its body built by Bolton Trams Ltd in 2002, and completed by the Seaton Tramway in 2006, orange, green and cream-liveried Car 10 waits at Axmouth Loop during the 50th anniversary event on August 28. ST





Happy Sixties holidaymakers, some having travelled from London Waterloo, disembark at Seaton. ST



Colyton station with GWR pannier No. 6430 heading a branch train. No. 6430 was shedded at Exmouth Junction and Yeovil in latter BR days, and is now based on the Llangollen Railway. ST

Junction, before finally becoming Seaton Junction on July 18, 1869.

The 4¼-miles branch had two intermediate stations, at Colyton Town and Colyford.

The Seaton & Beer negotiated a 1000-year lease of the line to the LSWR from January 1, 1880, with an option to purchase the line, which was bought outright by the LSWR on January 1, 1888.

Around this time, neighbouring local towns which had started out as ancient ports and small fishing settlements – Exmouth, Budleigh Salterton, Sidmouth and Lyme Regis – also gained their own branches from the LSWR main line, and similarly saw the holiday trade take off in the 19th century, placing them within easy reach of London.

What became the Seaton branch was at first worked by Beattie 2-2-2WTs, beginning with No. 12 *Jupiter* and No. 3 *Phoenix*. O2 and T1 class 0-4-4Ts replaced the Beattie engines in the 1890s, occasionally supported by an Adams radial 4-4-2T, and from 1930, auto trains were introduced on the branch.

Most associated with the Seaton branch in its postwar years were LSWR Drummond M7 0-4-4Ts, while even Bulleid light Pacifics were reported to have run on the branch.

On summer Saturdays after 1949, there was considerable extra traffic on the line, with two locomotives together operating nine-coach trains with through coaches to and from London. However from 1962, through working to and from the branch ceased.

DMU working took over the branch from November 4, 1963, but as elsewhere, the



The Western Region took over the former LSWR branches in East Devon during a boundary shift in the latter days of steam. Due to a diesel shortage for a few weeks from February 1965, Collett 14XX auto tank No. 1442 was sent to work the Seaton branch. Famous for being a regular on the Tiverton branch, where it was nicknamed the 'Tivvy Bumper', it is now the centrepiece of Tiverton Museum. ST

savings promised by modern traction on loss-making branches with the associated reduction in overstaffing failed to save it in the face of the growth of cheaper and more versatile road transport and the boom in car ownership.

While such seaside branches were well patronised in the holiday season, often trains

were empty through much of the rest of the year, and BR did not deem it cost effective to store rakes of carriages for just six weeks' use a year.

While around 1200 passengers rode on the Seaton branch on summer Saturdays, less than a dozen were there to make the final trip on March 7, 1966.



M7 0-4-4T No. 30048 heads a Seaton branch train at Seaton Junction waiting for passengers on a damp day. RICHARD GREEN/CREATIVE COMMONS



A hand-coloured postcard view of the beach at Seaton, a resort developed as a holiday destination by its railway. ROBIN JONES COLLECTION

Claude Lane looks to the west

The nearby branch to Exmouth survived, but those to the other resorts along this stretch of coast were closed. However, the southern 'half' of the Seaton branch would be revived in a unique, and indeed somewhat magical, transformation, providing a heritage line like no other, alongside the beautiful unspoilt Axe estuary which is famous for its wading birdlife.

The Seaton Tramway has its origins in a manufacturer of milk floats and other battery-electric vehicles.

Claude Lane, owner of the Lancaster Electrical Company in Barnet, North London, had a passion for trams and at his factory in 1949 he built a 15in gauge tram based on ex-Darwen Tramways Car 23, then running on the Llandudno & Colwyn Bay tramway system.

Hugely popular as an attraction at fetes, Claude was surprised by its popularity. He ran it for a summer season at St Leonards in 1951 and for five seasons at Rhyl from 1952.

He decided to lease a permanent site at Eastbourne in 1953, and set up a company, Modern Electric Tramways Ltd to operate it.

His 2ft gauge Eastbourne Electric Tramway ran for two-thirds of a mile between Princes Park and the Crumbles and in 1954 his factory made a larger open-top tram, Car 6, also based on the open-top design of Llandudno & Colwyn Bay vehicles, to run on it.

It was followed in 1958 by the similar Car 8, in 1961 by Car 4, which was based on a Blackpool Tramways 'open boat' design, and in 1964 by Car 2, based on a London Metropolitan Tramways design.

The growth of Eastbourne's road system began to squeeze the tramway out and Claude began looking for a freehold site.

Claude became aware of the Beeching era closure of the Seaton branch, and eventually BR agreed to sell the trackbed to him, on the condition that he obtained a Transfer Order and a Light Railway Order.

Some local residents objected to his plans, and they told a public inquiry that trams would create unacceptable noise, and harm the natural beauty of the Axe Valley.



One of Claude Lane's first 2ft gauge miniature trams on his previous line at Eastbourne. ST

However, showing the same degree of foresight as the original promoters of the Seaton & Beer Railway, Seaton Town Council argued that the tramway would become a major asset to the area, and after assurances were given about safety at Colyford level crossing, Claude won the day.

So the valley would again reverberate to the sound of steel wheels, but those of trams, a type of traction normally associated with cities rather than picturesque rural branch lines.

What's more, there would be something very unusual about the Seaton trams. Several of them are indeed genuine trams from the last century, but they have been dismantled and reduced both in scale and size, to make them about two thirds as big as the originals.

Claude's new line was built to a gauge of 2ft 9in. In 1969, he had built Car 8 to larger proportions than its predecessors in readiness for the wider track.

From September 1969, the complete Eastbourne system was dismantled, transported 100 miles westwards and

reassembled before the 1970 holiday season ended.

Claude and his assistant Allan Gardner made 36 return lorry journeys between Eastbourne and Seaton.

The Seaton branch reborn

At 2.30pm on August 28, 1970, Car 8 became the first tram to run in passenger service on the Seaton branch, taking power from a battery car as overhead wires had yet to be installed. It ran only as far as Bobsworth Bridge, its name coined from the one shilling cost of a trip.

A depot at Riverside, just north of the original Seaton branch station, which was demolished following closure, had already been installed. One of its first tasks was the regauging of the trams during that winter.

The line reached Colyford, the midway point, but before the first full season could start, Claude died from a heart attack on April 2, 1971.

Allan Gardner took over as managing director to complete the project with the aid of volunteers. A 'train' returned to the Seaton branch in the shape of a diesel shunter bought to assist works Car 02 in hauling equipment.

Passing loops were installed at Axmouth and Swan's Nest, allowing trams to operate simultaneously. During 1973, overhead wire and fittings were installed, and the first tram powered from the overhead lines ran that September.

However, with the original Seaton station site lost, a town centre presence was urgently needed, and land was bought to lay a new trackbed to a fresh terminus site next to Harbour Road car park, the work being finished in May 1975.

Flood damage in 1978 and subsequent remedial work delayed the final extension to Colyton until 1980.

Attention then switched to expanding the fleet to cope with demand.

Metropolitan Tramways Car 94, which was obtained by Claude in 1962, was reduced in size by cutting the body length ways in half and narrowing it by 2ft. It entered service in 1984 as enclosed single-deck saloon Car 14, launched into traffic by the late comedian Larry Grayson.

Likewise, original Bournemouth Tramways



Built in 1954 as a 15in gauge single deck open toast rack, based on the design that operated at Llandudno & Colwyn Bay, Car 6 was rebuilt as a 2ft gauge open topper in 1956 for operation at Eastbourne, based on the ex-Bournemouth open toppers which ran at Llandudno & Colwyn Bay, and again in 1962 with lower deck saloons at either end. It was regauged to 2ft 9in in 1974, rebuilt again in 1989, reverting to its original cross bench lower deck seating arrangement, and is seen in action on the 50th anniversary event on August 28. ST

Car 106 was reduced in scale and re-emerged from the workshops in 1992 as Car 16.

In 1998, former Exeter Tramways Car 19, which ran in the city from 1906 until the system closed in 1931, was reduced in size and restored from derelict condition to become the third enclosed saloon.

More new trams followed in the 21st century in the form of Cars 9, 10 and 11, all of a hybrid design based on the old Plymouth and Blackburn full-size versions.

The tramway now has an exceptional variety of vehicles, from open double-deckers and basic wooden seats to luxuriously-upholstered wood-panelled cars, and has sufficient trams to run a service every few minutes in the high season.

Today, the tramway carries more than 100,000 visitors a year, numbers that compare very favourably with the patronage of the old steam branch. The journey takes approximately half an hour to travel from end to end.

