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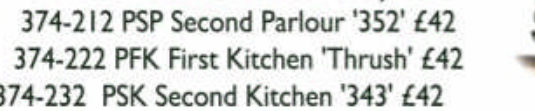
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ISSUE 275
December 23 –
January 21, 2021

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4S-043-002D Class 43xx Mogul 2-6-0 6385 in GWR green shirtbutton emblem - DCC fitted **NEW** £161.46

NEW



4S-043-003 Class 43xx Mogul 2-6-0 in GWR green BR smokebox numberplate **NEW** £135.96

Diesel locos



4D-014-000 Class 29 6112 in BR green full yellow ends (RRP £151.95) **BARGAIN** £109



4D-014-003 Class 29 D6107 in BR blue (RRP £151.95) **BARGAIN** £109

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H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (RRP £99) **BARGAIN** £84



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H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (RRP £99) **BARGAIN** £84



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (RRP £99) **BARGAIN** £84



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (RRP £99) **BARGAIN** £84



H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (RRP £99) **BARGAIN** £84
H4-P-016 SECR P Class 0-6-0T 31556 BR black early emblem (RRP £99) **BARGAIN** £84

Diesel locos

H4-66-008 Class 66 66033 in Euro Cargo Rail EWS branding (RRP £150) **BARGAIN** £119
H4-66-005 Class 66 66088 in EWS DB branding (RRP £150) **BARGAIN** £119



H4-66-006 Class 66 66097 in DB Schenker (RRP £150) **BARGAIN** £119



H4-66-004 Class 66 66207 in EWS (RRP £150) **BARGAIN** £119
H4-66-010 Class 66 66404 in DRS compass (RRP £150) **BARGAIN** £119



H4-66-013 Class 66 66429 in DRS plain (RRP £150) **BARGAIN** £119



H4-66-011 Class 66 66433 in DRS compass (RRP £150) **BARGAIN** £119



H4-66-014 Class 66 66502 in Freightliner 'Bastford Hall Centenary 2001' (RRP £150) **BARGAIN** £119
H4-66-021 Class 66 66528 in Freightliner Powerhaul 'Madge Elliot MBE - Borders Railway Opening 2015' (RRP £150) **BARGAIN** £119



H4-66-037 Class 66 66587 in Freightliner/ONE pink 'AS ONE, WE CAN' (RRP £150) **BARGAIN** £119
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H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (RRP £118) **BARGAIN** £99



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H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (RRP £118) **BARGAIN** £99
H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered £126
H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons (RRP £59) **BARGAIN** £49

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

Hornby - Steam locos



R3864 Class 4000 Star 4-6-0 4003 Lode Star in GWR green **NEW** £162
R3719 Class 5101 'Large Prairie' 2-6-2T 4154 in GWR green £126



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
R3417 Class K1 2-6-0 62065 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

Oxford Diecast - Public Service vehicles



76SFE011 Scania Pump Ladder fire engine - 'Humberside Fire and Rescue' **NEW** £20.50

Oxford Rail - Steam locos

OR76N7003 Class N7 0-6-2T 69612 in BR black early emblem £96

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-014-001 Maunsell high window 4 coach set SR olive green - set 193 **NEW** £106.21



2P-014-010 Maunsell high window 6 coach set in SR olive green 456 **NEW** £158.91

O Gauge (1:43 Scale)

Dapol - Steam locos

7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest £191.25



7S-006-051 Class 58xx 0-4-2T 5809 in GWR green shirtbutton logo (RRP £225) **BARGAIN** £174
7S-006-052 Class 58xx 0-4-2T 5819 BR black early emblem (RRP £225) **BARGAIN** £174



7S-005-005S Class Y3 Sentinel 4wVB 68164 in BR black early emblem - DCC sound fitted £297.50

Hattons Originals - Wagons

H7-WW-706 Warwell wagon 50t diamond frame bogies M360329 in BR gulf red (RRP £85) **BARGAIN** £69



