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BR Britannia Class

Designed by R. A. Riddles and introduced in 1951 the Britannia Class was the first British Railways standard design to appear.

A total of 55 of the Class were all built at Crewe works with the final engine entering traffic in 1954. With just two outside cylinders it was a practical design built for ease of maintenance. In spite of this the locomotive was a handsome and well proportioned design. A real favourite among railway enthusiasts.

"We have previously manufactured the BR Britannia in 2.5" gauge and know how popular this classic locomotive is. Following the success of our 3.5" Coronation Class (Duchess) we know the Britannia will be much in demand. We started the 3.5" Britannia project in January 2018. Two and a half years later we are proud to introduce a model which will take pride of place in your collection. As an award winning model engineer I am delighted to have been involved in the development of this fine model".

Mike Pavie



Summary Specification



Length approx 54"

- Coal-fired
- Sprung axle boxes with needle roller bearings
- Two safety valves
- Silver soldered copper boiler
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- Piston valves
- Drain cocks
- Mechanical lubricator
- Reverser in cab
- Boiler feed by axle pump, and hand pump
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- Width 170mm
- Height 250mm
- Weight 38kgs

With its 74" driving wheels it was an archetypal passenger express and looks at home, at speed, at the head of a long rake of Mk 1 coaches. Allocated to all regions the locomotives remained in service to the very end of the British steam era with 70013 Oliver Cromwell hauling the final scheduled passenger service in 1968.

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ISSUE 274
November 27 –
December 22, 2020

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**AUTUMN GOLD
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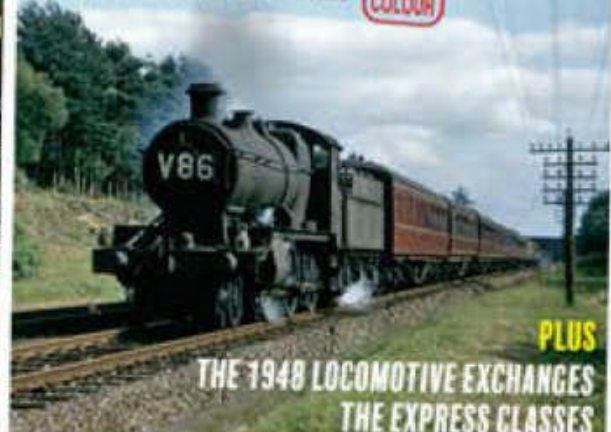
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4D-014-000 Class 29 6112 in BR green full yellow ends £129.16



4D-014-000S Class 29 6112 in BR green full yellow ends - DCC sound fitted £249.84



4D-022-016 Class 68 68034 in Direct Rail Services blue. £131.71

Hattons Originals - Steam locos



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (RRP £99) **BARGAIN** £89

Diesel locos

H4-66-037 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN". £150



H4-66-035 Class 66 66780 in GBRf/Cemex "The Cemex Express". £150



H4-66-031 Class 66 66789 in BR Large Logo blue GBRf branding "British Rail 1948 - 1997" £150
H4-66-031-S Class 66 66789 in BR Large Logo blue GBRf branding "British Rail 1948 - 1997" - Sound Fitted £265

Wagons



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules £118



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered £126
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Heljan - Steam locos



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered £221
266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker. £212

Diesel locos



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139) **BARGAIN** £94
2905 Class 07 shunter D2988 in BR green wasp stripes. £118.96
1722 Class 17 'Clayton' 8546 in BR green full yellow ends £118.96

Diesel train packs

1097 Class 33 trainpack Class 33/0 D6560 in BR green full yellow ends and four 'B' tank wagons in Esso - weathered £203.15

Man-made scenic structure - railway-related

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

Hornby - Steam locos

R3462 Class 42x 2-8-0T 4287 BR Black early emblem (RRP £105.99) **BARGAIN** £96



R3719 Class 5101 'Large Prairie' 2-6-2T 4154 in GWR green £126
R3719X Class 5101 'Large Prairie' 2-6-2T 4154 GWR green - Digital fitted £144



R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black. £153



R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green shirtbutton emblem (RRP £137.99) **BARGAIN** £124.50
R3721 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green £126
R3723X Class 61xx 'Large Prairie' 2-6-2T 6145 BR black early emblem - Digital fitted £144



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black £184.50



R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (RRP £189.99) **BARGAIN** £139.50



R3856 Class 8P Princess Coronation 4-6-2 'City of Salford' in BR green late crest £171



R3857 Class 8P Streamlined Coronation 4-6-2 6220 'Coronation' in LMS coronation blue £171



R3447 Class B17 4-6-0 2842 "Kilverstone Hall" in LNER green (RRP £120.99) **BARGAIN** £109



R3417 Class K1 2-6-0 62065 in BR black late crest (RRP £105.99) **BARGAIN** £96
R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (RRP £169.99) **BARGAIN** £124



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

O Gauge (1:43 Scale)

Dapol - Steam locos

7S-005-004S Class OF Sentinel 4wVB 7160 LMS black - DCC sound fitted **NEW** £297.50



7S-007-007 Class 57xx 0-6-0PT pannier 9669 in BR black late crest £199.75
7S-005-001S Class Y3 Sentinel 4wVB 42 LNER black - DCC sound fitted **NEW** £297.50



7S-005-005S Class Y3 Sentinel 4wVB 68164 in BR black early emblem - DCC sound fitted **NEW** £297.50
7S-005-002S Class Y3 Sentinel 4wVB No.39 in BR departmental black - DCC sound fitted **NEW** £297.50
7S-005-007S Sentinel 4wVB 14 "Maude" National Coal Board - DCC sound fitted **NEW** £297.50
7S-005-006S Sentinel 4wVB 2 "Isebrook" GWR light green - DCC sound fitted **NEW** £297.50

Diesel locos



7D-008-013 Class 08 shunter 08717 in BR blue. £191.25

Heljan - Steam locos

6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (RRP £699) **BARGAIN** £495



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (RRP £699) **BARGAIN** £495



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (RRP £699) **BARGAIN** £495



H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750
H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender £750



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender. £750



H7-A4-009 Class A4 4-6-2 60008 "Dwight D Eisenhower" in BR green late crest and streamlined non-corridor tender £750
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Diesel locos



3401 Class 33/0 in Civil Engineers 'Dutch' grey and yellow - unnumbered £466.65
3404 Class 33/0 Direct Rail Services blue - unnumbered (RRP £549) **BARGAIN** £415

Oxford Diecast - Cars

43RUB004 Austin Ruby Black **NEW** £17



R3828 The Aberdonian train pack Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering and 3 Mk1 coaches. £180

Diesel locos



R3906 Class 47/7 47739 in GBRf - Railroad range. £67.50

Diesel train packs



R3750 Belmont Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches £270

EMUs



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar £99

Murphy Models - Diesel locos

MM0135 Class 121 B135 in CIE original grey £149.50

Oxford Diecast - Cars



76BSL001 Bentley State Limousine HM The Queen **NEW** £8
76CP003 Ford Capri Mk1 Acquatic Jade **NEW** £5.50
76ESC003 Ford Escort Mk2 Diamond white **NEW** £5.50
76RAN006 Range Rover Vogue Santorini Black (Prince William) **NEW** £6

Commercial vehicles

76T5V005 AA VW T5 Van "AA Roadside assistance" **NEW** £6



76SHP011 Royal Mail Sherpa Van **NEW** £6

Oxford Rail - Steam locos

OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey £98

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

Wagons

OR76WW006C Warwell wagon 50t wartime green Sherman tank 95537. £38

N Gauge

Dapol - HSTs



2D-019-012 Class 43 HST 4-car book set in East Midlands Railway (ex LNER) red and white - 43251, 43295 and two coaches £170

Coaches

2P-014-020 Maunsell high window BTk brake third 3730 SR olive green **NEW** £27.16



2P-014-040 Maunsell high window CK composite corridor 5635 in SR olive green **NEW** £27.16

2P-014-060 Maunsell high window FK first corridor 7228 SR olive green **NEW** £27.16

2P-014-080 Maunsell high window TK third corridor 1122 SR olive green **NEW** £27.16

2P-005-323 Mk3 TFO first open 41159 in GWR green **NEW** £24.61

2P-005-340 Mk3 TSO second open 42300 in GWR green **NEW** £24.61



2P-005-339 Mk3 TSO second open 42579 in GWR green **NEW** £24.61



Life before lockdown: amidst a majestic blaze of glowing autumn hues, Southern Railway S15 4-6-0 No. 825 heads a North Yorkshire Moors Railway service train on October 25, a week before Britain's heritage lines entered lockdown for a second time, until the Government's stated date of December 2. ROBERT BATTY

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& PRINTING

Distribution
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Wolverhampton

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SUBSCRIPTION

Full subscription rates (but see page 30/31 for offer): (12 months 13 issues, inc post and packing) – UK £58.50. Export rates are also available – see www.classicmagazines.co.uk for more details.
UK subscriptions are zero-rated for the purposes of Value Added Tax.
Enquires: subscriptions@mortons.co.uk

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ISSN No 1466-3560

Published

Every four weeks on a Friday.
Advertising deadline
December 7, 2020
Next issue on sale
December 23, 2020

It must all come down to money

EIGHT years ago, it seemed an ultimate win-win situation: fill in one of the glaring gaps in the heritage era steam fleet by drawing on support from the most famous football club on the planet: build a replica of long-scrapped LNER 'Footballer' B17 4-6-0 No. 61662 *Manchester United*. Surely millions of Red Devils fans worldwide would donate sufficient sums of hard cash to make it happen?

Sadly it didn't grab their imagination en masse as hoped – and despite the sterling efforts of the enthusiasts who acquired an original LNER tender and began ordering a string of components as funds permitted for the project at the Mizens Railway in Woking, as revealed in News, page 32, the project has now run out of steam and folded.

Those behind it have taken the gentlemanly and applaudable course of action in donating the parts to the other group building a B17, No. 61673 *Spirit of Sandringham*.

Meanwhile, The A1 Steam Locomotive Trust, architects of the world's greatest heritage era new-build product, Peppercorn 4-6-2 No. 60163 *Tornado*, are making rapid strides towards filling another big void – a Gresley 2-8-2 P2 'Mikado' in No. 2007 *Prince of Wales*.

Herein lies the most fundamental principle of the heritage era. Raw enthusiasm and historical knowledge are indeed brilliant, but nowhere near magnificent enough to guarantee that projects will succeed. The only way forward, whether it is reviving a closed railway or taking on a ground-breaking new-build project, is to ensure you have public support – and masses of it – to the extent that people are prepared to regularly dip their hands into their wallets.

Herein lies where the A1 Trust has for decades been streets ahead of everyone else in the game: its fundraising schemes are second to none, ensuring not only that a constant stream of income allows

the manufacture of parts, but also the regular and effective maintenance of the finished product. A proven mechanism for income generation must be in place before a single blueprint is obtained or the first nut or bolt made. If you can't guarantee that, don't even think about starting.

At the other extreme, the seemingly-enormous headline-grabbing grant aid awards currently being dished out by Arts Council England via the Culture Recovery Fund for Heritage are indeed enormously welcome – but only for the moment. Six and in some

cases seven-figure sums will seem a ready solution to pandemic income stream problems, but only to those who remain blissfully unaware of the true cost of running a heritage line. In this issue, we report that the Swanage Railway, despite a sizeable grant award combined with a successful SOS fundraising drive of its own, has been forced to make redundancies.

Again, I appeal to readers: take no notice of any 'windfall' that your chosen railway has received: while there is no concrete end in sight to Covid-19, it will run short again. So donate where you can, and with Christmas approaching, buy your presents from its retail outlets or online shop wherever you can, join as a member or even buy tickets for future use when the gloom finally lifts. We really are all in this together.

At the time of writing, uncertainty hangs over heritage services in the short term: we are told the second lockdown will end in England on December 2, but nothing, where the country is in effect on a war footing, can ever be certain. However, if you want to keep abreast of the latest developments in the sector, turn to pages 30-31 and take advantage of our *Heritage Railway* unbeatable seasonal subscription offers today.

“Raw enthusiasm and historical knowledge are indeed brilliant, but nowhere near magnificent enough to guarantee that projects will succeed.”

Robin Jones Editor

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November 27, 2020 – December 22, 2020

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Centre

GWR 0-4-2T No. 1450 leads 0-6-0PT No. 7714 across the Severn Valley Railway's Oldbury Viaduct.

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Features

Autumn breaks and back to winter!

Robin Jones and Gareth Evans present a stunning selection of autumn photographs submitted by readers, showcasing trains at work across the heritage railway sector, when steam locomotives performed in a changing, colourful landscape, in varying light and the wonderful effects a new season brings.



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CONTENTS: During an unpredicted, but very welcome and stunning sunset on October 23, LMS Jubilee Class 4-6-0 No. 45596 *Bahamas* performs the second of four run pasts through Bishops Sutton on the Mid-Hants Railway. Caught on camera during a Mad Hants Charters photo charter, the train comprises vehicles restored by the line's Wagon Group. The locomotive returned to its Keighley & Worth Valley Railway base under its own power six days later – see Main Line News. DAVE RYDING

COVER: Bulleid West County light Pacific No. 34046 *Braunton* runs along Tenbury Wall while approaching Bewdley with a test train with Locomotive Services Ltd stablemate LMS 4-6-0 No. 46100 *Royal Scot* on the rear, on the autumnal Severn Valley Railway on October 28. See Main Line News, pages 54-59. JOHN TITLOW

Keeping the quartet alive!

The North Eastern Locomotive Preservation Group owns four engines, all of which are now unique. Gareth Evans learns about the organisation's history and latest developments, as well as how it is setting itself up for the future. He also shares the recollections of one of the group's longstanding members.



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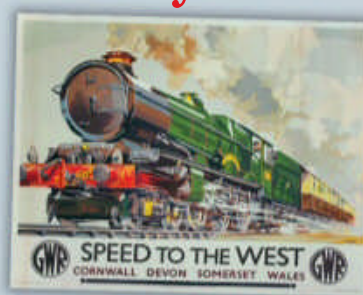
The next train to the Rainbow's End!

The legendary Colonel Stephens built a mineral railway in the Peak District – and it was used to carry passengers to the Rainbow's End! Today, a team of volunteers is working on two fronts to revive the Ashover Light Railway, writes Robin Jones.



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Publicity Corner



Western poster haul discovered

70

A collection of GWR and BR publicity material found in a west London attic.

Models



War horses of steam

72

Pete Kelly examines some of the locomotives sent overseas during the First World War, before looking at some of the choice of OO-scale ready to run models available.

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Cholsey and Isfield also in the money

THE Cholsey & Wallingford Railway and the Lavender Line have each been awarded grant aid from the Culture Recovery Fund for Heritage.

Commenting on his line's £15,700 award, Cholsey chairman Tony Stead said: "As a small volunteer run charity, these funds are vital to ensure we can reopen in 2021 and be Covid secure. No public trains have run in 2020, but we can't wait to operate again next year and show off our improved Wallingford station with the new Victorian canopy from Maidenhead taking centre stage.

Overheads

"This grant is an endorsement of the railway and all our dedicated volunteers. It will not only cover our fixed costs for six months, but it will allow us to ensure that we can be Covid-safe when we are able to re-open.

"Not having to use our reserves to cover fixed costs allows us to invest in improvements to complement the massive changes that are underway at Wallingford station. We hope to be able to welcome everyone to a station with a greatly improved ambience reminiscent of train travel from the past, as soon as it is considered safe to do so."

Lavender Line Limited was awarded £15,300, also to compensate for loss of income during the pandemic and to cover overheads.

Major cash for museum pair

TWO museums with railway interest have also been awarded major grants by the Culture Recovery Fund for Heritage.

The Black Country Living Museum Trust at Dudley, which includes a heritage tramway among its many exhibits, has received £2,559,805.

The Ironbridge Gorge Museum Trust, which has a 3ft gauge replica of Richard Trevithick's first steam locomotive built in Coalkbrookdale in 1802, and which is based at Blists Hill Victorian Town, has been awarded £1,860,000.

Biggest grant yet for the biggest line in Britain

By Robin Jones

THE North Yorkshire Moors Railway (NYMR), Britain's most popular heritage line in terms of passenger numbers, has been awarded £1.94-million in the second round of the Government's £1.57 billion Culture Recovery Fund for Heritage (CRFH) grants to help it survive the financial challenges caused by the Covid-19 crisis.

The second round 'handout' of grants between £1-£3 million, totalling £18,760,865 million, to eight organisations, followed the previous round of grants under £1 million, as highlighted last issue.

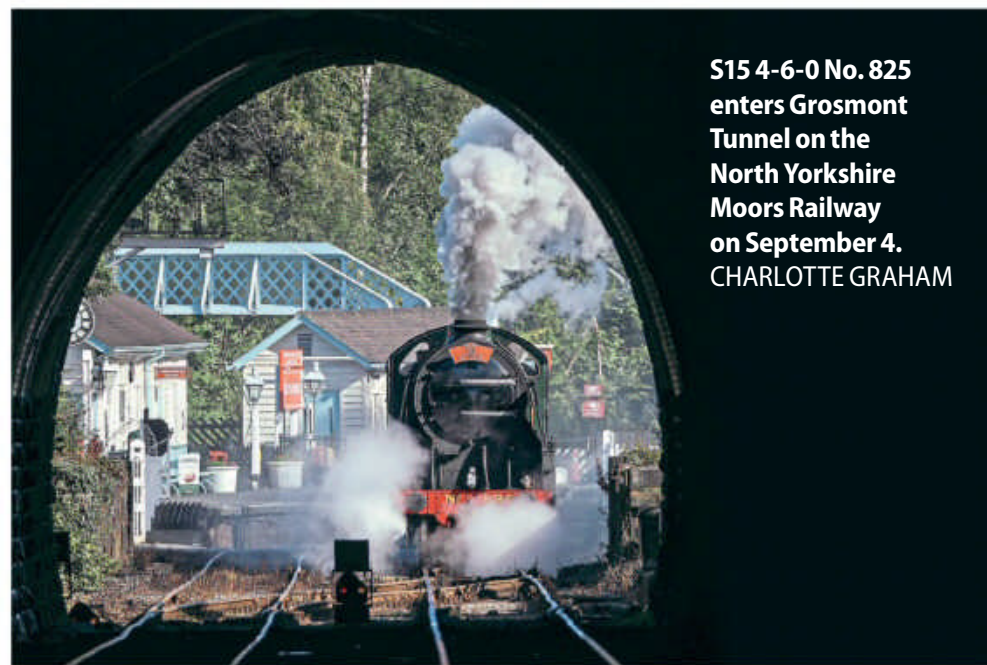
NYMR general manager Chris Price said: "Let's face it, 2020 has been a whirlwind of a year, and there has been so much uncertainty. Here at the NYMR we've launched a number of crisis appeals and had to call on the generosity of members of the public to help us pull through and it's been extremely tough, but we've made it this far.

Relief

"However, I can't tell you the sigh of relief we've breathed after receiving the news from Arts Council England that we've been awarded such a significant grant, which we believe is the largest awarded to a heritage railway in the UK. It will enable us to continue to offer a safe, revised service and build back to our 300,000 annual visitors, as well as secure jobs and our heritage skills.

"It's a real testament to the work that we do to have recognition of the importance of NYMR to the region, both economically and culturally.

"It also means our Yorkshire's Magnificent Journey project can carry on, enabling us to continue



S15 4-6-0 No. 825 enters Grosmont Tunnel on the North Yorkshire Moors Railway on September 4. CHARLOTTE GRAHAM

with building our conservation and heritage apprenticeship programmes, our lineside ecological conservation work, offer fuss free access for disabled visitors, grow our learning offer at Pickering and Goathland, and of course reach out to individuals, groups and communities to share our passion for the history of the region through steam travel.

"Thank you to Arts Council England and the Culture Recovery Fund."

The LNER Coach Association, which has its workshop on the NYMR at Pickering, has received £38,000 in the latest round of CRFH grants.

A statement said: "This much needed finance will enable us to resume work in conserving and restoring some of our priceless collection of heritage carriages.

"It also gives us the opportunity to develop the sharing of our heritage skill sets with local technical colleges, and the chance to attract a wider range of volunteers. It is going

to make a real difference to our activities in 2021 and beyond.

"Post lockdown, we hope you will be able to visit our workshop at Pickering and see our work in progress.

Future

"We cannot run our beautiful carriages without a superb railway on which to operate, and it is great news to hear the NYMR has been awarded a sum of £1.9 million from the same source – this will ensure the NYMR has a thriving future in these difficult times."

Culture Secretary, Oliver Dowden said: "These grants will help the places that have shaped our skylines for hundreds of years and that continue to define culture in our towns and cities.

"From St Paul's and Ronnie Scott's to The Lowry and Durham Cathedral, we're protecting heritage and culture in every corner of the country and ensuring it can bounce back strongly."

Stockton & Darlington gets £38k to prepare for 2025

THE Culture Recovery Fund for Heritage has awarded £35,000 to the Friends of the Stockton & Darlington Railway to help the volunteer group celebrate its 200th anniversary in 2025.

It plans to use the funding to help it preserve the trackbed of the world's first public steam-operated railway as it gears up towards the bicentennial celebrations. It will be used for fundraising strategy development, website development, business and asset transfer planning and volunteer training.

Friends chairman Trish

Pemberton said: "I am absolutely over the moon with the vote of confidence shown in us.

Development

"We will use this money to help look after the line. It will allow us to commission specialists to support our development and to deliver a much brighter future for the Stockton & Darlington Railway, which is loved not just by local people but by people all around the world.

"We hope it will help us to provide a world class heritage offer based on the line's rich history,

which we'll be proud to show off to the world in 2025, and which will inspire communities and stimulate economic regeneration all along the line."

The Friends has also been given £40,000 from Historic England to support the group's work on community engagement and combating heritage crime.

→ Michael Palin backs campaign to keep Locomotion No. 1 in Darlington – page 20.

→ Darlington Borough Council plans 26-mile walkway and cycle route alongside the Stockton & Darlington Railway – page 38.

East Lancashire gets £641.6k to face “unprecedented challenges”

THE East Lancashire Railway has been awarded £641,600 in the second round of Culture Recovery Fund for Heritage (CRFH) grants.

The railway's chairman Mike Kelly said that the funding was a great boost to its fortunes.

“We're immensely proud of the timeless experience the ELR provides for hundreds of thousands of visitors a year – thanks to the dedication of our volunteers and staff. However, the Covid-19 outbreak has plunged our entire, long-term future into jeopardy.

“This year alone we have been forced to make redundancies and we're now facing a cliff-edge scenario with a 50% drop in revenues, resulting in an historical six-figure loss,



John Cameron's A4 No. 60009 Union of South Africa was stabled on the East Lancashire Railway after its main line ticket expired in March. ELR

alongside a projected 50% decline in revenues for 2021.

“As a charitable organisation, we are left in a perilous position as we wrestle with these unprecedented financial and operational challenges.

“The loss of the ELR to the North West and the wider heritage transport family would be catastrophic on any level, which is why we're so incredibly

grateful for the financial award from the CRFH.

“Right now, with the railway again forced to close, it feels like the CRFH is the cavalry coming over the hill to save us.

“This incredible level of support helps cover our wages and operational costs for a precious few months and gives us an important

breathing space to try and rebuild the railway's finances.

“The lifeline also helps us to keep running services and ensures the railway remains Covid-secure so that we can preserve this unique heritage experience for our many thousands of visitors of all ages and secure an enduring legacy for future generations to come.”

London Transport Museum given £1.75 million lifeline

LONDON Transport Museum has received a £1.75 million lifeline from the Culture Recovery Fund for Heritage to help face the challenges of the coronavirus crisis.

After the pandemic forced London Transport Museum to close its doors in March, it has suffered losses of £3 million and in July launched a public appeal to help fund its future.

Investment

The grant from the fund, which is being administered by Arts Council England, is seen as vital to support the museum into the New Year.

It will allow the Covent Garden venue to keep doors open for people to discover its unique collection of heritage vehicles, social

history and art and design, as well as its family activities and award-winning Hidden London exhibition in the Global Gallery.

The delivery of new online activity developed during lockdown for people to take part in at home will also continue thanks to this new investment.

The investment also includes schemes like Route into Work, which is part of the museum's skills and employability programme. Through new online workshops and careers advice this scheme connects young Londoners – a group hit hardest by the pandemic – with opportunities at recruiting for transport businesses.

A popular new series of virtual Hidden London tours revealing

the secret history of disused Underground stations usually off limits to the public, will also continue.

In the long-term, the museum still faces an unprecedented financial challenge with further losses expected, but the grant has nonetheless bought much-needed reassurance at the present time.

Reaction

Museum director Sam Mullins OBE said: “This new funding gives us hope. It is a huge shot in the arm for my trustees and colleagues and gives us confidence for the future. It will mean we can keep our doors open into the New Year, continuing our programmes for families,



City & South London Railway electric locomotive No. 13 on display at Covent Garden. ROBIN JONES

children, young people, culture and transport fans.

“A huge thank you to Arts Council England, the Department for Digital, Culture, Media and Sport and HM Treasury, and to the many supporters who have stood by the museum during this difficult time.”

There's more money on the way – says National Lottery Heritage Fund CEO

MORE funding to help heritage organisations through the pandemic is on the way, said Ros Kerslake, Chief Executive Officer of National Lottery Heritage Fund.

“Eight months into the coronavirus crisis, the outlook for our health and our economy remains deeply uncertain,” she said. “A steady rise in the rate of infections, resulting in national and local lockdowns, means that the path to recovery in the heritage sector – in common with so many aspects of our national life – is fraught with difficulty and challenge.

“With ongoing national and global instability, on behalf of the National Lottery Heritage Fund team, I want

to do what I can to give a degree of certainty and confidence to the partners and stakeholders we work with, regarding our funding plans for heritage over the next 18 months or so.

“Our mission now is to support the heritage sector to consolidate its recovery in the medium term.

We will continue to work with Government, Historic England and other partners on the best options for further investment from the Culture Recovery Fund, to support heritage organisations through the months ahead, “we will begin a phased reopening of project funding through our

National Lottery Grants for Heritage.

In the first phase, beginning November 25, we will resume accepting applications for grants from £3,000-£10,000 and £10,000-£100,000. This will provide some much-needed financial assistance, particularly to those heritage sector organisations who have, so far, been unable to access Covid-19 emergency funds.

We will be looking for projects with a particular emphasis on organisational resilience and inclusion.

In the second phase, beginning February 8, 2021, we will resume accepting applications for grants

from £100,000-£250,000 and £250,000-£5-million.

As we build back, I want us to grasp the possibilities that this trying period offers for positive change across the heritage sector.

“We will prioritise projects that boost the local economy, provide job creation and encourage skills development, support local health and well-being, encourage rebuilding community cohesion. And critically, we will want all the project partners we work with to demonstrate that they are building long-term environmental sustainability and inclusion into their plans.

Wolverton Works offers the heritage railway movement a 17-road workshop

Words and pictures by Phil Marsh

WHEN the Gemini Rail Group at historic Wolverton Works announced several months ago that it had taken the hard decision to close its seven-bay 17-road workshop at the extreme west end of the site due to a significant downturn in workload, local fears were sounded that its demolition would be the result.

However, following a recent announcement made by the group's Wolverton Business Unit director Kirk Trewin, *Heritage Railway* visited Wolverton to hear first-hand about the plans to expand the Wolverton business model, and to tour the 1902-built workshop.

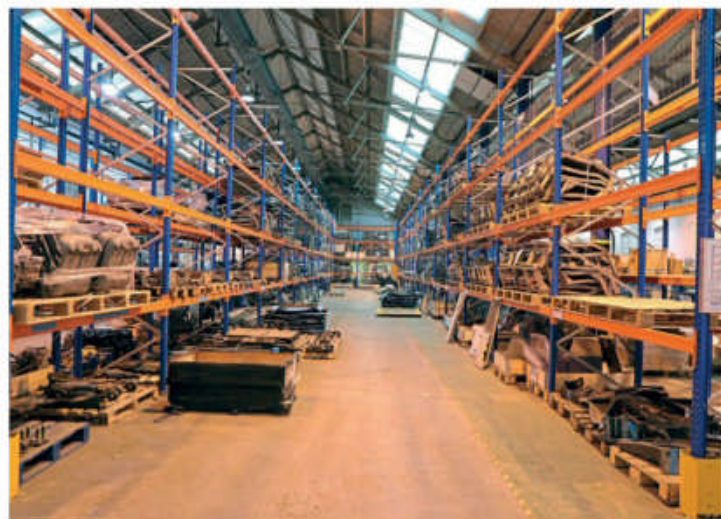
Inside the shed, Kirk said: "Rather than do nothing with this significant and still eminently useable fully equipped building, Gemini is now looking at alternative uses for this huge workshop. It offers a safe, secure working environment with areas between 10,000 and 100,000 sq ft of covered accommodation available for leasing which also offers HGV road access and secure car parking."

Origin

Wolverton Works was established by the London and Birmingham Railway Company in 1838 at the midway point of the 112-mile route from London to Birmingham, which was developed by Robert Stephenson.

When constructed, the 1902 workshop was called The West Paintshop and linked by a traverser to the rest of the works' buildings and the West Coast Main Line via the original London & Birmingham Railway main line alignment, altered in 1889 to its present location.

Apart from wartime military use, it has variously housed the wheel shop, bogie shop, electric traction shop, road vehicle shop, component overhaul activities and storage, paint spraying, corrosion and accident repairs also incorporating several



The expansive Top Shop workshop stores area.



The crane-equipped bay in the Top Shop on October 16.



The traverser leading into Wolverton Top Shop.



The fully-equipped Wolverton engineering workshop.

modern office suites, messing facilities and a canteen.

Gemini's head of operations Brian Ferguson told *HR* during the visit: "This building can accommodate an estimated 35 passenger carriages, it also offers several suites of modern offices, messrooms and canteens to prospective users. Additionally, several of the seven bays have overhead cranes and a high voltage three-phase power supply."

The engineering workshop is equipped with lathes, presses, ovens and other mechanical equipment being used until very recently and would be very familiar with heritage railway workshop staff and volunteers.

Kirk Trewin was keen to emphasise to charter train operators and stock providers that Wolverton Works also offers easy access to the Midland Main Line via Bletchley and when East West Rail opens, access to the Chiltern and Great Western main lines also via Bletchley.

Future

He said: "In essence, Wolverton was opened in 1838 in a central location and that still holds good today but unlike in Victorian times, it is now a perfect location for secure and undercover off-lease vehicle storage, or perhaps for heritage groups to undertake traction and rolling stock renovation or restoration projects and it's time to see if

there is a demand for these ready-made and soon to be available facilities."

Gemini is also keen to explore if rail-industry engineering apprentice training can be based at Wolverton. Such schemes might provide a ready path into Gemini's workforce.

A final discussion with Gemini's managing director Tim Jenkins raised the thought that this massive facility might be just what major film units might require for a discreet secure filming location, with its associated parking and HGV access.

Full details can be found on Rightmove at tinyurl.com/wolvertonworks Alternatively, telephone Hadlands Chartered Surveyors on 01604 912135

The huge seven-bay 17-road Wolverton Top Shop for lease. Could it now become a centre for heritage railway engineering?





Lest we forget: The Cavell van, whose interior has been re-created as much as possible by the Kent & East Sussex Railway into as it was exactly 100 years ago, when it transported the coffin of the Unknown Warrior from Dover to London. ROBIN DYCE

KESR plays role in Unknown Warrior radio and TV broadcasts

By Geoff Courtney

A FORMER South Eastern & Chatham Railway luggage van that is a cherished part of the Kent & East Sussex Railway rolling stock fleet, featured in three radio and television broadcasts on November 11, marking the centenary of the burial of the Unknown Warrior at Westminster Abbey.

The van played a poignant role in Britain's post-First World War history when it transported the coffin of the Unknown Warrior from Dover to London on November 10, 1920, a day before the coffin's burial at the Abbey in the presence of King George V.

Numbered 132, the van had the previous year carried the coffins of First World War heroine Nurse Edith Cavell and two months later Capt Charles Fryatt, who was executed by Germany after a show trial. Subsequently known as the Cavell van, which it still is today, it saw main line service with the Southern Railway until 1946, before use as a stores vehicle and subsequently a staff and tool van.

Restoration

It was purchased by the Tenterden Rolling Stock Group in 1992, and has been based at the KESR since 2004. Ten years ago it was rededicated after a major restoration by volunteers that saw its interior re-created as much as possible to what it was in 1920, including an altar, drapes, a replica of the Unknown Warrior's coffin, and a catafalque covered by the Union Flag.

The centenary service at Westminster Abbey on November 11 was attended by Prince Charles, the Duchess of Cornwall, Prime Minister Boris Johnson, and other dignitaries.

Both the BBC and ITV featured the Cavell van on the day, the BBC on Radio Sussex and BBC TV South East, and ITV on Meridian. Brian Janes, of the KESR-based Colonel Stephens Railway Museum and the van's



Centenary interview: Brian Janes (centre), custodian of the Cavell van, being interviewed at Tenterden station by ITV Meridian on November 11, as part of a live broadcast on the centenary of the burial of the Unknown Warrior at Westminster Abbey. The van, which is behind Brian, transported the coffin from Dover to London on November 10, 1920. It was saved for preservation and has been based at the Kent & East Sussex Railway since 2004. To the right is Hunslet 0-6-OST No. 25 Northiam. SHAUN DEWEY

custodian, was interviewed for both the radio and the live ITV broadcasts, and BBC South East aired a video of the van on the climb into Tenterden station behind Hunslet Austerity 0-6-OST No. 25 Northiam.

In addition, the van was to be part of a special centenary train taking passengers to Northiam after a service at Tenterden station, but this had to be cancelled due to the latest Covid-19 lockdown, while plans to have it on display at London Victoria station and run on the national network also had to be abandoned.

KESR general manager Shaun Dewey said: "We were disappointed the centenary train had to be called off, but everybody's safety comes first, although we were of course very pleased that we were able to mark the centenary and the Cavell van's history in the way we did."

The lockdown also forced the cancellation of the season's first Santa special on November 29 that was due to run as a 'quiet day' train for children with autism or who would benefit from a more relaxed environment, a service that Helen Douglas, the railway's sales and marketing manager, said had proved extremely popular since its introduction three years ago.

Services

The lockdown is due to end on December 2, and if it is not renewed and if other restrictions allow, the railway will run the steam-hauled Santa trains on the first three weekends of the month and on December 22-24. It also plans to run steam-hauled new year specials on December 31 and January 1-3.

→ Glenfinnan Viaduct marks Armistice Day – Main Line News, page 55.

Return of a 'Footballer' to the main line?

By Cedric Johns

BACK in the golden age of steam, its attraction was occasionally countered by the excitement created when the local football club was pressing for promotion or enjoying a good run in a cup competition.

Those in power in the offices of the LNER recognised this fact by naming B2/B17 4-6-0 classes after English League clubs – No. 61648 *Arsenal* being the first example.

Steam Dreams chairman David Buck, owner of B1 4-6-0 No. 61206 *Mayflower*, remembers those days when he spent youthful hours on the platform at Ipswich station, an Eastern Region ABC in his pocket – "I could not afford a combined volume" – happily noting the comings and goings of B1s, B2s and B17s.

During the season he was, he said, equally happy following the crowds to Portman Road to support the blue and white colours of Ipswich Town in the great European days of the club.

With all those memories in mind, he is watching the progress of 'The Town' as the club currently strives for promotion from Division One.

Efforts

David had held out high hopes last season but the team's efforts faded in the final run in, the club missing out on a place in the Championship.

So, all eyes are on the present as Ipswich sit in third place during the international break a point behind Reading.

However, should 'The Town' gain promotion, David – who as previously reported, owns the plates – plans to renumber his engine 61674 and name it *Ipswich Town*.

"I will run a couple of Ipswich-Norwich trains out of Liverpool Street to mark the team's promotion and revive old memories," he said.

→ The scheme to build a replica of B17 'Footballer' No. 61662 *Manchester United* folds – News, page 21.



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Christmas trains to go ahead, if...

By Robin Jones

DECEMBER 2 has emerged as the seminal moment in the month's calendar as far as the UK and its heritage railways are concerned.

That was the date announced in late October by Prime Minister Boris Johnson as the end of the second enforced lockdown for England, aimed at curbing Covid-19.

As we closed for press, reported daily cases were still above 20,000 and Health Secretary Matt Hancock said it was "too early to know" if the current restrictions had been effective in curbing the infection rate, and a senior health chief warned a that "strengthened" local tier system would be needed to replace the lockdown, even if it ended on schedule.

The heritage sector, both its railways and main line tour operators, have been left shrouded in uncertainty as to if and when they can guaranteed to start running again. Festive trains are a massive earner and financial cornerstone for heritage lines, and the second lockdown which has closed them for a month also wiped out their November 27/28 first weekend of Santa specials. Lockdown left railways either offering refunds or alternative seats on later trains.

Indeed, several heritage lines have internally discussed running extra festive season services in January to compensate not only for any cancelled dates but for lower passenger numbers on individual services because of social distancing.

The North Norfolk Railway (NNR) has extended the run of its illuminated Norfolk Lights Express up to January 17, running every day from December 3 until then, apart from December 24-26. Like most other heritage railways that are still planning to run festive trains, the Poppy Line will start regular Santa specials on Saturday, December 5.

Cancellations

Early casualties of the second spike and lockdown have been the three remaining American-style 'Polar Express' events, which involves costumed actors mingling with passengers on the trip to the North Pole, at the South Devon (SDR) and Wensleydale railways and the Seaton Tramway. The events at the two railways were cancelled by organisers and license holders PNP Events of Telford on October 22, followed by a similar decision at Seaton. PNP offered passengers refunds or tickets for the corresponding 2021 event.

An SDR statement said: "Over 16,800 people had flocked to book to travel on the SDR's 'Polar Express'

for the first time over 17 days, on 85 scheduled trains, in late November and through December, and which will be a further blow to the SDR in its most difficult year ever, having not been able to run any trains for 220 days since March 17."

The Severn Valley Railway is among lines confirming that its Christmas and festive events from December 3 onwards, including Santa specials and its Steam in Lights trains, will still go ahead.

General manager Helen Smith said: "The carriages we'll be using for these services have private compartments, so each group has its own exclusive space to travel in. We've received hugely positive feedback from passengers about our Covid-secure arrangements, and many comments about how safe people have felt travelling with us."

Gloucestershire Warwickshire Railway commercial director Graham Radband said: "We have to expect that lockdown will end as the Government plans so that we are ready to run trains again as soon as we are able."

"We are hopeful that we can operate special trains from Toddington to Winchcombe for families to see Santa in person. Our volunteer Santa team has been working flat out to ensure that

Winchcombe station is transformed to North Pole station in time."

The Great Central is also planning to run its advertised festive services as soon as the lockdown ends. WR Hawke'sworth inspection saloon No. W80970W has returned to the line after four years on the NNR. The 1948-built coach, owned by Locomotive Maintenance Services (Loughborough), is being offered for festive period bookings: email regan.bamford@gcrailway.co.uk or telephone 01509 632331.

Resumption

The West Somerset Railway intends to run its first train of 2020 in the form of its Santa Express services, from Bishops Lydeard only, on December 12/13 and 19-24, and as with most lines, tickets are available by advance bookings only, for compartments of up to six people or tables of four, at www.west-somerset-railway.co.uk or on 01643 704996. Masks must be worn by passengers and social distancing will apply throughout.

The Mid-Hants Railway has increased its festive events with Santa visiting on selected dates in December, in addition to its new Steam Illuminations event.

The Talylyn Railway will not run Santa specials until December 23/24, but will offer 'Tinsel & Turkey' trains on December 2, 6 and 9, and 'festive steam' trips on December 26-28.

However, several heritage lines have already cancelled all festive services outright because of the pandemic. One, the Llangollen Railway, said in a statement: "With the uncertainty surrounding further local area lockdown restrictions, there is no guarantee the majority of our passengers will be able to travel with us throughout December."

The Ffestiniog & Welsh Highland Railway will not run festive services, but its Porthmadog Harbour station shop will open from 10am to 3pm on Wednesdays to Saturdays. Like several other lines, it will also take orders from its online shop.

The Middleton Railway will close until April 2021, but will spend the closure period building an extension to its museum to enable it to better tell the story of early steam pioneers Matthew Murray and John Blenkinsop, and their contribution both to railways and to the city of Leeds itself, and also completing two steam locomotive overhauls for next year.

➔ Up & Running – pages 92-94.

However, in the global uncertainty in the name of Covid-19, unprecedented in living memory, and changing by the day, it is imperative that intended visitors to all heritage lines and museums check with them first before setting out.



The North Yorkshire Moors Railway will not be running its illuminated Northern Lights train or Santa specials from Pickering and Grosmont this year, but will instead offer a Santa Reimagined package with social distancing and enhanced cleaning regimes from Pickering to Levisham on December 5/6, 12/13 and 19-24. The railway is also offering Pullman dining on its 'Christmas Moorlander' return trips from Grosmont to Pickering on December 3/4, 8-11, 15-18, 31 and January 1-3. SR S15 4-6-0 No. 825 is seen heading a NYMR dining train through a fairytale December winter moorland landscape in 2008. NYMR



One of the final pair of coupling rods for new-build Gresley P2 2-8-2 No. 2007 *Prince of Wales* is seen being forged by Stephenson Engineering of Lancashire on November 12. The firm, meanwhile, is nearing the completion of machining the leading coupling rods. To date, more than £2.5 million has been spent and more than £3 million raised of the required £5 million to complete the locomotive within the next three years. To donate to, or join, The A1 Steam Locomotive Trust's project, visit www.p2steam.com, email enquiries@p2steam.com or telephone 01325 460163. A1SLT



The smallest steam locomotive on the North Yorkshire Moors Railway has returned to traffic following overhaul. Cockerill 0-4-0 vertical-boilered steam tram No. 8 *Lucie*, which dates from 1898, was bought by NYMR traction and rolling stock manager Paul Middleton from the Middleton Railway in September 2017, and is now running again. *Lucie* is seen at Goathland during its first loaded test run on October 30. It is now likely to be used for carriage steam heating and shunting. BILL PARKER

'Dissenters' fail to win a single seat on West Somerset Steam Railway Trust board at annual general meeting

By Robin Jones

A GROUP of 10 dissenting West Somerset Steam Railway Trust (WSSRT) members lost their bid at the November 14 Annual General Meeting, to be elected to its board.

A trust statement said: "An attempt was made by a small group of members to try and overwhelm the existing board of trustees.

"This was done by quietly signing up additional new members from June this year, many from outside the West Somerset Railway (WSR) community, with the specific intent of appointing 14 new trustees to force a vote on merging with the WSR Association, and thereby using the shares owned in each charity to try and take over control of the plc.

"The WSSRT membership voted to reject these new trustees by a significant margin. The total votes cast for them were 1291 (70.54%) against and 508 (27.5%) votes in favour, with 31 (1.69%) abstentions.

Trustees

"As a result, none of the proposed new trustees (originally 14, later 10) were elected and there was resounding support for the existing board of trustees, including election of the three new recently co-opted trustees (as reported last issue) and the membership voted by a significant margin for the WSSRT to remain as an independent charity."

The AGM, held virtually via Zoom due to Covid-19 restrictions came in the aftermath of the sudden resignation of WSSRT chairman Chris Austin and trustee

David Baker.

Chris said: "I can no longer carry out this role while I continue to be the subject of intimidation and harassment by a group of people who are bent on taking control of the trust in order to secure the plc shares it owns and to force a merger with the association which, as a trustee, I do not believe is in the best interests of the trust, or of the WSR."

Chris claimed that he had been subjected to threats from the dissenting members, both of legal action and to report the trust to the Charity Commission.

"The accusations made have become increasingly hostile and are quite inappropriate in relation to a small charity run entirely by volunteers; enough is enough," he said.

"I am grateful to my nine excellent trustees who have given me so much support over the last few difficult weeks. I have enjoyed



Former West Somerset Steam Railway trust chairman Chris Austin. WSSRT

working with Jon Jones-Pratt as plc chairman and Mike Sherwood as association chairman."

Acting WSSRT chairman Steve Williams said: "This result is an overwhelming rejection of the tactics of those who sought to take over the trust. The members concerned could have brought their plan to the WSSRT trustees in an open, collaborative and consultative way.

Confidence

"The result of the AGM represents an overwhelming vote of confidence in the board of trustees and their stewardship of the trust.

"The board now wishes to move on and get back to normal business with its volunteers and the rest of the WSR.

"There are some exciting projects and activities to complete, notably the Gauge Museum project and our Heritage Recovery Fund work in relation to Covid-19, as well as supporting the plc to reopen the railway and progress the implementation of the Bailey Report (towards achieving 'one railway')."

A board statement said: "The one positive that has come out of all this activity was a big increase in revenues, with a tripling of the membership numbers from just over 80 to nearly 250 members in just four months."

Jonathan said: "It's rather surprising that a few chose to position efforts to cause further disruption at this time of need.

"Meanwhile, so much work is happening behind the scenes to stabilise the business activity, notably done with little noise."

Patriot project pushes on

By Gareth Evans

THE LMS-Patriot Project continues to progress its new new-build 4-6-0 No. 5551 *The Unknown Warrior*.

At the Princess Royal Class Locomotive Trust's West Shed at the Midland Railway-Butterley, work is ongoing on the lubrication system and on various brasswork and fittings, such as valve chest drains and tail rod bushes. Further components – the reverser shaft and the cylinder covers – have been returned to the West Shed.

A work package has been agreed with Riley & Son (E) Ltd for the remedial repairs to the welding defects on the driving wheels. The three wheelsets were moved from Butterley to Bury on October 12. The centre driving wheels have already been pressed off the axle.

When the welds were removed from the wheels, significant defects were evident and repairs have now been made to the standard required. The team at Riley's is to continue with reassembly of the centre driving wheel, with fully approved procedures in place, including UAT (User Acceptance Test), NDT (Non-Destructive Test) and welding approved in conjunction with Ricardo Rail.

Fitting of the boiler stays continues at contractor Heritage Boiler Steam Services (HBSS) in Merseyside in preparation for the move to West Shed. The installation of slide bars and studs is required before the boiler can be placed in the frames, and it will be undertaken by HBSS before the boiler is moved.

→ Donations can be made online via www.lms-patriot.org.uk or sent by post to: The LMS-Patriot Company at: The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

Farewell to Stuart Baker, author of the modern rail atlas

STUART Baker OBE, a former divisional manager for rail at the Department for Transport (DfT), and best known in enthusiast circles for his Rail Atlas of Great Britain and Ireland, died on November 4 following a long illness.

First published in 1977 by the Oxford Publishing Company, when he was a student at Lincoln College, Oxford, the 'Baker atlas' has been described as "one of the must-have books on the subject of the contemporary railway industry."

In the preface to the first edition, Stuart said that the inspiration for the atlas was partially fuelled by "a feeling of total bewilderment by 'Llans' and 'Abers'" on first visiting South Wales in 1973, and secondly a wall railway map drawn by a friend. The 15th and fully-revised edition was published by Crecy on June 12.

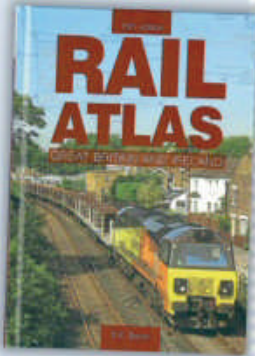
Career

Stuart joined the BR management training scheme in 1977 after graduating and worked his way up to become route manager of the InterCity East Coast and production manager at Regional Railways NE.

In 2001, he moved to the Strategic Rail Authority and four years later transferred to DfT in 2005, where he became programme director. He led many major rail projects, including West Coast modernisation, the new Reading station and flyover, and led the Intercity Express Programme to replace the InterCity 125 and 225 fleets on the East Coast and Great Western main lines with Hitchchi A-train Class 800 electro-diesel units and Class 801 EMUs.

He was made an OBE in the New Year's Honours List 2010.

After suffering a serious stroke, he took early retirement from the DfT in 2018.



Wallingford's new showpiece 'Brunel' station takes shape

By Tony Stead

THE interior of the Cholsey & Wallington Railway's (CWR) new terminus as passengers will see it, was revealed for the first time on November 14.

Contractors worked through the day to clear all the internal scaffolding which had been used to erect the Brunel broad gauge canopy from Maidenhead station at Wallingford, as the project nears completion.

It is nearly 10 years since the initial idea of relocating the Victorian canopy protecting platforms 4 and 5 at Maidenhead, due to the Crossrail project, was first suggested.

The broad gauge era width has enabled the heritage line to run two tracks through the canopy – and the horizontal extension will protect the railway's static museum coach and a coal wagon from local merchant Hutt's of Cholsey.

It was almost three years before the canopy was finally dismantled and delivered to Wallingford. With help from structural engineering consultancy the Mortons Partnership, the project manager, several options

were explored for the restoration of all, or just parts, of the canopy and, in consultation with the Railway Heritage Trust (RHT) the decision was taken to restore the complete 82ft long shed.

The scheme involved making patterns and recasting some of the broken fancy cast iron spandrels and other components, plus remaking one span of the cast iron lattice beam, as well as replacing several of the missing wooden back boards and all of the characteristic dagger boards.

The patterns may prove useful in the future if any other railways wish to build a similar structure using a Victorian design. The project has also reproduced the pylons and turnbuckles that provided additional lift for the horizontal extension of the roof.

Columns

The greatest problem was presented by the columns. At Maidenhead, the canopy was supported on four columns with one end attached to a brick building.

The problem was exasperated by the fact one column was badly

damaged when being removed. Fortunately, at about the same time, changes to a neighbouring station, Burnham, resulted in Network Rail offering two, larger, columns for sale. These columns will now support either end of the canopy with the original three Maidenhead columns placed in the middle.

Being larger, and buried deeper, the Burnham columns will replace the support previously provided by the brick building. The erection of the structure has been undertaken by Green Oak Carpentry of Liss, Hants and the painting by Heritage Painting.

The £700,000 project has been funded throughout by the RHT. A formal opening is anticipated at Easter when, hopefully, a suitable GWR locomotive will head trains from Wallingford.

A railway spokesman said: "This is one of the exciting new developments at the CWR. New volunteers would be welcome to join our existing band to help bring these to fruition.

"The CWR is a friendly, wholly volunteer-run society."



Brunel moves to Oxfordshire: the interior of the 'new' train shed at Wallingford station. TONY STEAD



A view of the interior of the Maidenhead canopy relocated at Wallingford. TONY STEAD

Legacy boosts GER tank construction project at Tyseley

MAJOR progress is set to be made with the project to create new GER M15r (LNER F5) 2-4-2T No. 789 after a legacy was received by builder the Holden F5 Steam Locomotive Trust.

The legacy, the amount of which has not been disclosed, will pay for the locomotive, now being assembled at Tyseley Locomotive Works, to become a rolling chassis.

The frames were recently positioned inside Tyseley's workshop, while the castings have been removed from storage, and have been cleaned and painted.

The first task will be to rivet the star stay to the rear of the frames and to remove the temporary stretcher that was installed to facilitate its transport to Birmingham.

Assembly

In the near future, the machined cylinder halves will be prepared for additional machining and bolted together prior to being fixed to the frames. It is expected that the frames will take four months to complete.

Money left over from the legacy will partially fund the boiler.

The project began in 2003 when the trust was formed and first set out to obtain components.

The last F5 was withdrawn by May 1958. In their final years of service, the class became synonymous with the Epping to Ongar line, where they worked push-pull trains until November 1957.

→ For details of how to support the project, visit www.holdenf5.co.uk/how-you-can-help/



Above: The boiler of No. 7200 inside the premises of Heritage Boiler Steam Services. HBSS



Right: On the way to becoming the first of its class to run in the heritage era: the cab, side tank and smokebox back on the frames of GWR 2-8-2T No. 7200 at Quainton Road on November 13. 7200 TRUST

Biggest GWR tank coming together at Quainton

THE long-running restoration of GWR 2-8-2T No. 7200 took a further step forward on November 13, when the tanks, cab and smokebox were lifted back onto the frames.

It was the first time that the cab has stood on the frames for more than 20 years, and as the side tanks and bunker are new builds, fettling was needed to complete the assembly.

The work was necessary because of the imminent movement of the locomotive, the first of its class and one of three survivors, to the Up yard at the Buckinghamshire Railway Centre. The building of the adjacent HS2 will restrict large lorry movement

to the Quainton Road Up and Down yards.

Once the move is completed, the spring stops which are currently being manufactured, will be fitted on the top of the front and rear axleboxes.

Boiler

In mid-October, the boiler entered the Whiston, Liverpool premises of Heritage Boiler Steam Services Ltd for its overhaul to continue.

The 72XXs were the only 2-8-2Ts built and used by a British railway, and the biggest tank locomotives to run on the GWR. Built in 1934, No. 7200 was withdrawn in July 1963

and bought by Woodham Brothers of Barry. It left the scrapyards in October 1981 and was taken to Quainton Road.

The other two class members saved are No. 7202 at Didcot Railway Centre and No. 7229 at the East Lancashire Railway.

Meanwhile, the boiler of Metropolitan Railway E class 0-4-4T No. 1 has also been lifted at the centre pending overhaul.

→ The 7200 Trust has appealed for donations to cover the cost of the November lorry movement at the centre, and also towards the boiler overhaul. Anyone wishing to donate is invited to contact 7200trust.org.uk

Kent line offers unrestored Avonside tank for sale

AN Avonside 2ft gauge 0-4-0T which has been repatriated from South Africa is being offered for sale.

The Richmond Light Railway at Headcorn in Kent brought home No. 1986 of 1926 Renishaw Sugar No. 2 in May.

Similar to another Avonside

repatriated from South Africa, *Sezela No. 4* (No. 1738 of 1915) which is now at the Leighton Buzzard Railway, but unlike No. 1738, which was rebuilt with outside Walschaerts valve gear, No. 1986 retains its original inside Stephenson's valve gear. The

locomotive is complete, but will require extensive boiler repairs or maybe a new boiler. With this work completed it should be an ideal engine for most 2ft gauge railways.

→ Avonside 0-4-0T reimported from Australia arrives at Bala Lake Railway for restoration – page 35.

Public support helps to keep Dee Bridge open

LLANGOLLEN Railway supporters have responded to a £15,000 emergency appeal to keep a vital bridge open, by donating two-thirds of the amount within weeks.

The steel three-span Dee Bridge, which dates from 1865 and survived the scrapman in 1968 after BR closed the line, needed its baulk timbers, which support the rails, renewing.

Because of the income lost through coronavirus lockdown and restrictions, the railway could not afford the repair bills, and so faced not being able to run services in 2021.

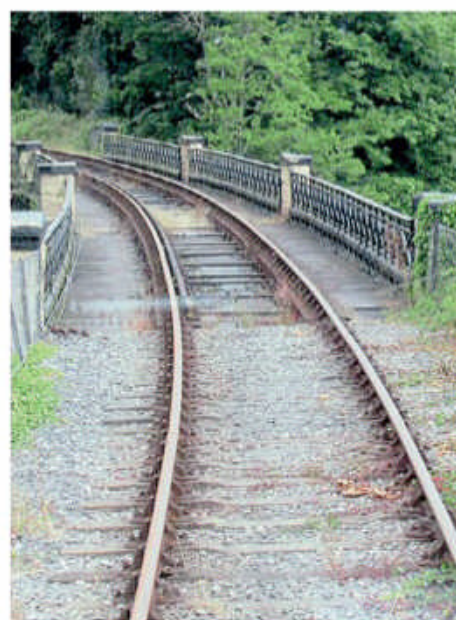
The Llangollen Railway Society, as it was, renovated the bridge in 1984 with the help of grant aid as part of the line extension to Berwyn.

The railway's recently appointed fundraiser officer Paul Bailey launched the appeal online.

As we closed for press, more than £10,000 had been donated, which has allowed an order to be placed for the work to be carried out, with a 50% deposit for timber beams to be made to specific dimensions, and delivery in time for work to commence early in the new year.

Paul said: "There has been a good response so far from members and supporters anxious to help in these difficult times."

→ If anyone wishes to contribute to this appeal please contact 01490 450271, or email paulbaileywincham@yahoo.co.uk for payment methods.



The Dee Bridge, as viewed from the cab of a DMU. GEORGE JONES

IN BRIEF

→ THE South Devon Railway's GWR 0-6-0PT No. 1369 will next year become the first pannier tank to run on the Plym Valley Railway since 1962, when the Plymouth-Tavistock-Launceston line was still open. It will run for three weeks in June and July.

→ HAVING had to cancel its planned First Hurrah mini-gala on November 7/8 because of the second lockdown, the Great Central Railway may rearrange it for the last weekend in January.

→ FUNDRAISING for the Great Western Society's new-build Hawksworth County 4-6-0 No. 1014 *County of Glamorgan* project has reached £980,000. Would-be donors are invited to visit www.county1014.org/ways-to-help

→ THE East Somerset Railway is appealing for donations of trainspotting memorabilia including old notebooks, photographs and reference books to form part of the 'Trainspotters' Corner' in its museum currently undergoing refurbishment. Email info@eastsomersetrailway.com or telephone 01749 880417.

→ THE Midlands Garden Rail Show at the Warwickshire Event Centre, Leamington Spa, has been rescheduled from March 14/15 to May 22/23 because of Covid-19 uncertainty.

→ THE International Early Railways Conference which was due to take place at the National Waterfront Museum in Swansea on June 10-13, 2021, is being replaced by a 'virtual' conference on the same dates, due to coronavirus fears. It will be held using the Microsoft 'Teams' facility, hosted by the National Railway Museum at York.

→ THE Volks Electric Railway Association kept the tradition of running a 'last train of the season' alive on October 31, despite management deciding that it was too wet to carry passengers. Members, Nick Owen, Les Kenward and Mick Mills ran an empty train using cars Nos. 6 and 10 from Aquarium to Black Rock and back to Halfway where it was stabled in the 'tunnel' between the north and south sheds.

→ THE Bluebell Railway is steaming ahead to hold its delayed 60th anniversary celebrations on August 6-8 next year. The event will be branded as '60+1' because it will be held a year on from the actual 60th birthday.



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Prince Charles voices support for rail revivalists – in Transylvania

By Bill Parker

THE Prince of Wales has just made an extraordinary effort to assist railway preservation – not in Wales, not in Cornwall, not even in Britain, but in Transylvania!

On November 8, the Prince wrote a letter of support for the Sibiu-Agnita Railway (SAR), a heritage line in Romania which is being supported by British preservationists.

It read: "For as long as I have been fortunate enough to visit Romania, I have always been so impressed by the great skill and dedication of local people and organisations in preserving the natural and historic beauty of their country, as well as protecting their architectural heritage.

"It seems to me that these things are so vitally important for the health and soul of a nation, and that is why I am so full of admiration for the splendid work of the volunteers who, over recent years, have been striving valiantly to bring back to life the historic narrow gauge railway from Sibiu to Agnita and Vurpar, working together for the love of the project to repair the lines and to run trains there.

"It is such a great tribute to their remarkable dedication that so much has been achieved over the years in attracting so many visitors to the Hârtibaciu valley.

"In the UK I have supported and visited many of the wonderful steam railways, which we are lucky enough still to have, and I have seen how these initiatives can breathe life into local areas and communities, and how much they are appreciated by visitors, thus bringing so much money into local economies."

His enthusiasm when he named A1 Peppercorn Pacific No. 60163 *Tornado* at York on February 19, 2009 was evident to all, but his appreciation of the contribution of our heritage railways could not now be more clear.

Enthusiasm

The Prince's interest in Romania goes back a long way. Before communism fell, he spoke out against Ceausescu's destruction of Transylvania's villages – at the time almost a lone voice. After liberation, initially as patron of a charity, the Mihai Eminescu Trust (MET), he has encouraged the protection of what

is probably the last unspoiled rural environment in Europe. His commitment here has extended to the purchase of properties in villages that have been traditionally restored and now host visitors.

To open up the countryside, the late 19th-century Hungarian administration constructed a 2ft 6in gauge railway 30 miles south from Sighisoara to the little town of Agnita, which it reached in 1898, using three little 0-6-0s built in Wiener Neustadt in 1896.

By 1910, the line was extended through Agnita and the very rural Hartibaciu valley to Sibiu, the finest of Transylvania's 'Siebenburgen', or seven Saxon towns, which it reached in

1910. An especially interesting feature is a dual-gauge section between Sibiu and Mohu, shared with the main line trains from Brasov.

The line's trains, known affectionately as 'The Mocanita', were notoriously slow, especially on the steeply-graded section from Sighisoara to Agnita, which used the three original locomotives until it closed in 1965. The 38 miles from Sibiu to Agnita carried on until 2001, although steam was mostly replaced in the 1970s by Romanian L45H Bo-Bo diesel hydraulics. Most steam engines, including No. 388.002, one of the first

three, ended up in open-air museums or stored in the old depot in Sibiu.

When Ceausescu fell, most of the German-speaking Transylvanian Saxons left for Germany as quickly

as they could, and many Romanians left to work in Western Europe. The Hartibaciu Valley economy then collapsed, and in July 2006 the MET approached Stephen Wiggs of the New Europe Railway Heritage Trust (NERHT) with the idea of reopening the Sibiu-Agnita section of the line to help revive the local economy, and he contacted me.

After several trips to Transylvania, exploring the line with the local representatives and contacts of the MET, and encouraged by the mayor of

Agnita, I was introduced to Agnita-born Mihai Blotor, then 24, who had studied computer science in Sibiu and who loved the railway.

Over a pizza on December 14, 2006, Mihai agreed to lead the attempt to restore the railway, initially funded by me, and NERHT funded trips to Britain for Mihai and subsequently others to visit narrow gauge railways to see what could be achieved. Over the next 14 years, he developed a thriving and successful volunteer society, The Friends of the Mocanita (www.sibiuaagnitarailway.com).

Mihai recruited a team of similarly young and enthusiastic volunteers, mostly from Sibiu, starting with his wife, Ioana. They have steadily worked towards taking control of a section of the line and operating trains – despite a total absence of the tradition of volunteering after 40 years of communism under Ceausescu.

Part of the line had been washed away by floods, and in places bolts, fishplates, rails and even a bridge on the Vurpar branch had been stolen. Locomotives and some carriages were at the depot in Sibiu, but over the years they gradually disappeared.

Assets

Unfortunately in the late 1990s, Romania's railways had been divided into distinct units, including Infrastructure, Passengers and SAAF, responsible for redundant railway assets, from which was split off the railway tourism company, SFT. The land and bridges were allocated to Infrastructure, most of the track and buildings to SAAF, but others including the depot at Sibiu to SFT. Both SAAF and SFT had no income other than from selling off their assets, and so the fate of the Sibiu-Agnita line was looking very shaky.

However, Mihai worked tirelessly to persuade the authorities to 'list' the railway as a 'historic monument' to protect it from being sold, or the buildings altered, although it has not stopped many of the properties apparently, if 'illegally', being sold off. However, the local authorities are at last now taking notice.

Depressingly, the historic monument classification covered only the land and buildings, but not the collection of passenger and freight rolling stock which had survived at Sibiu. Apart from four passenger carriages and an inspection car, it was all sent for scrap, along with the freight wagons, although a few older carriages survive elsewhere.

Of those four carriages, one was bought by the preservation society,

"It is enormously encouraging to know that many of the original locomotives and carriages from the line still exist, as they are clearly essential for this initiative to work, as are the original railway buildings."



Before the line closed: a steam service running in open countryside in 1995. JIM BALLANTYNE



A steam weekend in 2015 brought the crowds to Cornatel, the junction station for the 7 ½-mile branch to Vurpar. RADU TOMPA



One of the line's three original locomotives, No. 388-002, in the museum at Sibiu. BILL PARKER



The Prince of Wales: admirer of the Sibiu-Agnita Railway revivalists. ROBIN JONES

one by an individual volunteer and the remaining two by a consortium of local authorities in the Hartibaciu valley.

Thankfully, at least six locomotives survive in various railway ownerships, classed as 'National Patrimony', one plinthed at Sighişoara station and the others (including No. 388-002) in the open-air museum next to Sibiu's standard gauge depot. Rumours indicate that these five are likely to be moved, possibly to distant outdoor locations.

The volunteers have made continuing efforts to obtain some legal control of part of the railway, to allow them to operate safely and within Romanian law. Over the last year, sterling efforts to establish the landownership have been made by Neil McGregor, a British lawyer working in Bucharest, who is also the company secretary of the Nene Valley Railway and owner of a Cockerill tram locomotive.

The volunteers have taken over the track between Cornatel and Hosman and replaced enough sleepers to run a hired steam locomotive and whatever carriages they can muster. They have repaired Cornatel's station buildings and built a carriage shed at Hosman.

Their operations, typically running for a couple of weekends twice a year, and advertised on social media, always sell out.

Importantly, they have British support – David Allan (of Welsh Highland Railway fame) set up the Sibiu-Agnita Railway UK Supporters Group, SARUK, with Andrew Scott, formerly of the National Railway

Museum and now vice-chairman of the North Yorkshire Moors Railway, a prominent member, and I am still involved.

Volunteers

Until this year, SARUK organised annual working parties from the UK, with narrow-gauge enthusiasts Alasdair Stewart and Chris Phillimore amongst those bringing their knowledge and expertise.

Because there is no model of railway preservation in Romania, by demonstrating that it is possible for volunteers to run railways professionally and safely, the Brits have played a big role: nobody more so than Paul Brummel, the previous British ambassador.

Introduced to the railway by Neil McGregor and visiting several times, his support deterred the railway police, who threatened to arrest Mihai and his team for running an unlicensed railway.

Neil quipped: "To run without official interference or obstruction, such trains had to have at least four people on board: a driver, a fireman, a guard and a British ambassador!"

Now the SAR has the Prince of Wales on board. In his letter he wrote: "It is enormously encouraging to know that many of the original locomotives and carriages from the line still exist, as they are clearly essential for this initiative to work, as are the original railway buildings.

"I am much relieved to hear that all these are part of the National Patrimony and therefore protected."

If his words don't influence the railway authorities, nothing will!

Public support urged for new short-term coal mine in Newcastle

By Robin Jones

ENTHUSIASTS are being urged to write letters in support of an application to open a new surface mine near Newcastle-upon-Tyne to supply steam coal in the short-term.

In December, Newcastle City Council's planning committee was, it was understood, to make a final deliberation on an joint application by Banks Mining and Ibstock Brick to extract 800,000 tonnes of high quality coal and 400,000 tonnes of fireclay for the brick-making industry from a site at Dewley Farm, Dewley Hill, Throckley.

The detailed application has, as expected, generated objections from environmental lobbyists. However, the joint applicants say the minerals will be extracted over a period of only three-and-a-half years, after which time extensive landscaping and tree planting will take place to return the open-cast site to farming and nature, while creating a community asset.

Submission

The Heritage Railway Association (HRA) is to lodge a submission in support of the application, in view of the threat of dwindling supplies of steam coal for use on UK lines, said its chief executive officer Steve Oates.

He also urged *Heritage Railway* readers to write to the council's planning department to express support for the scheme, which would give the heritage sector a breathing space in terms of coal supplies.

"The environmentalists do not seem to take on board that the emissions from shipping in coal from Russia, Australia or Colombia will do more to add to global greenhouse gases than extracting it here," he said.

HRA figures show that heritage railway coal burning produces only 0.02% of the UK's CO₂ emissions, and just 2.5% of the those from all the flights each year between Heathrow and New York. Heritage railways use 26,000 tonnes of coal annually, producing 74,360 tonnes of CO₂, while the UK annual consumption of barbecue charcoal is 60,000 tonnes producing 156,000 tonnes of CO₂.

Benefits

Banks Group community relations manager Jeannie Kielty said: "The Dewley Hill scheme has been designed to deliver a range of social, economic and environmental benefits, including a £50,000 community fund, a £50,000 skills fund to help local unemployed people overcome barriers to work, the planting of more than 26,000 trees and hedgerows in a newly-created woodland area, and the enhancement of local heritage assets such as the historic waggonways, which are surviving examples of the rich mining heritage in the region."

Letters of support for the opencast mine scheme – quoting application reference number 2019/0300/01/DET – should be sent to: Development Management, Civic Centre, Barras Bridge, Newcastle upon Tyne, NE1 8QH.

Comments may also be lodged online at www.newcastle.gov.uk/services/planning-building-and-development/search-view-and-comment-planning-applications

Alternatively, telephone 0191 278 7878 and ask for 'planning'. Supporters may also post comments at www.banksgroup.co.uk/projects/mining/dewley-hill/ for them to be forwarded to the local authority's planning department.

Boston Lodge to rebuild Blackpool tram

THE Ffestiniog & Welsh Highland Railways is to help the National Tramway Museum at Crich restore Blackpool Tramways Car No. 298.

The Ff&WHR was chosen as the preferred supplier after the museum offered the contract for the work by tender.

Crich project leader Peter Whiteley said: "One of the main reasons we chose the Ff&WHR to help with this restoration is that the underframe has a lot of rivets in it, and specialist skills are required for both riveted and welded fabrications.

"In addition, the drawing and steel

sections are imperial, and we needed a company which could convert the sections to metric, without loss of structural integrity, but still meet the requirements of fitting an imperial dimensioned wooden body frame to it. It also 'felt right' awarding the work to a fellow heritage operator in these difficult times with Covid-19."

The tramcar was withdrawn in 1972 needing a full body overhaul, but later declared surplus to requirements. The project will be financed by the Blackpool Railcoach Fund and the Tramcar Sponsorship Organisation.

Grant aid for Maud museum to combat Covid risk

ABERDEENSHIRE'S Maud Railway Museum has been given £20,750 to help it comply with coronavirus guidelines.

The money from Museums Galleries Scotland will be used to build new toilets in order to meet the pandemic requirements.

The museum is housed in the former station buildings owned by Aberdeenshire Council at Maud Junction and visitors arrive by bicycle on the Buchan and Formartine Way as the trackbed is now known.

Des Byrne, the chairman of the trustees of Friends of Maud Railway Museum said: "When we were thinking of opening after lockdown, we realised in addition to the new measures, we were going to need to provide the public with decent toilets. The old toilets at the end of the building were the original BR ones from the 1960s. In the 1980s, accessible toilets became mandatory and was built into the museum area when it was first opened.

"We now need to have all the modern standards. In the light of that, we carried out a risk assessment and we thought we can't really open until we have new toilets."

He said the new facilities would be completed so the museum could open in April.

Aberdeenshire east MSP Gillian Martin said: "Funding like this is essential to help support independent museums which have been put at risk by Covid-19."

Current plans also include a new exhibit area for a display of railway lamps and a lease on another part of the building to mount a display of all the stations along the closed lines which met at Maud Junction, where the line north from Aberdeen split into two routes to Peterhead and Fraserburgh.

Bodmin launches flagship prairie \$80k appeal

By Robin Jones

THE Bodmin & Wenford Railway Trust has launched an appeal for the completion of the well-advanced overhaul of its GWR small prairie No. 5552.

The overhaul of the ex-Barry scrapyard locomotive, which first returned to steam at Bodmin in 2003, is well advanced with the boiler largely complete and work ongoing on the locomotive's rolling chassis.

The £80,000 appeal launched for the 2-6-2T will cover the costs of getting the 1928-built locomotive back in service next year, plus the visit of a suitable tank engine for a celebratory event in late 2021 to mark No. 5552's return to traffic and associated project costs.

Education

The return of the engine will particularly benefit the line's newly restored china clay train, due for launch in late 2021 or early 2022. China clay was a particularly important Cornish product and is to be a prime focus of the railway's education efforts in the next decade.

As exclusively reported in issue 270, the railway plans to set up a rake of china clay wagons under a plan drawn up by member Evan Gray and his dad, to be run on a similar format to the Great Central Railway's fabled 'windcutter' train of 16-ton mineral wagons, not only for enthusiasts



GWR 2-6-T No. 5552 was first shedded at Tyseley after being outshopped from Swindon. It is seen running round a passenger train at Bodmin General on May 26, 2008. JASON COTTAGE/CREATIVE COMMONS

but for general public visitors.

A popular performer on the Cornish heritage line, No. 5552 was withdrawn for its 10-year overhaul in late 2012. In December 2018, the railway reported that the wheels had been placed back in the frames and tubes were being fitted into the boiler.

The trust which owns No. 5552 has three packages on offer for donors who contribute between £192.80 – representative of the locomotive's build year – and £999, including a print by acclaimed artist Jonathan Clay, footplate rides, workshop tours and launch-day tickets. Staged contribution schemes allow donors to sign up from just £19.28 per month.

Potential donors can learn more

by visiting bodminrailway.co.uk/support-us where details of how to help with the completion of No. 5552 are also posted.

Progress

Meanwhile, the Bringing the Clay Home project is also making progress, with a ninth clay wagon, No. B743823 arriving at Bodmin General on October 26 from the Pontypool & Blaenavon Railway.

A railway spokesman said: "As far as we know there are no other clay wagons to be had in Britain, and this ninth example will probably be the last.

At least all nine are now in their 'proper' Cornish setting, and not too far into the future we hope to see 'hoods' running again where they truly belong."



China clay wagon No. B743823 newly arrived at Bodmin General. BRYAN GRAY



One of the other eight wagons already undergoing restoration. BRYAN GRAY

Hawksworth pannier booked for five years at Wirksworth

WEST Somerset Railway plc chairman Jonathan Jones-Pratt's WR 0-6-0PT No. 9466 is to be based at the Ecclesbourne Valley Railway (EVR) until its boiler ticket expires in 2025.

An agreement with EVR operator WyvernRail plc and Jon's company JJP Holdings South West Ltd will see the Hawksworth

pannier become the line's first resident operational former BR steam locomotive.

Jon, who bought No. 9466 in 2019, intended to run the locomotive, previously owned by the late Dennis Howells, on the West Somerset Railway, but this cannot be done until the condition of the track is improved

to allow the Red Route status to be reinstated. The status is required before heavier axle load locomotives can run on the whole line.

He loaned the pannier to the Gloucestershire Warwickshire Railway only for its hire period to be cut short because of Covid-19.

→ See picture on page 46.

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IN BRIEF

→ GWR 0-6-2T No. 5619 arrived at the Epping Ongar Railway on November 6. Latterly at the Swindon & Cricklade Railway, the Telford Steam Railway-owned locomotive is expected to remain in Essex for six months.

→ The boiler for the Ecclesbourne Valley Railway Association's Hudswell Clarke 0-6-0T No. S102 Cathryn (Works No. 1884 of 1955) passed its hydraulic test on November 4. It is hoped the boiler will arrive back at the railway before the end of the year, following a live steam test. The pressure vessel's overhaul has been undertaken by Israel Newton & Son at nearby Cromford.

→ SECR P 0-6-0T No. 178 bowed out of Bluebell Railway traffic in early October, 10½ years after returning to service. New cylinders will need to be fitted; sister locomotive No. 27 has already had new cylinders cast as part of its overhaul.

→ Two Class 104 DMU cars have departed the Telford Steam Railway. Driving Motor Brake Second car No. 50479 moved to the North Norfolk Railway, where it will be stored. It will become the new long-term partner for Class 104 Driving Trailer Composite Lavatory No. 56182, which is currently under restoration. Trailer Brake Second Lavatory No. 59228 has relocated to the East Lancashire Railway, where it is now stored, sheeted over, awaiting restoration.

→ A 14-bedroom luxury country manor built in 1847 by Isambard Kingdom Brunel near Plymouth is on the market for £1.5 million through agent Atwell Martin. Welbeck Manor in Sparkwell is currently used as a hotel and the 55 acres in which it sits with views of Dartmoor is home to Sparkwell Golf Club.

Mountsorrel now has its own steam

BARCLAY 0-4-0ST Colin McAndrew (No. 1223 of 1911) arrived at the Mountsorrel and Rothley Community Heritage Centre on October 27.

The acquisition gives the site, which is connected to the Great Central Railway via the Mountsorrel branch, its own dedicated steam presence. The locomotive was a popular performer at the Chasewater Railway, where it had been resident since September 1968.

It returned to action at Chasewater in August following overhaul at Locomotive Maintenance Services in Loughborough, after which it was sold by its private owner.

Dean Forest 31 back in EWS colours as SOS appeal grows

By Robin Jones

THE Dean Forest Diesel Association has completed its three-year overhaul of Class 31 No. 31466. The 1959-built locomotive carries the livery of the post-Privatisation freight operator, English Welsh and Scottish and was one of just two to do so on the main line.

The Class 31/4s were fitted with sufficient electric train heating to power 11 Mk.3 carriages and were often used to pre-heat a train in a depot before being hauled by more powerful locomotives for their day's duties. No. 31466 was withdrawn from the main line in 2001.

The railway's operations director Alastair Clarke said: "We all look forward to No. 31466 returning to service on our Lydney Junction-Parkend route where its smart appearance will be certain to attract a great deal of attention. Meanwhile, our ever-popular Santa specials in December will be steam-hauled, as is traditional."

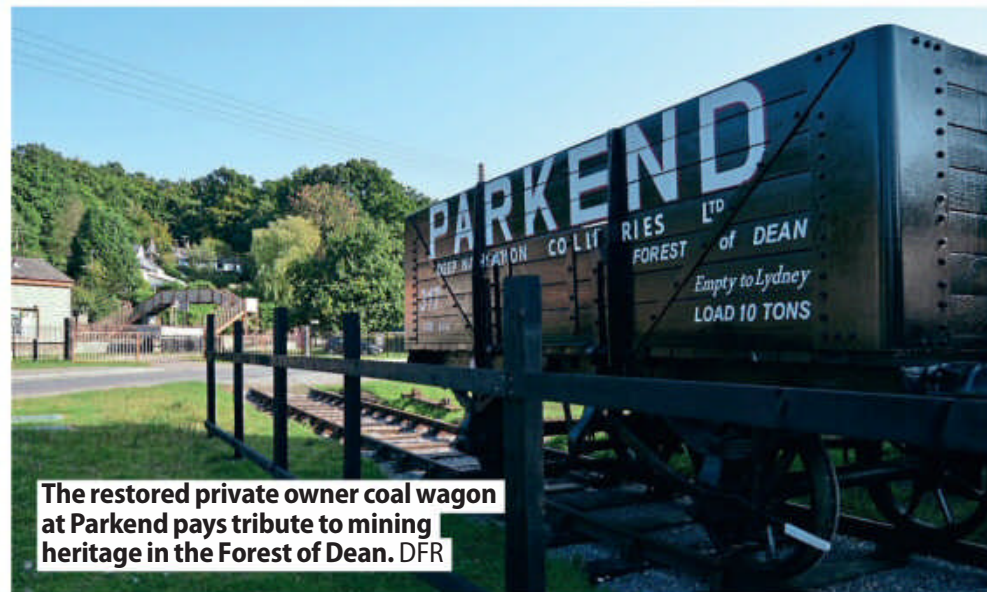
Restoration

The association's Luke Wayman said: "The great proportion of our work meant replacing complete sections of rotted or corroded cab with fresh metal or timber, renewing window surrounds and wiring.

"We stripped much of the whole body to bare metal, before applying filler then repainting in several coats of primer, undercoat and EWS colours. A few weeks ago we successfully ran it in our yard, so after some final tweaks we look forward to No. 31466 playing its part at the DFR again.