Special services are often run to view the rich variety of bird life along the estuary.

A new showpiece terminus

The tramway opened a new £3 million state-of-the-art terminus at Seaton on June 28, 2018.

It is the culmination of a 10-year project to provide a contemporary, all-year round facility, cafe, gift shop and interpretation centre, which allows visitors to learn about its history and operations before boarding a tram, plus exhibition space.

The new building has four platforms, housing four trams each night, and creating a showroom for the line's heritage trams.

A new cafe and gift shop, Claude's, is named after, and dedicated to, founder Claude Lane.

It replaced the existing Edwardian-style ticket office which was built in 1996 and which has been outgrown as visitor numbers increased.

A major national accolade followed its opening. At the Heritage Railway Association's annual awards dinner at the Burlington Hotel next to Birmingham New Street station on February 9, 2019, the Morgan Award for Outstanding Achievement was carried off by the Seaton Tramway for its new terminus.

The original station building at Colyton survives, and has been tastefully adapted into a continental-style terminus, complete with a souvenir shop and restaurant facilities. The Tramstop Cafe at Colyton station offers an extensive menu of hot meals and snacks, to eat in or take away.

No attempt has been made to extend



The company's 25th anniversary at Seaton saw an Edwardian-style terminus built in the town, seen here with three trams in service. ST



Compare the design of the Southern Railway's now-demolished Seaton branch terminus, which had much in common with London suburban or even Underground stations, with today's very 21st-century showpiece tram terminus. ST

the tramway further north along the rest of the old branch to Seaton Junction. The Seaton Junction station building is now a private residence.

However, the tramway's Travels Through Heritage and the Axe Valley project will see the opening of two new stops to passengers in 2021, the Riverside Depot and new Wetlands Halt. 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.

The interpretation-based project received £420,000 from National Lottery Heritage Fund towards the overall cost of £680,000. It includes the development of the existing partnerships in and around Seaton and with Seaton Jurassic, Seaton Wetlands, Devon Wildlife Trust and the Jurassic Coast Trust. ➡



The tramway's new Seaton terminus opened on June 28, 2018. ST



The approach to the line's Seaton terminus as pictured on August 28. ST



Cars 16 and 15 at Tye Lane Loop on August 28. Car 16 started life as full-size Bournemouth Corporation Tramways Car 106, a 3ft 6in gauge open-top double-decker. Built in 1921, it was withdrawn when the Bournemouth system closed in 1936 and its body was discovered in use on a Dorset farm and acquired by the Bournemouth Transport Preservation Group. Donated to Seaton Tramway in 1974, the body was narrowed, rebuilt in its current form and launched into service in 1992. Car 15 was built in 1988 as open toast-rack single decker Car 17 in 1988, based on the Manx Electric Railway car of the same number, and rebuilt as an enclosed 32-seat single deck saloon in 2016 and renumbered. ST

Celebrating half a century

As with all heritage lines, the tramway missed the crucial first months of the 2020 operating season – its 50th – because of the Covid-19 lockdown.

However, the tramway held its week-long Tramathon Live on Facebook in June, 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 an emergency appeal for funds.

The tramway 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 duly restarted public services at 10am on July 4.

The line was finally able to celebrate its half centenary on August 28, with 11 trams in action, taking passengers on the six-mile round trip. The tramway re-created the first passenger service from the same day in 1970, with Car 8 leaving at 2.30pm.

More details about regular services can be found at www.tram.co.uk

On November 27, the tramway will start its second 'Polar Express' season, based on the books by Chris Van Allsburg and the hit Warner Brothers film. It will be running on selected dates until December 24, taking passengers to the North Pole. Bookings can be made at www.tram.co.uk/ThePolarExpressSeaton or by telephoning 01297 20375.

As reported last issue, the full 50th anniversary celebrations are now due to be held next August. There will be concerts by 1976 Eurovision winners Brotherhood of Man in May and Sixties act the Edwin Starr Band in August. **HR**



Above: Claude Lane built Car 4 in 1961, based on a Blackpool Tramway Open Boat tram and painted in that company's green and cream livery. It is seen leaving Seaton on August 28. ST

Right: Based on the ex-Bournemouth open top trams which latterly operated on the Llandudno & Colwyn Bay network, in 1968 Car 8 became the first to be built by Claude Lane looking ahead to the eventual regauging of the system. 2ft 9in was chosen to allow for larger trams to be built, without making the existing 2ft gauge fleet redundant. ST



The tramway offers superb views of the Axe estuary over its three miles. Here is the new stop at Riverside Depot in Harbour Road, which is due to open in 2021. ST

The Welshpool & Llanfair Light Railway: the story of a Welsh rural byway

By Peter Johnson (hardback, Pen & Sword, 01226 734222, 232pp, £30, ISBN 9781526744777).

FOR those who love narrow gauge, and the lines in Wales in particular, this volume shows at every turn that it has been needed for several years.

The Welshpool & Llanfair Light Railway (WLLR) was among the select few narrow gauge lines inherited by British Railways, and closed in 1956. Reopened by volunteers in 1963, it has now run for longer in the heritage era (57 years) than first time round under the Cambrian Railways and GWR (53 years, only 28 of which saw passenger services).

Origin

Built in the wake of the 1896 Light Railways Act to serve local farmers, it may be seen as having more similarity with certain Colonel Stephens rural routes like the Kent & East Sussex rather than Welsh narrow gauge lines, many of which were constructed primarily to carry minerals.

The volume provides a super-detailed but highly-readable account of how the line came to be, and separate chapters illustrated with rare black-and-white photographs and a few very attractive hand-coloured postcard views and contemporary plans detail the phases of its history chapter by chapter.

Interspersed between the historical chapters are a wealth of top-notch modern-day colour views of the line and its rich and varied collection of rolling stock. Indeed, its locomotive and carriage fleet is one of the greatest triumphs of the revivalists, who not only had to source new coaching stock for its comparatively-rare 2ft 6in gauge if they were to carry passengers again, but also extra locomotives as back-up for the original pair, Beyer Peacock 0-6-0Ts No. 1 *The Earl* and No. 2 *Countess*.

Regarding the vital carriages, help came at first in the form of toastracks from the Admiralty Lodge Hill & Upnor Railway, and later from the Zillertalbahn in Austria, Sierra Leone and Hungary, and several engines also arrived from overseas. The revivalists also excelled themselves in commissioning a rake of replica original Pickering coaches.

In many ways, the net result is a truly international railway with a unique inland mid Wales flavour.

Those who love this railway will not be disappointed in a single page of this large format volume, and are likely to find something new to discover at every turn. One such local anecdote highlights the practice of local farmers to transport calves in sacks as 'dead

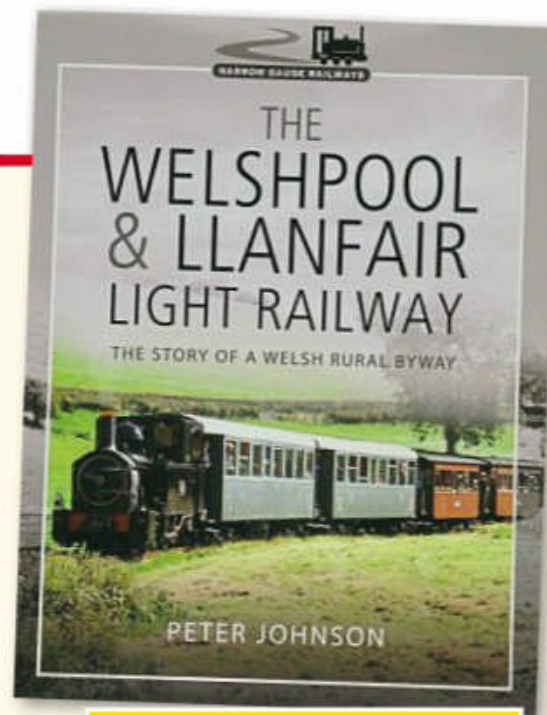
weight' because the cost was cheaper, and one such instance resulted, understandably, in an RSPCA prosecution in 1909.

Not only was the WLLR among the first UK lines to be reopened by enthusiasts, but also the first to be 'shrunk', by the loss of its fabled town section, which ran from Raven Square through Welshpool's streets and behind houses to Smithfield market and the main line station.

Route

Pictures of the fabled town section are to be found aplenty in this treasure trove of a volume. It was used by the first heritage era trains, from the reopening on April 6, 1963, until August 17, when the local authority banned its further use, having decided that this part of the route was needed for road widening in the town. As with the Dart Valley Railway's enforced loss of the Buckfastleigh to Ashburton section of its GWR branch to make way for the A38 dual carriageway several years later, heritage railways did not at the time have anywhere near sufficient muscle and resources to oppose such demands.