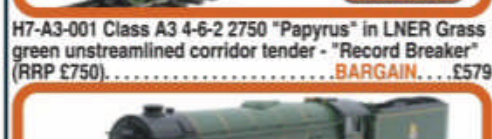
H7-WW-702 Warwell wagon 50t diamond frame bogies WW.55 in War Department (LMS) (RRP £85) **BARGAIN** £69
H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (RRP £85) **BARGAIN** £69

Heljan - Steam locos

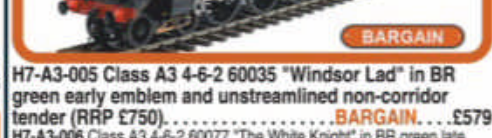
H7-A3-003 Class A3 4-6-2 2745 'Captain Cuttle' in LNER black unstreamlined non-corridor tender (RRP £750) **BARGAIN** £579



H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (RRP £750) **BARGAIN** £579



H7-A3-005 Class A3 4-6-2 60035 'Windsor Lad' in BR green early emblem and unstreamlined non-corridor tender (RRP £750) **BARGAIN** £579
H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (RRP £750) **BARGAIN** £579



H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined corridor tender (RRP £750) **BARGAIN** £579
H7-A3-001A Class A3 4-6-2 unnumbered single chimney, standard dome and unstreamlined corridor tender in LNER Grass Green 1929-1948 (RRP £750) **BARGAIN** £579



H7-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender (RRP £750) **BARGAIN** £579



H7-A4-006 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue unstreamlined corridor tender - 'Record Breaker' (RRP £750) **BARGAIN** £579



H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (RRP £750) **BARGAIN** £579



2007 Class 20 in BR Railfreight grey full yellow ends, 1960s style warning flashes and headcode discs - Exclusive to Hattons (RRP £399) **BARGAIN** £395



4027 Class 50 50015 'Valiant' in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hattons (RRP £699) **BARGAIN** £495



Climbing past Rifle Range, BR Standard 4MT No. 75069 heads a Santa special to Kidderminster on the Severn Valley Railway on December 5. JOHN TITLOW

Now let's all build on our Christmas trains' success

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BRITAIN gave the steam railway to the world and has every right to beam with pride about the heritage sector – and rarely more so than this Christmas.

Showing the true bulldog spirit of triumph over adversity, our heritage railways have taken their drive of determination and innovation to a new high, by staging a dazzling variety of Christmas services which have been tailored with precision to meet the needs of the hour, that is, public safety during a crisis unprecedented in living memory.

Many of us were highly sceptical as to whether we would see any heritage trains at all running this Christmas, and all hung on the Government's decision as to what happened after lockdown ended in England on December 2. However, our railways have risen splendidly to the big challenge and undoubtedly won many new friends in the process, while underlining the fact that they are now a plank of local tourist economies at this time of year.

Christmas trains are an essential source of revenue to finance the year-round operation of heritage railways, and even those lines which have reported sell-out festive services will likely have suffered a fall in income due to the need to carry less passengers per carriage to allow for social distancing, in addition to other limitations imposed by current circumstances. Worse still, those railways who found themselves for one reason or another unable to operate at this time will now face an uphill struggle for the foreseeable future to make up the deficit in income.

The Government grants to heritage railways which we have reported in recent issues, some stretching into seven figures, and the superb public response to SOS appeals run by individual lines cannot but be heartily welcomed, but like *Oliver Twist*, we must by needs now ask for more.

Heritage lines are not like the many 'ordinary'

businesses which the Government has rightly helped out in one way or another during the pandemic: owner or shareholder profits are not their driving concern. Their role is not only to conserve treasures of the past and to run a tourist magnet, but to provide an educational resource of immense value to the public at large.

This month, we announced that the winner of the Heritage Railway Association's Interpretation Award 2021, sponsored by this magazine and its publisher Mortons Media, is the marvellous Narrow Gauge Railway Museum at Tywyn.