"We are still working on No. 31466's classmate No. 31210, which joined us in the early 2000s after being withdrawn in 1992. It proved an invaluable source of experience when we came to rebuild the cabs of No. 31466.

"It had stood for a long time, suffering years of outdoor storage, then we spent many more years taking it even further apart and



The restored private owner coal wagon at Parkend pays tribute to mining heritage in the Forest of Dean. DFR

virtually fully rebuilding every part of it.

"Heritage railways co-operate hugely with each other and No. 31466 returned to us in August 2017 after providing three years of reliable and versatile motive power to the East Lancashire Railway at Bury. They used its electric train heating supply to heat chilly winter carriages, as well as operating it as a test and running-in partner for none other than *Flying Scotsman*!

"No. 31466 then starred at the DFR's diesel gala in September 2017, before going to Peterborough for the Nene Valley Railway's 60th anniversary celebration of the Class 31's introduction in 1957. In 2021, we will be delighted for it to visit other heritage lines around the country."

Meanwhile, a wagon has been restored, painted and lettered to represent a typical colliery wagon of the early 20th century, to mark the DFR's 50th anniversary, celebrations for which have been muted because of the Covid-19 pandemic.

The wagon, which was built in Ashford by the SECR, is now standing on the surviving length of the Marsh Siding, across the road from Parkend station, where the line's revival was started by its preservation society in 1970.

Railway chairman Ian Pope said: "We have come a long way in the last 50 years and are so disappointed that our great plans to celebrate this landmark anniversary have been frustrated by the coronavirus. However, we are very proud of the hard work that our volunteers have put in to restoring this wagon. It now stands as a landmark and reminder of the industrial heritage unique to Parkend and the Forest, in general."

Support

The railway has raised nearly £70,000 through its emergency appeal to cover overheads during the pandemic.

Donations may be made via www.dfrsociety.org.uk/dfrs-emergency-fund; www.justgiving.com/crowdfunding/dfrs-emergency-fund or text DFRS to 70191 to donate £10.

Meanwhile, Midland & Great Northern Joint Railway Society-owned Class 31 D5631 (No. 31207) successfully completed a full line test run on the North Norfolk Railway (NNR) on November 13.

The A1A-A1A has been under overhaul for several years at Weybourne. New to Norwich shed (32A) on July 7, 1960, it was purchased by the society from EWS in early 2003.



Not so long ago, who would have thought that EWS colours would ever be chosen as a heritage livery – yet Class 31 No. 31466 stands resplendent after its overhaul at its Dean Forest Railway home. DFR



All four surviving Ffestiniog Railway George England 0-4-OSTTs were reunited for the first time since large England 0-4-OSTT No. 5 *Welsh Pony* returned to steam this year. Seen at Boston Lodge Works on October 23 are, left to right, No. 2 *Prince*, No. 5 *Welsh Pony*, No. 4 *Palmerston* and No. 1 *Princess*. CHRIS PARRY

Bulleid *Wadebridge* in main line comeback plan for Mid-Hants Railway

THANKS to a sizeable donation from an overseas supporter, the Mid-Hants Railway is to assess unrebuilt Bulleid West Country light Pacific No. 34007 *Wadebridge* for a return to the main line after 55 years.

The Watercress Line's general manager Simon Baggott said that the locomotive, which was built at Brighton Works in August 1945 as No. 21C107 and last steamed in March 2016, will be dismantled at Ropley so that an in-depth engineering assessment can be carried out over the winter months to assess whether it is suitable to be

made to run again on the national network, with a decision whether to proceed expected in early 2021.

Planning

The initial plan is to run it in its original condition, in malachite green livery with three Southern Railway-style yellow stripes and Southern in block capital letters on the tender.

However, he said: "As built, the cab was a peculiar shape and so was the design of the ashpan, and would need to be altered to run on the main line.

"We would have this large Class 7

engine with the route availability of a 'Black Five' and so it would be a popular locomotive. However, there is a lot of water to pass under the bridge before we get there."

The donation to fund the overhaul of No. 34007 came from Swiss steam enthusiast Alexander Chroremi, who has a passion for unrebuilt Bulleids, said Simon. In return for his offer, he was offered and accepted the position of patron of *Wadebridge* (34007) Locomotive Ltd, in which the Mid-Hants Railway Preservation Society bought the Bodmin & Wenford Railway Trust's 73% shareholding in 2008.

A veteran of the 'Atlantic Coast Express', and based at Exmouth Junction, Nine Elms and Salisbury, in December 1964, No. 34007 hauled an enthusiasts' brakevan special from Exeter to Okehampton and Meldon Quarry.

Withdrawn in October 1965, No. 34007 was bought by the Plym Valley Railway in May 1981, and then sold on to the enthusiast group who formed a company to own it, and later moved it to the Fitzgerald Lighting siding off the Bodmin & Wenford Railway, where it returned to steam in 2006, making a first run to Boscarne. It was officially relaunched by the mayors of Bodmin and *Wadebridge* at Bodmin General on October 29, 2006.



Unrebuilt Bulleid West Country light Pacific No. 34007 *Wadebridge* pulls into Bodmin General station on May 3, 2014. It made its first visit back to the Bodmin & Wenford Railway following its sale, for the line's spring steam gala. ROBIN JONES

Heritage sector mourns passing of HMRI's Major John Poyntz

TRIBUTES have been paid to Major John Poyntz, former principal inspector at HM Railway Inspectorate (HMRI) who had responsibility for the regulation of safety on heritage lines, who died from cancer on November 2 at the age of 82.

He came from a family with a military background, and joined the Royal Engineers in 1955, spending much of the next 15 years working at the Longmoor Military Railway, which before its closure had been a private home for locomotive preservation schemes.

Part of his military service was spent in Malaya. He became a major in 1983 and served as the army's railway operations manager in West Germany, his responsibility including the Berlin Military Corridor Trains. He retired from the Royal Corps of Transport in 1983 in a few months before the fall of the Berlin Wall.

Career

He joined HMRI in 1989, taking over responsibility from Major Peter Olver for contact with heritage lines.

While he retired from HMRI in 2006, he remained on its books as a consultant until 2014. He also worked as an independent consultant for heritage organisation venues, and became a widely-respected figure in the sector, both in the UK and also in Germany.

A statement from Fedecrail – the European Federation of Museum and Tourist Railways – said: "Both when in office and in retirement, he was a source of much valuable advice on safety issues.

"He was a Friend of Fedecrail and a regular attendee for many years at our conferences. He was both a real rail enthusiast and a railway professional.

"All who knew him will wonder what will happen now to those small notebooks in which he recorded every detail of railway interest. We will all miss his sharp mind and infectious humour."

Tribute

In a recent article marking 10 years since the opening of its Caudon Lowe branch, Churnet Valley Railway managing director Greg Wilson praised Major Poyntz for his involvement in the project: "Major John Poyntz or John as he preferred to be called, was such an amazing source of knowledge that without his input, we would simply not have been able to carry out this entire project.

"John would inspect, check and offer his many years of advice. He is a stickler for details with all his suggestions duly noted in his notebook."

Michael Palin supports campaign to keep *Locomotion No.1* in Darlington

By Robin Jones

MONTY Python star and travel presenter Michael Palin has backed a public campaign to stop Stockton & Darlington Railway's pioneer engine *Locomotion No. 1* being moved from the town which has been its home of 160 years.

As reported last issue, Darlington Borough Council has launched a petition to keep the locomotive, built by George and Robert Stephenson and which pulled the inaugural train over the world's first public steam railway in 1825, at the Head of Steam museum in the town, where it has been displayed since 1975.

Custodian the National Railway Museum earlier this year announced plans to move it to its Locomotion museum in Shildon ahead of the Stockton & Darlington's 200th anniversary in 2025.

The petition at www.darlington.gov.uk/keep-the-loco-in-darlo has since been signed by more than 4000 people.

Message

Michael, who since his Monty Python days has become famous for his TV travel documentaries, has sent a personal message to the Keep the Loco in Darlo campaign team hoping to secure the future of *No. 1* in the town.

He said that his "gut-feeling is that we should wherever possible remember and celebrate the key sites of our industrial heritage," adding "Darlington and the birth of steam railways go hand in hand – *Locomotion No. 1* confirms that."

At the same time, the campaign to keep *No. 1* in Darlington is being



Michael Palin, presenter of *Around The World In 80 Days* and other travel documentaries. THE NATIONAL CHURCHES TRUST/CREATIVE COMMONS

Right: *Locomotion No.1* inside the Head of Steam museum in Darlington. ROBIN JONES



supported by a local distillery. Darlington-based The Little Quaker Distillery has created a limited edition Keep The Loco In Darlo gin.

Distillery owner Paul Colman said: "We had no hesitation in supporting the campaign, *Locomotion No. 1* is such an important part of Darlington's heritage."

Council leader Coun Heather Scott said it was "unthinkable to imagine it (*No. 1*) anywhere else but Darlington for the 200th anniversary of the world's first (steam-hauled) passenger railway."

She added: "It is heart-warming to know our campaign has struck a chord with Michael Palin who is famous for travelling the world many times over using the railway."

Commenting on the new gin, she said: "It is fabulous to see a local business supporting such an

important local campaign in this creative way."

However, Locomotion head Sarah Price said: "The engine continued to call Shildon home throughout its working life and was even rebuilt here," adding that the museum was "just nine miles north of Darlington." She said that there was the possibility of returning the engine to Darlington on short-term loans.

Route

As outlined on page 38, the council aims to establish a 26-mile walking and cycling route to mark the railway's bicentenary, helping the town to attract visitors from across the globe.

Meanwhile, Network Rail has been praised for the restoration of two historic railway bridges over the town's Yarm Road as part of a £60,000 investment.

The bridges, which were built in 1932, have been repainted in their original green colour. Historic crests on the structure have also been restored, making them much more visible and eye-catching, which helps to celebrate the town's railway heritage.

The upgrade to the structures, which began in July, has also seen minor repair work to the bridges, which will reduce the likelihood of disruption for passengers, along with cleaning and updating drainage, making it more pleasant for pedestrians walking beneath the structures.

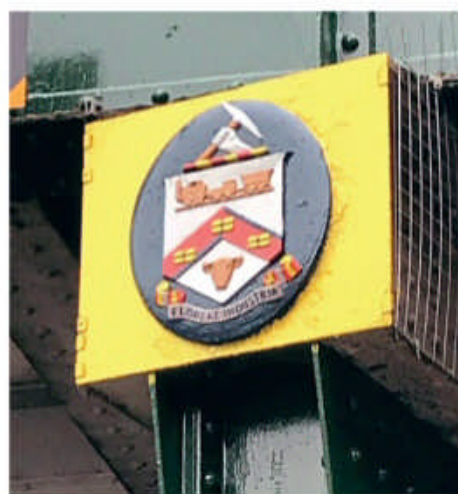
Network Rail has worked closely with Darlington Borough Council on the project, which will also see work to freshen up the Grade II listed railway bridge in North Road, which will also be repainted.

Coun Scott said: "We're delighted to have assisted in this project. The project marks a good beginning ahead of work to upgrade Darlington railway station next year, as well as the 2025 railway celebration."

Darlington MP Peter Gibson said: "It is fantastic that this work has been carried out. Network Rail has done an outstanding job in carrying out the remedial work on the bridges which now look brand-new. I am incredibly grateful to both Network Rail and Darlington Borough Council."

"It is also wonderful to see *Locomotion No. 1* brought back to life in the refreshed Coats of Arms on the bridges."

Paul Rutter, route director for Network Rail's East Coast Route, said: "It's so important that we continue to preserve and protect railway heritage and I'm really happy with the results of this work."



A restored crest on one of the railway bridges over Yarm Road. NETWORK RAIL

Left: To help mark the Darlington's rich railway heritage, Network Rail has released images from its own archives of the construction of the bridges in Yarm Road more than 80 years ago. NETWORK RAIL



Network Rail teams in the North East volunteered their skills to lay a length of track at the school to accommodate its Pacers. NETWORK RAIL



Class 142 set No. 142045, now installed at Kirk Merrington Primary School as its new library. NETWORK RAIL

The ‘Pacer’ railbus now in a class of its own

A REDUNDANT Class 142 ‘Pacer’ DMU has been given a new life as a primary school library.

Former Northern unit No. 142045, comprising cars Nos. 5586 and 55636, has been installed on a specially-laid length of track at Kirk Merrington Primary School in Spennymoor, County Durham.

The ‘Dare to Dream’ project was the brainchild of school secretary Lesley Smith, who said: “There is so much excitement in school and the village around the project and we have so many ideas on how to make it a magical place.”

The school needed extra accommodation for its facilities after rising pupil numbers led to the previous library being turned into a classroom. Its books were moved

to shelves in the corridors to free up space.

At the same time when ‘Pacers’ are eagerly being snapped up by heritage lines across the country following their withdrawal from main line service, the school raised funds to buy the set which is now being transformed into an imaginative learning environment.

Installation

In preparation for its two carriages to be installed, Network Rail volunteers carried out work to install sleepers, ballast and rails for them to stand on.

The ‘Pacer’ has now been transported to the school and rolled from a low loader vehicle across its car park before being secured in place.

The next part of the project involved removing the seats from the old carriages, improving the flooring and installing lighting. Once the work is complete, pupils will be able to use the library and associated wellness hub. There are also plans to eventually open the refurbished railway carriages to the wider community.

Headteacher Nicola Murray said: “We are very excited about this project and the creation of an amazing and exciting learning environment for the children to ‘Dare to Dream’ and re-engage with their love of reading.

“We are looking to repurpose our school library furniture to have relaxed seating, as well as keeping some of the original carriage seating

and tables. We also think our teachers can be creative in their lessons in history, geography and science as we are a region that is steeped in railway history.”

Project

Mick Hodgson, route operations manager for Network Rail’s North and East route, said: “When I heard about the school’s plans, I knew our teams could help. I’m so proud of them for getting involved and volunteering their skills.

“This project means Kirk Merrington Primary School will have a library again and it will provide space for additional learning activities for many years to come. We really enjoyed being a part of this amazing project and we’re looking forward to seeing the transformation.”

New Eridge footbridge welcomes Spa Valley Railway passengers

MAIN line and Spa Valley Railway passengers will now benefit from improved access at Eridge station in East Sussex, after the opening of a new £1.8 million footbridge.

The work was needed due to the age and condition of the old structure, in order to protect the safety of those using the bridge and the trains operating below.

Eridge station serves East Sussex with Southern trains running via the Uckfield branch of the Oxted line, and also acts as a western terminus for the Spa Valley Railway. The existing staircases and bridge have been replaced with a new modern-designed footbridge.

Light

Glazing panels have been incorporated into the footbridge to allow for natural light.

The platform canopies at Eridge station have also been refurbished, improving the overall passenger experience for passengers commuting to London or visiting the heritage line.

The heritage line’s customer services manager Mark Dodd said: “The Spa Valley Railway is absolutely delighted with the new footbridge. The project team has spent considerable time and effort in designing and approving such an appropriate structure, which fits into the heritage feel of the station.

“The project has been a true reflection of multiple organisations working collaboratively together to produce something so great. It really enhances the feel of the station – a 21st-century structure which blends sympathetically with the heritage feel.”

Paul Harwood, regional investment director for Network Rail, said: “I’m very grateful to passengers for their patience whilst we improved the footbridge at Eridge station. The new bridge will deliver a safe and reliable walking route over the railway while maintaining access between the lineside communities.

“We are committed to improving the railway environment for passengers, and this footbridge will

enhance their journey experience for many years to come.”

Improvements

The remainder of the facilities at Eridge are also set to be upgraded in due course.

Chris Fowler, customer services

director for Southern and Gatwick Express, said: “The new footbridge will complement the comprehensive refurbishment in the pipeline for Eridge station, including improvements to the main building, seating and toilets, as part of our station improvement programme.”



The new footbridge at Eridge station. NETWORK RAIL

Didcot now planning projects for its next 60 years

By Robin Jones

IN advance of major celebrations to mark its 60th anniversary – including the return to steam of two of its iconic locomotives at Didcot Railway Centre – the Great Western Society has launched a Diamond Jubilee Appeal Fund to back future developments.

Next year will hopefully see the long-awaited first run since repatriation 20 years ago of GWR 4-6-0 No. 4079 *Pendennis Castle* – in which the first fire this century was lit at Didcot on October 3 – and GWR 0-4-2T No. 1466, the locomotive that led to the foundation of the society by four schoolboys in 1961.

Disconcerted at the prospect of no Collett auto tank to be saved by the British Transport Commission as part of what later became the National Collection, friends Angus Davis, Graham Perry, Jon Barlow and Mike Peart decided to launch an appeal to save one themselves. A letter typed by Jon was published in the August 1961 edition of *The Railway Magazine*...and the rest is not just history, but saved it.

Achievements

Did the foursome ever envisage in their wildest dreams that the society that they launched would, in the course of time, create a 21-acre living museum housing the world's biggest collection of objects appertaining to a single transport company, let alone lay a Brunel 7ft 1/4in gauge running line with two replica locomotives, rescue a string of GWR locomotives and even build a new one, in the form of a Saint, the award-winning No. 2999 *Lady of Legend* – not to mention the restoration of a GWR steam railmotor, complete with a new motor bogie?



One of the finest achievements of the Great Western Society, and indeed that of the heritage sector as a whole, was the restoration of GWR steam railmotor No. 93, giving a unique insight into a once-popular form of travel in parts of the Swindon empire. It is seen at Didcot on May 10, 2011, when it was officially launched. The Diamond Jubilee Fund may well finance future projects of a similar magnitude.

ROBIN JONES

The society moved into the redundant steam shed at Didcot in 1967 and over the years it evolved into a GWR centre of excellence. However, today's society officials are by no means prepared to rest on past glories.

In a prelude to the next year's celebrations, the society's head of visitor experience and marketing Graham Hukins, writing in the autumn edition of its in-house magazine, the *Great Western Echo*, said: "It is important that during our diamond anniversary, we don't just look back; the occasion should also be seen as a springboard from which we can shape the future and take further steps to ensure the GWS and Didcot Railway Centre have a healthy, sustainable and bright future. Just as the original Great Western Railway adapted throughout its history, we need to innovate and adjust to stay relevant in the 21st century and to welcome and engage new audiences.

"If we are to continue to succeed, we need to ensure a joined-up

approach and have a cohesive plan for the future that embraces historic buildings, vintage locomotives and rolling stock, contemporary visitor facilities and inventive ways of telling the story and bringing history to life.

"Our first step is the creation of a Diamond Jubilee Fund to pull together a number of strands, including some existing projects, under one overarching appeal that is designed to raise sufficient funds to pump-prime the next chapter in the society's history."

Transformational

Chief executive Emma Jhita added: "We are looking at a set of projects where we can make good initial progress over the next 12 months and which collectively will be transformational for the centre. Some are the culmination of complex restorations and overhauls while others will very quickly make a positive impact on the visitor experience."

As well as the return to steam of the two locomotives, scoping work to assess the restoration options for 'Dreadnought' coach No. 3299 is

also amongst the work envisaged, while enhancing the covered accommodation in the refreshment rooms and investing in the gift shop will immediately improve facilities for visitors.

It is also hoped that a start will be made on reconstructing the former Heyford station building on the Oxford Road platform at the northern end of the centre's main demonstration line, while planning and other enabling tasks associated with the provision of ramped access to the site and a new welcome and orientation building are also envisaged to bring physical work on those much-needed improvements several steps closer.

→ No firm target has been set for the amount of money that the society seeks to raise through its Diamond Jubilee Fund.

However, a start will be made with support from the society's Christmas raffle: details including how to buy tickets or, even better, make a donation can be found at didcotrailwaycentre.org.uk

Part of the Great Western Society's steam fleet outside the 1932 engine shed. Left to right are: 0-4-2T No. 1466, the locomotive that started it all, currently nearing the end of a major overhaul; 2-6-2T No. 4144; 2-6-0 No. 5322; 'Blue King' 4-6-0 No. 6023 *King Edward II*; and 4-6-0 No. 6998 *Burton Agnes Hall*. GWS





Great Western Society vice president Richard Croucher lighting the first fire in the boiler of GWR 4-6-0 No. 4079 *Pendennis Castle* on October 3. FRANK DUMBLETON

Pendennis Castle: 20 years from homecoming to restreaming

By Robin Jones

IT was on Saturday, June 8, 2000, that I stood with Adrian Knowles, now the editor of the society's quarterly magazine *Great Western Echo*, at Portbury Dock downstream from Bristol, and watched two trailers disembark from the Wallenius Wilhelmsen roll-on roll-off cargo ship *Toba*, at the conclusion of a 20,000-mile voyage from Fremantle which had begun on April 25.

The trailers carried the engine and tender of GWR 4-6-0 No. 4079 *Pendennis Castle*.

The 1924-built locomotive had been sold by the late Sir William McAlpine to Hamersley Iron in Western Australia in 1977, for the pleasure of its railway enthusiasts.

Overhaul

Last steamed by members of Hamersley's Pilbara Historical Railway Society on October 15, 1994, No. 4079 was in dire need of a major boiler overhaul and other remedial work. Yet because the Hamersley mineral line on which it ran had been modernised with automatic signalling, which was incompatible with the locomotive, and the freight line had become so busy that no paths for it to run on were available, Hamersley saw no point in spending a huge sum on returning No. 4079 to steam.

Hamersley's parent company Rio Tinto pondered over options for the locomotive's future, and came to the correct decision that its future should lie with the Great Western Society.

No. 4079 was cleared by customs officers, before being taken out

of Portbury on Thursday, July 13, and over the M5 bridge en route to Oxfordshire.

As Didcot Railway Centre has no road access, *Pendennis Castle* needed to be railed at Milton sidings, two miles to the west and towed in by diesel: ironically making a swift and very welcome return to the Great Western main line!

Return

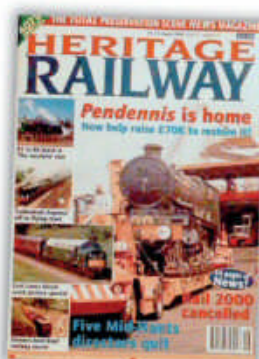
Needless to say, the return of No. 4079 made the front cover of *Heritage Railway* issue 16.

Slowly but surely, as and when funds and time permitted, the overhaul of *Pendennis Castle* proceeded stage by stage, decade by decade.

On October 3, the first fire since the locomotive returned to the UK was lit in its boiler: indeed, for the first time this century. The honour of lighting up was given to Great Western Society vice president Richard Croucher.

The seminal moment sounded a keynote for the society's 60th anniversary, and the Diamond Jubilee Fund which has now been launched.

How *Heritage Railway* covered the return of *Pendennis Castle* to British soil in issue 16, a No. 4079 special edition, in June 2000.



Lottery gives Great Central £250k – just two months after turning down earlier bid for emergency aid

THE National Lottery Heritage Fund has made a major U-turn on its earlier decision to refuse an application from the Great Central Railway for £250,000 of support from the Heritage Emergency Fund.

As reported in issue 272, the railway's disappointed officials were told on August 26 that the bid for the money from the National Lottery Heritage Fund's Heritage Emergency Fund, which has bailed out several other railways with similar large amounts at risk due to the Covid-19 pandemic, had failed.

At the time, GCR managing director Michael Gough said: "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."

However, the GCR appealed against the refusal – and have now been told that the money is theirs after all.

A jubilant Michael said: "This is a huge relief to all of our management, staff and volunteers and comes at a point when the railway is going through an incredibly difficult

and stressful time in navigating the impact of the Covid-19 crisis.

"Despite the fact that significant hard work has gone into operational recovery, with many services now running again, much of what we are able to do to generate essential income is severely hampered by restrictions, reductions in capacity and significantly increased costs, and we are so grateful that the National Lottery Heritage Fund has agreed to help us with our recovery at this crucial time."

Anne Jenkins, director, England, Midlands & East at The National Lottery Heritage Fund, said: "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."

"Thanks to money raised by National Lottery players, we are pleased to be able to lend our support to organisations such as the Great Central Railway during this uncertain time."

Tornado runs terminated!

By Cedric Johns

IN keeping with other main line engine owners, the A1 Steam Locomotive Trust had no option but to postpone several trains booked for haulage by 4-6-2 No. 60163 *Tornado*, during the latest lockdown in England.

Four trains were affected in November, starting with the Bristol-Chester 'The Cheshireman' on the 14th. Chester from Euston was again the destination on November 21, and three days later, the 'Gloucester Christmas Market' was due to leave Paddington for Gloucester and Cardiff.

The 'Yuletide Express' – a Railway Touring Company trip – was booked to start from Ealing Broadway to York

on November 28, in what would have been a one-way trip for the A1.

Norwich was the departure point for the 'Worcester Christmas Fayre' on December 3, while Lincoln was the destination for the 'Christmas Express' on December 5.

As detailed in the separate report in Main Line News on pages 54-59, *Tornado* is down to work three Railway Touring Company trips on December 12, 17 and 19.

Also, depending on the outcome of the current lockdown, the 4-6-2's next outing is dated for February 13 when the A1 is booked to head a Valentine's Day luncheon trip from York, Thirsk and Darlington, followed by an evening diners' special.



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Ours at last!

Bratton Fleming station bought by L&B revivalists

By Robin Jones

BRATTON Fleming station on the Lynton & Barnstaple Railway has been bought by revivalist company Exmoor Associates (EA).

Following several months of deliberations after the appearance of the property on the market – and a hiccup in early summer which saw it briefly reported as being sold subject to contract to another party – on November 3 the deal was signed, which saw EA, the private limited company set up to purchase and maintain available land on the route of the original line as it becomes available, take ownership.

EA paid the asking price of £325,000 for the station and two-thirds of an acre of grounds, which has in recent times been used as a two-bedroom private house named Long Acre.

Completion

The village station opened with the line on May 11, 1898, and closed along with it on September 29, 1935, spending the last 12 years in Southern Railway ownership. According to the Friends of Bratton Fleming Station group, the purchase was completed with the aid of a Southern connection.

In the short term, EA is to let the property so that the rent will cover its running costs and might even generate a small surplus, while the presence of a tenant will add security.

The station's first tenant is Andrew Naish, a Friends member and former owner of Bulleid Merchant Navy Pacific No. 350005 *Canadian Pacific*, which is now under restoration by the Mid-Hants Railway.

Andrew has sold his house and will make Bratton Fleming his main

residence, said the Friends. "He has paid his rent a year in advance, which has greatly helped us to reach the asking price, for which we are most grateful," said a Friends statement.

"Andrew is also happy to hold open-days when other members may attend and view the property – once social distancing rules allow." The lease is for an initial three years.

Prior to the completion of the purchase, a full electrical inspection was required and carried out in mid-October. A full rewiring of the property is now under way, allowing enough spare capacity to add platform lighting in the future.

EA co-director David Cameron said: "We should like to express our deep gratitude to the several hundred supporters of the L&B who so generously donated to the appeal



Exmoor Associates director David Cameron with the keys to Bratton Fleming station on November 3. EA

to buy the station. There are many who gave through the crowd-funding website JustGiving for whom we have no contact details, many again who made donations directly to EA – those who provided interest-free loans – and of course, those who bought the £500 slots to become a Friend of Bratton. Without their help, the station could have slipped through our fingers until goodness knows when it came up for sale again.

Privacy

"As the station is going to be someone's home, we would ask that their privacy is respected."

EA still needs to raise £6000 to pay off outstanding loans for the station's purchase. Anyone who contributes will be invited to email david@exmoor-associates.co.uk

Also in early November, rolling stock reappeared on the other L&B station owned by EA, Snapper Halt, where rails had been laid in spring 2019.

Members brought a flatbed wagon obtained from the Old Kiln Light Railway in Surrey and ran it along the track at the restored halt.

More than a third of a mile of trackbed and river frontage at Snapper is owned by EA. During the last few years, volunteers have been gradually clearing the trackbed and station site and restoring them to their appearance when the railway closed.

The shelter and platform have been restored, along with the running-in board.

EA is currently in negotiation to purchase several other significant new sections of land and trackbed along the route of the legendary railway.



The newly-arrived flatbed wagon at the restored Snapper Halt on November 1. EA

Heritage Painting could close its doors within weeks – says founder

RENOWNED specialist contract painters of rail and road locomotive and rolling stock, Heritage Painting is set to wind down imminently, its founder announced in November.

The Darwen-based team of livery experts, based in the Watery Lane Industrial Park, has repainted numerous locomotives over the years, including *Flying Scotsman* and *Mallard*.

The widely-acclaimed firm's services have included all areas from initial preparation through to lining and varnishing.

However, owner, former RAF pilot and self-taught painter Ian Hewitt, 42, who began his work in the field as a volunteer on the East Lancashire Railway, has decided to close the business within weeks for health reasons.

In a statement he said: "After 10 years of offering our services to the heritage industry, carrying out so many jobs around the country, I've made the difficult decision to wind down the business over the next month.

"It's no secret that I've struggled

with health issues throughout the entire time of Heritage Painting but, these last four years have been the hardest as my condition deteriorated.

"It's become more of a burden to manage all the various aspects of the business, while also relying on the team more and more.

"I'd like to thank all of our clients, family and friends for all their support over these 10 years. It has genuinely been a wonderful experience and it's been a huge honour to apply our handiwork to

many of the nation's treasures.

"As yet, it's not decided if Heritage Painting (in some form) will carry on without me.

"At 42, I was thinking I was a bit young for 'retirement'. Going forward, it's not my place to put pressure on the team to make decisions, but they are fully aware that, should they choose to, they would receive my full support amongst other things. This is my time to step away to try to regain some of the 20 years I've lost due to this condition."

Locomotive magnate's winter gardens may be restored for £8.1m

By Hugh Dougherty

AN £8.1 million plan to restore Glasgow's derelict Springburn Winter Gardens, gifted to the people of Springburn in 1900 by local railway magnate Hugh Reid, founding owner of Neilson Reid and its Hyde Park Locomotive Works, has been launched.

The Springburn Winter Gardens Trust aims to restore the 'A' listed building for community use, including a space dedicated to celebrating the area's locomotive building history.

The heritage section would house railway artefacts from the former Springburn Museum, which closed in 2003, as well as telling the story

of Springburn's industrial and social heritage.

A statue of Hugh Reid's father James Reid, funded by public subscription and erected in 1903, stands in the park, near to the winter gardens.

Survivor

Trust secretary Paul Sweeney said: "The Winter Gardens is one of the last local buildings associated with the locomotive building industry, which was once the beating heart of Springburn. Its Victorian ironwork deserves to be restored to celebrate the railway heritage of Springburn and to provide a facility, once again, for the community, just as Hugh Reid intended."



Above: Springburn Winter Gardens, the main structure of which is reminiscent of station canopy castings of the era, awaits restoration and may be returned to community use while celebrating local railway heritage. HUGH DOUGHERTY

Left: Locomotive magnate, James Reid, Hugh Reid's father, looks out over Springburn Park, which he gifted to local people. HUGH DOUGHERTY



The building has lain derelict since 1983 and narrowly escaped demolition in 1985, when it was listed. Currently owned by Glasgow City Council, the trust is planning to acquire it by community asset transfer and will apply for restoration grants.

The building's elegant cast-iron roof was made by Temple Ironworks, and mirrors railway station canopy castings of its day, while the 180ft-long building was the biggest glasshouse of its kind when built.

The trust says that the preservation of this railway age building is doubly important following the recent closure of the former

Caledonian Railway St Rollox works and demolition of Springburn Public Halls in 2012. The halls were also gifted by the Reid family and incorporated locomotive sculptures on their frontage.

Heyday

Apart from the winter gardens, the only other surviving building from Springburn's heyday as a world locomotive-building centre is the former North British Locomotive Company headquarters in Flemington Street, which later became Springburn College, after the company closed in 1962, and which now serves as offices.

EMU offered Margate museum home once restored

A 4-SUB EMU which urgently needed a new home when the Coventry Electric Museum closed in 2018, has now been offered a permanent berth at Jeremy Hosking's One:One railway and transport collection housed at the Locomotive Storage Limited depot in Margate.

Built at Eastleigh Works in June 1951, unit No. 4732 has been accommodated on a temporary basis at the depot next to the iconic former Hornby headquarters, and owning group the 4-SUB Association has been told it can stay there in perpetuity provided that a full cosmetic restoration to display standard is carried out.

The Association's Christopher Hurst said: "This is simply too good an offer to turn down. From being stored in a field on the outskirts of Coventry in all weathers, to being on display alongside an A4, Deltic, Eurostar and other iconic trains in an all-weather facility is a far more appropriate retirement for the very last of the 4-SUB units, and the Heritage Electric Trains Trust (HETT) is very grateful for this chance."

The HETT has now launched a public appeal to raise funds for the restoration at www.hett.org.uk

Supporters are being invited to sign up to its 750 Supply Scheme, the name reflecting the third-rail voltage, and pledge a regular



4-SUB survivor No. 4732 can stay in the One:One railway and transport collection in Margate provided it is cosmetically overhauled. 4-SUB ASSOCIATION

contribution each month. A bronze pledge is £10 a month, silver £25 a month and the top tier is gold at £50 a month. There are exclusive rewards for pledgers.

The association is also selling merchandise online at www.facebook.com/groups/4SubAssociationSales to raise funds.

It is intended that the overhaul of Driving Motor Brake No. 12796

will be undertaken at another site with a completion date of June 2022, with the whole unit being cosmetically restored by summer 2024.

Meanwhile, the Wirral LMS Class 503 EMU is to move from Margate to an "alternative storage site in the south of England." HETT said it remains open to working with any organisation offering a viable plan for the unit's preservation.

India's new solar-powered 'steam' locomotive

INDIA has launched its first solar-powered miniature railway at a cost of more than £10 million.

The 1½-mile line, which has been laid in Veli Tourist Village, seven miles from the state of Kerala's capital Thiruvananthapuram, boasts a bright red-liveried steam outline locomotive with three bogie coaches which can carry 45 passengers at a time.

It was officially opened by Kerala Chief Minister Pinarayi Vijayan at a video conference presided over by Tourism Minister Sri Kadakampally Surendran.

Pinarayi Vijayan said: "The eco-friendly solar-powered miniature railway will enable visitors to enjoy the beauty of nature."

"Artificial steam spouted by the engine of the train, modelled after the vintage steam locomotive, will stir nostalgic feelings. The station house is also designed in a traditional style."

"The surplus energy generated by the system will be routed to the Kerala State Electricity Board's grid."

The railway is owned by the state tourism department.

Kerala, a state on India's tropical Malabar Coast, is renowned for its palm-lined beaches. The tourist village is situated where the Veli Lake meets the Arabian Sea.

Metal thieves foiled on Mid-Norfolk

NORFOLK Police and the Mid-Norfolk Railway's security measures prevented an attempted metal theft from Dereham station.

The October 29 incident follows an attempted burglary spotted by the line's staff and volunteers on its CCTV system the day before. Police were notified and extra precautions were taken.

The site was targeted again twice in one day, with police being called on both occasions. Nobody was apprehended, but a search revealed that damage to security fittings and fencing was found. Further security precautions will now be installed.

Danger

Mid-Norfolk Railway Trust chairman Charlie Robinson said that such incidents highlight not just the criminal intent of some but also the dangerous nature of unauthorised access to the railway. "The MNR might well be closed to the public at the moment but the railway itself is not closed," he said.

"Direct Rail Services (DRS) is currently operating on our track on a daily basis, as it runs rail head treatment trains on behalf of Network Rail on the East Anglian rail network. DRS is using our facilities as a base. As such, trespassing on the line is both a criminal offence, but just as importantly a life-threatening risk that is being taken."

Green light for tramway's Wetlands stop

EAST Devon District Council's planning committee has approved a scheme to add a fourth stop to the Seaton Tramway at Seaton Wetlands.

The new stop will be created at the existing Swan's Nest passing loop and will fulfil one of the tramway's long-held ambitions.

The line had previously been given planning permission for the stop, but the revised application provides an alternative walkway through the wetlands that would reduce the visual impact and disturbance to wildlife.

World first 'rediscovered' in colour photographs

By Robin Jones

RARE colour images of the world's first heritage railway to be built by volunteers on a green field site have come to light in its 60th anniversary year.

Issue 269 included several previously unseen black-and-white photographs of the Lincolnshire Coast Light Railway (LCLR) on its original site at Humberston which had been discovered during the first Covid-19 lockdown during a clear out of dusty old cupboards on the then-nearby Cleethorpes Coast Light Railway (CCLR). The LCLR has since relocated to the Skegness Water Leisure Park at Ingoldmells, 42 miles to the south.

The rare find prompted LCLR's volunteers to search for early pictures of the CCLR from the time when it was the Cleethorpes Miniature Railway, and they came up trumps. Those pictures were published in issue 270.

Significance

Now even more significant photographs of the very earliest day of the LCLR's existence – colour slides, taken on August 17, 1960, when the first train left Humberston North Sea Lane station for Humberston Beach, have surfaced six decades on.

That opening train comprised Motor-Rail Simplex diesel No. 3995 of 1926 and one carriage, War Department Class D open wagon which had taken troops and munitions to the Western Front trenches and later, transported potatoes and sugar beet in the Lincolnshire Fens for the Nocton Estates Railway.

One of the founding supporters and earliest shareholders in the LCLR Company, Mike Swift, the former secretary of the Narrow Gauge Railway Society, was prompted by the publication of the old photographs to recall having taken colour slides on the opening day and on subsequent visits.

However, his slides had since been shown only at occasional meetings, and were stored securely in the slide cupboard in his Huddersfield home. Taken in 1961 and the bitterly cold winter of January 1962, the present-day volunteers had been unaware that they existed.

Mike had intended to show the slides to LCLR volunteers during a visit planned by the society for the summer of 2020, but it was cancelled as the line has remained closed in its anniversary year in response to the Covid-19 pandemic.

Instead, he passed them to LCLR photographer Dave Enefer, who used his computer to enhance the images and post them on the website of the LCLR's charity, the LCLR Historic Vehicles Trust.

A LCLR spokesman said: "For those longest-serving volunteers, they revive not only the memories of the line in its pioneering days, but also perfectly capture the atmosphere of Lincolnshire seaside holidays in the 1960s and the 2ft gauge train which ran from morning till mid-evening, carrying in its 25-year lifespan at Humberston (before closure and removal to storage, then to Skegness) more than 2,000,000 passengers."

"They have told Dave they bring back memories of the happiest days of childhood, operating the line and being part of its development as stations were completed, historic carriages restored and further locomotives, including the 1903-vintage steam engine *Jurassic*, arrived."

Memories

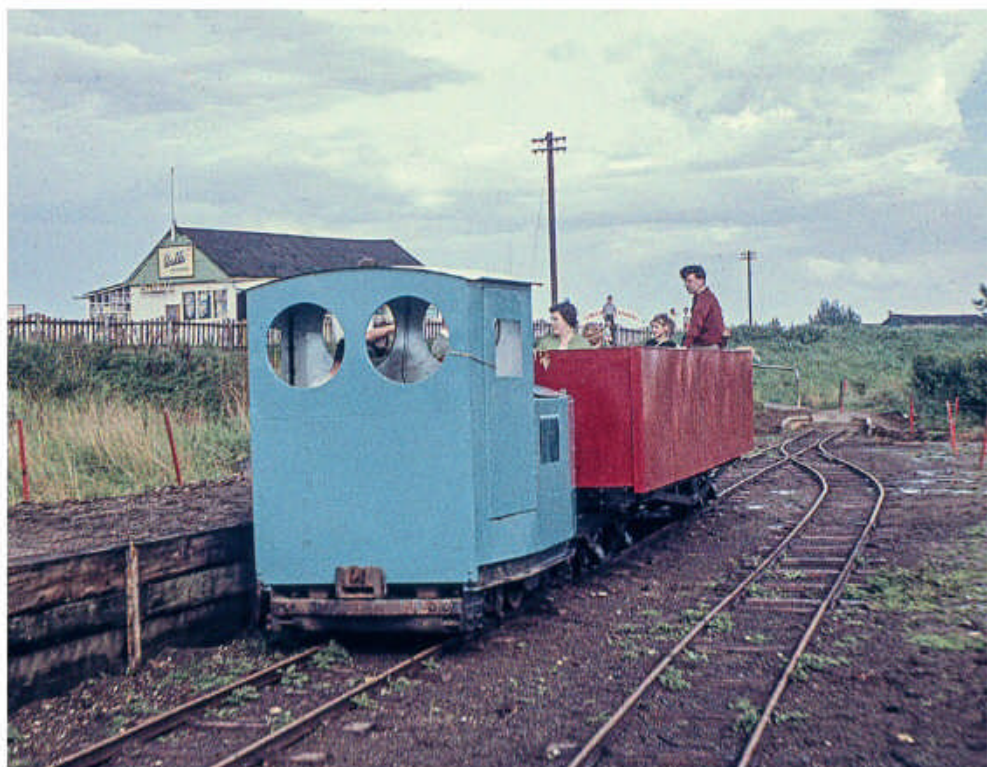
"You can almost scent the sea in the air and hear the shrieks of children playing on the beach from looking at Mike's photos," said one. "The bridge over the stream at Beach station, the sound of the Simplex running along the rails, the shouts of 'train for the Beach', the donkeys coming back to the field next to the railway every evening accompanied by Humberston's 'Donkey Girls' – Mike's photos are that nostalgic, they revive memories forgotten for nearly 60 years."

"For those of us – schoolboys at the time – who spent every weekend at the LCLR and every day of the school holidays running the trains, it was an idyll – how lucky we were. And how lucky we are that the LCLR is still with us, bigger and better than ever before, at its new home in the Skegness Water Leisure Park."

As highlighted last issue, the next heritage railway to be built from scratch – as opposed to reopening an existing line – was the Ocean Beach Railway which was built between 1961 and 1963 in Dunedin, New Zealand. It reopened in October after more than three years of closure caused by the theft of valuable parts from its steam fleet.



The Lincolnshire Coast Light Railway opening day, Thursday, August 27, 1960, sees the opening train at the yet-to-be completed Beach station, with most of the guests having dispersed to take photographs. The pristine state of the track comes as a surprise to those who knew the station only when nature had reclaimed the ground around the rails and the sleepers! Yes, Simplex Motor Rail 4wDM Paul did not have anything like the stature of *Flying Scotsman* or *Royal Scot*, but six decades ago the volunteers of the Lincolnshire Coast Light Railway added an important new dimension to the early volunteer-led railway heritage movement and the groundbreaking work undertaken on the Tallylyn, Ffestiniog, Bluebell and Middleton railways, in showing that a line could be laid on a green field site and used for a public service, a principle which has reaped massive dividends in the six decades that followed its opening. MIKE SWIFT



Above: Beach station as laid out a little later in 1960 – the platform completed and nature beginning to reclaim the trackbed. MIKE SWIFT

Right: Seen in the brief three week initial operating season in 1960, a well loaded train heads through the fields for Beach station. MIKE SWIFT



May 22, 1961 the platforms at North Sea Lane and Beach had been completed and an extra carriage had been built. Passengers are loaded into the two carriages at North Sea Lane, prior to setting off for Beach. The guard in short trousers and an oversized white jacket is still a volunteer in 2020. MIKE SWIFT



January 6, 1962 – winter photographs of the line in its early days are seldom, if ever, seen, and by this date Peckett 0-6-0ST No. 1008 of 1903 *Jurassic* and a Ruston & Hornsby diesel had been delivered from Southam cement works in Warwickshire to join Simplex *Paul*, and two former Ashover Light Railway carriages (picture, page 87) had been delivered from Derbyshire for restoration and use. Could such priceless artefacts be left in the open nowadays without fear of theft or vandalism? MIKE SWIFT

Vintage carriages destroyed in fire at Czech railway museum

By John Titlow

FIVE historic carriages have been destroyed in a suspected arson attack at the Jaroměř Railway Museum in the Czech Republic on October 20.

All dating back to the 1930s, two were sleeping carriages originally belonging to Czechoslovakia State Railways (ČSD), and which spent their last days as workshop facilities where all the interiors were completely ripped out.

The other three were of much greater importance, having been part of a Hungarian Railways government train called The Turan, used between the wars by Miklos Horthy, that country's governor at the time. The three had been left in Czechoslovakia after the Second World War.

The most important two were built by Dunakeszi, No. 6 in 1938 and No. 10 in 1928, and were both completely destroyed in the fire. The third, No. 1 was a radio carriage and was only slightly damaged by the blaze.

Condition

Despite being used for the recreation of railway workers, they were in good condition, retaining the original wallpaper, sun loungers and seating. In 1990 they were preserved and arrived at Jaroměř the same year.

Storage of the carriages was in the open and they were locked. According to museum chairman

Jaroměř Bohuslav Škoda, no work or maintenance had been done on them and they had no electricity: therefore the cause of the fire can only be arson.

He estimated the damage is in the region of £4 million, taking into account their historical importance. The depot has public liability insurance but none for the carriages so all is lost. Future plans were being prepared to restore them to their original condition with close collaboration of the Hungarian Railway Museum.

Rescue

The fire service received a call around 2am and five fire engines were sent, but flames had taken hold. Despite the efforts of the crew, it was not possible to save the carriages.

The museum at Jaroměř was founded in 1989 when 0-6-0T No. 310006 was restored to working order and transferred to the then-unused early 20th century eight-road roundhouse.

Since 1994 the Jaroměřská železní depot, a not-for-profit organisation, has established itself, building a collection of around 10 locomotives often operating steam specials in the area.

Due to the fire, funds are now having to be transferred to building a security fence rather than on railway preservation. For further information visit www.vytopnajaromer.cz/index/en



The fire at the Jaroměř Railway Museum on October 20. JAROMĚŘ BOHUSLAV ŠKODA

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New Washford lease on table as S&D Trust moves stock to Mid-Hants

By Robin Jones

DISCUSSIONS between the West Somerset Railway (WSR) and the Somerset & Dorset Railway Trust (SDRT) regarding a new 10-year lease at Washford have opened.

As highlighted in issue 265, in February, the SDRT was given a year's notice to quit its home of 44 years at Washford station by WSR plc, the given reason being that the railway wants to use the site for its own purposes.

The move sparked controversy – and has now led to the SDRT agreeing to the relocation of some of its exhibits to the Mid-Hants Railway, which currently has its flagship Somerset & Dorset Joint Railway (SDJR) 7F 2-8-0 No. 53808 on loan for two years.

However, the fresh talks between the trust and WSR plc follow on from the railway not requiring Washford yard in its entirety in the foreseeable future, although by agreement with the trust, it may use it occasionally.

The SDRT said that if the latest discussions come to fruition, some items such as the vintage carriages will remain on site at Washford on a shorter lease than that agreed in 2018.

Arrangements

Any future arrangement agreed between the two will exclude the station, which will revert to plc management.

A plc statement said that the proposed new lease will allow the



Artefacts belonging to the Somerset & Dorset Railway Trust which are set to be found a new home on the Mid-Hants Railway. BRIAN KENNEDY/MHR

trust to continue with its restoration and maintenance work on its rolling stock at Washford, while at the same time making arrangements for the relocation of artefacts to other sites.

The statement said: "The trust had already completed a strategic review of how it is fulfilling its charitable objectives. It has concluded that moving its museum items and some of its rolling stock to other locations will enhance their access by the public and broaden the appeal of the trust."

In early November, it was formally announced that the Mid-Hants Railway Ltd (MHR), Mid-Hants Railway Preservation Society (MHRPS) and the SDRT are in detailed discussions regarding the relocation of rolling stock and artefacts from Washford to

the Watercress Line in Hampshire.

The offer to help store the items, as reported in issue 272, came as the trust launched a Progressing Our Future appeal to cover the cost of moving them. More at www.sdrt.org

A Mid-Hants statement said: "The Watercress Line is, and the S&DJR was, a steeply-graded single-track main line, both of which had operational links to the LSWR. As a result, an SDRT presence at the Watercress Line would be appropriate to the history of both the Somerset & Dorset and the original Mid-Hants Railway."

Future

Mid-Hants Ltd chairman Richard Lacey said: "We are excited to be working on detailed arrangements for displaying

the SDRT's collection, which we believe will provide a significant enhancement to the experience for all our visitors. We are delighted to welcome the trust as a member of the Watercress Line family."

The S&DRT, MHRPS and MHR Ltd are discussing arrangements for each element of the move, with an objective, if agreed by all parties, to complete the transport of rolling stock and artefacts by the end of February 2021.

MHRPS chairman Stephen Evans said: "This will enable the Watercress Line to reveal more about the history of railways in southern England by displaying an enhanced collection of important 19th and 20th-century items."

SDRT chairman Ian Young said: "The trust is very excited about the future possibilities of bringing its collection of historic railway artefacts to a wider audience that this move brings. The display will also fit well with the presence of No. 53808 on the Watercress Line."

The SDRT came into existence in the wake of the Somerset & Dorset Circle buying No. 53808 from Barry scrapyard in 1968 and leasing the station buildings and Up platform at Radstock North from BR. In 1973, the Circle became the Somerset & Dorset Railway Museum Trust. A separate attempt to buy the station failed, and the nascent WSR offered a home at Washford station, with the 7F being moved there in December 1977.

Farewell to popular Jack the Station Cat book series creator Alan Cliff

TRIBUTES have been paid to the Reverend Alan Cliff, author of the popular Jack the Station Cat book, who died on October 26 after a long illness.

A lifelong enthusiast and the one-time owner of Quarry Hunslet 0-4-0ST No. 779 of 1902 *Holy War*, now based on the Bala Lake Railway, Alan, the son of a doctor, was born in Morecambe in 1936.

Having attended both Oxford and Cambridge universities, he became a Methodist minister in 1960, marrying Rosemary in the same year.

Initially based in Gorleston-on-Sea, he moved to Edinburgh where he became the youngest superintendent minister in Methodism at the time.

In 1974, he moved from Scotland to Wales where he took charge of the Wrexham circuit.

While in Edinburgh, Alan built a huge model railway layout in the attic of the couple's home. He

later constructed a small layout called Lock's Siding, after the family business, Locks the Hatters of London.

Author

Forced to take early retirement in 1987 on health grounds, he and Rosemary moved to Rhyl.

It was suggested that he took up writing to help him recover from his health problems, and in 1990, he self-published his first book, *British makers of O gauge, 1890–1990*.

He went on to write more than 300 articles for the model railway press, including *The Chronicle of Lock's Siding* in *British Railway Modelling*.

He also wrote on other subjects and in 1995 he won the Jo Cowell competition for article writing and in 1997 won the best humorous article competition.

He was also the author of an introduction to Christianity for

teenagers and adults called *The Grand Rescue*.

The couple were lifelong cat owners, and one of them was a black and white shorthair called Jack, who took delight in interfering with the Lock's Siding layout. Alan introduced Jack as the Station Cat in the *The Chronicle of Lock's Siding* and then developed the character in a series of children's books chronicling his adventures around Tail's End station, and which have been stocked by heritage railway shops across the country.

Jack – Special Agent, a story from Jack the Station Cat and the Space Aliens was shortlisted for the 2003 Goodchild prize for Excellent English.

Alan was elected as a full member of the Welsh Academi in 2006.

Alan also wrote books about Jack's country cousins Grabbit and Skoot. His most recent work was a history of *Holy War*, published in 2017 as *Holy*

War: From Llanberis to Llanuwchllyn.

He gave half his author's royalties to charities and was always pleased that he could help heritage railways and preservation groups by supplying a product which helped with fundraising.

Interest

Alan's final book will be published with the help of Gwasg Helygain, his long time publisher. Details of all his books can be found at www.jackthestationcat.co.uk

His son Nigel – who illustrated his books – told the local press: "Dad was everyone's friend. He had no airs and graces and just liked to meet people and be interested in them. He had some famous fans, among which were members of the Royal Family."

A statement from Alan's family posted on the Jack the Station Cat Facebook page said: "He was a friend to all he met and will be very much

Barry Island station may be redeveloped

BARRY Island station – home to the Barry Tourist Railway – could be converted into a mixture of restaurants, shops, business units, and residential properties.

Owner the Vale of Glamorgan Council, has announced it is to market the station building and it is now inviting regeneration proposals. The local authority said it will accept a variety of tenants.

The council hopes the redevelopment of the building, which is opposite the fairground, will complement Barry's seaside resort.

The station has been the terminus of the Barry branch of Network Rail's Cardiff Central to Barry Island line since the closure of Barry Pier station in 1976, the last passenger working through Barry Island tunnel to the Pier station being an enthusiasts' special in 1973. It is also served by the Barry Tourist Railway, which runs on a track parallel to the Network Rail branch.

Under the new proposals, tenants Cambrian Transport, which operates the heritage line, would remain at the station.

Coun Lis Burnett said: "This is an exciting opportunity to redevelop one of Barry's most iconic buildings."



The first trains in around eight months have run on the West Somerset Railway. November 2 saw two Class 33s, D6566 and D6575, running in multiple for the first time, approaching Crowcombe with an empty stock and engineers' train from Williton to Bishops Lydeard. The same day, WR 4-6-0 No. 7822 *Foxcote Manor*, back from its brief return to its Llangollen Railway home, is seen passing Churchlands Bridge, Come Florey with a Bishops Lydeard to Minehead engineers' train, again showcased by the autumn light and rich colours.

DON BISHOP



Jack the Station Cat creator Alan Cliff at one of his many book signings. WWW.FACEBOOK.COM/JACKTHESTATIONCAT

missed by his family and all who knew him.

"He took great joy in relating the stories of Jack and his friends and was very pleased to have been able to bring two of his passions (cats and railways) together in a way that brought pleasure to so many people.

"Up until the last few months of his life, Alan was still busy creating stories and it was one of his regrets that due to his increasing ill health

he had to give up book signings, which he always thoroughly enjoyed. If you ever met him at one, you did very well to walk away without actually buying a book from him.

"He was forever grateful to everyone who assisted with the publication of the books and was especially pleased that these were local to North Wales or members of the family."

Public inquiry into NRM road closure plan

A PUBLIC inquiry into an aspect of plans to build a new gallery for the National Railway Museum is to be held after 340 local residents objected to the permanent closure of Leeman Road.

The closure is necessary if the museum is to go ahead with its plans to link its two existing sides in time to mark its 50th anniversary in 2025.

Residents have expressed concern over the quality and inconvenience of alternative routes once the road is closed, and worsening traffic congestion compounded by plans for 2500 new homes in the York Central development scheme, which also depend on the road closure going ahead.

The Department of Transport will hold the public inquiry before the Secretary of State makes a final decision.

Help Watford's little line return

A CAMPAIGN to restore the flood-damaged Watford Miniature Railway has been launched.

The 10¼in gauge line, which has operated in the town's Cassiobury Park since 1959, found itself submerged by heavy rain during Storm Alex on October 3/4, damaging rolling stock, track and other assets, as reported last issue.

The flood left the line closed just 10 weeks after reopening after the first lockdown.

An appeal has been opened at www.gofundme.com/f/watford-miniature-railway for £3000 towards repairs.

As we closed for press, around £2000 had been raised. The line hopes to have a limited reopening at Christmas, with a full reopening from Easter.

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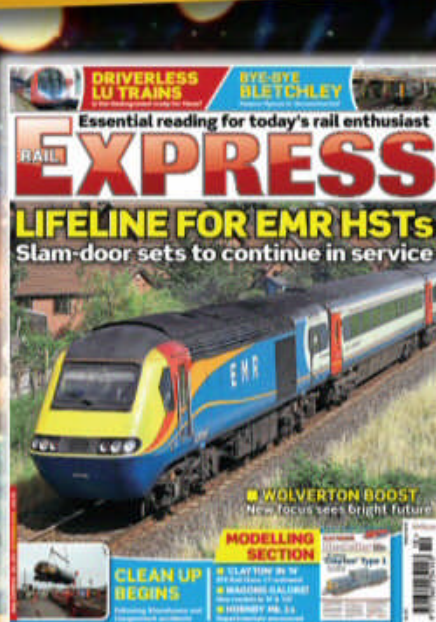
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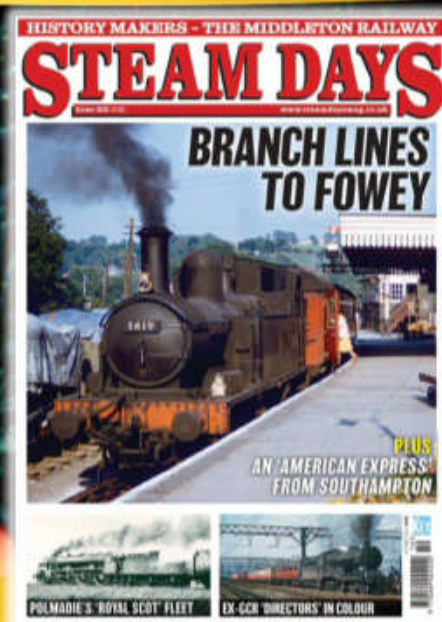
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New-build B17 *Manchester United* project declares itself offside

By Robin Jones

THE final whistle has been blown on a project to re-create a steam locomotive named after the world's most famous football club.

As reported in issue 160, the scheme to re-create scrapped LNER B17 4-6-0 No. 61662 *Manchester United* was launched in 2012 and promoted by the North British Locomotive Preservation Group (NBLPG), following the discovery of LNER tender No. 4166, once coupled to B1 4-6-0 No. 61176, in a Doncaster scrapyards the year before.

Under the banner of the Engine 61662 appeal, it was bought by a small group of enthusiasts and taken nearly 200 miles south to the Woking Miniature Railway Society's 10-acre site which includes the 7¼in gauge Mizens Railway, and which became the base of the new-build project.

Vision

However, the roots of the project date back to 2008 and the NBLPG's previous scheme to build not one, but two B17s, as featured in issue 111.

Under that scheme, one of the planned B17s would be built to operational standard, for use on both the main line and heritage railways. The other would be a non-working example for exhibition, on static display at museums.

A total of 73 B17s were built between 1928 and 1937 to Nigel Gresley's design, mostly by the North

British Locomotive Company. The first of them, No. 2800, was named *Sandringham*, beginning a sequence of B17s named after English country houses, while No. 2848 *Arsenal* was the first in the line of 25 named after Football League clubs.

The original No. 61662 was built by Robert Stephenson & Co and entered service in January 1937 as LNER No. 2862 and was named *Manchester United* in honour of the 1937 football team, with the club colours painted on its splashers. It ran for nearly a million miles in traffic before being withdrawn from service at the end of 1959 and scrapped at Doncaster the following year.

Under the initial NBLPG plan, one of the new locomotives would carry the name *Sandringham* after the class doyen, while the other will recreate one of the 'Footballers'.

The group aimed to follow in the footsteps of The A1 Steam Locomotive Company, which built and operates Peppercorn A1 Pacific No. 60163 *Tornado*.

The Sandringham Locomotive Company was formed, and eventually became the B17 Steam Locomotive Trust (B17SLT), which has just moved its partially-constructed locomotive, No. 61673 *Spirit of Sandringham*, and its two tenders from the Llangollen Railway workshop to the premises of CTL Seal Ltd in Ecclesfield, Sheffield.

However, in November, the No. 61662 project, which has spent



The eight-year-old project to build a replica of B17 4-6-0 No. 61662 'Footballer' *Manchester United* – seen here as a 'mock up' in the grounds of the Mizens Railway near Woking – has been wound up, with its original LNER tender and other salvageable parts donated to the parallel B17 No. 61673 *Spirit of Sandringham* project. 61662 APPEAL

years assembling the locomotive in the open, announced that it was being wound up.

"We have been unable to work on No 61662 for almost a year and many parts are starting to deteriorate," said a statement.

Donation

"All is not lost, however, as we are donating our LNER tender and various other items to the B17SLT, so at least part of No. 61662 will eventually run again."

A statement from the B17SLT said: "The 61662 Appeal (*Manchester United*) project is being wound down. After consultation with the

Appeal club members, the favoured outcome, supported by the vote of members of the 61662 Appeal, was to offer the ex-B1 tender as a donation to B17SLT for the *Spirit of Sandringham* project. The cost of its removal and transport from the site will be a B17SLT responsibility.

"The tender's frame structure both outside and underneath is sound, with the dragbox, couplings and rear buffers all in place. Wheels, axles and axleboxes appear sound, although appropriate testing and new tyres will be required. A full set of bearing springs and hangers are available, which will require overhaul/test;

B17 *Spirit of Sandringham* completes move to new Sheffield home

MEANWHILE, the B17SLT completed the move of the chassis of *Spirit of Sandringham* from Llangollen to CTL Seal on October 20, the tender having arrived on September 30, as reported last issue. The chassis is now located in the building that will be its new home for the next build phase and for the foreseeable future.

The move proved to be timely,

as all of Wales and South Yorkshire, including Sheffield, were placed in a higher level of lockdown on October 24.

Construction

The manufacture of the wooden hornblock patterns has started at William Cook's, also of Sheffield. The casting of the hornblocks

was expected to take place at the end of November, Covid-19 restrictions permitting.

Meanwhile, the design team is finalising the design of the main driving wheel springs.

On October 22, two days after the chassis had arrived, Penistone and Stocksbridge MP Miriam Cates made a private visit to the firm as guest of

the managing director Andy England.

B17SLT chairman Brian Hall explained that the next phase of construction was to manufacture parts, to ultimately see wheels fitted to the mainframe structure. Local engineering companies within the Sheffield area and the surrounding area would jointly contribute as part of the supply chain to the project.

Target

Further funding would enable the manufacture of cylinders, motion, bogie and the boiler in the years ahead with the aim of achieving an operational locomotive in 2029, to mark the centenary when the first B17s entered service.

He also highlighted the successful two-year education programme themed upon the B17 project, conducted in conjunction with STEM (Science, technology, engineering, and mathematics) at five trial



Local Conservative MP Miriam Cates and B17 Steam Locomotive Trust chairman Brian Hall, pictured with the *Spirit of Sandringham* chassis display at CTL Seal Ltd. B17SLT



The chassis of No. 61673 arrives from Llangollen at the new-build project's new home of CTL Seal Ltd in Sheffield. B17SLT

full replacement brake gear will be required. All are a common factor with our own comparable tender, now in Sheffield.

"Importantly, the frame structure is in better condition than our own tender, which is devoid of dragbox, couplings and brake gear.

"Parts of the coal space have rusted away. A replacement tank and coal space will be needed, which is the same for our own version.

"This ex-B1 tender will provide a benefit to the trust, where this variant would be the preferred choice for main line running, although a thorough strip down, assessment, test and rebuild with replacement parts as required will be needed.

"Ownership of both LNER tenders will provide an extra set of wheels, axles and axleboxes as a valuable spares asset.

Resources

"Space is available for the tender at the Sheffield site. Assembled track of sufficient length from beneath the 'mock up' locomotive has also been agreed as part of the donation arrangement. Similarly, the front pair of buffers are part of the donation.

"A full-size cab fabricated in aluminium with wooden window frames is fitted to the 'mock up' locomotive. It is owned by David Buck (the chairman of railtour operator Steam Dreams) who has agreed to loan it to the *Spirit of Sandringham* project for display purposes. The trust will continue to conclude the transfer arrangement for the tender.

"The trust is making an offer to the 61662 members of a reduced subscription to the B17SLT for their first year."

schools in Essex. It is hoped that this learning initiative may also enthuse and stimulate a desire by the young people, to pursue career opportunities in the fields of engineering and manufacturing.

Brian also explained that discussions with appropriate departments within the Engineering Faculty at Sheffield University had commenced, to explore opportunities for cooperative working and mutual benefit associated with the *Spirit of Sandringham* project.

→ Anyone wishing to make donations to the B17SLT through Sandy's Fighting Fund to cover the cost of the move and further progress is invited to send them to: Brian Hall, 171, Clifton Road, Shefford, Beds. SG17 5AG, or via bank transfer to the B17 Steam Locomotive Trust (account number 53357821; sort code 20-41-12).



In a brief burst of sunlight on an otherwise overcast September 26, GWR 2-8-0 No. 2857 passes Hay Bridge on the Severn Valley Railway with 'The flyer', the 10.15am service from Kidderminster to Bridgnorth. PAUL STRATFORD

New book aids Great Central Reunification scheme

MORE than 10% of the funding needed for the next stages of the £3 million Reunification project, to link the two heritage era Great Central railways and create an 18-mile 'steam highway' between the outskirts of Nottingham and Leicester, is now to hand. Supporters are now being urged to buy a new book about the scheme.

With the key element in the Reunification scheme, a new bridge across the Midland Main Line at Loughborough in place, more than 500 yards of new railway including bridges and embankments needs to be built to extend the Great Central Railway at Loughbough up to that point.

Millions of pounds have already been raised and spent on building the one new bridge and completely refurbishing another ready for service. The current Reunification appeal will pay for the next two stages, which will be built together to reduce costs.

Progress

Consultant engineers have now been engaged to guide the railway towards the construction of these next phases, including obtaining the necessary paperwork and permissions.

Building work will resume only once the majority of the funding for phase three and four is in place. Andy Fillingham, chairman of

the Friends of the Great Central Main Line, said: "We're obviously delighted to have reached another milestone in our fundraising.

"Donations continue to flow, even though we are seven months into a pandemic. We receive contributions large and small and everything makes a difference and is humbling. It's amazing what we have all achieved together and shows how people power is getting the two railways reconnected."

The latest fundraising venture for the project is a new 60-page colour book chronicling the progress made so far in one of the

biggest civil engineering projects in the 70-year history of the volunteer-driven heritage sector.

Written by journalist, broadcaster and long-term Great Central supporter Tom Ingall, and including a special foreword by Network Rail chairman Sir Peter Hendy, it contains many previously unpublished photographs and sells for £10 a copy.

Sponsored by the Friends group, every penny from sales will go to the Reunification appeal.

Fundraising

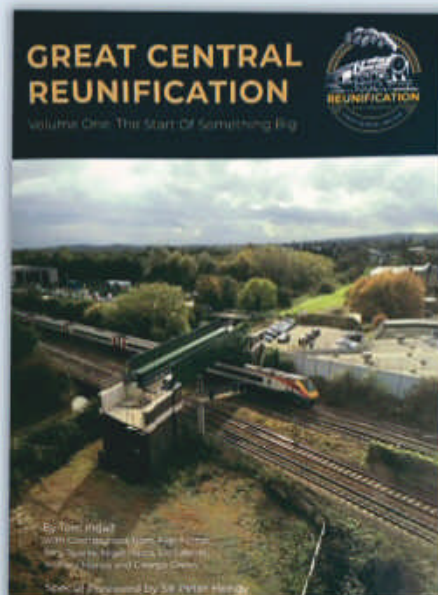
Tom said: "What a privilege it has been to write this book. Unseen photographs and untold tales from the UK's biggest heritage railway project! Who could resist?"

"We've already come a long way towards a project many said was impossible. At £10 each, every copy will help push our fundraising total even higher. We've cheekily called this 'volume one'. The sooner we sell out, the sooner I hope to be writing 'volume two' as the story continues!"

The book is available now and can be ordered via email to blycett.gcr@gmail.com

GCR chairman Richard Patching urged supporters to buy copies for Christmas.

→ To learn more about the project and how to donate at www.gcrailway.co.uk/unify



The new fundraising book to support the Great Central Railway's reunification project. FOGCML

Swanage makes staff cuts as SOS appeal continues

By Robin Jones

THE Swanage Railway has again urged supporters to donate to its Save Our Service (SOS) appeal – after making more compulsory redundancies.

The Purbeck line recently received a £223,200 Culture Recovery Fund for Heritage grant – but the public should not wrongly assume that the money will cover day-to-day operating expenses – a principle that applies to other heritage lines which have just benefited from similar major grant aid.

Instead, the grant will pay for measures to keep trains running during the Covid-19 pandemic, such as its online booking system, carriage adaptation and cleaning and the provision of personal protective equipment, all of which are over and above normal expenses.

Finance

Turnover this year is projected to fall to around 33% of 2019 levels, and anticipating the shortfall, the SOS appeal was launched with a target of £360,000, to offset loss of income during lockdowns and with socially-distanced trains running at 50% of normal capacity in between them.

As we closed for press, around £330,000 had been raised through the appeal, but officials stressed that more is needed.

In a circular issued to staff on November 3, railway chairman Gavin Johns said: "How we operate and on what cost base requires detailed scrutiny across the whole business and plans developed and implemented to balance reduced



Bulleid Battle of Britain light Pacific No. 34072 257 Squadron heads through Corfe Castle on the Swanage Railway on August 2. ANDEW PM WRIGHT

income and our historic cost base, with the need to retain the capability to operate a safe train service.

"In July the views of employees were sought on various options under consideration which included voluntary redundancy, taking of sabbaticals in winter months and potential changes to working hours and/or salary options.

"The board has decided that the future financial projections coupled with the need to change the focus

of some of our activities meant that the small number of voluntary redundancies received from staff did not address the issues sufficiently. The board has therefore taken the decision to secure, in compliance with statutory procedures, a further six compulsory redundancies.

Redundancies

"A total of eight employees will be leaving our employment over the coming weeks. These roles being made

redundant are spread across the railway company and Swanage Railway Trust in the areas of business development, sales and marketing, catering, permanent way, operations, locomotive carriage and wagon departments and museums.

"The board do not anticipate any further redundancies being required at this time."

→ To donate to the SOS appeal, visit saveourservice.co.uk or at www.swanagerailwaytrust.org/giving

Buckfastleigh's GWR auto tank progresses as new boiler barrel ready

THE two halves of the new boiler barrel for the South Devon Railway's GWR Collett 0-4-2T No. 1420 have been slotted together in Buckfastleigh Works.

Now they are together, they will be drilled and riveted. A new smokebox door and smokebox door ring are on order. The latter will be pressed 'in house' at the same time as a new one for sister and former Buckfastleigh and Totnes Quay branch resident No. 4866 (No. 1466), now itself being overhauled and restored to steam again in time for owner the Great Western Society's 60th anniversary year in 2021, and for which a £60,000 public appeal is running at didcotrailwaycentre.org.uk

The die set for pressing the inner firebox endplates for No. 1420 and a ready-to-use

foundation ring around which the firebox will be built, were due to arrive in mid-November. Both of these items are being funded from the line's recent National Lottery Heritage Fund's Emergency Fund grant of £124,800.

A railway spokesman said: "Work will be ongoing as time allows with advantage of any quiet spells being taken to progress this important project."

Built at Swindon in November 1933, No. 1420 was withdrawn by BR in November 1964, and having been bought for the Dart Valley Railway, arrived at Buckfastleigh in 1965.

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. In the



The new boiler barrel for Collett auto tank No. 1420 assembled at Buckfastleigh. SDR

meantime, it has been cosmetically restored at Buckfastleigh pending the completion of its overhaul, which it is also hoped to have completed in 2021.

New corporate membership scheme to help build *Hengist*

THE builder of new BR Clan Pacific No. 72010 *Hengist* has launched its first corporate membership scheme.

Lifetime membership of the Standard Steam Locomotive Company Limited scheme will cost £1000, with benefits including seats on the first revenue-earning train hauled by *Hengist* and invitations to the launch of the locomotive after its completion.

The first company to sign up for the scheme is rail industry firm Diamond Seating, the sister company of the Clan Project's partners CTL Seal of Sheffield.

Project chairman Allan Jones said: "I'm delighted that we're launching our new corporate membership scheme to help build the 1000th BR Standard locomotive. It will complement our standard membership scheme, as we look to continue to build on the enthusiastic following for our project.

"We appreciate this is a difficult time for many people and businesses, but if you can spare a small amount for membership



The frames of Clan *Hengist* being lifted inside the Sheffield premises of CTL Seal. SSLC

of our project, it would be much appreciated."

Despite the challenges posed by Covid-19 restrictions, work on *Hengist* is making steady progress, including the completion of the horn guide machining. While still on the machining station the opportunity has been taken to blend the exhaust steam ports into the frame structure to ensure an unrestricted flow.

The second phase of the frame assembly is about to commence, including the front buffer beam, frame extensions, and motion and sidebar brackets, while the wheels for the pony or trailing truck have been cast by Boro Foundry.

→ For membership details, visit www.theclanproject.org



Avonside 0-4-0T No. 1909 of 1922 on Bala Lake metals for the first time on October 22. BLR

Bala Lake welcomes 'home' expat Avonside sugar cane locomotive

THE Bala Lake Railway (BLR) took delivery of its latest locomotive as it completed its journey from the other side of the world on October 22.

Unrestored Australian sugar cane plantation Avonside 0-4-0T No. 1909 of 1922 arrived in a container from Queensland.

Its new owners, John and Hilary Moorhouse, were on hand to welcome the locomotive which worked at Farleigh Mill Sugar Mill, near Mackay.

John said: "Being 90% complete, I am certain that it is eminently restorable and will make a useful

locomotive for the BLR. Although possibly a little optimistic, it would be wonderful if it could be operational for its 100th birthday in 2022 and, I believe, a milestone for the BLR. If lockdown continues for a long period, this may become impossible."

As highlighted in issue 272, No. 1909 last steamed in the Sixties, and was subsequently plinthed in a park near Farleigh Mill before being bought by enthusiast Eric Gibson.

Since then it has been stored, undercover, complete, at his farm in Racecourse, near Mackay.

SWANAGE RAILWAY LIMITED EDITION PRINTS

Swanage Railway has collaborated through the Mulberry Tree Gallery in Swanage with one of their much-loved artists, Oliver Pyle, to commission four paintings of the railway's current locomotives in their iconic and beautiful surroundings



The Mulberry Tree Gallery is donating all profits from the sale of these prints to the Railway's SOS Appeal which is so necessary in helping the Railway survive through this winter and to be in a position to run services next year.

There is a limit of 250 of each print which are numbered and signed by the artist and accompanied by a certificate of authenticity. The print size is 475mm x 327mm and can be viewed and purchased through the gallery at:

<https://www.mulberrytreegallery.co.uk/collections/swanage-railway-save-our-service-appeal>

If you wish to donate directly to the railway's SOS Appeal this can be done at:

SAVEOURSERVICE.CO.UK



Lowdham station signalbox in the early 20th century. HWA



Lowdham station signalbox relocated next to the Grade II listed station building, on the opposite side of the line from its original position. HWA

Midland Railway signalbox saved in overnight 'short hop'

By Robin Jones

AN HISTORIC signalbox on Network Rail's Nottingham to Lincoln line has been saved by a local charity and moved to a new site a stone's throw away.

Lowdham station became Grade II listed on May 13, 1986, and its main building is now privately owned. Renovated, it is used to exhibit items on the history of the Midland Railway. In 2016, the line was resignalled by Network Rail, making the signalbox at Lowdham station redundant.

Rather than see the signalbox become dilapidated with no public access, a charity, Lowdham Railway Heritage, was set up by local enthusiast David Moore to relocate and restore the 'box to its original condition and open it up to the public as a small signalling museum.

Radcliffe on Trent-based

construction engineering consultancy Howard Ward Associates (HWA) supplied much of the engineering work required to move the 'box on a pro bono basis, including determining how the 'box could be lifted without damage, as well as advising on the best place for the crane to operate. Its engineers also designed the steel frame used to support the 'box and connect it to the crane hook, ensuring the structure would be secure while being lifted in one piece.

On October 24, the big lift took place overnight, to avoid the scheduled trains running through the station during the day.

The 'box is now situated in an old cattle dock behind the station, approximately 6ft from the track. It has been

stripped and will be restored and repainted in a traditional colour scheme to reflect its original condition.

The interior will also be refitted, complete with polished wooden block instruments, a gate wheel and new staircase, to create a simulation for visitors to experience how the Victorian signalbox would have operated during its working years.

With help from local volunteers, the plan is to welcome members of the public to visit the 'box during selected open days.

David said: "Moving the signalbox was a huge success and it is wonderful to see it in its new location, ready for further restoration and repainting.

"We are grateful to HWA for its work and professional advice in planning the move, and to all of our volunteers for their

assistance in making this happen. We look forward to progressing our restoration plans and to welcoming members of the public to visit the signalbox in the near future."

HWA director Giles Ward said: "We were pleased to offer our expertise and services on this interesting heritage project, which sees an important piece of railway history preserved for the public to experience and enjoy. Signalboxes have become an iconic and charming symbol of Britain's railways over the years and it would have been a shame to see another disappear.

"As a Nottingham-based company, we are always keen to get involved in projects that boost the local community."

→ If you would like to help, call David Moore on 0115 9664938, email signalbox@lowdhamstation.me.uk or send a message via [facebook.com/lowdhamsignalbox](https://www.facebook.com/lowdhamsignalbox)

The overnight move on October 24 saw Lowdham signalbox lifted by crane from its original site to its new location nearby. HWA



New Aln Valley leadership to tackle ORR concerns

THE Aln Valley Railway has appointed a new chairman and nine new trustees.

The move follows a review of its Safety Management System and a July inspection by the Office of Rail & Road (ORR), which led to a decision to close the line until Easter 2021 while a series of identified 'shortcomings' was addressed, as reported in issue 272.

The new chairman and trustees were elected following the Aln Valley Railway Trust's annual general meeting on October 3.

The leadership of the railway now lies with Michael Proctor as chairman and Richard Maughan as his deputy. Mark Hayton remains company secretary, while Peter Stonell becomes treasurer.

Among the new trustees are the first two female members ever to be elected onto the board, in Maureen Hayton and Gemma Maughan. Additionally, the new average age of the board has been brought down by 10 years.

A statement said: "The new board aim to work on the improvements

highlighted in the ORR report that was issued in the summer. Substantial work has already meant reassessments can start within the coming weeks."

Michael Proctor said: "I'm very honoured to have been elected as chairman of the Aln Valley Railway. This is a great little railway that has gone from being a farmer's field and a stretch of trackbed separated by a four-metre drop, to an operating heritage railway, in a little over eight years. That is a great achievement and is due in no short measure to the dedication and willpower of past chairmen and trustees."

"We have had a difficult time over the last year or so, culminating in an ORR inspection in the summer. Our challenge now is to come back better and stronger."

"Our success to date is entirely down to the skill, commitment and dedication of our volunteers. I see our role as a board of trustees as providing them with the leadership, support and direction that they need to continue the development of the railway."



New officers of the Aln Valley Railway include, from left to right, Peter Stonell (treasurer), Michael Proctor (chairman), Mark Hayton (company secretary) and Richard Maughan (deputy chairman).



BR Standard 4MT 2-6-4T No. 80078 crosses Wymondham level crossing with the shakedown test train over the Mid-Norfolk Railway on October 9. PETER SINGLEHURST/MNR

Mid-Norfolk shakedown trails prepare for 2021

WHILE closed to passengers due to the Covid-19 pandemic, the Mid-Norfolk Railway has been running test rains to prepare for the 2021 season.

The trains were hauled by BR 4MT 2-6-4T No. 80078, which will be on hire from its owner for the 2021 season, and allowed volunteers to update their personal operating qualifications.

The opportunity was also taken to give the line's newly-refurbished BR Mk.1 coaches, which will make an important contribution to delivering a Covid-19 precaution compliant service, their first run out.

By next year, the maroon coaching stock available for use will be joined by BR Mk.1 FK first class corridor coach No. M13225, which is now being refurbished as a result of the railway's £190,000 Culture Recovery Fund grant, as reported last issue.