In 2013, a heritage trail complete



EDITOR'S CHOICE

with some very attractive wall murals of the original two locomotives was established on the route of the town section, the predominant relic of which is the restored original bridge over the Montgomeryshire Canal.

After the railway eventually extended its services eastwards from Castle Caereinion and then Sylfaen to an impressive new terminus at Raven Square, there has been periodic conjecture about creating a new urban extension. Sadly, such ideas can be no more than pipe dreams in view of modern developments and traffic levels, but in closing the town section, the local council missed a trick big time six decades ago, and could easily have turned Welshpool itself into a major tourist hub had this length been saved.

In so many ways, this volume sets new standards for other heritage railway histories.

MAGNIFICENT BIOGRAPHY OF A UNIQUE RAILWAY

Preserved Pre-1948 Railway Carriages

By Royston Morris (softback, Amberley Publishing, www.amberley-books.com 966pp, £14.99, ISBN 9781445697185).

FOR many visitors to heritage railways, classic carriages of yesteryear are as appealing as the locomotive pulling them. In our News section, we reported on the Isle of Wight Steam Railway, one of the UK's and the world's market leaders in restoring Victorian wooden-bodied carriages, entering the magnificent Oldbury coach No. 10 into traffic.

It justifiably also features in this superb survey of pre-Nationalisation coaching stock, from both the UK's pre-and post-Grouping companies, their Irish counterparts and the Isle of Man Railway.

Containing nearly 200 previously-unpublished colour photographs, this book looks at the heritage era's big restoration stories in this field and also those vehicles that are still waiting

in the rebuild queue.

A separate chapter looks at the ones that got away, such as the Pullman cars which as camping coaches became a feature of Marazion alongside the main line to Penzance but which are sadly no longer with us. The lesson here is that purchase for preservation is only the first step: the hard work then begins, not least of all fundraising.

SPLENDID REFERENCE VOLUME

A Celebration of Coronation Pacifics

By John Jennison (hardback, Irwell Press, 01525 861888, 128pp, £25.95, ISBN 9781911262367).

THE big appeal of this latest portrait of Stanier's masterpieces is the large landscape format, which allows class members to be fully appreciated in all of their working glory.

Starting with the streamlined era, the book runs through the non-streamliners in their various

forms, including Nos. 6256 and 6257, the last members of the class, and the final year of BR operation, 1964, with a seemingly never-ending series of monochromatic studies from top linesiders.

INSPIRATIONAL CELEBRATION OF A WONDERFUL CLASS

Northern Lines: Manchester to Bacup including Bury and the East Lancashire Railway

By Tom Heavyside and Vic Mitchell (hardback, Middleton Press, 96pp, £18.95, ISBN 9781910356463).

THIS extremely useful reference work offers a complete guide to a route which has for the most part survived, as part of the city's Metrolink system and also as the initial line of the East Lancashire Railway, and as such is therefore a must for followers of that heritage line.

It follows the usual MP format of using large-scale plans, track diagrams and

timetables to accompany a wealth of archive black-and-white photographs, several of which are compared with scenes from today. Not only is each station and halt depicted but also major points of interest en route.

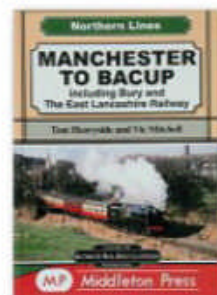
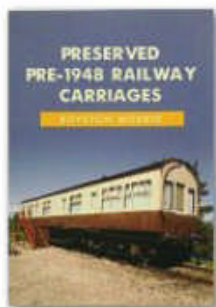
ESSENTIAL EAST LANCASHIRE RAILWAY READING

Vintage Steam Calendar 2021

(Bahamas Locomotive Society, Ingrow West station, www.bahamas45596.co.uk £5.50 plus £1.75 p&p).

COMPRISING classic black and white images from the late Eric Oldham, Brian Stephenson and Martin Welch, the calendar covers 13 months, starting in December 2020. Measuring 8¼in by 11½ ins, it is ring-backed with a month to view and space for notes.

CLASSIC STEAM FOR MORE THAN THE WHOLE YEAR



TRACK TALK

Should trains be driven trailer first?

AS THE son of a railway civil engineer, I have always had an interest in railways, and in particular the way the railways have developed in the light of learning from accidents.

I remember my dad telling me (in toy train days, 1950s and 60s) that you would never propel a lengthy loaded passenger train except in a case of emergency or auto-train workings with a maximum of two coaches.

You can therefore imagine my surprise when the railways began to regularly propel lengthy passenger trains with just a driving trailer on the head end.

I always felt that a point that never came out after the Great Heck accident on February 28, 2001 was that the outcome would have probably been very different if the Land Rover had been hit by a 90-ton locomotive rather than a 40-ton driving trailer.

As far as I am aware this aspect was never explored and in this respect I feel the railways were somewhat to blame in a contributory manner.

I would be interested to hear if anyone any comments on my thoughts.

Dan Thurstan, email

Fond memories of 'Night Ferry' in the Fifties

IN NEWS, issue 269 I really enjoyed the photograph of Bulleid light Pacific No. 34051 *Winston Churchill* in its role hauling the 'Night Ferry'. With steam in my blood as a child, I had already discovered the 'Golden Arrow' on family visits to Tonbridge in the Fifties. I was very impressed.

In the mid Fifties, I was living close to the Beckenham and Penge borders. My infant school was called the Alexandra Primary School and was next to the railway line coming from Victoria. The station nearest my school on this line was called Kent House.

There was a bridge crossing the road outside my school and there I saw the 'Night Ferry' passing over. Although the engine and stock were not as glamorous as the 'Golden Arrow' it was very exciting to see the 'Night Ferry' crossing the bridge.

I would love to see *Winston Churchill* as the 'Night Ferry' at the Locomotion museum in person to bring back such memories from my infant school days.

Robert Higgins, email

STAR LETTER

Infrastructure funding must always take priority

I HAVE spent nearly 40 years in the cold, hard world of commercial business and in Platform issue 269 Michael Hill raises some very valid points. His citing of the Gloucestershire Warwickshire Railway (G/WR) in particular is very appropriate.

The G/WR uses for much of its length modern track, i.e. low maintenance, and spends a very large proportion of its annual income on its infrastructure maintenance.

Fundamentally, the railway appears to be making what can be regarded as normal business-based decisions and cutting its cloth accordingly.

Critically, the railway accepts that infrastructure maintenance/renewal is a never-ending cost that cannot be ignored. Rail, fixings, sleepers, ballast, drains etc all wear out and financial provision for such must therefore be made every year to create the funds to allow renewals when eventually required.

I venture to suggest that this approach is not the norm and many lines for many years have made little or no financial provision for infrastructure maintenance and renewals.

This simply puts off the day those costs become unavoidable.

The unfortunate problems at the West Somerset appear to be but one example of this.

If you cannot maintain your infrastructure in a safe state you have to close.

In this regard, while the sector faces many challenges, might I venture to suggest the biggest but least

discussed challenge is the growing requirements of the Office of Rail & Road in relation to infrastructure who, rightly, increasingly require evidence of proper track maintenance procedures and that the infrastructure is in an appropriate condition.

Expenditure

The days therefore of heritage railways ignoring infrastructure and its incumbent costs are disappearing, but renewal costs can be eye watering and can dwarf locomotive overhaul costs.

Bullhead rail as an example is increasing difficult to obtain, so a wholesale relay looms, not a re rail – assuming the chairs are not worn out – and most lines simply do not have the resources, so long term financial planning is required.

Perhaps the Heritage Railway Association should require members to demonstrate they are making adequate provision?

Finally, two sobering thoughts: heritage railways apparently generate £400 million in value each year and raised collectively over £3 million since lockdown. However, greeting card sales in the UK are worth £1.7 billion each year and Chester Zoo raised £3 million in three days.

The painful facts are the heritage rail sector needs to generate substantially more cash to fund properly financed ongoing operations and railways need to be run as proper commercial organisations with proper financial provisions for long renewals etc.

*Iain Harris,
Swindon, Wiltshire*



WR 4-6-0 No. 7903 *Foremarke Hall* passes beneath Stanway aqueduct on the Gloucestershire Warwickshire Railway on August 9. IAN CROWDER

Firing depends on experience more than science

I HAVE just finished reading an absorbing tract *A Study of Locomotive Boilers* by the eminent Lawford Howard Fry, and which was published in 1924.