Charlie Robinson, chairman of the Mid-Norfolk Railway Trust Council, said: "Seeing this train running is the culmination of so much hard work by our volunteers who restored the coaches and painted the running

gear and also Heritage Painting, our commercial partner which painted the bodywork. I am sure our passengers next year will be as impressed as we are at the railway, by the end result."

The 2021 operating season is set to include the previously-announced visit of A3 No. 60103 *Flying Scotsman* in October.

Meanwhile, the railway has advertised for a full-time traction and rolling stock department manager based in Dereham. The successful applicant will be expected to hold relevant professional qualifications and to be able to demonstrate previous experience, preferably having had time working within a volunteer organisation.

A railway spokesman said the job may appeal to someone approaching retirement who wishes a new challenge, or someone earlier in their career who wants to expand their horizons. For more information, email chairman@mnor.org.uk and written applications must be submitted to kellie.woodard@mnor.org.uk by noon on Monday, November 30.

Bogies moved for Tralee & Dingle vintage carriage restoration project

MAJOR progress has been made on the restoration of original Tralee & Dingle Light Railway (TDLR) third-class carriage No. 7T of 1890.

No. 7T was built by the Bristol Wagon & Carriage Company and supplied to the TDLR for the construction and opening of the 31-mile 3ft gauge line.

Retrieval

While restrictions allowed, some volunteers of the Cavan & Leitrim Railway (CLR) removed the chassis of 7T and 8T from the siding where they have been stored for more than 25 years. The group also moved the three original bogies on site (two

from No. 8T and one which is thought to be from No. 6T) and lined them up together.

Project coordinator Darragh Connolly said: "This is the first time all three bogies have been together in many, many years – the siding has been christened the 'Dingle extension.'"

While efforts have been made to start cleaning the bogies down, their forgotten history is starting to come to light. Cleaning revealed that one axle is stamped 1889, indicating some of the carriages were built in 1889 for the building of the railway and were used by the contractor Robert Worthington

the year before the line officially opened in 1890.

The CLR is raising funds so that an external contractor can take on the job of restoring the chassis of No. 7T, along with the original bogies to create a rolling chassis and a spare bogie. The CLR will then tackle the bodywork of No. 7T, using the intact No. 10T as a guide.

Appeal

Appealing to those who are interested in the TDLR or Irish narrow gauge in general, Darragh said: "If you want to travel in an original authentic Irish narrow gauge train, please support us. The restoration



Three original Tralee & Dingle Light Railway carriage bogies now lined up. CLR

costs will be significant, but every penny helps."

Further details of an appeal for funds to get the bogies and chassis restored, can be found at cavanandleitrim.wixsite.com/home/vintage-train

New 26-mile walkway and cyclepath planned for Stockton & Darlington Railway bicentenary celebrations

By Robin Jones

DARLINGTON Borough Council aims to establish a 26-mile walking and cycling route to mark the 200th anniversary of the Stockton & Darlington Railway in 2025, helping to attract visitors from across the globe to the town.

The route, starting from Witton Park in County Durham and running through Shildon, Darlington and Stockton-on-Tees, will follow that of the world's first public steam-operated line as closely as possible – and will boost its bid to become a major heritage attraction, international visitor destination and driver of long-term economic growth and regeneration in the area.

Councillors have been told that several sections of the planned route will need significant work on issues such as land ownership and existing public rights of way, which is unlikely to be completed in time for the 2025 celebrations. However, alternative temporary sections have been identified in order to provide a continuous route.

Objectives

A planning report to the council's cabinet states said that the project would allow more people to appreciate the landscape of the historic line and be encourage to get involved in its conservation. A walkway and cyclepath would also provide extra opportunities for active travel for commuters between towns and villages.

"There may also be business opportunities as has been seen



The planned starting point for visitors to Darlington's new Rail Heritage Quarter is the sandstone Skerne Bridge, the subject of recent improvement works by Network Rail. NETWORK RAIL

alongside other long distance walking and cycling routes, such as cafes, farm shops, bike hire and bike repairs," said the report.

Meanwhile, the local authority said it plans to create a world-class railway heritage-based attraction, which could draw 250,000 visitors per annum.

The planned Rail Heritage Quarter off North Road could surpass the annual number of visitors to Locomotion museum in Shildon in 2019, becoming one of the region's top attractions – and in a town which has not traditionally been linked with mainstream tourism.

The regeneration project is being funded with £20-million from the Tees

Valley Combined Authority, and it is hoped that the Government's Towns Fund will add another £5 million.

Experience

Under the scheme, visitors arriving by car would park near Skerne Bridge, the world's oldest surviving operational railway bridge, and be offered a virtual reality experience where they can point their mobile telephones at it and see the first passenger train headed by *Locomotion No. 1* steaming over it.

At Darlington's Head of Steam Museum, visitors could sit in a carriage and enjoy a sensory experience of train travel as it was in 1825.

There would also be 4D rides which

would re-create a journey behind No. 1, and a railway-themed play area which would be a significant family attraction in itself.

The council aims to buy land and buildings from Network Rail with a view to starting development next summer.

Furthermore, Darlington Forest Project, a charitable trust which was formed in November 2019, has been allocated grant aid by the Urban Tree Challenge fund to plant 6800 native tree saplings along the length of Tornado Way during the winter.

The road runs along the route of the Stockton & Darlington Railway.

The aim of the project is to boost tree cover in the east of the town.

Derwent Valley Railway boost as third former BR diesel joins operational fleet

By Geoff Courtney

VISITOR attractions such as heritage railways have little cause for celebrations in the Covid-19 era, but volunteers at the Derwent Valley Light Railway (DVLR) in York are allowing themselves a muted cheer following the delivery of Class 08 diesel No. 08528.

The arrival of the 0-6-0 shunter, which was built at Darlington in March 1959 as D3690 and entered preservation in 2010, means the line will have three operational former BR locomotives once passenger trains can recommence fully when the current dark days are over.

No. 08528 spent much of its

career on the Eastern Region, including early spells at Hornsey (34B), Hatfield (34C), and Hitchin (34D), and in the late 1970s/early 1980s earned a small piece of trainspotting fame when it was turned out in immaculate blue livery to act as the Liverpool Street station pilot, working out of Stratford shed in a scenario that echoed former LNER J69 class 0-6-0T No. 68619 performing the same duties in GER blue 20 years earlier.

Career

After being saved from the cutter's torch, No. 08528 operated on the Battlefield Line at Shackerstone and in 2014 moved to the Great Central

Railway before its transfer last month to the DVLR near York, where it joined the owners' other ex-BR locomotive, Class 04 D2245. The third operational former BR diesel on the line is Class 03 No. 03079 (D2079).

After being unloaded at the railway's Murton base on October 12, the 08 was replaced on the transporter by 1948 John Fowler & Co 0-4-0DM No. 4200022 for transfer to a new home at the Northamptonshire Ironstone Railway Trust, where it will be restored.

Jonathan Stockwell, the railway's archivist and news editor, said: "We are indebted to the owners of the 08, who are members of the

society, for bringing the locomotive to Murton. Once we return to some form of normality, hopefully next year, it should generate a lot of interest, especially when used for our successful 'Driver for a fiver' experience with D2245 and 03079."

Collection

In addition to the newly-arrived 08 and the class 03 and 04 locomotives, the railway has a fleet of five industrial diesels built by Ruston & Hornsby between 1953 and 1962, comprising a Class 48DS 4wDM, three Class 88DS 4wDM engines, and a Class 165DS 0-4-0.

A sixth diesel is a Fowler 0-4-0DM constructed in 1947, making it the

Ingatestone gatekeeper's cottage to become a community museum

By David Bateman

THE gatekeepers cottage at Ingatestone Station on the Great Eastern Main Line is to be restored as a community museum thanks to a grant from the Railway Heritage Trust (RHT).

The restoration programme follows an agreement between main line operator Greater Anglia and Ingatestone & Fryerning Parish Council.

The Eastern Counties Railway cottage, along with the station, which lies between Shenfield and Chelmsford, dates from 1846. It is among the oldest and most complete

surviving railway stations on the national rail network. The station was designed by Francis Thompson or Henry Hunt, both of whom were acting as the railway company's architects for the railway extension from Brentwood to Colchester.

Restoration

The restoration will see the building repaired and some of the external features rebuilt. The work is scheduled to commence by the end of 2020 and will take six to nine months to complete. The cottage will complement the recently restored station buildings.

The RHT has always been keen to



Ingatestone station and yard circa 1911. The gatekeeper's cottage in the left of the picture has survived in a similar condition as seen today. The goods shed was demolished in the 1980s but the station buildings and structures remain near original to this day. GREAT EASTERN SOCIETY

ensure the station is fully restored and has funded the station renovations works with a series of substantial grants for the main buildings.

RHT executive director Andy Savage

said: "We were always concerned that the crossing keeper's cottage was the most 'at risk structure' at the station.

"We are delighted that the council has adopted it for a museum, and that local people are working so hard to carry out the restoration. We are happy to have given a grant to cover the cost of those works which have to be done professionally."

Backdrop

Simone Bailey, Greater Anglia's asset management director, said: "It is great news that a museum will open at Ingatestone station as part of our Community Spaces scheme.

"The cottage is steeped in history and will provide an interesting backdrop. We're passionate about the positive role it plays in the region and we're very pleased that the space at Ingatestone will be used to document the area's history and heritage."

The Ingatestone Museum Trust, which has been created to run the museum on behalf of the council, relies on volunteers and donations to manage it, and welcomes assistance from individuals and businesses.

Details can be obtained from secretary@imt.gb.net



Thompson B1 Class 4-6-0 No. 61306 Mayflower passes the restored Ingatestone stationmaster's house en route to Harwich with a Steam Dreams charter on July 4, 2019. DAVID BATEMAN

oldest locomotive in the stable.

The original Derwent Valley Light Railway ran for 15 miles from York Layerthorpe to Cliffe Common, near Selby. It opened in 1912 to convey mainly agricultural produce, although passenger trains ran until 1926, defied absorption at the 1923 Grouping and Nationalisation in 1948, and by the time of closure in September 1981 was one of the last privately-run standard gauge lines in the country.

In 1990 preservationists took over the half-mile stretch of the line that is their home today, within Murton Park, the home of the Yorkshire Museum of Farming, where the original track was still in place, and regular passenger services were launched in 1993.



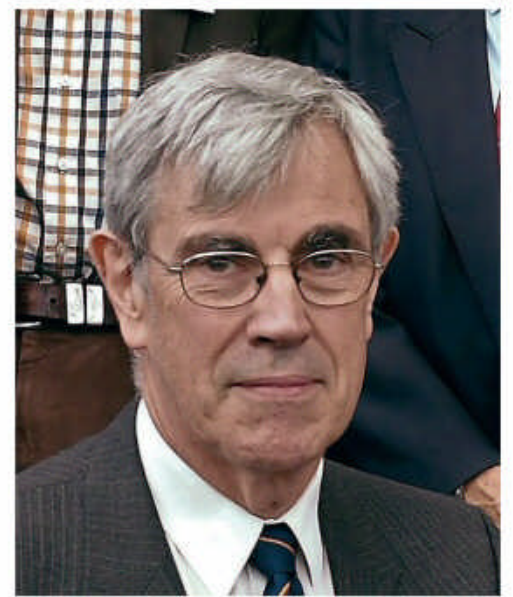
Veteran on parade: Immaculate J69 class No. 68619 on station pilot duty at Liverpool Street on May 11, 1957, when the 0-6-0T was 53 years old. One of the GER veteran's successors in the role, preserved Class 08 D3690/08528, has relocated from the Great Central Railway to the Derwent Valley Light Railway in York to become one of three operational ex-BR diesels on the line. RC RILEY/TRANSPORT TREASURY



And that makes three: Former BR 0-6-0 Class 08 No. 08528, carrying a 21B (Bournville) shedplate, is offloaded after its arrival at the Derwent Valley Light Railway on October 12. The relocation of the former D3690 brings to three the number of ex-BR diesels on the heritage line near York. JONATHAN STOCKWELL



Tyseley's GWR 4-6-0 No. 4965 *Rood Ashton Hall* was one of several locomotives returned to the main line under Bob Meanley. It was bought from Barry scrapyard for Tyseley in 1971, its purchasers believing that it was No. 4983 *Albert Hall*, the identity of which it was carrying. However, during its rebuild at Tyseley, it was found that it had been overhauled at Swindon using parts from both locomotives, and its true identity was *Rood Ashton Hall*. It was withdrawn in September 2019 for a further overhaul to main line running order, and is currently stored at Tyseley while work is underway on GWR 4-6-0 No. 5043 *Earl of Mount Edgumbe*, the boiler of which has been lifted with the aim of having it retubed and reassembled in time for the 2021 summer season with the prospect of double headed Castles in sight! Next in the overhaul queue will be LMS Jubilee 4-6-0 No. 45593 *Kolhapur*, for which an appeal has raised more than £80,000. It is planned to lift *Kolhapur*'s boiler when No. 5043's boiler is back in the frames. Having to wait its turn, *Rood Ashton Hall* nonetheless remains an important member of the Tyseley main line pool for the future, including the summer 'Shakespeare Express' series. ROBIN JONES



Bob Meanley, one of the most respected engineers of the heritage era, will now help to build a new Churchward County. CCT



A county for the cost of a coffee. CCT

Bob Meanley joins new-build Churchward County team

By Robin Jones

FORMER Tyseley Locomotive Works chief engineer Bob Meanley has been appointed engineering manager of the team building a new GWR Churchward County 4-4-0.

No. 3840 *County of Montgomery* is being built at Tyseley, where over a period of nearly 25 years Bob cemented his reputation as one of the most well-respected locomotive engineers of the heritage era, with a wealth of practical experience and technical knowledge.

His appointment comes as the Churchward County Trust launches a monthly covenantor scheme with the aim of boosting vital funds for the project.

Bob's hands-on involvement in the heritage sector began in the 1960s with LMS Princess Royal Pacific No. 6201 *Princess Elizabeth* when it was based at Ashchurch following its purchase from BR. He was also heavily involved with the restoration and return to steam of several National Railway Museum locomotives, including D11 4-4-0 No. 506 *Butler Henderson*, Maunsell 4-6-0 No. 850 *Lord Nelson*, A4 Pacific No. 4468 *Mallard* and GNR Stirling Single 4-4-2 No. 1.

During the late 1970s Bob was in

charge of the main line operation of LMS Jubilee 4-6-0 No. 5690 *Leander*.

However, it was his work with Birmingham Railway Museum, and guiding the development of Tyseley Locomotive Works (TLW) that made it into a 'Swindon-style' centre of locomotive engineering excellence.

He handled the restoration and operation of much of the Tyseley fleet, including Castle 4-6-0 Nos. 5043 *Earl of Mount Edgumbe* and the venue's flagship No. 7029 *Clun Castle*, and managed the Vintage Trains operation for nearly 20 years.

Track record

He also oversaw the restoration from Barry scrapyard condition of GWR 4-6-0 No. 4965 *Rood Ashton Hall*, which was carried out by a team of 20-year-old Tyseley volunteers led by his son Alastair, who is now the works' general manager.

Bob was also responsible for the restreamlining of LMS Princess Coronation 4-6-2 No. 6229 *Duchess of Hamilton* for the National Railway Museum and building the frames for new A1 Pacific No. 60163 *Tornado*.

In the Heritage Railway Association's 2020 awards, also sponsored by Mortons, publisher of *Heritage Railway*, Bob jointly won *The Railway Magazine* Preservationist of the Year Award (see issue 262).

He also served as acting chief mechanical engineer of the West Somerset Railway until he stepped down in July, as reported in issue 271.

Trust chairman Gary Boyd-Hope said: "We knew right from the very start of this project that we wanted *County of Montgomery*'s bottom end to be built at Tyseley, and that was primarily because of Bob and Alastair Meanley. There are few steam engineers as well versed on GWR locomotives as Bob is, and the reputation of the Tyseley fleet only served to reinforce our decision."

The trust's new fundraising 'County for the Cost of a Coffee' scheme is seeking donors to make small, regular donations – the equivalent of a high street cup of coffee a week – over a fixed but sustained period. By regularly donating from as little as £10 per month (£2.50 a week), the trust will be able to better forecast a regular income stream, which in turn will greatly aid its forward planning.

For donations of £10 per month for a minimum of 60 months – donors receive membership of the trust, a trust mug, an invitation to No. 3840's official launch event and tickets for one of No. 3840's first trains. For £25 per month for a minimum of 60 months, donors receive the same benefits plus a footplate trip on the locomotive.

If you donate £50 per month for a minimum of 60 months, you also get an opportunity to drive the locomotive. Anyone donating over £1000 will have their name recorded on the trust's Roll of Honour.

Support

Gary said: "Coffee shops are big business in the UK and have become familiar fixtures on the high street, while takeaway coffee machines can be found in supermarkets and petrol stations the length and breadth of the country. A typical medium sized latte or cappuccino costs around £2.65, and thousands upon thousands of cups are sold each week.

"Yet imagine what could be achieved if the price of just one of those regular weekly coffees was transformed into a regular donation instead. Such schemes have been employed by other loco groups with great success, and we hope that by making smaller donations this way, supporters can help the project without really noticing it. Plus they'll get a mug to drink their coffee in!"

Details on how to become a covenantor can be found at www.churchwardcounty.org.uk/a-county-for-the-cost-of-a-coffee/

Alternatively, write to: Churchward County Trust, PO Box 10633, Leicester, LE9 0DU.

Bookings now being taken for restored Ravenglass Pullmans

A MAJOR restoration project to revitalise two Pullman camping coaches has already uncovered hidden gems from their past.

The restoration of 1917-built *Elmira* and *Maid of Kent* began in October after, as reported in issue 272, Ravenglass Railway Museum Trust and Ravenglass & Eskdale Railway were handed a £250,000 grant from the National Lottery Heritage Fund to bring them back to life as quirky self-catering accommodation.

Originally part of a First World War ambulance train, they were afterwards converted to Pullman kitchen cars and then parlour cars. They were turned into camping coaches when they were retired from main line service in 1960. The Ravenglass pair are the oldest railway camping coaches still in their original location, although both were in a critical state of disrepair.

The interiors of the two vehicles have now been stripped out and the decorative marquetry panels have been carefully removed for conservation.

Already, the work is exposing a hidden history, with former interior layouts from rebuilds in the 1930s and 1940s. A stained-glass window has been uncovered in one of the



Above: The Ravenglass Pullman cars now under restoration with the aid of a £250,000 grant. LDE

Left: An original stained glass window being brought back to life. LDE

Right: A rediscovered seat etching in one of the Ravenglass Pullman camping coaches. LDE



bedrooms, with other original features being discovered for the first time in decades, including seat numbers etched into the marquetry panels.

It is hoped some of the features will eventually be linked into a more permanent display within the museum. Meanwhile, the restoration is evolving on social media so the public can follow the project every step of the way. There are also future

plans to open up the camping coaches at a later date, for pre-booked, socially-distanced visits, prior to them being offered for let as new visitor accommodation for between four and six people, with overnight bookings for April 2021 onwards now being taken.

Rachel Bell, head of marketing and development at Lake District Estates said: "It's really exciting to see the

Pullman camping coaches being given a new lease of life before our eyes! Knowing that these interiors and their original, lovingly crafted features haven't been seen for decades adds a genuine sense of magic to the project.

"We're particularly excited that the coaches are evoking such special memories of railway heritage and bygone family holidays for so many people."

Flour Mill staff to begin the restoration of *Desmond* in earnest

OFFICIALS of the Llanelli & Mynydd Mawr Railway (LMMR) have inspected the line's Avonside 0-4-0ST No. 1498 of 1906 *Desmond* at Bill Parker's Flour Mill workshop at Bream in the Forest of Dean, to plot its restoration to working order.

Their October 24 inspection did not highlight any immediate major concerns regarding the necessary work.

A substantial amount of restoration work has already been completed on the locomotive at the Llangollen Railway. However, following this initial inspection it has been agreed that the locomotive will now be partially dismantled for a more thorough inspection so that a full programme of works can be agreed.

In November, staff at the Flour Mill workshop, a market leader in the restoration of Victorian locomotives, were scheduled to

remove the new cab, saddle tank and partially completed firebox and boiler from the frames, allowing full access for assessment.

Following on from this, it is hoped that a restoration plan can be formulated which will see *Desmond's* restoration completed and tested at the Flour Mill, before taking up residence on the line at Cynheidre. As reported last issue, the project has recently been awarded an £18,000 restoration grant from the Association for Industrial Archaeology.

Desmond worked at the Lysaght's Orb Steelworks in Newport, South Wales, from new. Named after a member of the Lysaght family, it was used at the steelworks until 1973, before being handed over to the National Museums and Galleries of Wales at a ceremony which turned out to be the last time that it was steamed. It was



Avonside 0-4-0ST No. 1498 of 1906 *Desmond* is set for a return to steam at the Flour Mill after nearly half a century. LMMR

later displayed at the narrow gauge Teifi Valley Railway and was transferred to the ownership of the LMMR.

More than £70,000 has been spent on restoring the locomotive

to working order, comprising a grant of £50,000 from the Heritage Lottery Fund, £3000 from the Prism Fund (for spare parts) and over £20,000 of the LMMR's own charity funds.



Track obstruction: Debris lies on the track of the North Yorkshire Moors Railway on October 20, shortly after the bridge parapet above had been hit by a lorry. The incident caused the cancellation of the railway's flagship 'Optimist' nonstop service from Pickering to Whitby. NORTH YORKSHIRE COUNTY COUNCIL



Steam trio: The North Yorkshire Moors Railway's Grosmont station is a hive of activity on October 21, as BR Standard 9F 2-10-0 No. 92134 runs light past LNER J27 class 0-6-0 No. 65894, which is waiting to depart with the 11am shuttle to Goathland. On the left the last carriage of the 9.20am non-stop Pickering-Whitby 'Optimist' service can just be seen, with Southern Railway Schools 4-4-0 No. 926 Repton at its head. The 9F was rostered to haul this train the previous day, but it was cancelled due to a bridge strike at Goathland, which resulted in debris plunging onto the track. BARBARA PRINCE

Bridge strike disrupts North Yorkshire Moors Railway flagship service

By Geoff Courtney

A potentially dangerous bridge strike which saw heavy masonry fall onto the track of the North Yorkshire Moors Railway close to Goathland station on October 20, forced the cancellation of one of the line's flagship services to Whitby.

Police were alerted to the incident at 8.48am, two hours before BR Standard 9F 2-10-0 No. 92134 was due to pass through the station with the 9.20am 'Optimist' excursion train from Pickering to Whitby.

The accident, immediately south of the station on the railway bridge

near Cow Wath road bridge, which carries traffic out of the village towards Whitby, knocked the parapet onto the track below. In the unlikely event – due to the low speed running at that location – it had been hit by a train, it could have caused substantial damage and possibly derailment.

Repairs

NYMR staff were quickly on the scene and cleared the track in time to run the afternoon 'Optimist', although the road remained closed while repairs, which were expected to take four weeks, were carried out. The morning steam-hauled Grosmont-Goathland

service had not been affected.

NYMR general manager Chris Price said: "We unfortunately had to cancel the 9.20am 'Optimist' at short notice to allow debris to be removed from the track by our permanent way and signal and telegraph teams, and for the overbridge to be inspected by North Yorkshire County Council, which owns and maintains the bridge.

"Both parties reacted quickly to the situation, and the council instructed us that the bridge was safe for us to run our services again, allowing the midday 'Optimist' to go ahead. Thankfully, no one was hurt in the

incident, and we are now working closely with the council to look at mitigations to reduce the risk of this happening in the future."

Reaction

County councillor Don Mackenzie said: "Work began on site immediately after the incident to make the area safe. Unfortunately, vehicle strikes on our bridges, many of which are listed structures, are becoming more frequent."

North Yorkshire County Council communications support officer Laura Wilson said on October 27 that the driver of the lorry which struck the bridge had been traced.



Aiming for the summit: LNER J27 0-6-0 No. 65894 heads for Goathland with a three-coach train from Grosmont on the North Yorkshire Moors Railway on October 22, two days after services were disrupted by a bridge strike at Goathland. The 1923 Darlington-built locomotive which is about to start the challenging 1-in-49 climb to its destination, is passing Esk Valley cottages, three of which are named Carnforth, Lostock Hall and Rose Grove, after the last sheds to operate UK main line steam. Respectively coded 10A, 10D and 10F, all three were closed by BR on August 5, 1968, the day after the curtain came down. GEOFF COURTNEY

Swindon – a location for steam locomotive ‘cops’ like no other in Britain

By Geoff Courtney

EVEN to us east London steam trainspotters of the 1950s, to whom Stratford Works and shed was a spiritual home, its former GWR counterpart at Swindon was an irresistible draw that featured in our roving itinerary whenever parents, school and pocket money allowed.

It wasn't only the history that drew us there, or even its sheer magnitude and almost indescribable activity which transcended every other works and depot that we visited, but the chance that locomotives from a seemingly different universe could be 'copped' and so underlined in our Ian Allan Combined Volumes.

Names such as Machynlleth, Croes Newydd, or Abercynon might just have been Mars, Jupiter or Saturn as far we teenagers were concerned in terms of our geographical knowledge and our ability to travel there, but there was always the chance that residents of such sheds would be seen at Swindon.

Variety

They could have travelled to Wiltshire for a major overhaul or scrapping, but the reasons did not concern us. To underline a Machynlleth (89C) engine, for example, was a triumph, and I did exactly that, for my 1959 Ian Allan Combined Volume shows that at some time I had 'copped' 0-4-2T No. 1449, a resident of that faraway Welsh shed. Likewise 2-6-2T No. 4563 of Penzance (83G), and 0-4-0ST No. 1151 of Danygraig, Swansea, (87C).

Assuredly, such engines would not have been spotted during one of my frequent visits to Paddington – a Welsh-based Castle perhaps, but a Swansea docks saddle tank? Therefore, Swindon

emerged as the obvious location.

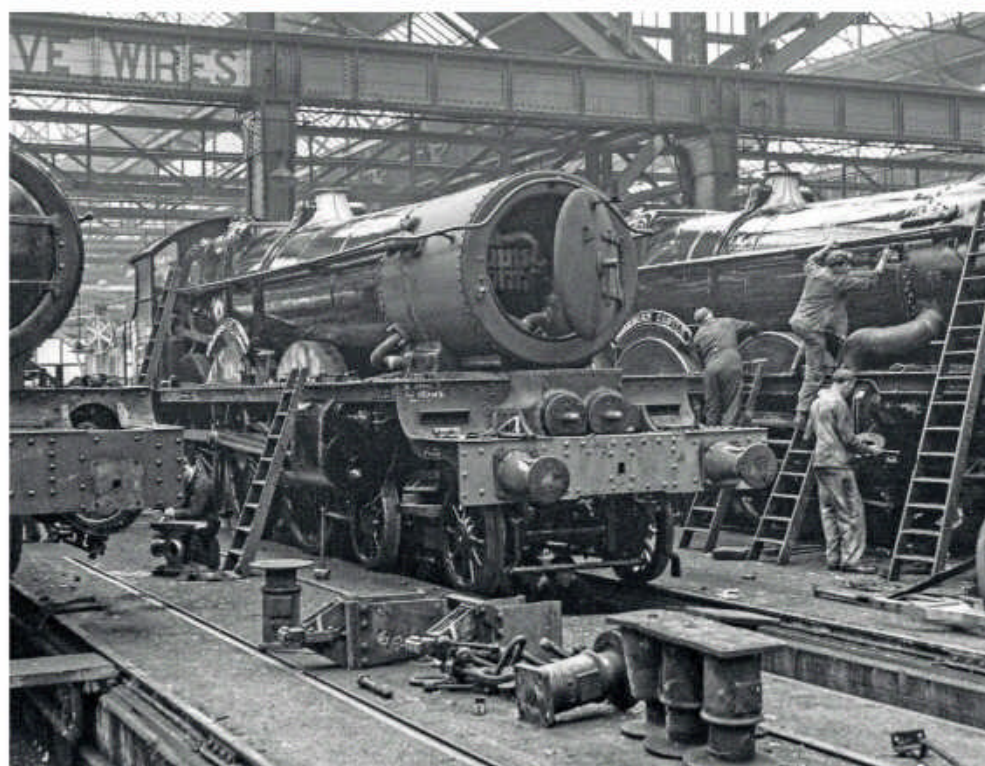
Another fascination was the astonishing skill of the Swindon craftsmen responsible for painting a locomotive into ex-works condition, especially 'namers' whose brilliance was enhanced by a shining brass-lettered nameplate and safety valve bonnet, copper-capped chimney, and of course, the distinctive cabside numberplates.

All of these attractions are brought to the fore in the latest publication by Transport Treasury Publishing, Volume 5 of the R C 'Dick' Riley archive of photographs, titled *Steam at Swindon*, compiled by Andrew Malthouse and covering the period 1937 to 1964.

A professional photographer himself, Andrew, who lives in Ovington, Norfolk, lauds Swindon Works as "indeed a magical place" that at its peak employed more than 10,000 people, was spread over 326 acres, and internally encompassed 91 miles of track.

Locomotives far from home that are featured in the book include No. 1140 of Swansea East Dock (87D) in June 1951, No. 1365 of Plymouth Laira (83D) in January 1953, Nos. 4255 and 3866, both of Aberdare (86J), in August 1957 and September 1959 respectively, No. 2008 of Birkenhead (6C) in March 1958, Nos. 6801 *Aylburton Grange* and 6874 *Haughton Grange* from Penzance (83G) in November 1960 and June 1962, and No. 9015 from Machynlleth in November 1960.

Many of the images are of engines on death row awaiting the cutter's torch, but at the other end of the aesthetic spectrum are sparkling ex-works examples, and these include 0-4-2T No. 1445 of Ross-on-Wye, a



The full works: Star No. 4061 *Glastonbury Abbey* (left) and No. 5030 *Shirburn Castle* undergo overhauls in Swindon Work's A-Shop. The scene was captured on May 13, 1955, and is featured in *Steam at Swindon*. R C RILEY/TRANSPORT TREASURY



Close encounter: No. 6009 *King Charles II* passes Swindon Works with a Down Taunton express on September 6, 1959, in a photograph from *Steam at Swindon*. Another photographer is seemingly unconcerned by his proximity to the speeding 4-6-0, although the track does appear to be blocked by ballast to his right. In the background is ex-works 2-6-2T No. 6103, and beyond are the chimneys of the works' central boiler station. R C RILEY/TRANSPORT TREASURY

subshed of Hereford (85C), in June 1950, No. 6165 from Southall (81C) in June 1951, and a pristine No. 5049 *Earl of Plymouth* ready for being driven back to its Newton Abbot (83A) home in September 1959.

Verdict

The GWR attracted more diverse opinions among enthusiasts than any other of the Big Four, but whichever side of the fence one may be, the concluding

words in the book's introduction by Andrew Malthouse, whose detailed captions are worthy additions to Dick Riley's brilliant photography, are apt. "Hopefully the reader will enjoy this historical journey back to the time when steam was king and Swindon was its palace."

→ *Steam at Swindon* is published by Transport Treasury Publishing (softback, 112 pages, £14.50, ISBN 978-1-913251-03-1).

Caledonian stationmaster's house saved from demolition

By Hugh Dougherty

A CLASSIC stationmaster's house has been saved from demolition after councillors on East Renfrewshire Council's planning committee threw out a proposal for the cottage at Clarkston to be bulldozed to make way for four shops.

The building is the last remaining structure from the Caledonian Railway's Clarkston railway station to survive modernisation in the 1970s. It was built in 1882 when the Caledonian absorbed the Busby Railway Company and the line

was extended to East Kilbride, still served today by ScotRail trains, which also call at Clarkston station.

In 1905, the cottage became the terminus for a CR bus service to the village of Eaglesham, as an early example of rail and road co-ordination.

Despite council planning officers advising that the development proposed by businessman Sabah Hassan, could go ahead, and pointing out that the council has no powers to stop demolition as the structure is not listed, councillors decided that the stationmaster's

house would stay, as it represented an important piece of local railway heritage. There were 10 submissions supporting the development and 20 against.

Coun Stewart Miller said: "The stationmaster's house has been an integral part of Clarkston for many years. I'm glad that the committee decided against the development of the site."

The decision leaves the two-bedroom, historic building in limbo as it is not known what Mr Hussan intends to do with it. The cottage has become covered in



Saved from demolition; the Caledonian Railway stationmaster's house at Clarkston. HUGH DOUGHERTY

undergrowth which has been left unchecked and would require significant investment to restore it to habitable condition.



The 13th and latest addition to the Trevithick steam locomotive-inspired Town Art Trail celebrates the Bridgnorth Gild of Freeman and was designed by local artist Amy Higgins. It shows that the Severn Valley Railway by no means has a monopoly on all things steam in the town! BRIDGNORTH TOWN TRAIL

Lucky 13th for Richard Trevithick as Bridgnorth pays tribute with trail

By Robin Jones

RICHARD Trevithick, the Cornish mining engineer who invented the steam railway locomotive, but never made much money from it, would surely have been proud.

Bridgnorth, best known in modern-day heritage circles as the home of the Severn Valley Railway, back in 1808 was the town where Trevithick's *Catch-me-who-can* locomotive was built at Hazledine Foundry.

The locomotive gave public demonstrations on a 'train set-style' circle of track laid at Bloomsbury, near the future site of Euston station, and passengers were given rides in a car pulled behind it. That made it the world's first steam-hauled fare-paying passenger train.

In 2008, the Trevithick 200 group was formed to build a full-size working replica of the legendary locomotive, the fourth to be built by Trevithick.

Bridgnorth Town Council capitalised on Trevithick's link with Shropshire by setting up a Town Art Trail – waymarked by a series of statues of *Catch-me-who-can*.

Statues

Each statue has been cast in aluminium by apprentices at Grainger & Worrall Ltd into a shape that pays tribute to Trevithick's locomotive, while each has been designed by a local artist to showcase their talents, local points of interest, and the achievements of the trail's local business sponsors.

Members of the public are invited to download free maps in

a bid to locate all of the statues while appreciating the finer points of Bridgnorth's heritage on the two-mile trail.

In October, the 'lucky' 13th statue was installed on the trail, in the grounds of Bridgnorth castle.

Sponsored by the Bridgnorth Gild of Freeman and located in Castle Gardens, the design of 'The Freeman Flyer' is painted by local artist, Amy Higgins. It depicts the ancient rights of the Freeman to drive sheep over the bridge... and to lay drunk in the road without charge!

Severn Valley volunteers helped with the erection of the 13th statue, and the Freeman cut the ribbons and thanked local artist Amy for her creation. Participants in the free trail, which is open all year, are invited to take part in a puzzle.

An anagram letter is hidden on the plinth of each statue, and visitors are challenged to 'crack the code' and enter a competition. Those wishing to take part will need to find all 13 statues and jot down the letters to deduce the anagram, before emailing their answer, name, contact number and postcode to the trail team at competition@bridgnorth-art-trail.org.uk

Resources

One lucky winner will be drawn twice a year to receive a free family ticket for the Severn Valley Railway – plus 'something artistic' for the runners-up.

Free maps are available from the library and visitor centre and from town shops and cafes in Bridgnorth.

More details can be found at bridgnorth-art-trail.org.uk/

BP cuts link with electric railway pioneer

ENERGY giant BP has cut its links with the former Scottish shale oil industry, by dissolving the Oakbank Oil Company.

The company was founded in 1886, with links back to the 1860s, when James 'Paraffin' Young began shale mining and refining in West Lothian.

It ran Niddry Castle Oil Works, which closed in 1961, and opened one of the first electric railways in Scotland in 1902, to transport shale rock to the works for processing from its shale mines at Duddingston.

A Baldwin electric locomotive, built in 1902 for the 2ft 6in gauge overhead trolley-powered line, and saved from scrapping in 1962, by the National Museum of Scotland, is currently on

display in the Almond Valley Heritage Centre in Livingston, while the shale oil industry has been showcased with a local heritage trail.

Robin Chesters, director of Almond Valley Heritage Centre, said: "This was one of the oldest companies in Scotland and came into BP ownership in the 1930s and was kept active for administrative purposes after the Oakbank works closed in 1961.

"A link with the earliest days of the industry has now been broken, which is why it is doubly important that we have the last surviving locomotive from this innovative company's pioneering electric railway preserved at the centre."



The Baldwin narrow gauge electric locomotive of 1902, a Scottish electric railway pioneer, now on display at the Almond Valley Heritage Centre, is the last tangible link with the now-dissolved Oakbank Oil Company. HUGH DOUGHERTY

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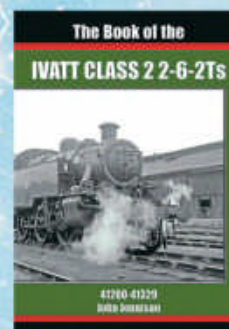
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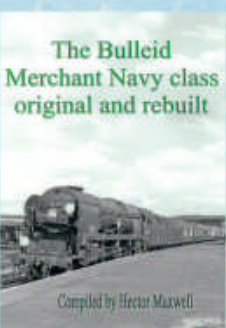
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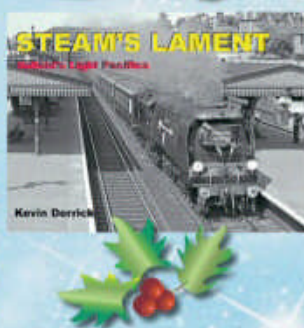


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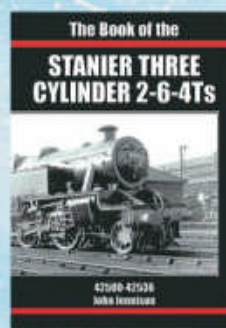
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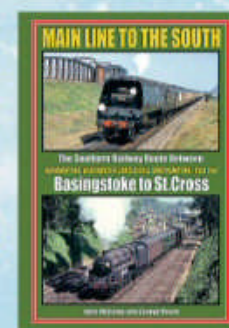
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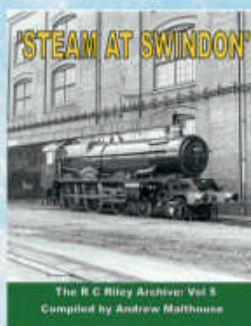
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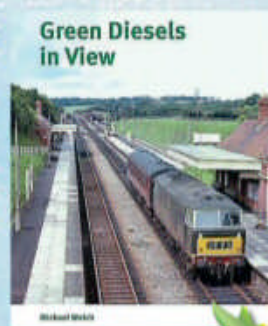
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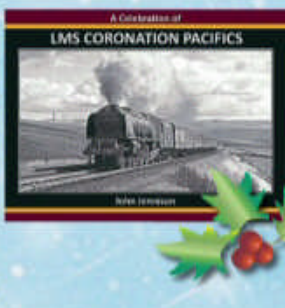
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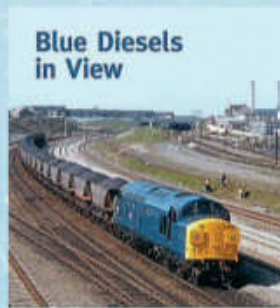
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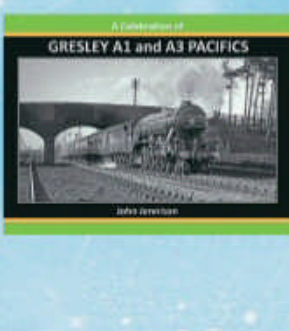
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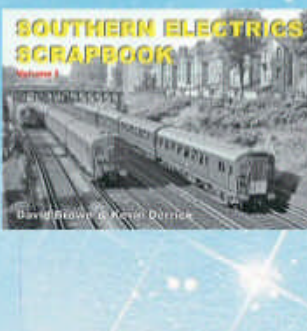
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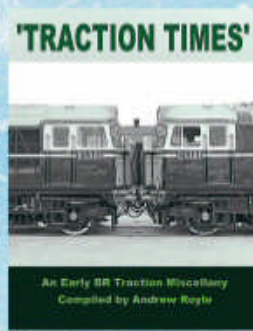
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AUTUMN BREAKS AND BACK TO WINTER!

Robin Jones and Gareth Evans present a stunning selection of autumn views from the heritage railway sector.

Across the Atlantic, we are told that New England is the place to be in the fall, when landscapes everywhere turn to shades of resplendent golden yellows, ochres, scarlets, purples and browns.

However, never for a second write off Old England in the seasonal spectacular stakes.

Autumn is the time over here when the division between Mother Nature and high art becomes equally indistinguishable.

Rarely is that more apparent than in our rich portfolio of heritage lines, in this modern age when modern camera technology that was never universally available in the steam era is capable of producing a masterpiece at every click of the shutter. That is, of course, if you are a seasoned linesider who knows exactly when, most importantly where, to reap

the ripened final fruits of a superb summer, which weatherwise 2020 certainly has been.

Changes

Our hedgerows, cuttings and embankments are emblazoned with colour as the foliage erupts into a final blaze of glory before the winter sets in, and dark nights heralding the Santa season are upon us again. The dwindling temperatures as the days grown shorter no longer render clag barely visible and our steam fleet will therefore impress with a flourish at a touch as their vapour clouds fill the sky.

Few of our heritage railways and main lines lack locations that boast autumn splendour that loses little of its magic even on the duller days. Many readers will have had their inspirational spots that for a weekend

or three were transformed into 'must visits' spots through October and November.

The sight of a steam-hauled train powering through a wooded landscape at this stage of the annual proceedings can only be described as the greatest free show on earth – but never let it stop just there.

The true beauty of the much-varied British landscape can in reality be appreciated only from the elevated heights of a railway carriage, allowing passengers to savour every second, and it is little wonder that autumn galas are the perfect way to round off the main running season.

Celebrating autumn steam in action, here is a showcase of this year's contributions from several of our top photographers revealing their choice locations.



WR Manor Class 4-6-0 No. 7820 *Dinmore Manor* approaches Hales Abbey at the Gloucestershire Warwickshire Railway on October 25. JOHN LEWIS



SR Battle of Britain Class Pacific No. 34081 *92 Squadron* approaches Castor on the Nene Valley Railway on October 25. MICHAEL ALDERMAN



LMS 'Black Five' 4-6-0 No. 45305 *Alderman A.E. Draper* is seen departing Rothley at the Great Central Railway on October 20. ALAN WEAVER



SR Merchant Navy Class Pacific No. 35006 *Peninsular & Oriental S.N.Co* exits Greet Tunnel on the Gloucestershire Warwickshire Railway on October 26. ANDREW BELL



The North Yorkshire Moors Railway's former Lambton Colliery Kitson 0-6-2T No. 29 makes an impressive sight powering up to Goathland with the first Grosmont-Goathland 'Rail Trail' service of the day on October 10. The middle carriage is Thompson TK No. 1623, part of the LNER Coach Association fleet. RODNEY TOWERS

Right: BR 9F 2-10-0 No. 92203 *Black Prince* is seen at Windpump Crossing – the last piece of the climb over Kelling Heath towards Holt on October 30 at the North Norfolk Railway. JAMES KINDRED

Below: On October 31, WR 0-6-0PT No. 9466 departs Duffield on the Ecclesbourne Valley Railway in its first week of running since its arrival. ROBERT FALCONER



Polish TKh Class 0-6-0T No. 2944 *Hotspur* is seen at Longshaw Farm on the Churnet Valley Railway with the 1.30pm train from Froghall on October 31. KEVIN WHITEHURST



Left: BR 4MT 2-6-4T No. 80097 is seen leaving Ramsbottom with the 10am service from Bury to Rawtenstall on October 24. KEVIN WHITEHURST

Below: A pocket of sunshine illuminates the autumnal hues on the banks of the River Irwell, as Standard 4MT 2-6-4T No. 80097 makes its way between Irwell Vale and Ewood Bridge on the East Lancashire Railway on October 28. LIAM BARNES

Continued on page 52.





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

With its boiler certificate expiring in December, popular GWR 0-4-2T No. 1450 leads 0-6-0PT No. 7714 with a train of GWR carriages across Oldbury Viaduct, south of Bridgnorth on October 9. Daniels Mill lies on the other side of the Severn Valley Railway. JOHN TITLOW





Bodmin & Wenford Railway-based GWR 0-6-0PT No. 4612 has been working its second stint on the Nene Valley Railway during 2020. On October 28, the 1942-built locomotive is seen heading towards Peterborough as it is about to pass beneath Lynch Farm Bridge, west of Overton. MICHAEL ALDERMAN



Above: Autumn on the Moors: SR Schools Class 4-4-0 No. 926 *Repton* is seen passing through Moorgates with the 'Optimist' service to Pickering on the North Yorkshire Moors Railway on October 26. ROBERT BATTY



Left: BR Standard Class 2MT 2-6-0 No. 78018 is seen at Swithland on the Great Central Railway on October 22. ALAN WEAVER



Port Talbot Railway/GWR 0-6-0ST No. 813 pilots GWR 0-6-0PT No. 7714 away from the Severn Valley Railway's Victoria Bridge towards Arley on October 23. JOHN TITLOW



A colourful combination on the Severn Valley Railway: GWR 0-6-0PT No. 7714 climbs the last few yards up Eardington Bank, passing Crossing Cottage on October 25. JOHN TITLOW **HR**

Saphos will run in December unless...

By Cedric Johns

Saphos Trains is expected to run four December excursions – subject to Government Covid-19 restrictions.

Booked for December 12, the rearranged 'Great Western Envoy' departs from Crewe bound for Bath and Bristol.

On December 17, the 'Pennine Moors Christmas Express' is due to leave Birmingham International for a circular tour around the Midlands.

York is the destination for the 'Christmas White Rose' scheduled to start from Wolverhampton on December 19. These first three trips were sold out as this issue went to press.

Finally, the 'Welsh Marches Express' leaves Crewe for a circular tour taking in parts of the Pennines on December 30.

Looking forward optimistically, Saphos Trains' first steam venture in the New Year is the 'White Rose', planned to depart Wolverhampton for York on January 20.

Museum confirms *Flying Scotsman* dates for 2021

By Robin Jones

FLYING SCOTSMAN'S itinerary for December and 2021 has been released by owner the National Railway Museum.

The A3 is due to head West Coast Railways' return trips from Liverpool to Carlisle on December 12 and Manchester to Carlisle a week later (see separate story).

No. 60103 will visit the East Lancashire Railway from Good Friday (April 2) to April 6, when it will be the star attraction in an Easter weekend to celebrate steam's golden age.

Ticketholders for special services hauled by the A3 will also be able to make unlimited journeys on the standard timetabled trains on the day of their visit.

In addition, there are a limited number of tickets available for dining experiences while being hauled by No. 60103.

On Saturday, May 15, *Flying Scotsman* will head 'The Jolly Fisherman' from London King's Cross to Skegness and back for the Railway Touring Company (RTC).

As reported elsewhere, the A3 will run a series of trips for Steam Dreams between May 20-27.

Saturday, June 12 will see No. 60103 head RTC's 'The Cotswold Venturer' from Paddington to Worcester and return. The following Saturday, it will head RTC's 'The White Rose' from King's Cross to York and back.

Flying Scotsman will head a three-night return trip from London to Edinburgh for Steam Dreams from June 24-27. On Friday, June 25, it will

"Everything we're planning for 2021 is subject to Covid-19 restrictions being lifted sufficiently to allow travel."

head Fife morning, afternoon and evening tours from Edinburgh Waverley.

Sunday, July 11 will see the A3 head 'The Waverley' from York to Carlisle and back for RTC. It will also take charge of RTC's 'The Hadrian' from Derby to Carlisle and return on Saturday, July 24.

Flying Scotsman will visit the NRM's Locomotion museum at Shildon

from July 25 to August 19 – and on Sunday, August 22, will head RTC's 'The Waverley' from York to Carlisle and return.

As outlined last issue, September will see *Flying Scotsman* share a series of twice-daily tours to Carlisle with A1 Peppercorn Pacific No. 60163 *Tornado*, making the trip in one direction with passengers travelling back behind the other locomotive.

Thursday, September 16 will see two trains, the first from Peterborough, Newark, Doncaster and York, and the second from Tamworth, Stoke-on-Trent, Crewe, Wigan and Preston.

Saturday, September 18, will see the first trip run from Middlesbrough, Yarm, Thirsk, York and Leeds and the second from Birmingham, Wolverhampton, Stafford, Crewe, Warrington and Preston.

Flying Scotsman's postponed visit to the Mid-Norfolk Railway will now take place on October 2-17.

An NRM spokesman said that more tours may still be added to *Scotsman's* itinerary, adding: "Everything we're planning for 2021 is subject to Covid-19 restrictions being lifted sufficiently to allow travel."

In what will be their last working for November and could possibly be for the rest of the year if Covid-19 restrictions are not eased, No. 46100 *Royal Scot* and No. 34046 *Braunton* are about to cross from Severn Valley Railway metals onto the main line at Kidderminster on November 9. As reported on pages 58/59, the locomotives have recently been under repair at Bridgnorth. The locomotives departed the SVR at 10.05am, one minute late and arrived in Crewe at 1.13pm, 15 minutes early. JOHN TITLOW



The Bahamas Locomotive Society's flagship LMS Jubilee Class No. 45596 *Bahamas* returned to its home at the Keighley & Worth Valley Railway under its own power after visiting the Mid-Hants Railway for its October 16-18 autumn steam gala. The popular 4-6-0 is seen passing milepost 103 at Baddesley Bridge, Atherstone, Warwickshire hauling its support coach with the 5Z96 7:25am from Alton to Keighley on November 3, 2020. See also photograph on Contents pages 4/5. GRAHAM NUTTALL



Work starts to restore iconic Ribblehead viaduct

A SCHEME to improve passenger and freight journeys over the world-renowned Ribblehead viaduct is now in progress.

The iconic 144-year-old Settle and Carlisle line landmark is undergoing maintenance to secure its future for decades to come.

The viaduct is to have its drainage improved and brickwork restored making journeys for passenger and freight trains more reliable.

The £2.1m investment in the Grade II listed structure is part of the Great North Rail Project.

Ribblehead viaduct opened in 1876 bridging the gap between Ribbleshead and Dent on the exposed and windy Batty Moor.

Work which will take place between now and February 2021, including brickwork repairs, removal of vegetation and repairing the damage caused by plants and weeds, upgrades to drainage across the viaduct's 24 arches and repainting metal and pipework. Network Rail is working closely with Historic England and the Yorkshire Dales National Park to ensure the work is sympathetically carried out in line with guidance for historically significant structures.

Paul Brown, chairman of the Friends of the Settle-Carlisle Line group, said: "Ribblehead viaduct was once seen as the route's major weakness. It is now probably stronger than it was when the Victorians built it. This work is needed to keep it that way."

No major disruption is expected for passengers during the maintenance programme.

Glenfinnan Viaduct turns red to honour the brave

NOVEMBER 11 saw the West Highland Extension's iconic Glenfinnan Viaduct lit up in red as a tribute to all those who have lost their lives in defence of the country.

The 21-arch Victorian viaduct, world famous for its starring role in the Harry Potter films, turned red between 7-9pm as the nation marked the 102nd anniversary of Armistice Day.

Lighting up Glenfinnan viaduct also paid tribute to the role that the West Highland Line played in the Second World War, transporting thousands of service personnel from Britain, and nations across occupied Europe, to commando training centres located in the north west of Scotland.

While the coronavirus pandemic caused the cancellation of traditional remembrance services at Glasgow Central and Edinburgh Waverley, Scotland's two busiest stations observed the two-minute silence at 11am.

Alex Hynes, managing director of Scotland's Railway, said: "This year we have seen an Armistice Day like no other and, with large events no longer

appropriate, we still wanted to pay a public tribute by lighting up Glenfinnan viaduct, with its global profile and links to the Second World War."

Gordon Michie, head of fundraising at Poppyscotland, said: "To have such an iconic structure join more than 120 other landmarks across Scotland as part of our Light Up Red initiative is wonderful."

"The Glenfinnan viaduct is one of the most recognisable places in the country. To have it bathed in poppy red is an amazing tribute to the fallen, and will also help shine a light on the challenges that so many in our Armed Forces community still face today. Our sincere thanks go to Network Rail for their continued support."

The lighting of Glenfinnan viaduct was undertaken following clear social distancing rules and did not involve any unnecessary travel.

The illumination was carried out by locally-based events company the Stage Group which also worked with Network Rail in April to light Glenfinnan and other iconic rail locations blue in tribute to the NHS during lockdown.



Glenfinnan Viaduct became the world's biggest 'poppy' on November 11, when it was illuminated to mark Armistice Day. NETWORK RAIL

UK Railtours on hold until 2021

WELWYN Garden City-based UK Railtours is placing matters on hold until the New Year, according to Elizabeth Morris, who has taken charge of the business since the death of her father John Farrow, founder of Hertfordshire Rail Tours and latterly UK Railtours.

Having said that, potential passengers can still make contact by email at info@ukrailtours.com or by telephone at 01438 715050 between 10am and 2pm Mondays, Tuesdays, Thursdays and Fridays.

Meanwhile, UK Railtours' tour programme for next year is due to kick off with the 'Cotswold Lion' on March 27, running to Worcester via Oxford and Gloucester.

It is followed by the 'West Highland & Royal Deeside' four-day trip departing Euston on April 9, and which has already sold out.

Steam, in the shape of Bullied Merchant Navy Pacific No. 35028 *Clan Line*, enters the programme on April 24, when the 'Merchant of Norfolk' heads out of King's Cross and calls at unlikely stations at Highbury & Islington and Broxbourne, with Norwich the destination.

May 1 sees the 'Doctor Syn', named after the Romney Marsh smuggler, run over the freight branches to Grain and Dungeness. Departing Derby, it calls at Leicester, Kettering, Bedford and St Albans en route to Kent.



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Railway Touring Company remains 'hopeful' for December outings

IN keeping with other railtour promoters, the Railway Touring Company (RTC) cancelled most of its Christmas programme when the second nationwide lockdown was announced for England.

That said, operations manager Rachel Jackson is hopeful that three pre-Christmas trains might be possible, subject to further announcements from the Government.

The three trains are all based on visits to Edinburgh or York with two-way workings by A1 Peppercorn Pacific No. 60163 *Tornado*.

The first is the 'Edinburgh Christmas Market' which is scheduled to leave York on December 12, calling at Durham and Newcastle en route.

The second train, the December 17 'Christmas White Rose' departs Cambridge, picking up at Ely and Lincoln for York.

Operations

On December 19, a second 'White Rose' begins its journey, this time from London's King's Cross stopping at Stevenage, Huntingdon and Peterborough, with York the destination.

The chances of these trains running is of course in the hands of the Government.

Always a frontrunner in the New Year, RTC has already earmarked January 30 as its entry into 2021 with a shortened version of its annual 'Cumbrian Mountain Express' which is due to depart Manchester Victoria for Carlisle via Bolton, Preston and Blackburn.

Should trains not run in December, it will be the first time in 22 years that the Railway Touring Company has not figured in the festive season.



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As daylight draws to a close on November 7, 'Black Fives' No. 44871 and No. 45407 *The Lancashire Fusilier* cross the River Leven at Dumbarton with the empty stock from 'The Jacobite' as it heads back to Carnforth. DAVE COLLIER

West Coast 'Jacobite' terminated early

By Cedric Johns

FOLLOWING last month's news that West Coast Railways (WCR) had extended its Fort William-Mallaig 'Jacobite' services until November 13, the build-up to the second English nationwide lockdown changed the promoter's actions.

Originally operating within the Scottish Government's guidelines, the imposition of the latest restrictions announced by Prime Minister Boris Johnson resulted in 'Jacobite' trains being terminated on November 6.

WCR was asked not to disclose the timings for the return of its 'Jacobite' locomotives and coaches from Fort William to Carnforth because of Covid-19 concerns.

Crowds of onlookers packed stations at Helensburgh, Westerton and Dalmuir to watch the train, popularly associated with the Harry Potter films, travelling up to Fort William in September.

Timings

An Office of Road and Rail spokesman said: "Operators must work together to try and avoid scenes such as those in Scotland and one way of controlling overcrowding is to avoid publishing running times."

WCR agreed not to publish the date of the train's return to Carnforth or any timings. A spokesman said: "We are very conscious of fears about safety and our responsibilities to the community, especially with social distancing during the Covid-19 pandemic."

With that, WCR's involvement in steam ended for this year, apart from a possible need by the Railway Touring Company which at the time of writing, was still hoping to run trains to Edinburgh and York in mid to late December (see separate story).

That said, A1 Pacific No. 60103 *Flying Scotsman* is booked to head two pre-Christmas trains for Ian Riley, both making for Carlisle, the first from



In a colourful, atmospheric autumnal scene, No. 45407 *The Lancashire Fusilier* is seen working 'The Jacobite' at Banavi on October 21. MICHAEL ANDERSON



'Black Five' No. 45407 *The Lancashire Fusilier* climbs from Glenfinnan Viaduct with the morning 'Jacobite' service to Mallaig on October 22. GAVIN THOMSON

Liverpool on December 12, the second, from Manchester, on December 19. These may depend on the Covid-19 status of the two points of departure.

West Coast has decided not to run its own pre-Christmas trains because of the on board problem of keeping a safe distance between passengers and the 'Man in Red' moving from carriage to carriage.

Carnforth was recently a hive of steam

when no less than 17 locomotives were present.

While some were out of traffic of course, impressively, 4-6-2s including No. 6201 *Princess Elizabeth*, No. 60163 *Tornado*, No. 60103 *Flying Scotsman* and No. 35018 *British India Line* crowded the works' yard. Stretching the imagination, one could count six 4-6-2s – but No. 34067 *Tangmere* and No. 34016 *Bodmin* are not currently operational.





The boiler is lowered onto the frames at Tyseley on October 22.



Right: The boiler is back where it belongs!

Key components reunited on the *Duke*

By Gareth Evans

THE overhaul of No. 71000 *Duke of Gloucester* for main line service has passed two milestones at Tyseley Locomotive Works (TLW).

On October 22, the boiler was returned to the frames – and the tender body has also since been reunited with its chassis.

Subject to Government Covid-19 restrictions and guidelines, it is hoped

a 'bubble' can be formed at Tyseley in the New Year to allow some support crew members of the BR Class 8 Steam Locomotive Trust to resume volunteer working parties.

Meanwhile, the trust is appealing for well-wishers to sponsor boiler tubes to help achieve the late-2021 steaming date. The boiler is made up of 136 small tubes and 40 larger flue tubes. The small tubes provide the surface area for the production of steam. The flue tubes are

larger as they house the superheater elements – these tubes are not cheap.

Sponsors of either type of boiler tube will receive an individually numbered electronic certificate indicating the position of the tube(s) sponsored, along with the grateful thanks of the trust.

More details can be found at www.theduke.uk.com/boiler-tube-appeal/ – or by post from: The Duke Aurora House Deltic Avenue Rookley Milton Keynes MK13 8LW.

Brush Class 89 return progress

By Gareth Evans

THE main line return of Class 89 No. 89001 has moved a step closer following its move to Soho depot in Birmingham from Barrow Hill.

The unique Brush-built electric locomotive, which earlier in the year was returned to Intercity livery at Toton depot, is to undergo both offline and live (25kV) tests.

The testing will be undertaken by members of the AC Locomotive Group's (ACLG) engineering team in co-operation with West Midlands Trains, the operators of Soho depot.

The tests include: pan up (the first time the locomotive will have been energised at 25 kV since 2000); check for correct rotation of all six traction motors; and make low speed movements around the depot at up to 5mph.

Subject to the satisfactory completion of testing, the programme will move on to the next phase of work with design and installation work to be undertaken for GSM-R (radio) and OTMR (data recording) systems.

The ACLG said it is grateful for the help given by West Midlands Trains and Rail Operations Group.

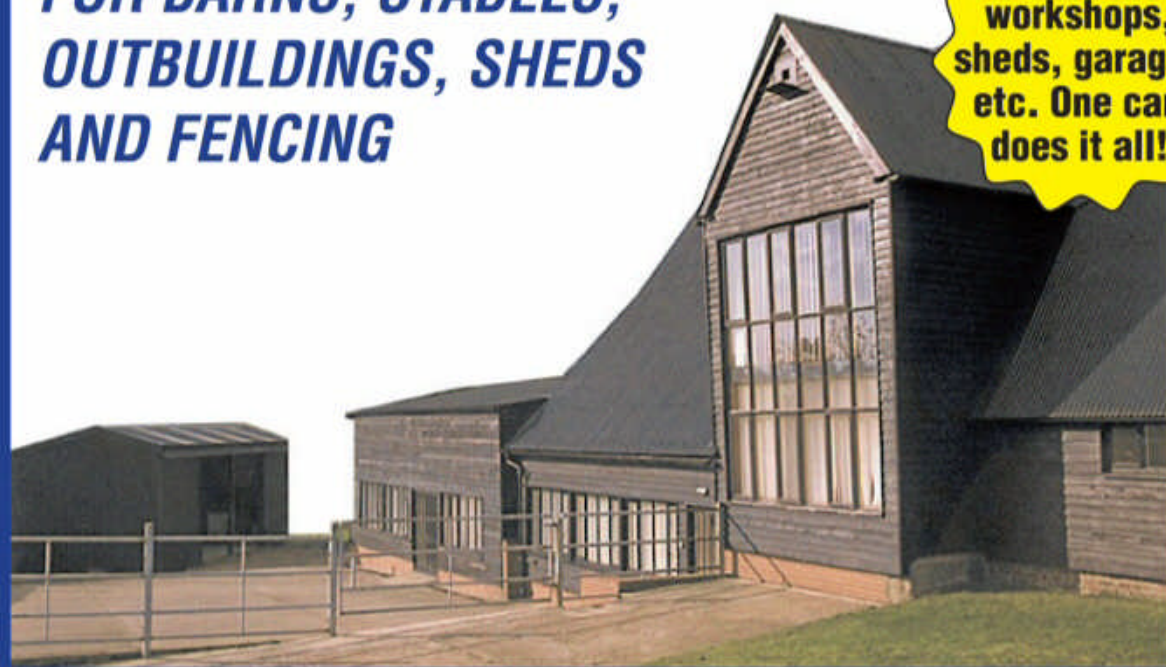
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We'll fix it at Bridgnorth!

Words & pictures by John Titlow

FOR many years there have been close connections and good co-operation between the Severn Valley Railway (SVR) and London North Western Railway Heritage at Crewe, both are proud of their engineering feats.

This has been highlighted by recent developments when No. 34046 *Braunton* hauled Saphos Tours' 'Severn Valley Venturer' on October 7.

Originating at Crewe, the route was a circular tour of the Midlands, taking in Stafford, Tamworth, Leicester, Loughborough, Burton, Bescot and Kidderminster. One passenger commented that after six hours of steam haulage, how pleased he was with the outward run.

Upon arrival at Kidderminster, problems had arisen with the right-hand side little end. No. 34046 was booked to run on SVR metals as far as Bewdley, where sister SR West Country Class Pacific No. 34027 *Taw Valley* was to take over, but instead the exchange took place at Kidderminster. No. 34027 *Taw Valley* completed the journey to Bridgnorth in glorious sunshine.

After turning, *Braunton* ran with its support coach to Bridgnorth, where considerable effort was put into

repairing it, but to no avail and was reluctantly failed. The SVR stepped into the breach to return the train to Kidderminster under steam. Although *Taw Valley's* fire had been dropped, the locomotive was still in steam – and in typical SVR style, the fire was rapidly relit, crew rostered and No. 34027 worked the train back to Kidderminster.

Experience

The return route was identical to the outward, but departure was 54 minutes down off Kidderminster and behind Class 47 No. D1935. Time had been made up when the train reached Castle Donnington, with an arrival in Crewe at 11.56pm, four minutes early.

If you could pick anywhere in the country for a steam locomotive to fail, Bridgnorth would be one of your first choices, with experienced engineers and many tools readily available. Work started almost immediately, with the removal of the right side con rods to enable the stripping down of the little end. This was removed, with its various parts taken to Crewe, where new components were fabricated and machined before they were returned and refitted.

Killing two birds with one stone, while engineers were at Bridgnorth

working on No. 34046, the opportunity was taken to run LMS Royal Scot Class 4-6-0 No. 46100 *Royal Scot* there after the oil was spotted turning grey in the right-hand axle box on the leading driving wheels. This is usually an indication something is wrong or about to go wrong.

The Scot arrived behind Class 40 diesels Nos. 40145 and 40106 Atlantic Conveyor on October 15. Several Mk.3 sleeping cars, which as previously reported, have been stored on the SVR, were returned to Crewe on the same day. Despite Crewe's engineering capabilities, it does not have a wheel drop necessary for the removal of the wheels without lifting the complete locomotive.

To do the job, the main con rods, many pipes never seen by the public, brake gear and springs had to be removed mostly from the underside with access gained via the pit. Once the front drivers were removed, it was possible to remove the offending axle box for return to Crewe. There the crown was pressed out and the white metal melted out, a new one was cast and machined before transportation and reassembly of the locomotive at Bridgnorth.

When the wheels were dropped, initially simple things like chalk marks on the wheel and ground enable the

locomotive to be repositioned correctly for reassembly over the pit and wheel drop saving considerable time. It was fascinating watching the wheel drop in operation from a safe distance as the wheels were lifted back into place.

Team work

Measurements while gauging the distance between the driving wheels was all done in imperial and not metric, clearly indicating the period in which the locomotive was built. Watching the team working quietly together, each one just getting on with the job was a pleasure. With Covid-19 restrictions, the Crewe engineers worked in their own 'bubble' securely cordoned off from other SVR workers.

Incidentally, the wheel drop came from 15C Leicester Midland and was installed in 2010. Questions were raised at the time if it was really necessary, but it has since become a very useful tool inside the shed. It is capable of taking wheels up to 6ft 9in diameter – that of a Jubilee or Duchess. Castles, A4s and A3s are 1in smaller, the Kings are only 6ft 6in, so it can drop the wheels of all mainline preserved locomotives.

Both engines and their support coach returned to Crewe on November 9 after running to Bewdley the previous day.

In the pouring rain, No. 46100 *Royal Scot* leads a test train out of Bridgnorth with No. 34046 *Braunton* at the rear on October 29.





1

1: Inside Bridgnorth shed on October 24, No. 46100 *Royal Scot* is flanked by BR 4MT 4-6-0 No. 75069 and Sharp Stewart 0-4-4T *Dunrobin*, which is under overhaul for Beamish museum.

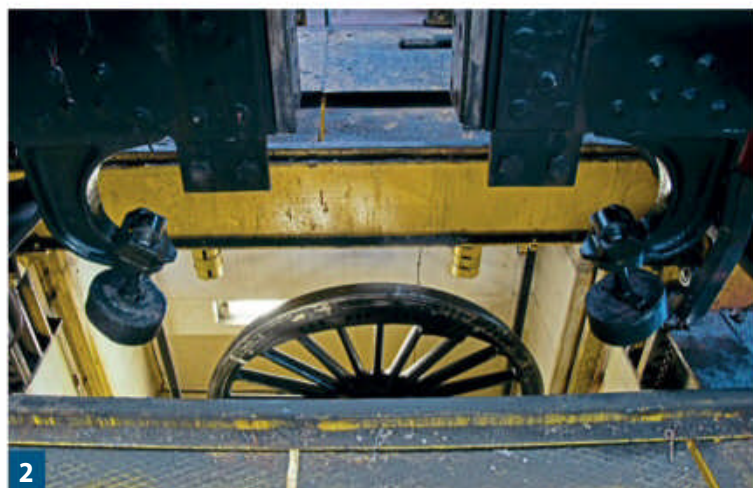
2: No. 46100's wheels are seen down in the wheel drop inside Bridgnorth shed on October 24.

3: No. 46100's wheels rise from the wheel drop inside Bridgnorth shed on October 24. Note the yellow alignment marks on the bogie wheel.

4: No. 46100's wheels are checked for alignment on the wheel drop inside Bridgnorth shed on October 24.

5: The main drivers are in place and reassembly continues underneath 46100 inside Bridgnorth shed on October 24.

6: Underneath No. 46100 as the leading drivers are reassembled, the tight working conditions are clearly apparent on October 24.



2



3



4



5



6

MAIN LINE ITINERARY



LMS Jubilee Class 4-6-0 No. 45562 *Alberta* (aka No. 45699 *Galatea*) heads along the West Coast Main Line at Bessyill on October 29, with West Coast Railways' 'The Pendle Dalesman'. The trip ran between Chesterfield and Carlisle, with steam in charge from Hellifield and back to Carnforth. DAVE COLLIER

December

5 'Edinburgh – Christmas Special'

Cleethorpes, Edinburgh & return.

Diesel-hauled throughout.

No. TBA. WCR

9 'Edinburgh – Christmas Special'

Hull, Edinburgh & return.

Diesel-hauled throughout.

No. TBA. WCR

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

12 'Edinburgh – Christmas Special'

Peterborough, Edinburgh & return.

Diesel-hauled throughout.

No. TBA. WCR

14 'Settle & Carlisle Circular'

Hereford, Appleby & return.

Diesel hauled throughout.

Loco: TBC. SR

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

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

30 'Settle & Carlisle Circular'

Derby, Appleby & return.

Diesel-hauled throughout.

Loco: TBC. SR

January

9 'Settle & Carlisle Circular'

Hereford, Appleby & return.

Diesel-hauled throughout.

Loco: TBC. SR

23 'Settle & Carlisle Circular'

Birmingham International, Appleby & return.

Diesel-hauled throughout.

Loco: TBC. SR

30 'The Winter Cumbrian Mountain Express'

Manchester Victoria, Carlisle & return.

Steam-hauled throughout.

Loco: TBC. RTC

30 'The White Rose'

Wolverhampton, Manchester Victoria & return.

Steam-hauled: TBA.

Loco: TBC. ST

February

5 'Belmond British Pullman'

London Victoria, Shalford & return.

Steam-hauled throughout.

No. 35028 *Clan Line*. BEL

6 'The Winter Cumbrian Mountain Express'

London Euston, Carlisle & return.

Steam-hauled: Carnforth, Carlisle, Preston.

Loco: TBC. RTC

13 'Valentine's Luncheon Circular Tour'

York, Newcastle & return.

Steam-hauled throughout.

No. 60163 *Tornado*. A1SLT

13 'Valentine's Evening Circular Tour'

York, Newcastle & return.

Steam-hauled throughout.

No. 60163 *Tornado*. A1SLT

13 'Valentine's Bath & Bristol Steam Express'

London Victoria, Bristol & return.

Steam-hauled throughout.

Loco: TBC. RTC

19 'The Lakeland'

Leicester, Carlisle & return.

Steam-hauled: TBA.

Loco: TBC. ST

20 'The Cotswold Venturer'

London Paddington, Worcester & return.

Steam-hauled throughout.

No. 46233 *Duchess of Sutherland*. RTC

20 'Settle & Carlisle Circular'

Bangor, Appleby & return.

Diesel-hauled throughout.

Loco: TBC. SR

27 'The Welsh Marches Express'

Nottingham, Cardiff & return.

Steam-hauled: TBA.

Loco: TBC. ST

27 'The Cotton Mill Express'

Lancaster, Blackburn & return.

Steam-hauled throughout.

Loco: TBC. RTC

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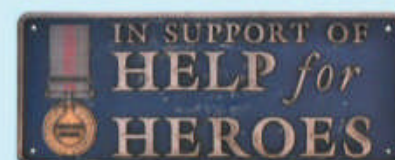
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February 2021 Sale Lot 61

2021



February 2021 Sale Lot 123

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LOCOMOTIVE GROUP PROFILE





In the late 1950s, J27 0-6-0 No. 65894 is seen heading southbound on the East Coast Main Line at Thirsk with a lengthy train of mineral wagons. JW HAGUE/NELPG ARCHIVE

KEEPING THE QUARTET ALIVE!

The North Eastern Locomotive Preservation Group owns four engines, all of which are now unique. Gareth Evans learns about the organisation's history and latest developments, as well as how it is setting itself up for the future. He also shares the recollections of one of the group's longstanding members.

The North Eastern Locomotive Preservation Group (NELPG) is fortunate to own a collection of four fine steam locomotives that have connections with the region which gives the organisation its name.

Aware of the locomotives' significance, its objective is to have as many of its fleet in steam as possible – both on the main line and at heritage railways.

The organisation has bases at Grosmont on the North Yorkshire Moors Railway (NYMR) and Darlington's Hopetown Carriage Works, where NELPG has the Darlington Railway Preservation Society and the A1 Steam Locomotive Trust as its neighbours.

NELPG was formed on October 28, 1966 with the intention of preserving some of the steam locomotives then still working in the north east of England. In less than 18 months, this growing band of volunteers had raised sufficient funds to purchase two heavy freight locomotives – J27 0-6-0 No. 65894 and Q6 0-8-0 No. 63395. Both locomotives were subsequently transferred to the NYMR in the early 1970s after they were overhauled.

In 1972, K1 2-6-0 No. 62005 was donated to NELPG. Seven years later, Q7 0-8-0 No. 901 (BR No. 63460) joined the group's pool on long term loan from the National Collection. NELPG returned the heavy freight locomotive to traffic. It operated at the NYMR between 1991 and 1999. It is now displayed at

Darlington Railway Centre and Museum.

The group's next fleet addition came in 1983, when it purchased J72 0-6-0T No. 69023 *Joem*. In late 1986, NELPG took charge of LNER A2 Pacific No. 60532 *Blue Peter*, also on long-term loan, plus A4 Pacific No. 60019 *Bittern*. The A2 was returned to main line action, while the A4 was cosmetically restored as No. 2509 *Silver Link* and displayed at the National Railway Museum. In the fullness of time, NELPG ceased to have involvement with the two locomotives, with the A2 leaving the fold in October 2011.

A landmark was reached in the mid-1970s, when it was decided to source covered accommodation for the NELPG fleet at Grosmont. Boosted by the income generated at the Stockton & Darlington 150th anniversary celebrations, a shed was obtained from the Longmoor Military Railway in 1976 and re-erected at Grosmont. Known as the Deviation Shed, it continues to fulfil a valuable role for both NELPG and the NYMR.

Fleet

■ J27 class 0-6-0 No. 65894

On September 19, 1923, No. 2392 became the last NER P3 class member to emerge from Darlington North Road Works.

Initially based at Bank Top shed in Darlington, No. 2392 moved to Ferryhill to cover Durham coalfield workings until it transferred to York in 1930, where it was

Thompson 2-6-0 K1 No. 62005 hauls a train along the North Yorkshire Moors Railway at Esk Valley on December 31, 2019. JOHN HUNT



J72 No. 69023 Joem at Locomotion, Shildon on June 18, 2010. Funds are currently being raised for the overhaul of the charming 0-6-0T, which is underway at Darlington. CHRIS LAWSON/NELPG



The NELPG has a Young Persons Development Group. Pictured inside the A1 Steam Locomotive Trust's facility at Darlington are: Luke Perry, Scott Middlemiss and Matthew Smith. BRYAN ORANGE

mainly used on goods trains to Scarborough and Whitby.

As part of the LNER's reclassification scheme in 1926, P3s became J27s – and 20 years later, following the company's renumbering scheme, No. 2392 became No. 5894.

Following nationalisation in 1948, the 0-6-0 was renumbered again, becoming J27 No. 65894, the number it carried until withdrawal in 1967.

Purchased directly from BR by the group on December 1, 1967, it was returned to action, initially at Tyne Dock, where the engine was stored after withdrawal. Work on the overhaul continued at the then still functioning National Coal Board workshops at Philadelphia, County Durham, and the task remained ongoing when the locomotive moved to BR's Thornaby depot.

Final restoration, including the fitting of a vacuum brake and steam heating apparatus, was carried out by NELPG volunteers at ICI Billingham.

Restored as NER No. 2392, it arrived at the embryonic NYMR in October 1971. The 0-6-0 provided the mainstay of services in the period

leading up to full reopening of the line, when it piloted Lambton Tank No. 29 on the reopening special of May 1, 1973.

Widely travelled, heritage lines the locomotive has visited include the Embsay & Bolton Abbey Railway, the North Norfolk Railway, the Nene Valley Railway, the Keighley & Worth Valley Railway, the Llangollen Railway, the East Lancashire Railway and the Weardale Railway.

No. 65894 is currently available for service at the NYMR.

■ Q6 class 0-8-0 No. 63395

Completed as a T2 No. 2238 by the NER at Darlington on December 2, 1918, the 0-8-0 was one of a special order of eight built to replace locomotives sent to France to assist the war effort (see separate feature, pages 72-74).

One of the final two Q6s in traffic, No. 63395 became popular with enthusiasts. Following withdrawal, on September 9, 1967, No. 63395 was moved into store at Tyne Dock shed.

In December 1967, NELPG launched an appeal to secure it. What was to become NELPG's second locomotive clung to life until

it was rescued on April 1, 1968.

The complex tale involved a scrap merchant and the need to raise the then enormous sum of £2300 – with one member even loaning his life savings to help secure the locomotive!

Restoration work was undertaken at Tyne Dock, then Hartlepool depot, followed a move to Thornaby, where it returned to steam on October 18, 1969.

After being equipped with vacuum brakes and steam heating, the 0-8-0 travelled to Grosmont on June 25, 1970, where it joined the operational fleet.

■ J72 class 0-6-0 No. 69023 Joem

The NER E1 Class was constructed over a period of 54 years, by three different railway companies. The last batch were almost identical to the original, but were equipped with a vacuum brake, steam heating and sanding gear to enable them to be used on empty passenger stock workings.

No. 69023 was constructed in 1951. By 1964 however, all but two of the class had been scrapped. No. 69023 became the sole survivor when it was purchased by Mr R Ainsworth

From spotter to inspector: a supporter's story

Terry Newman has been involved with NELPG since the early days and has served as a Responsible Officer (RO) and board member. He remains a volunteer and is also an inspector assessor at the NYMR, having benefited from a wealth of experience over the years.

"In 1966, towards the end of steam, a group of us got a brake van ride in the north east," Terry recalled. "The guard suggested we ask about a footplate ride, but we dare not. He enquired on our behalf and we got one."

"Between then and the end of steam, we were fortunate to enjoy several footplate rides. Two particular locomotives I rode on, believe it or not, were Nos. 63395 and 65894."

"I joined NELPG at about this time – 1967 – as we were going to buy the Q6. I rode on both those locos in the last week of steam, more by luck than planning. Little did I think that 50 years on, I would be busy driving them!"

"Travelling on the footplate gave me a different perspective. I never wanted to do it from school. I joined what was then the Northern Gas Board, which proved fortuitous as I learned pipe fitting skills, which have proved invaluable in NELPG."

"The first piece of work I did for the NELPG was at NCB

Philadelphia on the Lambton Railway, when the J27 went there for initial repairs after its purchase by the group. I remember riding on No. 29, which I now drive on the NYMR."

"Our first base with the Q6 was Tyne Dock. At that time, it was more of a general tidy up going through, cleaning and painting and a few mechanical jobs."

"From there we moved to Hartlepool, which was just about falling down. It was an awful place to work in, especially during winter."

Depots

"Our next move was to Thornaby Roundhouse, where we stayed for a couple of years until it shut. We had the J27 and Q6, plus Lambton Nos. 5 and 29 if I recall correctly."

"We were made very welcome there. When we first started there – 1970 – it had only been shut to steam since 1963 but had received steam visitors."

"The coppersmith was there to look after the steam cranes. We were lucky to make good use of the knowledge and skills that were still there."

"Even when health and safety tightened, BR accommodated us, enabling us to work safely."

We were lucky to enjoy the support we did."

"Wherever we've been, we've always had a pub nearby that we would retire to. We had working parties on weekday evenings."

"Living on Teesside, it was easy to go to Thornaby about 6pm, work until 9.30pm and then retire to the pub. Mondays and Wednesdays, or Tuesdays and Thursdays, depending on volunteer availability, as well as weekends."

"At the same time, NELPG volunteers were working at Grosmont as the NYMR was in its embryonic days. They formed the nucleus of the footplate crews and helped to build the main NYMR repair shed and the NELPG workshop at Grosmont."

"Another milestone in terms of locations to work was No. 5 Depot at ICI Wilton. We got into there due to the Manpower Services Commission (MSC). They'd been doing small projects. We put the J72 into there and they overhauled it for us, with some input from us. That was the catalyst – *Blue Peter* was then overhauled there."

"We had the full workshop, including cranes on site – it didn't cost us a thing. We eventually took the facility over after the MSC ended. We had the J27, the K1 in



Back on the wagons: pictured hauling freight, a duty for which it was built, Q6 0-8-0 No. 63395 passes Fen Bog at the North Yorkshire Moors Railway on October 31, 2016. JOHN HUNT

for preservation.

It was moved to the Keighley & Worth Valley Railway in 1969, where it was restored with its original number, in NER livery. At this time, it was named *Joem* – this being taken from the owner's father Joseph and his mother Emmeline.

Joem subsequently saw service on the Derwent Valley Railway at York, but following the death of its owner, the locomotive was stored at the National Railway Museum, awaiting disposal.

Purchased by NELPG, *Joem* arrived at Grosmont in January 1983, remaining in traffic until late 1985, before undergoing overhaul at ICI Wilton. After returning to traffic, the locomotive returned to the NYMR and went on to visit a host of heritage lines. The 0-6-0T is now under overhaul at Darlington.

■ K1 class 2-6-0 No. 62005

Built by the North British Locomotive Company in Glasgow, No. 62005 was delivered to the fledgling British Railways in June 1949.

After running in at Eastfield shed, Glasgow, the 2-6-0 went on to be allocated at sheds in

the north east, including Darlington, Heaton, Ardsley, York, North Blyth and Tyne Dock.

After withdrawal from Holbeck in September 1967, it was used as a temporary stationary boiler at ICI's North Tees Works. Condemned on December 30, 1967, it sold to a consortium comprising Viscount Garnock, Geoff Drury, Brian Hollingsworth and George Nissen on May 30, 1969. They had planned to use the boiler as a spare for the LNER K4 No. 61994 (LNER No. 3442) *The Great Marquess*, which they had bought.

However, the boiler was not required for the K4, so the K1 was kindly donated to NELPG in 1972. After arrival at BR's Thornaby depot on June 14 of that year, it was overhauled by NELPG volunteers. In accordance with the wishes of the donating group, the K1 was painted in a fully lined out LNER green livery as No. 2005.

After moving to the NYMR on May 28, 1974, it entered traffic on June 8. In 1975, it made its first main line runs in preservation between Whitby and Battersby, before going to Shildon to join the Stockton & Darlington

150 celebrations.

On June 28, 1987 the K1 began its long association with the West Highland line from Fort William to Mallaig – and it remains a popular performer with West Coast Railway's 'Jacobite' operation.

Being main line certified, the locomotive is also available to operate NYMR services to Whitby.

Recent developments

NELPG is aiming to return its popular LNER J72 No. 69023 *Joem* by 2024 – and is asking well-wishers to support its appeal. The overhaul, which is currently underway at Hopetown Carriage Works is expected to cost £225,000.

In terms of funding, the project has got off to a good start. A grant of £1000 towards the cost of the smokebox replacement has recently been received from the Veronica Awdry Trust. This follows the £20,000 grant awarded by Association for Industrial Archaeology towards to cost of the new cylinder block – and £10,000 from Darlington Borough Council under the

there. We were in there until the plant was sold off.

"The Blue Peter television programme visited several times. They featured the J72. I remember a presenter asking while we were coupling up if he could have a go. I explained what he had to do. It was a screw coupling. He lost his grip on it and the big ball came round hit him in a sensitive place on his body.

"I shall also always remember the immense effort we put into preparing four locomotives to take part in the Stockton & Darlington Railway 150th celebrations. We took the K1, J27, Q6 and 'Black Five' No 44767, which we were caring for at the time."

Main line

Terry has tales aplenty of NELPG's operations on the main line. Recalling an incident on the West Highland Line on the 'The Jacobite' in the late 1980s – when the K1 was in LNER green livery, he said: "I was travelling on the K1's footplate as RO. On the return from Mallaig, we came out of Arasaig. There was a massive bang and the engine lurched. We stopped and found a spring had disintegrated. Luckily, we had a spare spring on the tender. We uncoupled, went into a siding at Arasaig. Jacks were brought from Fort William depot. We had to change the spring in the siding –

it was under the fireman's side under the firebox.

"We didn't return to the depot until 9pm. Fortunately, it was a lovely sunny June day. Again, BR staff were most helpful.

"I thoroughly enjoyed it when we had the K1 in London for Steam on the Met in 1999 and 2000. Luckily, I was one of the drivers for that. It was a little frightening having a third and fourth rail and having to be extra careful about where you stood, but for me, travelling along those tracks, especially on a Saturday morning when we ran in parallel over the four tracks was absolutely brilliant!

"It was lovely to get out and drive an engine at a faster speed than on a heritage line. What I had not realised is that there's such a steep climb to Amersham. Dick Hardy accompanied me on a couple of occasions – Dick and Bill Harvey taught me an awful lot. Even though they were engineers, they were enginemen in their own right as that's the way they worked in those days.

"I was given an awful lot of advice and careful tutoring in my earlier years – it's stuff I pass on at the NYMR to younger people. The NYMR and NELPG are entwined for me all the way through."

Asked about his favourite locomotive, Terry replied: "That's a tough one. The K1 was always at the top of

my list, but as I've grown older, I like all steam engines as they're all different – each one has its strengths and weaknesses.

"My favourite non-NELPG locomotive is *Tornado*. In terms of NELPG engines, it's the K1 – it's a lovely, all-round, reliable performer. It's a fairly modern engine too compared to the Q6 and J27. It's good for maintenance, preparation and disposal. The K1, with a drop grate, was a massive step forward when it came to throwing the fire out. Nearly all our locomotives have now been modified to make disposal easier.

Challenge

"When it was running, the Q7 No. 901 was my favourite – it was powerful and absolutely fantastic. However, it could be a challenge too with its three-cylinders and all the motion inside. It was hard to dispose too as its boiler comes back further inside the cab – past the first window. If you look at it side-on, it looks like the Q6, but the boiler on the Q6 is further forward. The Q7 had a higher tender, so to throw the fire out with a paddle took twice as long as the other engines on the shed. You had to be strong too.

"The Q7 is now on display in the museum in Darlington. It will be interesting to see whether that situation changes."

Government’s Discretionary Business Support Grant scheme.

The project has been further boosted after an NELPG member who wishes to remain anonymous, has generously 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.

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; tubes at £50 each; 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

As at November 17, the J72 Appeal had raised £14,000 by way of individual donations which, with match funding from an anonymous benefactor and Gift Aid, totalled £34,200. This includes sponsorship of 65 of the 69 required boiler stays and 81 of the 139 boiler tubes and four cylinder block shares.

Following a competitive tender, the contract for the overhaul of the J72 boiler has been awarded to Northern Steam Engineering Ltd of Stockton on Tees. The pressure vessel moved to that company’s premises on October 14. The planned work includes a new copper tubeplate, part renewal of the main boiler barrel, a new smokebox, replacing 69 worn copper stays and a complete retube. All fixtures and fittings will be refurbished as necessary. It is estimated that the work will be completed by the end of 2021.

Number crunching

600 The number of members in the group

£225,000 The sum required to return J72 No. 69023 *Joem* to steam

1949 The year No. 62005 was delivered to British Railways North British Locomotive Company

50mph The maximum speed K1 No. 62005 is permitted to travel at on the main line

Separately, a visit has been arranged to a foundry which will, subject to a successful outcome and confirmation of terms, make the pattern and cast the new cylinder block.

As previously reported, the boiler of LNER Q6 0-8-0 No. 63395 was lifted from its frames on September 7. This followed advice from the NYMR that once operations restarted post lockdown, it would have no need for the Q6 on the services it was likely to be running.

Therefore, NELPG decided to bring forward the boiler lift planned for this winter to enable an external examination by the boiler inspector. Subject to that revealing no problems, it is anticipated the Q6 will then have a boiler ticket valid until 2028, subject to the normal annual examinations.

Having completed its duties in the Highlands working West Coast Railways’ ‘Jacobite’ services from Fort William to Mallaig, K1

No. 62005 returned to Carnforth for wheel turning. The 2-6-0 was due to return to Grosmont on November 16. However, a fracture on the right-hand side of the throat plate was discovered the day before. As this issue went to press, discussions were set to get underway with the insurer regarding a repair.

Assuming all goes to plan, No. 62005 is expected to return to Carnforth in late spring next year in readiness for its movement back to Fort William for a season on the ‘Jacobite’. The locomotive’s main line certificate expires next year and it is then due to be withdrawn for overhaul.

Succession

As well as preserving the past, NELPG understands the importance of securing the organisation’s future. With that in mind, its Young Persons Development Group welcomes young people aged between 13 and 17 years old. Led by Bryan Orange, who has a background in electrical engineering, training and development, the group has been established for five years.

“We’re all getting older, so it’s essential to continue to encourage the next generation,” said Bryan.

“We’re fortunate to have a good team across the age spectrum – the J27 caretaker Chris Henshaw is in his 30s, for example.”

In terms of activities, Bryan said: “We’re mainly based at Grosmont. When they’re aged 13, it’s about learning to understand what faults they can identify while they’re cleaning a locomotive. It isn’t just about cleaning and polishing – it’s noticing things which don’t

J27 No. 65894 is a popular performer at the North Yorkshire Moors Railway. The 0-6-0 is seen hauling a train of LNER carriages at Abbots House on October 25, 2018. JOHN HUNT



look right or are definitely wrong. They work their way up slowly through the ranks. We also run tailored mutual improvement classes – training and education being a key part of what we do.

“Furthermore, we offer support to the juniors when they prepare their CV and apply for a job with interview tuition.

“We do allow those aged under 13 to volunteer, but we restrict numbers – and they have to be with their guardian at all times. The commonality among the juniors is that it’s not father and son, it’s grandfather and grandson. We tend to limit the number of young volunteers in our group to 12-15 as it gets harder to manage beyond that.

“We don’t allow them to work on the running plate or upwards – it isn’t worth the risk. Working in a cab is different.

“On the locomotives, they do various tasks which are graded according to their capabilities. The nearer they get to 16, the more they’re trusted with skilled tasks. For example, two members of our group are capable of machining – clearly the latter is one-to-one supervision.

“For our group, a key part is involvement in the workshop with two of our trained fitters. Our members have made a typical toolmaker’s clamp, which involves sawing, boring holes, marking out and lathe work. They also dismantle and rebuild components. Each person has their skillset. I try to reinforce the team approach too.”

Bryan stressed that while the majority of the group’s time is spent on NELPG activities, he believes it is “important to have a sense of perspective on the wider movement.”

With that in mind, he said: “We also help when we can with the overhaul of No. 4498 *Sir Nigel Gresley* at the National Railway Museum – and we’ve also assisted occasionally with the LNER Coach Association at Pickering.

“We go out on visits too – a prime example being our trip to Sir William McAlpine’s Fawley Hill Railway.”

Bryan also plays an active part in the Heritage Railway Association, where he is vice-chairman of the Training and Development Committee.

Concluding, Bryan said: “I know some of our young volunteers look forward to reaching the age of 18 to act as support crew at Fort William for the K1 on the ‘Jacobite’ – and also joining the footplate crew on the NYMR. They’re definitely the future of our group and the movement as a whole.”

Outlook

NELPG remains an integral part of the NYMR ‘family’, providing locomotives and facilities.

Its base at Darlington is set to change however, as part of the site’s redevelopment.

Discussions are ongoing with Darlington Borough Council, which is seeking to relocate the current rail occupiers of Hopetown Carriage Works.

Like all organisations, NELPG faces a number of challenges – including an ageing workforce, loss of skills, more contracting out as a consequence and hence more cost, with replacement rather than repair of worn out parts. It remains to be seen whether that leads to consolidation in the future.

In the meantime, NELPG’s wonderful fleet of locomotives continues to delight us at heritage lines and on the main line alike. 

→ For more information, including how to support NELPG, visit www.nelpg.org.uk



Above: K2 2-6-0 No. 62005 has been a familiar performer on the regular ‘Jacobite’ steam service along the West Highland Line. The 1949-built locomotive is pictured at Borrodale summit on May 21, 2019. JOHN HUNT

Right: No. 69023 *Joem’s* boiler being moved out of Hopetown on October 14, by the Darlington Railway Preservation Society’s Ruston & Hornsby diesel Derwent 2. RICHARD PEARSON/NELPG



Below: Serving as reminder of the longstanding relationship between the NELPG and the North Yorkshire Moors Railway, this was the scene at Grosmont on NELPG’s 10th anniversary. JOHN HUNT



GWRA set for Casserley collection part II sale

THE sale of the second and final part of the Casserley collection of railway negatives and slides will be going under the hammer in a live online, internet, telephone and commission auction being held by GW Railwayana on December 5, starting at 10am.

South London-born H C (Henry Cecil) Casserley started photographing Britain's railways in 1919, and his name became familiar with many trainspotters due to his work featuring in the Ian Allan ABC publications. He died in December 1991 aged 88, at which time the collection comprised 60,000 images, and with the death of his son Richard in October 2017, the family decided to sell the entire collection.

The first part of the collection was auctioned in September last year, with the highest realisation being £550 for 112 negatives of Enniskillen, Bundoran Junction and Belcoo scenes in Ireland taken in 1953, followed at £480 by another Irish selection consisting of 110 negative featuring Bray, Belfast and Coleraine in 1938.

"This collection was a significant piece of railway photographic history, and we are expecting the second sale to attract as much interest as the first," said GW Railwayana's Simon Turner.

The auction will also include images from the Frank Robinson and Dennis Webster collections.

→ A GAUGE 1 clockwork model of London & North Western Railway 4-6-2T No. 2663, made by Marklin of Germany, was the top seller in a live online, internet, commission and telephone model train sale held by Vectis on October 23, with a realisation of £520, excluding buyer's premium of 25% (inc VAT).

Railwayana Auction Calendar

■ Ends December 2

Talisman Railwayana
(Email, telephone and postal)

■ December 5

GW Railwayana Casserley
Collection Pt II
(Live online bidding, internet,
telephone and commission)

Model of one-off LBSCR class J1 Pacific tank shadows nameplates in Great Northern sale

A 3½in gauge live steam model caught the eye at Great Northern's four-week email, telephone and postal auction that ended on October 27, by outselling everything bar three of the four LMS nameplates on offer.

The 3ft 1in long model, which went for £3600, was of London Brighton & South Coast Railway No. 325 *Abergavenny*, the only member of the J1 class. A 4-6-2T built at Brighton in December 1910, it had its name removed by the Southern Railway in 1924 and survived into BR ownership as No. 32325 before being withdrawn from Brighton (75A) in June 1951.

Heading the trio of nameplates that stopped the model being top dog was *Southport* from Patriot No. 45527, which went under the metaphorical hammer for £8000, ahead of Jubilee pair *Minotaur* (No. 45695) and *Sandwich* (No. 45641) which were closely matched at £6500 and

£6000 respectively. A third Jubilee plate, *Kenya* from No. 45613, failed to find a new home.

The GWR made its presence felt in the slipstream of the model thanks to a cabside numberplate from No. 5025 *Chirk Castle* (£3500), and then it was the turn of the totem signs to get a slice of the action, led by Wyre Dock from a BR(M) station in Fleetwood, Lancashire (£2700). This category also included BR(M) Settle (£1750) and Scottish Region Kingussie (£1350).

Steam and electric traction shared the gold medal in the worksplate category, each achieving £1850. The former was a 1934 LNER Darlington example from D49 'Hunt' class 4-4-0 No. 62762 *The Fernie*, and the latter a 1951 Gorton plate from EM1 Bo-Bo No. 26030/76030.

Other four-figure successes were a restored original Furness Railway platform seat that realised £1650, a

three-chime whistle from Britannia No. 70026 *Polar Star* (£1600), a Caledonian Railway 5ft tall long-cased clock (£1350), a painting by Peter Owen Jones of Jubilee No. 45561 *Saskatchewan* at Dore & Totley South Junction near Sheffield (£1250), and a lamp tablet from Maguiresbridge station in Northern Ireland, opened by the Dundalk & Enniskillen Railway in 1859 (£1150). Prices exclude buyer's premium of 10%.

Reflecting on the auction, Great Northern's Dave Robinson said: "It went marvellously, and I am happy enough. We are all doing the best we can, but I say once again that as soon as we are allowed to, we will go back to auctions with a saleroom audience. I, and I believe many collectors, miss them greatly."



Early LU signs make the running ahead of 146-year-old railway map

LONDON Underground station signs have enjoyed a strong following in recent years, and this trend was emphasised in the Transport Auctions of London live bidding, telephone and commission sale on October 31, when a 1930s' bullseye from the Piccadilly Line station of Turnpike Lane went for £2800, making it the top seller in conjunction with a London Transport tram request stop sign.

Other LU station signs included Knightsbridge also from the 1930s (£2200), Mile End from a decade later (£1900), and at £1100 each, Oxford Circus and Earl's Court. An 1874 District Railway map of London showing the early sections of the capital's first underground railways, sold for £1400, and a 1933 first edition Harry Beck Underground diagrammatic pocket map went for £1200.

On the national network front, Southern Railway station target signs

Chilworth, on the Reading to Reigate via Guildford line, sold for £1000 and Cooden Beach on the Brighton to Hastings route, for £700, and BR(S) totem signs Vauxhall, the first station out of Waterloo, and Guildford, both for £600.

Nameplate *Hercules* with workplate from an ex-industrial 0-4-0ST built by Peckett & Sons in 1900 and acquired by BR's Western Region in 1948, realised £1800. Given the iconic No. 1 by BR, the loco was withdrawn from Gurnos, subshed of Swansea Victoria (87K), in 1954.

Other railwayana included a South Eastern & Chatham Railway 'Station Master's Office' enamel doorplate from the Reading-Guildford line station of North Camp (£800), and a fully-titled Midland & South Western Junction Railway signalbox treadplate that fetched £650. Prices exclude buyer's premium of 16%.



Nameplate is a class act for railway museum

A NAMEPLATE from Southern Railway Schools class No. 30917 *Ardingly* went under the hammer for £7500 at a collectables' sale held by Willingham Auctions of Cambridgeshire on October 24.

The 4-4-0, which was built at Eastleigh in June 1933 and withdrawn from Brighton (75A) in November 1962, was named after an independent boarding and day school in West Sussex whose alumni include Formula One world champion Mike Hawthorn, broadcaster Ian Hislop, and comedian Terry-Thomas.

The plate was bought by the Bluebell Railway Museum, whose assistant curator, Tony Hillman, said: "We saw the nameplate on social media and decided to try to buy it. We did not have a Schools' nameplate on display, and with Ardingly just up the road, it seemed an opportunity not to be missed. Fortunately, we were able to raise the funds."

The price excludes buyer's premium of 21% (+ VAT)



GER tramway loco and elusive BR 3MT headline Talisman sale

AN LNER Stratford 'rebuilt' 1922 worksplate from one of the locos that operated on the idiosyncratic Wisbech and Upwell Tramway in rural East Anglia will be a highlight of Talisman's email, telephone and postal auction that ends on December 2.

The six-mile standard gauge Wisbech to Upwell line was opened by the Great Eastern Railway in 1883 to carry mainly agricultural produce, although it was built with four intermediate stations and ran passenger trains until 1927. A freight service survived into the BR era until finally succumbing in May 1966.

One of the line's charms was the motive power, which comprised GER class C53/LNER J70 class 0-6-0Ts fitted with sideskirts and cowcatchers, resulting in the locomotives resembling guards' vans or, according to more cynical observers, garden sheds. BR inherited 11 of the original 12, renumbered them 68216-26, and ran them on the tramway and at the ports of Great Yarmouth and Ipswich.

Those on the tramway lasted until 1952, and the worksplate coming up for auction is from one of those, No. 68217, which was built at Stratford in 1903



Tramway steam: LNER Class J70 No. 68217 at Elmbridge on the Wisbech & Upwell Tramway on June 7, 1950. By this time the line transported only freight, but one wagon behind the 0-6-0T is carrying passengers – perhaps local residents who have hitched a lift, or maybe trainspotters enjoying this idiosyncratic East Anglian line. A worksplate from the 1903-built locomotive will be going under the hammer in a Talisman Railwayana auction which ends on December 2. NEVILLE STEAD COLLECTION/TRANSPORT TREASURY

and withdrawn from March (31B) in early 1953.

Another locomotive item in the sale is the smokebox numberplate from No. 77003, one of 20 class 3MT 2-6-0s that were beyond the reach of southern trainspotters due to them being allocated almost exclusively throughout their careers to distant North Eastern or Scottish region sheds. Despite being destined for northern hunting grounds they were built at Swindon, from where No. 77003 emerged in February 1954.

Withdrawal came in December 1966 from the Leeds shed of Stourton (55B).

Of rather more esoteric, but still of historical, interest are four cashbag brass labels from three stations on the 19-mile Malton & Driffield Junction Railway, which ran as an independent company for fewer than 18 months, from opening in April 1853 until becoming a founder member of the North Eastern Railway in September the following year. The labels bear the identities of Wharram,

North Grimston and two from the delightfully-named Wetwang.

Other highlights include a pewter medal recording the opening on June 13, 1887 of the new Tay bridge at Dundee that replaced its predecessor that had collapsed more than seven years earlier, resulting in the deaths of 75 people, and an 1896 Stratford 10-ton wagonplate that re-emerged 20 years ago after the wagon's grounded body had been used for many years as a bowls club pavilion in King's Lynn.

Collectors bag totems as Great Central continues its mini series

THE name *Pallah* may have meant absolutely nothing to most steam era trainspotters, but it focussed minds in Great Central's mini auction that ended on October 30 when it went to a new home for £5000. The locomotive that carried the name was LNER No. 61025, a B1 'Antelope' class 4-6-0 which emerged from Darlington Works in April 1947 and was withdrawn from Alnmouth, a subshed of Tweedmouth (52D), in December 1962.

Totem signs also put on their customary show, headed by BR(W) Oxford at £1400, BR(M) Kings Langley & Abbots Langley at £1150, a second Midland Region representative, Luffenham, which went for £860, and BR(W) Redruth (£800).

In the 1950s' steam era Oxford was a mecca for trainspotters eager to hunt out 'cops' from a variety of regions, while it had the added attraction of shed 81F, which in its latter years became a retirement home for members of the Hall class locos that were either withdrawn or close to their final days. On January 9, 1966, for example, six days after the shed's closure, no fewer than 28 Halls were on site awaiting disposal. The

station continues to be an important railway hub today, handling more than eight million passengers annually.

The Hertfordshire station of Kings Langley & Abbots Langley, on the southern end of the West Coast Main Line, was opened by the London & Birmingham Railway in 1839, and in 1974 was renamed simply Kings Langley, while Luffenham was opened by the Syston & Peterborough Railway in March 1848 and closed in June 1966.

Redruth, on the Cornish main line between Truro and Penzance, was opened by the West Cornwall Railway in March 1852, remains open today, and despite its location in deepest Cornwall can boast direct services to London Paddington, Manchester, Glasgow and Dundee. The best-seller of two Southern Railway target station signs was Ashford (£880).

Three smokebox numberplates were on offer in this, Great Central's tenth fortnightly 80-lot internet, email, telephone and postal auction, with pride of place going to 5571 from a GWR 1929-built 2-6-2T (£1100).

Prices exclude buyer's premium of 15% (+ VAT).

West Country success in ninth GCRA internet auction

A WEST Country Class nameplate was the clear winner in Great Central's ninth 80-lot internet, email, telephone and postal auction that ended on October 16, its realisation of £7600 being more than double that of its closest rival. The plate, which was accompanied by a West Country Class scroll, was *Bideford*, from No. 34019 that emerged from Brighton works in December 1945 and was withdrawn from London's Nine Elms shed (70A) in March 1967.

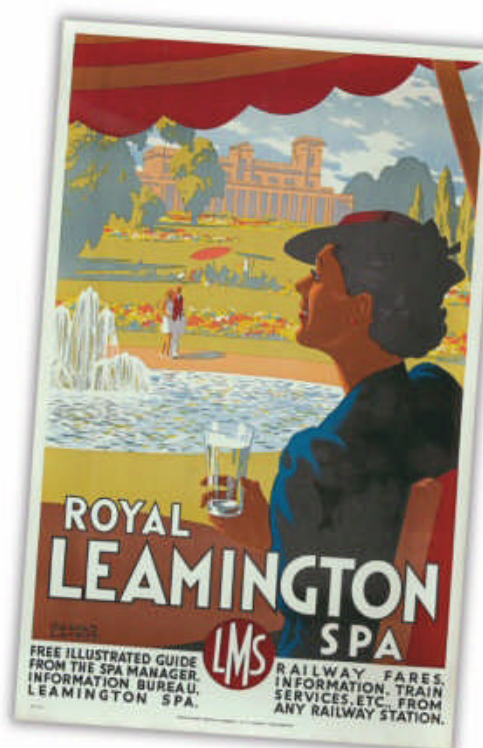
Behind at £3000 came *Westol Hall*, carried by GWR No. 7925, one of the last members of the class to be built, by BR in October 1950. It was also in the very last batch to be withdrawn, on the final day of 1965 when it was allocated to Oxford (81F). The 4-6-0 was named after a farm in Inkberrow, east of Worcester, that today hosts autograss race meetings.

Southern Railway target sign St Leonards West Marina

fetched £2300, and the ever-present totems also got a look-in, led at £2100 by BR(M) Penruddock. The former station was opened by the Brighton Lewes & Hastings Railway in November 1846 and served its Sussex coastal community for nearly 121 years before closure in July 1967, while Penruddock was one of the original stations on the Cuckmere Keswick & Penrith Railway, opening in January 1865 and closing in March 1972.

Pole position among the selection of three smokebox numberplates went to 60924 from a V2 class 2-6-2 built at Darlington in November 1941 and withdrawn from Doncaster (36A) in September 1963 (£1200). Prices exclude buyer's premium of 15% (+ VAT).

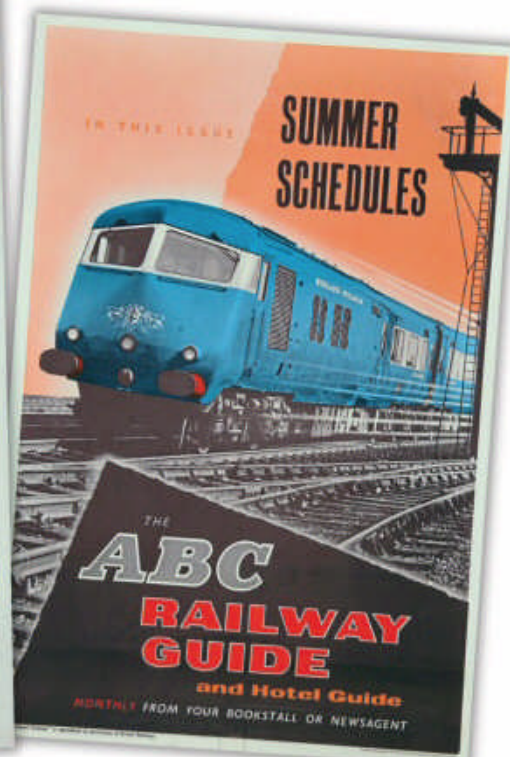




Poster, Ronald Lampitt, circa 1935.



Speed to the West, Charles Mayo, 1939: perhaps the GWR's most famous poster.



Poster by ABC Railway Guide.

Western poster haul discovered

By Gareth Evans

A COLLECTION of publicity material from GWR and BR, described by an expert as a "truly amazing discovery" has recently been uncovered in the attic of a west London home.

The haul is now being offered for sale by London-based Twentieth Century Posters, run by David Bownes, previously head of collections at the London Transport Museum, and the author of several books on poster history. The firm sells original posters and related artwork, ephemera and books.

Interest

"My passion for posters began in childhood and I have been fortunate to spend a career curating some of the most significant collections in the UK," enthused David.

"I am especially interested in material relating to London Underground and railways in the British Isles. I have written a lot about posters and London Underground history, which is why I'm so excited about this discovery."

In June, a lady contacted David after she discovered 'old posters' in the loft of her parents' home in west London.

"Her dad had died a few years ago, and her mum passed away recently," said David.

"The discovery turned out to be 170 railway posters, plus boxes of ephemera, official photographs, and about 20 original poster/publicity artworks.

"After further investigation, it transpired that her father had worked for BR(W)'s Publicity Department at Paddington in the late 1950s/early 1960s and had saved this material from the skip.

"A similar haul came onto the market about 10 years ago following the death of Malcolm Guest, another former BR(W) publicity officer who had similarly rescued posters destined for the bin. That material was sold at auction."

Items in the west London collection date from circa 1930 to 1962.

"It's primarily GWR or BR(W), but there's also some material on other BR regions in the 1950s as the posters would have been displayed across the

network," explained David.

"There are 20 or 30 original artworks for publicity material, some of which are by well known artists like Jack Marriot. They include landscape scenes from the 1930s and seaside images from the 1950s.

"It's a collection of remarkable snapshots, capturing changing periods – the prewar golden age of railways and the postwar era with the resumption of holiday seaside traffic.

"There are also some lovely luggage labels and publicity photographs, as well as some iconic items from BR. A small number of posters – about three or four designs – are duplicated in the collection. The majority are just single designs.

Rarity

"A dozen Terence Cuneo paintings have been found in the collection. However, they are awaiting conservation work. There are also booklets and other material, such as folding leaflets and brochures. These tend to be heavily illustrated by poster artists – they look superb.

"There is an incredibly rare brochure in the 'haul' for the Railway Air Service by Edward McKnight Kauffer, the great American poster artist working in Britain at the time.

"The survival rate of all railway posters is pretty slim – it's random as to what has survived over the years.

"However, within this latest 'find' there are some posters that I can not discover anywhere else – be it in the National Railway Museum collection, or having come up for sale elsewhere. Things like original artwork are of course unique."

David concluded: "Posters



Original artwork by Jack Merriott.



Service by Night, David Shepherd, 1955.



Railway Air Services map.

are an area of railway memorabilia which continues to go from strength to strength. Posters have an ability to cross over into a wider audience.

"It might be that *Heritage Railway* readers are in possession of posters and may not be aware of their value. I would be happy to assist them."

Due to the sheer quantity of the material, items from the west London collection will be gradually offered for sale online at www.twentiethcenturyposters.com

→ See advertisement on page 17.

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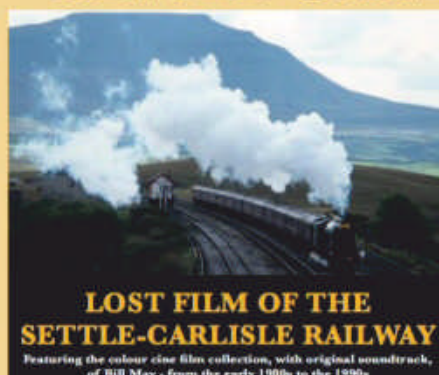


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NEW 1ST TAKE RELEASE!

LOST FILM OF THE SETTLE-CARLISLE RAILWAY



Featuring over 30 minutes of previously unreleased colour cine film – with original soundtrack – from the early 1980s to the 1990s, you can now relax and enjoy some memorable scenes of classic steam locomotives on what many people consider to be England's most scenic railway.

The magnificent Settle-Carlisle Railway has a proud and defiant history, runs through remote, picturesque regions of the Yorkshire Dales and North Pennines, and boasts several notable viaducts, such as the imposing and beautiful structure at Ribbleshead. Around the time when it was under threat of closure, Sheffield-based railway enthusiast and cameraman, Bill May, made numerous journeys there to capture precious film of the southern section of the line. A potted history of all the steam locomotives that Bill captured on film has also been added. Locations include: Ais Gill summit, Garsdale, Dent Head Viaduct, Ribbleshead, Horton-in-Ribblesdale and Helwith Bridge.

Duration
90 mins.
approx.

1st Take revisited the same scenes in 2020, and met Bill May to savour some of his filming memories. Dent Station, the highest operational mainline station in England, is also featured, along with the superbly restored southern terminus at Settle. With the full support of the Friends of the Settle-Carlisle Line, and some superb historic images, we also explain why the line was built – and reveal how it survived, against all odds.

THE SUBTERRANEAN RAILWAY



Duration
97 mins.

Based on the book by
CHRISTIAN WOLMAR
THE SUBTERRANEAN RAILWAY

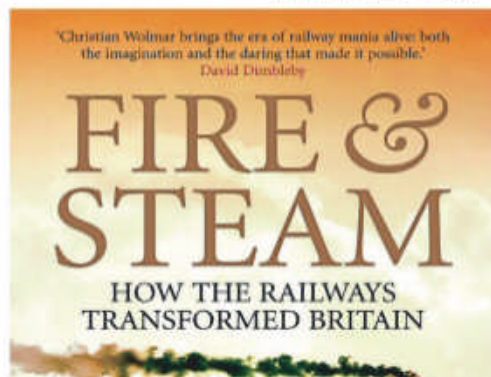
How the London Underground was built
and how it changed the city forever

A 1st Take Presentation
www.1st-take.com

The dramatic story of the men who made the world's first, and still the largest, underground railway. Since Victorian times, London's underground railway has played a vital role in the daily life of generations of Londoners. This intriguing documentary celebrates the vision and determination of those pioneers who conceived this revolutionary transport system and the men who tunnelled to make the tube.

Based on the popular book by Christian Wolmar, and enhanced by stunning archive material and evocative film, this DVD reveals London's hidden wonder and shows how the railway beneath the streets helped create the city we know today. The story continues through two world wars, when the Tube proved the best shelters of all, and up to the present day, with the onset of privatisation and the arrival of driverless trains.

FIRE & STEAM



Duration
90 mins.

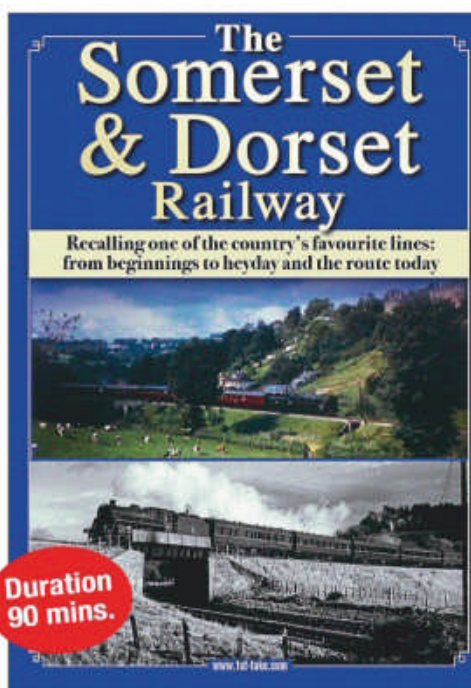
FIRE & STEAM
HOW THE RAILWAYS
TRANSFORMED BRITAIN

CHRISTIAN WOLMAR

A fascinating and lively account of how the railways changed Britain forever. Presented by Christian Wolmar and based on his book of the same title, this superb DVD includes dramatic location film from all over Britain: from the picturesque Settle-Carlisle line and the elegant Forth Bridge to the site of the world's first railway station and London's teeming commuter network.

The railways changed people's lives in every conceivable way. They could now take holidays by the seaside for the first time and travel across Britain for events like the Great Exhibition. Thanks to the railways, fish and chips became the national dish and league football the national game. Such dramatic changes are key to the story, which begins at the world's first passenger railway, the Liverpool and Manchester, and concludes with the high-speed train on the Eurostar line in Kent.

THE SOMERSET & DORSET RAILWAY



Duration
90 mins.

The Somerset & Dorset remains one of Britain's best-loved railways. As well as boosting trade in the region and helping people get to and from work, it passed through some stunning scenery and is fondly remembered by holidaymakers and day-trippers.

This DVD is the fascinating story of how the railway grew from humble beginnings in the 1850s, when it linked the Somerset towns of Glastonbury and Highbridge into a main-line route. Eventually it connected the Bristol Channel to the English Channel, and the Midlands and North to the South Coast. Memories of journeys on the famous Pines Express to Bournemouth are particularly cherished.

The story is enhanced by rare archive film and illustrated by evocative photographs, slides and maps. Most of the old station sites and prominent surviving landmarks are shown as they are today. You will also enjoy the

recollections of engine drivers, firemen and other staff who worked on the S & D, as well as those of railway historians, authors and volunteers who keep the spirit of the line alive at Washford, Midsomer Norton and Shillingstone.

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War horses of steam

Pete Kelly takes a look at some of the locomotives that were sent overseas during the First World War, and the mammoth tasks expected of them, before looking at some of the choice OO-scale ready to run models available.

IT WOULD have been all too easy to suggest 'The Locos That Went to War' as a heading for this feature about the 600-odd standard-gauge British steam locomotives which went across the Channel to serve under the Army's Railway Operating Division (ROD) during the First World War.

Thinking more deeply about it, though, wasn't every British locomotive and footplate crew also at war, performing unimaginable feats of transportation on each side of the water day in, day out until, by Armistice Day on November 11, 1918, our railways had become quite worn out and exhausted?

When Britain declared war on Germany on August 4, 1914, railways were by far the most advanced form of land transport, and mobilisation plans were built around them just as they would be 25 years later at the outset of the Second World War – and the task was enormous.

Role

Not only would hundreds of thousands of troops have to be transported to waiting vessels for the Channel crossings, but also an unimaginable tonnage of war materials. A very well put together Rail Delivery Group commemoration marking the centenary of the end of the First World War tells the story in graphic terms:

'After the first train from Waterloo station carrying members of the expeditionary force had left on the morning of Sunday, August 10, 1914, arriving at Southampton at 8.15 am, a train full of troops would reach the docks every 12 minutes, 14 hours a day, throughout the following 21



North British C1/LNER J36 No. 65234, at the time BR's oldest working locomotive, passes through the closed Powderhall station, between Leith Citadel and Penicuik, with an SLS railtour on August 29, 1964. RAILWAY MAGAZINE ARCHIVE

days. Within a month of war being declared, trains to the Solent port had transported 118,454 service personnel, 37,649 horses, 314 guns, 5221 vehicles, 1807 bicycles and 4557 tons of baggage – and imagine the constant flow of millions of artillery shells, rations, blankets and countless other necessities that had to be kept up for the duration of the conflict.

'As the war progressed, the mounting casualty toll brought a pressing need for more and more ambulance trains, bearing red crosses along their carriage sides. Utilising its resources to the full, the London & North Western Railway's Wolverton Carriage Works turned out a complete

ambulance train per week, some of the rolling stock commandeered for conversion including parcels vans and 'picnic saloons'.

Control

'The trains were placed under the control of the Surgeon General, who received lists of wounded and hospital bed accommodation twice a week so that he could arrange transport from Southampton to the waiting hospital facilities around the UK.

'As the war intensified, ambulance trains crossed over to France on three train ferries controlled by the Admiralty in order to bring home the more gravely injured. Each train

had an operating theatre in which surgeons performed their work despite the constant movement, and also boasted pharmacies, accommodation for medical and military staff, kitchen and pantry cars, toilets for patients and personnel alike, steam heating and electric lighting – and sliding doors were fitted to enable stretchers to be moved right through.

'A staggering total of almost six million wounded servicemen were transported on ambulance trains, and special trains also conveyed war-weary servicemen who'd been granted home leave. At stations marking their journeys home, free refreshments funded by local



Between the two world wars, during which members of its class served so gallantly overseas, Great Western Railway Dean Goods 0-6-0 No. 2572 is seen at Aberdovey with a short passenger train on the Cambrian coast line. RAILWAY MAGAZINE ARCHIVE



Great Western ROD 2-8-0 No. 3035 makes smoky progress as it passes a rake of private-owner wagons in a goods siding with a Down Hullavington mixed goods train on September 28, 1939. RAILWAY MAGAZINE ARCHIVE

donations offered warmth and relief, and between 1916 and 1920, the free Waterloo buffet fed more than eight million returning servicemen.'

Research for this feature also highlighted the top secret railway port built at Richborough, Kent, in 1916, where railway wagons carrying vital war materials were rolled straight on to train ferries. More than 164 locomotives and 7000 railway wagons managed to shift almost 1,300,000 tons of supplies through this well-camouflaged facility.

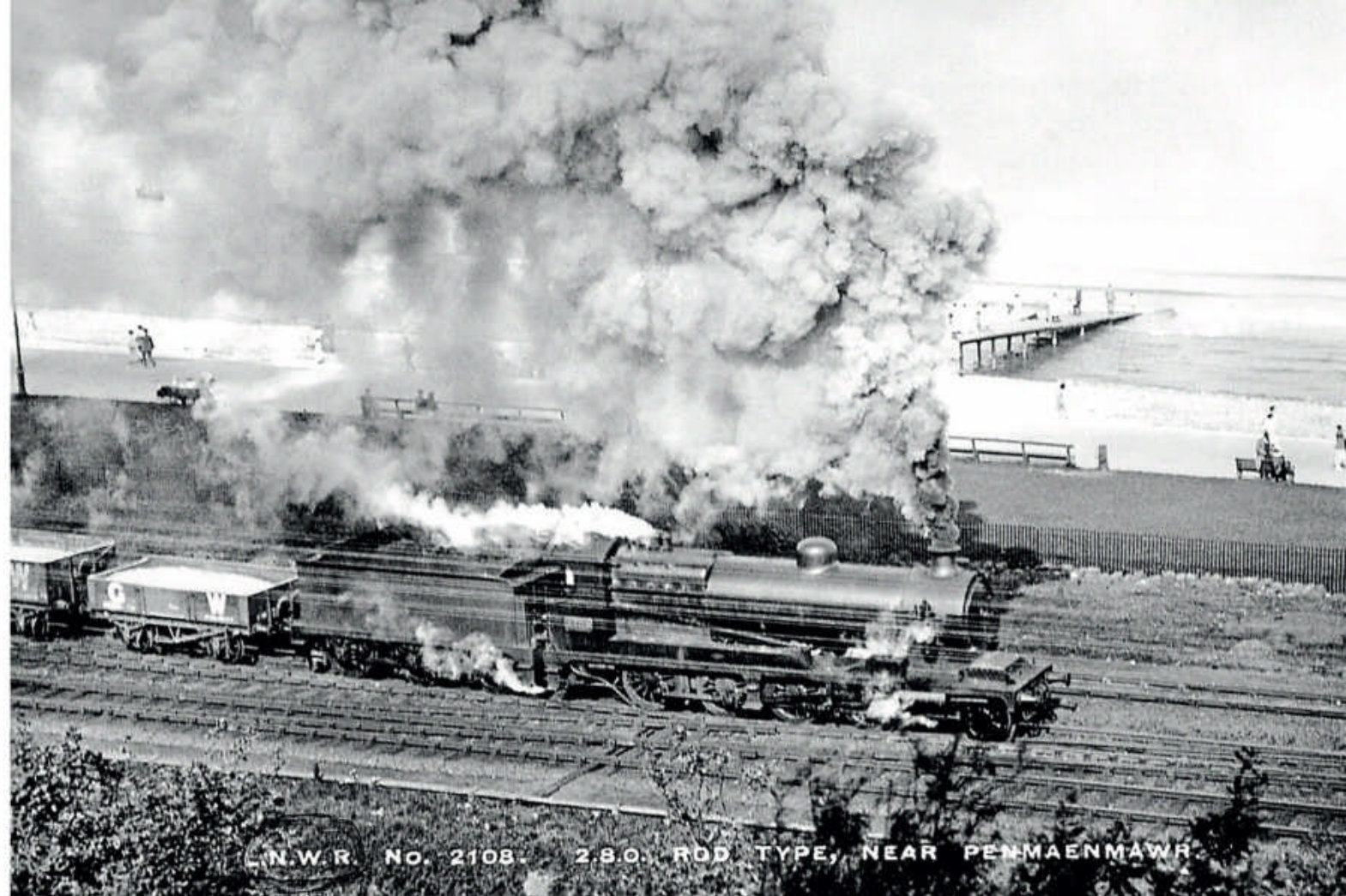
Observations during the first days of the war suggest that the first locomotives to cross the Channel were five South East & Chatham Railway Kirtley 0-6-0T locomotives, which took up shunting duties at Boulogne.

Variety

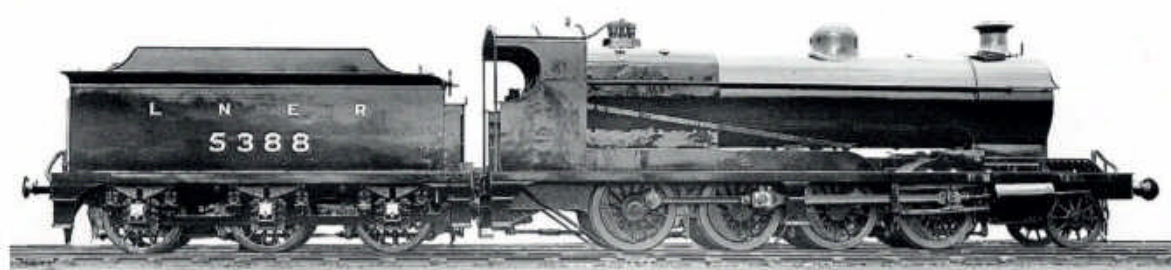
Many readers will be familiar with the work of the Great Central Railway-designed Robinson 2-8-0s, Great Western Dean Goods 0-6-0s and North British C Class 0-6-0s that served abroad under the ROD of the Royal Engineers during the First World War, but many other types of locomotives were rounded up as well, including 12 Churchward 4300 class mixed-traffic 2-6-0s numbered 5320 onwards straight from Swindon Works and 50 T1 0-8-0s from the Great Eastern Railway.

More records suggest 85 0-6-0s and 26 0-8-0s from the London & North Western Railway, 16 0-8-0s and 17 0-6-0s from the Great Central Railway, 12 0-6-0s from the Great Northern Railway, and other small goods engines from the Great Eastern, Lancashire & Yorkshire and Midland railways.

Forty years have passed since I put together a special one-off Rocket 150 magazine to coincide with the re-enaction of the Liverpool & Manchester Railway's Rainhill Trials, which featured replicas of three of the original contestants – *Rocket*, *Sans Pareil* and *Novelty* – along with a memorable cavalcade of preserved steam locomotives.



Above: This rare photograph taken near Penmaenmawr, North Wales, shows one of the ROD locomotives that passed to the London & North Western Railway after the First World War. RAILWAY MAGAZINE ARCHIVE



Above: After the 1923 Grouping, the vast majority of the GCR 2-8-0s passed to the London & North Eastern Railway. An immaculate No. 5388 shows off its new clothes during that decade. RAILWAY MAGAZINE ARCHIVE

Among them was a small black North British Holmes C Class (LNER J36) 0-6-0 locomotive No. 673 *Maude*, built in December 1891, which made the long journey from Scotland to Bold Colliery and back under its own steam. It remains under preservation with the Scottish Railway Preservation Society awaiting funds for its next overhaul, which will require the manufacture of a new cylinder and valve block.

Along with a further 24 members of the class, No. 673 served the ROD in France from October 1917, and upon their return to Scotland all received painted names in honour of their overseas service. Many were

scrapped by the LNER during the inter-war years, but several survived into the British Railways era, with *Maude* remaining in service until 1966, although the last two J36s were not withdrawn in 1967, outlasting thousands of much more modern steam locomotives.

Names

The names originally bestowed on the J36s that went abroad were as follows:

No. 176 (LNER 9176/5217, BR 65217) *French*, withdrawn October 1962; No. 605 (LNER 9605, withdrawn June 1934) *St Quentin*; No. 608 (LNER 9608, withdrawn June 1937) *Foch*; No. 611 (LNER 9611/5268, BR 65268 *Allenby*

(withdrawn November 1962); No. 612 (LNER 9612/5269) *Ypres* (withdrawn July 1947); No. 615 (LNER 9615) *Verdun* (withdrawn April 1935); No. 620 (LNER 9620) *Rawlinson* (withdrawn June 1937); No. 621 (LNER 9621) *Monro* (withdrawn April 1937); No. 627 (LNER 9627) *Petain* (withdrawn April 1936); No. 628 (LNER 9628/5216, BR 65216 *Byng* (withdrawn August 1960); No. 631 (LNER 9631) *Aisne* (withdrawn March 1939); No. 643 (LNER 9643) *Arras* (withdrawn July 1947); No. 646 (LNER 9646/5222, BR 65222 *Somme* (withdrawn November 1963); No. 647 (LNER 9647/5223) *Albert* (withdrawn September 1947); No. 648 (LNER 9648/5224, BR 65224) *Mons* (withdrawn May 1963); No. 650 (LNER 9650/5226, BR 65226) *Haig* (withdrawn April 1951); No. 657 (LNER 9657/5233, BR 65233) *Plumer* (withdrawn December 1960); No. 659 (LNER 9659/5235, BR 65235) *Gough* (withdrawn October 1961); No. 660 (LNER 9660/5236, BR 65236) *Horne* (withdrawn April 1956); No. 661 (LNER 9661) *Ole Bill* (withdrawn January 1939); No. 662 (LNER 9662) *Birdwood* (withdrawn April 1937); No. 666 (LNER 9666) *Marne* (withdrawn November 1935); No. 673 (LNER 9673/5243, BR 65243) *Maude* (withdrawn July 1966); No. 676 (LNER 9676) *Reims* (withdrawn October 1926); and No. 682 (LNER 9682/5253, BR 65253) *Joffre* (withdrawn May 1963).

Even though the North Eastern Railway needed every heavy mineral engine it could muster, all 50 of that company's T1 0-8-0s were sent



Hornby's DCC-ready OO-scale model of North British Railway C Class/LNER J36 0-6-0 No. 65311 *Haig* in rebuilt British Railways condition (R3622) has raised the standard for small locomotive models. The level of detail, right down to the fine printing, is superb, with good cab detailing and inner motion details picked out in red. The finish of No. 65311 *Haig* is a satiny plain black that can easily be dulled a little more by a light weathering touch. PETE KELLY





The cosy (by the standards of the day) North British C Class locomotives were well liked by their ROD crews during the First World War. The Hornby model captures the area to perfection, with whistle and safety valves highlighted in brass. PETE KELLY



Oxford Rail's excellent model of the Great Western Dean Goods 0-6-0 (OR76DG002) is beautifully proportioned, and boasts full detailing on the very open footplate. Although No. 2409 represents the British Railways version with early crests, OR76DG009 was offered in as No. 2301 in the sandy First World War ROD livery, and OR76DG006 as WD No. 101 in Second World War WD plain black. PETE KELLY



Oxford Rail's BR model of No. 2409 goes to the top of the class for cab detailing. PETE KELLY

to France early in 1917 before the first of the ROD's Great Central 8K 2-8-0s could be delivered during the late summer. The NER had also prepared 22 P Class 0-6-0s for service abroad and placed them in store at Gateshead's Borough Gardens shed in October 1916 – but to that railway's great relief these were quickly relieved from their intended service.

Honour

The T1s had to sail from the Royal Navy Dockyard at Portsmouth to Le Havre because of the size of cranes required to lift them on and off the ships, but all returned home safely in 1919 when, in honour of their overseas service, they were fitted with brass plaques of the Royal Engineers.

Remarkably, batches of the Great Western Railway's Dean Goods 0-6-0s that dated from 1883 served in both world wars. Sixty-two of them were taken over by the ROD in 1917 for service in France, after which 46 of them returned home during the summer of 1919. The remaining 16 had been sent to Salonica at the beginning of 1918, and while nine of them eventually returned to Britain, five had been written off.

That should have been that – but after Britain again declared war on Germany on September 3, 1939, the War Department called upon 100 of the old locomotives yet again, taking the GWR so much by surprise that some Dean Goods earmarked for withdrawal had to be reinstated. They were fitted with Westinghouse brakes, and a small number underwent further modifications – and so useful were the little 0-6-0s that eight more were requisitioned in 1940.

This time the war took on a different perspective. In no time at all France was overrun by the Nazi regime, forcing the retreat to the beaches of Dunkirk from where, miraculously, around 338,000 British and French soldiers were rescued between May 26 and June 4. Several Dean Goods locomotives were destroyed during that period, while the rest of them continued to operate on French railways under the German occupiers.

Only 30 of the gallant 0-6-0s finally returned to England, where they were scrapped without ceremony – and incidentally 32 of the engines sent across the Channel in the Second World War had also been shipped over in the First World War.

By the outbreak of the First World War, the Great Central Railway had built 126 of the simple, sturdy and reliable Robinson-designed 8K 2-8-0s to work heavy coal trains to the railway's vast new dock and sidings complex at Immingham, on the Lincolnshire bank of the Humber, and they were chosen as the standard heavy freight locomotives for the Great War.

Manufacturers

Consequently three large batches were ordered for ROD operation, with construction contracted to various manufacturers, including the North British Locomotive Co., Kitson and Robert Stephenson & Co. The first batch comprised 223 locomotives, the second 100 and the third 188, and more than 300 of the locomotives were shipped to France to operate military supply and troop trains, the majority later returning to the UK.

Immediately after the conflict, the locomotives were loaned to other railway companies while their own engines underwent much-needed repairs and overhauls, and many 8Ks were eventually sold on – 100 to the GWR, where they were fitted with

various GWR embellishments and numbered in the 30XX range, and 30 to the London & North Western Railway, followed by a further 75 to the London, Midland & Scottish Railway that succeeded it in 1923. Even the Great Central Railway that had designed them bought three of them back in 1919.

The vast majority of the 2-8-0s ended up in the hands of the London & North Eastern Railway, under which some were duly modified into various sub-classes, and even in the hands of British Railways, they continued to deliver excellent service right into the 1960s.

The sole-surviving Holmes C Class/J36 0-6-0 No. 9673/65243 *Maude*, built by Neilson & Co in 1891, is preserved by the Scottish Railway Preservation Society and is currently on static display at its museum in Bo'ness.

The sole-surviving (in Britain) Robinson 8K/04 2-8-0 No. 63601, built at Gorton Works in 1912, remains at the Great Central Railway at Loughborough, where it awaits its next overhaul.

The sole-surviving Dean Goods 0-6-0 No. 2516, built at Swindon Works in 1897, is on static display at the Swindon Railway Museum, and is parted from its tender so that visitors can examine its footplate more closely.

The quickly-laid narrow-gauge battlefield lines that played such a vital role in the 'war to end wars' have not been mentioned here, but suitable models are widely available, and the subject might be taken up in a later article.

However, some excellent OO scale models of the main British standard-gauge locomotives that 'went across' have been produced, including Dean Goods 0-6-0s by Bachmann Branchline and Oxford Rail, the ROD 2-8-0s from Bachmann and the Holmes C1 (J36) from Hornby.

We are grateful to Pete Fowler of Caistor Loco in Caistor, Lincolnshire (01472 859990), who is still able to send out orders by mail while the shop is closed during the latest Covid-19 lockdown, for the loan of models for us to photograph. **HR**

Right: A nice glint highlights the simple but attractive lines of the ROD 2-8-0. PETE KELLY

Below: With its 4ft 8in driving wheels not looking much bigger than the pony truck ones at the front, the Bachmann Branchline OO-scale ROD-liveried version of Robinson's celebrated Great Central Railway 8K design emphasises the locomotives' length, and captures the essential shape of the chimney perfectly. PETE KELLY





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The Borders Railway – Five Years On

DVD special edition box set (Five discs, Campaign for Borders Rail, www.campaignforbordersrail.org, £29.99 plus £3 p&p, members £24.99).

IN January, Transport Secretary Grant Shapps launched the Government's £500 million fund to reverse Beeching closures by reopening closed railway lines and stations, and his announcement has been followed by a plethora of applications.

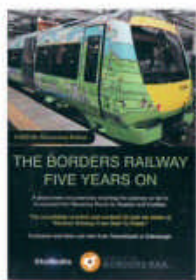
Even before the appointment of Dr Richard Beeching as BR chairman and the wielding of his infamous axe, there had been calls for closed railway lines to reopen, most of them in vain as the dominance of motor transport was reinforced with the passing of decades.

However, one reopening this century has been a resounding success – that of the northernmost third of the Carlisle to Edinburgh Waverley Route, now marketed as the Borders Railway.

Marking five years since the rebuilt line reopened, this documentary-style DVD spans five discs, and is a compilation of the fly-on-the-wall series Borders Railway Start To Finish, plus a never-before-seen cab ride along the entire modern-day route. Produced by the Campaign for Borders Rail (CBR) to celebrate the fifth anniversary of the revitalised line, it also marks the culmination of 21 years of campaigning by the CBR, which is now pressing for the reopening to Hawick, and eventually Carlisle.

The first three DVDs look at the background to the campaign and focus on the massive construction challenges that were overcome, with interviews with those spearheading the campaign, including Simon Walton and Madge Elliott.

The DVD shares some of the disappointments of the line stopping at Tweedbank rather than pressing on to Hawick, although the massive task to achieve future southern extensions is well covered.



Gresley's A4s

By John Ryan (hardback, Great Northern Books Ltd, www.greatnorthernbooks.co.uk 240pp, £27.50, ISBN 978 1 912101 99 3).

THIS book, written about winners by a winner, falls into exactly that category. The author, as chairman of Doncaster Rovers – representing the town where Gresley's masterpieces were built – led them from non-league football back into the League and on to the Championship, winning several cups along the way.

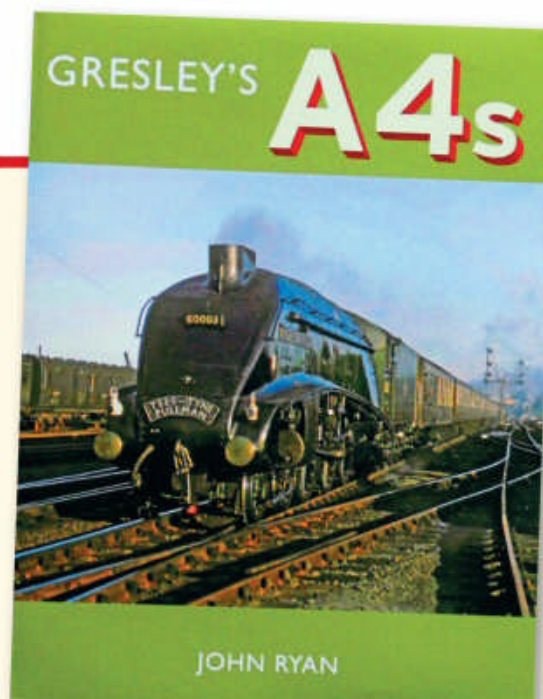
This marvellous collection of 300 photographs depicting every streamlined A4 both in LNER and BR days, boasts that it may be the greatest ever collection of pictures of the class, and at no stage does it disappoint.

It is now seven years since the National Railway Museum held its ground-breaking and award-winning Great Gathering of all six surviving class members, including the pair exiled in museums in North America, No. 60008 *Dwight D. Eisenhower* and

No. 60010 *Dominion of Canada*, to mark the 75th anniversary of No. 4468 *Mallard* hitting 126mph on Stoke Bank in Lincolnshire on July 3, 1938, thereby setting an all-time speed record for steam traction.

This volume is akin to a 'Great Gathering plus' in print, featuring not just six, but all of the class members in numerical order, in action at different points along the East Coast Main Line and in some cases beyond. No. 60024 *Kingfisher* is seen on the Locomotive Club of Great Britain's 'A4 Commemorative Railtour' at Exmouth Junction on May 27, 1966, to quote an example.

Needless to say, not a single photograph disappoints, and each is accompanied by a detailed, extensive and thought-provoking caption. The reproduction of both the black-and-



EDITOR'S CHOICE

white and colour pictures is superb.

The author has built one of the biggest O gauge layouts in Britain and his book about it, John Ryan's Express, was published last year.

In terms of a photographic biography of a class of locomotive, this volume sets exacting new standards and even diehard LNER aficionados will find much to learn inside. Sir Nigel Gresley would have been proud.

STUNNING A4 SHOWCASE

Disc four covers the royal opening of the line in 2015, when the Queen and Duke of Edinburgh travelled behind A4 No. 60009 *Union of South Africa* from Edinburgh to Tweedbank with invited guests led by Scotland's First Minister Nicola Sturgeon.

After the unit and signal problems which caused initial delays faded away, passenger numbers soared to more than two million.

Interviews with ScotRail managing director Alex Hynes and the CBR's new patron, TV presenter and engineer Rob Bell, add to a nice production. "There's a real sense of pride in the Borders about their region, a real urge to be active and to do things well, and although times can be challenging, I sense there is a real optimism for the future, that you can't help but be swept along by," said Rob.

DVD five is a cab ride view in real time from Tweedbank to Edinburgh

Waverley, and fascinating for budding train drivers. Professionally filmed and edited, this set uniquely documents the achievement and ambition of everyone involved in the project, and is a worthy salute to those who fought a hard and long campaign, but more crucially, it shows what can be achieved with determination, drive and not taking no for an answer – and offers solid optimism for future rail revivals.

ACHIEVEMENT MIXED WITH HOPE

Isle of Wight Railway Art

Compiled by Roger Simmonds (softback, Transport Treasury Publishing, 16 Highworth Close, High Wycombe, Buckinghamshire HP13 7PJ. 112pp, £14.50, ISBN: 978-1-91325-112-3)

DON'T let the title of this volume mislead you; this is not a book of railway

paintings. Instead it is a charming look at the 19th-century time capsule that was the Isle of Wight railway network in Southern and BR days.

Despite the system's small size, the island's railways have provided the subject for multiple books over the years.

What sets this one apart is that almost all of the black and white photographs included are previously unpublished, therefore providing a new look at the familiar places.

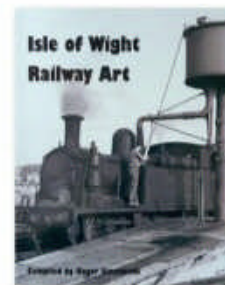
The book takes a visual journey on each of the lines in turn as they survived post-Nationalisation.

It begins with Ryde to Ventnor in the first chapter, with the subsequent chapters looking at Smallbrook Junction to Cowes, Newport to Sandown, Newport to Freshwater, Brading to Bembridge, and Merstone to Ventnor West in turn.

As one might expect, the island's O2 0-4-4T fleet features prominently, but the other BR classes found on the island are not overlooked.

Chapter 6 explores the Merstone to Ventnor West branch, and includes several images of 'Terrier' 0-6-0T No. 13 *Carisbrooke*, resplendent in Southern livery but with BRITISH RAILWAYS on the tank sides, prior to its return to the mainland in 1949.

The E 0-6-0Ts also feature, albeit briefly, and there is a rare shot of LBSCR E4 0-6-2T No. 2510 in steam at Newport



Writtle Railway Calendars

(Writtle Photographic, 01746 767929, www.writtlephotographic.co.uk, A3 calendars cost £12.99 and A4 £8.99, each plus p&p).

WRITTLE Photographic, owned by Mark Writtle of Bridgnorth, has produced an array of 12 railway calendars for 2021, covering a range of railway topics.

Their range includes a calendar for each of the 'Big Four' and BR, together with preserved locomotives on heritage or main lines.

There's another featuring Settle and

Carlisle line stations, classic diesels, steam in Norfolk, and also along the Severn Valley Railway.

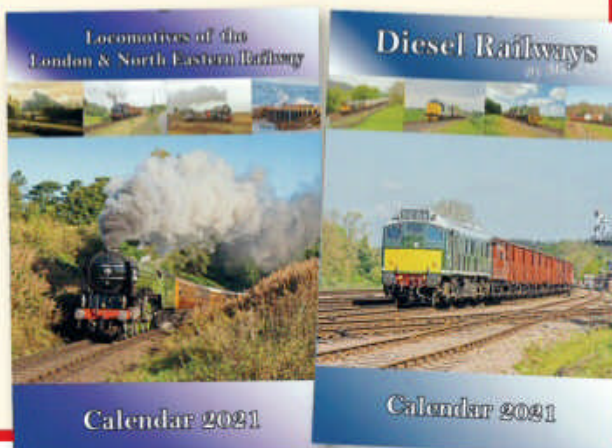
Each spiral-bound, 13-page calendar is available in an A3 or A4 format and has a half-page picture with the matrix below for appointments.

The company also offers scenic calendars and a range of mugs, mousemats, T-shirts, and can make bespoke items, too.

One-to-One photography courses are also available

on selected dates for 2021 and at £195 would make an ideal gift for the budding photographer.

CALENDARS TO SUIT ALL



2807: The first 10 years of action – 2010-20

DVD (2807 Freight Locomotive Association, c/o John Mayell, 14 Orchard Road, Hockley Heath, Solihull, B94 6QR, dailymayell@gmail.com 50 minutes, £10).

NOW a staple of the Gloucestershire Warwickshire Railway fleet, No. 2807 is the oldest survivor of the 28XX class and Churchward's standard locomotives in general, the oldest locomotive built by the GWR now in private ownership and the oldest locomotive saved from Barry scrapyard.

To celebrate its first 10 years in service in the heritage era, this DVD contains footage of No. 2807 in action on both passenger and freight workings on the GW/R and five other heritage railway galas, sourced from more than 40 filmmakers.

It is produced in four segments, the first covering its early steamings on the Llangollen Railway and GWR from 2010-12, followed by footage from visits to the Great Central, North Yorkshire Moors, Llangollen and Keighley & Worth Valley Railways.

The third section covers GW/R galas and Christmas trains from 2013-17. The final section covers its journeys to Broadway from 2018 until its last trip on January 1 this year, and its boiler lift pending overhaul.

All proceeds from the sale of the DVD will go towards funding No. 2807's future over the next 10 years.

MARVELLOUS TRIBUTE TO AN OLD TIMER



Severn Valley Railway wristwatch, Christmas sweater and calendar

Available from the railway's online shop at www.svrshop.co.uk

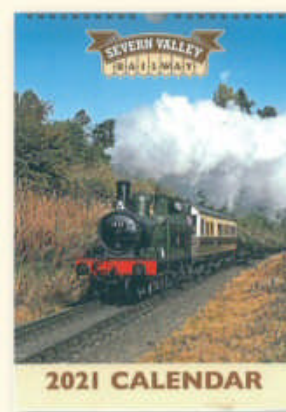
THE Severn Valley Railway's seasonal offerings this year include a limited edition Christmas sweater featuring Collett 0-4-2T No. 1450, as pictured on our centrespread

in this issue, but with Santa Claus on the footplate – and therefore guaranteed to suit even the grumpiest of elves! It is the first-ever branded SVR Christmas jumper.

Also, while they say time flies, the new SVR watches are literally flying off the shelves!

Available in a variety of retro styles, featuring a vintage SVR logo and hand-painted hands, they will ensure that for £65 you will never miss a departure.

The line's 2021 calendar features quality images of locomotive fleet members in action, including Nos. 43106, 75069 and 2857 from top lineside photographers. It is available for £9.50. **DISTINCTIVE AND ATTRACTIVE**



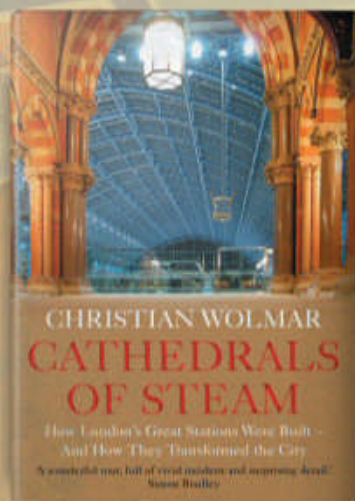
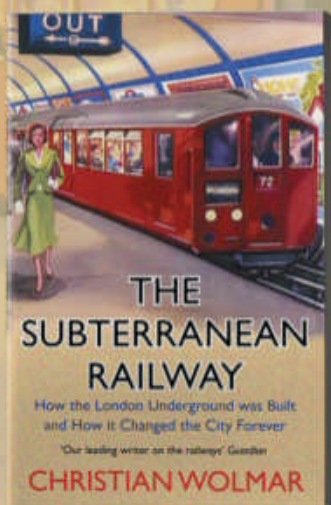
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during its short stay on the island.

The book is entirely in black and white, with each image accompanied by a detailed and interesting caption.

The photographs themselves are the sort you can look at and absorb the many details (the rear cover being no exception), and for that reason alone the book is recommended.

ISLAND STEAM PARADISE

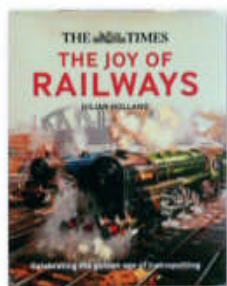
The Times: The Joy of Railways: celebrating the golden age of trainspotting

By Julian Holland (hardback, Times Books/Harper Collins, 256pp, £30, ISBN 978-0008323769).

HERE is a coffee table book with attitude, and one that no doubt will make a superb Christmas present for enthusiasts of all ages.

A browser's delight, the author takes you on a region-by-region journey through the changeover years from steam to diesel and electric, when trainspotting was a major hobby among Britain's youngsters.

The splendid library of pictures encapsulated every young enthusiast's dream 'cop' of the day, ranging from lineside and station action to steam sheds from Plymouth Laira to Gateshead and Glasgow Polmadie and diesel depots. Trainspotting notebooks and shed and works passes add to the atmosphere of a vibrant yesteryear splendidly re-



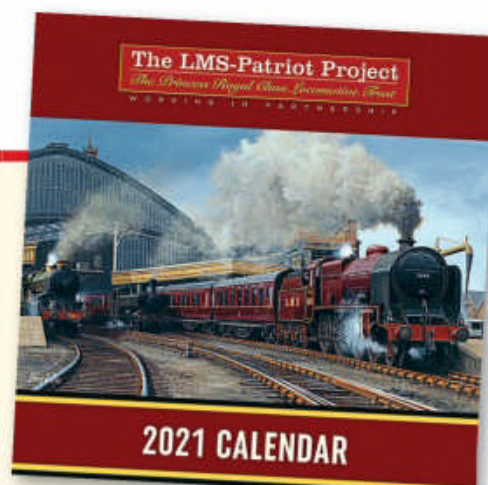
The LMS-Patriot Project Calendar

(LMS-Patriot Company Ltd, www.lms-patriot.org.uk/shop tel: 07801 945689 £10 plus £2 p&p).

THE LMS-Patriot Project's fundraising calendar for 2021 is all about art, and features a selection of delightful and atmospheric paintings (one per month) from some of railway art's best-known figures.

As in previous years, the paintings selected represent members of the Patriot class throughout their working careers, from the days of LMS Crimson Lake through to the begrimed green of BR.

However, thanks to the project's working partnership with the Princess Royal Class Locomotive Trust to complete No. 5551 *The Unknown Warrior*, the new calendar also features paintings of Princess Royal and Princess Coronation Pacifics in their heyday. These include Philip Hawkins' powerful portrait of No. 46238 *City of Carlisle* on Clifton Viaduct in 1964, and Malcolm Root's fabulous rendition of No. 46220



Coronation blasting up Beattock in BR express passenger blue at the head of the Down 'Royal Scot'.

The calendar is laid out with plenty of space for dates and notes.

ART HELPS NEW BUILD

created by Julian, an enthusiast from his earliest days.

If you missed out on that golden age of linesiding, relive it here and now – this is the closest you will get.

MEMORY LANE LIVES!

Friends of Great Central Main Line calendar

(Friends of Great Central Main Line, A Fillingham, Spinney Close, Main Street, Kibworth Harcourt, Leicester LE8 0NQ. email: andy@thefillinghams.com £10 plus £4 p7p) PROCEEDS from his calendar will boost funds for the Bridge to the Future Appeal, the big engineering project to connect the two heritage era Great Central railways.

It features a variety of locomotive action

scenes on Loughborough's GCR, and its pages run from December 2020 through to December 2021, as an additional picture is included.

The images are a varied selection of locomotives that have worked on the line during preservation.

BRIDGING THAT GAP

Festiniog Scenes Through The Sixties

By Stephen Evans (softback, Festiniog Railway Heritage Group, 51 London Road, Markfield, Leicestershire LE67 9UR www.frheritage.org.uk/sales, 160pp, £15, ISBN: 978-1-8380038-0-7).

THE 1960s witnessed a period of rapid growth for the then Festiniog Railway (FR).

At the start of the decade the railway had yet to celebrate its 10th anniversary, but as the years progressed, the length of the reopened line grew

from 7½ to 9½ miles, and traffic figures swelled by more than 350%.

Stephen Evans started volunteering on the railway as a youngster, and elected to record his experiences and the changing railway on film. This book is his photographic record of that period, most of the images having never been published before.

It starts in 1962 when Stephen joined the FR as a junior member, with scenes from each of the subsequent years following chronologically. Despite his young age, Stephen's photography skill was already accomplished, as the photos attest.

As such we are treated to some of the first runs by the ex-Penrhyn Railway Hunslets *Linda* and *Blanche*, the



Railway Art 2021 calendar

By Philip D Hawkins and Malcolm Root (£13.50 including p&p. Cheques made out to Malcolm Root, 38 Churchill Avenue, Halstead, CO9 2BE).

ONE of the components of the thriving UK heritage and preservation railway movement is the Guild of Railway Artists, whose members are among the most respected transport artists in the world, writes Geoff Courtney. Their talent covers many spectrums, and their works of art are greatly admired by railway enthusiasts.

The highest accolade within the guild is to be elected a Fellow, and two of these, Philip D Hawkins and Malcolm Root, have combined to produce the Railway Art 2021 calendar, which satisfies all tastes by covering steam, diesel and electric traction.

Each artist illustrates six of the 12 months, and Philip starts proceedings in January with Great Central Railway 8B Atlantic No. 1086 on Neasden shed in north-west London. This 1905-built 4-4-2 survived into BR ownership, but was withdrawn in February 1949

before its new No. 62910 could be applied.

Philip's March offering is another GCR locomotive, 11F Improved Director 4-4-0 No. 508 *Prince of Wales* (BR No. 62662) near Woodford & Hinton station in Northamptonshire with a Manchester-London Marylebone express in 1922; May has ex-Southern 2-BIL EMU No. 2008 on a Portsmouth-Waterloo semi-fast at Farncombe, Surrey, in 1960; and July features ex-LMS 6P5F 'Crab' 2-6-0 No. 42790 waiting to descend Lickey Incline towards Bromsgrove as oncoming Jubilee 4-6-0 No. 45699 *Galatea* nears the summit.

His final two contributions are Royal Scot 4-6-0 No. 46125 *3rd Carabinier* at Carlisle Citadel on a Glasgow-Birmingham express in the early-1960s, and GWR Castle class No. 5063 *Earl Baldwin* approaching the North Warwickshire Line station of Danzey

with 'The Cornishman' Penzance-Wolverhampton express in 1960.

Malcolm starts with February and a snowy Settle-Carlisle line scene of Class 4P compound 4-4-0 No. 41068 piloting a Jubilee at Blea Moor, followed by April in a smoke-laden Liverpool Street terminus as Great Eastern Railway S69 4-6-0 No. 1504 and D15 'Claud Hamilton' 4-4-0 No. 1801 wait for departure with their evening trains in the days shortly before the First World War. Each of these locomotives made it into BR stock, the S69 as No. 61504 and the 'Claud' as No. 62592.

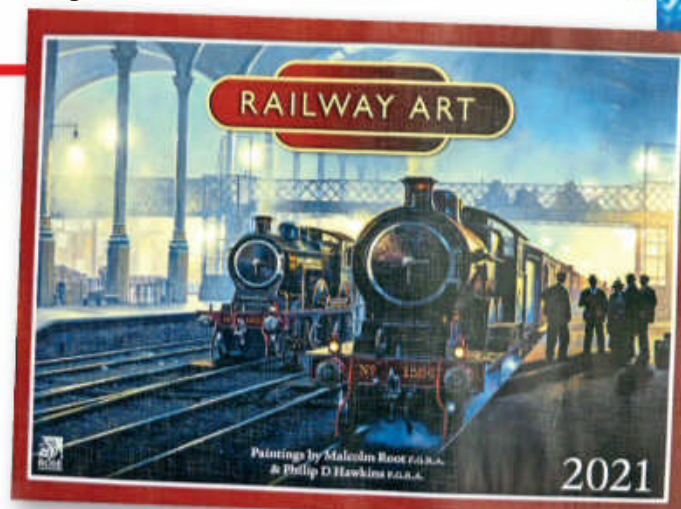
In June, LNER A1 Pacific No. 4470 *Great Northern* storms out of Oakleigh Park tunnel in the outer suburbs of London with an East Coast Main Line express under the watchful eyes of a father and daughter, while August

depicts Warship diesel-hydraulic D601 *Ark Royal* on the 'Cornish Riviera Express' at Penzance, with GWR Hall Class 4-6-0 No. 4908 *Broome Hall* alongside.

Malcolm's home turf is the Colne Valley line in Essex, and it is there he turns to for October, with GER J15 class 0-6-0 No. 5451 passing between a large disused signalbox and its replacement gatehouse.

Snow returns in December as a Wareham-Swanage branchline train passes Corfe Castle, headed by M7 class 0-4-4T No. 30060.

RAILWAY ARTISTRY AT ITS BEST



The Evolving Railway 1951-1976

By Brian Morrison
(hardback, Crecy Publishing Limited,
www.crecy.co.uk
160pp, £20, ISBN:
978-1-909328-97-6).

THIS is a magnificent collection of top-quality monochrome images, chosen for this publication by one of our most distinguished railway photographers.

Brian Morrison has been an assiduous recorder of our changing railway scene for more than 60 years since he began railway photography in March 1951.

This personal selection of his favourites, drawn from more than 200,000 images, reflects the huge changes our railways have seen in the transition from steam to diesel and electric traction over the specified quarter of a century.

The author has captured a huge amount of long-lost railway infrastructure in these terrific photographs of our evolving railways.