Of interest to the purist, it is possibly of less appeal to the average enthusiast than the intelligent fireman, being a study of the finer aspects of steam production. It does not dwell on the skills and art of firing but discusses, for example, the law of diminishing returns dictated by incremental increases in maximum boiler pressure and other relevant topics.

So, following a discourse on the relationship between grate area, heating surfaces' dimensions and so forth, he attempts the correlation between superheating and general efficiency.

While there is a lack of complete understanding, Mr Fry accepts that it is not completely defined. He allows

that even with partially blocked flues and a dirty smokebox, a reasonable performance is still possible, albeit at the expense of extra effort from the fireman – not what esoteric mathematical formulae might suggest.

Factors

I feel therefore that the answer lies in more obscure data such as ambient air temperature and humidity, poor quality air and unexpected variations in valve events. Such minutiae individually are perhaps insignificant, but their group effect may be greater than their individual effects would imply.

I wonder if a fair analogy may lie in the making of a good cup of tea. Some folk assume that it involves hot water and a tea bag: the result is akin to warm mud. More sensitive creatures are aware that boiling pure water, hot utensils,

warm fresh milk (if used) and time for percolation are mandatory – some even maintain that order of assembly is crucial! Note the comparison: tiny variations making a dramatic difference. So, some firemen can't make steam easily.

It is surely less frustrating to learn from direct observation than to try to predict from theory. I suggest that Mr Fry has been led up the garden path by the science fairies. While maths can unravel many mechanical labyrinths, there are, in this case, too many unknowns, several of them variables. This is observable in the fact that consistent acceptable performance can be had despite the seemingly adverse conditions.

*Martin McGinty,
Frome, Somerset*

→ See also *The Craft of the Fireman* by Trevor Matthews, overleaf.

We should have listened to railwaymen not politicians when reshaping network

IN PLATFORM, issue 270, Mervyn Leah makes a very important point worthy of additional comment.

There is a commonly repeated misconception that the causes of British Railways' financial woes were not understood until the publication of Dr Richard Beeching's 'dodgy dossier' (aka The Reshaping of British Railways, 1963). This is patently incorrect.

As far back as 1961, the British Transport Commission analysed the 1959 accounts of British Railways over eight business sectors by gross receipts, direct costs and joint costs arriving at a profit or loss by sector. This was repeated in 1961 and arrived at a broadly similar picture. So prior to Beeching's appointment, the issues had already been identified. A resolution was to follow.

In 1966, G F Fiennes (general manager, Eastern Region) showed how the East Suffolk line's reported costs of £250,000 could be reduced to £84,000 by virtue of becoming a 45 mile basic railway.

If the politicians had taken heed of a professional railwayman, we might have avoided the carnage that followed. Furthermore, in order to placate their

political purse holders and to swell the coffers, BR needed to sell off land and property instead of preserving the right of way of closed railway lines as happened in sensible mainland European countries.

Methodology

As to the report itself. At the risk of being branded a heretic, I would say that amongst the dross there were actually a few nuggets of gold (liner trains, etc). That said, the methodology was sufficiently skewed as to produce the result required, enough to make Dr Goebbels blush (e.g. one 'day of count' (April), ignore contributory revenue etc).

Furthermore, I have long harboured suspicions over the accuracy of the actual numbers quoted in the report. It is perhaps no coincidence that the working papers that underpin 'Reshaping' are not to be found in any public records.

However, Beeching's biggest and inexcusable failing was that like a rabbit caught in a car's headlights, he was transfixed by the illusive (and more importantly, illusive) 'profitable core'.

To return to Mr Leah's theme, politicians love a simple answer to a complex

problem. If service costs are excessive, then cut the service and thereby reduce the cost. History records the fallacy of this argument in the railway context.

I have always been amazed how the rail unions allowed Wilson's volte-face and the destruction of infrastructure and loss of railway jobs, particularly under Labour administrations. Never was the truism more appropriate that "we get the politicians we deserve."

While I am happy to own the above interpretation, it is based on a study of the following works of reference which I would recommend for further reading:

British Railways 1948-73 a Business History by T R Gorvish, Cambridge University Press. 1986; I Tried To Run A Railway by G F Fiennes, Ian Allen, 1967; The Beeching Legacy - Volume 1 The West Country 2nd edition by P Horton, Silver Link. 2019, and Beeching The Definitive Guide by Robin Jones, Gresley Books. 2020.

Philip Richardson, email

→ The last two titles are available from Mortons Books at www.mortonsbooks.co.uk telephone 01507 529529 or email info@mortonsbooks.co.uk

Labour's U-turn on Beeching closure

THE great British public have confounded my expectations by showing a willingness to return masked to our heritage railways. I hadn't seen the Steam Dreams survey in Main Line News, issue 270, but the result of that chimed with my thoughts. Thank goodness we appear to be in a minority!

Your star letter, also in issue 270, raised a smile, with the thought that Harold Wilson might share some of the Beeching blame. I don't know how many people may have voted for his Labour party on a promise to reverse or halt rail closures, but I do remember my parents weren't in the least bit surprised when they didn't. When he (or Barbara Castle) subsequently saved a token few, it was suggested that she had stabbed a map with her biro to determine which ones!

A few years later, after joining the fledgling North Yorkshire Moors Railway, I found there had been a very good reason for saving the Esk Valley (Middlesbrough-Whitby) line at least. The numerous villages typically have steep main streets, making them awkward, and in winter often impassable, for road transport. The three or four trains per day (including morning and afternoon school trains for Whitby) and the 'pick-up goods' were simply essential.

Similarly, Chris Magner's account of the running down before closure of Birmingham Snow Hill to Wolverhampton Low Level was interesting. Here in East Yorkshire it



Despite escaping the Beeching Axe, the Midland Railway line from Matlock to Buxton was closed in June 1968 by the Labour Minister for Transport, Barbara Castle. In its 1964 election campaign, Harold Wilson's Labour Party had promised that once elected, it would sack Beeching and reverse all of its cuts. A long-term goal of Peak Rail, there have been numerous calls over the years for the line to be rebuilt, but today much of it forms part of the Monsal Trail long-distance footpath and cycleway. Pictured is the five-arch masonry Monsal Dale viaduct which is a key part of the trail. ROBIN JONES

was the opposite! The Beverley-York line was chosen for the first automatic level crossing barrier installations, and equipment already transported to other station yards, when the devastating news was received.

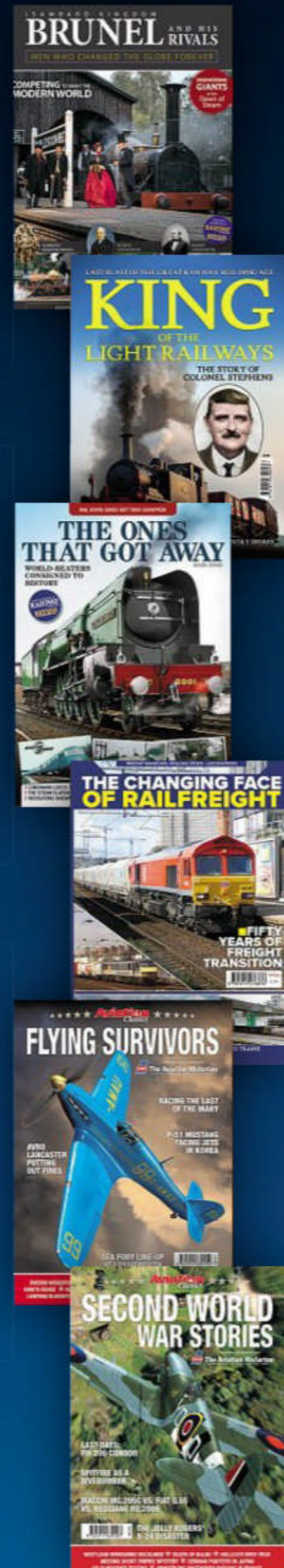
Despite being on the initial list, it was said that York management couldn't believe that a well-used line could be allowed to close.

Even then the replacement bus service wasn't ready to step in on the date of closure, and there was a reprieve of six weeks. Being a pop music fan, it seemed somehow appropriate that the song reaching number 1 on the eventual final weekend was The Carnival is Over by the Seekers.

Phillip Crossland,
Nafferton, East Yorkshire

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THE CRAFT OF THE FIREMAN

In the latest release from Silver Link Books, former Severn Valley Railway Holdings plc board member **Trevor Matthews** highlights the importance of the efficient burning of coal in steam locomotives, at a time when vital supplies are under increasing threat, as highlighted in News, page 10.

My last firing turn on the Severn Valley Railway was in June 1979. The reason for such a long delay in what turned into a book on the subject, is largely due to the fact that I had never ever contemplated writing anything about firing.

However, after by 18 months of gentle persuasion by Mary McCullough, in a moment of weakness in December 2009, I agreed to write some articles for *Steam in Trust*, the internal magazine of Tyseley's Vintage Trains Society (VTS) of which she was the editor.

It became obvious that it would be a considerable task because the readership was going to be people who liked travelling behind steam – but knew nothing about footplate work or the controls available to the fireman to be able to perform the task efficiently. So it has been necessary to start from the outset with the chemistry of combustion, but at least this gave all readers the knowledge to be able to understand the later sections.

The role of the fireman has always been grossly undervalued because the complexity of top-class firing is not generally recognised. Therefore, the articles were entitled *The Craft of the Fireman* and the first one appeared in 2010.

It very soon became apparent that it was going to take far too many editions to cover the subject, so additional pages were added to the biannual newsletters of the VTS. However, it all came to an end when Vintage Trains itself took over the editorship and after consideration decided to terminate it, although it had been well received.

Advice

By now the writing was so far in advance of that published that I decided to complete it anyway, which was done in 2012.

Fairly early in 2013 I decided that it should not be wasted, so sought an opinion from the acknowledged national expert on footplate work, the late, great Richard (Dick) Hardy.

Richard responded quite quickly, saying that he found it very interesting, but wished to go through it in more detail and make notes.

He wrote me a letter stating that it was so good that it should be published and offered to write to any prospective editor in support. That he was in no doubt that it would be published was his conclusion of “the very best and here we go”.

Unfortunately, due to lack of concentrated effort by the author and some mitigating

circumstances, publication has been delayed until now.

There are so many variations in firing for example types of locomotive, grates, coal and their various qualities, loads, gradient profiles, weather conditions etc, so it is impossible to teach anyone how to fire a locomotive. It is up to the fireman to assess the situation en route and then decide on the best course of action.

The book intends to give good grounding to any prospective fireman and hopefully, motivate experienced firemen to attempt to improve their firing efficiency. However, it must be said that it only scratches the surface of the subject, because there is so much that can be written on it.

Any prospective fireman before their first practise should thoroughly acquaint themselves with the chemistry of combustion and so be able to improve his performance in order to be passed out, following which, their only concern initially will be to avoid ‘go down the nick’. This term means failing to provide sufficient steam for the locomotive to be able to produce the amount of work required at that stage of the journey and having to stop for a ‘blow up’ in order to regain steam pressure.

It normally takes a rookie fireman several turns before getting enough confidence to think about how to improve firing performance.

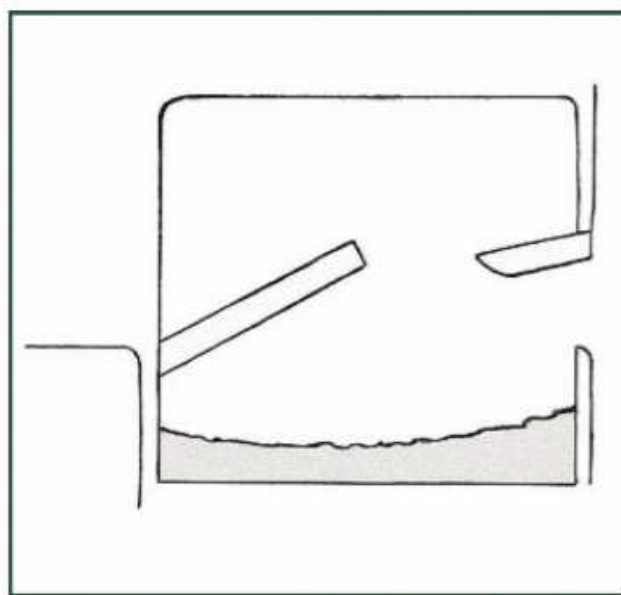
However, I was lucky in that respect because I had already become proficient at firing locomotives with 180 tons on the drawbar on gradients starting over two miles out at 1-in-111 and the final mile at an average of 1-in-51 at a decent speed. So the 1-in-100 gradients on the Severn Valley with up to 250 tons should not create any problem, and I was able to concentrate on improving my firing technique right from the start.

The rookie fireman, of course, has to take the responsibilities of boiler safety more seriously than their wish to not ‘go down the nick’. The natural tendency when losing steam pressure is to avoid use of the injector in order to arrest or hopefully reverse the situation, but it is essential to maintain a sufficient level over the crown sheet of the firebox in order to eliminate the type of fatal injuries referred to in the book, although that could mean stopping for a ‘blow up’.

The Severn Valley is an ideal railway on which to be able to practice improvement of firing technique, being over 16 miles long with the aforementioned 1-in-100 gradients



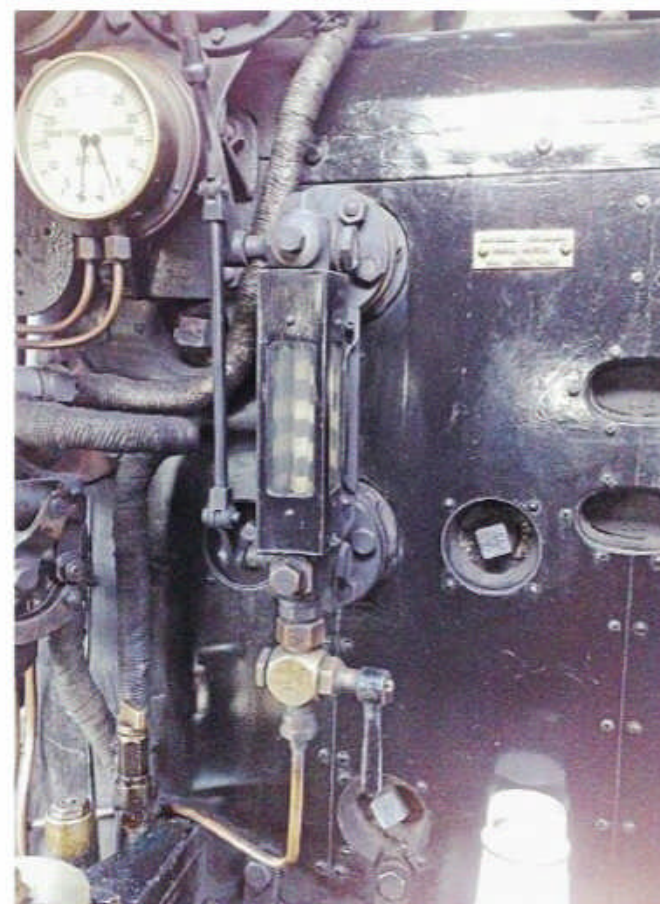
In the author's opinion, firing a steam locomotive is a craft, to be learned through practise and experience – and honed to produce the elusive goal of perfect boiler management. GARETH EVANS



Above: A GWR pannier tank firebed.
TREVOR MATTHEWS

Left: A Stanier tender front, showing the shovelling plate above the footplate level, plus the door flaps.
TREVOR MATTHEWS

Right: Linked cocks, as fitted to BR Standard locomotives. TREVOR MATTHEWS



“Any prospective fireman before their first practise should thoroughly acquaint themselves with the chemistry of combustion and so be able to improve his performance in order to be passed out, following which, their only concern initially will be to avoid ‘go down the nick’. This term means failing to provide sufficient steam for the locomotive to be able to produce the amount of work required at that stage of the journey and having to stop for a ‘blow up’ in order to regain steam pressure.”

and an intermittent demand for steam.

More variation was provided by operating very different classes of locomotive. Even during the author’s firing career, the locomotives ranged from small 0-6-0s to 4-6-0s and a 2-8-0. Overall, he drove and fired on 22 different classes of locomotive.

Any good fireman on the Severn Valley should be capable of firing on the main line, provided they had the stamina to do so. However, this must be demonstrated on a number of ‘passing-out’ turns of main line charters and quite a few have achieved this.

Efficiency

Steam locomotives are quite choosy about the type of coal consumed for best efficiency.

Where near-maximum steaming rates are required, a high calorific value is essential, while low ash, moisture and sulphur contents are desirable. Ash content can be extremely important where long distances with heavy loads are encountered because large quantities of ash can restrict the volume of air through the grate and reduce steaming capacity.

Moisture, of course, has to be evaporated, increasing fuel consumption, while pyrites in the coal, which contains the sulphur even in relatively small concentrates, can develop enough to help metallic clinker, leading to steaming problems and it needs to be tanked by the fireman at any interruption in the journey where possible.