Nowadays, we can only lament

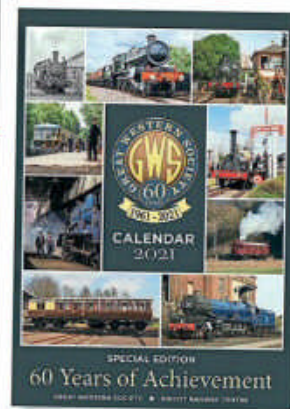
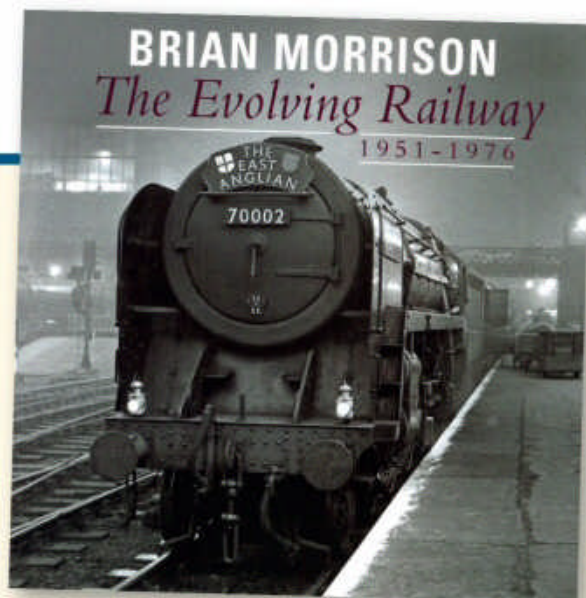
the loss of steam-age structures and signalling that feature so powerfully in the author's superbly composed and dramatic images.

These photographs are beautifully printed. Reproduction is both high quality and to a generous size, with fascinating and detailed captions, which add greatly to the book's appeal.

This 'railway journey' covers a quarter of a century and ranges widely over our railway system.

Though steam inevitably forms the cornerstone of the photographs reproduced, there is plenty of material covering early gas turbine, diesel and electric traction, before and after the demise of steam in 1968.

QUALITY BOOK TO SAVOUR



Great Western Society calendar and Christmas cards

(Didcot Railway Centre online shop bit.ly/DRC-shop calendar £14.75 including p&p, cards pack of 12 £11 including p&p, cards and calendar together £24.50)

THE Great Western Society's seasonal offering highlights six decades of achievement, the central theme of its coming season.

Full of atmospheric photographs, the A3 large format pictorial calendar is spiral-bound and has 14 leaves, each celebrating the achievements of the last 60 years since the society was founded.

Milestones highlighted include the appeal to purchase 0-4-2T Collett No. 1466, which led to the founding of the society, Didcot's unique Brunel broad gauge line and replica

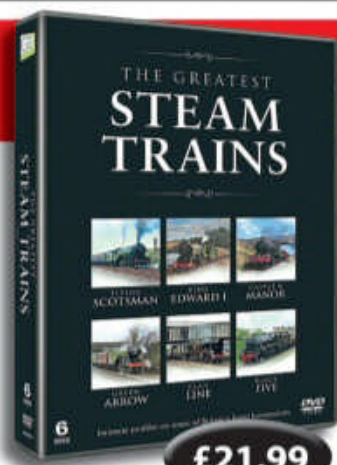
locomotives, the award-winning project to re-create a new Great Western Saint 4-6-0 in No. 2999 *Lady of Legend*, the 'mission impossible' restorations of steam railmotor No. 93 and 'Blue King' 4-6-0 No. 6023 *King Edward II*, and the centre's popularity as a location for film shoots and photographic charters that evoke the steam age.

Also available are attractive sets of 12 Christmas cards featuring snowy scenes of the centre and its locomotives.

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changing face of double Fairlie *Merddin Emrys* as it was rebuilt at Boston Lodge, the gradual extension towards Dduallt and beyond, plus the arrival and early trials of Alco 2-6-2T *Mountaineer*.

Add in plentiful images of stalwarts *Earl of Merioneth* and *Prince*, and you pretty much have the entire decade encapsulated.

Overall, this is a fascinating record of an equally fascinating chapter of the FR's restoration, and is highly recommended to the railway's supporters and narrow gauge enthusiasts alike.

PIONEERING TIMES RELISHED

Belgrave and Birstall Remembered

By John Powdrill (softback, The 4 Butters, Fairways, The Pastures, Winchester, SO237LX, 64pp, £15, (£12.99 plus p&p by mail order at belgravebirstall@virginmedia.com), ISBN 978 1 5272 6760 2).

HERE is the fascinating, detailed and meticulously-researched story of the 'lost' station on today's Great Central Railway, that of Belgrave & Birstall, which survives only in the bricked-up entrance gateway when seen looking north from its heritage era-replacement, Leicester North.

An unsurpassed series of archive photographs, maps and plans unfolds the story of the station from the start of its construction in 1894 to its destruction in 1977 – not by BR or the local council, but by GCR volunteers. At the time, maintaining a decaying and vandal-targeted structure at expense was not



considered justifiable when there were no immediate plans in place to extend the heritage line south of Rothley.

Amongst the wealth of pictures are the last trains to pass through the station, both in BR days and stock movements by the GCR, involving Norwegian State Railways 2-6-0 No. 377 *King Haakon VII* and RSH 0-6-OST No. 39 before BR's contractors lifted the track in circa 1974.

A must for GCR fans everywhere.

ABSORBING LOCAL HISTORY

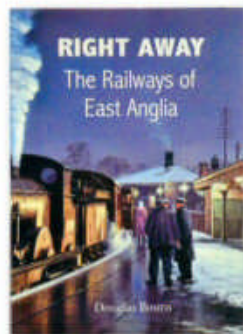
Right away: The Railways of East Anglia

By Douglas Bourn (softback, Bridge Publishing, 38 Oulton street, Oulton, Lowestoft, NR32 3BB, 01502 370515, email publisher@bridgepublishing.co.uk 162pp, £9.95, ISBN 978-1-869831-33-2).

THE Suffolk-born author, currently Professor of Development Education at University College London, has produced a highly-readable and indeed absorbing one-stop-shop history of the railways of his home region.

It's all here: the beginnings of the GWR, Melton Constable and the Midland & Great Northern, the development of seaside resorts in the steam age, the most easterly station at Lowestoft, Harwich the gateway to Europe, the mighty Britannia class, the changeover years from steam to diesel and electric, and how Privatisation affected the region and its modern-day heritage lines.

ESSENTIAL LOCAL HISTORY



Steam Around London

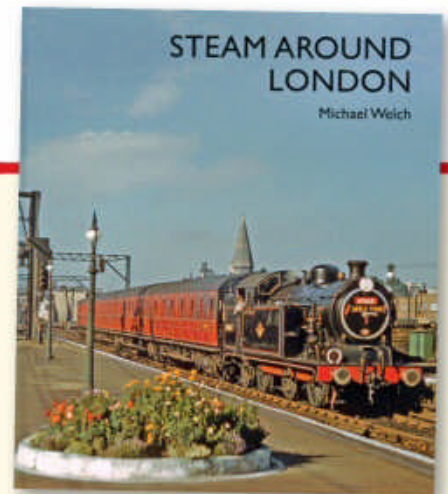
By Michael Welch (hardback, Capital Transport Publishing Limited www.capitaltransport.com 96pp, £19.95, ISBN 978-1-8541444-92)

OVER the years, Michael Welch has produced a valuable series of colour albums portraying our railways during the twilight of steam from the 1950s through to the end of steam in 1968.

The latest focuses on the London area and is a visual feast that covers the main rail routes which radiated out from the capital. As so often, one is only too aware of how much locations have changed out of all recognition since the steam era.

The author has assembled a first-rate collection of images from the most accomplished rail photographers.

The wide variety of scenes reflects the complex nature of operations in the London area – from long-distance express workings hauled by majestic Pacifics through to humble 'trip' freight workings.



Terminus stations, locomotive depots, goods and suburban workings are all represented – indeed in some images the background infrastructure included provides much of special interest for the rail enthusiast.

Colour reproduction is excellent and there is a detailed informative caption for each image.

As a bonus there are even colour illustrations for the passenger tickets that relate to particular stations mentioned in the captions.

All in all a valuable addition to this important series produced by Michael Welch in conjunction with Capital Transport. Recommended strongly.

CAPITAL SUCCESS

Welshpool & Llanfair Light Railway Christmas card

(W&LLR Christmas cards, 12 Maes Gwyn, Llanfair Caereinion, Powys SY21 0BD, www.wllr.org.uk, five for £4.75 inc p&p; 12 cards £7.75; 25 cards £12.75; 36 cards £16.50; 50 cards, £21, cheques payable to W&L Sales).

RAILWAY artist Jonathan Clay has been commissioned for the illustration appearing on this year's Welshpool & Llanfair Christmas card, which features U class 0-6-2T *Zillertal*, a visitor from Austria's Zillertalbahnhof Railway.



The railway also has stocks of the 2019 and 2018 cards, also with paintings by Jonathan, one for 2019 featuring *Countess*, the other 0-6-2T *Joan*.

AUSTRIAN GREETINGS FROM MID-WALES!

The L&B Story

By Tony Nicolson (hardback, Lynton & Barnstaple Railway Trust, www.lynton-rail.co.uk 132pp, £24.95)

HERE is a biography of the legendary Lynton & Barnstaple Railway, unfolded through a scarcely-believable series of archive photographs beginning with the cutting of the first sod on the site of Lynton station by Lady Newnes on September 17, 1895.

Colour photography was not available during the 37 years of the line, yet the finely-detailed black-and-white archive images that comprise this inspirational volume not only unveil a rich pageant of history but each offers a window on a world long gone and tells a story in its own right.

The landscape format allows the images to be used for maximum effect, as we witness the building of Chelfham Viaduct with the contractor running

test trains over it; the November 1897 arrival of the three Manning Wardle 2-6-2Ts; the pre-opening press special; civic dignitaries at the official opening of the line posting at Bratton Fleming station; celebrations in Lynton to mark the May 11, 1898 official opening; and the arrival of Baldwin 2-4-2T *Lyn*.

Of course, there are views aplenty of the locomotives and hauling the Bristol Carriage & Wagon coaches through locations well known and obscure during the decades that followed.

There is much human interest too: in 1914, The Boy's Own Railway Book featured the appointment of Francis Harding, 16, the 'Boy Stationmaster' of Chelfham, who was still working

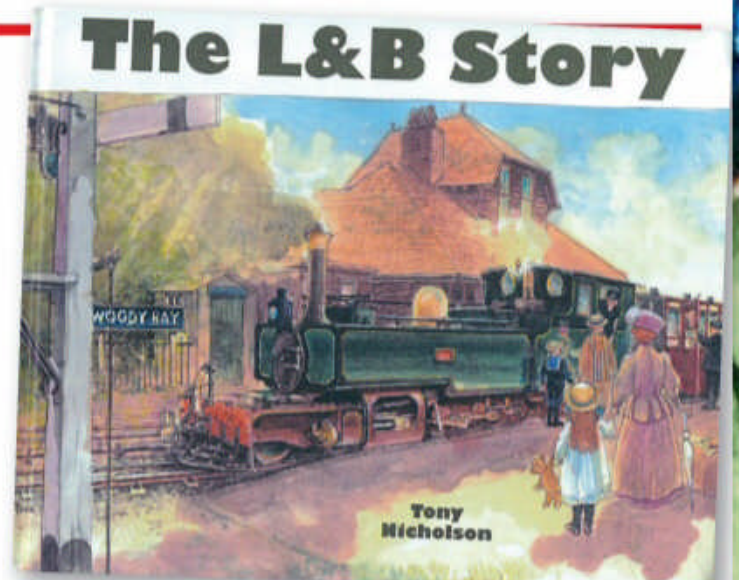
on the line when it closed in 1935.

Then of course we have the Southern Railway years, the highlight of which was the arrival of a fourth Manning Wardle in *Lew*. In

1927, we see the building of the curving Parracombe bypass and the contractor's railway lines laid for its construction.

The numerous scenes of everyday life on the line serve to give a real 3D perspective to its history. The final chapter presents an extensive series of views of the last train.

The volume begs the question –



how many other railways of similar length can boast an archive of pictures as thorough as this? Far, far more than an archive photograph album or just another history, it cannot be but highly recommended.

The front and back covers feature the distinctive watercolours by the late Eric Leslie.

NARROW GAUGE MUST HAVE

The Story of the Mansfield & Pinxton Railway

Edited by Denis Hill (hardback, The Mansfield & Pinxton Railway Project Group/Kirkby & District Archaeological Group, 98pp, suggested donation of £5 plus p&p (£3 for one book, £3.50 for two) email denishill1066@gmail.com to request copies.

HERE is local history at its finest. A very attractive and highly informative A4 hardback has been made available at a bargain price thanks to a National Lottery Heritage Fund grant.

The colour volume, compiled by volunteers from the Kirkby & District Archaeological Group, Old Mansfield Society, Sutton Heritage Society and Pinxton & South Normanton History Society, and railway historians, celebrates the 200th anniversary on April 13, 2019 of England's oldest continuously running commercial railway.

Predating steam haulage, the 7½-mile line was originally horse-worked, and linked Mansfield to the then national transport network, bringing prosperity to the town through rapid industrial growth.

The Story of the Mansfield & Pinxton Railway

Celebrating 200 years of England's oldest continuously running commercial railway



Written & Produced by The Mansfield & Pinxton Railway Project Group

The line is believed to be the first full double track railway between two towns in England. Yet it was not until 1849 that Mansfield saw its first steam locomotive.

The line lost its passenger services first time round under Beeching in 1964, but freight continues, and today half of the original railway has now been incorporated into the Robin Hood line. The other half branches off toward Pinxton and still carries a few goods trains each week.

A free 40-page self-guiding heritage walk booklet is also included with a book order, allowing walkers to take a closer look at the railway and discover its fascinating features.

GROUND-BREAKING RAIL HISTORY

The Ivo Peters Collection Volume 8: Steam in 1962

DVD (The Ivo Peters Collection, 2 Dark Lane, Steeple Ashton, Trowbridge, Wiltshire BA14 6EY, 52mins, £16.95 including p&p. Make cheques payable to 'I J Peters')

THE digitisation and rerelease of Ivo Peters' fabulous railway footage by his son, Julian, continues with this new DVD, which takes a fascinating look at industrial and main line operations in 1962. The film was originally released on VHS video back in 1990, but has been remastered and enhanced for its DVD release.

This volume focuses on 1962 as Ivo explored the nation's myriad industrial systems, together with the main line network.

The industrial lines featured here are primarily found in the English Midlands, and include the Nechells power station and Windsor Street gasworks, along with the South Staffordshire colliery lines, including Littleton, Cannock Wood and Coppice collieries.

The motive power featured is a joy, particularly the shots of the veteran 1915-built Kitson 0-6-0ST *Lord Kitchener* at Walsall Wood Colliery.

Talking of joy, the immaculate 0-4-0STs of the Bass Brewery system are covered, and the footage of a shopping trip by the Reverend Teddy

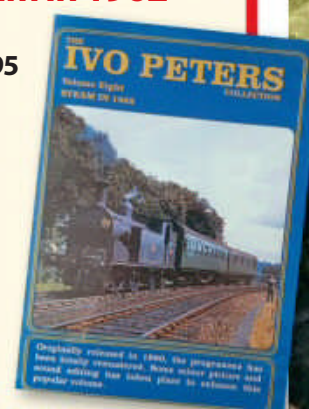
Boston from Cadeby on his Aveling & Porter roller is just wonderful.

The DVD is not all industrial, however, and the main line sequences are no less delightful than the industrial. These include GWR 0-6-0ST No. 1365 shunting at St Philip's Marsh, Nos. 30850 *Lord Nelson* and 6000 *King George V* at Swindon, M7 0-4-4Ts on railtour duty, and Beattie 2-4-0WT No. 30587 making a rare appearance at Salisbury.

Yet no film of Ivo's would be complete without his beloved Somerset & Dorset line, and this film includes 7F No. 53808 in action, before the DVD concludes with No. 92220 *Evening Star* hauling the last 'Pines Express' that year.

The footage is superb and the sort of film you can watch again and again. It comes highly recommended.

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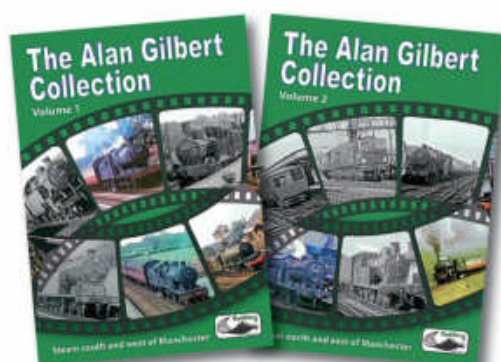
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NEW DVD RELEASES FROM RAILFILMS!



The Alan Gilbert Collection - Vol 1 - Steam South & West of Manchester Vol 2 - Steam North & East of Manchester

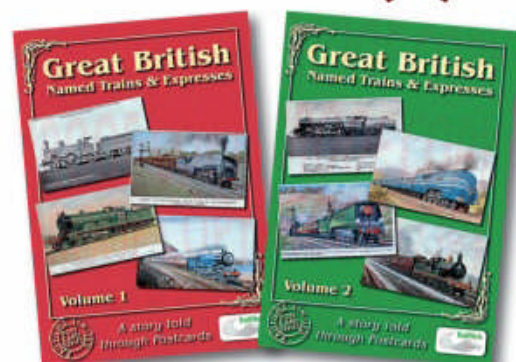
Alan Gilbert was a Mancunian through-and-through and a lifelong railway enthusiast. A member of the Manchester Locomotive Society since 1945 he became their Treasurer in 1955, a job he carried out for the next fifty-one years. He put his filming skills to great use in pursuing his hobby of recording the railways of his home city and many other parts of the British Railways system in the mid 1950s.

RT Approx: 60 Mins. Produced by Nick Dodson & Bob Avery

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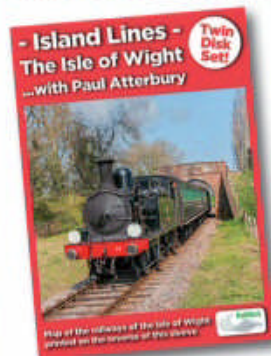


Great British Named Trains & Expresses - A story told through postcards

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DVD PAL. B/W & colour archive. Distributed via Telerail Ltd. (www.telerail.co.uk)

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TWIN DISC SET! - ISLAND LINES -

The Isle Of Wight with Paul Atterbury

Paul Atterbury (presenter BBC Antiques Roadshow) explores long lost lines of the Isle of Wight and goes behind the scenes of the Isle of Wight Steam Railway. This fascinating programme is supported with much archive footage and an informative commentary.

Disc 1 Running time approx: 47 Minutes

All Change For The Isle Of Wight

This second DVD follows the adventures of an imaginary steam enthusiast who goes to the Isle of Wight in the last months of steam on the iconic Isle of Wight railway system in late 1966.

Disc 2 Running time approx: 20 Minutes. Produced by Railfilms Ltd © 2020.

Both programmes in this twin disc set for £25 + £2 per volume p&p UK, + £4 per volume Europe & World.

Both the above can be purchased through railway video suppliers and can be purchased direct from our distributors:
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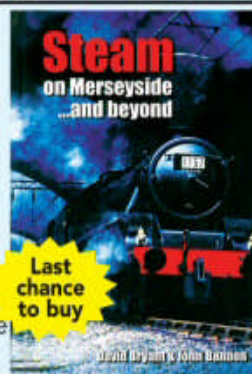
By David Bryant and John Bannon

This is one mighty tome, but it is packed with pictures, stories and information about the railways around Merseyside covering the 1955-68 era. A book of many parts, one of them contains the first-hand recollections of some of the steam crews of the area, and fascinating they are, too. However, like any big industrial area, it was about the locomotives, many different classes, from the diminutive 'Pug' 0-4-0ST to the '9F' 2-10-0s that worked the iron ore trains from Birkenhead to Shotton, and this book tells the story of those locos, too. Then there were the race specials, enthusiast specials, and the characteristics of the stations, infrastructure and people that made up the area. Each page is well illustrated, as well as being a diary of traffic and movements around Liverpool, plus Railway Clearing House maps, too.

You will dip in and out of the book for months, discovering something new about Merseyside and its railways every time. Thoroughly recommended.

ISBN 978-1-872839-13-4, hardback, 416 pages, 570 colour and B&W photos, £30.

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2021 'Footplate' Calendar



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THE NEXT TRAIN TO THE RAINBOW'S END!

The legendary Colonel Stephens built a mineral railway in the Peak District – and it was used to carry passengers to the Rainbow's End! Today, a team of volunteers is working on two fronts to revive the Ashover Light Railway, writes **Robin Jones**.

When George Stephenson, the 'Father of the Railways', surveyed the route for the North Midland Railway between Derby and Leeds in the 1830s, he saw the potential for the development of a colliery at Ashover near where the line passed.

Accordingly, in 1937 he formed George Stephenson & Company and at Clay Cross built a colliery and coke ovens which began operations in 1840.

When he died in 1848, the company passed to his son Robert who, four years later, sold his shares in it. The firm became the Clay Cross Company, which at one time was the largest independent employer in the UK.

Developing its mining interests, in 1918 the company bought the Overton Estate at Fallgate in the Amber Valley to access the limestone, fluorite, barytes and gritstone deposits there, for use in its Clay Cross ironworks.

To carry the limestone from the quarries, it was proposed to construct a four-mile standard gauge line from the Midland Railway at Stretton, with a 2ft gauge rope-worked mineral railway serving Alton colliery. Such a line would need to be built under statutory powers as a light railway, because the company did not own the land it was earmarked to cross. However, under light railway powers, the line would also be obliged to carry passengers.

It was said that the company chairman, General Thomas Jackson, met legendary



Ashover Butts station as seen in an official Clay Cross Company postcard of 1936. CSRM

light railway engineer Colonel Holman Fred Stephens during wartime visits to North Wales. The net result was that his firm became the proposed railway's consulting engineers to the end.

The plan for the standard gauge line to the colliery was authorised in 1919, but it was not built because the cost estimates were too high. The following year, Stephens successfully argued that costs could be cut if the line was built to 2ft gauge, following a longer (seven

miles) route made easier by less difficult land contours.

Construction started in 1922 using direct labour from the Clay Cross Company after powers for an extension and change of gauge were obtained. It used surplus rail from the War Department Light Railways from where locomotives and stock – including 70 standard WD D bogie wagon – were also sourced.

The line started at Clay Cross Works, just above the northern portal of the main line Clay Cross Tunnel. The main terminus and



Baldwin 4-6-0T No. 44720 of 1917
Joan with a carriage and rake
of trucks at Stretton station on
September 16, 1930. CSRM

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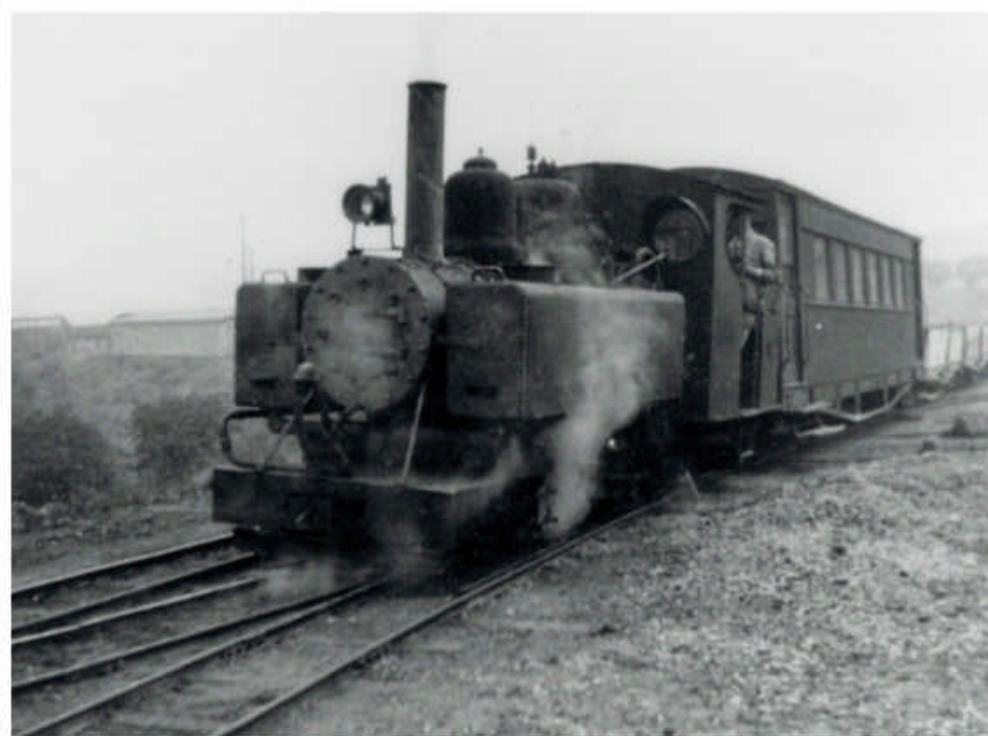
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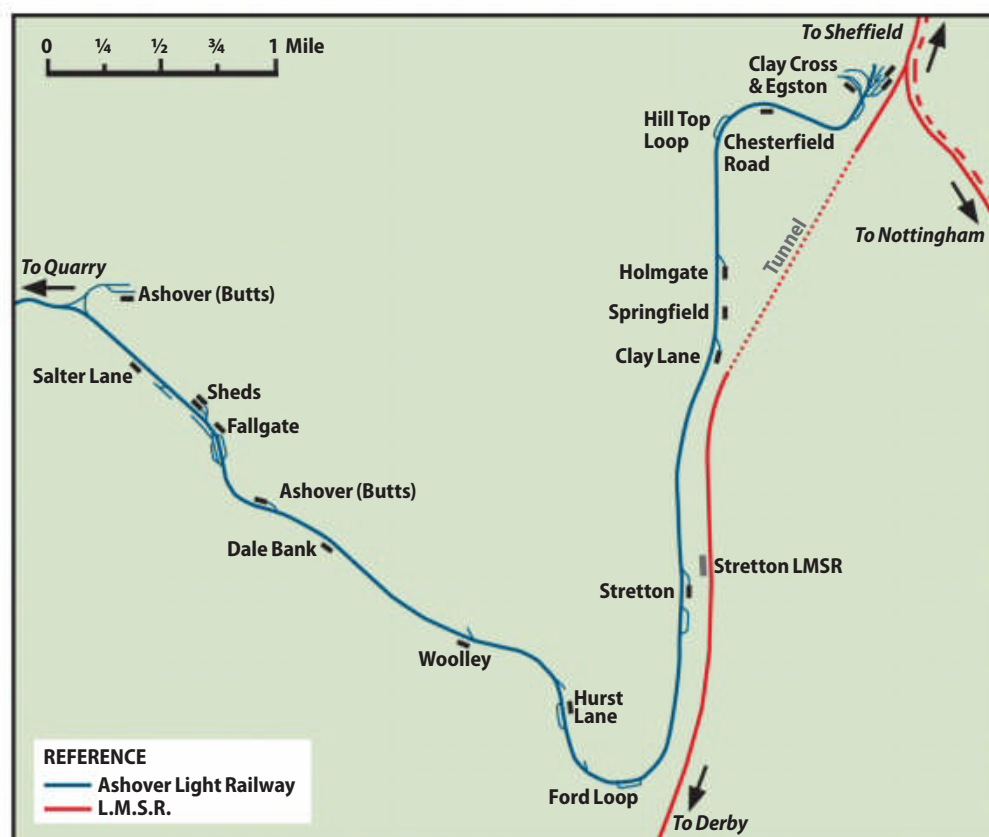
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Baldwin 4-6-0T *Joan* and its train at the Ashover Light Railway's opening ceremony at Ashover Butts station on April 6, 1925. CSRM



Baldwin 4-6-0T *Joan*, with legendary Ashover driver Harold Skinner on the footplate, at Clay Cross on September 13, 1930. CSRM



A sketch map of the Ashover Light Railway. THE RAILWAY MAGAZINE



An unidentified passenger train near Clay Cross in the mid-Twenties. CSRM

headquarters was Clay Cross & Egstow within the works itself.

From here, the line swung northwards out of the town, then curved westwards through 180 degrees to avoid going through Clay Cross town centre. Crossing Chesterfield Road, now the A61, a steel girder bridge spanning 45ft and 16ft high was needed, along with a half-mile long approach embankment. Indeed, the bridge and embankment were the only major pieces of engineering on the entire route between Clay Cross and the terminus at Ashover. Shortly after the opening of the railway, the Pirelli Tyre Company at Burton-on-Trent had a large advertisement painted on the bridge and it became known as 'The Pirelli Bridge'.

Four further stations named Chesterfield Road, Holmgate, Springfield and Clay Lane were erected within the town boundaries of Clay Cross, with the next station being at Stretton.

Stations were also built at Hurst Lane, Woolley, Dalebank, Milltown, Fallgate, Salter Lane (for Ashover), and the western terminus, Ashover Butts.

Titled the Ashover Light Railway, Stephens' line opened to goods traffic in 1924 and formally to passengers on April 7, 1925. More than 100 guests were invited to share in the celebrations, and enjoy a ride over the new line. Two special trains ran covered with flags and bunting.

As secretary and general manager, Stephens brought in Captain May from the Ffestiniog and Welsh Highland railways, but he left in 1927 after disagreements with General Jackson. The colonel also recruited Edward 'Teddy' Skinner from the Selsey Tramway as foreman ganger, and he was joined by his sons Harold,

who became an engine driver, and Maurice.

As he had done on the Welsh Highland and Snailbeach District railways, Stephens again looked to ex-War Department Baldwin Class 10-12-D 4-6-0Ts to use both in the construction and operation of the line.

The first four were named after General Jackson's children: *Peggy*, *Hummy* (Humphrey), *Joan* and *Guy*. A fifth was named *Bridget*, and a sixth *Guy*, taking on the identity of the first *Guy* which was scrapped as worn out in 1939.

Four passenger carriage bodies were bought from the Gloucester Carriage & Wagon Company, for use on D wagon running gear, and eight semi-open coach bodies from the 'Never Stop' narrow gauge railway that ran at the 1925 British Empire Exhibition at Wembley.

In 1927, nearly 66,000 tons of mineral freight were carried, including much for onward shipment by the LMS. Although the line was built principally to carry mineral traffic, its passenger service proved successful during the mid-Twenties with eight daily services.

Summer services proved particularly popular, with tourists lured by the scenery of the Amber Valley along which the line ran, and by 1927, three as opposed to the initial two passenger train sets were needed.

Capitalising on this public appeal, General

Jackson had a wooden octagonal-shaped refreshment room built at The Butts, a level area at the Ashover terminus. He named it Where the Rainbow Ends after a popular children's play of the time. The building was easily recognisable as the roof was finished with multi-coloured tiles laid in the colours of the rainbow.

The swift end to prosperity

However, such halcyon times were to be proved short-lived. As on most other railways in the Stephens 'empire', competition from buses saw passenger numbers decline and winter services ceased in October 1931.

All passenger services were withdrawn in September 1936, but the four large Gloucester Carriage & Wagon bogie carriages survived through the Second World War, and all ended up in use as stands on the Works bowling green.

One was scrapped in 1960, but two others were given a second life on the Lincolnshire Coast Light Railway, the world's first heritage line to be built by volunteers on a green field site, and where they are numbered Nos. 1 and 2. No. 4 was moved to the Golden Valley Light Railway, the 2ft gauge line at the Midland Railway-Butterley.

The mineral traffic continued, but was hit hard by the closure of Milltown Quarry in

"The society's main thrust though has always been to re-create the atmosphere of the old Ashover Light Railway, with the ultimate dream of seeing a Baldwin hauling ALR-style rolling stock."



A Baldwin 4-6-0T taking water at Fallgate on the last passenger train, on August 24, 1947. CSRM

KING OF THE LIGHT RAILWAYS

Just as the final curtain was falling on Britain's great railway building age, a larger-than-life engineer emerged to give light rail one last hurrah.

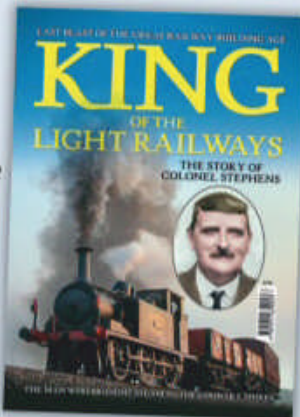
Colonel Holman Fred Stephens carved out a unique career of planning, building and managing budget railways to serve towns, villages and sparsely-populated rural communities long overlooked by the main line companies.

Using the provisions of the 1896 Light Railways Act, he drew up schemes to construct rural lines 'on the cheap' with minimalist stations and infrastructure, like the Ashover Light Railway. His use of second-hand locomotives, carriages and wagons in many ways set the scene for today's heritage railway sector, nowadays a sizeable plank of the UK tourist economy.

However, Stephens' 'empire' of 17 light railways appeared after the dawn of the motor car and more versatile road transport. Ingenious as his lines were, they could not but find themselves swimming against the tide which made their closures inevitable.

This new 132-page publication written by *Heritage Railway* editor Robin Jones looks in detail at all of the lines in Stephens' portfolio. It included the Kent & East Sussex, Ffestiniog, Welsh Highland and East Kent railways, which are still very much with us today: indeed, Stephens has often been hailed as a major inspiration for today's heritage railway movement.

→ Order your copy of *King of the Light Railways* price £7.99 including free delivery, from www.classicmagazines.co.uk or telephone 01507 529529, email info@classicmagazines.co.uk



1936. The railway's decline continued through the Second World War, with some locomotives cannibalised to keep others going.

On September 9, 1946, General Jackson died aged 77. His son, Humphrey took control of the Clay Cross Company, but could not change the diminishing fortunes of the railway.

In 1949, its last remaining contract with Butts Quarry was terminated.

It was also that year that the last steam locomotive had worked on the line, and was superseded by a small Hibberd Planet 4w diesel mechanical locomotive which had been purchased new the year before, and which is now running on the Ffestiniog Railway as *Ashover*.

Final stage

The Ashover Light Railway closed on March 31, 1950, shortly after Butts Quarry closed. The last train ran on October 23, 1950 when the Clay Cross Company's estate agent was conveyed in a wagon to survey the railway's land which could be sold.

Scrap dealer Marple & Gillott moved in the same day and began lifting of the track. In September 1951 the Pirelli Bridge was removed, marking the final stage in the dismantling of the railway.

However, a short length of track was left in place around the fluorspar plant at Milltown, and this section continued to operate until 1969, when it was replaced by road transport and lifted. It was worked by small diesel shunters and the surviving bogie wagons.

The last surviving Ashover wagon may be a fluorspar quarry tub from Milltown Quarry, and which is now preserved at the Colonel Stephens Railway Museum at Tenterden Town on the Kent & East Sussex Railway.

In 1996, the Ashover Light Railway Society

was formed with the aim of saving the surviving features of the railway.

Members undertook a trackbed survey, and found that most of it between Ashover and Ogston Reservoir was largely intact. Accordingly, the society modified its aim from preserving the line's remaining artefacts, to reopening at least a short section.

One big problem is that following closure, the trackbed was sold to adjacent farmers in hundreds of sections, making the acquisition of a reasonable length with road access difficult.

In 2007, the society bought the Where the Rainbow Ends cafe, saving it from demolition. After the railway closed, it had been moved to John Street in Clay Cross.

Supported by Ashover Parish Council, members dismantled it and placed it in secure storage for future re-erection, hopefully at Ashover Butts.

The society's main thrust though has always been to re-create the atmosphere of the old Ashover Light Railway, with the ultimate dream of seeing a Baldwin hauling ALR-style rolling stock.

In 2015, eager to start Ashover-like demonstration operations somewhere, the society began establishing a 2ft gauge running line at Peak Rail's Rowsley South headquarters, on the site formerly occupied by the defunct 2ft gauge Derbyshire Dales Narrow Gauge Railway.

Members have constructed a workshop and laid a short running line and various sidings.

While no original Ashover engines survives, apart from the aforementioned Hibberd Planet now on the Ffestiniog Railway, the society has acquired three locomotives for restoration.

Pride of its fleet is *Spondon*, a 2ft gauge battery-electric vehicle built in 1926 by engineers of the Derbyshire and



Baldwin 4-6-0T No. 44370 of 1936 *Hummy* near Stretton in August 1937. The locomotive last ran in 1946. CSRM



The Ashover Light Railway Society's 'Tribute Line' at Peak Rail's Rowsley South station taking shape. ALRS



One of two Ashover Light Railway coaches which moved to the Lincolnshire Coast Light Railway, seen in service at the line's current Skegness Water Leisure Park home at Ingoldmells, where it moved from its original home at Humberston. ROBIN JONES



The Ashover Light Railway Society's restored unique battery electric locomotive *Spondon*. ALRS

Nottinghamshire Electric Power Company for use in Spondon Power Station. The power station closed in 1972, and *Spondon* ended up at the now-closed Gloddfa Ganol Narrow Gauge Museum in Blaenau Ffestiniog.

It was acquired by the Ashover society in 2012 and restored at its engineering premises in Sheffield. In May 2017, the society accepted an invitation from the Ffestiniog Railway to run *Spondon* in its Quirks and Curiosities gala. It performed faultlessly, culminating in a solo run across the Cob into Porthmadog Harbour station.

The society had intended to begin operations at Rowsley South this year, adding another family attraction and extra dimension to standard gauge Peak Rail, but the plans were thwarted by the Covid-19 pandemic lockdown.

Members have been planning to run the first society trains there in 2021 as an Ashover Light Railway 'Tribute Line', using its restored former Liverpool Corporation Water Works 1948-built Ruston & Hornsby 20DL diesel hauling a converted wagon with seats for up to six passengers.

Also owned by the society is the Jaywick, a vertical-boilered locomotive built for the Jaywick Sands miniature railway in Essex to resemble a Sentinel product. The railway closed with the outbreak of war in 1939, never to reopen, and in 1947, the Jaywick was sold for use in New Brighton along with some coaches.

The Jaywick was later rebuilt with a dummy boiler and chimney to resemble a conventional locomotive, and the New Brighton line continued to operate until 1965.

For many years the locomotive, which is believed to have ceased operation in 1959, existed only as a kit of parts, but with the potential for restoration, which has now begun at the Rowsley South workshop, and is



The society's restored Ruston 20 diesel. ALRS

progressing when funds become available.

A selection of narrow gauge trucks have been acquired as well as two coaches which are being converted to resemble the ALR's Wembley coaches.

Meanwhile, society officials continue to pursue their dream of acquiring a section of original Ashover trackbed and rebuilding it.

Progress on all of these projects depends on the size of the volunteer workforce – new recruits are always welcome – and funding. **HR**

➔ Further details of the Ashover Light Railway Society may be obtained at www.alrs.org.uk



The Ashover Light Railway Society's 2020 Christmas card features a watercolour painting of a winter scene on the line, by the late Eric Leslie, best known for his depictions of the Lynton & Barnstaple Railway and who, as reported in issue 272, passed away on August 30, a few weeks after his 83rd birthday. It depicts a Baldwin 4-6-0T approaching Woolley station on its way to Clay Cross. The whistle board in the foreground warns drivers of the level crossing over Dark Lane adjacent to the stone house, Brookside Villa, whose occupants shared with the train crew the job of handling the crossing gates. Each pack of five cards costs £3 plus £1.10 postage and packing – available from www.alrs.org.uk

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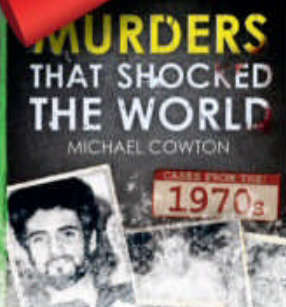
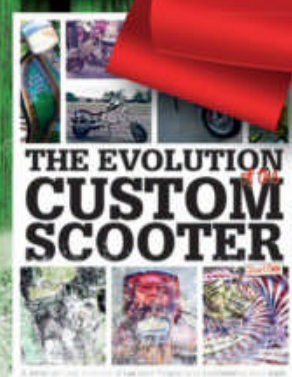
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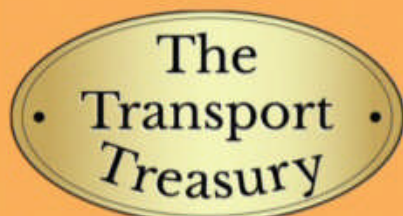
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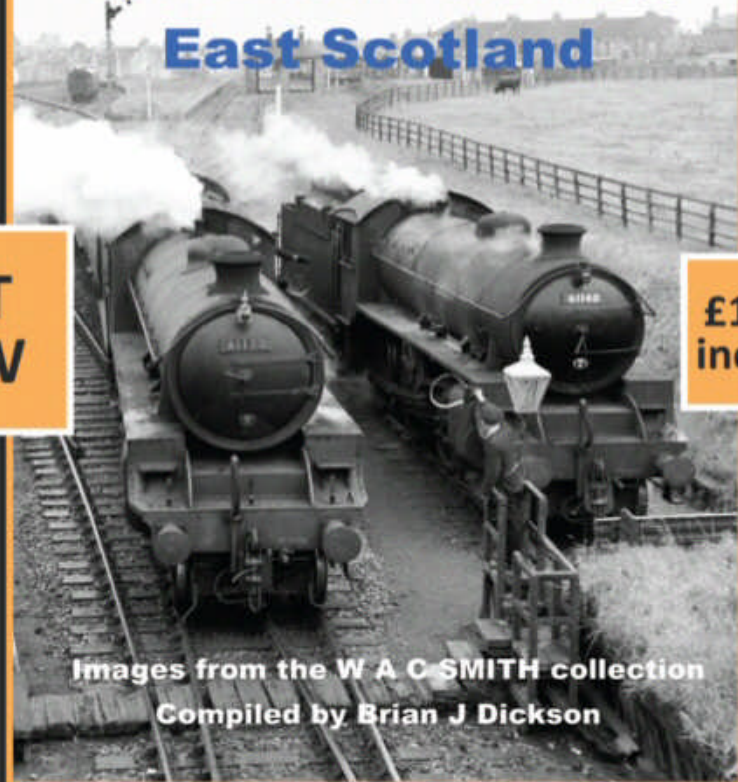
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STAR LETTER

Talyllyn fuelled my passion for railway heritage

I GREATLY enjoyed your comprehensive article marking the 70th year of railway preservation and its pioneer, the Talyllyn (issue 273).

As well as his initial letter to The Birmingham Post, seeking a wider audience, Tom Rolt later wrote to Country Life and I read his call to arms when 12 years old while sitting in the dentist's waiting room.

From the age of about six I had loved exploring railway stations and particularly talking my way into booking offices where all sorts of elderly documents and timetables could be found, as well as the opportunity to actually date and sell tickets and help make up the books at the end of the week or month. Here I could see an opportunity to carry out those duties for real!

It was arranged for me to spend a week in Tywyn – but then a national railway strike meant I had no transport. However, my father agreed to reorganise one of his holiday research trips into coastal shipping to drop me at the Talyllyn. And so I was able to present myself to the affable general manager, Ken Marrian, who agreed I should work as assistant guard on the two daily trains they were running in a time of shortage of coal, which was delivered by the main line.

I was in my element, checking tickets and selling them at intermediate stations from the booking office window in the brake van. The homeward trip from Tywyn (with calls to ride on the Vale of Rheidol and Swansea & Mumbles) came all too soon. I was under the spell of narrow gauge.

The following year, 1964, I persuaded a school friend, Sandy Rostron, to join me and we managed the journey to Tywyn from Bristol by rail, standing all the way to Shrewsbury. We were allocated the job of running the ticket counter and shop at Wharf, taking over from Reverend Wilbert Awdry. We were introduced to him, but in truth Thomas and his friends had appeared in print a little late for our generation, though our two sons and five grandchildren have since benefited from my reminiscences and my subsequent friendship with the author.

All went well until the Thursday, when I managed to lose £1 – the value of eight return journeys at the time. I was demoted to shop sales and Sandy



Michael Farr has sent two photographs taken by his father Grahame Farr at Tywyn Wharf station in 1953. Due to the shortage of coal because of the national rail strike, only two trains ran each day and every available passenger vehicle was pressed into service, hauled by No. 4 Edward Thomas. On their sides in the yard are two former Penrhyn Railway coach bodies, which by 1954 had been mounted on one of the two new bogie underframes acquired, as coach No. 9.



sold the tickets. However, that evening we ran a special train for TA soldiers from Tonfanau Camp. It was a hot, sunny evening and the soldiers were thirsty, so sales of bottles of pop were excellent. When we put the train to bed at Pendre, we cleaned the coaches and found sufficient empty bottles to reclaim the deposits and more than clear the debt.

At the end of that year, I left school and was no longer tied to school holidays. Ken suggested a week when he had no offers of help and, indeed when I arrived armed with learner guard pass number three, I was the only operating volunteer.

My duties began with preparing the train at Pendre, after which I walked down the damp cutting to Wharf where I took over the ticket counter from Ken. The train crew, Herbert and Dai Jones, backed down and just

before departure time I boarded the guard's van with tin box and flags. I took the clippers from the box and checked tickets, unscrewed the brake, and we were ready for the off.

It was the most wonderful week's holiday I have ever spent and after crewing a Saturday special train organised by Tom Rolt for the Newcomen Society, I reported to the general manager, who said there was something for me on his desk. It was qualified guard's pass number twenty-three.

I continued working at Tywyn until marriage and the start of our family, who preferred to ride on narrow gauge trains rather than help run them. We spent a week most summers at the Dolgoch Falls flats and our children and grandchildren still do so. I was lucky enough to continue my association with the Talyllyn and

other lines by volunteering to provide short runs of Edmondson card tickets for special trains and events thanks to printing by hand, another hobby learned while at school.

I had always wanted to make the railways my career, but in 1954 was advised against it; it took me till 1993 to do so, following a loss of job thanks to a takeover of my employer. I was fortunate enough to start by running the travel centre at Salisbury and retired as one of the three divisional commercial training managers with South West Trains in 2002.

Keep safe in these strange times – and thanks for bolstering my interest in heritage railways while due to the usual ailments of old age I am thus unable to have my usual week's holiday at Tywyn.

*Michael Farr,
Callington, Cornwall.*

The man who saved the Corris pair for the Talyllyn

THERE was one very important person missing in your article on the Talyllyn Railway in issue 273: Edward Campbell Thomas, BR stationmaster at Machynlleth.

In the years before the railway restoration movement, he was a visionary. He loved the Corris Railway and he knew that one day the Talyllyn Railway would need the two Corris locomotives. After August 1948 there was no chance the two locomotives would ever run on the Corris Railway again as it was soon lifted. Had he not bothered to save them, they would have been scrapped.

From what I gather, Campbell Thomas enjoyed the loyalty of his staff as he alone could not save the locomotives.

Not being a motive power man, it would have been up to the Machynlleth MPD shedmaster at the time to negotiate with Swindon and so prevent the scrapping of Nos. 3 and 4 – so John Vaughan Owen and his men joined the ranks of the early preservationists.

Now if you intend to keep two locomotives in the open air for two-and-a-half years, even if sheeted over someone has to care for them to ensure they could work on the TR. The motive power men did.

Writer Alan Holmes visited Machynlleth in August 1949 and noted that the two locomotives had their moving parts greased to enable them to survive for another year-and-a-half.

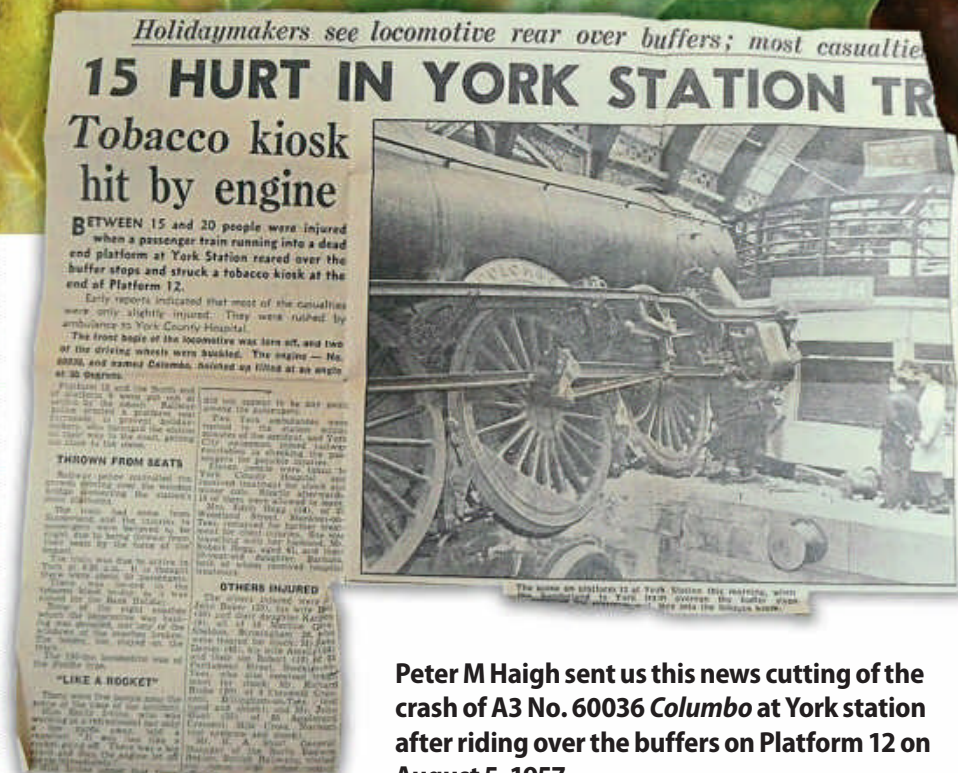
When Tom Rolt visited Corris when on holiday in the war he saw a train hauled by No. 3. It never crossed his mind that in a few years time he would be in charge of No.3 and its train. Saving two locomotives from being scrapped for two-and-a-half years if you think about it was a tremendous achievement for anyone.

The only person to better this was Oliver Velton, BR district superintendent at Oswestry who saved the two Welsh locomotives Nos. 822 and 823 (*The Earl and Countess*) in Oswestry Works (and under cover) for six years.

Chris Magner, email



One of the Welshpool & Llanfair Beyer Peacock 0-6-0Ts, as saved by Oliver Velton, and depicted in this mural on the town trail that follows the 2ft 6in gauge line's lost town section through Welshpool. ROBIN JONES



I witnessed the aftermath of Columbo's York mishap

I AM a regular reader of your magazine and have taken it for several years.

I noticed the letter regarding A3 Pacific No. 60036 *Columbo* in Platform, issue 273, questioning the damage and what went wrong.

I happened to be at York station on that day in my spotting days – and

witnessed the end effect of the crash, where the locomotive was sent on the wrong line into a non-through platform – ending up riding over the buffers and half mounting the overhead pedestrian footbridge

Peter M Haigh,
Garforth, Leeds

Nitrogen has its value in these challenging times

I WOULD like to start by thanking you for your very interesting article on the protective laying-up of A1 Peppercorn Pacific No. 60163 *Tornado* (issue 258), during this dreaded Covid-19 pandemic.

I certainly do not want to be appearing to 'teach my grandmother to suck eggs,' but I thought that I had to mention the use of nitrogen to avoid any damp-type corrosion (rusting) to the inside of any non-s/s vessel whilst in static storage.

I have been working with reasonably high pressure steam (250-350 psi) for many years – this has been with industrial applications and sadly not steam engines. However, the issue of routine maintenance with steam boilers and condensate return tanks

has always been part of the job.

Whenever we have a piece of kit that is water-tight, we always try to fill the vessel with nitrogen gas to remove any chance of lingering or accumulating moisture collecting and leading to corrosion inside the vessel. This is especially important to the areas of the equipment that it is not possible to view, such as tanks and plumbing.

Nitrogen is not expensive and is very easy to purchase, store and use since it is normally handled in high-pressure steel bottles, (like oxy/acetylene sets).

Please thank everyone for your superb magazine.

John Neate,
Biddulph, Staffordshire Moorlands

Transperience was superb apart from its publicity

Thanks for all the information in Platform, issue 273, in response to Murray Duncan's question about the failure of the Transperience museum at Bradford.

At some time during the two years it was open I was informed that our regular product review meeting with DAF Bus representatives had been booked to use a meeting room on the site. This venue was chosen by Arriva Bus and Coach Sales (the UK DAF bus dealership) as it is based in nearby Cleckheaton.

Despite working in bus and rail transport for the whole of my career, here in Essex I had never heard of it.

Upon arrival, I think it is fair to say that everyone was very impressed – including our visitors from Eindhoven.

Following our meeting and a buffet lunch, we enjoyed a guided tour of the site, including a trolleybus ride. However, despite coinciding with half term, there were few other visitors.

It may have opened in a 'blaze of

publicity' in 1995 – and deservedly so – but the 'flames' were never visible down here in the south of England, or elsewhere in the UK it would seem.

Why did thousands of visitors not flock there?

Seaton, Devon is a summer holiday hotspot; York is a landmark city on the East Coast Main Line – but where is Bradford and how do you get there? A victim of 'location, location, not a location' it would seem!

Francis Messenger, North Weald, Essex

TRACK TALK

→ Appeal for information on Skegness miniature railways

I am researching the history of the various miniature railways which have operated in Skegness.

The railways concerned are the 15in gauge line on the North Beach in the 1920s, the 10¼in gauge temporary lines operated by Ernest Dove in 1945 and 1946, the 7¼in gauge line in the Derbyshire Miners' Holiday Centre in the 1950s and a line of unknown gauge north of the pier in 1947.

There was also the 10¼in gauge line by the boating lake, which operated from 1951 until 1992 and the 12¼in gauge electric tramway, which replaced the 10¼in gauge line, and operated during 1994 and 1995.

I would be very pleased to hear from anyone who has further information or photographs/postcards of any of these railways, with all costs refunded.

Peter Scott, 93 Josephine Court,
Southcote Road, Reading, RG30 2DQ.
Email scott.pe@btinternet.com

→ Rocking shafts on Prince of Wales

THE news on the development of Gresley P2 2-8-2 No. 2007 *Prince of Wales* in issue 272 was very informative, especially the modification of the cylinder block to fit with the modern loading gauge.

It was also interesting to see the layout of the three cylinders and poppet valves regarding the middle cylinder with valves on both sides of it. I noticed that a pair of rocking shafts have been designed to operate the valves on the fireman's side of the engine from the driver's side camshaft.

Surely, the simplest way would have been to operate those on this side from the camshaft on the fireman's side as both shafts are synchronized driven from the same driving axial, making maintenance much easier and less chance of a failure.

Derrick Martin, Hornchurch, Essex

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East Sussex TN22 2QL.

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Running: Dec 4-6, 9-13, 16-24, 27-31. Jan 2-5, 8-10, 13-17, 20-24, 27.

East Kent Railway

Standard gauge, two miles,

Shepherdswell, Dover.

Tel: 01304 832042.

Open: Weds, Fri.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles.

Running: TBA.

Hayling Seaside Railway

2ft gauge, one mile.

Hayling Island, Hants.

Running: TBA.

Isle of Wight Steam Railway

Standard gauge, five miles.

Havenstreet, Isle of Wight.

Tel: 01983 882204.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24, 26. Jan 1, 24.

Kent & East Sussex Railway

Standard gauge, 10½ miles,

Wine and dine.

Tenterden, Kent. Tel: 01580 765155.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24.

Mid-Hants Railway

Standard gauge, 10 miles, Wine and dine.

Alresford, Hants SO24 9JG.

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Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles.

New Romney, Kent.

Tel: 01797 362353.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24.

Royal Victoria Railway

10¼in gauge, one mile.

Netley, Southampton.

Tel: 02380 456246.

Running: From Dec 5 TBA.

Spa Valley Railway

Standard gauge, five miles.

Tunbridge Wells, Kent.

Tel: 01892 537715.

Running: Dec 5, 6, 12, 13, 19-24, 28-31. Jan 1-3.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles,

Wine and dine.

Bitton, Bristol.

Tel: 0117 932 7296.

Running: Dec 5, 6, 12, 13, 19-24, 26. Jan 1.

East Somerset Railway

Standard gauge, two miles.

Cranmore, Somerset.

Tel: 01749 880417.

Running: Dec 5, 6, 19, 20, 22-24.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,

North Devon. Tel: 01598 763487.

Running: Dec 19, 20 22-24, 29-31. Jan 1.

Moors Valley Railway

7¼in gauge, one mile.

Ringwood, Hants.

Tel: 01425 471415.

Running: Dec 5, 6, 12, 13, 19, 20, 27-31.

Plym Valley Railway

Standard gauge, 1½ miles.

Marsh Mills, Plymouth.

Tel: 07580689380.

Running: Dec 6, 12, 13, 19-21.

Seaton Tramway

3ft gauge, three miles.

Harbour Road, Seaton, Devon.

Tel: 01297 20375.

Running: Dec 27-31. Jan 1-3.

Somerset & Dorset Railway

Standard gauge, ½ mile,

Midsomer Norton station,

Silver Street BA3 2EY.

Tel: 01761 411221

Open: Thurs-Mon.

Running: Dec 12, 13, 19, 20.

Swanage Railway

Standard gauge, six miles,

Wine and dine.

Swanage, Dorset.

Tel: 01929 425800.

Running: Dec 5, 6, 10-13, 17-24, 27-31.

Jan 1, 2.

Swindon & Cricklade Railway

Standard gauge, three miles.

Blunsdon, Wiltshire.

Tel: 01793 771615.

Running: TBA.

West Somerset Railway

Standard gauge, 20 miles.

Bishops Lydeard, Somerset TA4 3RU.

Tel: 01643 704996.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24.



BR Standard 9F 2-10-0 No. 92134 all set to head an 'Optimist' all-line service on the North Yorkshire Moors Railway.
CHARLOTTE GRAHAM



Goodbye for now, but hopefully I'll be back in a month: GWR No. 7714, signing off on November 1. DAVID WARD/SVR



Unprecedented times in the preservation era saw heritage railways in England closed for a second lockdown until at least December 2, due to restrictions imposed in the name of Covid-19. Pictured is the Severn Valley Railway's Highley station, about to lock up on Sunday, November 1, the line's last day of running for a month. CALLUM REID/SVR

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile.
Diss, Norfolk.

Tel: 01379 686900.

Running: Dec 5, 6, 12, 13, 19-24.

Bure Valley Railway

1ft 3in gauge, nine miles,
Aylsham, Norfolk.

Tel: 01263 733858.

Running: Dec 5, 6, 12, 13, 19-24, 27-31.

Jan 1-3.

Colne Valley Railway

Standard gauge, one mile,
Castle Hedingham, Essex.

Tel: 01787 461174.

Running: Dec 6, 12, 13, 19, 20, 22.

East Anglian Railway Museum

Standard gauge, ¼ mile.
Wakes Colne, Essex.

Tel: 01206 242524.

Running: Dec 5, 6, 12, 13, 19, 20.

Nene Valley Railway

Standard gauge, 7½ miles.
Wansford, Peterborough,
Cambs.

Tel: 01780 784444.

Running: Dec 5, 6, 12, 13, 16, 19, 20, 22-24.

North Norfolk Railway

Standard gauge, 5½ miles.
Sheringham, Norfolk NR26 8RA.

Tel: 01263 820800.

Running: Dec 3-23, 27-31. Jan 1-3, 5, 6, 8, 9, 11-17.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.

Tel: 01328 711630.

Running: TBA.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk.

Tel: 01603 871694.

Open: From Dec 5 TBA.

Running: Steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile.
Quinton Road, Bucks.

Tel: 01296 655720

Running: Dec 12, 13, 19-21.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon.

Tel: 01844 353535

Running: Dec 13, 13, 19-23.

Didcot Railway Centre

Standard gauge.

Didcot, Oxon.

Tel: 01235 817200.

Open: Daily.

Running: Dec 5, 6, 12, 13, 19, 20, 22, 23.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex. Tel: 01277 365200.

Running: Dec 3-6, 9-13, 16-24, 27-30. Jan 1, 2, 8-10.

Leighton Buzzard Railway

2ft gauge, 2¾ miles,
Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Dec 5, 6, 12, 13, 16, 19-24, 27, 28.

MIDLANDS

Amerton Railway

2ft gauge, one mile.
Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: Dec 5, 6, 12, 13, 19, 20, 24.

Apedale Valley Railway

2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme,
Staffs.

Tel: 0845 094 1953.

Running: Dec 12, 13, 19, 20, 27.

Battlefield Line Railway

Standard gauge, five miles.
Shackerstone, Leics.

Tel: 01827 880754.

Running: Dec 5, 6, 12, 13, 19, 20, 23, 24.

Chasewater Railway

Standard gauge, two miles.
Walsall, West Midlands.

Tel: 01543 452623.

Running: Dec 6.

Churnet Valley Railway

Standard gauge, 5¼ miles,
wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755.

Running: Dec 5, 6, 9, 12, 13, 16, 19, 20, 22, 23, 24.

Dean Forest Railway

Standard gauge, 4¼ miles.
Norchard,
Lydney, Glos.

Tel: 01594 845840.

Running: Dec 4-6, 9, 11-13, 19, 20, 27, 28, 30, 31. Jan 1.

Ecclesbourne Valley Railway

Standard gauge, eight miles.
Wirksworth,
Derbyshire.

Tel: 01629 823076.

Running: Dec W/Es + 19-24.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.

Running: Dec W/Es + 22-24.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles.
Toddington, Glos.

Tel: 01242 621405.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24, 27-31. Jan 1-3.

Great Central Railway

Standard gauge, eight miles.
Loughborough,
Leics LE11 1RW.

Tel: 01509 632323.

Running: Dec 5, 6, 12, 13, 19-24.

Northampton & Lamport Railway

Standard gauge, two miles.
Pitsford, Northants.

Tel: 01604 820327.

Running: Dec 5, 6, 12, 13, 19, 20.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford,
Gloucestershire.

Tel: 01594 834991.

Running: Dec 5, 6, 9-13, 16-23.

Rudyard Lake Railway

10¼in gauge, 1½ miles.
Leek, Staffs.

Tel: 01995 672280.

Running: TBA.

Severn Valley Railway

Standard gauge, 16 miles.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.

Running: Dec 3-6, 8-13, 15-20, 22-24, 26-31. Jan 1-3.

Statfold Barn Railway

2ft gauge, 1 miles.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.

Running: TBA.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles.
Bury, Lancs.

Railway Museums

Beamish

County Durham.
The Living Museum of the North.
Open: Daily TBA.

Conwy Valley Railway Museum

Betws-y-Coed, Conwy.
Open: W/Es.
Tel: 01690 710568.

Head of Steam

North Road Station, Darlington.
Open: TBA. 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-Suns.
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: TBA.
Tel: 01535 680425.

Railworld Wildlife Haven

Peterborough. Open: TBA.
Tel: 01733 344420.

STEAM – Museum of the GWR

Swindon, Wilts. Open: TBA.
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

UP & RUNNING

Tel: 01617 647790.

Running: Dec 5, 6, 12, 13, 19-24.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.
near Ulverston, Cumbria.

Tel: 01539 531594.

Running: TBA.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles.
Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Dec 5, 6, 12, 13, 19-23, 26-31.

Jan 1-3.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Dec 6, 12, 13, 19, 20.

NORTH EAST

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 710614.

Running: Dec 5, 6, 12, 13, 15, 19-24.

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

Keighley & Worth Valley Railway

Standard gauge, five miles,
Wine and dine.

Keighley, West Yorks

BD22 8NJ.

Tel: 01535 645214.

Running: Dec 5, 6, 11-13, 19-24.

Kirkstall Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: Dec 5, 6, 11-13, 19-24. Jan 1-3.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks.

Tel: 01751 472508.

Running: Dec 5, 6, 11-13, 19-24.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: TBA.

WALES

Rhyl Miniature Railway

1ft 3in gauge. Rhyl, North Wales.

Running: Dec 12, 13, 19-24.

Talylyn Railway

2ft 3in gauge, 7½ miles.

Tywyn, Gwynedd. Tel: 01654 710472.

Running: Dec 2, 6, 9, 23, 24, 26-31. Jan

1-3.



The Big Man in Red greeting BR Standard 4MT 2-6-0 No. 76084 at Sheringham on the North Norfolk Railway. Like many of our heritage lines which will be running Santa specials, the Poppy Line has invested in special measures to ensure that they and the Norfolk Lights Express trains can operate in the coming festive period – subject to further restrictions not being imposed. NNR

Teifi Valley Railway

2ft gauge, ½ mile.

Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077.

Running: Dec 5, 6, 12, 13, 18-23.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: Dec 12, 13, 19-21 TBA.

SCOTLAND

Almond Valley Railway

2ft 6in gauge, ¼ mile.

Livingston, West Lothian.

Tel: 01506 414957. Running: TBA.

Strathspey Railway

Standard gauge, 10 miles.

Aviemore, Inverness-shire.

Tel: 01479 810725.

Running: Dec 5, 6, 12, 13, 19, 23, 29-31.

Jan 1-3.

IRELAND

Whitehead Railway Museum

5ft 3in gauge, 1 miles.

Whitehead, County Antrim.

Tel: 028 9358 6200.

Running: Dec 5, 6, 12, 13, 19, 20 TBA.

HERITAGE AND PUBLIC RAILWAY SERVICES CAN WORK TOGETHER IN HARMONY



Money is available to assist preserved lines to begin preparations for providing public rail services for the first time since the Beeching closures of the 1960s. PPM Foresight can help make this happen using modern, easy-to-maintain, zero carbon methods supported by deep background knowledge, including special access to sustainable technology expertise



- Rural transport is poised for radical change.
- Inspiring frugal and careful methods from the rail preservationists can be adapted to create a new modern form of light railway. The proof is the evidence that more than eight million popular, safe, passenger journeys are provided on heritage lines each year, but mainly only at weekends. Adding a public transport revenue stream by utilising the tracks during weekdays holds out the prospect of a much-needed lifeline of cash and asset value enhancement, off-setting the Covid-19 blight, which is causing economic hardship and threatens worse to come.
- Affordable light railways are the 'coming thing', and the equipment being developed can run on the same tracks as heritage rolling stock.
- A small branch line in the West Midlands has provided hard evidence of how this might be achieved but up until now only with bus-size railcars. These Class 139 units can be readily adapted to become the top-and-tail traction cars, with up to five unpowered coaches in between, making trains with up to 300 seat spaces.

PPM Foresight is drawing resources from associated Midlands train-building firms and operating companies to provide the advice and technical support of seasoned, hands-on professionals with backgrounds both in the heritage and freight industries and in modern low and zero carbon traction methods. Rather than adopt haphazard solutions concocted around individual brainstorming, the PPMF team have devised templates leading to an Intermediate Rail Standard approach, which can be adapted to a wide variety of inter-connected lines.

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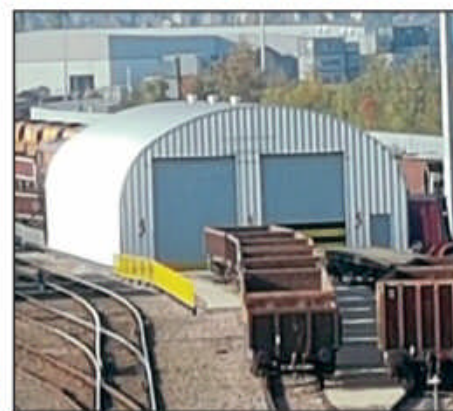
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Vol. 231 Great Western Steam Miscellany No 6

Yet another miscellany production compiled from much previously unseen footage across the old GW system taken from the cine reels just as they run. This video starts at Shrewsbury station and visits are made to Coton Hill Yards, Shrewsbury Shed, Sutton Bridge Junction and Hookgate. At Llangollen Line Junction, Ruabon included is a weed killing Train and we call in at Brymbo, Wellington (Salop). As well as Whitechurch.

A trip to Worcester and nearby Norton Junction is made plus also the Gloucester area in addition to Ross on Wye, Stroud, Bromyard and Hereford. We also take in Birmingham Snow Hill, Bordesley, Hatton, a shed visit at Wolverhampton Oxley, and the Lickey Bank. There is film at Oxford, Didcot, Langley (Bucks) and Paddington.

In the south west time is spent at Tiverton Junction before we enjoy the rural delights of the Culm Valley branch to Hemmock and Exe Valley branch to Exeter. In North Devon the steeply graded line to Ilfracombe is seen, Braunston, Barnstaple Junction and Dulverton.

A trip is made along the Cheddar Valley line plus we call in at Glastonbury & Street. Both south and west Wales are covered and include Cardiff Queen Street, Abercynon, Merthyr, Woodham's Scrap Yard, Letterston Junction, Tenby, Carmarthen, Duffryn Yard Shed, Newport, Ponypool Road, Aberdare High Level, Crumlin, Quakers Yard Dowlais Cae Harris, Nelson & Llancaich, and Hengoed High Level. We even manage to see GW steam at Portsmouth & Southsea!

The time period for the majority of the film is between about 1961 and 1966. Motive power includes: King, Castle, County Hall, Modified Hall, Grange Manor, 14xx, 15xx, 16xx, 2251, 28xx, 41xx, 42xx, 43xx, 45xx, 47xx, 56xx, 57xx, 64xx, 72xx, 94xx, the occasional LM and BR Standard even appears. Filmed almost entirely in colour, a commentary plus sound track complement this nostalgic look at the last years of GW steam.

Running time 88 mins

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Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email deputy editor Gareth Evans on gevans@mortons.co.uk



The name *Philip* has been applied to the end of coach No. 80.

The gift that keeps on giving

WE all know someone who's got enough railway-related socks, books, jigsaws and models etc to open a shop – so the challenge in the run-up to Christmas is what to buy for them.

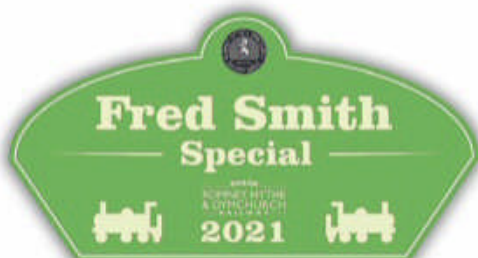
The Romney, Hythe & Dymchurch Railway is offering a number of memorable gifts with a difference, which will help to support the charming 15in gauge line.

First up is an acrylic headboard, which can be personalised with colours, wording and any special design elements for £108. A limited edition 2021 variant can be purchased for £150 – which subject to availability, can be carried by a locomotive during the recipient's train trip in 2021.

Another personal gift idea is for a person's name to be added to the end of a carriage for the cost of £100 per annum. This option is also available for memorial packages.

Find out more here at www.rhdr.org.uk/fundraising/ or telephone 01797 362 353.

→ For more Christmas present ideas, turn to page 76. Also, why not gift a subscription to a favourite magazine from just £19? The latest offers can be found on page 30.



An example of a 2021 limited edition RHDR headboard.

NEXT ISSUE

Issue 275 is out on
December 23, 2020

Standard gauge up Snowdon?

AS is so often the case in life, you can either do things the easy way or the hard way. Some people relish a challenge, particularly when it's to aid something which is close to their heart.

Two volunteers at the Nene Valley Railway's Small Loco Group did just that on October 3. Nathan Wilson and Reece Newell climbed Snowdon accompanied by a nameplate from Hudswell Clarke 0-6-0ST No. 1539 *Derek Crouch*, which is under restoration at Wansford.

It begs the question – is this the first standard gauge locomotive component to make it to the top of Wales' highest mountain? The Snowdon Mountain Railway is of course, 2ft 7½in gauge.

Nathan took up the story: "We'd been discussing fundraising ideas. I had a crazy idea of taking one of the nameplates with me up Snowdon. Fortunately, it just about fitted inside my big hiking rucksack. I thought that even if I raised £100, it all adds up. It really took off, with pledges.

"Coincidentally, Reece Newell was on holiday with his father Mike in north Wales – both gents are part of the SLG. Reece offered to accompany me. We had a good laugh together. It was a good



Is this the first inaugural standard gauge locomotive component to make it up Snowdon? Nene Valley Railway volunteers Nathan Wilson and Reece Newell are seen at the summit with a nameplate from *Derek Crouch*. NVR

achievement, an enjoyable day. Carrying the nameplate made it more of a challenge and it provided us with a purpose – to raise money for a locomotive which is being used to develop engineering skills among the railway's volunteers."

Asked about the weight, Nathan replied: "It's 2½ft long, so it's got a bit of weight to it. By the end, it started to feel heavier. We were fortunate to have a good day to do it.

"We chose the Llanberis path. It seemed to be the more straightforward route – it was still challenging as it's steep in places."

As this issue went to press, Nathan and Reece's efforts had raised £3300.

→ Donate online at www.justgiving.com/crowdfunding/derekcrouchoverhaulappeal or by post to: Small Loco Group, Nene Valley Railway Ltd, Wansford Station, Stibbington, Peterborough, PE8 6LR.

Blackpool's heritage benchmark?

IT'S well known that trams are a 'deep-seated' part of Blackpool's culture and identity – something the resort now appears to have recognised with works of art which serve a practical purpose. Four tram-themed benches will 'sit' nicely at key locations in the town centre. We'll give the puns a rest...

Taking inspiration from Blackpool's rich tram heritage, artist Andy Hazell has created four unique designs for the new stainless steel benches.

The first two have now been installed in Talbot Square, opposite North Pier. They depict a Blackpool 'OMO' built in the mid-1930s and the 'Brush' built originally in 1937.

The final two benches will be installed once the new Tram Terminal Interchange has been built on the site of the old Wilko shop, opposite North railway station. The tram



Two tram-inspired benches have been installed in Talbot Square.

network is being extended up Talbot Road from North Pier.

The tram benches are the latest addition to Blackpool's town centre improvement works. Despite Covid, the local authority said it remains committed to enhancing the town's attractiveness.

CLlr Gillian Campbell, Blackpool Council's cabinet member for tourism and culture, said: "These benches are a wonderful addition to Talbot Road and celebrate our special tram

heritage. People will be able to take a seat and watch the latest trams go by as they turn off the Promenade and up Talbot Road.

"This exciting project is all part of the council's plan to revive the town centre and deliver a better Blackpool for everyone."

Last but by no means least, who wants one for their garden? Perhaps herein lies an opportunity for an enterprising railway heritage group to help raise funds...



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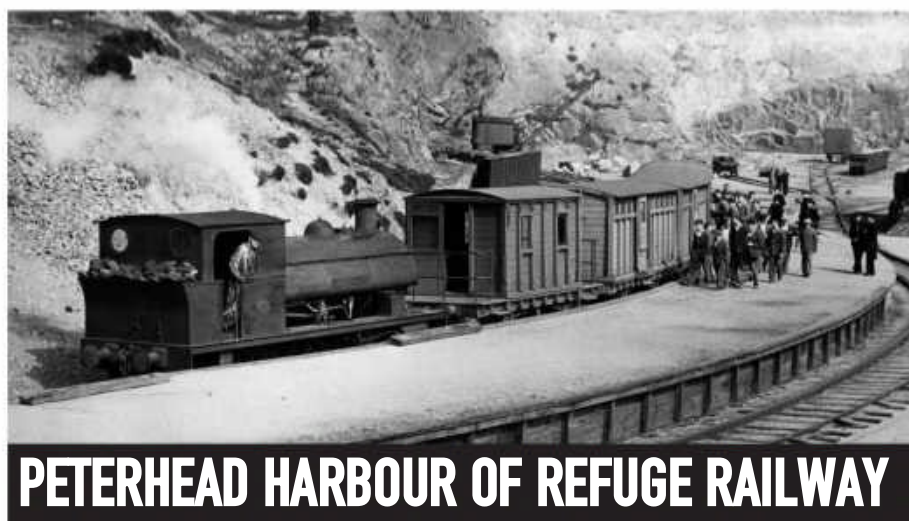


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Offering cross-platform interchange, an up main line train and a down Newquay service occupy the flanks of the island platform at Par in June 1960. A junction at the London end of the station offers a direct line onto the Newquay route, allowing through workings, but in this instance it is Collett '4575' class 2-6-2T No 5557 at the head of a three-coach Par to Newquay local service. The pictured 'Small Prairie' had been transferred to the nearby St Blazey shed in the four weeks to 8 October 1955. Keith Pirt, courtesy Book Law Publications

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3 Trains of thought

4 Hest Bank:

Where the West Coast main line meets the sea

Situated on Morecambe Bay just three miles north of Lancaster, Barry C Lane recalls happy visits to this station.



5 'Black Five' No 45025 comes off the troughs just north of Hest Bank station with the 09.58 Wigan to Barrow parcels train on 27 July 1968. Les Nixon

11 Lostwithiel to St Blazey and back: A branch and main line 'circular'

Stanley C Jenkins MA provides an account of the trip from Lostwithiel that traversed the branch lines of Fowey and the southern section of the Newquay line, returning from St Blazey station via Par.

26 Steam Days subscriptions



TRAINS of thought

This issue of *Steam Days* sees us enter a new and exciting era, as from now on our magazine will be published by Mortons Media Group Ltd, who already publish three excellent railway magazines – *Railway Magazine*, *Heritage Railways* and *Rail Express*. *Railway Magazine* has a long history of covering the general railway scene, as it was first published in 1897, *Heritage Railways* covers current preservation operations, and *Rail Express* takes a look at the modern day scene, so *Steam Days* will fill the historical slot covering the steam era from its early days through to 1968, with lots of nostalgia and photographs for those who remember those days, and much for those wanting to know more about such times.

My knowledgeable team of my two sons, Ian and Andrew, Roger Smith and Andrew Wilson will continue to compile and produce each issue of *Steam Days* and we aim to continue to include the diversity of features as we have regularly done in the past. For those wishing to purchase back issues of *Steam Days* they should refer to pages 26/27 of this issue.

In past issues in *Trains of Thought* I have generally made a connection with articles within each issue of the magazine with my own experiences, having been a railway enthusiast since 1942 at the age of eight. Now some 78 years later I have never lost that enthusiasm for the railway scene.

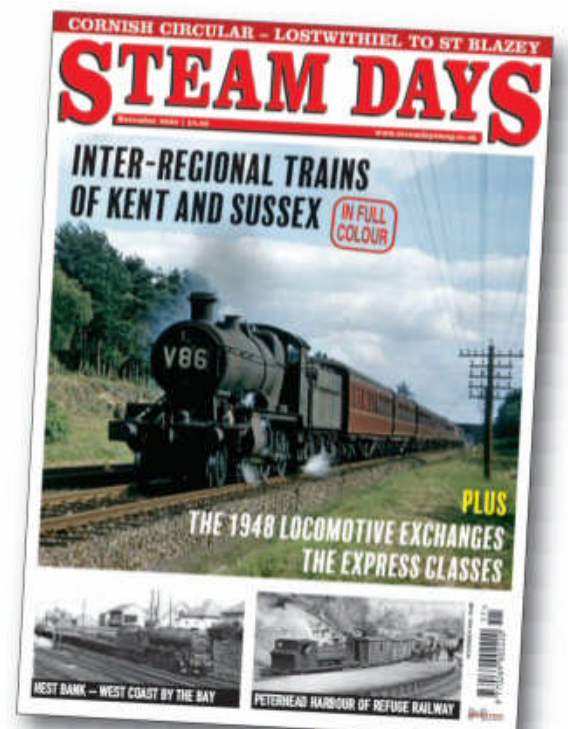
One particular thing that comes to mind is the long-lasting friendships among fellow enthusiasts that we travelled around Great Britain with, visiting locomotive depots, spending time by the lineside, going on rail tours together, and standing with groups of others on station platforms such as the London termini, Newcastle-upon-Tyne, Manchester (London Road), Cardiff, Exeter, and the three stations in Birmingham, or in lineside fields with crowds of other enthusiasts, such as at Tamworth where the Midland main line from Derby to Bristol passed over the West Coast main line, with trains seen virtually every three minutes – happy days.