Sulphur and chlorine levels should be as low as possible because in a decent-size boiler the number of interfaces runs were into four figures with, inevitably a number of weeps when cold, resulting in acid attack.

Even coals ideal for locomotive work can be very different – compare Welsh dry steam coal with the high volatile coals from the Midlands and Yorkshire. The Welsh coal is of much lower volatile matter content but higher

colourful volume, so burns more slowly and in consequence requires a deeper firebed than a high volatile coal for the same steam raising capacity. That is why the GWR locomotives were designed to have a wider space between the fire bars and a higher smokebox vacuum in order to provide more primary air. Examples of firebeds are explained in the text.

The question for the fireman of how to assess their firing performance, is also answered by the author whose use of these parameters in order to be able to do this is also explained by the anecdotes of incidents on the footplate when in action.

Anyone trying to improve their ability in any form of what can loosely be describe as a craft, learns more from the occasions when things do not go according to plan and having the mental approach needed to rectify such situations and leave the lessons to be practised when such situations reoccur. Consequently, most of the anecdotes refer to situations which can be properly assessed only by footplate observations, while it is possible for anyone travelling on the train to make some sort of rough assessment.

At the time of writing, locomotive coal is costing about £180 per tonne so an improvement in efficiency of 25%, which should be feasible if all firemen give 100% concentration on improvement, would have a massive effect on the balance sheets of the longer heritage railways, not only because of the sheet tonnage of coal consumed, but the fare revenue per passenger-mile is inevitably much less than on the shorter lines. In the book, I hope I have done a great deal in motivating firemen to practice maximum efficiency.

Operators of steam locomotives, either on heritage railways or the main line, who gain some financial benefit, must acknowledge the indispensable part played by Mary

McCullough, the editor of the VTS’s *Steam in Trust* magazine, who was so positive in inducing the author to write anything at all – and Richard Hardy, who was also instrumental in giving his valuable time to reading a draft from an amateur railwayman, which resulted in him deciding that it should be published and giving every help and encouragement to do so. Without both of them, there would certainly have been no book.

The foreword to the book has been supplied by David C Williams, chairman of the Severn Valley Railway Company.

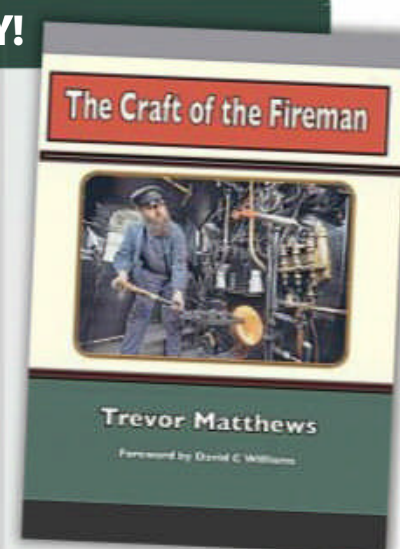
→ Trevor Matthews joined the coal mining industry in 1951 and used the knowledge he subsequently gained to source good-quality coal for the Severn Valley.

■ Formerly known as the Friends of Birmingham Railway Museum, the Vintage Trains Society is a voluntary organisation that provides support to the operating subsidiaries of the Vintage Trains Trust at Tyseley Locomotive Works. Funds raised are donated to restoration and site projects. For more details email vtsociety@vintagetrains.co.uk **HR**

GET YOUR COPY!

The Craft of the Fireman, by Trevor Matthews.

Silver Link book published by Mortons Books, Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle, Lincolnshire, LN9 6JR, www.mortonsbooks.co.uk 96 page illustrated softback, £10.



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.

Open: Wed-Sun until Nov 1.

Bluebell Railway

Standard gauge, 11 miles,
footplate experience, wine and dine.
Sheffield Park,
East Sussex TN22 2QL.
Tel: 01825 720800.

Running: W/Es + sch hols.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: Suns TBA.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles,
footplate experience.

Running: W/Es + sch hols.

Hayling Seaside Railway

2ft gauge, one mile.
Hayling Island, Hants.

Running: W/Es.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: W/Es, Tues-Thurs until Oct 31.

Kent & East Sussex Railway

Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.

Running: W/Es + Oct 27-29.

Mid-Hants Railway

Standard gauge, 10 miles, footplate
experience, wine and dine.

Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: W/Es until Nov 1.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles, footplate
experience. New Romney, Kent.
Tel: 01797 362353.

Running: W/Es, Tues-Thurs + sch hols.

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 until Oct 25.

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: Oct 4, 11, 24, 25, 28, 31 + Nov 1.

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: TBA.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: W/Es, Weds until Nov 1.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
North Devon. Tel: 01598 763487.

Running: W/Es, Tues-Thurs until Nov 1 +
Oct 23, 30.

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 Nov 1 + Oct 30, 31.

Swanage Railway

Standard gauge, six miles, footplate
experience, wine and dine.
Swanage, Dorset.
Tel: 01929 425800.

Running: W/Es, Tues-Thurs + Oct 30.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile.
Diss, Norfolk.
Tel: 01379 686900.

Running: TBA.

Bure Valley Railway

1ft 3in gauge, nine miles,
Aylsham, Norfolk.
Tel: 01263 733858.

Running: W/Es, Tues-Thurs + Oct 30.

Colne Valley Railway

Standard gauge, one mile,
Castle Hedingham, Essex.
Tel: 01787 461174.

Running: Suns until Nov 1.

East Anglian Railway Museum

Standard gauge, ¼ mile.
Wakes Colne, Essex.
Tel: 01206 242524.

Open: Fris-Suns.

Running: W/Es TBA.

Ferry Meadows Railway

10¼in gauge, ½ mile.
Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Running: W/Es TBA.

Mangapps Railway

Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.

Open: Wed, Sats in Oct.

Nene Valley Railway

Standard gauge, 7½ miles,
footplate experience. Wansford,
Peterborough, Cambs.
Tel: 01780 784444.

Running: W/Es + Oct 7, 14.

North Norfolk Railway

Standard gauge, 5½ miles,
footplate experience.
Sheringham, Norfolk NR26 8RA.
Tel: 01263 820800.

Running: Daily until Oct 31.

Wells Harbour Railway

10¼in gauge, ½ mile.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: Daily.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: Daily.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk.
Tel: 01603 871694.

Open: 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: Oct 4, 18.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.



LMS Jubilee class 4-6-0 No. 45596 *Bahamas* crosses Mytholmes Viaduct on the Keighley & Worth Valley Railway during a 30742 photo charter on September 8. The Bahamas Locomotive Society's flagship is due to star in the Mid-Hants Railway's autumn steam gala on October 16-18. KEVIN WHITEHURST

Chinnor, Oxon.
Tel: 01844 353535
Running: Oct 3, 4, 11, 18, 29 + Nov 1.
Didcot Railway Centre
Standard gauge,
footplate experience.
Didcot, Oxon.
Tel: 01235 817200.
Open: Daily.
Running: W/Es until Nov 1 + Oct 28.
Epping Ongar Railway
Standard gauge, five miles.
Ongar, Essex.
Tel: 01277 365200.
Running: W/Es until Oct 25.
Leighton Buzzard Railway
2ft gauge, 2¾ miles,
Leighton Buzzard, Beds.
Tel: 01525 373888.
Running: Suns + Oct 10, 27, 28, 31.

MIDLANDS

Amerton Railway
2ft gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01785 850965.
Running: TBA.
Apedale Valley Railway
2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme,
Staffs.
Tel: 0845 094 1953.
Running: Sats + Oct 4, 11.
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,
wine and dine.
Cheddleton, Staffs.
Tel: 01538 750755.

Railway Museums

Beamish County Durham. The Living Museum of the North. Open: Daily TBA. Conway Valley Railway Museum Betws-y-Coed, Conwy. Open: Daily TBA. Tel: 01690 710568. Head of Steam North Road Station, Darlington. Open: Tues-Sun. Tel: 01325 460532. Kidderminster Railway Museum Kidderminster, Worcs. Open: TBA. Tel: 01562 825316. London Transport Museum Covent Garden Piazza, London. Open: Daily. Tel: 0343 222 5000. Locomotion: The National Railway Museum, Shildon Co Durham. Open: 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 + Oct 26, 27, 29, 30. Tel: 01733 344420. STEAM – Museum of the GWR Swindon, Wilts. Open: Daily. Tel: 01793 466646. Ulster Folk & Transport Museum Cultra, Co Down. Open: TBA. ■ The details in this list were correct at the time of going to press. We strongly advise that you confirm details with the venue concerned. Pre-booking is often essential. TBA = To Be Announced
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Over four days of the August bank holiday weekend, ex ICI 0-6-0ST Isabel (No. 3437 of 1919) worked shuttle services between Blake Hall station and Epping Forest on the Epping Ongar Railway. The Hawthorn Leslie-built locomotive is seen approaching Marconi bridge on the return leg from Blake Hall on August 31. A DMU operated the normal service trains. ANDREW SMITH

Running: W/Es until Nov 8.
Crich Tramway Village
Standard gauge, 1 mile
Crich, Derbyshire.
Tel: 01773 854 321
Running W/Es, Tues-Thurs until Nov 1.
Dean Forest Railway
Standard gauge, 4¼ miles,
footplate experience.
Norchard, Lydney, Gos.
Tel: 01594 845840.
Running: W/Es, Weds until Nov 8.
Ecclesbourne Valley Railway
Standard gauge, eight miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.
Running: Sats until Oct 24.
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, Gos.
Tel: 01242 621405.
Running: Sats, Tues, Weds + Oct 25, Nov 1.