Although we are now getting older, I am still regularly in touch with friends from those days, exchanging memories and recalling amusing incidents, including the occasions when we were thrown out of engine sheds as we did not have a permit! Many took the photographs that now give us so much pleasure in each issue of *Steam Days*, but sadly, with steam on British Railways ending in August 1968, some of those well-known photographers are no longer with us.

I can recall particular weekends with enthusiast friends, when on I drove over 600 miles a day over a weekend in my Morris 1000 Traveller, and once over 800 miles in a 23-hour day. I will never forget those happy times as a member of the Worcester Locomotive Society with coach trips to a huge number of engine sheds in a day – all with fellow enthusiasts that will be friends for life. Enjoy your read and recollecting your own days with friends chasing steam.

Lex Kennedy

Cover: Decked out with a traditional GWR headcode frame, a Churchward '4300' Mogul has relieved an incoming Southern engine during Redhill reversal. Here it breasts the summit at Crowthorne with the 12.20pm Hastings to Birmingham (Snow Hill) service in 1962/63. Seen about ten miles from Western Region territory, the Reading Spur Junction to New Junction link provides the path into Reading (General). K W Wightman



28 STEAM DAYS in Colour

191: Inter-regional trains to and from Kent and Sussex

BR revived long-distance cross-country passenger trains as inter-regional duties in 1949. The core routes to the Eastern and Central districts of the Southern Region being through Reading and Kensington Olympia.

39 The 1948 Locomotive Exchanges – The express classes

A process of evaluation through ten weeks across four regions, *Andrew Wilson* examines the tests and outcome of the five passenger designs used in the 1948 exchanges.

54 The Peterhead Harbour of Refuge Railway

Keith Jones reveals the railway story behind the construction of a Harbour of Refuge, a project that included the use of hard labour at a prison yard and quarry and a passenger service for convicts.

66 Tail Lamp – readers' letters

Next month...

Wigan's LMS lines

1948 Locomotive Exchanges – Mixed-traffic engines

Life as an Eastleigh Works apprentice

Moving the goods – All change in Scotland

Great Western engine sheds in full colour

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Hest Bank

Where the West Coast main line meets the sea



Situated on Morecambe Bay just three miles north of Lancaster, Barry C Lane recalls happy visits to this station, firstly in 1954 and then regularly throughout the remaining steam years, the location becoming increasingly popular with trainspotters towards the latter days of steam.

Viewed from high ground just south of Hest Bank station, Stanier 'Black Five' No 44943 makes for Morecambe having just crossed over to join the single-track link to Bare Lane Junction and the seaside town that gave its name to the vast bay providing the backdrop to this scene – it is 120 square miles, is notorious in parts for quicksand, and receives the waters of five main rivers, from the Wyre to the Leven, high tides lapping close to Hest Bank station. The view is undated but in the down yard are five camping coaches, an increase on earlier numbers, and the arrival of concrete troughing ready for cable runs was in hand hereabouts by early September 1966, so the train is likely a summer duty in 1966 or 1967 and the 4-6-0 is either on the books of Farnley Junction shed or after its transfer to Holbeck, from where it would be withdrawn in October 1967. Generally speaking, trains on the ex-L&NWR line from here to Morecambe used the Midland Railway's Promenade station after mid-September 1958. The exception was in busy times such as high summer, when the L&NWR's nearby Euston Road terminus saw use until it was phased out in 1962 and closed in 1963. Colour-Rail.com/302534

I cannot remember when I first heard about Hest Bank, it was possibly something passed on to me by fellow trainspotters, but suffice to say that, living in Bradford, there was a regular train service to Morecambe and I saw the morning 'Residential' pass my school in Keighley each morning. Several of my friends arrived from Settle and Skipton on that morning train, and I was told of businessmen travelling from Morecambe and shaving on the train while on their way to work in Bradford or Leeds. The 'Residential' was a busy service in those days when few people had cars.

Like so many other trains on the line through Keighley in the early 1950s, the 'Residential' was usually headed by a former LMS 4-4-0 Compound and it was inevitable that the school holidays soon found me taking a similar service the other way round, to Morecambe (Promenade) station and walking north along the coast road to the one place where the West Coast main line ran by the sea on Morecambe Bay – Hest Bank. There wasn't anybody else there, just a cutting breeze off the sea behind me and a signal box across the tracks. What had I travelled all this way to see?

Very soon the signals raised for the down line, and a distant roar from the Lancaster direction soon materialized into a northbound

express headed by brand new British Railways Standard '8P' Pacific locomotive No 71000 *Duke of Gloucester*. The green paint was new and rich, and the double blastpipe roared like nothing I could remember. I will never forget that moment – and then it was gone, together with over a dozen red and cream-liveried Mk I coaches. *Duke of Gloucester* worked from Crewe North shed in that first month of revenue earning service, and I well remember too that it wasn't even in the listing of my latest *Ian Allan abc* spotters book yet!

Although many Stanier Pacifics passed in both directions through the day, that first impression set me coming back to Hest Bank several times a year for over a decade. Strangely, very few spotters were there to see all these expresses at full speed on the level main line between Carnforth and Lancaster, but as the years went by, the embankment and the platform became well-populated with lads of a similar age to myself. Sometimes we laid pennies on the rails and the signalman across the way never seemed to be bothered. Finding the flattened coins after a train had passed was tedious, but we were safe with signals at north and south giving us due warning to stay on the fence until the trains had gone by. It was a privilege, back then, to have coins that had been flattened by so many famous locomotives.

After a few years, the trainspotters started to inscribe their names and dates all over the down waiting room shelter – I remember on subsequent visits trying to find my own name among the hundreds of others but there were too many there for me to find it. Then one year before 1960 the shelter was repainted and such vandalism abruptly ceased – some say that piece of cream-painted timber should have been preserved.

In 1955 Willie Carter and I set off on the train to Morecambe with a packet of sandwiches and an apple each. It was the last school holiday before the summer term when we left school, so it must have been either Easter or Whit Monday. As we walked back to catch the double-decker bus that terminated about ½ mile down towards Morecambe we heard the unmistakable sound of a diesel locomotive going north. It was well known at the time that there were only two LMS/BR main line diesel locomotives, but which one was it? We ran back until we could identify the number and then turned back to catch that bus, but too late, as it was now vanishing in the distance, and it was not long before our last train home would depart from Morecambe (Promenade) station. How we ran that mile or so, only to enter the station to see the rear coaches of our train disappearing into the distance – we were stranded!



The up 'Royal Scot' passes Hest Bank behind Camden shed's rebuilt 'Jubilee' No 45735 *Comet* on 1 September 1957. Of note is the down yard on the left, which remained open to goods until 2 December 1963, but by summer 1959 it was recalled for its camping coaches, while the signal box at the end of the up platform, overseeing the junction for Morecambe, served until December 1958. One of a pair of 'Jubilees' experimentally rebuilt in 1942, Nos 5735 *Comet* and 5736 *Phoenix*, the pictured 4-6-0 has a modified type '2' boiler that had lineage to No 6170 *British Legion* and perhaps was an attempt by T F Coleman to meet the demand for greater power on the Midland Division. Although held in high regard and soon diagrammed with the 'Royal Scot' fleet, there were no further conversions. Instead, it was the then parallel boiler-fitted 'Royal Scots' that received '2A' boilers at the heart of their post-1943 evolution under Coleman/Staniel and emergence as 'rebuilt' engines. J Powell Collection/ Kidderminster Railway Museum



Like all lads on such a day out, all our food had been eaten well before noon, and as we 'coppered up' there was hardly a shilling between us. We were just 15 years of age and we had school tomorrow. How we got back home eight hours later is another story, and too long to relate here, but we did get there after thumbing lifts in the darkness.

It was on a Sunday of the following year, 19 August 1956, that I enticed two of my works colleagues, Michael Shepherd and Bill Wildman, to visit Hest Bank with me just to see the trains in this lovely setting. On

Having hopped over the fence to get nearer the action – two lads occupy a favourite spotting position immediately south of Hest Bank station, alongside the spur to Bare Lane and Morecambe. Traditionally, this was probably too far from the station to be within shouting distance of the signal box, and even further for station staff, so responsible spotters would not be duly concerned about being 'moved on', although by early August 1959, the date of this view, resignalling and a new box to the north of the station saw to it that the position went unseen. Rushing through with an up express is Newton Heath-allocated Stanier 'Jubilee' class 4-6-0 No 45701 *Conqueror* piloting an unidentified BR Standard '7MT' 'Britannia' Pacific on an up express. John Whiteley

The down side wooden shelter at Hest Bank station looks unloved, at least by the railway, so doubtless has the memories of countless spotting trips engraved within as moments in time. The view is undated but perhaps the advertising might give clues, less so the nearest advert, for travel to Windermere, but perhaps that with the clock-face is for a forthcoming timetable change, while the fashion on the right-hand poster suggests 1960s, so perhaps it is the repaint of the repaint that is now due? Kidderminster Railway Museum Collection





In July 1963 spotting at Hest Bank is ongoing and the down shelter has received a lick of paint. Very likely Fowler '4MT' 2-6-4T No 42359 is deemed not worth a second glance as it returns home to Carnforth, having likely previously passed *en route* to Morecambe. The Lancaster & Carlisle Railway branch from Hest Bank to Morecambe dates from 1864, with trains originally working into Northumberland Street station (replaced in 1907 by what became known as Promenade station). However, capacity issues saw the L&NWR open its own Morecambe station in 1870, and then a larger replacement in 1886, while 1888 saw a direct south-facing link created from a mid-way point on the branch, at Bare Lane, and thereafter Lancaster rather than Hest Bank became the priority main line destination. Although with undermined status, a run-round loop was retained behind the down platform at Hest Bank for many years. Colour-Rail.com/301936

platform and came to a stand well clear of the point-work, before all of its train was propelled backwards through the crossover and into the station, from where the road was reset and the pilotman from the up 'Royal Scot' boarded the locomotive and took the train 'wrong line' northwards. This continued for the rest of the day and I used all the eight exposures on my roll of 120 film. As we headed home later that night we pondered whether they were still carrying out this interesting operation at Hest Bank? Any similarity to a timetable was lost, and the passengers had appeared bored and fed up with it all. I was still using my mother's Kodak Brownie box camera that year and the fact that all the expresses had been stopped allowed my photographs not to be blurred, so I considered myself very lucky.

All the named locomotives were in Brunswick Green livery up until 1957, when a few were turned out in a representation of the old LMS crimson. The 'Princess Royal' class Pacifics were quite rare north of Crewe, but that hardly mattered – the 'Duchesses', 'Royal Scots' and 'Jubilees' were the main attraction, with the occasional Fowler 'Patriot' 4-6-0, often piloted by a former LMS '2P' 4-4-0.

arriving, we were disappointed to find that the engineers had occupation of the line for work on the water troughs just to the north of Hest Bank. Notices stated that normal service was suspended and that delays were possible. The initial disappointment was soon forgotten when Stanier 'Coronation' Pacific No 46228 *Duchess of Rutland*, carrying a red-backed 'Royal Scot' headboard, coasted slowly through the station with no less than 17 coaches behind it, and then came to a halt about ¼ mile north of Hest Bank station on the down line.

One of the quite new Derby lightweight diesel-multiple-units of six coaches (three twin-sets together) then appeared on a southbound special working from Keswick to Morecambe and paused in Hest Bank station to drop off a pilotman, as single line working was in place. I remember that the BR diesel units were very new at that date so I took a photograph of it – within a few years I would not look twice at the diesel units as they became more common. Once the diesel had departed, a British Railways linesman with a red flag allowed the long northbound train to

now reverse its considerable rake of coaches through the crossover at the north end of the station, which by now had the point blades clamped. Of course, all this took a considerable length of time and we trainspotters could dwell on all details of this operation. In due course, the 'Royal Scot' express, with the pilotman on board, departed for Carnforth and the north in the down direction on the up line, all with a severe speed restriction. I am not sure that such a procedure would be allowed today.

Next to arrive was the southbound 'Royal Scot', headed by a tired and dirty, rebuilt 'Royal Scot' class 4-6-0, No 46116 *Irish Guardsman*, with (presumably) the same pilotman. This train comprised another long rake of coaches for a 'Scot' and the tartan headboard relieved the image slightly.

The next train to arrive, again of a similar size, was headed by Stanier 'Coronation' Pacific No 46222 *Queen Mary* and was a Birmingham to Edinburgh and Glasgow service. It slowly coasted through the down

On 19 August 1956 'Coronation' Pacific No 46228 *Duchess of Rutland* is recorded in the up platform at Hest Bank at the head of the down 'Royal Scot'. The down main line a little north of Hest Bank was out of use, so up and down trains were needing to share the use of the up main line under a single-line engineering possession; Hest Bank was the south end of this. Having arrived from the south, been stopped just beyond the level crossing and then propelled its train backwards through the crossovers to join the up main line, *Duchess of Rutland* is near the signal box and is ready to depart 'wrong line'. The pilotman arrived on the previous southbound duty, a diesel-unit bound for Morecambe, and then joined the crew of the 'Coronation', which by now was running very late as it had stood for quite a while waiting for the southbound diesel to clear the line. Author





With a down passenger working visible in the distance, paused beyond the crossover and level crossing as it awaits setting back, the up 'Royal Scot' arrives and drops off the pilotman at Hest Bank station – of note are the contrasting headboards used by the 'Royal Scot' on this day, the version adorning the southbound working being complete with a tartan background and the Scottish Lion Rampant. At the time this up titled working would always be in the hands of a Polmadie-based Pacific, so the unkempt rebuilt 'Royal Scot', No 46116 *Irish Guardsman* of Carlisle (Upperby) shed, is very unusual. The train comprises BR standard Mk I coaches in the latest crimson livery, but many other expresses were still composed of red and cream-livered former LMS coaches of Stanier design, including 12-wheeled kitchen/diners. Author

Normally expresses flashed through Hest Bank, but the engineering work of Sunday, 19 August 1956 was making things rather different. To the delight of the trainspotters present, Stanier 'Coronation' Pacific No 46222 *Queen Mary* slows through the station in readiness to come to a halt with a Birmingham to Scotland express. The signal box then controlling the area is just visible over the locomotive's tender and through the steam from the safety valves. New to Camden shed in June 1937 as a blue-liveried streamlined locomotive, this 'Coronation' was in plain black between January 1944 and lost its casing in August 1946, when outshopped in Ivatt LMS passenger black. A Polmadie engine since the end of 1939, its second blue livery has by now been and gone (BR blue from April 1950 to October 1952) so *Queen Mary* is seen in the then fleet livery of BR green. Author

I soon purchased a 1937 Zeiss Nettar camera that I used for the next 40 years, with good results. However, it had a useless shutter speed of 175th per second, so most photographs taken at Hest Bank subsequently were a little blurred – they never halted trains for me again! The following year was when I purchased an 8mm cine camera, and apart from a brief foray into colour print film I didn't take many black and white photographs at Hest Bank.



A common sight in the mid-1950s was seeing major express trains with a pilot locomotive, and the example pictured here was a common combination in those years. The train has just come off the water troughs at the north end of Hest Bank station, yet still trails an overspill as it heads at speed for Lancaster, and ultimately Liverpool. The train engine is one of the Fowler 'Patriots' that never carried a name, No 45513, then of Carlisle (Upperby), with Fowler '2P' 4-4-0 No 40694 piloting. The leading locomotive is Preston-based and appears to be short of one headlamp. This is possibly my earliest colour photograph, using 120 Agfa CUT-18 film – a combination of slow film and a pre-war slow shutter speed! Author

Camping coaches were a familiar summer sight at Hest Bank from 1959 to 1969, and while this view across the bay and the Kent estuary was the only sight that rail passengers got of the sea from West Coast main line trains running between London and Scotland, it was also rather a nice spot to wake up each morning. The arrangement of a holiday rental in the repurposed carriages was tied to the purchase of return rail tickets to the chosen station, with certain facilities available from the nearby station. On a busy day, judging by the parked cars, the tide is out in this postcard view, with the Hatlex Beck exposed, the next high tide will cover this and much of what is salt marsh. The coaches are stabled on the outer track of the yard, for the best view, so the rails just visible in the foreground are part of the run-round loop to the south-facing bay behind the down platform. Author's Collection



On 22 December 1958 the everyday scene at Hest Bank changed when the task of operating the crossing gates was taken over by the signalman from a new signal box. The old box at the south end of the up platform closed upon commissioning of this standard London Midland Region structure at the north end of the station on the down side. The road is that to the shore. Route modernisation for the 1974 electrification didn't eliminate the 1958 box, with signalmen watching the crossing until May 2013, when newly installed barriers were controlled and watched from Preston power box and Hest Bank level crossing box closed although it was still there in 2019. Transport Treasury

I kept going back to this wonderful location by the sea until all the trains were dieselised. In the 1960s, many other

trainspotters now populated the platform until the general clamp down around 1963 when spotting was heavily discouraged on



Completing the scene in the later steam era, the road (in the foreground) to the shoreline of Morecambe Bay is seen crossing the main line immediately north of the station. The level crossing signage dates this view to 1965 at the earliest – a Morris Minor, Ford Anglia, and Austin A40 Somerset add interest. A lattice footbridge allows the railway to be crossed by pedestrians and rail users alike when the gates are closed to the road, with steps outside the railway fence but with platform signage also directing that the bridge should be used. The station continued in use until 3 February 1969, with almost all structures since swept away. Transport Treasury

railway property, but nothing could beat those early years, or that Sunday when it seemed everything was being halted just for my benefit.

And, to you, dear reader, did you visit Hest Bank and was your name pencilled on to that down side waiting shelter? Happy days indeed.



Looking south from the footbridge (since replaced by a modern structure), a brace of Stanier 'Black Five' class 4-6-0s, with No 45206 leading, pass Hest Bank station running north to Carnforth in autumn 1967. In the yard for the summer are three green and cream-liveried camping coaches seeing out their railway careers, the site of the original signal box at the south end of the station is clear, but Hest Bank North Junction, for the link to Bare Lane and Morecambe remains – South Junction is 1 mile 7 chains beyond and forms a triangle of lines with Bare Lane Junction on the branch. On the horizon to the right is Morecambe seafront. J D Mills/Rail Archive Stephenson

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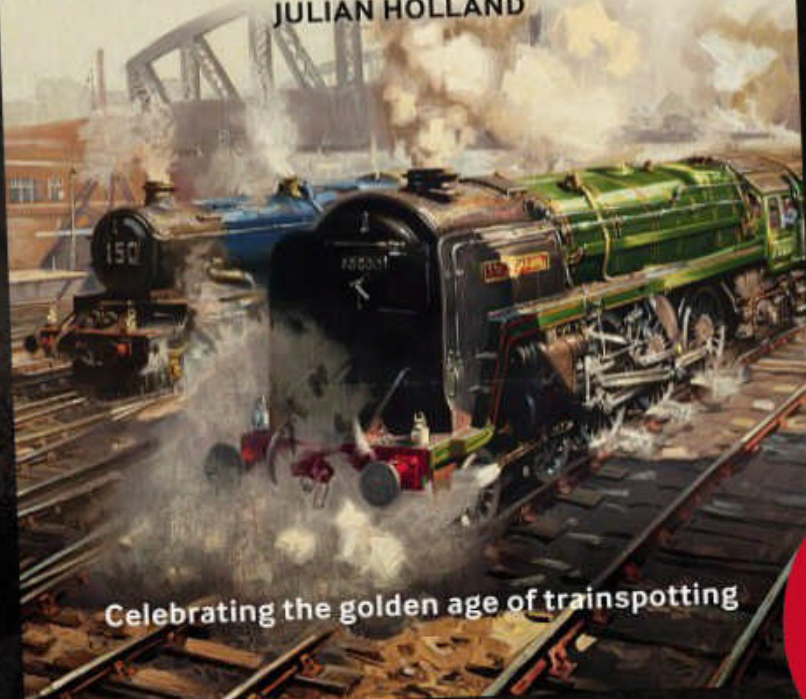
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Lostwithiel to St Blazey and back

A branch and main line ‘circular’



Stanley C Jenkins MA provides a travelogue style account of the no longer possible round-trip from Lostwithiel that traversed the branch lines of Fowey and the southernmost section of the Newquay line, and then returned from St Blazey station via Par and the main line.

Having already considered the history of the two branch lines to Fowey – see *Steam Days*, October 2020 – and how between the Victorian era and summer 1968 they co-existed and formed a through route, this article is intended as a ‘circular’ trip from Lostwithiel via Fowey to St Blazey, with reversal there to return via the 1879 double-track spur to Par station and then former Cornwall Railway metals via the summit at Treverrin tunnel and then down to Lostwithiel. Such a journey was only available to the general public from 16 September 1895, when the Great Western Railway revived the former broad gauge Lostwithiel & Fowey Railway (L&FR) as a standard gauge route, and until the section of ex-Cornwall Minerals Railway (CMR) branch between Fowey and St Blazey lost its regular passenger service from Monday, 8 July 1929. The infrastructure described is that of the British Railways steam days, but with an eye on earlier times and, at times, the post-steam era.

Lostwithiel station

Opened on 4 May 1859 as a wayside station on the broad gauge Cornwall Railway, across the years Lostwithiel has been widely regarded as one of the most attractive stopping places on the West of England main line. Initially independent, by Act of 1861 the Cornwall Railway was operated under a joint committee

The level crossing gates remain open to road traffic as the evening shadows lengthen at Lostwithiel station on Friday, 23 September 1960. The crew of Collett ‘4575’ class 2-6-2T No 5572 await the arrival of a connecting down main line service, before themselves setting off down the branch to Fowey. Note the china clay wagons stabled in the sidings adjacent to the bay platform, and beyond them is the water tank for the station supply. R C Riley

and this arrangement continued through to July 1889, when the company was swallowed up by the GWR. A broad gauge junction existed to the south/west end of Lostwithiel station from opening of the Lostwithiel & Fowey Railway, a 5¼ mile long branch line, on 1 June 1869. In truth, that goods-only operation only ran as far as Carne Point, about ½ mile short of the town of Fowey, and it proved to be relatively short-lived, just 10½ years, as it failed when in competition with the CMR’s core route through St Blazey to Fowey. Thereafter, it saw no use from 1880 until resurrected by the GWR as a standard gauge route in 1895, complete with a new junction at Lostwithiel, the main line through Lostwithiel having itself been converted from broad to standard gauge in May 1892.

Situated beside the tranquil river Fowey and surrounded by beautiful woodland scenery, Lostwithiel station was of classic Great Western design, its timber-framed buildings being fully within the Brunelian tradition – they were built by Messrs Olver & Sons of Falmouth, a well-known Cornish building firm. Originally a two-platform station, the main booking office and waiting room facilities at Lostwithiel were situated on the up side of the line, with a smaller building on the down platform. In 1895, however, the down platform became an island, with an additional face for Fowey branch trains, and an enlarged station building. The up and down platforms were linked by a plate girder footbridge, the latter structure being roofed in typical Great Western fashion.

In architectural terms, Lostwithiel’s main up-side buildings conformed to a more or less standard Cornwall Railway ground plan, featuring a recessed central portion that

formed a small loggia for waiting travellers. The building sported a low-pitched roof with tall chimneys and a projecting platform canopy, the general effect being vaguely Italianate. Similar buildings could be found at Saltash, St Germans, Penryn, and elsewhere, although most Cornwall Railway stations were stuccoed rather than timber buildings.

The down-side buildings incorporated extensive canopies to provide shelter for passengers waiting on both the main and branch platform, while the signal cabin was a brick and timber structure with small-paned windows and a gable roof. It was sited at the north end of the down platform, from which position the signalman oversaw the adjacent level crossing, which prior to the 1950s was for the main road east from Lostwithiel towards Liskeard and Plymouth. The station was equipped with water columns on each platform, and these were fed from a stilted tank behind the Fowey branch bay. At night, the platforms were illuminated by traditional gas lamps, although electric lights on concrete posts were erected during the BR era.

A pair of south-facing down side sidings existed behind the branch platform, along with two lengthy north-facing sidings at the south end of the site, all these being largely used by rakes of china clay wagons. For the most part these arrived from the west and had to reverse at Lostwithiel if serving Fowey. Across the tracks, Lostwithiel’s main goods facilities were concentrated on the up side of the running lines to the south of the passenger station. The usual coal wharves, cattle pens, and loading docks were provided, together with a 1½ ton hand crane, while the goods shed was another standard Great Western design, with large arched entrances

Neatly encapsulating our rail journey of a little over 14 miles – south along the river Fowey, and then west to Par Sands and St Blazey, for reversal and a much shorter journey home on the main line – this Bartholomew half-inch scale map dates from 1903, when such a journey was possible by public passenger services. In addition to the railways, and some mineral lines north of St Blazey, it also offers an insight into the terrain encountered and the roads that pre-dated the railways and in the early 19th century held back transportation for the area's minerals, not least those reaching Fowey for export. Developed as a natural deepwater port for ocean going vessels, the long term lack of a waggonway to Fowey saw Par harbour created, along with rail and canal links, allowing relatively small coastal shipping to be served until Fowey was reached by rail, by which time growth in the china clay industry justified the need for both ports.

in its end gables for road and rail vehicles, and a central trans-shipment platform. The building was of timber construction with a low-pitched slated roof and projecting office accommodation.

Nearby, on a site contiguous to the goods yard, a range of traditional stone industrial buildings formerly served as the Cornwall Railway's main locomotive and carriage works. Opened in 1859, these premises were extended in 1864 to provide maintenance facilities for the small fleet of 4-4-0STs and 0-6-0 goods engines used by the Cornwall Railway. Motive power was supplied by Messrs Evans, Walker, and Gooch until 1867, and then the South Devon Railway until that concern became part of the GWR in 1876. The Ordnance Survey map of 1905 uses the term 'Carriage Works' for these buildings, and the premises were closed in 1920, after which the maintenance work carried out at Lostwithiel was transferred to St Blazey. Historic England notes the remaining Grade II-listed structure as 'former carriage works and locomotive shed' and states its build as 'random slatestone rubble with brick dressings; partly weatherboarded.'

The track layout at Lostwithiel grew steadily throughout the years until, by the



1930s, that in the station area was surprisingly complex. In addition to the three platform roads and the goods yard, north of the level crossing and its 1893 built signal box there were up and down goods loops, together with a number of marshalling sidings for china clay traffic and a rail-connected milk depot on the

up side. The last-mentioned facility, which had been installed around 1932 to serve a Nestle's milk depot, received milk from the surrounding area for despatch to London in glass-lined tank wagons. Like many country stations, Lostwithiel featured some well-tended gardens, and in

A BMW Isetta bubble car takes refuge under the up side entrance canopy at Lostwithiel station in 1962. Given its abandoned appearance, the Hertfordshire registered Austin Seven Mini on the right appears to be the photographer's mode of transport. Sadly the station building was allowed to fall into a dreadful state and would eventually be demolished in 1982 to be replaced by a rather plain stone built structure. However, palm trees still line the platforms and the semaphore signalling remains in use. Brian Morgan/Kidderminster Railway Museum



A discussion is underway on the branch platform at Lostwithiel before GWR '6400' class 0-6-0PT No 6406 gets underway with the 6.10pm auto-train service to Fowey on Easter Monday, 19 April 1954. The coach has been repainted from GWR livery into BR carmine and cream and is yet to be altered after a missive was issued by management in 1952 to remind the Western Region that auto-trailers were not main line coaches and should not be painted like them. Consequently, when the opportunity arose they were to be repainted plain crimson, until 1956 when unlined maroon was introduced.

Jeff Wood/Kidderminster Railway Museum



The 8.30am auto-train from Fowey runs into Lostwithiel propelled by a GWR '1400' class 0-4-2T on Wednesday, 26 September 1956. The train has just crossed the river Fowey, the branch having its own bridge independent to the main line. The wooden goods shed on the right partially obscures the Cornwall Railway workshops first established here to fabricate the many wooden viaducts employed in its construction. These buildings were latterly a carriage works until the GWR consolidated operations at St Blazey in the 1920s. They then found an alternative use and still largely survive to this day. The goods shed was dismantled for preservation in 1982 but was later burnt. H C Casserley

summertime its platforms were enlivened by colourful floral displays. The gardens incorporated several palm trees that in later

years grew to a remarkable height in Cornwall's generally frost-free climate. In terms of passenger traffic, Lostwithiel was a

relatively busy station. In 1913, for example, it issued 40,151 tickets, while in 1929 there were 46,134 bookings, together with 122 season-ticket sales. These healthy traffic statistics remained constant for many years, and in 1936 the station was still dealing with 39,608 bookings per year, while the number of season tickets issued had risen to 390.



Collett 'Castle' class 4-6-0 No 5011 *Tintagel Castle* sweeps into Lostwithiel station with a down express in the early 1950s. The rail-served Nestle milk factory in the distance was opened in 1932 and beyond that the main A390 road crossed the line on a recently opened bypass that alleviated the chronic bottleneck at the level crossing in the foreground. A Western National-owned rear entrance single-deck Bristol 'L' bus awaits custom near the end of the station approach road.

M Roberts/Kidderminster Railway Museum



The village of St Winnow is in the distance as GWR '1400' class 0-4-2T No 1419 propels a single auto-coach towards Lostwithiel near the boathouse at Penquite Quay in the early 1950s. The train will soon cross over the secluded inlet at Woodgate Pill, where military sidings were installed by the War Department during World War I. They saw use again in World War II but were removed soon after. This engine was a branch regular throughout the 1950s and the only member of the class resident in Cornwall. G Siviour/Kidderminster Railway Museum

On the freight side, the station handled 10,182 tons of goods in 1913, rising to 11,109 tons in 1929 and 18,084 tons in 1930. Thereafter, the amount of goods tonnage handled each year decreased slightly, although the station was still dealing with 9,447 tons of coal, minerals and general merchandise traffic in 1938. Lostwithiel station was, for many years, a comparatively important centre of employment in an otherwise rural area, for example its staff complement was 14 men in 1930. By 1936 this had increased to 15, while 1938 saw the station give employment to 16 people.

Golant Halt

Having left the bay platform at Lostwithiel, branch trains to Fowey ran parallel to the main line for a short distance, but after crossing the river Fowey on its own single-track bridge the Fowey route diverged south-eastwards, while the Penzance line continued south towards Treverrin tunnel. The latter route began to climb at 1 in 118, before 1 in 57/72 was encountered, while the course of the Fowey branch remained just a few feet above the nearby river. The withdrawal of passenger services from the branch in the first days of 1965 was followed by 1968 changes in Fowey that brought about the end of the through route and the diversion of all china clay traffic on to the route from Lostwithiel, while 1972 saw the branch connection at Lostwithiel re-sited slightly

further south, which led to the single-track bridge on the previous branch alignment being avoided, although its remains can still be seen today.

Returning to our steam age journey, dropping below the level of the main line, the Fowey branch soon reached the west bank of the river Fowey, and with the Penzance route still visible through trees to the right, the picturesque journey to Fowey commenced. Rumbling over a small underline bridge, trains glided imperceptibly southwards, and to the left the river soon widened to form a glistening expanse of water, while to the right, Lantyan Wood presented a contrasting scene of rural tranquillity. Running on low embankments for much of its length, the railway followed the river through a well-wooded landscape of enchanting loveliness, with many tantalising vistas of trees, rivers, and tidal creeks. A little over 2½ miles from Lostwithiel the Woodgate Pill is crossed and then, almost immediately, at the 280 mile point from Paddington (via Box), in World War I a trailing connection on the up side was installed to serve a War Department facility – lines ran either side of a central platform to serve a 215ft long trans-shipment shed – and this seems to have served in World War II also, before being removed.

The main route continues south-eastwards for a short distance and then curves on to a southerly heading on the approaches to Golant, its halt, the only intermediate stopping place between Lostwithiel and Fowey, being 3 miles 53 chains from Lostwithiel. This simple unstaffed halt was opened on 1 July 1896 to serve the inhabitants of the adjoining village. The halt was on the up side of the running line, access from the adjacent village being via a short lane. A small waiting shelter was provided for the benefit of waiting travellers, and at night the platform was lit by oil lamps. For administrative purposes the halt was included with nearby Fowey, although Golant's collection and delivery arrangements were centred on the main line station at Par. The railway at this point was built across the mouth of a small creek, and for this reason trains are surrounded by water when passing Golant at high tide.

Golant Halt featured, albeit briefly, in the 1948 British comedy film *Miranda*, which tells the story of a flirtatious mermaid, played by Glynis Johns, who persuades a young doctor to take her to London. In the film we see Miranda (seated in a wheelchair!) being loaded on to the branch train at Golant Halt, the single-coach train being hauled by a '5700' class 0-6-0 pannier tank.

At times the usual '1400' class 0-4-2T was unavailable and a substitute had to be found. On Monday, 17 August 1959, Laira shed has despatched auto-fitted '4575' class 2-6-2T No 5572 away from its usual haunts in the Plymouth area to work the Lostwithiel to Fowey branch, and in this scene it slows to pick-up a decent morning turnout at Golant Halt. Sixteen of these engines were auto-fitted in 1953, ostensibly for the introduction of regular interval services in the Cardiff valleys, but their tenure was short-lived as Derby suburban diesel-units took over within four years. At Plymouth the usual auto-train duty for this engine was to Tavistock on the Launceston branch, with an odd local trip to Saltash. Peter Hay/Transport Treasury



Fowey

From Golant, the single line continued south on a 1 in 88 rising gradient along the west bank of the river, with dense woodland to its west and tidal water to the east. Nearing Carne Point (4 miles 54 chains) the river narrowed, and the branch line then swung south-eastwards.

Carne Point was of particular significance in that it marked the point at which the Fowey branch infrastructure became multiple-track. Although the running line was always single, the multiplicity of goods lines that began at Carne Point and continued through to Fowey gave an impression of main line complexity, especially to uninitiated travellers gazing from the left-hand windows of a Fowey-bound train.

There was, from the 1890s onwards, a signal cabin at Carne Point, the original box being sited on the up side – it was replaced in July 1920 in connection with the ambitious programme of widening and track improvements carried out by the GWR at that time. In the event, the life of this second box proved somewhat short as it was in turn replaced in March 1925 when the GWR opened a third box on a new site on the down side of the line.

With an array of sidings and pointwork visible to the left, trains approached the first of several china clay loading points – known as Jetty No 8, the GWR opened this facility in September 1923. Jetty No 8 enabled vessels of up to 9,000 gross registered tons to come alongside, and it was served by a mechanized overhead conveyor system that enabled china clay to be rapidly loaded. In the longer term, from 1 July 1968 jetty No 8 became the end of the line from Lostwithiel, with the trackbed of the railway through to Par Bridge passing to English China Clays, Lovering, Pochin & Co at that time. Furthermore, from 4 August that year the retained line south of what was by

then Carne Point groundframe was leased by British Rail to the china clay company, which employed its own shunting locomotives at the port.

Returning to the days of steam, now running beside a complex network of sidings and trackwork, Fowey-bound (down) auto-trains pass three more jetties in quick succession. These were numbered in sequence from 7 to 5, and unlike No 8 (which was served by linear sidings), jetties 7, 6, and 5 were arranged at right-angles to the running line and sidings. For this reason, to allow discharging to take place, china clay wagons were turned on wagon turntables and hauled along the wooden jetties with the aid of capstans. Having passed No 5 jetty, the branch line turned southwards through 90 degrees, this abrupt change of direction marking the end of former Lostwithiel & Fowey Railway territory and the start of the short section of linking railway built in the 1890s by the GWR between what had been the Carne Point loading points of the L&FR and the beginning of the erstwhile Cornwall Minerals system.

Jetty No 4, the next in line towards Fowey station, was erected in 1890, and in 1909 it was equipped with a loading system whereby wagons could be physically tipped to deposit their loads of china clay on to a conveyor belt which, in turn, carried the clay directly to the holds of waiting ships. Proceeding southwards, trains passed three more china clay loading jetties (Nos 3, 2, and 1), all of which dated from the opening of the Cornwall Minerals branch in 1874. Like jetties 5, 6, and 7, these were all short wooden structures that were linked to the adjacent sidings by wagon turntables and capstans. Small cranes at the end of each jetty could be used to load bagged clay, but the older jetties were not equipped for bulk loading.

Jetty No 1 was the southernmost of Fowey's eight china clay loading points, and

after passing this jetty trains swung through another 90 degree turn which brought them on to a westerly heading. Fowey station, some 5 miles 36 chains from Lostwithiel, was situated on this relatively sharp curve, the resulting somewhat constricted layout being largely dictated by the surrounding topography. Two platforms were provided for passenger traffic, the main station buildings being on the down (St Blazey bound) side. There were three lines between the platforms, two of which served the up and down platforms while the centre road functioned as a run-round loop and through goods line. A short dead-end bay was available on the down side.

The track layout at Fowey was altered in August 1936, the main changes carried out at that time being centred on the passenger station. There had, hitherto, been three through lines between the platforms, but as a result of the alterations the up platform lost its connection at the St Blazey end, leaving a single connection at the east end that faced any arriving down train. The former down platform, meanwhile, remained in use as a through platform with connections at both ends, while the centre road continued to function as a loop and goods line.

The main station building at Fowey was a timber-framed structure incorporating the usual booking office, waiting room, toilet and staff accommodation. It had a low-pitched gable roof and a projecting platform canopy. A much smaller wooden waiting shelter was provided on the up platform, and this diminutive hip-roofed structure featured a small canopy on the platform side. The up and down platforms were linked by a standard Great Western covered footbridge, although by the British Railways era the roof had been removed and the withdrawal of public passenger services betwixt Fowey and St Blazey/Par from 8 July 1929 had

The branch takes a tight line on the left, past the goods lines and port apparatus at Fowey. Modern mechanised china clay loading facilities were opened by the GWR at Carne Point in 1923, but the former Cornwall Minerals Railway wharves around the bend in the river and nearer to Fowey had also received an upgrade. The equipment at Jetty No 4 is seen on 26 May 1965, with a diesel shunter in the distance and tankers on hand, presumably to convey fuel for local shipping, hence one of these has used a wagon turntable to reach the jetty. Reflecting the minimal amount of traffic received from that direction, a groundframe replaced the signal box at the Lostwithiel end of Carne Point in 1954, released by the branch token.

P J Garland Collection/R S Carpenter Collection



In the era before the national grid spread across Britain, electricity power distribution was very much at a local level, the siding up the ramp on the left leads to a power station that fed electricity to the quayside conveyors and equipment. Jetties Nos 1 to 4 are on the right, but by the time this view was taken, on 26 May 1965, only Jetty No 4 was still being used by rail traffic. P J Garland Collection/R S Carpenter Collection



GWR '1400' class 0-4-2T No 1419 waits to propel a 'blood and custard' livery auto-coach away from Fowey at teatime, back to Lostwithiel in May 1952. Auto-trains were operated with no guard, so special receipt dockets were drawn at Lostwithiel and Fowey in respect of passengers joining at Golant. In the reverse direction, Golant tickets were collected from passengers before departure. In regard to longer distance journeys, Golant passengers travelling on the main line beyond Lostwithiel had to re-book at the junction station. Signalling alterations at Fowey in 1951 enabled trains to both arrive and depart from what was previously the down platform, eliminating the need for a second platform, which as can be seen was taken out of use and together with the footbridge is in quite a state of disrepair by this time. These alterations also reduced the lines through the station from three to two.

undermined the need for two platforms – the up platform was finally taken out of use in 1951, although the main span of the decommissioned footbridge that once served it lasted a little longer.

Other facilities included a typical GWR pagoda shed on the down platform near the buffer stops of the bay (at least until 1922), together with an assortment of stores, sheds, and permanent-way huts. The earliest goods facility was located just east of the station on the down side, but by late Edwardian times the need for more capacity brought about a new goods yard at the other end of the site, behind the down platform. However, even this had restricted space, the yard being served by five tangential sidings that diverged eastwards behind the curved passenger platforms. One of the sidings ran into a covered goods shed, two



terminated in loading docks, and the other two were of some length and ran along the south side of the yard. Coal, machinery, vehicles and general merchandise traffic could be handled, and the yard was equipped with a six ton crane.

The signal cabin was sited at the Lostwithiel end of the down platform. It was a gable-roofed brick-and timber design that closely resembled its counterpart at Lostwithiel and was officially 282 miles 63 chains from Paddington – and almost immediately across the line from it was the milepost that denoted the meeting point of two sets of mileage; 282 miles 65 chains via Box and through Golant, and 286 miles 20 chains via Box, Par, and reversal at St Blazey. The platforms at Fowey were fenced with a mixture of pale-and-space fencing and diamond-pattern fencing, while at night the station was lit by electric lighting, electricity being produced by a nearby railway-owned generating station.

When first opened by the Cornwall Minerals Railway in 1874, Fowey was a goods-only station, but it was hastily adapted for passenger traffic in 1876, a small platform being erected alongside the running line. The CMR had intended to build a much better station on a fresh site to the south-east of the running lines, and to this end a substantial stone-built station building was constructed on the down side of the line. Unfortunately, when it was decided that the original Lostwithiel & Fowey branch would be linked-up to the Cornwall Minerals route, the new CMR station building was found to be too far from the proposed passenger line, and in consequence the original CMR station was rebuilt in connection with the passenger service to Lostwithiel. The superfluous station building was then adapted for residential use, and it subsequently became the station master's house.



This milepost at Fowey indicates the legacy of the two separate railways that met here, with the CMR being 286 miles 20 chains from Paddington via St Blazey, and the later branch from Lostwithiel being 282 miles 65 chains. Railway mileposts usually record ¼ mile fractions, so displaying miles and chains is unusual. D Wittamore/Kidderminster Railway Museum

Rails stretch away from the station at Fowey, past the exit to the public goods yard and towards St Blazey on 31 May 1960. While there was a steady stream of china clay trains over this line throughout the day, just one trip ran the full distance, class 'K' goods 9B43, the 8.35 St Blazey to Lostwithiel, serving the yard here between 9am and 9.45am. The return trip was a 'Q' as required working, with 9B15 leaving Lostwithiel for Carne Point at 12.45pm and either returning to Lostwithiel as 9B43, at 2.02pm, or continuing on to St Blazey via Fowey at 2.03pm in the path of, or coupled to, 9B70 in the same timings, as required. R C Riley

Fowey was, by any definition, a busy station, not only in connection with minerals traffic but also in terms of passenger numbers. In 1913 the station issued 51,995 tickets, rising to 59,544 in 1925, and then hovering around the 30,000-35,000 mark throughout the 1930s. Such figures were unusually good when compared with the results from other small stations in rural areas, but the corresponding figures for goods traffic were even more impressive. In 1913 Fowey handled 468,893 tons of goods, of which 390,198 tons were classified as 'other minerals' (i.e. non-coal traffic). By 1929 the station was dealing with a staggering total of 814,388 tons of freight, most of this being china clay traffic. Thereafter, the amount of goods tonnage handled each year hovered around the 500,000 to 600,000 ton mark, with china clay again constituting the main source of traffic.

Fowey was never fully promoted as a holiday destination, but it was nevertheless selected as the location for a camping coach, which could be booked for one or two weeks by holidaymakers purchasing not less than four ordinary adult return tickets for a six-berth coach, or six adult returns for an eight-berth vehicle; the coach was usually positioned in the goods yard behind the bay platform. Fowey itself is an attractive riverside town with a long history of seafaring and piracy. For the visitor it provides many features of interest, including the parish church, a Tudor fort known as St Catherine's Castle, and Place House, the home of J T Treffry, mine owner and railway promoter. In the early 20th century he invested in the

town's harbour facilities as they were the nearest to some of his larger mining operations inland to the north-east of St Blazey, the poor roads used when transporting his goods to Fowey harbour, around six miles distant, becoming the driving force behind his quest for improved transport in the locality, be it canal schemes or horse-drawn mineral railways.

Par Harbour

Although Fowey lost its public passenger services from St Blazey after July 1929, the station in effect becoming a 'passenger terminus' from Lostwithiel at that time, the route north-westwards to St Blazey would remain in operation for goods traffic for another 39 years, and it is therefore appropriate to continue this trip along the erstwhile Cornwall Minerals Railway line, with examination of the remaining four miles of single track towards Par and St Blazey.

From Fowey, the single line initially ran westwards through well-wooded surroundings for a distance of approximately ½ mile, after which the route curved sharply northwards before turning due west once again on the approaches to Pinnock tunnel. Climbing at 1 in 39, trains then toiled towards the 1,173 yard tunnel, the actual summit being on its Fowey side. Pinnock signal box was likewise at the east end of the tunnel and it served until January 1957. Nearby, a stop board marked the start of a 1 in 58 falling gradient that continued through the tunnel. Emerging into daylight, down trains continued westwards on a series of falling

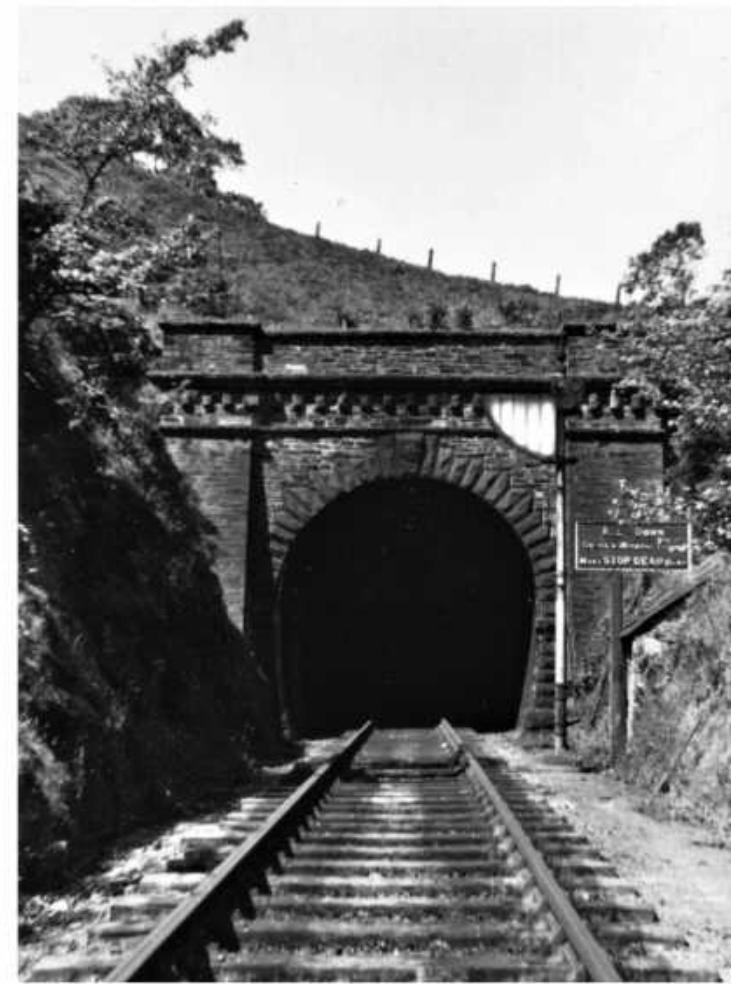


gradients, the steepest of which had an inclination of 1 in 48. Descending through attractive rolling countryside the railway was carried on low embankments for much of its length. Soon, the open expanse of Par sands appeared on the left, while, dead ahead, the industrial landscape of Par harbour with its china clay drying facility provided a starkly contrasting scene.

At Par Bridge, the Cornwall Minerals route passed over the Par Canal that pre-dated it and then immediately passed beneath the Cornwall Railway main line, a low arched viaduct, known locally as 'Five Arches Bridge', being sited at right angles to the CMR main line at this point. On the left, the neighbouring arch of the viaduct spanned the line to/from Par harbour, this branch meeting the route from Fowey just north of the bridge and immediately south of Par Bridge level crossing. It is Par Green that crosses the railway here, while Harbour Road, having also passed under 'Five Arches', parallels the merged railway lines and continues north. Par

GWR '5700' class 0-6-0PT No 9655 lifts a load of 23 empty china clay wagons up the 1 in 36 grade between Fowey and the summit at Pinnock on the morning of 17 August 1959. The maximum permitted speed for goods trains on all lines to Fowey was an optimistic 30mph but as with much of the railway at this time, it wasn't attaining that speed but stopping when required that was often the problem. Peter Hay/Transport Treasury





Above: The ground level intermediate signal box at Pinnock was located just on the Fowey side of the tunnel and controlled no pointwork but was an important means of breaking up the section between Fowey and the box at Par Bridge level crossing, particularly when trains got into difficulties on the steep grades. M Dart/J Vaughan Collection

Above right: Pinnock tunnel, located at the highest point on the line between Fowey and Par, was undoubtedly the crowning engineering achievement on the line. At 1,173 yards it was the longest tunnel within the counties of Cornwall and Devon. This view of the southern end of the tunnel was taken on 5 May 1957 and by then the adjacent signal box at this end had closed, but it was still a requirement for all trains to stop in both directions to pin down brakes prior to the 1 in 58 descent towards St Blazey, and 1 in 36 towards Fowey. M Dart/John Vaughan Collection

Once clear of Pinnock tunnel, on the descent to St Blazey trains were obliged to stop again, prior to proceeding, and on 23 September 1960 the crew of GWR '4200' class 2-8-0T No 4273 have duly obliged. The main line viaduct over the branch can just be made out way below in the distance. R C Riley

The holiday caravans at Par Sands are on the horizon as GWR '4200' class 2-8-0T No 4206 lays siege to the adverse grade past Polmear with a mixed train of loaded china clay open wagons and box vans conveying bagged china clay from St Blazey to Fowey on 2 September 1954. Engines were always marshalled bunker-first in this direction. St Blazey never had a huge allocation of these Churchward 2-8-0Ts, but the pictured engine was a long server hereabouts that ended its career at the Cornish shed at the end of 1959. R C Riley





Smoke has stained the arches of the Cornish main line bridge where it straddles the lines to Par Harbour in the foreground, and the Fowey branch on the right. A standard GWR signal box, Par Bridge, oversees the junction and level crossing in the distance, and the coaling stage at St Blazey depot is beyond. Michael Hale/GW Trust

Bridge was the site of a short-lived halt between 1897 and 1908. A standard GWR hip-roofed signal box was provided here to oversee the level crossing and to control access to and from Par harbour, and this box also controlled the southern end of St Blazey yard. The box closed shortly after the line to Fowey, from 6 October 1968, although the line to the Port of Par, as it was then known, continued to be served, with traincrew thereafter operating the gates. The first commercial shipping to use the harbour was in 1833 and it remains open to this day.

Driven by the need to transport his mineral wealth, which included a copper ore operation at Par Consuls, mines, pits and quarries on high ground near Luxulyn, and interests at Mollinis, near Bugle, Squire J T Treffry built a new quay at Fowey to aid the shipment of products – it opened in August 1813. However, planned tramway links included a foiled 1825 plan for

a route from Par to Fowey, land ownership issues delaying this – nearly 50 years ensued before its fruition.

Until about 1720 an inland harbour that could handle 80 ton vessels existed at Pontoys Mill, a mining area about two miles inland, but this had long since silted up and so a number of transportation solutions were considered by Treffry. Key to this from 1828 was the creation of a harbour at Porth cove, Par. A 1,200ft stone breakwater was built to enclose 35 acres of water, the tidal Par harbour initially being served by 50 ton capacity schooners. A huge amount of dredging was required and the 1833 operation was from a temporary pier, with the site not fully open until 1840.

Late 1833 also saw the salt marshes between Par and Pontoys Mill drained in readiness for the Par Canal, the work also including the dredging, deepening and some straightening of Par river. The canal was 12ft

wide and between six and eight feet deep, but there was also the need for a mineral line to get the ores from Fowey Consuls mine to the head of the canal at Pontoys Mill – this involved a double-track inclined plane of ½ mile length and passing through an 840ft-long tunnel. This work was completed in 1835, which was when further plans to link more mines by mineral railways was announced. The workforce of the neighbouring mines of Fowey Consuls and Lanescot was 1,680 in 1836, and the sites had by then collectively extracted 162,523 tons of copper ore – the 1837 output from Fowey Consuls alone was 15,254 tons, with most of this travelling by standard gauge mineral railway and then by canal to Par harbour for loading onto ships. There was no main line railway at the time so ships were the only practical method of bulk transportation. Initially the traffic was copper, tin and lead based, but a downturn in such trade was

Looking south-east from above Par harbour towards Gribbin Head, the Paddington to Penzance main line passes by out of view between the clay dries in the foreground and the harbour, which was little changed from a century earlier when captured in this view in the 1950s. Subsequent to ownership of the port passing to English China Clays Ltd in 1964, most of buildings would be swept away to be replaced by new clay processing sheds, which effectively made those on the other (north/west) side of the Cornish main line redundant and led to the contraction of the rail network within the Port of Par.

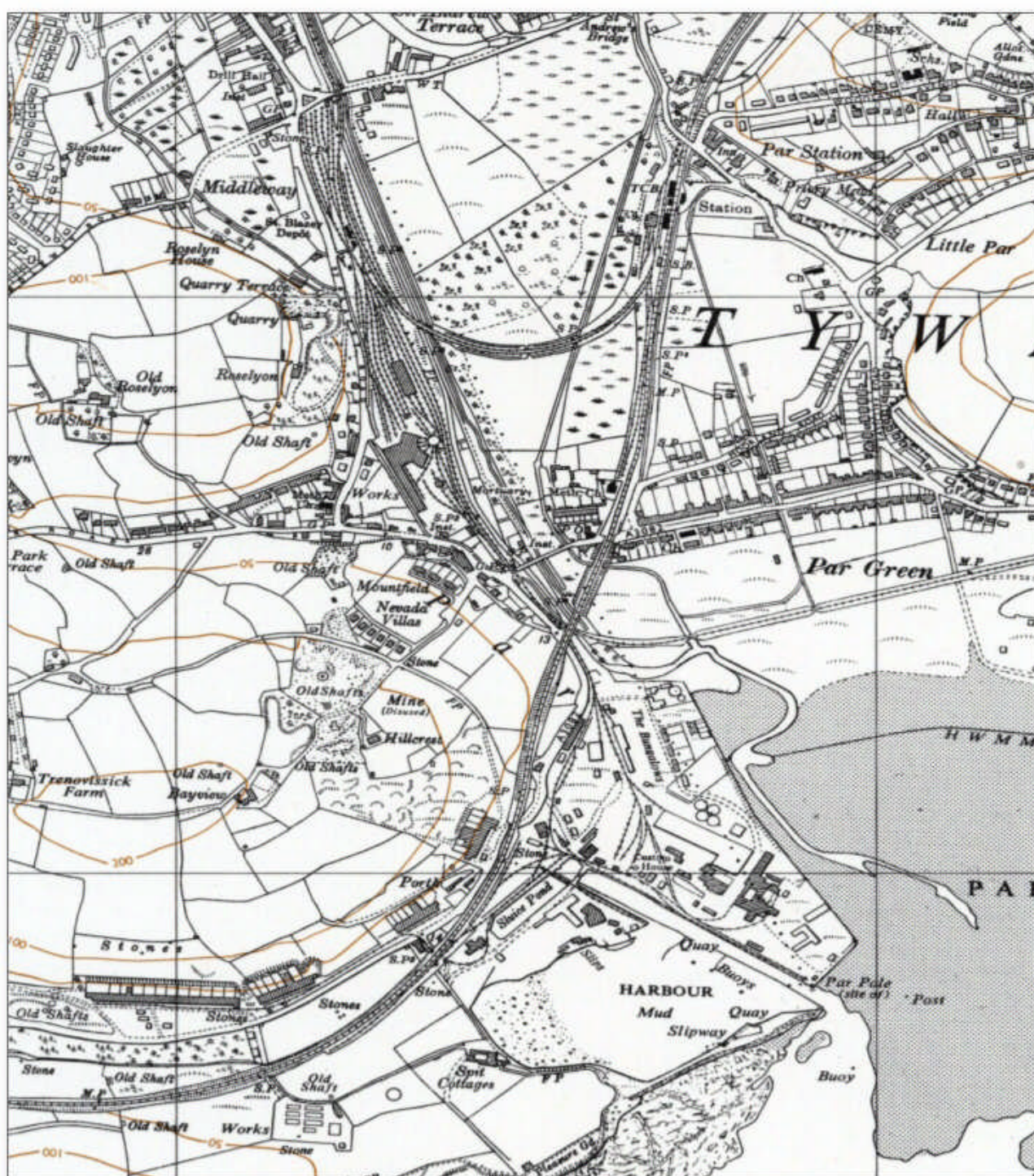


The full extent of rail activity at St Blazey and Par harbour is reproduced in this 1962 map. Note the straight alignment of the original Cornwall Minerals Railway route through St Blazey, north-south from Ponto Mills direct to the harbour, with later expansion of the harbour network seeing the china clay dries on the other side of the main line justify a rail link. As for the line from Fowey, it is interesting to see that even in the 1960s the railway was relatively close to the water's edge, but new land has since been created. Further north, the distinctive shape of St Blazey's semi-roundhouse and the works on its west side is plain to see, as is the sweeping double-track spur line that in 1879 linked the former CMR network with Par station on the Cornwall Railway main line. Crown Copyright

fortuitously counterbalanced by an increase in china clay traffic, which proved long lasting, and from the outset the pits were well catered for by Treffry's evolved network of mineral lines.

Squire Joseph Austen Treffry died in 1850 – the year that the West of England Clay & Stone Company was formed; it has a Ponto Mill operation. In 1855 the mineral tramway network was extended to include a Ponto Mill to Par harbour section, which soon removed the need for the canal. It closed, and in turn the tramway followed suit in about 1873, by which time the Treffry tramways had become the basis for the Cornwall Minerals Railway route between Par and Newquay. In regard to Par harbour, it had a secure future in a growing trade but its tidal nature restricted the size of vessels that could dock, much larger vessels being able to serve the deeper water of Fowey, and thus there was a return to the 1825 plan for a tramway (revived as a railway scheme) between Par and Fowey, which duly opened on June 1, 1874. Meanwhile, by the late 1880s the tonnage shipped at Par harbour was still 85,000 per annum, and by 1933 it was 100,000 tons.

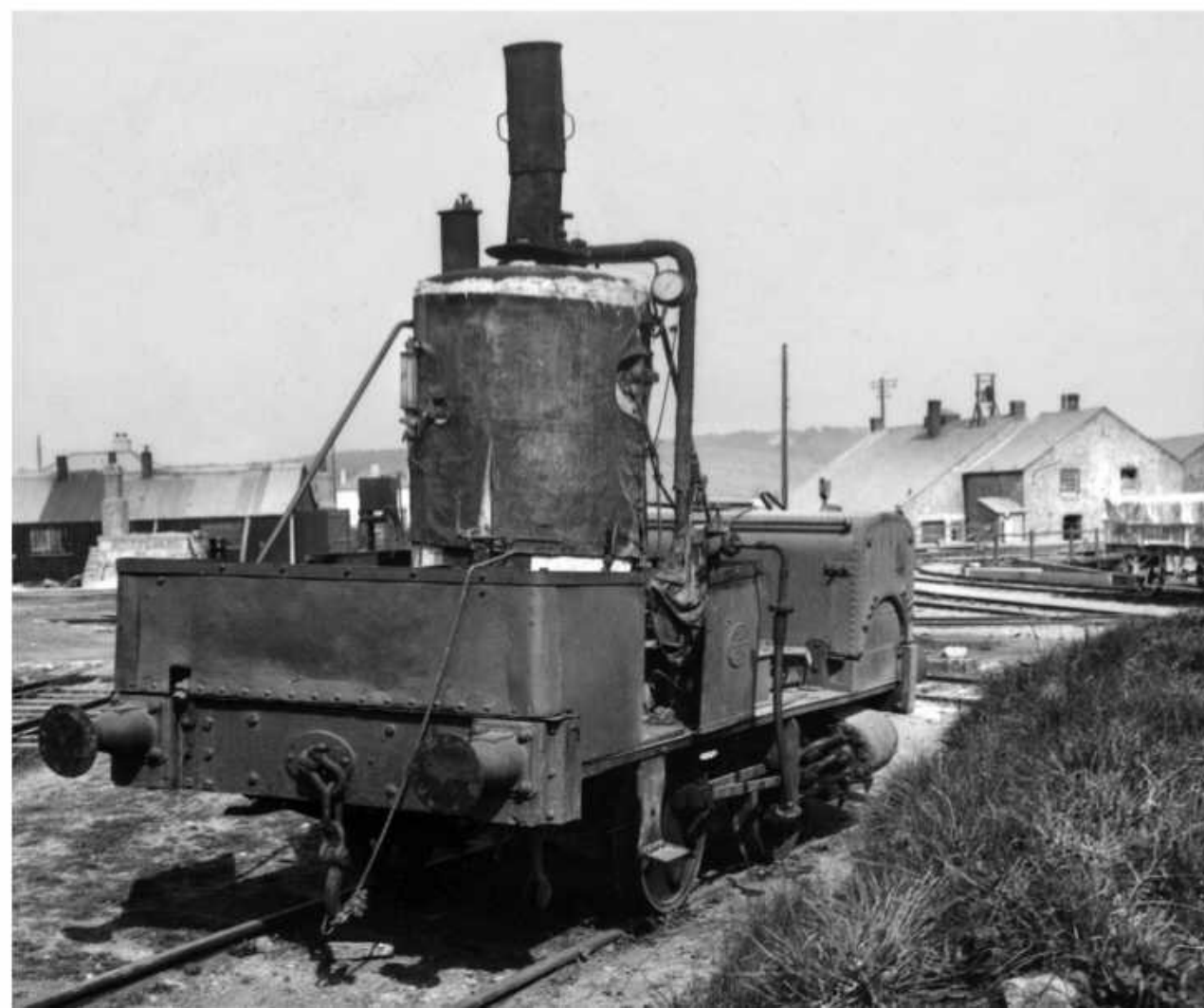
Sometime after the gauge conversion, and at least by 1907, the down main line of the erstwhile Cornwall Railway had a trailing connection to the Par harbour site and, as seen on the 1962 Ordnance Survey map, just to the



north of this a subway beneath the main line offered a height restricted route to newly-created clay dries near to worked out copper mines. The first Treffry Estates locomotive was new in 1912, an 0-4-0VBT built by Sara & Burgess of Penryn, and this was joined in 1916 by *Punch* – Manning, Wardle No 713 of 1879; it was originally with Locke & Co at St Johns Colliery, Normanton. *Punch* was derelict in 1927 when Sentinel (Shrewsbury)

Ltd Works No 6520 '*Toby*' was purchased brand new. This vertical-boilered engine had geared transmission.

The 1932 scrapping of the Sara & Burgess vertical boiler engine saw it donate its boiler to *Punch*, the unusual conversion being carried out by harbour staff, and five years later W G Bagnall supplied brand new low-height 0-4-0ST Works No 2572. It was planned that this locomotive should be named *Chough*, after the member of the crow family so often seen in Cornwall, but it arrived un-named and soon became known as *Judy*, doubtless as it worked alongside *Punch* until that modified locomotive was scrapped in 1944; Sentinel 4wVBT *Toby* was the other locomotive still in service.



Shunting within the port was undertaken by horses until 1912 when a four-wheel vertical boiler engine was acquired by Treffry Estates from Sara & Burgess of Penryn. This was followed in 1916 by second-hand Manning, Wardle 0-4-0ST *Punch*. Both were effectively put out of use in 1927 by the arrival of a new Sentinel 0-4-0VBT, *Toby* (Works No 652). Five years later, in a moment of local innovation, the two were rebuilt into this single extraordinary contraption where the vertical boiler of the first engine was mounted onto the Manning, Wardle underframe and the former saddle tank was turned by 90 degrees and repositioned above the cylinders. The engine served its purpose but was sidelined by the arrival of W G Bagnall Works No 2572 *Judy* in 1937.

G J Biddle Collection/Kidderminster Railway Museum



Sentinel 4wVBT No 6520 *Toby*, supplied new in 1927, nudges out from in-between the buildings on a trip to the clay dries in 1938. The engine would remain on site until it was cut up in 1961.

G J Biddle Collection/Kidderminster Railway Museum

A string of rail-connected clay processing works were located on the other side of main line near Par harbour, these being accessed via a rather tortuous connection that included this low bridge of just 8ft clearance, seen on 26 May 1965, indicating why the Port of Par engines had to be diminutive in stature. Above, Par Harbour signal box on the main line controlled an exchange siding on the down side, a trailing connection leading down to the port.

P J Garland/Kidderminster Railway Museum

The harbour could now handle much larger vessels, up to 200 ton capacity, presumably after much more dredging, but it was the 1946 lease of the site by English China Clay (ECC) that led to its much greater development as the Port of Par. ECC was created in 1919 to acquire the assets of West of England & Great Beam Clay Co, Martin Brothers, and North Cornwall China Clay Co, and countless other firms were thereafter taken over until the late 1920s/early 1930s saw the industry in crisis (in part through over capacity) and the three main companies became English Clays, Lovering, Pochin & Co, which was subsequently known as ECC International.

In terms of the Port of Par locomotive fleet, 1953 saw W G Bagnall supply a second 0-4-0ST – Works No 3058 – and this took the name *Alfred*, honouring harbour manager Alfred Truscot, while 1960 finally saw *Judy* nameplates added to its 'sister' engine, although being built 16 years apart there are, unsurprisingly, some subtle differences. The Sentinel, *Toby*, never carried nameplates and was scrapped in January 1961.



Other changes at Par Harbour saw the site purchased by ECC in 1964 and development continued, with ten berths available and all quays of concrete construction with modern handling facilities. Some 1,500 vessels were

loaded in 1965, and then 1968 saw ECC guarantee BR long-term loadings and in return gain the 3.2 mile long BR line between Par and Fowey, which was closed as a railway and converted to private road use for lorry

W G Bagnall-built 0-4-0ST Works No 3058 *Alfred* shunts the transfer sidings adjacent to the main line on Wednesday, 15 July 1970. Delivered in 1953, it was the second of two similar engines specially designed to be able to traverse the tight curves on the dockside and the low bridge under the main line. Open wagons could pass through the low bridge without any trouble but one can only hope that this load of box vans was not tried! Arthur R Wooller Collection





GWR '5700' 0-6-0PT No 8719 leaves the Par Harbour branch and joins the Fowey line at Par Bridge in June 1960. ECC clay dries around the port were fed by pipeline from the production areas, the 16 ton mineral wagons likely to be empties that conveyed coal inwards for these, while the box vans will be taking bagged clay away. The maximum permitted load was 30 wagons, with trains going in the other direction being propelled from St Blazey yard to the harbour transfer siding inside the docks. Keith Pirt, courtesy Book Law Publications

traffic. It linked the company's huge drying plant at Par harbour (to which pipelines carried china clay slurry), with the deepwater facility at Fowey. The following year saw *Judy* taken out of service, although it remained on site until 1978 and then passed into preservation, while *Alfred* saw use until 1977 and likewise passed into preservation. The pair can be found at the Bodmin & Wenford Railway, along with one of the ex-ECC Ports Ltd Blackstone-powered 0-6-0DE shunters used at Fowey from 1968.

Main line locomotives continue to reach both dockside locations, the shunt at Fowey reverting to a BR locomotive in 1987, while ECC International has been owned by Imerys since 1999, a French company specializing in industrial minerals.

St Blazey

Reverting to our journey when the through route from Fowey was intact, the coaling point for St Blazey engine shed is passed on the west side of the line only a short distance after Par Bridge level crossing, and then we reach the shed itself. It is a rare example (in this country) of a semi-roundhouse style building served via an external turntable; there were nine radiating shed roads, each of which entered the quadrant-shaped brick-built shed. Designed by Sir Morton Peto, the shed was opened by the Cornwall Minerals Railway in June 1874 and looks out across the turntable to the running lines from/to Fowey, Par Harbour, Pons Mill and Newquay. To the rear of the running shed was the CMR Works, the buildings being unusual for the area as they too use red brick

brought in from Plymouth. Once the home of the CMR's tank engine fleet, in later GWR and BR steam days St Blazey shed housed the usual assortment of GWR classes, including '1400' 0-4-2Ts, small Prairie tanks, 0-6-0PTs and '4200' class 2-8-0Ts.

Just to the north was another large railway building with a shorter adjoined structure on its west side at the north end, which is seen on the 1880 Ordnance Survey map as having just one through road – it appeared by 1877 and by the October of that year the GWR was operating both the CMR and the neighbouring Cornwall Railway main line. It is thought to have seen some early use by locomotives, perhaps as a workshop, but it is marked on maps as a three-road carriage shed by 1905/06 – that said, it did subsequently see workshop use.

Leading the line at the charismatic semi-roundhouse shed at St Blazey on 25 August 1959 are Hawksworth '1600' class 0-6-0PTs Nos 1627 and 1624, with '5700' class pannier tanks Nos 8702 and 3705 behind. At this time St Blazey boasted an allocation of 15 pannier tanks, the body of the fleet being '5700s', but with four '1600s' and one '7400', and briefly without its one regular '9400'. K C H Fahey/Colour-Rail.com/11268





Looking north, a long line of fully-coaled steam engines are on the left at St Blazey shed as 'Warship' diesel-hydraulic B-B Type 4 No D816 Eclipse alongside the Carriage & Wagon Works waits to leave the sidings with a loaded china clay train to the port at Fowey on Wednesday, 20 July 1960. The facilities in view remain in use today, these workshops being retained to oversee the maintenance of the china clay wagon fleet and locomotives, as well as the multiple-units used on local passenger services. R C Riley

The locomotive works lost much of its traditional work in GWR days, and steam traction at St Blazey ended in April 1962, after which the semi-roundhouse was home for diesels until 25 April 1987, when they were moved out to the northern three-road building. The semi-roundhouse subsequently saw breeze block walls added between the roads and was rented out for commercial use. Outside, the turntable remains in railway use and in recent years has turned visiting main line steam locomotives. Along the eastern side of the three-road shed is the fuelling point, and parallel to the building are stabling sidings and the Par Docks branch. The latter is on the eastern edge of the formation and continues through to St Blazey Junction, where the line from Par station trails in from the east immediately before St Blazey station is reached.

The journey from Lostwithiel via Fowey is 9 miles 29 chains to this point, but via the main line route (our return route) it is just 4 miles 60 chains. Originally known as Par, St Blazey station was renamed in 1879 to avoid confusion with the nearby Cornwall Railway station. Par to Fowey public passenger services were withdrawn from St Blazey as early as 21 September 1925, but passenger trains for workmen continued here until New Year's Eve 1934. Public goods services were withdrawn from 1 June 1964 but the extensive goods and locomotive facilities remained in use thereafter, the station area being surrounded by numerous good lines and mineral sidings.

Approached from the south-east by the double-track spur from Par, but only by a single-line from both Par docks and Newquay,

the passenger station consisted of a crossing loop with up and down platforms and a somewhat austere station building facing west on to St Blazey Road. The south-facing junction led to some interesting operations at the station, whereby many arriving trains from Par were split, with the front portion heading north for Newquay as a down train and the rear portion southbound for Fowey as an up working. In the reverse direction, down trains from Fowey and up trains from Newquay joined at St Blazey for the short trip over the Loop Line through to Par station. In addition, some through Par-Fowey workings entailed reversal. A standard Great Western hip-roofed signal cabin was erected at the south end of the original CMR station building to oversee these movements and the junction.

Newquay line passenger trains pass at the former Cornwall Minerals Railway station at St Blazey in this south-facing view of circa 1903. The bridge in the foreground crosses the once navigable Par river with the canal that superseded it just out of view to the left – it fell out of use when the railway became predominant. The original CMR signal box, carriage and wagon works, locomotive works and goods shed are in the distance. As traffic continued to grow the goods shed was swept away when the rails and sidings were extended across the station approach road into the area on the right. A newly-installed footbridge maintained passenger access to the station over these lines, and a large, standard GWR brick-built signal box replaced the original CMR cabin on the opposite side of the line, adjacent to the station building.



‘5700’ class 0-6-0PT No 8702 slows for the crew to give up the single line token at St Blazey on 20 July 1960, before continuing over the double track connection to the main line junction at Par. At the time the station was still in good order, with the buildings in use as offices despite falling out of use after 1934 when the remaining workmen’s trains ceased over the line to Fowey. R C Riley

Par

Opened on the first day of 1879, the GWR-inspired connecting link to the nearby main line diverged south-east from the Cornwall Minerals line at its erstwhile Par station to reach the Par station of the Cornwall Railway. The latter station, which is still extant, has three platforms, the up platform being an island with tracks on each side. The main station building is on the down side and is a stone structure, while the island buildings are timber and the up and down platforms are linked by a plate girder footbridge. The main line is virtually north-south at this point. The hip-roofed signal cabin, which is situated at the south end of the up main line/branch platform was originally equipped with a 26-lever frame but this was increased to 57 levers in 1913, necessitating an enlargement of the original box. The up and down main line platforms were lengthened at the same time, while the west (branch) face of the island was extended in 1924. Later changes included up and down carriage sidings, but ultimately rationalization occurred in 1974.

Opened on 4 May 1859 on what was then a single track broad gauge line, a loop existed from the outset, so two platforms were provided. The arrival of the Newquay/Fowey operations from the start of 1879 led to cross-platform interchange across the island until

the GWR abandoned its broad gauge. The goods facilities were on the up side, across from the island, and between 1879 and the gauge change of 1892 there was trans-shipment between the standard gauge lines of the CMR network and the broad gauge metals used by the Cornwall Railway, although all services were by then Great Western Railway operated and ultimately both of the smaller concerns were absorbed – the Cornwall Railway on 1 July 1889 and the CMR exactly seven years later. The gauge change also enabled through working to Newquay, with through coaches regular from 1906 and long distance services continuing through to modern times.

Par station’s double track status came about in standard gauge times with doubling of the section to/from St Austell on 15 October 1893, and north as far as Milltown viaduct, just short of Lostwithiel, from 19 December 1894. North of the station, the railway is crossed by Eastcliffe Road overbridge, under which just two lines pass, but immediately there is a down side loop. Although Par is on a level section of railway, departing trains face uphill challenges in both directions: to the south, there is a short ascent of 1 in 143/57 to gain height above the CMR line that passes St Blazey shed, and once ‘Five Arches’ is crossed, with Par Harbour seen to the left, the line descends briefly before, about one mile out from Par, a five mile climb

An Edwardian postcard view of the main line junction station at Par includes smoke rising from in and around the Cornwall Minerals Railway buildings at St Blazey in the distance. When the standard gauge link between the CMR at St Blazey and Cornwall Railway at Par was constructed in 1879, the main line was still broad gauge, but after the gauge conversion in 1892 public goods facilities were removed at St Blazey and centred here, enabling expansion of the marshalling yard at St Blazey. Note the large goods shed beyond but towering above the up side station building. Behind the up platform is the direct line betwixt the Newquay route and the main line. Lens of Sutton Collection



A chink of sunlight bleeds through the heavy clouds as Collett 'Hall' class 4-6-0 No 6938 *Corndean Hall* waits time with a down passenger service at Par on Saturday, 13 January 1962. Note the running-in board on the island platform reads 'Par – Change for Newquay', while the smallest writing states 'Alight here for the Carlyon Bay Hotel'. A *Laira* locomotive when photographed, *Corndean Hall* would be transferred to Reading shed in the four-weeks ending 3 November 1965. L W Rowe/Colour-Rail.com/94108

continues through St Austell to Burngullow, albeit with very brief easings of the grade – at worst the gradient is 1 in 60. Within Par, beyond the CMR crossing in steam days was Par Harbour signal box, where the Par Docks branch joined the down main line, and immediately before this the main line crossed the internal Treffry Estate/Port of Par line that served the clay dries on the east/north side of the main line.

Lostwithiel

In the up direction the restart from the level section at Par is followed by two miles of hard climbing, 1 in 84/109/62 up to the southern portal of the 565 yard long Treverrin tunnel. Beyond, the descent to Lostwithiel begins, 1 in 85 through the tunnel itself, and then 1 in 64 past Treverrin box, ¼ mile from the northern portal, while the earlier Milltown Viaduct signal box will have been the end of the double-track section at mid-December 1894. The replacement of the timber and stone viaducts of the broad gauge era was ongoing at the time, with that at Milltown, 75ft high, 501ft long and on seven piers, replaced in 1894 by a 432ft-long masonry structure of six arches. Below, the water is tidal, and although unseen thanks to Milltown Wood, not more than 200 yards away to the east is the Lostwithiel to Fowey line, and then the River Fowey.

The round trip of just over 14 miles is now all but complete, Lostwithiel station being less than a mile away, with its 1895 junction from

Fowey (remodelled in 1972), and then the station, a brief level section at Milltown being followed by falling gradients of 1 in 72, 1 in 57 and 1 in 118 before up trains cross the river Fowey, pass the former Cornwall Railway workshops on the left and then come to a halt in the station, alongside the signal box and just short of the level crossing.

In terms of the changes for mineral traffic, in broad gauge days the Cornwall Railway operated trains on both the main line and the Lostwithiel & Fowey Railway, and as such there was gauge continuity in L&FR days with the line from Burngullow and thus the mineral operations of the St Stephens area, albeit with reversal at Lostwithiel, but winning traffic from the workings along the Cornwall Minerals route would have been nigh on impossible, especially with no physical connection at Par until 1879, and even then with the gauge change. Exactly one year on, the L&FR branch closed, only to be revived in

1895 as a re-gauged GWR route and then, in complete contrast to its earliest years, it was chosen over the CMR route to survive post-1968, so all Fowey-bound china clay workings from the west have thereafter been routed via reversal at Lostwithiel and then down to Carne Point, the end of the first railway to reach Fowey, the dock facilities once again becoming the end of the line from 1 July 1968.

Elsewhere in the West Country the coming of the railways and machine-like promotion of holidaying by train changed many towns forever, so perhaps the long-lasting charm of Fowey inadvertently survived through the railway's preoccupation with mineral traffic. In its two forms the branch from Lostwithiel to Fowey dates back over 150 years, but only about 70 of those have been as a passenger railway.

Steam Days would like to thank Kevin Tiller for his assistance with this feature.

Completed at Swindon Works in November 1928, Collett '4575' class 'Small Prairie' No 5557 drifts downhill towards Par station with a loaded westbound china clay train that includes brake vans at both ends of the load in the mid-1950s. Whilst most clay extraction was west of here, there were extensive rail-served clay dries at Wenfordbridge and Moorswater to the east, and one of these locations is presumably the origin of this train. Arriving in Cornwall in October 1955, from Newton Abbot, St Blazey shed managed to get another five years use out of No 5557 before its withdrawal in October 1960. R S Carpenter Collection



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STEAM DAYS

In Colour

191: Inter-regional trains to Kent and Sussex

Prior to 1904 through services to the South East from elsewhere in the country were rather erratic and largely related to cross-channel steamers from Queenborough Pier and Dover but in July that year the L&NWR inaugurated the 'Sunny South Special' via the West London line featuring through carriages from Liverpool, Manchester and Birmingham to Brighton and Eastbourne. This became a dedicated service the following year, with further services to Folkestone and Dover added in July, followed later by a Manchester to Deal train. Similarly, after a brief flirtation in the 1860s, through Birkenhead-Dover services via the SER line between Reading and Redhill were reintroduced by the GWR in 1904, with a Hastings portion detached at Tonbridge. Two world wars curtailed these trains but the pattern followed in the inter-war years and resumed in the summer of 1949. With post-war austerity lifting, the number of trains increased as the emphasis shifted towards the holiday trade, while cross-channel ferries were served by overnight sleeper and car carrier trains – the steam-hauled BR era is represented here.