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, Tues, Thurs.
Rudyard Lake Railway
10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01995 672280.
Running: W/Es + sch hols.
Rushden Transport Museum
Standard gauge, ¼ mile.
Open: TBA.
Severn Valley Railway
Standard gauge, 16 miles,
footplate experience.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.
Running: W/Es + Oct 9, 23, 26-30, Nov 1.
Statfold Barn Railway
2ft gauge, 1 miles, footplate experience.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.
Running: Oct 26, Nov 21.

NORTH WEST

East Lancashire Railway
Standard gauge, 12 miles, footplate
experience. Bury, Lancs.
Tel: 01617 647790.
Running: W/Es until Nov 1.
Isle of Man Steam Railway
3ft gauge, 15½ miles.
Douglas, Isle of Man.
Tel: 01624 662525.
Running: Oct 3, 4.
Lakeside & Haverthwaite Railway
Standard gauge, 3½ miles.
near Ulverston, Cumbria.
Tel: 01539 531594.
Running: Oct 3, 4.
Manx Electric Railway
3ft gauge, 17 miles.

Douglas, Isle of Man.
Tel: 01624 697473.
Running: Oct 3, 4.
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: Oct 10, 24, 31.
Cleethorpes Coast Light Railway
1ft 3in gauge, two miles.
Cleethorpes,
North East Lincolnshire.
Tel: 01472 604657.
Running: W/Es until Nov 22 + Oct 26-30.
Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks.
Tel: 01756 710614.
Running: W/Es + Tues until Nov 1.
Keighley & Worth Valley Railway
Standard gauge, five miles,
footplate experience, wine and dine.
Keighley, West Yorks
BD22 8NJ.
Tel: 01535 645214.
Running: W/Es + Oct 26-30.
Kirklees Light Railway
1ft 3in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Running: W/Es + sch hols.
Lincolnshire Wolds Railway
Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.
Running: Oct 11, 25.
Middleton Railway
Standard gauge, 1½ miles.

UP & RUNNING

Hunslet, Leeds.

Tel: 0113 271 0320.

Running: Suns until Nov 1 + Oct 28.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106.

Running: Suns TBA

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks. Tel: 01751 472508.

Running: Daily until Nov 1.

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: W/Es, Thurs + Oct 26-28, 30.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,

Gwynedd. Tel: 01341 250362.

Running: W/Es, Tues-Thurs.

Ffestiniog Railway

2ft gauge, 13½ miles, Porthmadog,

Gwynedd. Tel: 01766 516000.

Running: Daily until Oct 16.

Gwili Railway

Standard gauge, four miles,

Wine and dine.

Bronwydd Arms, Carmarthenshire.

Tel: 01267 238213.

Running: Oct 28-31.

Llangollen Railway

Standard gauge, 10 miles,

footplate experience, wine and dine.

Llangollen, Denbighshire.

Tel: 01978 860979.

Running: Tues-Suns until Nov 1 + Nov 7, 8.

Rhyl Miniature Railway

1ft 3in gauge.

Rhyl, North Wales.

Running: W/Es until Oct 25.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: Daily until Nov 1.

Talylyn 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.

Open: Weds-Sats.



The 10¼in gauge Wells Harbour Railway operates from Wells town (Harbour station) to the beach and holiday park (Pinewoods station). Trains are due to run until October half-term. Alan Keefe-built 0-6-0 *The Duke* is seen entering Harbour station on September 12. GARETH EVANS

Welsh Highland Railway

2ft gauge, 26 miles, Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Tues-Thurs, Sats + Oct 11, 18, 19, 25, 26.

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

Standard gauge, 10 miles.

Aviemore, Inverness-shire.

Tel: 01479 810725.

Running: Fris-Suns until Nov 1.

IRELAND

Whitehead Railway Museum

5ft 3in gauge, 1 miles.

Whitehead, County Antrim.

Tel: 028 9358 6200.

Running: Thurs-Sats TBA.

Waterford & Suir Valley Railway

3ft gauge, six miles.

Kilmeadan, County Waterford.

Tel: 00353 384058.

Running: Daily until Nov 1.

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TBA = To Be Announced

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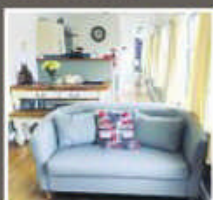
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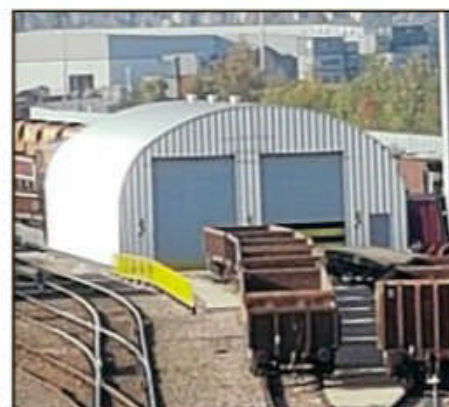
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WANTED Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email deputy editor Gareth Evans on gevans@mortons.co.uk



A lucky catch eh? Jeremy Heron is seen 'on a fishing trip' on the River Dee in Llangollen, alongside the town's railway station on September 1.
ROBIN JONES

Llangollen station's guardian angel

By Robin Jones

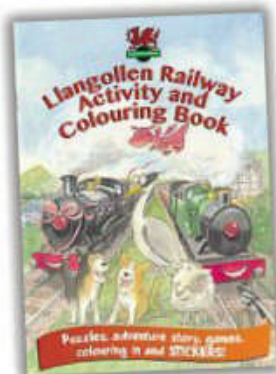
HE SEES all, he knows all, his feathers never get ruffled and he rarely misses a steam departure from Llangollen station.

Jeremy Heron, as he is affectionately known, has been a familiar sight for many years from platform 2, standing head, beak and shoulders above the whitewater rapids of the River Dee.

Jeremy has even inspired a special publication for very young visitors to the railway and its beautiful surroundings.

You can read about his adventures in the Llangollen Railway Activity and Colouring Book, which also contains stickers of him, his Welsh dragon and sheepdog friends and the line's steam trains.

Priced just £2 plus postage and packaging, the A4 size book is available by emailing info@llangollen-railway.co.uk or telephoning 01978 860979.



The activity book dedicated to Jeremy Heron is bringing joy to children, while also helping to support the Llangollen Railway.

NEXT ISSUE

Issue 273 is out on October 30, 2020

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Dick's beard grows in appeal!

By Gareth Evans

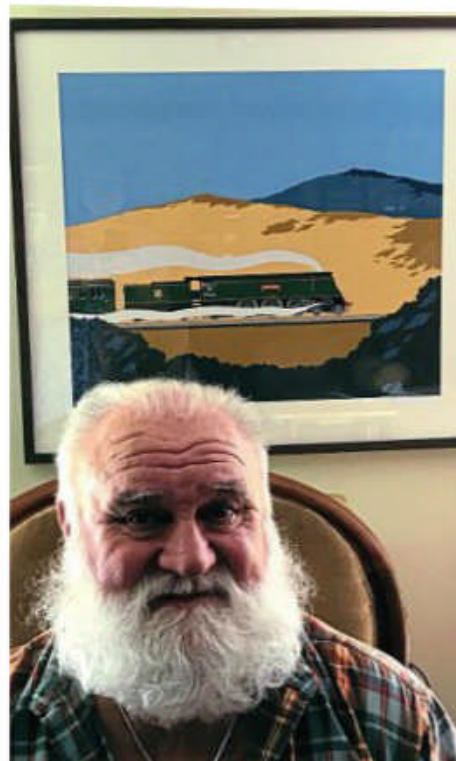
THE world around us has changed this year more than most of us could ever have imagined in the name of Covid-19 – but it's important to have some resemblance of 'normality' while being safe. For some of us, that means maintaining our sense of humour – as hard as it may be at times – and being as pragmatic as possible. It's easy to dwell on challenging times, but it's important to focus on the things each one of us can do to help, both in terms of the 'greater good', as well as things and people which are close to our hearts.