Collett 4-6-0 No 4074 Caldicot Castle heads south at Hatton with train 1048, the 10.42am Wolverhampton (Low Level) to Margate in May 1962. A Maunsell 'Schools' class 4-4-0 will take over at Reading (General) for the journey over the former SE&CR route to Redhill. By now this weekday service ran only between April and October, and over the peak holiday periods of Christmas and Easter as required. It was divided upon reversal in Redhill, with a short portion going to Eastbourne via Brighton while the main train continued on to Ashford diesel-hauled, where another division was made. The front carriages continued on to Sandwich via Dover, while the rear continued to Margate via Canterbury (West).

Keith Pirt, courtesy Book Law Publications





GWR 'Manor' class 4-6-0 No 7817 *Garsington Manor* pauses at Guildford with 1V82, the 9.25am service from Margate to Wolverhampton (Low Level) on Saturday, 15 September 1962. This multi-portioned train ran Mondays to Fridays and with a slight variation on Saturdays. The main train ran via Canterbury (West) to Ashford, where a section from Sandwich that had run via Dover was attached. A portion running as the 10.03am from Eastbourne via Brighton would be attached at Redhill outside of the peak holiday period, commencing on the day of this photograph, so is being conveyed in this train. A F Hudson/Colour-Rail.com/324301

On Saturday, 24 January 1959, British Railways Standard '4MT' 2-6-0 No 76062 nears the station at Ash with train 1147, the 7.35am Birkenhead (Woodside) to Margate. This year-round weekday service would cease at the end of the summer timetable in October 1959, only to be revived as the cut-back 10.42am Wolverhampton (Low Level) to Ramsgate duty from 2 May 1960. Thereafter it ran for six months only between May and October (inclusive) with steam eliminated on the Southern from 24 September 1962 when a diesel from Margate started running all the way through to Reading. It was withdrawn altogether at the end of the summer 1964 timetable as BR prepared for a revised service with the introduction of diesel-electric-multiple-units over the Reading to Redhill line from 4 January 1965. T B Owen/Colour-Rail.com/391982





GWR '4300' class Mogul No 6385 nears Chilworth station with the summer Saturdays-only IV86, 12.20pm from Hastings to Birmingham (Snow Hill) on 21 July 1962. The train picked up at St Leonards (Warrior Square), St Leonards (West Marina), and Bexhill (Central) and was then routed via the Eastbourne avoiding line at Stone Cross Junction to Polegate, where a connection was made with a short service from Eastbourne. A locomotive change occurred at the Brighton reversal and in turn the pictured Reading-allocated engine came on at the Redhill reversal and worked through. Ken W Wightman

Although most of their work was during the summer timetable period, Western Region crews at Reading were able to maintain route knowledge over the line to Redhill on a year round daily turn allocated to one of the versatile '4300' class Moguls. On Tuesday, 12 May 1959 Churchward '4300' No 6313 has arrived at Redhill with the 6.50am service from Reading (South). The engine will run to the nearby shed to turn before returning on the 11.05am to Guildford, then onwards at 1.31pm back to Reading. By the autumn of 1964 the Saturday turn was in the hands of a type '3' diesel-hydraulic 'Hymek' but a Collett 'Manor' class 4-6-0 was still making the journey deep into Southern territory on Monday to Fridays until the penultimate day of steam over the route on Friday, 1 January 1965. Colour-Rail.com/322961





Kensington (Addison Road) station in west London was heavily damaged by the Luftwaffe in World War II and was renamed Olympia before a few services resumed in 1946. Traffic would never return to pre-war levels but for those in the know, interest was to be found on the inter-regional services that traversed the route. To the right on Saturday, 18 August 1956, Thompson 'BI' class 4-6-0 No 61183 gets underway with train 40, the 12.20pm from Margate to Leicester (Central), while classmate No 61063 on the centre road is in charge of train 32, the 12.10pm from Ramsgate to Mansfield (Central), both routed via the GW/GC Joint line and on to the GCR at Ashendon Junction. The pair of 'BIs' reached here light engine to relieve the arriving Southern Region engines as the 12.58pm from Neasden shed via North Acton Junction. R C Riley

Summer dated inter-regional workings provided the handful of surviving former LB&SCR 'HI' Atlantics with work in their final days. On Saturday, 31 August 1957 we see No 32424 *Beachy Head*, by then the only remaining Marsh 4-4-2, approaching North Pole Junction on the West London line with train 494, the 10.51am from Hastings to Leicester (London Road). The Atlantic will be relieved by a London Midland Region engine at Willesden Junction Main Line station, with the train then continuing via Northampton and Market Harborough. This train, along with its reciprocal working in the other direction, would cease running after the end of the 1961 summer timetable, but significantly in 1949 it had been one of the pair of through workings that were the first to resume running after the war. R C Riley





Trains from the west London line that were destined to head north over the former Great Central main line took the link between here at North Pole Junction and West London Junction on the GWR main line out of Paddington, and then turned off at Old Oak Common Junction to gain the GW/GC Joint route. On 8 August 1959, Neasden-allocated Thompson 'BI' 4-6-0 No 61187 has relieved the Southern Region engine that brought the train into Kensington Olympia via Chatham and Beckenham Junction and now heads off with a long string on mainly Gresley teak stock on the 12.27pm service from Margate to Leicester (Central). R C Riley

The last 'Brighton Atlantic' was withdrawn before the start of the 1958 summer timetable but pre-grouping interest was still to be found as 'K' class Moguls were drafted in on inter-regional workings. On 22 August 1959 LB&SCR Billinton Mogul No 32342 passes the North box at Kensington Olympia with train W499, the 12.30pm from Hastings to Manchester (London Road), via Stoke. The Southern engine will be relieved by a LMR engine at Willesden Junction Main Line station. A fair number of services to the coast started on Friday evening and ran overnight, with the return workings, such as that shown, occurring on the Saturday. The balancing working for this train had arrived as train 328, the 11.40pm Fridays only from Manchester (London Road) to Hastings, changing engines at Mitre Bridge Junction at the ungodly hour of 4.02-4.18am. R C Riley





The weather reflects the deplorable condition of Oxley-allocated GWR 'Grange' class 4-6-0 No 6864 *Dymock Grange* as it passes a foot crossing on the GW/GC Joint line near Kingsey with train 1093, the 7.32am Wolverhampton (Low Level) to Eastbourne service in the summer of 1964. A Southern Region type 3 'Crompton' diesel will take the train forward from Kensington Olympia, and the pictured engine, after turning, will return from there to the Midlands at the head of train 1M56, the 9.40am from Eastbourne to Wolverhampton (Low Level). John Carter/R N Smith Collection

After replacing the arriving Southern engine at Willesden Junction, BR 'Britannia' class 4-6-2 No 70019 *Lightning* bursts out of the tunnel at Northchurch with 1M36, the 11.25am Eastbourne to Walsall service in August 1964. In 1949 this was the first 'Sunny South Express' to be revived after World War II, running on Friday- and Saturdays-only from Birmingham (New Street) via the West Coast main line, to Brighton, Eastbourne and Hastings. It became a summer Saturday only working from 1950 and was revised again in 1954 to start from Walsall, but cut back to Eastbourne when all holiday trains were withdrawn from Hastings after the summer 1963 timetable. This is one of the last steam-worked inter-regional trains via the West Coast as electrification work on this line saw through services concentrated on the former Great Western routes from the Midlands between 1964 and 1966, but a service was revived for the summer of 1967. Colour-Rail.com/BRM1968





Race to the seaside! Bletchley-allocated LMS 'Black Five' class 4-6-0 No 45292 on an excursion to Brighton paces a down Mid-Sussex line service to Littlehampton and Bognor Regis at Salfords in the summer of 1962. These weekend inter-regional excursions were frequently promoted by British Railways by handbill or on station posters and were a regular feature to both Brighton and Bognor Regis throughout the 1950s and into the 1960s. This working is running as IX75 and has probably started from Tring. Ken W Wightman

Merstham station is in the distance as Maunsell 'Schools' class 4-4-0 No 30929 *Malvern* avoids Redhill on the Quarry lines with train IM36, the 10.45am Hastings to Walsall via the West Coast main line on Saturday, 25 August 1962. The engine was one of three members of the class still in service at Brighton that found employment on these summer services before withdrawal at the end of the year and the carriages are likely to be Set 212, which was one of the last to be formed of Maunsell stock and was retained at Hassocks, ostensibly for special traffic work. Colour-Rail.com/326047





Maunsell 'N' class 2-6-0 No 31823 on the Quarry lines at Hooley has just crossed over the original Brighton main line (via Redhill) with the 7.32am from Wolverhampton (Low Level) to Hastings on Saturday, 20 August 1960. With a contraction in steam operations on the Eastern Division the engine had recently been transferred from Bricklayers Arms to Stewarts Lane shed and has replaced the Western Region engine at Kensington Olympia. Colour-Rail.com/326058

Stanier 'Black Five' No 45067 gets away from Bromley (South) station with W728, an excursion from the London Midland Region to Margate on Sunday, 4 August 1957. These LMS-designed engines began creeping on to the Southern Region in this year on through workings and by 1964 they were a regular feature on the overnight sleeper trains to Newhaven. The nocturnal nature of the service means that photographs are a little elusive at anywhere other than a locomotive shed during the daytime. Ken W Wightman

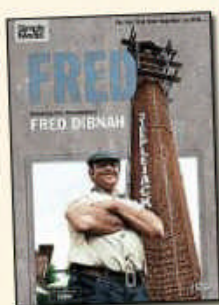




The electrified lines to Horsted Keynes are on the right as Maunsell 3-cylinder 'UI' class 2-6-0 No 31897 heads for Brighton past Copyhold Junction with the 10.47am Walsall to Hastings service in the summer of 1960. Holiday trains to Hastings and Eastbourne would all run via a reversal at Brighton, with some Hastings services using the Polegate to Stone Cross Junction line to avoid Eastbourne and others, such as that shown, undertaking another reversal at Eastbourne. As a result, by the time this Walsall service rolled into Hastings four engines had been involved from start to finish. R N Smith Collection

After a change of engine at Brighton, British Railways Standard '4MT' 2-6-4T No 80149 now leads train 1093, the 7.32am Wolverhampton (Low Level) to Eastbourne service past Glynde on Saturday, 25 August 1962. A wide variety of engine types were employed over the years on these short hops along the coast between Brighton and Hastings, from Bulleid Pacifics, Maunsell Moguls and others to these tank engines, which were normally to be seen on Cuckoo line services between Eastbourne and Tonbridge. Colour-Rail.com/326045

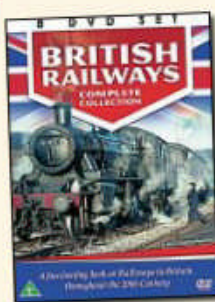




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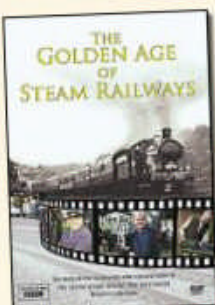
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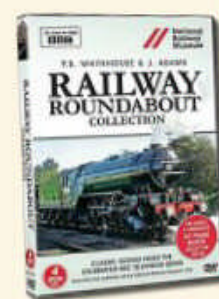
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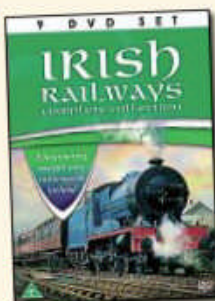


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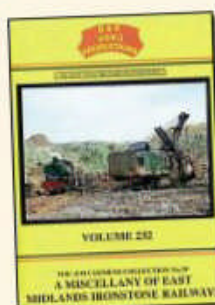
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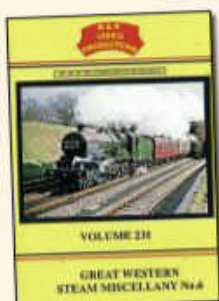
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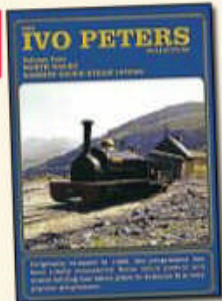
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The 1948 Locomotive Exchanges

The express classes



A process of evaluation through ten weeks of operation across four regions and involving five classes and ten individual locomotives, **Andrew Wilson** examines the tests and outcome of the passenger designs used in the 1948 exchanges.

Almost 73 years ago Britain was an austere, grey and war-ravaged country teetering on the brink of bankruptcy, with the Labour government of Clem Attlee undertaking a radical policy of nationalization. On 1 January 1948 the Railway Executive of the British Transport Commission came into being (British Railways as such did not appear until 1949), and within weeks it was announced that there was to be a comparative interchange of express, mixed traffic and freight locomotives between the new regions that had replaced the private companies. At this news, railwaymen, enthusiasts and newspapers became very interested in the events about to unfold.

Of course such trials were not new. The Rainhill Trials of 1829 were notable for proving the efficacy of the Stephenson smoke-tube boiler. The North Eastern Railway tested Simple and Compound versions of the same basic design, and also one of its Compound Atlantics against a Midland Compound. Lancashire & Yorkshire Railway and Great Northern Railway 4-4-0s were pitted against each other. However, it was the trials arranged between 1908 and 1910 that proved more long-lasting on future developments – 1909 saw the London & North Western Railway comparing its ‘Precursor’ 4-4-0 class against a GNR ‘Large’ Ivatt Atlantic, and later a London, Brighton & South Coast Railway Marsh ‘I3’ superheated 4-4-2T, with the latter ‘I3’ conclusively proving the advantages of superheating. An ‘Experiment’ 4-6-0 was also trialled against the Caledonian Railway’s 4-6-0 *Cardean* and a North British Railway Reid

With the Southern Region engine looking immaculate in malachite green but contrasting with the black of the temporary tender needed for the locomotive exchanges, Bulleid ‘Merchant Navy’ Pacific No 35019 *French Line C.G.T.* passes Westbourne Park while on approach to Paddington station with the 1.44pm arrival from Plymouth on 28 April 1948, the leading carriage being the Western Region’s dynamometer car. On this particular run No 35019 left Westbury over six minutes late and managed to recover four minutes by Reading. Beyond, despite checks at Twyford, the 525 ton train was worked up to 71½mph through Slough, allowing a 1½ minute early arrival at Paddington – C J Allen calculated that *French Line C.G.T.* knocked some 12 minutes off the booked times on this day, the run vividly illustrating the ability of the ‘Merchant Navy’ class when hauling heavy express trains. F R Hebron/Rail Archive Stephenson

Atlantic, and then 1910 saw the vindication of Churchward’s ‘Star’ class when still saturated as *Polar Star* proved its prowess between London (Euston) and Crewe.

More momentous were the events of 1925 and 1926 when ‘Castle’ class 4-6-0s proved Swindon’s technological advances over the LNER and LMS – Nos 4074 *Caldicot Castle* and 4079 *Pendennis Castle* were tested against Gresley’s ‘A1’ Pacifics and showed the advantages of long-travel valve gear, the outcome being the almost universal adoption of this feature, and GWR No 5000 *Launceston Castle* was loaned to the LMS in the autumn of 1926 and paved the way for the abandonment of Fowler’s Compound Pacific in favour of the ‘Royal Scot’ class 4-6-0s.

The 1948 trials were to be in a different league to those that had preceded them. Express, mixed traffic and freight types were to be compared and the testing would take place over a period of five months, from mid-April to the end of August, as only three dynamometer cars were available. This meant that the Euston to Carlisle, King’s Cross to Leeds, and Paddington to Plymouth trials

could run between 19 April and 28 May, with the Waterloo to Exeter tests run between 31 May and 25 June. Those locomotives running on ‘foreign’ lines would work a down train on Tuesdays and Thursdays and up trains on Wednesdays and Fridays to give their crews a chance to get to know the routes, with the test running proper the following week. The test trains were to be normal timetabled services (see *Table One*) but with the addition of a dynamometer car.

It was arranged that all the locomotives would have run between 15,000 and 25,000 miles since their last general repair and be taken straight out of traffic for the tests. They were to use the same coal, South Kirkby ‘Barnsley Hards’, which would disadvantage the Western Region locomotives as they were designed to burn Welsh steam coal. The trains would be made up to agreed weights and be manned by their normal crews. Little or no instructions were given to the crews or pilotmen on how they should fire or drive their locomotives, particularly when it came to regulator openings and cut-offs used. At weekends all the locomotives were returned to their home sheds.

Table One	
The interchange passenger services	
London Midland Region Eastern Region	10am Euston to Carlisle, and 12.55pm Carlisle to Euston (‘Royal Scot’) 1.10pm King’s Cross to Leeds (Central), and 7.50am Leeds (Central) to King’s Cross
Western Region	1.30pm Paddington to Plymouth (North Road), and 8.30am Plymouth (Mill Bay) to Paddington
Southern Region	10.50am Waterloo to Exeter (Central) and 12.40pm Exeter (Central) to Waterloo (‘Atlantic Coast Express’)



On its first Eastern Region test run on Tuesday, 18 May, its Western Region crew having had four preliminary journeys to get used to unfamiliar coal and the need for a pilotman, Collett 'King' class 4-6-0 No 6018 *King Henry VI* runs into Grantham with the 1.10pm London (King's Cross) to Leeds (Central) passenger service. Some 105½ miles into their journey, the locomotive and crew have just climbed Stoke bank and then taken advantage of the falling 1 in 200 gradient before the Grantham stop. In the up direction, the blanket 70mph speed restriction in force on the Eastern Region would prevent No 6018 from showing its ability to run fast down Stoke bank. The oldest of the express types on test, it would not be until the early 1950s when Sam Ell had proved that a high superheat boiler and double chimney were necessary in post-war conditions that the 'Kings' would be able to match the thermal efficiency of the more modern express types involved in the 1948 exchanges. V R Webster/Kidderminster Railway Museum

The express classes to be tested were Gresley 'A4' Pacific, Stanier 'Coronation' Pacific, rebuilt 'Royal Scot' 4-6-0, Bulleid 'Merchant Navy' Pacific and Collett 'King' 4-6-0. *Table Two* offers comparative details of the five types. The 'King' could not be used on the London Midland or Southern regions so the tests could not be completely comprehensive, and some observers also questioned the omission of a 'Castle' when the rebuilt 'Royal Scot' was included, but the latter was a 1943 design whereas the 'Castle' dated from 1923. The Thompson 'A1/1' Pacific was also not included as there was only one example in traffic, No 60113 *Great Northern*, and the Peppercorn 'A1' Pacifics did not enter traffic until the tests were underway.

One 'King', Newton Abbot shed's No 6018 *King Henry VI*, was tested over the Western and Eastern regions, while one 'Coronation', No 46236 *City of Bradford*, was transferred from Crewe North to Camden for the duration of the exchanges and worked all the preliminary and test trains for its type on all four regions. Three 'A4s' from King's Cross shed – Nos E22 *Mallard*, 60033 *Seagull* and 60034 *Lord Faringdon* – covered the 'A4' tests, and two rebuilt 'Royal Scots', Nos 46154 *The Hussar* and 46162 *Queen's Westminster Rifleman* from Camden, shared their tests, while the 'Merchant Navy' choice fell on Nine Elms-allocated Nos 35017 *Belgian Marine*, 35018 *British India Line* and 35019 *French Line C.G.T.*, with No 35020 *Bibby Line* held in reserve in case of failures. While working over the Southern Region both Nos 46236 and 46154 were coupled to 'WD' eight-wheel tenders to increase their water capacity as the region had no water troughs. The two 'Merchant Navy' Pacifics that saw use on the Eastern, London Midland and Western regions were coupled to Stanier tenders to enable them to collect water from the water troughs.

Ten different passenger locomotives were used during the exchanges. The oldest was GWR

'King' class No 6018 *King Henry VI*, which first emerged from Swindon Works in July 1928 and was allocated to its first shed, Wolverhampton Stafford Road, on 1 August. By the time of the tests it had been in traffic for 20 years, having run in the region of 900,000 miles. A general overhaul completed at Swindon Works on 5 March 1948 saw No 6018 *King Henry VI* have sufficient time to accumulate the necessary mileage to be a suitable candidate for the trials.

The next oldest contestants were the three 'A4' Pacifics, which were all put into traffic in 1938, making them 10-years-old in 1948 – *Mallard* was completed on 3 March, *Seagull* on 28 June, and *Lord Faringdon* was new as *Peregrine* on 1 July. All three were built new with double Kylchap exhausts. *Mallard* went through Doncaster Works for a general repair between 16 January and 5 March 1948, *Seagull* between 25 October and 12 December 1947, and *Lord Faringdon* between 15 October and 12 December 1947. All three received attention again prior to the tests, with *Lord Faringdon* called in between 21 March and 24 March 1948,

Mallard between 5 April and 8 April, and *Seagull* from 23 March to 16 April. These engines were estimated to have each completed around 500,000 miles in traffic since being built.

Stanier 'Coronation' Pacific No 46326 *City of Bradford* was completed as a streamliner on 27 July 1939, and went through Crewe Works between November 1947 and February 1948 for a general repair, during which the streamlining was removed. The Pacific then went back to Crewe Works for 15/16 April, for a check over before the exchanges began. Estimated to have run 507,000 miles from new, *City of Bradford* was the only passenger locomotive to work test trains on all four regions. The three 'Merchant Navy' Pacifics selected all emerged new from Eastleigh Works between April and June 1945, *Belgian Marine* as SR No 21C17 on 17 April, *British India Line* as No 21C18 on 7 May and *French Line C.G.T.* as No 21C19 on 7 June, and so were only three-years-old when the testing began. No 35018 *British India Line* went through the works for a general repair that concluded on 21 April 1948, during which it received a

Table Two					
Comparative dimensions of express locomotives					
Class	'King'	'A4'	'Coronation'	'Merchant Navy'	Rebuilt 'Royal Scot'
Type	4-6-0	4-6-2	4-6-2	4-6-2	4-6-0
Introduced	1927	1935	1937	1941	1943
Cylinders	4	3	4	3	3
Diameter	16½in	18½in	16½in	18in	18in
Stroke	28in	28in	28in	24in	26in
Wheels	6ft 6in	6ft 8in	6ft 9in	6ft 2in	6ft 9in
Heating surface					
Superheater	289sq ft	749sq ft	830sq ft	822sq ft	357sq ft
Total	2,490sq ft	3,325sq ft	3,637sq ft	3,273sq ft	2,219sq ft
Grate	34.3sq ft	41.3sq ft	50sq ft	48.5sq ft	31.3sq ft
Boiler pressure	250psi	250psi	250psi	280psi	250psi
Adhesion	67.5 tons	66 tons	67 tons	63 tons	61 tons
Tractive effort	40,300lb	35,455lb	40,000lb	37,500lb	33,150lb
Power class*	8P	8P	8P	8P	7P
* Final British Railways classification.					



Transferred to London’s Camden shed specifically for the locomotive exchanges, ‘Coronation’ Pacific No 46236 *City of Bradford* is very close to home but on unfamiliar territory when pictured on King’s Cross ‘Top Shed’ coupled to the ex-North Eastern Railway dynamometer car in readiness for a down test run to Leeds in the week commencing 3 May 1948. Thus far it had only been tested at home on the West Coast main line and then enjoyed four preliminary runs on the East Coast. Turned out in immaculate condition for the 1948 trials, to its credit *City of Bradford* would complete all the scheduled test running for its class on the four regions used and suffer no problems or defects. However, its performances proved somewhat disappointing, this seemingly being brought about by the crew seeking economy of coal and water consumption – perhaps a more enterprising driver may have shown just what the big Stanier Pacifics were capable of in terms of haulage and power outputs? J W Armstrong/ARPT

modified cab and Flaman speed recorder. No 35017 *Belgian Marine* was similarly treated and emerged on 14 February but was recalled on 24 April to be coupled to LMS tender No 10123, which was fitted with a water scoop. No 35019 *French Line C.G.T.* was similarly shopped on 14 February and was called back on 17 April to be coupled to LMS tender No 10219. The reserve

engine, No 35020 *Bibby Line*, was shopped in March 1948, given the same modifications, plus extended smoke deflectors, and coupled to LMS tender No 10373. Unfortunately, both LMS tenders were painted black and thus clashed with the engines’ Malachite green livery. The two rebuilt ‘Royal Scots’ were to all intents and purposes new locomotives.

No 46154 was converted by 16 March 1948 and the metamorphoses for No 46162 was completed on 7 January 1948. Both carried double chimneys but not smoke deflectors; they were comfortably run-in by the time the trials commenced. An overview of the locomotives used on each day and on each route is presented in *Table Three*.

Table Three

Summary of the express locomotive workings

Euston-Carlisle			King’s Cross-Leeds		Paddington-Plymouth		Waterloo-Exeter		
W/B	P	T	P	T	P	T	W/B	P	T
19/4/48	–	46236	46162	60034	35019	6018	31/5/48	60033	35018
26/4/48	–	–	46236	46162	E22	35019	7/6/48	46154	E22
3/5/48	35017	46162	–	46236	–	60033	14/6/48	46236	46154
10/5/48	–	35017	6018	–	46236	–	21/6/48	–	46236
17/5/48	60034	–	35018	6018	46162	46236			
24/5/48	–	60034	–	35017	–	46162			

P – Preliminary tests: down on Mondays and Wednesdays; up on Tuesdays and Thursdays. T – On test: Down on Tuesdays and Thursdays; up on Wednesday and Fridays.

Converted from its Fowler form under William Stanier and his chief draughtsman Tom Coleman, ‘Royal Scot’ class 4-6-0 No 46154 *The Hussar* prepares to leave London (Waterloo) with the 10.50am ‘Atlantic Coast Express’ on Monday, 7 June 1948, the first of two preliminary runs to Exeter and back before the following week’s dynamometer car trials. Due to the Southern Region’s lack of water troughs No 46154 has been coupled to an eight-wheel ‘WD’ tender with a water capacity of 5,000 gallons, and this has been repainted at Crewe Works and lettered ‘LMS’. As with all the locomotives tested, *The Hussar* has been turned out beautifully, the black livery an interesting contrast to the green-liveried Bulleid period coach behind the tender. Colling Turner/Rail Archive Stephenson





On one of its up preliminary runs in the week commencing Monday, 10 May 1948, morning sunshine highlights 'King' class No 6018 *King Henry VI* as it hauls the 7.50am Leeds (Central) to King's Cross train up the 1 in 100 climb from before Beeston station to Ardsley, after negotiating the two miles of switchback running that faced trains leaving Leeds (Central) for Doncaster. Dewsbury Road has just been crossed, the line on the right is the former GNR Hunslet branch that runs to the north of Middleton Wood, and Beeston North Junction is in the foreground. After reaching the summit at Ardsley the main line drops down to Sandal, before climbing once more at 1 in 150 to just past Nostell. The express locomotives on this stretch were all hard pressed to maintain the schedule with their heavy loads, although No 6018 did better than some. The line to Doncaster was also beset with slacks because of mining subsidence. Author's Collection

– on a previous down run No 6018 reached Peterborough in 89 minutes. More restrictions meant that the climb to Stoke summit was anything but spectacular, but north of Retford the 'King' showed its mettle, cutting times to Doncaster and also between Wakefield and Leeds.

For the 21 May up run No 6018 was given a train of 320 tons to Wakefield, 455 tons to Doncaster, and 490 tons to King's Cross. Maintaining the schedule with some ease, *King Henry VI* was running two minutes early at Retford, cut another four minutes to Grantham, and then two minutes to King's Cross. Coming down Stoke bank after touching 71½mph at Essendine there was a noticeable easing, and after a competent climb to Stevenage there was little else of note to record. Interestingly, on the previous up test run on 19 May No 6018 recorded its lowest coal consumption figure of 3.21lbs per drawbar horsepower, 20% less than the worst figure recorded between Paddington and Plymouth.

The 'King'

Gauging issues with the Western Region 'King' meant that it could only be tested on its home ground and on the Eastern Region's London (King's Cross) to Leeds (Central) line. Despite having to use South Kirkby 'Barnsley Hards' coal, No 6018 was reported as steaming freely, although on one of the preliminary up runs from Leeds its tender was low on coal on arrival at King's Cross.

First tested on its home ground, No 6018 was put to work on the 1.30pm Paddington to Plymouth (North Road) and the 8.15am Plymouth (Mill Bay) to Paddington services. The down loads were 482 tons to Newton Abbot, and 324 tons onward to Plymouth, and in the up direction 330 tons were taken to Newton Abbot, and then 456 tons from there to Paddington. On the Plymouth trains *King Henry VI* did all that the schedules demanded. The performance was deemed adequate but the schedules were far less onerous than those worked by the 'Kings' pre-war. The 36 mile section to Reading was allowed 45 minutes, and then the 59.6 miles to Westbury were booked for 70 minutes, while the 8.30am up working was given 113 minutes to run non-stop from Westbury to Paddington. The 47.1 miles between Westbury and Taunton were

allowed 53 minutes in the down direction and 55 minutes when London-bound.

Unfortunately, out of course checks interrupted the continuity of steaming and coal consumption. On its four runs No 6018 experienced five, six, nine and eight permanent way slowings and one signal stop. Power outputs were nothing out of the ordinary, with 1,310hp exerted on Rattery on 20 April, 1,380hp on Wellington bank on 22 April, and 1,371hp on Rattery on 22 April. Surprisingly, on the last up test run No 6018 burnt 3.86lbs of coal per drawbar horsepower, its highest consumption.

On the Eastern Region No 6018 again did all that was asked of it. On 20 May, 525 tons were taken out of King's Cross cleanly, *King Henry VI* topping Holloway bank at 20mph, and despite permanent way slowings Arlesey was passed at 71½mph, but Peterborough was reached in a slightly disappointing 94 minutes

The 1948 locomotive exchanges generated considerable interest among railwaymen and the general public alike, as shown in this view of GWR 'King' class 4-6-0 No 6018 *King Henry VI* as it departs from King's Cross with the 1.10pm Leeds express test train on Tuesday, 18 May 1948 where both station staff and a bowler-hatted official watch with interest. Note the connections running from the cab and along the lower part of the tender tank through to the recording apparatus within dynamometer car No 902502. One of the lasting memories of No 6018 on test was its ability to lift 530 ton trains up the 1 in 107 gradient through Gasworks and Copenhagen tunnels without slipping, something not often achieved by the Gresley and Thompson Pacifics. Although the exchanges were instigated by the newly-formed Railway Executive, No 6018's tender still carries the Hawksworth style of Great Western insignia. John P Wilson/Rail Archive Stephenson



Two days later and about six miles out from King's Cross on the repeat working of Thursday, 20 May, No 6018 *King Henry VI* makes a fine sight working hard at 1 in 200 as it bursts out of Wood Green tunnel with the 1.10pm King's Cross to Leeds express. This was the second of the down test runs for the 'King' with the NER dynamometer car, which itself dates from 1906 and is now preserved as part of the National Collection. Unfortunately, like many of the other test trains in the 1948 exchanges, on this run No 6018 was hampered by the number of permanent way slacks, signal checks, slow station work and relatively easy schedules. The 20-year-old locomotive gave general satisfaction without ever producing anything spectacular in the way of performance, albeit comparative test figures show that it did burn 15% more coal than the 'A4s' and the 'Coronation'.

F R Hebron/Rail Archive Stephenson

Apart from high coal consumption No 6018 performed satisfactorily, but then the schedules did not call for particularly high-power outputs and steaming rates. The ability to lift 525 ton trains out of King's Cross and through Gasworks tunnel did impress observers. Spectacular the running may not have been but the working of trains to time should not be underestimated.

The 'A4s'

For the exchanges King's Cross Top Shed wanted to use its best three 'A4s' at the time – Nos E21 *Wild Swan*, 25 *Falcon* and 26 *Miles Beevor* – but Doncaster insisted on using three of the four Kylchap-fitted 'A4s', so Nos 22 *Mallard*, 33 *Seagull* and 34 *Lord Faringdon* substituted. In the event Top Shed



was proved to be correct as *Mallard* ran hot on a preliminary run on the Western Region on 27 April and was replaced by *Seagull*. On the Southern Region, *Seagull* ran hot at Andover on a preliminary run of 31 May and was replaced by *Mallard*, and then nine days later *Mallard* again ran hot, but this time on a test train, which had to be terminated at Salisbury. By this time Doncaster had repaired No 60033 *Seagull* and it was back at

King's Cross, and so was hurriedly sent over to Nine Elms shed.

No 60034 *Lord Faringdon* was the first 'A4' to be tested, being selected for the Leeds test runs between 20-23 April, and of course being on home territory no preliminary runs were necessary. With 500 ton loads from King's Cross and 372 tons onward from Wakefield, No 60034 performed as well as the prevailing conditions allowed. Similarly, on the up trains

The week commencing 19 April 1948 was the first for the exchanges, with five locomotives in action across three regions, two of which were on the East Coast main line. 'Royal Scot' No 46162 *Queen's Westminster Rifleman*, on preliminary runs, would spend the week alternating with Gresley 'A4' No 60034 *Lord Faringdon* on the regular 1.10pm King's Cross to Leeds and then 7.50am ex-Leeds on the following day, the 'A4' being on test between the Tuesday and Friday. On 20 April, the date of its first test run with the ex-NER dynamometer car, *Lord Faringdon* gets away from King's Cross and shows the benefits of the double Kylchap exhaust. Wearing garter blue livery but with 'BRITISH RAILWAYS' in full on the tender, an inspector or test official appears to be standing behind the driver. *Lord Faringdon* proved to be the only one of the three 'A4' Pacifics involved in the locomotive exchanges that did not develop an overheated middle big-end bearing and have to be replaced. R E Vincent/Transport Treasury



Week two of the 'A4' tests sees No E22 *Mallard* leave Paddington with the 1.30pm Plymouth service on Monday, 26 April, the Gresley locomotive's first booked down preliminary working on the Western Region. *Mallard* turned in a good performance but on the balancing up run failed at Savernake with an over heated big-end bearing. The 'A4' was replaced by '4500' class 2-6-2T No 4563, which worked the train to Newbury, from where 'Hall' class 4-6-0 No 4920 *Dumbleton Hall* stepped in to haul the now late running 8.30am ex-Plymouth into Paddington. *Mallard* reached Reading light engine, where it stayed overnight before proceeding to London and the Eastern Region. Meanwhile, to cover the 'A4' absence, No 60033 *Seagull* was hastily taken over to Old Oak Common shed to be prepared for the next scheduled preliminary run, out of Paddington on Wednesday, 28 April.

J Marshall Collection/Kidderminster Railway Museum



with loads of 298 tons from Leeds, 425 tons from Wakefield, 457 tons from Doncaster, and 497 tons from Grantham the tests were completed without any alarms. The schedules were unfortunately well below the pre-war standards but on the significant gradients the equivalent drawbar horsepower output from *Lord Faringdon* was remarkably consistent. On the 1 in 200 Gamston bank the lowest figure of 1,050dbhp was recorded, while on the 1 in 200 climb through Little Bytham (heading north) a maximum of 1,294dbhp was exerted.

The first of the foreign tests for the 'A4s' were on the Western Region between 27 April and 7 May, working the easily timed 1.30pm service from Paddington rather than the 'Cornish Riviera Express' or the more tightly timed 3.30pm down service. Sadly No E22 *Mallard* did not even complete the first round of preliminary tests, failing on the up trip at Savernake with an overheated big-end, however the replacement 'A4', No 60033 *Seagull*, successfully ran the remaining preliminary test and the two with the dynamometer car.

On 4 May *Seagull* ran as far as Taunton without producing anything out of the ordinary. Beyond there, on the climb to Whiteball the speed did not exceed 42½mph and the summit was passed at a pedestrian 22½mph. The performance on the south Devon banks was also a disappointment, with

speeds no higher than 20mph. On the up trip, a relaying slack of 15mph at the foot of Hemerdon bank did not help but *Seagull* did accelerate to 24mph on the 1 in 41 gradient, albeit only 18½mph was recorded at the summit. On the descent from Whiteball, 75mph was attained before slowing for the Taunton stop, and the run to Westbury saw speed in the 70mph range as far as Castle Cary. From Westbury to Reading the speed hovered around the mile-a-minute mark and a brief spurt to 71½mph was achieved through Migham, but the Reading restriction brought overall speed for the 59.6 mile section down to 33-36mph. Beyond there, speeds such as 69mph recorded through Slough ensured a two-minute early arrival at Paddington.

Again the Western Region runs were bedevilled by permanent way restrictions. On the two down test runs there were five and nine, while in the up direction there were 11 and eight. Such interruptions to the running as good as negated the tests, which ideally required constant speed and steaming to prevent excessive coal and water consumption.

The trials on the Euston to Carlisle route were even less satisfactory due to the inordinate number of speed restrictions and poor traffic regulation. The down 'Royal Scot' was allowed 183 minutes to run non-stop from Crewe to Carlisle and on one run *Lord*

Faringdon managed to lose 20 minutes! After leaving Rugby almost six minutes late, slacks at Atherstone, Lichfield and Trent Valley Junction caused further loss of time and despite running from Stafford to Crewe in 26½ minutes, against the booked time of 34 minutes, matters did not improve. Leaving Crewe on time, No 60034 lost three minutes to Warrington before being stopped by signals at Winwick Junction. Further restrictions at Wigan and Euxton Junction culminated with adverse signals at Tebay bringing the train to a halt. With the climb to Shap summit marred, even on the favourable gradients down to Carlisle No 60034 barely exceeded 60mph.

At least on one of the preliminary runs to Carlisle *Lord Faringdon* made a good climb of Grayrigg bank with a 505 ton load, breasting the summit at 33½mph. Thereafter, despite another slack after Low Gill, the 'A4' was worked up to 55mph through Tebay and went over Shap summit at 25mph. A maximum of 65mph was attained at Southwaite on the run down to Carlisle.

On its last down test run No 60034 had 540 tons behind the tender and the start was beset with restrictions. Willesden brought speed down to 19mph, Watford to 27mph, Cheddington to 26mph, and 22mph after Bletchley, little wonder that Rugby was reached 7¼ minutes late. Such restrictions and the variations between runs with different locomotives question the wisdom of holding



With its chime whistle warning the photographer, Gresley 'A4' Pacific No 60033 *Seagull* is recorded on the final run in to Paddington with one of the two up 'A4' test trains on the Western Region, the 8.30am ex-Plymouth on Wednesday, 5 May. The train loaded to 525 tons and was made up principally of Collett period coaching stock. On its first up test *Seagull* ran well from Taunton to Paddington, knocking a minute off the schedule to Westbury, which included a speed of 75mph when passing Curry Rivell Junction 12 miles after leaving Taunton, and just over two minutes was cut from the 113 minutes booked between Westbury and Paddington. Despite the loads, the 'A4s' returned the best coal and water consumption figures and also provided some of the finest running on the difficult uphill sections. Colour-Rail.com/99336



The locomotives that worked the exchange trials out of King's Cross and Euston were faced with difficult starts, the 1 in 70/112/77 ascent of Camden bank being the most formidable. On Tuesday, 25 May 1948 ex-LNER 'A4' Pacific No 60034 *Lord Faringdon* tops Camden bank, but with most of the carriages still on the 1 in 77, while in charge of the down 'Royal Scot', the train weight being around 505 tons. Behind the tender is ex-Lancashire & Yorkshire Railway/LMS dynamometer car No 45050, which was designed by George Hughes and built in 1912. Sadly, only rarely did No 60034 get the chance to show its prowess during this week as the Euston to Carlisle route was beset with permanent way slacks and their impact on time-keeping was at times further exacerbated by poor train control. F R Hebron/Rail Archive Stephenson

trials on this route. Despite the problems faced by the 'A4s', their coal and water consumption figures were the lowest of all the passenger classes tested. In this respect the trials were a triumph for Gresley and Doncaster's design philosophy, but it would take a few more years before the 'Achilles heel' of the class, the middle big-end, was solved thanks to a Swindon man, K J Cook.

The 'Coronation'

The general consensus of opinion about the performance of Stanier 'Coronation' No 46236 *City of Bradford* was that it was none too enterprising – it seems that the driver believed the Pacific would be judged solely on low coal consumption. As a consequence, No 46236 only occasionally gave a glimpse of its real abilities. During one of the up preliminary

runs the driver was slow in reducing speed for the Peterborough restriction, entering the north end curves at nearer 50mph than 20mph. Was the ex-LNER pilotman responsible or driver Byford? Maybe this incident had some bearing on the subsequent running.

To the credit of all those concerned with the running of *City of Bradford*, it was the only

With the Western Region testing of express types concluded on 28 May, ex-GWR dynamometer car No 7 was available for use from Waterloo, and it was thereafter employed for four weeks to and from Exeter (Central), with the 'A4s' concluding their runs in the second week of June. Gresley 'A4' Pacific No 60033 *Seagull* departs from Waterloo with the down 'Atlantic Coast Express' on Thursday, 10 June 1948 – *Seagull* had replaced No E22 *Mallard* which failed at Salisbury on the previous day's up test. No 60033 would enjoy a smart run as far as Woking but be eased to avoid running too early, and so reached Salisbury in just over 96 minutes. As with most of the express locomotives on the exchanges, *Seagull* produced some fine running but was too often hampered by permanent way slacks. On the balancing up run, after restarting from Salisbury the 'A4' passed Andover at 79mph but after Hook the speed was eased and, despite a brief spurt to 74mph at Brookwood, by Waterloo 1½ minutes was lost.

Colling Turner/Rail Archive Stephenson



The second week of the exchanges saw Stanier 'Coronation' No 46236 *City of Bradford* undertake its first work away from home, preliminary runs between King's Cross to Leeds. Heading for Leeds, Brookmans Park has just been passed, so the running is easy on the 1 in 330 downhill between Potters Bar and Hatfield in the week commencing 26 April 1948. It was not possible for crews from other regions to learn the route between London and Leeds in a few days and as a consequence the pilotman's role was very important and may well have had some bearing on performances. The train is the 1.10pm duty and this week ex-LMS power was to work this from Monday through to Thursday as the Eastern Region preliminary runs of No 46236 and test runs of No 46162 *Queen's Westminster Rifleman* were running concurrently. With the return 7.50am ex-Leeds workings taken into account, on Tuesday, Wednesday and Thursday both ex-LMS locomotives were in use on the GNR main line. Having just lost its streamlined casing, No 46236 retains its sloping smokebox, giving rise to the nickname 'Semis'. Colling Turner/Rail Archive Stephenson



locomotive in its category to run successfully on all four regions. *City of Bradford* began the exchanges on its home region on 22 April.

The West Coast main line was still suffering the after effects of the 'Big Freeze' of 1947, with a number of permanent way slacks still waiting attention. It seemed impossible to travel more than 15-20 miles without encountering a restriction of one kind or another, yet on 22 April No 46236 had 530 tons on the drawbar and the run as far as Rugby was with only two restrictions, but even this early in the proceedings the uphill work from *City of Bradford* was moderate, with time being made up by fast downhill running such as the 77-79mph from Tring to Bletchley. On the same run 1½ minutes were lost to Crewe, despite touching 81mph down Madeley bank. North of Crewe the restrictions became more frequent, yet such was the potential of No 46236 that over a minute was shaved off the 116 minute schedule from Preston to Carlisle

thanks to sustained 70-72mph downhill from Penrith to the outskirts of Carlisle. On one of the up test trains No 46236 did not work through to Euston as a derailment at Lancaster forced the test train to be diverted over a route not cleared for the Pacifics.

During the first week of May on the Eastern Region this 'Jekyll and Hyde' running continued. On its first down test No 46236 got away from King's Cross with a load of 535 tons and speed was up to 50mph through Holloway, Potters Bar was passed at 36mph and, after a permanent way slack and signal check, Hitchin was passed 5½ minutes late. Despite accelerating to 74mph after Sandy, further checks meant that Peterborough was reached in 94 minutes, 4½ minutes late. Leaving Peterborough, progress to Grantham was lacklustre, taking almost 39 minutes, and the 62 minute schedule for the 50½ miles to Doncaster meant that even *City of Bradford* gained time, all of 7½ minutes. North of Doncaster, No 46236 lost three minutes to

Wakefield but still ran into Leeds (Central) on time.

Coming south, No 46236 ran into Wakefield a few seconds early despite a signal check, while a short burst to 70mph at Carcroft was not enough to achieve an on time arrival at Doncaster, which was reached almost a minute late, but two minutes were gained to Retford and again to Grantham. Stoke summit was passed at 34mph and on the downhill racing stretch 76mph was touched through Tallington before the Pacific was eased to acknowledge the overall 70mph limit then in force. Apart from a brief 77mph at Welwyn Garden City, the rest of the up run was quite ordinary, but still King's Cross was reached three minutes early.

On the Western Region, No 46236 showed brief glimpses of its true potential, reaching 69mph at Slough on its first down test run, but then a signal check saw Reading reached 1½ minutes late. Enterprising running of 70-82mph

The second week of its Eastern Region activities, Stanier 'Coronation' Pacific No 46236 *City of Bradford* gets away from King's Cross with the 1.10pm service/test train to Leeds (Central) on Thursday, 6 May, the last of its four departures from King's Cross. Many railwaymen are on hand to witness the spectacle of departure. No 46236 carries the Ivatt 1946 lined-out LMS black livery but with 'BRITISH RAILWAYS' in full on its tender and in line with the cab-side numerals. When newly applied, as in this case, it suited the 'Coronations' perfectly, but once travel-stained it quickly began to look dowdy and down at heel. R E Vincent/Transport Treasury





Following its two weeks of East Coast main line work and weekend returns to Camden shed, 'Coronation' class Pacific No 46236 *City of Bradford* is now working out of Old Oak Common shed and has steam to spare and the sanders on as it departs from London (Paddington) with the 1.30pm express to Plymouth (North Road) on the down preliminary run of Wednesday, 12 May 1948. Many observers expected some scintillating running from the Stanier Pacific but again it only gave brief glimpses of its potential. If Stanier had not moved to the LMS in 1932 and had been allowed to succeed Collett on the Great Western the evolution of a second class of Swindon Pacific may have resulted in scenes such as this becoming an everyday occurrence. F R Hebron/Rail Archive Stephenson

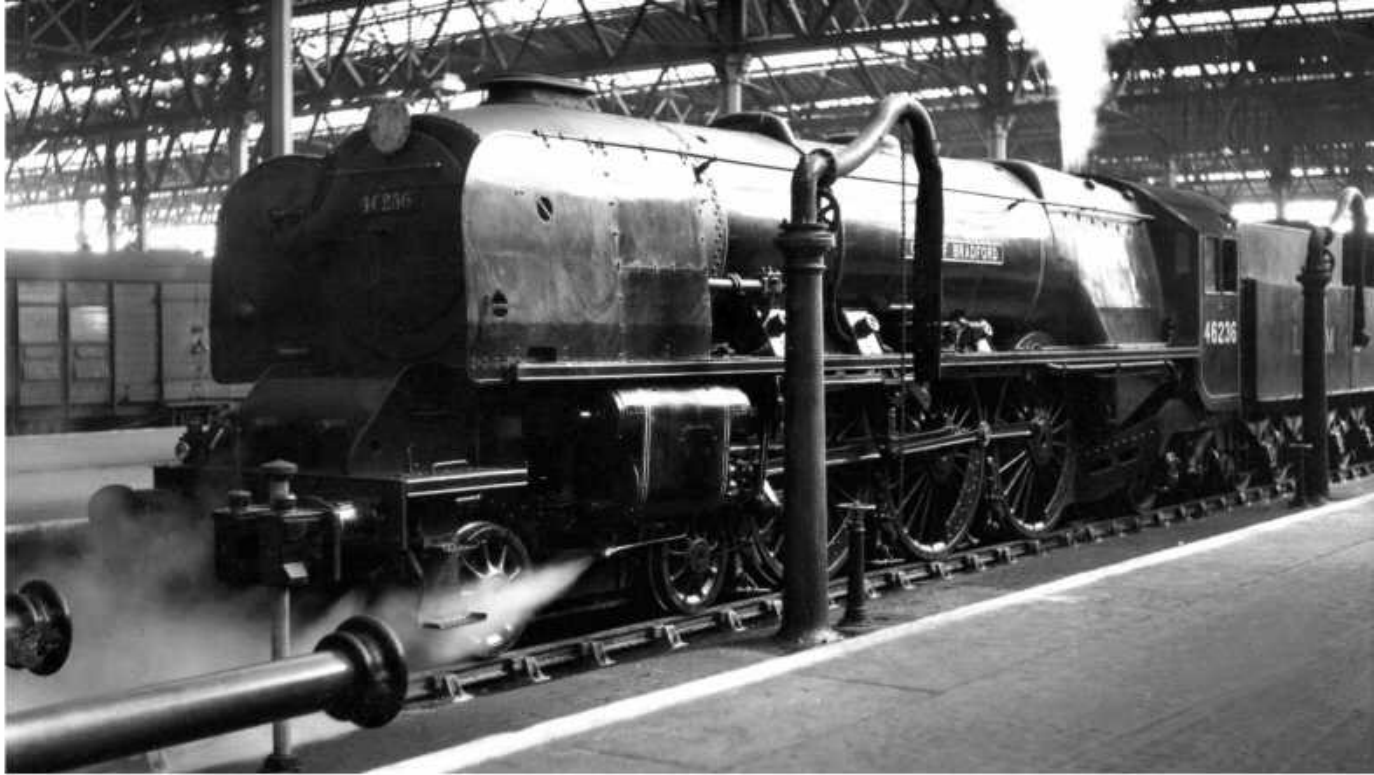
between Patney and Lavington brought a four minute early arrival at Westbury, *City of Bradford* having run the 19.3 miles from Pewsey to Lavington at an average of 71mph. An on time arrival at Taunton, despite a permanent way slack to 15mph, was achieved by passing Bruton at 77mph. Signal checks spoiled the leg to Exeter and further time was dropped to Newton Abbot. Thereafter, with 350 tons in tow, the south Devon banks were a considerable challenge. No 46236 breasted Dainton at 25mph and then fell away on Rattery, but just about kept the sectional time from Newton Abbot to Plymouth.

Running up to Paddington on Whit Tuesday with a load of 350 tons from Plymouth, four minutes was lost to Newton Abbot – the speed at Hemerdon fell away to 15mph, and to 18mph at Dainton. Between Exeter and Taunton, with the load increased to 530 tons a further 2½ minutes was dropped, and another three minutes was lost to Westbury. Because of the loadings a stop had to be made at Reading instead of slipping a coach, but with the load reduced by 40 tons some 1½ minutes was then shaved off the schedule to Paddington. With loads such as these and the number of permanent way slacks it is little wonder that the footplate crew of *City of Bradford* was reluctant to over-exert themselves or their locomotive. Nevertheless, the highest equivalent horsepower on the Western Region was recorded by *City of Bradford* when climbing Dainton, with 1,865ehp exerted.

Below: On its test run of 19 May 'Coronation' Pacific No 46236 *City of Bradford* is the centre of attention at Westbury station when en route to Paddington from Plymouth (Mill Bay). Some uninspiring hill climbing on this run saw departure from Westbury almost nine minutes late. Whilst being tested on the Eastern Region the ex-NER dynamometer car was employed with this locomotive but on the Western Region it was paired with the Swindon dynamometer car. Churchward-designed, car No 890 was built in 1901 under the aegis of William Dean at Swindon at a cost of £890 and featured a 'royal' clerestory roof. However, it was not until after World War II that the car saw extensive use, after being renumbered. During the trials it still carried the lettering 'GWR DYNAMOMETER CAR' centrally about the company's coat of arms, and No 7 can be seen on the leading door. Later it became No W7W to denote region of allocation/number/origin, and it would be retired in 1961 when the Western Region built a new dynamometer car from the shell of a Hawksworth corridor third. No W7W was subsequently bought for preservation and is now based on the South Devon Railway. Pursey Short/Kidderminster Railway Museum



At rest near the Waterloo buffer stops upon completion of its Southern Region preliminary runs, on Thursday, 17 June 1948 we find Stanier 'Coronation' Pacific No 46236 *City of Bradford* having worked up to the capital with the up 'Atlantic Coast Express' from Exeter (Central) – it awaits 'release' from the platform by removal of the lengthy incoming train by an unseen engine. The testing programme of express locomotives was now in its ninth and penultimate week, with the 'Royal Scot' runs ongoing between King's Cross and Leeds and then the pictured locomotive undergoing its Southern tests proper in week 10, along the former London & South Western Railway main line to Exeter.
R F Roberts/SLS Collection



During its preliminary week on the Southern Region *City of Bradford* gave a real demonstration of the power of a 'Coronation' when opened up. With a load of 450 tons from Salisbury to Waterloo, 45mph was attained on Porton bank, and 66mph at Grateley, but being stopped by adverse signals saw Andover passed almost nine minutes late. Impressively, by Worting Junction the speed of No 46236 had been worked up to 75mph, and through Basingstoke 88mph was reached at milepost 44. The 22.3 miles from Worting to Brookwood were run at an average of 82.6mph, allowing an on time arrival at Waterloo. Unfortunately, for the test runs No 46236 showed its usual lethargy uphill, such as 32½mph climbing Whimple bank, but was transformed when running downhill, with speeds of 82½ at Gillingham, 84mph at Sherborne and 85mph at Axminster.

Despite the crew of the 'Coronation' looking to keep coal and water consumption down by easing up on the gradients and regaining time downhill, No 46236 could not

beat the Gresley 'A4' Pacifics on this score, the 'A4' averaging 3.06lbs per drawbar horsepower an hour and No 46236 3.12lbs. Throughout the tests more coal was burnt but with the larger grate of 50sq ft this was to be expected.

The 'Merchant Navy' Pacifics

If the running of the 'Coronation' was disappointing, this could not be said about the Bulleid 'Merchant Navy' Pacifics. That they consumed more coal, water and oil than any of their competitors can take nothing away from the enterprising approach of their crews and the ability of the Bulleid boiler to produce steam.

The first of the class to enter the fray was No 35019 *French Line C.G.T.* on the Western Region, which returned very even and consistent performance on the down runs. On 27 April, trailing a load of 505 tons the Pacific had worked up to 67mph by Slough and despite a permanent way slowing was a

minute early through Twyford, but rolled to a stop at Reading 1½ minutes late. After a good start from Reading, Westbury was reached almost a minute early. The only locomotive to keep the sharp timing to Castle Cary, No 35019 reached Taunton on time. West of Taunton, the Bulleid went through Wellington at 50mph and went over Whiteball summit at 30mph after an excellent climb – this was followed by 75mph through Tiverton Junction. The south Devon banks proved troublesome, with speed down to 21½mph at Dainton and severe slipping marring the climb to Rattery, yet Plymouth (North Road) was still reached at the advertised time of 6.55pm. On the balancing up run, No 35019 *French Line C.G.T.* made a competent ascent of Hemerdon, with speed dropping from 42mph to 17mph, and after leaving Taunton over nine minutes late the 'Merchant Navy' made up time to arrive at Paddington on time.

Whilst on the Southern Region No 46236 *City of Bradford* occasionally showed the power and speed capabilities of the Stanier 'Coronation' class. On 24 June No 46236, complete with its temporary LMS-lettered eight-wheel 'WD' tender and coupled to the ex-GWR dynamometer car, has called at Sidmouth Junction station with the down 'Atlantic Coast Express'. The run, the second down test from Waterloo for *City of Bradford*, was typical of the exchanges with all the highest speeds recorded downhill, and in this case a maximum of 85mph achieved near Sherborne. The Salisbury to Sidmouth Junction leg was covered in 82 minutes against a 90-minute schedule, just over a minute longer than the run of *Mallard* on 8 June. Although a station exists here in modern times it is much changed and known as Feniton. The branch from here to the coastal town of Sidmouth closed to passengers from 6 May 1967 and the main line junction station lost its passenger services on the same day, with its reopening as a through station achieved from 3 May 1971. C F H Oldham/Kidderminster Railway Museum





Representing the Southern Railway's top link express power, Bulleid 'Merchant Navy' Pacific No 35019 *French Line C.G.T.* departs from Paddington with the 1.30pm Plymouth express on 19 April 1948, its first preliminary run down the Western Region main line to the west – the use of water troughs necessitated the use of a scoop-fitted Stanier tender. If running trains to time was the sole criteria of the exchanges then the 'Merchant Navy' Pacifics would have come out very favourably, but instead they were judged on their average coal consumption related to their power output. As a result, they were placed bottom of the table for the express locomotives tested, with a figure of 3.6lbs per drawbar horsepower, slightly worse than the 3.59lbs of the 'King'.
F R Hebron/Rail Archive Stephenson

of 1,929 with the regulator wide open and the cut-off showing 33%. South of Warrington, control allowed an RAF leave special out in front of the test train, which caused 27 checks to Leighton Buzzard. Whatever the coal consumption and delays, No 35017 *Belgian Marine* had produced one of the outstanding ascents of Shap from Carlisle.

No 35017 also worked the Eastern Region tests. On the down run of 25 May the 'Merchant Navy' Pacific made the second best climb to Finsbury Park, after the 'King', but the speed restriction on the section to Peterborough meant that an overall time of 90 minutes was recorded. However, the climb to Stoke summit was excellent and between Little Bytham and the summit the equivalent drawbar horsepower of 1,528 was achieved. On its next down test *Belgian Marine* cleared Stoke signal box from a standing start at Grantham in 9½ minutes, returning an equivalent drawbar horsepower of 1,659, considerably better than the 'King', 'A4', 'Royal Scot' or 'Coronation'.

Coming south of 28 May, No 35017 almost kept the sectional times from Leeds to Wakefield and then cut a minute off the schedule to Doncaster. Another minute was shaved from the allowance to Retford, and this was followed by 2½ minutes cut to Grantham. On the racing stretch from Stoke summit No 35017 was eased at Little Bytham when running at 70½mph, and further good running ensured that King's Cross was reached two minutes early despite a signal check at Finsbury Park.

The first two weeks of May saw No 35017 *Belgian Marine* in action between Euston and Carlisle and any hopes of a scientific test were dashed by permanent way slacks, signal checks and poor traffic control. On the first preliminary run on 3 May the tender water scoop was damaged, necessitating a non-scheduled stop for water. Two days later, No 35017 was brought to a halt by signals north of Tebay in bad weather and driver Swain had the greatest difficulty in getting the 500 ton train on the move again.

On 13 May, the date of the first northbound test run, No 35017 got no further than Primrose Hill tunnel before being stopped by signals. Further checks ensued and Rugby was reached nearly 18 minutes late, but this masks the fact that up the 1 in 333 from

Watford to Tring *Belgian Marine* ran 14 miles at a steady 57-55mph. The booked allowance between Tamworth and Stafford was kept despite further checks. North of Preston, No 35017 was opened up and made a good ascent of Shap after passing Tebay at 57mph, with the equivalent drawbar horsepower of 1,835 being recorded and the summit passed at 29½mph. A maximum speed of 78mph was then attained between Shap and Clifton, and despite another restriction outside Carlisle *Belgian Marine* had cut the booked allowance by four minutes.

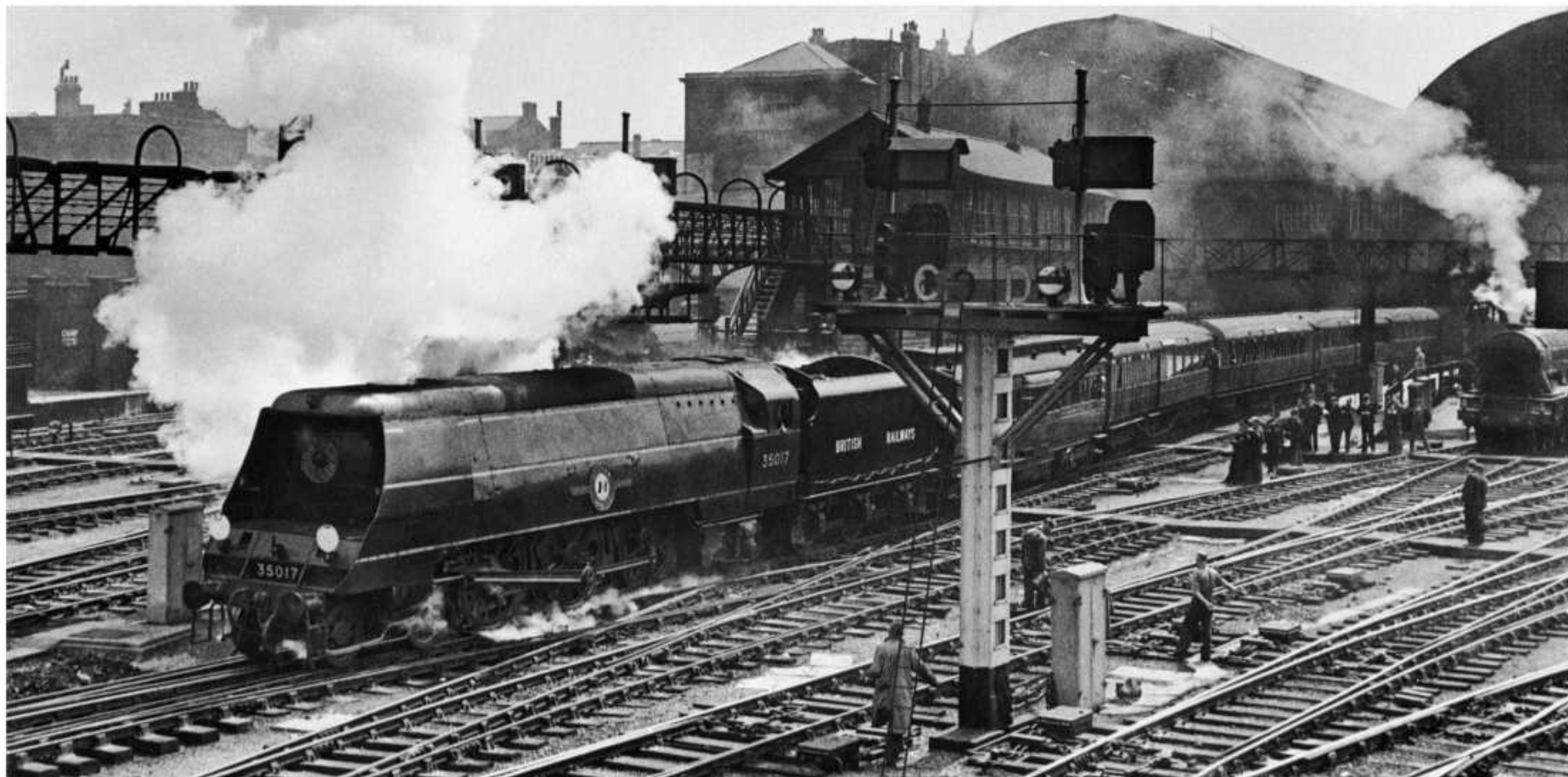
The following day's southbound run was notable for the climb from Penrith to Shap, which was passed in a shade under 18 minutes at almost 50mph. This effort produced an equivalent drawbar horsepower

For the tests on the former LMS main line the chosen 'Merchant Navy' was No 35017 *Belgian Marine*, with driver Jack Swain and fireman A E (Bert) Hooker of Nine Elms booked. This 11 May view records the first test train to Carlisle, the down 'Royal Scot', near Brinklow. *Belgian Marine* turned in some of the best runs on the Euston to Carlisle main line, and it has to be remembered that the 299 miles covered were almost three times the length of the longest continuous run normally made by either the engine or crew on the Southern Region. That some of the best running also occurred north of Preston is testament to the willingness of the crew, and especially the fireman, to enter into the spirit of the exchanges. Perhaps the best hill-climbing for No 35017 came on the up run of 14 May when six minutes were cut from the 86 minute schedule from Penrith to Preston.

C M Doncaster/Kidderminster Railway Museum



The week commencing 17 May 1948 saw No 35017 *Belgian Marine* begin its preliminary runs on the Eastern Region, this view recording one of the two runs with the 1.10pm ex-King's Cross that week as it restarts from Wakefield (Westgate) for Leeds. During the exchanges the Bulleid 'Merchant Navy' Pacifics proved to be powerful, prone to slipping at speed, and fast when given the opportunity. The boilers were prodigious steam raisers but at the cost of excessive coal and water consumption, partly because their Southern Region crews were determined to show everybody what their locomotives could do in terms of haulage and running to time. Turned out in full Southern Railway post-war Malachite green with yellow lining along the air-smoothed casing, the visual effect was spoilt somewhat by being attached to a black-liveried Stanier 4,000 gallon tender. H M Lane/Colour-Rail.com-BRE1518



The departure of the locomotives being tested from King's Cross station was always watched in anticipation of a display of slipping on the difficult exit from the platforms and the usually poor rail conditions inside Gasworks tunnel, and 'Merchant Navy' class Pacific No 35017 *Belgian Marine* was no exception on Thursday, 27 May. With the ex-NER dynamometer car behind the tender and the sanders on full, the Bulleid Pacific leaves King's Cross in charge of the 1.10pm Leeds (Central) express. To the surprise of many the 'Merchant Navy' was second only to the 'King' in making excellent starts from King's Cross and the ascent of the Northern Heights out of London. Colling Turner/Rail Archive Stephenson

No 35018 *British India Line* was used on the Southern Region. On 3 June it worked the down 'Atlantic Coast Express' loaded to 505 tons, taking 101 minutes to pass Salisbury (83½ miles) despite a bad permanent way slack at Walton. Nothing more than 45-50mph was required to Hook to keep time, with No 35018 accelerating to 52mph up the 1 in 249 to Worting. At Andover nothing faster than 42mph was reached, and down Porton bank the maximum was 67½mph.

On one of the up tests from Leeds (Central), so either 26 May or 28 May, 'Merchant Navy' Pacific No 35017 *Belgian Marine* passes Potters Bar. This service, the 7.50am departure, was booked for nine coaches from Leeds but gained a four-coach Bradford portion at Wakefield, a single coach from York was added at Doncaster, and a coach from Lincoln joined at Grantham; thereafter, the train was non-stop to King's Cross. The modifications made to the 'Merchant Navy' engines involved in the exchanges are clearly seen in this view, the Flaman speed recorder, modified cab and LMS tender, in this case No 10123. With Bulleid having been Gresley's right-hand man for so many years, much interest was centred on the running of his Pacifics, especially on the former GNR main line. Across the regions, despite their profligate coal consumption the 'Merchant Navy' Pacifics ran most of their trains to time and none suffered a failure when working. Rail Archive Stephenson



From the outset of the locomotive exchanges converted 'Royal Scot' class 4-6-0 No 46162 *Queen's Westminster Rifleman* found itself on the East Coast main line. One week on and with four days of preliminary trips complete, this Tuesday, 27 April view records the locomotive coupled and wired up to the ex-NER dynamometer car as it prepares to leave King's Cross with the 1.10pm Leeds express. Lashed to the back of the tender is a crate stencilled '46162' that contains the tools and oilers belonging to the engine. From this angle the large boiler and firebox of the 'Royal Scot' are seen to good advantage and these combined with the double chimney and modern front end, were key to the superb performances that were coaxed out of both 'Royal Scots' during the trials, some of which were superior to the nominally more powerful Pacifics.

F R Hebron/Rail Archive Stephenson



The 'Royal Scots'

The converted 'Royal Scots' were an interesting choice, being smaller and rated at one power class lower than the Pacifics, yet on the Southern and Eastern regions they were given loads comparable to the Pacifics. The two selected for the tests – Nos 46154 *The Hussar* and 46162 *Queen's Westminster Rifleman* – were only recently out of Crewe Works but the rough riding of the originals was never eradicated in the conversions. *The Hussar* was selected to work on the Southern Region and so was coupled to a 'WD' 5,000 gallon tender.

Queen's Westminster Rifleman began its preliminary running on the Eastern Region during the first week of the trials. The test run on 29 April saw 530 tons behind the tender and No 46162 made a slow start out of King's Cross. At Holloway, 1½ miles out, the 'Royal Scot' was running at 14mph, but it was at 49mph through Wood Green, about five miles into the journey. Four bad permanent way slacks – at Brookmans Park, Hatfield, Woolmer Green, and Connington – saw Peterborough reached 12½ minutes late. Running improved north of Peterborough, with 61/62mph sustained between Tallington and Essendine. After the easily timed section to Newark, No 46162 was held at signals at Egmonton

signal box after a freight train had split in two, holding the 'Junior Scotsman' and the test train for 18 minutes, so it is little wonder that No 46162 was 32 minutes late into Doncaster, and 34 minutes late into Leeds.

The following day's up test saw the 'Royal Scot' loaded to 500 tons south to Grantham, nevertheless No 46162 ran to Wakefield on time but then lost a minute to Doncaster because of a signal check, and almost six minutes to Grantham – on the Retford to Grantham section No 46162 had produced a performance worthy of a Pacific, running down into the Trent Valley from Markham summit at 77½mph, and perhaps more impressive was the sustained 61-65mph maintained on the gradual rise from Newark to Hougham. After stopping at Grantham, a steady climb to Stoke summit followed, but after the Corby Glen slack *Queen's Westminster Rifleman* ran to Stevenage at an average of 60mph, with the 27 miles from Huntingdon to Hitchin run in 25½ minutes with a maximum of 77½mph. Despite the usual checks running into King's Cross,

No 46162 rolled to a stop 1½ minutes early having cut over eight minutes from the Grantham to King's Cross schedule – a quite remarkable performance by the 4-6-0.

The next tests for *Queen's Westminster Rifleman* were on its home region, where its finest running was in the northern fells. On 4 May the 12.8 miles from Carnforth to Oxenholme were run in 13 minutes, with No 46162 exerting an output of 1,442edhp at 53mph with a load of 450 tons. The climb up Grayrigg saw speed fall to 44½mph at Hay Fell with outputs of 1,304edhp and 1,230edhp on the final 1 in 106 at 37mph.

The third and final outing for *Queen's Westminster Rifleman* was on the Western Region. On 25 May, with a load of 465 tons Reading was reached a couple of minutes early with no higher speed than 64mph. A good run was made to Westbury, but speed downhill from Savernake never exceeded 60mph. Two permanent way slacks ruined any chance of running into Taunton on time, with 6½ minutes being lost. No 46162 then made a lacklustre climb to Whiteball, with speed

During its preliminary running on the Western Region, week commencing 17 May 1948, No 46162 *Queen's Westminster Rifleman* accelerates the 1.30pm Paddington to Plymouth (North Road) express out of Brunel's London terminus of the Great Western Railway. Although regarded as conversions of the Fowler/North British Locomotive Co design, in real terms the converted 'Royal Scots' were new engines. Few if any retained their original frames during conversion, the only visible Fowler feature being the cab. The Western Region still had its fair share of slacks and on going maintenance work at this time, but these were not as frequent as those between Euston and Carlisle. Although a black locomotive, the early afternoon sunlight picks out the straw coloured lining and the red used on the edge of the locomotive's platforming, and of course the chocolate and cream livery of the rolling stock. Colling Turner/Rail Archive Stephenson





On one of its two preliminary runs from Paddington, 17 May and 19 May, No 46162 *Queen's Westminister Rifleman* has arrived at Exeter (St David's) station and a moment of inspection is underway. Whilst the No 46236 *City of Bradford* ran with its Stanier tender lettered 'BRITISH RAILWAYS' in deference to the newly-created Railway Executive, the tender of No 46162 retains its LMS lettering in Ivatt's 1946 style. During the exchanges the 'Royal Scots' were something of a surprise package, struggling with some of the exceptional loads but also showing some remarkable power and speed outputs in relation to grate size. Such performances would probably have been out of reach of the 'Castles' at this time with their single chimney draughting. P Shaw/Kidderminster Railway Museum

down to 18½mph at the summit, but then ran to the Exeter to Newton Abbot section to time. Over the South Devon banks the 'Royal Scot' was impeded on one run by a freight train ahead when forced to stop at Tigley – a sure-footed restart and climb to Rattery followed, but six minutes were lost.

No 46162 did well on the eastbound run on 26 May, with a fine climb up the valley from Exeter. A steady run downhill from Whiteball may have been due to riding problems on the curves through Wellington but after the Westbury stop *Queen's Westminister Rifleman* was opened up on the climb to Savernake, producing outputs of 1,405edhp at Edington, 1,630 at Lavington, and 1,563 at Patney. After having to stop at Reading to set down passengers, a maximum of 70½mph was reached on the level at Slough, representing an output of 1,080dhp.

On the Southern Region No 46154 *The Hussar* produced some outstanding runs, including the down run between Salisbury and Exeter on 17 June. Time was kept with a

load of 510 tons and up the steep Honiton bank speed fell from 83½mph at Axminster to 14mph at the summit, a remarkable feat with such a load.

The final up run on the following day was again loaded to 510 tons. The start out of Exeter brought just under a mile at 1 in 100 up to Exmouth Junction and No 46154 cleared Whimple summit at 46mph, allowing almost three minutes to be cut to Sidmouth Junction. The climb to Honiton tunnel follows and the 'Royal Scot' went over the top at more than 30mph. After a fast run down Seaton bank, a slow start was made from Axminster but by milepost 138 speed was up to 60mph and 1,782edhp was recorded near Crewkerne on the 1 in 200 west of Hewish crossing. The difficult 21 minute schedule in force between Salisbury and Andover was kept, with *The Hussar* producing 1,680edhp in the process. The Andover to Waterloo section saw No 46154 running easily, with the highest speed of 75mph attained near Hampton Court Junction contributing to an on time arrival at Waterloo.

Conclusions

Any uniform testing was made impossible by the fact that the exchanges took place at a time when the selected routes were still recovering from the effects of wartime usage and the winter of 1946/47. The 'A4s' were the most efficient locomotives while the 'Merchant Navy' Pacifics the most extravagant, but proved to have the best steam-raising boilers. The 'Coronation' disappointed as its performances generally lacked any sparkle. The biggest surprise came from the 'Royal Scot' – for the size of its grate the two locomotives used produced some outstanding performances, better than some of the nominally more powerful Pacifics. That the exchanges were part of the planning for future designs is questionable. They were more like an exercise in industrial psychology to bring pre-1948 opposite numbers together – E S Cox's initial report detailing his ideas for the future British Railways Standards was dated early June 1948, while the trials were still ongoing!

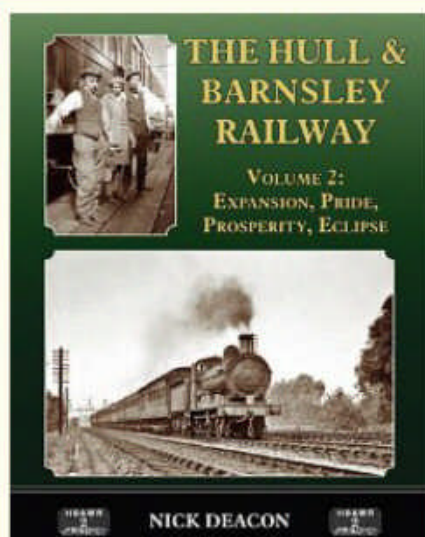
The week commencing 14 June 1948 saw the Southern Region test runs for the converted 'Royal Scot', and it was No 46154 *The Hussar*, rather than No 46162 used elsewhere, that was chosen to haul the 'Atlantic Coast Express' service between London (Waterloo) and Exeter (Central), a distance of 171 miles 30 chains, hence the 5,000 gallon capacity 'WD' eight-wheel tender. Interestingly for the local enthusiasts, the week saw *The Hussar* alternate with 'Coronation' No 46236 *City of Bradford* on these duties, the latter undertaking its preliminary runs in readiness for the following week, with *The Hussar* working the 10.50am down train on the Tuesday and Thursday, and the up train, 12.40pm from Exeter, on the Wednesday and Friday. This view of the down train is recorded on the four-track section of line somewhere between Farnborough and Old Basing. G Siviour Collection/Kidderminster Railway Museum

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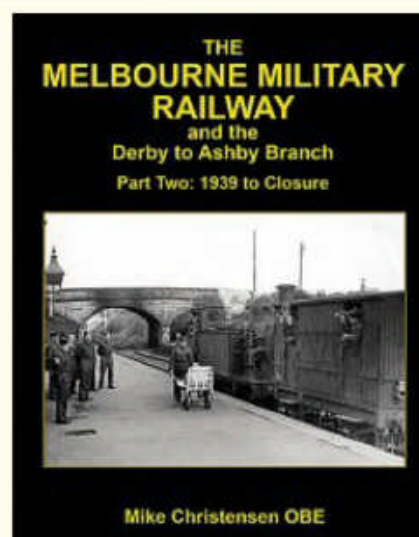
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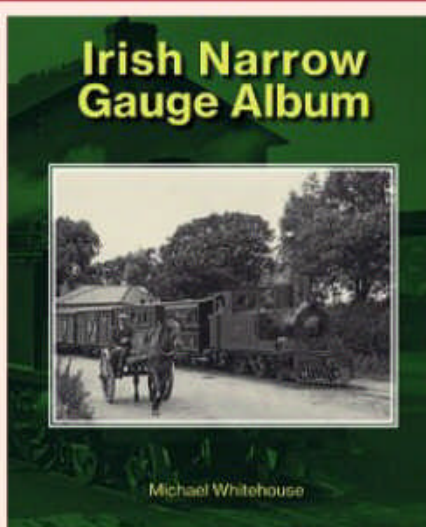
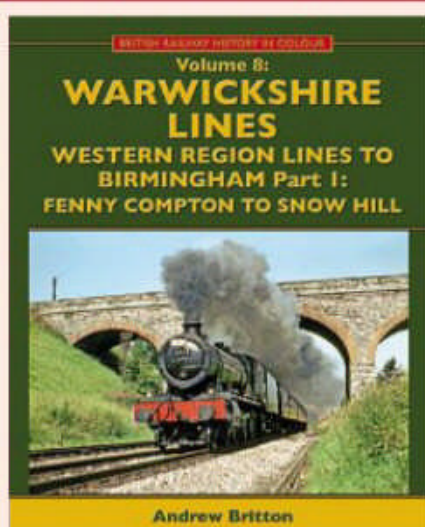
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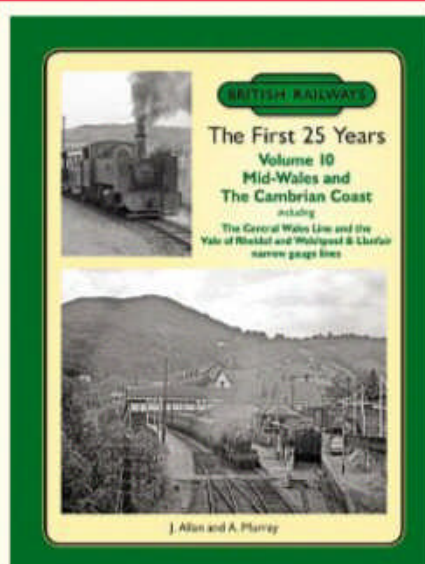
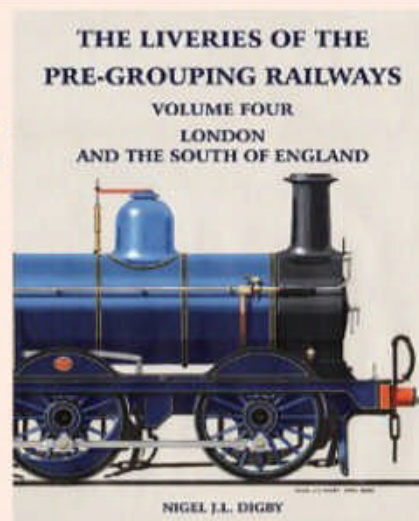
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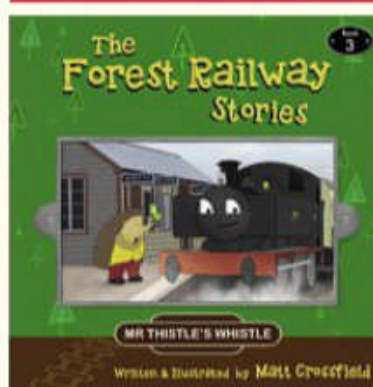


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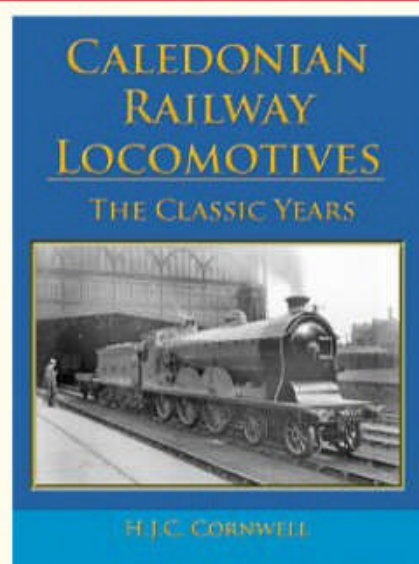
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The Peterhead Harbour of Refuge Railway



*A safe haven from the worst North Sea conditions, **Keith Jones** reveals the railway story behind the construction for a Harbour of Refuge, a 70-year project that included the use of hard labour at a prison yard and quarry, and a passenger service to take convicts between these two sites.*

In the mid-19th century the east coast of Scotland was notorious for the large number of ships wrecked and the lives lost every year on its rocky coastline caused by storms that could arise with little warning but much ferocity. At the same time the Admiralty was concerned about the lack of shelter for Naval vessels, a Royal Commission was set up and in 1852 it recommended that a National Harbour of Refuge be built at Peterhead, a busy whaling and fishing port with ambitions to expand. Because of the massive costs, of which two-thirds would be sought from the local harbour board, the project did not proceed.

Meanwhile, south of the border major public works were being undertaken using convict labour at locations such as Chatham Dockyard, Dartmoor, Portsmouth, and on the Isle of Portland in Dorset. Following the appointment of a new Board of Commissioners for Prisons in 1877, John Hill Burton, the Scottish representative, noted that although his country contributed to the costs

This scene is representative of one of the first views that arriving prisoners would have experienced upon reaching Peterhead, the inside of the trainshed of the Formartine & Buchan Railway terminus (GNSR from 1866), somewhat gloomy and uninviting. Except for a few additions, such as the canopy over the platform and another over the entrance, the station remained substantially as it was when opened in July 1862, with the first convicts arriving for hard labour in August 1888. This 10 July 1957 view includes a two-coach train ready to leave for Maud Junction behind a BR Standard '2MT' 2-6-0. Hamish Stevenson Collection

Looking out to sea, something of the magnitude of the Harbour of Refuge project is captured in this scene of the North Breakwater on 28 July 1950. This is less than half of the main project construction, ultimately 1,500ft in length compared to the South Breakwater's 2,850ft. One of the Admiralty-owned Hunslet Engine Co-built 0-6-0Ts is at rest with three wagons near the breakwater's 40 ton Titan crane; it is very likely *Prince of Wales* as during the 1950s it enjoyed a long spell on the self-contained railway of the North Breakwater. The load appears to be containers of Portland Cement used to stabilise the breakwater foundations prior to the laying of concrete blocks. Divers were employed in the dangerous work of positioning these underwater. The superstructure here extended down for 69ft below low water, with at least another seven feet of concrete foundation beneath that. Maud Railway Museum Collection

of maintaining convicts, England had the entire benefit as over 600 Scottish prisoners were employed there. The proposal to build a Harbour of Refuge in eastern Scotland was accordingly revived and in 1882 another commission was set up to look at various potential locations from Eyemouth to Wick. Two years later it reiterated that Peterhead Bay would be the most suitable and a site was selected for a new prison to house the potential labour force, this being about 1½ miles south of the town centre.

The Treasury gave the go-ahead for the project and the Admiralty appointed Sir John Coode as the first Engineer-in-Chief. The Peterhead Harbour of Refuge Act was approved by Parliament in 1886 and preparations began. According to the traditions of the time, the initial contractors built the first cell block for about 200 men, the perimeter wall and various extraneous buildings, and the inmates would subsequently be employed on completing the remaining two cell blocks and staff housing.

On 7 August 1888 the first batch of 20 convicts, all sentenced to a lengthy term of penal servitude, arrived just before noon at Peterhead station. They were met by 'an immense crowd of all sorts of people, crushing and pushing for a good place' – a celebrity welcome! The men, accompanied by four warders, had travelled in the Caledonian Railway's special prison carriage that had been attached to the 7.20am train from Perth to Aberdeen, where it was immediately added to the Great North of Scotland Railway's 10.15am Buchan line train. Chained together in groups of five, the men, dressed in the standard coarse linen prison uniform of the day, marked with arrows, were taken to their new home by two horse-drawn buses flanked by local policemen and armed guards. This was to become a familiar sight in Peterhead over the ensuing months and years.

The reporter for the local newspaper was able to look inside the prison carriage and gave a detailed account of the interior. 'There was a space in the centre immediately fronting





An exterior view of Peterhead's GNSR station, the journey from here for prisoners being little more than one mile by road to H M Convict Prison. The GNSR line from Maud Junction terminated on the northern fringe of Peterhead (although the site is now within the expanded town), while the prison was built on the other (south) side of Peterhead Bay. Prisoners were still arriving by rail in 1938 but by the early 1950s transfer by motor coach was the norm, perhaps with the occasional escorted exception, this picture dates from 5 June 1954. Peterhead station would lose its passenger service from 3 May 1965, with goods operations lasting until 7 September 1970. Hamish Stevenson Collection

the door reserved for the warders cushioned and comparatively nice, but at either end of the van where the convicts were stowed, the fixtures had a striking resemblance to a wild beast's cage in a menagerie - only smaller. Each end has two compartments one on either side of the carriage with a passage in the centre. In each of these compartments five convicts are accommodated, all of course chained, and the chain being fixed to a staple in the centre of the apartment. The front of the compartment is solid wood panels up to the height of three feet after which there are bars to the top of the carriage.' Incongruously he added the 'atmosphere of the carriage was warm and comfortable.'

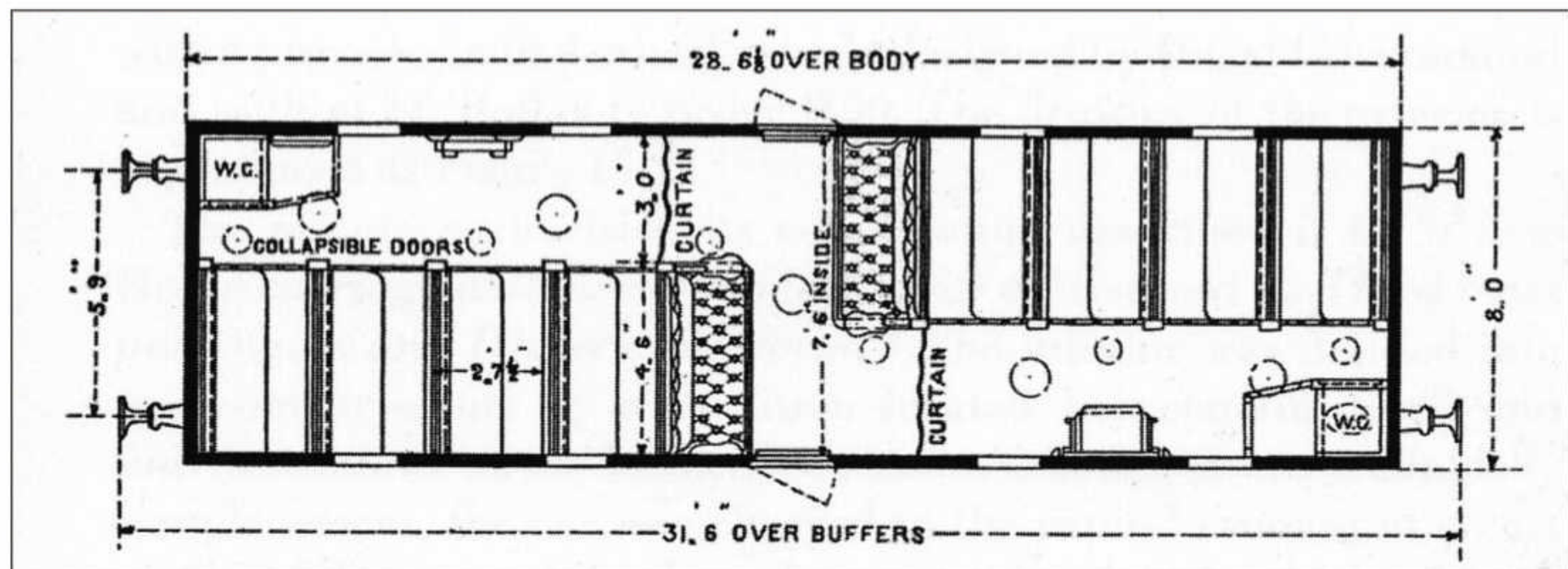
The vehicle dated from 1885 and was of similar dimensions to a Drummond five-compartment third class carriage, 31ft 6in over buffers. It was dual-braked, steam-heated and, except for the external doors, was windowless. It could carry up to 24 prisoners, for whose convenience urinals were installed at the end of each corridor.

In 1890 the North British Railway also built a new prison carriage particularly for convicts being moved to and from Edinburgh, and this too was a regular visitor to Peterhead. It was on a six-wheel chassis, 38ft 6in over buffers and dual-braked. The central doorways accessed two short corridors, one on each side and placed symmetrically, giving access through sliding doors to five narrow cells furnished with a wooden bench seat. The external windows to these cells were shuttered with a stout steel grille when in use. Painted in the standard NBR crimson lake livery, on its bodyside it carried the Royal cypher, originally VR. Upholstered seats for warders were provided at the entrance vestibule, and an additional folding seat in each corridor allowed close supervision if necessary. A small cast iron urinal was located at the diagonally opposite ends of each corridor. The Caledonian Railway's carriage was upgraded in similar style in 1895, including small, enclosed WC compartments replacing the urinals. It was painted brown and again

carried the Royal crown instead of the CR coat of arms. Both were withdrawn soon after the grouping to become service vehicles, after which normal stock would have been used.

The Harbour of Refuge proposals entailed building massive breakwaters on each side of the bay, between Salhouse Head on the south and Keith Inch on the north, costing an estimated £750,000; completion was expected by 1920. Material for the works was sourced from Stirling Hill (nowadays Stirlinghill), a few miles away to the south, next to the village of Boddam where there were huge resources of the local pink granite. A railway would transfer the prisoners to and from the quarry, as well as the granite from there to the prison yard and onwards to the breakwater. Built to an extremely high standard, it was ready for use in 1890, by which time one locomotive - Hawthorn, Leslie & Co Ltd 0-6-0ST *Victoria* (Works No 2138 of 1889) - and 25 side-tipper wagons had been delivered, along with a couple of locally-built stone carriers.

The layout of the Caledonian Railway's prison carriage after its modification in 1895. There are two lots of four narrow cells with wooden benches for prisoners, with more comfortable seating for warders in the central part of the vehicle. It was a regular visitor to Peterhead. The NBR carriage was similar in layout but being longer had ten cells rather than eight. Caledonian Railway Association





This picture dates from 1889 and shows the extent of the line in the quarry area at that time, along with early preparatory and excavation work – to the lower right, narrow gauge skips are in use to remove top soil and deliver it to a loading dock and standard gauge tippler wagon, while the skyline is dominated by stone extraction, the huge crane's counterbalance weights seen on this side. In addition, the mid-level on the left includes broken up stone, and for its onward journey a series of wooden planks line a chute that descends to the railway. There were several commercial quarries operating in this area as well as this quarry serving the Harbour of Refuge construction works. Early annual returns always showed at least one horse, sometimes two, on the list of assets employed. Presumably these were used to assist in moving wagons and materials at the quarry, the horse here is seen feeding contentedly. Maud Railway Museum Collection

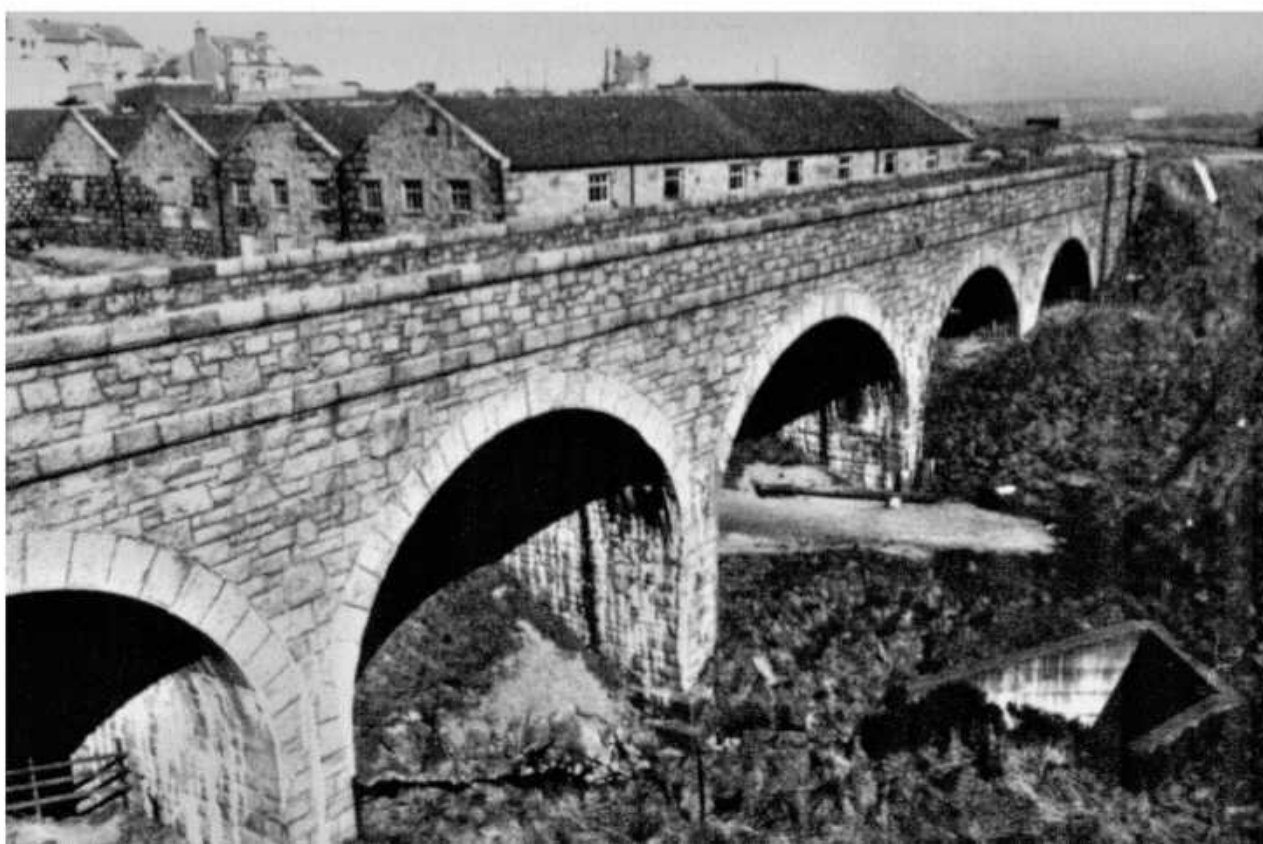
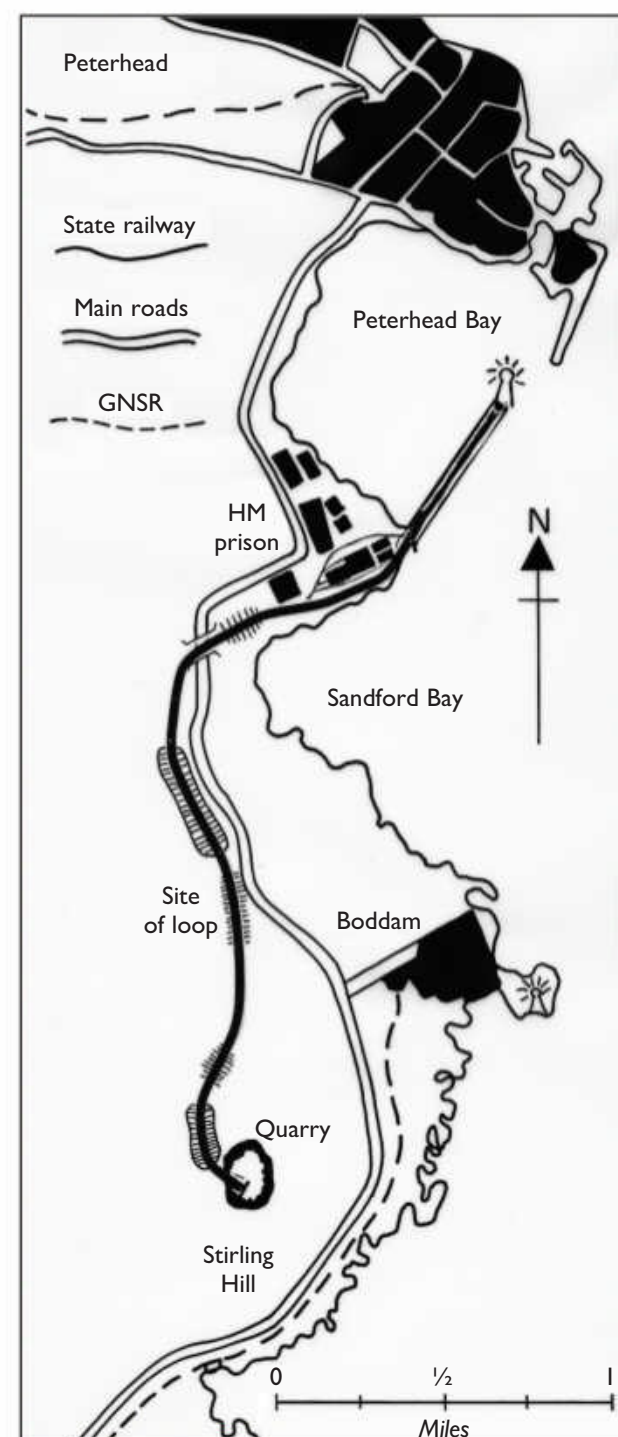
The line was approximately 2½ miles long, laid with heavy flat-bottomed rail of 72lbs per yard and ballasted with granite. It was fully fenced and signalled, with trains worked on the block system from three cabins, one at each end and the third at a passing place, about ¾ mile before the quarry and where there was also a water tank. Emerging from a gate in the prison wall on to the main line connecting the breakwater and quarry, the railway immediately crossed a five-arch viaduct, 220ft long and constructed of granite masonry. It then passed the Glenugie distillery, perhaps reminding

patrons of what they were missing in the outside world!

There followed a steel girder bridge across the main road to Aberdeen, and there were also two substantial masonry overbridges. The first was north of the passing loop, and the second to its south, at the west end of Lendrum Terrace. Much of the route from then onwards entailed heavy cuttings or was on embankment. The average gradient from prison to quarry was 1 in 76, with a maximum of 1 in 40. There was no connection with the GNSR network, either at Peterhead or at Boddam. The system was referred to in *The*

The substantial nature of the railway viaduct over the river Ugie can be appreciated in this post-closure photograph. Looking north-east, the buildings on the left appear to be warehouses or stores for the distillery adjacent to the line, the Glenugie Distillery having origins in the 1830s and continuing in use until 1983. Beyond was the railway junction where the running line from the quarry either entered the prison yard (on the north side) or continued onwards to the breakwater. The main line was controlled by block signalling and a signal box was also located where the lines diverged. Maud Railway Museum Collection

A plan of Peterhead and its Harbour of Refuge includes the Admiralty railway running south from Peterhead Bay to Stirling Hill quarry. The prison is just west of the South Breakwater and some trackwork is shown, but the rails of the North Breakwater are omitted. Of note is the proximity of the GNSR network at both ends of the system, but neither the Peterhead branch of 1862 (which even included a harbour branch beyond the terminus) nor the Ellon to Cruden Bay and Boddam line of 1897 were ever connected to the state-owned railway operated from the prison or its associated North Breakwater lines. GNSRA Collection



Amongst the infrastructure to be purchased by the Admiralty were two 50 ton Goliath gantry cranes for the blockworks on the south side of the prison yard. They were erected at the neighbouring south and north blockmaking floors to lift the large cast concrete blocks (expected from the outset to be between 25 and 45 tons each) onto railway flat wagons – two of the twin-bogie block carrying wagons await their next load in the later years of the line. From here, the blocks travelled by rail either to the construction site on the South Breakwater or to the barge harbour, protected from the worst seas by the southern end of the South Breakwater, from where the blocks were loaded onto the dedicated barge, *Thistle*, for use on the North Breakwater scheme.

Maud Railway Museum Collection



Locomotive Magazine in 1900 as a 'British State Railway'. Although many government establishments throughout Britain had internal railways this was probably the only one with a passenger-carrying operation at the time, built to near main line standards.

Work necessary before the project could begin included the construction of a harbour for the barges needed to move rubble for the foundations of the new breakwater. Steam cranes were ordered from Messrs Stothert & Pitt at Bath, two Goliaths for the block-making yard and a massive Titan crane for working on the breakwater. The Titan had been tested with a load of 62 tons – it had an arm 100ft in length, counterbalanced by a tank containing 120 tons of concrete, and ran on 32 wheels but could be controlled by a single man in the cab. Delivered by rail to Peterhead station in 1889, in sections weighing less than 12 tons, it was operational three years later, in 1892, having taken 30

men six months to re-assemble. Several smaller steam cranes were also acquired – for the harbour, for breakwater work, and for the quarry. Twin-screw steam-powered hopper barge *Thistle* was delivered for the project from Messrs W B Thomson's shipyard, Dundee in 1896 at a cost of £13,000.

Inside the prison yard there was a secure compound containing workshops where prisoners would cut granite into suitable sizes for building purposes or assist in the manufacture of concrete blocks. There were 16 sidings here, a two-road engine shed and a station platform. Operation of the railway, construction work on the breakwaters and most of the skilled work was undertaken by civilians, of whom the squad of divers was regarded as the elite as they undertook many dangerous underwater tasks.

Starting in October 1890, trains carrying convicts and their accompanying warders left the Admiralty station inside the prison yard at 7.15am and 1pm daily, except on Sundays when no work was carried out. Reflecting the Glaswegian origin of many residents, it was generally referred to as 'Buchanan Street'. For most of the year, departures from Stirling Hill were at 11am (known as 'the diner' to return inmates for lunch) and at 5pm; there was a later start and earlier finish in winter. Except for a bare platform, there were no facilities or even shelters provided at the stations.

Passenger stock initially comprised four four-wheel carriages: a brake van and fifth carriage were added later. The wooden van-type body had central doors and a vestibule, on each side of which were three longitudinal compartments or cells all fitted with lockable

Work on the South Breakwater in the early days, its Titan block-setting crane being built from a kit of parts on site, although manufactured in Bath by Stothert & Pitt, world leaders in the field; the company's first block-setting crane dated from 1869. Specialist equipment, it was not a question of lifting loads up high but rather the ability to lift and position large, heavy blocks accurately at a distance of up to 100ft, the lifting capacity being 50 tons. Extending north-east from Salthouse Head, for the first few hundred feet of this breakwater a seaward side parapet wall was constructed, as waves could reach over 30ft in stormy weather. It helped to protect the barge harbour (under construction on the left), and shelters for workmen are seen built into the structure, while the set of rails on top to allow the Titan crane's seaward side supporting wheels to run along the wall were extended as work proceeded. However, a rethink of 1897 saw the section of shelter wall discontinued, which led to a need to modify the base of the Titan crane so that all sets of wheels ran along the breakwater roadway. The lines in the left foreground are part of a triangle that in time linked to the barge harbour, the curving wall directly beneath the lifted block giving an indication of the future alignment. In the distance is Keith Inch on South Head, the future starting point of the North Breakwater. Maud Railway Museum Collection





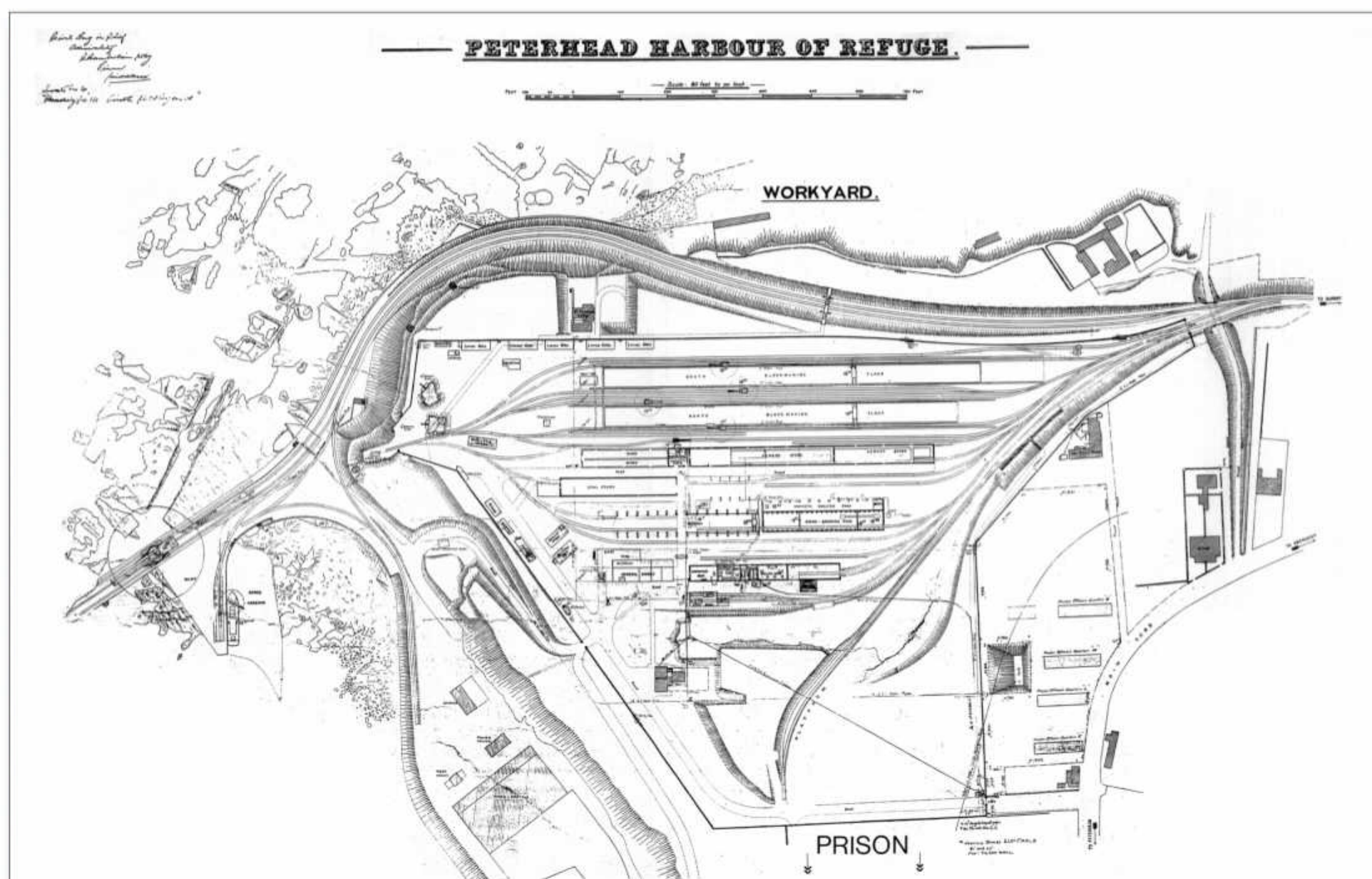
A commercial postcard of Peterhead convict prison – perhaps not a case of ‘Wish you were here’ – with the 160ft end-to-end length of the Titan crane on the South Breakwater seen the background, and the site of the barge harbour evident between the crane and the prison. The sheds forming the workshop and Admiralty station area are to the far right. Built in 1888 and initially intended to house 208 prisoners, the evolved prison later held well over 400, while in 2012, with hard labour long since a thing of the past, Peterhead prison could officially accommodate 142 prisoners. It closed the following year, the former works yard having been adopted as the site for Her Majesty’s Prison Grampian, a new facility with a capacity of about 500, including men and women, and young offenders. The old prison is now a museum. Author’s Collection

gates consisting of metal bars to nearly roof level. They could hold up to six standing prisoners, 36 per carriage, accompanied normally by two warders. Originally there were no windows in the compartments, only in the doorways, but

small barred openings were later provided. There was no continuous brake and it was 1940 before two small fixed wooden stools were provided in each vehicle for staff accompanying the prisoners. This luxury was agreed only because

the seats could be fitted at no cost! Trains usually consisted of a brake van and from three to five carriages, all connected by a pull-rope warning system for emergency use. The brake van was available for use by the occasional civilian.

An official plan from the 1890s, confusingly drawn looking south-south-east, showing (to the far left) the South Breakwater, barge harbour and its triangle of lines, all immediately north-east of the work yard, with the prison itself unseen off the bottom of the map. A massive drawing in its original form, we can only hope to glean something of the scale of the operation. Across the top is the main running line from the South Breakwater that runs south and west around the perimeter of the walled site, under a footbridge and beneath the watch of sentries. Within the walls, and looking from top to bottom, are living quarters, an outside track skirting the Goliath gantry crane of the south blockmaking floor, and then an inside track. The blockmaking floor is next, followed by the path of the Goliath and then three more running lines. A similar pattern exists on the north blockmaking floor, and the floors’ collective of eight lines converge to the headshunt at the lookout, beyond the officers’ mess and near the two 6in naval guns overseeing the harbour. Separate sand, cement and coal stores are immediately above the convicts’ shelter shed and the adjacent stone dressing shed, while the general stores is to the left of the carpenter’s shop, fitting shop, and smith’s shop. The incoming railway from the top right ends at the Admiralty platform, which includes a run-round, the last spur before this leading to the two-road engine shed. Inside the shed are three locomotives, and these are part of a supporting list of ‘assets’ uniting them and the cranes – six dotted circles note their reach within the yard, the 100ft length of the Titan on the South Breakwater overshadowing the rail-mounted cranes generally used in the nearby yard. Maud Railway Museum Collection





At the featureless Admiralty station within the prison yard we find R & W Hawthorne, Leslie & Co 0-6-0ST *Edward VII* waiting with a train of three of the line's four-wheel carriages and the brake van as a large group of men board for work at the Stirling Hill quarries in the early 1950s, with two prison warders bringing up the rear. The angle of the shadows suggest that this is the 1pm train returning inmates to the quarry after their lunch break. Five locomotives were purchased for the Admiralty railway, all new, that pictured being the largest and also the last, in 1905. June 1941 had seen *Edward VII* sent to Rosyth dockyard on the north side of the River Forth, and it did not return home until March 1946, with its scrapping ultimately undertaken in 1957. Maud Railway Museum Collection

Mineral trains ran as required – there was a large fleet of steel tipper wagons for carrying granite from the quarry to the construction site, and it seems that the bodies were demountable and could be used as a bucket or skip. They had inside bearings and were quite narrow for standard gauge vehicles: because of this the buffers on the locomotives and rolling stock were fitted inwards by about one foot compared with main line stock, and also a few inches lower. Eight-wheel flat wagons were provided to move the concrete blocks from the prison yard to the construction work site, and there were various ancillary wagons and trolleys of different styles.

Five 0-6-0 tank locomotives were employed on the line, all carrying names honouring members of the Royal Family: *Victoria* was first used in 1890, *Prince of Wales* and *Alexandra* of 1892, and *Duke of York* of 1896, followed in 1905 by *Edward VII*. *Victoria* and *Edward VII* were

Hawthorn, Leslie & Co Ltd saddle tanks, and the others were standard Hunslet Engine Co Ltd side tanks similar to *The Lady Armaghdale* that is preserved on the Severn Valley Railway. During World War I, *Prince of Wales* was sent to work in Orkney, and likewise in World War II *Edward VII* was transferred to the Admiralty dockyard at Rosyth in Fife. *Victoria* was scrapped during 1930 but the remainder of the fleet survived until completion of the project, only to be broken up thereafter. All engines except *Edward VII* had 3ft 4in wheels, 15in x 20in cylinders and weighed about 28½ tons. The 1905-built machine had 3ft 6in wheels and 14in x 22in cylinders. They appear to have been delivered by rail to Peterhead station. The locomotive livery was dark olive green with polished brass fittings, white and red lining and red-backed nameplates – a very smart fleet; carriages and wagons were painted grey.

The quarry was at two levels, approximately 190ft and 350ft above sea level. Granite was transported from there, either to the prison yard or the harbour. At the former it was used as aggregate for the production of blocks, cast in wooden moulds using concrete from a continuous mixer; larger pieces of granite about 2ft 6in thick were dressed to provide external facing. At the harbour, rubble was tipped into the barge, which then deposited it along the line of the breakwater to provide the foundations for the concrete blockwork. From 1896 to 1911 an average of 75,000 tons of granite was extracted annually and moved by the railway. However, well over a million tons of granite would have been quarried during the lifetime of the project. Portland Cement for the project was delivered several times annually by rail to Peterhead station.

Shortly after exiting the Admiralty yard, joining the main line and crossing the viaduct, this well-known view is often noted as being *Duke of York*, and it is rare in that it includes one of the route's semaphore signals, the three boxes being interlinked by block signalling. *Duke of York* was the fourth engine to arrive – Hunslet Engine Co Works No 644 of 1896; the third from that Leeds concern. Seemingly, these 0-6-0Ts were known hereabouts as 'jazzers', this example heading a three-carriage train of convicts but with the addition of a gentleman sitting on the open wagon that is being propelled. This was possibly provided for civilians before an enclosed brake van was acquired – only wardens and convicts used the carriages. The picture dates from the late 1890s, so the 0-6-0T will be resplendent in green livery with white and red lining, and the brass of its dome and safety valve cover are shining bright – such a glorious appearance would not grace these locomotive in their later years. GNSRA Collection



The only photograph we have traced of *Victoria* – R & W Hawthorn, Leslie & Co Works No 2138 of 1889 – the first locomotive to be delivered, and the first to be scrapped, in about 1930. The outside cylinder saddle tank is shown while working on the North Breakwater project during the 1920s, which involved it being outstationed at a satellite engine shed. Maud Railway Museum Collection



Outside the main two-road engine shed within Peterhead prison's work yard on Thursday, 7 August 1952 is *Alexandra*, the first of the three Hunslet Engine Co inside cylinder 0-6-0Ts to operate on the Admiralty line. Works No 548 of 1891. This tank engine proved to be the longest-serving of the fleet, as it was only preceded by Hawthorn, Leslie-built *Victoria* by two years but out-lived that saddle tank by 28 years, at least in terms of final disposal, its demise coming with *Prince of Wales* in 1958. The smokebox, chimney and dome have a careworn appearance, and the cab steps have a tale to tell! At the time of its naming, *Alexandra* of Denmark was the wife of Albert Edward, the Prince of Wales – they married on 10 March 1863 and on 9 August 1902 the couple became King Edward VII and Queen consort. GNSRA Collection

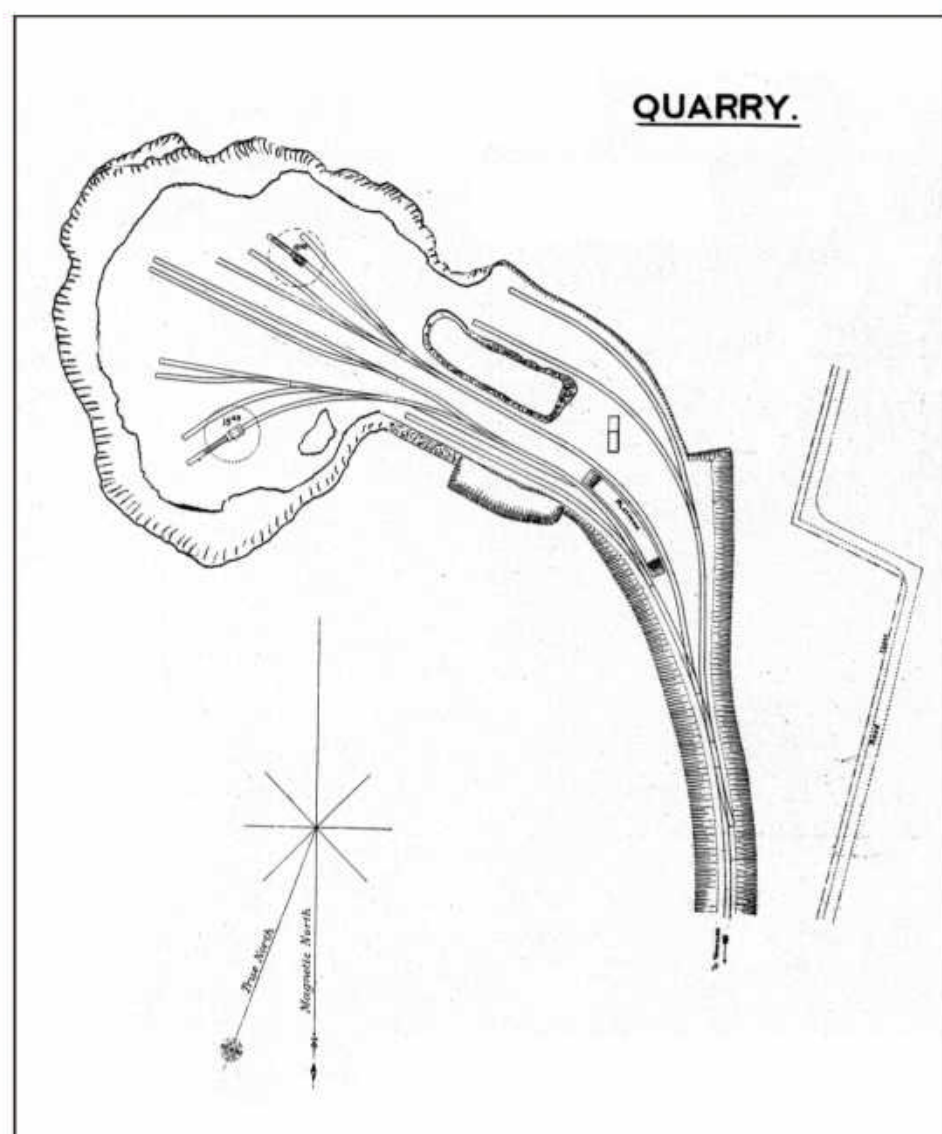


Outside the corrugated iron engine shed at the prison on 22 September 1949 is Hawthorn, Leslie-built outside cylinder saddle tank No 2614 of 1905, which received the name *Edward VII*. He had previously been represented by one of the Hunslet 0-6-0Ts – *Prince of Wales* – but since 9 November 1901 his son George Frederick Ernest Albert (later King George V) inherited that title. The 1890s map suggests that, as built, the pictured two-road shed could accommodate four locomotives, but that the single-road extension on the north side was already in place, presumably to give covered work space. Only between 1905 and circa 1912 were five locomotives on site, thereafter one was at the North Breakwater, and then the prison shed was home to just three locomotives once *Victoria* was scrapped in 1930 and through to 1957, or perhaps two between 1941-46. Unseen beyond the bank to the left is the prison. Note the spacing of the buffers is narrower than on a main line railway system, the stock being similarly matched. GNSRA Collection

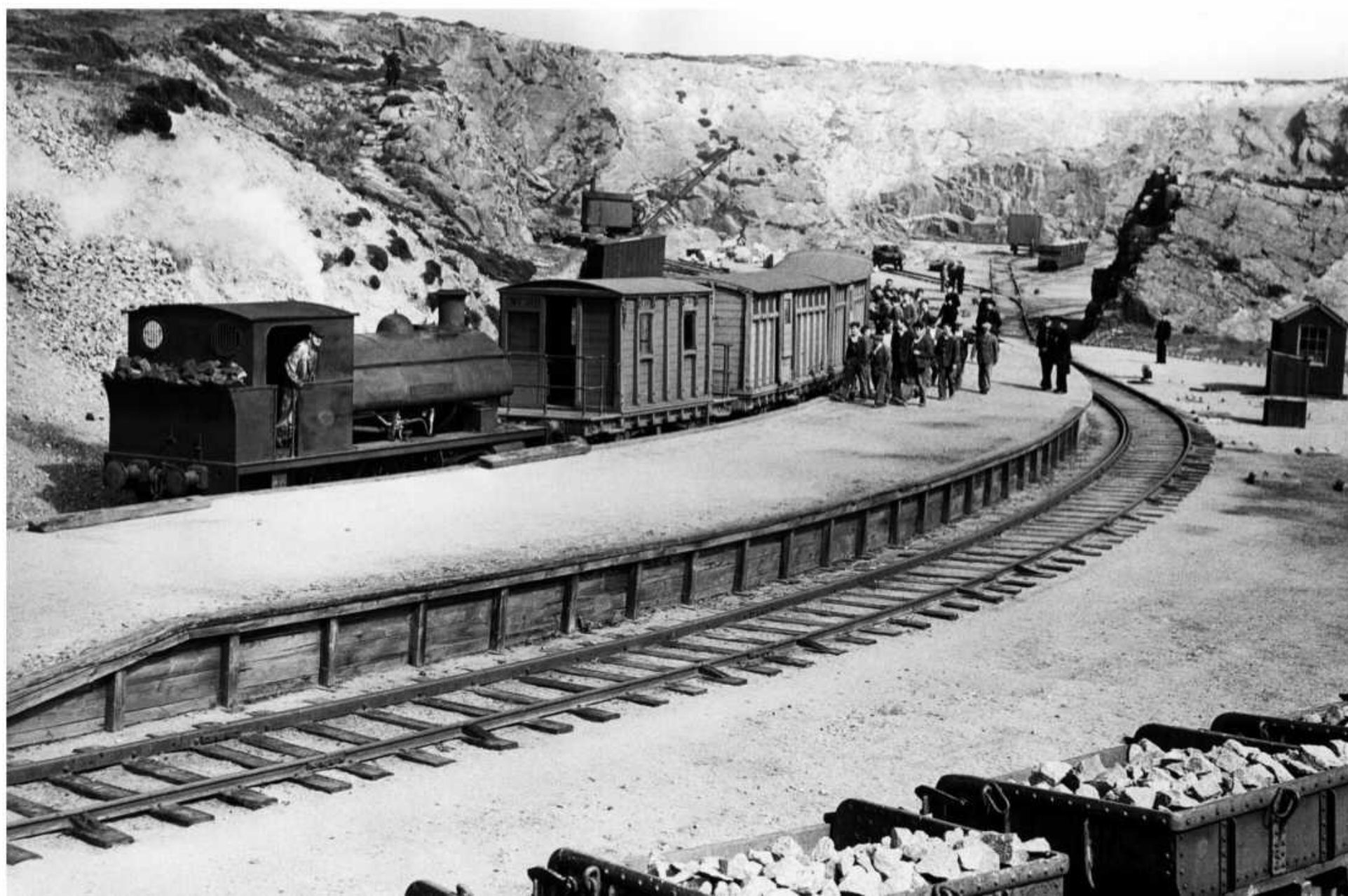


The 1890s Admiralty plan of the work yard already shown had this separate portion covering Stirling Hill quarry. Likewise, it looks south-south-east, and once again the reach of cranes is shown, although presumably this is simply to give a picture of regular practice as most photographs show rail-mounted cranes in use. Such is the nature of operations that any quarry trackplan can only be regarded as a 'moment in time', with sections of railway transient as work on certain quarry faces is completed and other areas opened up. However, it is interesting to note that there is no run-round facility at the station, so either there was an element of hand/horse or gravity shunting employed or a second locomotive was always expected to be on hand. Maud Railway Museum Collection

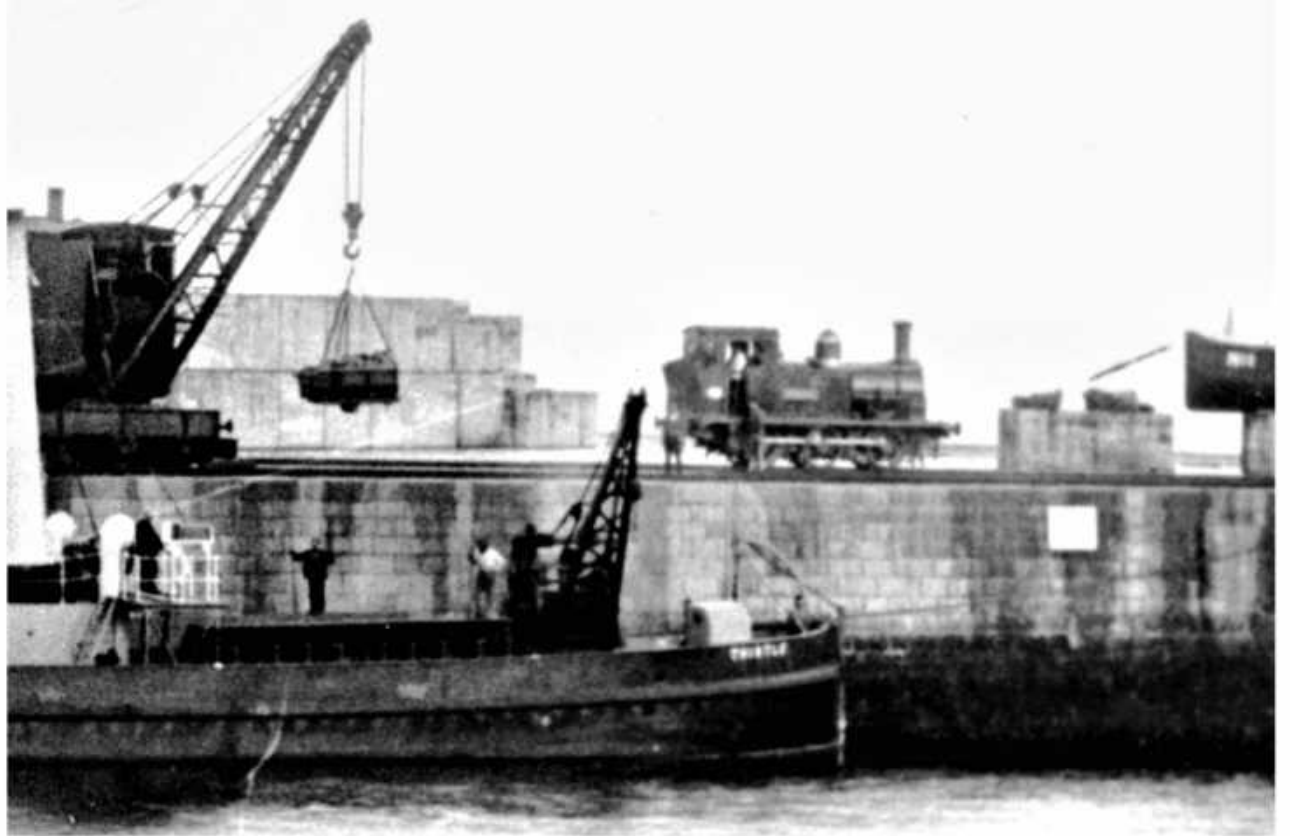
Much-evolved, in terms of size, this official photograph shows Stirling Hill quarry on a working day – the guard keeping watch from high ground is armed with a Lee-Enfield rifle over his right shoulder, and with a bayonet too. Work was carried out on two distinct areas, as seen, with activity at this time concentrated on the lower floor. Using sledgehammers, prisoners reduced the granite to an approximately consistent size for transporting to the work sites, a growing pile being seen centre left. Note the excavator on the lower level, along with a rail-mounted crane, but most of the railway in view is at the higher level, the means of lifting the rock to the higher level being just out of view to the right of the prison officer. 'Hard Labour' as a sentence was discontinued in 1948, and perhaps the photographer is on hand around that time when a some mechanisation was introduced for some of the jobs undertaken by convicts. Maud Railway Museum Collection



With the day's labour complete at Stirling Hill quarry, prisoners join their train for the return journey to the prison yard – *Edward VII* simmers at the head of the train. The quarry face, crane and an array of sidings are in the background, and two rakes of loaded tippler wagons are in view, one of these in the foreground. They carry granite for crushing and for using in the manufacture of concrete blocks at the work yard near the prison. Flat-bottom rail is in use, spiked to sleepers and, on the line skirting the nearside of the platform, unusually there is a check-rail of sorts on the inside of the curve, whereas the outside rail is shored up too, which suggests that the rails have spread at some time. The platform is wooden-faced and then in-filled. The leading vehicle in the train is the brake van, which was also used by any civilians travelling on the line, followed by the carriages for the inmates. After dismantling of the railway, the carriage bodies found further use on local farms as stores or animal shelters. GNSRA Collection



One of the trio of Hunslet 0-6-0Ts, *Alexandra* judging by the short nameplate, is seen at the barge harbour on the leeward side of the South Breakwater as a steam crane manoeuvres a skip from one of the tippler wagons into position above the Admiralty's barge, *Thistle*. Its contents will be used to build up the foundations of the breakwater as work on construction proceeded. The first 950ft of the South Breakwater had a rocky outcrop as part of its foundations but beyond there it was largely sand, so *Thistle* took out some 357,000 tons of rough stone to form a firm foundation, which was built up to 30ft in places. Upon that levelled foundation the Titan crane then placed the concrete blocks, a stockpile of these being seen to the left of the locomotive. The 40 ton blocks were cast in moulds in the Admiralty yard over the winter months when breakwater construction work was suspended. Maud Railway Museum Collection



When finished, the South Breakwater was 2,850ft long, including an 80ft roundel at the end incorporating a lighthouse. In the deepest water, from the base of the foundations to the top the South Breakwater measured 77ft, of which 66ft lay below high-water. The concrete blocks used in its construction were 40-50 tons in weight, were shunted to the work site and then lifted into place using the Titan crane. Progress was slower than anticipated, averaging 130ft per year due to weather, including storm damage, and lack of both convict and civilian labour. As a result of lessons learned in the aftermath of stormy weather, the width of the breakwater was increased from 46ft to 56ft. Work was suspended during winter months, although quarrying and blockmaking continued. The South Breakwater was substantially complete by 1914, allowing resources to be concentrated on the North Breakwater – although shorter, at 1,500ft, this took over 40 years to complete.

Preliminary work for the North Breakwater started in 1910 and a separate short and totally self-contained railway line was built to assist with moving the concrete blocks along the breakwater as it extended. One of the locomotives was based here and there were basic facilities, including an engine shed. Two 40-ton Titan cranes were erected here for lifting the concrete blocks. Materials were transferred across the bay by the *Thistle*, which in 1913 was converted for block carrying.

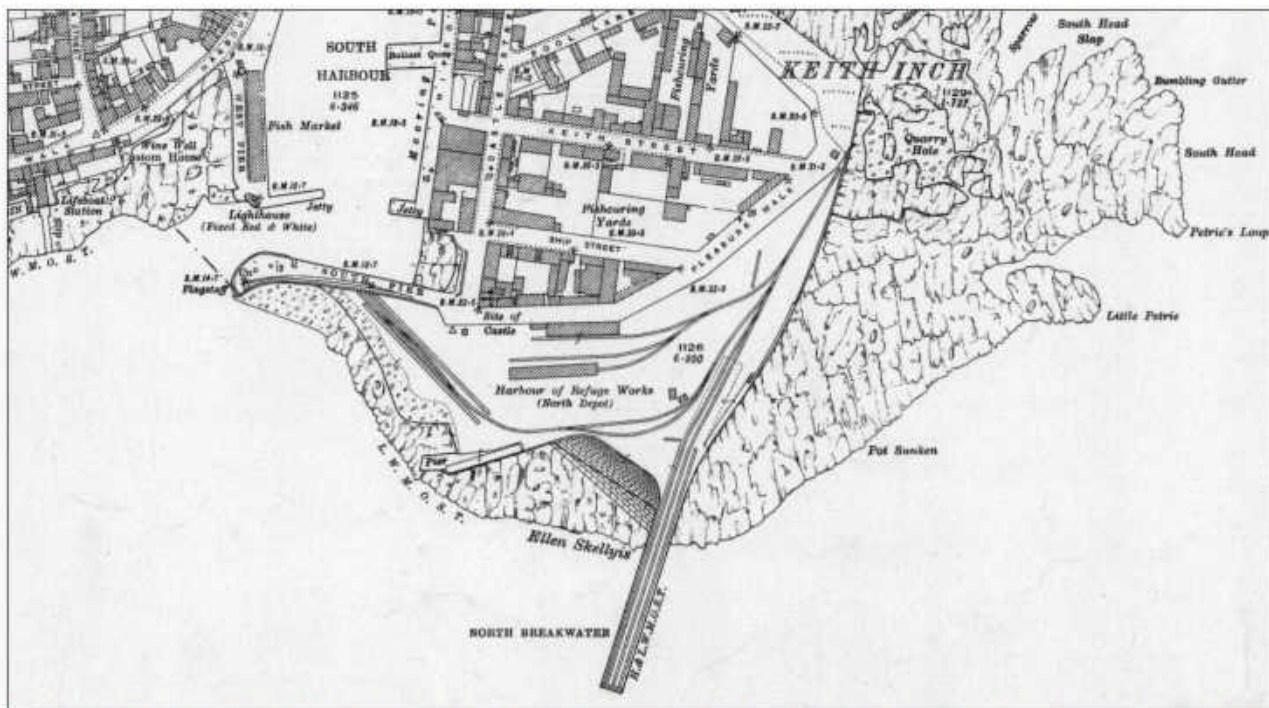
As with many large government projects, the Harbour of Refuge scheme ran massively late and over-budget. Even in its early days the extravagance of the project drew criticism in Parliament, and in 1911 the Treasury withdrew support for the North Breakwater – by now the need for harbours of refuge had been superseded by modern steam-powered warships. This did not go down well in

Scottish political circles and early the following year the Treasury was over-ruled and work continued.

Geological conditions were different on the north side, and the water was deeper. Concrete foundations averaging 7ft deep were embedded directly into the seabed of rock and boulder-clay, on top of which was built a superstructure of up to 90ft. Although it had been expected that about 450 inmates would work on the project at any one time, numbers were consistently under half that total, with on average 180 free men and 209 prisoners employed, together with prison staff. Shortage of promised convict labour was a major contributory factor to the long-delayed completion, and work was suspended completely from spring 1917 to summer 1919, and construction again ceased for a period during World War II.

Early days at the north end of the North Breakwater scheme, probably pre-1914, with a small steam crane assisting in the movement of material and rocks in preparation for the main construction work to begin. The pointwork trailing in from the left is from the Harbour of Refuge Works (North Depot), which claimed new ground beside Pleasure Walk and rounded the southern side of North Inch to a point near the south pier of Peterhead harbour. In 1910 it was decided to conclude the South Breakwater at 2,850ft (rather than the envisaged 3,250ft) and use the surplus rubble as foundation for an 80ft roundel that would house a lighthouse. In due course the plans for the North Breakwater were also changed, a new alignment offering greater shelter and use of a rocky outcrop. Also, rubble was not used – the South Breakwater was observed suffering subsidence – and so instead the rocky base of the North Breakwater was given a solid concrete foundation, and shear checks were also deemed necessary. Maud Railway Museum Collection





Although breakwater work on the north side of Peterhead Bay was underway from around 1910, the work ceased for more than two years in the latter part of World War I, so progress, restarted from summer 1919, had been interrupted. This Ordnance Survey map dates from 1926 and shows the isolated railway running from the depot yard via a headshunt and reversal and then along the progressing North Breakwater. Of note is the proximity of the town, as are the rails of the Titan crane on the breakwater and the similar arrangement within the works yard to unload *Thistle* at a harbour area, and also to place the huge blocks onto trains that would work via the headshunt to the second Titan crane on the breakwater. The works yard was built on what was known as Ellen Skellyis, an area of broken rock that previously went nearly unseen at high water. Crown Copyright

A busy scene on the North Breakwater, possibly in the 1930s, dominated by the 32 wheel Titan block-setting crane, which ran on four rails, but with two smaller cranes ably assisting and additional materials brought in by train. Near the end of the headshunt is a rake of wagons and a Hunslet 0-6-0T, probably *Prince of Wales*, the engine usually based here. Blocks stockpiled over the winter when conditions were deemed too dangerous for divers are seen to the right, they were approximately 13ft x 7ft 6in x 6ft 6in and were cast from a combination of crushed granite, sand and Portland Cement. The two 40 ton Titan cranes of the North Breakwater project were a distance apart, that seen being the one that ran along the breakwater, gradually moving south as the building work progressed, and the other in the block stack works yard out of view to the left. Maud Railway Museum Collection

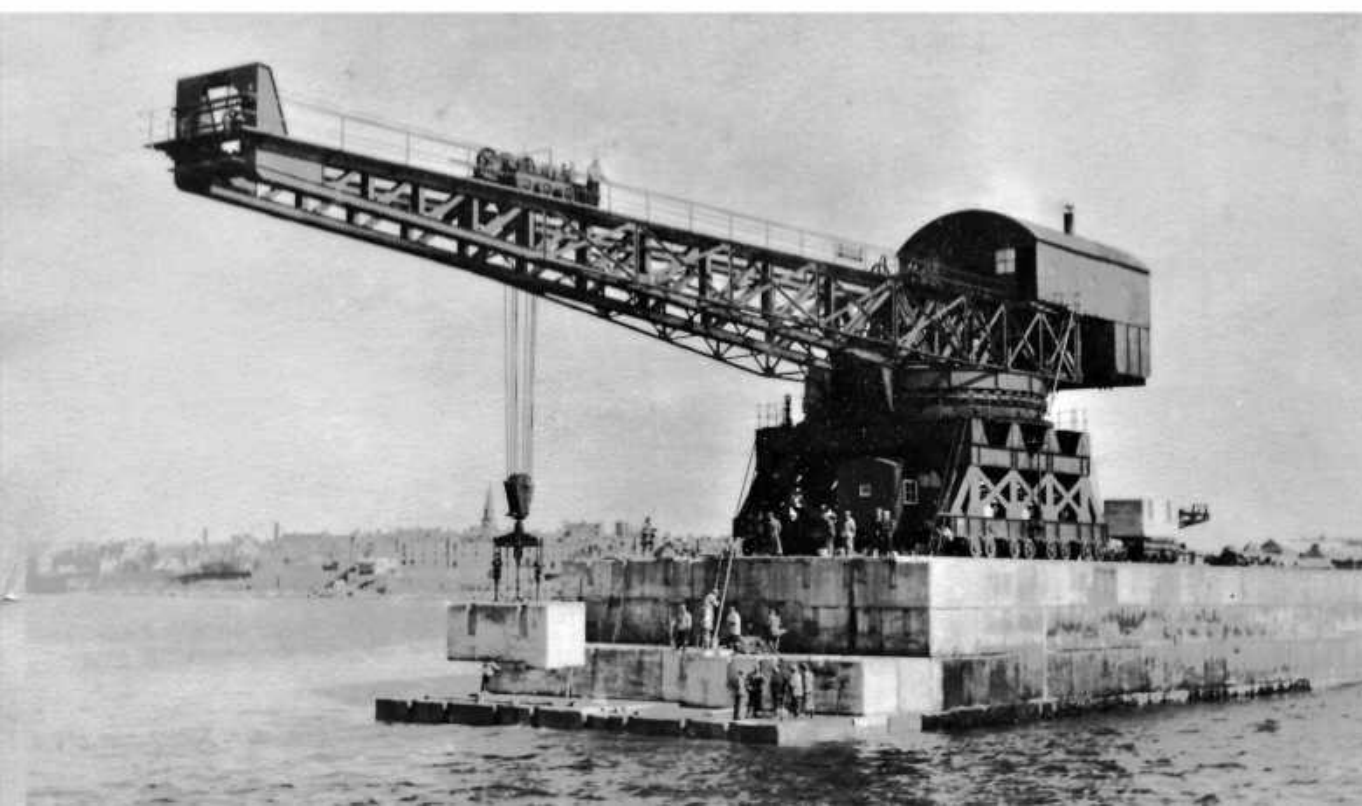


One must not forget the human story here. Thousands of men commuted to work on this railway during its 70 year history. Many of those who were incarcerated at Peterhead were victims of circumstance, poverty or greed, and some had gained notoriety through their actions. Work in the quarry was hard and discipline unrelenting, warders carried cutlasses, and three armed guards were deployed to discourage escape attempts. For major transgressions, solitary confinement and even the cat o' nine tails were possible. Several residents were however, victims of miscarriage of justice – the most celebrated was the case of Oscar Slater, his death sentence for murder commuted to life imprisonment, after 18 years' incarceration, much of it spent at Peterhead, he was eventually declared an innocent man.

James Tinsley, the signalman blamed for the Quintinshill rail disaster of 1915 was sentenced to three years penal servitude, part of which was spent toiling at the Stirling Hill quarry face before he was granted early release, if not a formal pardon. Another legendary character was persistent safebreaker Johnny Ramenski, who escaped five times from outside work parties at Peterhead. His periods of freedom were invariably short, but on release in the early years of World War II he was recruited by the Commandos, where his bravery and skills in working with explosives led to him being demobbed as a hero. Regrettably, after the war he reverted to his previous profession, entailing a further spell at Peterhead.

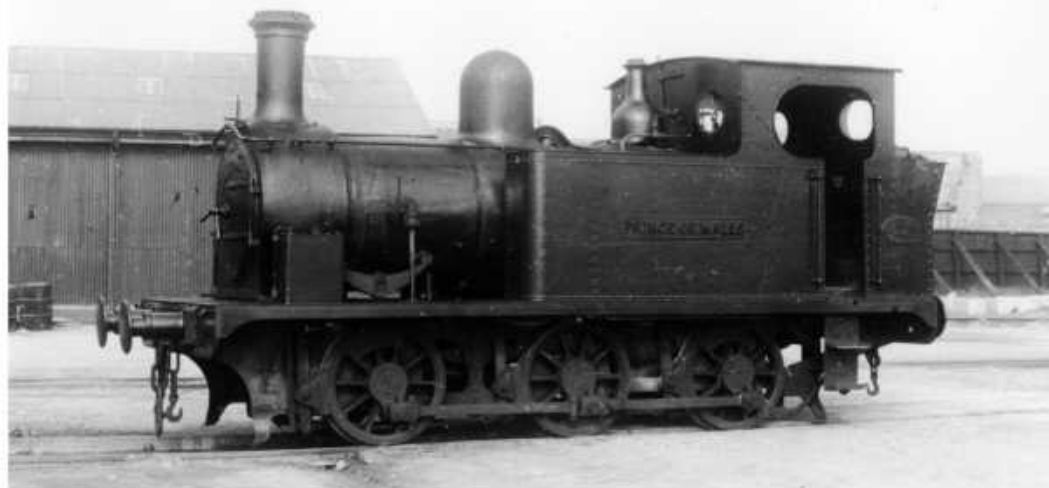
In 1932 George Kynoch, a native of nearby Strichen, serving seven years for armed robbery, made a one-way final journey on the line. Soon after alighting at the quarry station, he and two others attempted an escape – he was shot by one of the armed guards when 20ft up the quarry face and died at the scene.

On 27 September 1956 the last block was ceremonially installed to complete the project, with *Prince of Wales* in attendance. It was 1958 before the railway, plant and equipment had been removed for scrap under the direction of the last resident engineer Lieutenant Colonel W M Littlejohn – 40 years late and millions of pounds more expensive than anticipated. The Harbour of Refuge was never used for its originally envisaged purpose as a naval base but it did immensely improve the prosperity of Peterhead as a



The same crane perhaps 20 years later with the work still ongoing. A civilian workforce of at least 18 men is on hand, their presence accentuating the size of the Titan block-setting crane, its 115ft jib seen in the course of placing yet another block. On average, for the North Breakwater over 70ft depth of blockwork was being laid below sea level and the maximum width was 62ft, so it is hardly surprising that progress on the 1,500ft-long structure averaged about 40ft per year! A similar block sits on the railway wagon immediately behind the crane – it must have seemed an endless job, especially given that the work was stopped during the two world wars. Maud Railway Museum Collection

The neat outline of Hunslet Engine Co No 559 *Prince of Wales* of 1892 can be appreciated from this Thursday, 22 September 1949 view recorded at the North Breakwater yard. This locomotive was transferred across Peterhead Bay to the isolated engine shed of the North Breakwater scheme in 1912. Four of the locomotives were still on the books at 1957, but only *Prince of Wales* and *Alexandra* are credited with survival into 1958, when they were both scrapped. GNSRA Collection



Almost 40 years after the original estimated date of completion, the 'last block' of the North Breakwater is readied for lifting from a bogie flat wagon and swung into position on 27 September 1956, a small ceremony ensuing. In 1952 the stone required to complete the project was estimated at 22,700 tons, which was achieved by the end of that year, and by that stage a mechanical crusher and grading riddles aided the ongoing creation of the block. The 100 then needed were complete by the end of April 1953, but 2½ years then elapsed before the slow process of placing these was complete, as seen, and it was to be another two years before all work was finished – complete with granite ashlar blocks as facing stone, and setts in the roadway – and the railway then removed, its job done. Once again, *Prince of Wales* is the motive power, the operation being watched over by various officials on what seems to be a typically cold day. Maud Railway Museum Collection

fishing harbour and general cargo port. Since the 1970s the South Breakwater has been used as an offshore oil service base and today both breakwaters are a lasting tribute to the skills and fortitude of all those who contributed to their construction.

The carriage bodies were sold to local farmers, and remarkably several survive today. Restored and mounted on a suitable chassis, one is displayed at Maud Railway Museum;

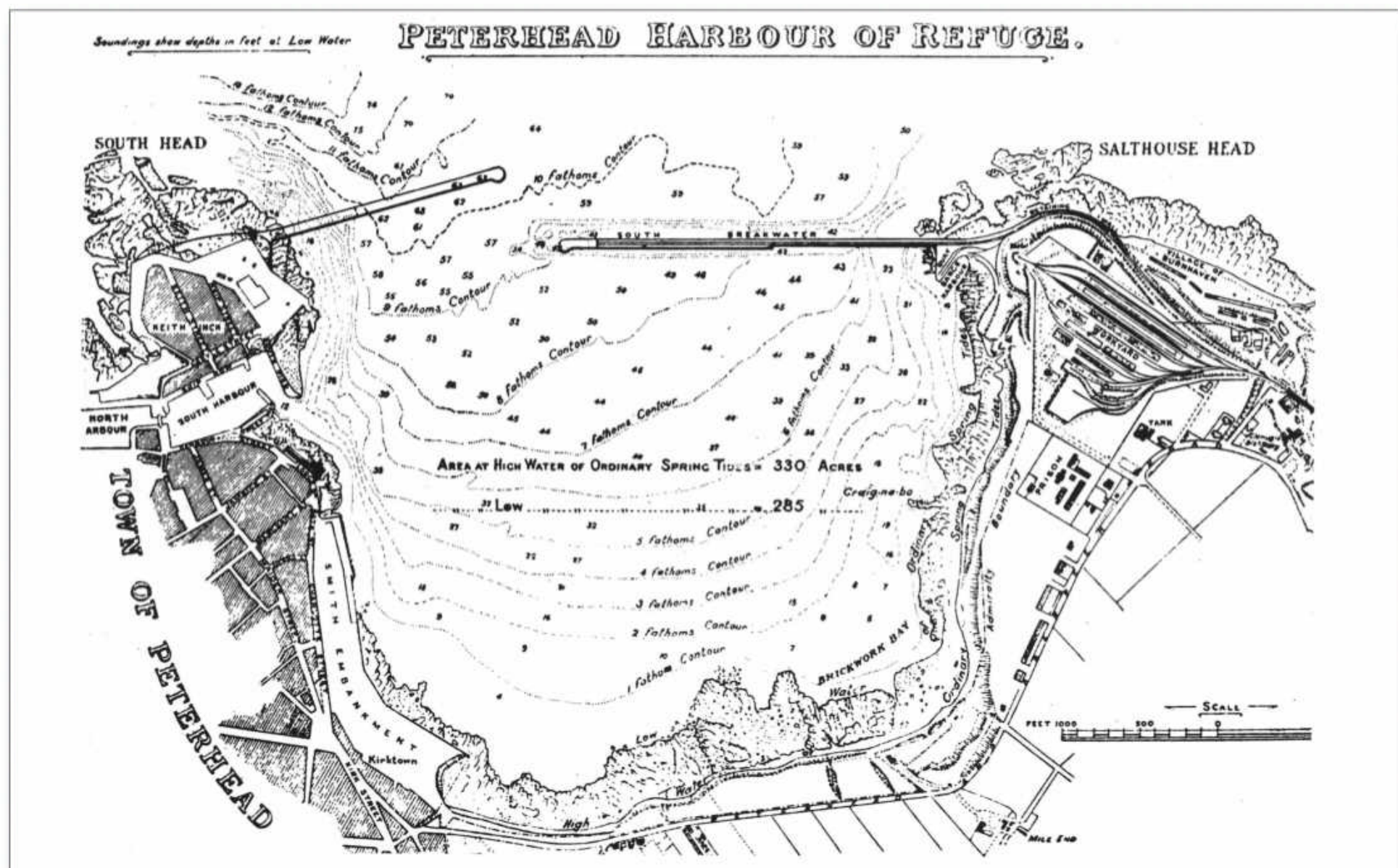
another carriage body is on show at Peterhead Prison Museum. When investigating the restoration of the carriage body now at Maud a vicious home-made weapon, a chib, a piece of metal roughly sharpened to a point and ready for use when an opportunity arose, was found concealed in the floor area. Messages and graffiti etched by prisoners on the internal planking were also found, including coincidentally the name 'Tinsley'.

This undated map, again looking south-south-east, shows the Harbour of Refuge scheme after the post 1910 re-alignment plan for the North Breakwater – the South and North breakwaters were initially planned to be in line with each other. The depth of the water has been revealed by soundings and is shown in feet at low water; a fathom is 6ft. After 70 years of construction the sailing fleet in use when the scheme began proved to be a world away from the ships operating when the scheme was completed, with a reduction in the size of the fishing fleet also empowering the scheme's sceptics – but only until the North Sea oil and gas boom, which gave new life to Peterhead thanks to its Harbour of Refuge. Maud Railway Museum Collection

STEAM DAYS

ACKNOWLEDGEMENTS

With appreciation and thanks to my colleagues from the Great North of Scotland Railway Association and Maud Railway Museum Trust and in particular Des Byrne, for their assistance with this article, and also to the staff of Peterhead Prison and of Aberdeenshire Library and Information Services for help provided over the years in researching this unusual railway.



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Readers' Letters

Tuxford engine shed and its locomotives

Sir: It may be wondered by some why the relatively obscure 'little railway with the long name', the erstwhile Lancashire, Derbyshire & East Coast Railway has for a very long time captured the attention and imagination (and continues to do so) of writers on the history and/or workings of Britain's lines. It was neither picturesque like the Somerset & Dorset, nor grand like the West Highland line, yet it still intrigues many of us. Therefore it is no surprise to me that your authors have chosen an aspect of the 'east to west' line, the engine shed at Tuxford, which provides the headline subject in the June issue of your magazine.

Lavishly illustrated with no less than 30 photographs displayed to advantage on the quality paper for which *Steam Days* is noted, the story is told in a structured way, aided by several tables to explain the allocation of locomotives at different times. A significant amount of research has obviously gone into the preparation of the article, especially in relation to locomotives. However, may I be permitted to clarify or correct two or three matters in the historical portion of the text and also add a little information to the captions.

A portion of the line from Barlborough Colliery to Pyewipe Junction was opened for goods and coal traffic in November 1896 but the first passenger trains ran between Edwinstowe and Lincoln on 15th of the following month. The line west of Langwith Junction first carried traffic on 8 March 1897. Now the authors speak of a temporary engine shed at Langwith Junction superseded by a permanent one in 1897. I have never heard of any temporary shed at Langwith Junction, but Tuxford shed was in use from the start of traffic and most of the engines available at the end of 1896 were based there, although one was out-stationed in the open at Pyewipe West. The shed at Langwith Junction was a northlight building constructed of brick and may well not have been ready for use till some date in 1897.

This brings me to the photograph of engine No 7 on page 24. The original photograph is in the possession of Margaret Woodhead of Edwinstowe, whose mother purchased ticket No 000 on 15 December 1896 to travel on the first train from Edwinstowe. My understanding, having seen the original ticket duly date stamped, and having been kindly provided with a copy of the photograph, is that it was taken

on that day. I believe that I have provided a copy of that photograph to interested friends, which may be how the authors have obtained a copy. There is a large pole rising skywards from the middle of the footbridge and on the copy I have there is clearly a flag or bunting to be seen.

At Pyewipe the LDEC had a small engine shed, actually at Pyewipe West, which was a single road affair but coal and watering facilities were provided and an engine pit in front of the shed building. The building itself may have had a very short existence at Pyewipe as the minute books of the company refer to a shed building there being moved to Langwith Junction.

The impecunious LDEC did place an order for five class 'A' engines but asked Kitsons to delay delivery as they could not afford to pay for them. These were numbered 24 to 28, the first one being the 13th of the type, but that was never returned after being delivered to Tuxford. However the final five of class 'A', which were to have been Nos 29-33, are the ones eventually taken by the Hull & Barnsley Company, later LNER 'N12'. The first of this batch certainly did arrive at Tuxford but was never used by the LDEC. Incidentally, at Tuxford the west to north junction with the GNR was to Tuxford North Junction and not to Dukeries Junction, the latter signal box being on the GNR line at the south end of the low level station there.

Table Six refers to *Bradshaw's Guide* for April 1910 and deals with passenger trains between Sheffield and Chesterfield on the one hand and Lincoln on the other. While these reprints of *Bradshaw* are extremely useful they have to be treated with caution. The inference is that some trains operated between Sheffield and Lincoln in both directions but this was never the case. Langwith Junction was the pivotal point and what actually happened was that up to three times each day LDEC trains made good connections with a Sheffield to Mansfield (Midland) service operated with GCR stock but a MR engine. What *Bradshaw* is actually showing is that connection can be made at Langwith Junction but not explaining the need to change trains. While the authors are still dealing with the 1910 service they make reference in the text to 'GCR trains from Mansfield met the core Lincoln-Sheffield line at Clipstone Junction.' In context this is clearly wrong as the Mansfield Railway line (operated by the GCR) only secured its Act in 1910 and was not opened for passengers till 1917.

Returning to the captions the colour photograph of No 6153 (class 'D') is referred to as No 6163 in the caption with the date of 25 May 1931. In fact the date is 1938 according to the Colour-Rail catalogue. Unfortunately on the next page the caption for the three engines on Tuxford shed is also incorrect. From left to right the engines are two of class 'D' and one of class 'C'. The latter is correctly identified but the two class 'D' tanks (to the left and not to the right) are erroneously identified as class 'A' tanks from the batch numbered 1-3. They are in fact two engines out of the three numbered 1145-47, which were the last three to be built and delivered to Tuxford at the end of 1906, said to be numbered A1 to A3. Aside from the above, it is pleasing to see that interest in the Dukeries route remains strong.

W Taylor,
Sutton-in-Ashfield, Nottinghamshire

Editor – Many thanks for all your comments and corrections. Yes, *Bradshaw's Guide* can often

mislead, with too much information compressed and in effect losing some of the important links; many thanks for giving those operational details. The authors have collected material on many locomotive sheds over countless years and cannot recall how the Edwinstowe photograph of No 7 originally reached them, sorry, but Roger Griffiths was really interested and pleased to hear that it is believed to be opening day – what a remarkable image. As for the date of the photograph of No 6153, that was a case of being offered the same photograph from two different sources (one was a black and white version) and each having a different date, so apologies if that chosen proved to be incorrect.

Lord Nelson No 850

Sir: Many thanks for the splendid article on this engine (*Steam Days*, March 2020), which throws some new light on an over-criticised class. A small correction – the Bulleid 1942 changes didn't give them outside admission valves, as you can see from No 850's present state. The rebuilt Pacifics certainly had them, but the 'Nelson' continues with inside admission to this day.

Chris Barclay,
Wavendon, Buckinghamshire

Worcester Locomotive Society

Sir: I have to say how much I enjoyed your article about the Worcester Loco Society (*Steam Days*, April 2020), as I too joined in August 1966, and the first trip that I went on was the Isle of Wight trip on 21 August. We visited Salisbury, Eastleigh shed and works, Ryde, Southampton Docks, Bournemouth, Weymouth and Bristol (Bath Road). I copped a total of 82 locomotives. I then went on a further 18 trips, including six two-day trips. My final trip was a two-day London/South-East on 26/27 July 1969, which left Birmingham Hall of Memory at 2:25am and cost £4 5s. Despite visiting over 30 locations I only managed six cops but by that time I only needed 51 locomotives to clear BR and as I was working on the railway, I had the benefit of free passes and privilege tickets so decided I could get more cops if I travelled around by train. So after three great years of coach trips with the WLS, I did not renew my membership when it expired in August 1969. The trip that I got most cops on was a two-day Scottish on 7/8 January 1967 when I got 638 locomotives, but it was my first visit to Scotland. I was also a bus spotter, so enjoyed getting lots of bus numbers from all over the country, if I could stay awake!

I too had a Discatron but never took it on trips, but well remember the lads playing *Death of a Clown*. *Autumn Almanac* by the Kinks was another favourite which got played to death! I guess we must have been on the same trips on some occasions during those three years. They were great days and I would not have missed them for the world.

Steve Horner,
Droitwich Spa, Worcestershire

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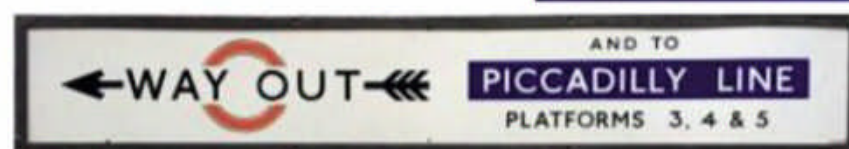
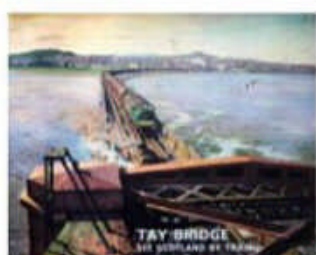
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