Dick Wood has grown his beard in aid of his beloved South Devon Railway (SDR). The line's public relations and business development manager, even if he is far too modest to admit it, has worked tirelessly to 'shout from the rooftops' about the SDR and the wider movement – at a time when it needs it more than ever.

Initiative

Dick takes up the story: "Way back in March I decided that I would not trim my beard again until our trains were running once more, foolishly thinking it might not be too long a period to wait. How wrong I was!

"However, I have now turned into a passable stunt-double for a variety of popular media characters, ranging from Santa Claus and the lead role in 'Goodnight Mister Tom' to 'Uncle Albert' in 'Only Fools and Horses' and frozen food advert character 'Captain Birdseye', maybe even more characters such as



The long and the short of it: Dick Wood shows off his beard in front of a painting by the late Peter Barnfield, of SR West Country Pacific No. 34026 Yes Tor passing by the real thing on the northern slopes of Dartmoor on the former SR route from Exeter to Plymouth via Okehampton.

author Ernest Hemingway!

"Other emerging names have been an ageing 'Pirate Black Jake' in Captain Pugwash; 'Grizzly Adams', and 'Kenny Rogers' – one friend asked me if could sing his song 'Ruby'!

"I've now heard almost all of the jokes and comments possible from relatives, friends and colleagues, but I just had to have a haircut at least! At this rate, the beard will be down

to my knees by Christmas!

"Some of the other media interviews I've done so far have been amusing too – they've all commented on the beard. Therefore, rather than me set up a separate 'SOS Beard' sponsorship appeal for when I finally shave it off sometime later this year hopefully, I'm asking people to please donate something now if they can to our main appeal fund instead and so take the rise out of me and help the SDR that way!"

Experience

Dick assures us that before and after photographs will be available in due course – subject to his barber being prepared (or even permitted, given the restrictions in place) – to do the job.

He adds: "And yes, it does itch a little at times and it is hot, before anyone asks. It's the longest beard I've ever had since the age of 18 when I gave up shaving twice a day, and seems to draw comments wherever I go at present.

"Young children stop and stare and then point me out to their parents thinking Christmas has come early!"

We at *Heritage Railway* are delighted that Dick has 'faced up' to the reality of the serious situation facing the SDR due to the charming branch line not having run trains since March 17.

➔ **To cut to the chase, if you'd like to support Dick in his mission to help save the SDR, visit www.southdevonrailway.co.uk – or send a cheque to South Devon Railway SOS Appeal, The Station, Buckfastleigh, Devon, TQ11 0DZ.**

Waterloo's work of art back in place

IF YOU find yourself at London's Waterloo station, you might notice an eye-catching work of art hanging from a wall. If you're of a certain age, it may also help to take you on a trip down memory lane.

In 1951, the sculpture greeted visitors to the Festival of Britain as it was mounted on the wall at York Road, close to the station's entrance. Thanks to Network Rail and Historic England, it has now been returned to the London terminal.

The Sunbathers, by the Hungarian-born artist Peter Laszlo Peri consists of two terracotta figures made from 'Pericrete', a special kind of concrete created by the artist as a cheaper

alternative to casting in bronze. It was restored and put back on public display in 2017 at London's Southbank Centre. It was considered 'lost' until it was rediscovered in 2016 at the Clarendon Hotel in Blackheath, owned by the O'Donnell family after a public plea from Historic England.

On August 24, the sculpture was unveiled at Waterloo by Network Rail chairman Sir Peter Hendy CBE, who said: "It is wonderful to see the sculpture on public display again,

almost 70 years after the Festival of Britain, and only a few yards away from its original site. Now, and in the future, millions of rail passengers will have the opportunity to see it, as they use the busiest station in Britain."



Right: The sculpture has been returned to the London terminal it was last displayed in 70 years ago. NETWORK RAIL

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BRANCH LINES OF HAMPSHIRE



BRANCH LINES OF HAMPSHIRE



Duration
109 mins.

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. Railway historian and author Colin Maggs explores every corner of Hampshire to see what remains of the county's once-energetic branch lines, some of which were closed even before the Second World War.

Amusing anecdotes include the tale of why the Kaiser's train was kept waiting at Christchurch Road level crossing in 1911, and there is also an interesting interview with a man who enjoyed working at the Esso Fawley Refinery Railway for over 30 years. Happily a few branches remain active today: the electrified Eastleigh to Fareham line, the Alton and Lymington branches, the preserved Mid-Hants Railway and a section of the Totton to Fawley

branch. We also visit the evocative Hayling Seaside Railway, and on the border with Dorset, another narrow gauge line, the Moors Valley Railway near Ringwood.

BRANCH LINES OF WILTSHIRE



BRANCH LINES OF WILTSHIRE



Duration
109 mins.

The old routes of the GWR dominated much of the county, but the film also pays tribute to the Wiltshire section of the Midland & South Western Junction Railway, which was absorbed by the GWR in 1923. It also features the branches of the LSWR in the county's southern region.

The film begins by looking at the railways of the Salisbury area, and those military lines which made such a vital contribution during wartime, as did the route from Corsham to Quarry Tunnel. We also explore the lines in the area of Chippenham, Calne, Trowbridge and Devizes. Other highlights include a visit to the Swindon & Highworth Light Railway, and the line from Dauntsey to the beautiful abbey town of Malmesbury. You will also enjoy interviews with

two former railwaymen and a feature on the Swindon & Cricklade Railway, Wiltshire's only standard gauge heritage line.

BRANCH LINES OF SOMERSET



BRANCH LINES OF SOMERSET



Duration
103 mins.

This film explores over 160 years of rail travel in Somerset, with the help of rare archive material and a whistle-stop tour of sites of interest today. This is an extra special journey for Bath-based author and historian Colin Maggs, as it is a celebration of his home county's railway heritage.

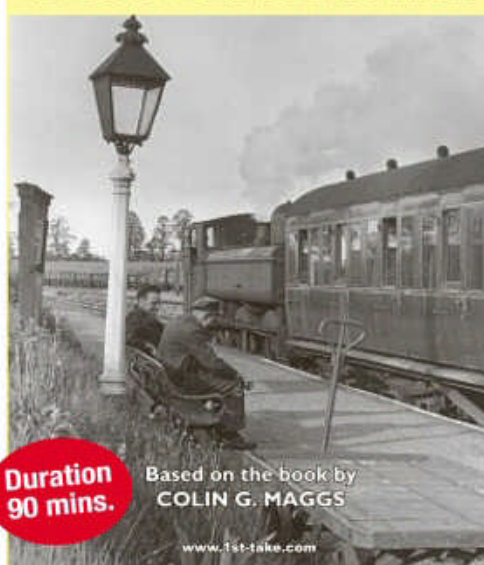
Most of Somerset's branch lines were closed during or before Beeching's cuts, from the 792-yard branch at Dunball Wharf near Bridgwater to the industrial railways of North Somerset, the Bristol to Portishead branch, the Cheddar Valley or 'Strawberry' Line and the Norton Fitzwarren to Minehead Railway.

Happily, Somerset is blessed with some fine preserved lines: the beautiful East Somerset Railway at Cranmore; the West Somerset Railway between Bishops Lydeard

and Minehead; the unique Bristol Harbour Railway and the Sandford Station Railway Heritage Centre. You also have a rare chance to glimpse railway activity at Portbury Dock, as the freight line reopened there in 2001 and is now thriving.

BRANCH LINES OF GLOUCESTERSHIRE

BRANCH LINES OF GLOUCESTERSHIRE



Duration
90 mins.

Based on the book by
COLIN G. MAGGS

Join railway historian and author Colin Maggs to explore a wide range of Gloucestershire's old railway routes, from those initially worked by horses to one which boasted the longest railway bridge in England. These lines provided vital services for the industrial heartland of Bristol, and key places such as Gloucester Docks and Lydney Harbour. They also reached out to towns and villages in the Cotswolds, the Forest of Dean and many other parts of the county.

The story is illustrated by extensive use of rare archive photographs, and is enhanced by informed commentary. You will also enjoy fascinating interviews, stunning modern film, excerpts of archive footage and visits to two of the county's preserved lines - the Dean Forest Railway and Avon Valley Railway - and the GWR Museum at Coleford.

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