A microcosm of far bigger museums, for nearly seven decades it has been a barely-paralleled source of knowledge and inspiration about its chosen subject, and is fittingly located at the place where the operational heritage railway movement began in 1951, with those first volunteer-run trains on the Talyllyn Railway. This absolutely fascinating museum has for long been a huge credit to that railway, its town, Wales and the sector as a whole.

At the time of writing, the promise of vaccines has provided light at the end of a seemingly very long tunnel, but while our railways must remain closed or at best run reduced services, overheads will continue to mount up with the threat of more redundancies.

There is a strong case for Whitehall to make the sector a special case for greater financial aid, at least in the short term. In the meantime, I again implore readers to support our railways' appeals for donations or voluntary labour wherever you can.

At *Heritage Railway*, we will continue to bring you the latest news as we all strive for better times ahead, the sooner the better. To ensure that you are up to speed with essential developments in the sector as they happen, turn to page 30 and take out a subscription.

Robin Jones Editor

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The Christmas trains we thought we would never see

The heritage railway sector has again come into its own for Christmas, with a dazzling array of traditional and innovative festive trains. Against the background of Covid-19, 2020 has involved a Herculean task not only to run services which provide vital income to keep our lines running throughout the year, but to also ensure they are safe. Indeed, what has been achieved this December is a massive testament to triumph over adversity.



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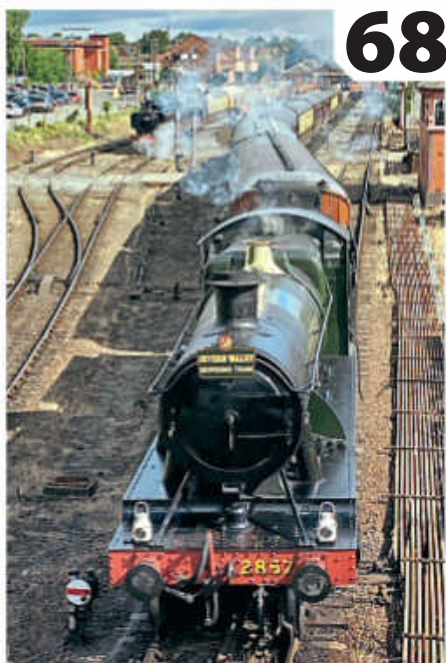


CONTENTS: Piercing the darkness of the Dorset evening skies, Southern Railway U Class 2-6-0 No. 31806 heads a Steam and Lights test train between Norden and Corfe Castle on December 3. The Purbeck line's inaugural season of dazzling festive illuminated trains proved a sell-out, with extra dates being added to cope with demand, while the regular Santa special programme was cancelled because of coronavirus constraints. The pre-booked one-hour nonstop round trip from Swanage to Norden aboard the six-coach train, with allocated socially-distanced seating and festively-decorated carriage interiors with music and running commentary, slowed to 5mph through Harman's Cross and Corfe stations so passengers could appreciate the lineside lighting displays. ANDREW PM WRIGHT

COVER: LMS Stanier 8F 2-8-0 No. 48305 emerges from the A6 overbridge with the 9.45am Loughborough to Quorn & Woodhouse empty coaching stock for the first post-lockdown Santa special on December 5. Despite being in Tier 3, the Great Central Railway was given the go-ahead to operate its Santa and Winter Wonderlights specials by Charnwood Borough Council, using the tried-and-tested Quorn-Leicester North return compartment-only service for social distancing. GRAHAM NUTTALL

Leading with positivity!

Helen Smith, general manager of the Severn Valley Railway talks to Nicola Fox about her approach and experiences of managing one of Britain's premier league heritage lines, including staff, volunteers, infrastructure and operations during her first year in the role.



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New P2: beating the pandemic

The A1 Steam Locomotive Trust's £5 million project to build P2 2-8-2 No. 2007 *Prince of Wales* in Darlington, may have been slowed down by the Covid-19 pandemic, but steady progress is being made while fundraising continues in earnest, report Mark Allatt and David Elliott.



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Models



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New LNWR Precedent model for summer 2021 release; Rapido Trains to 'fill the gaps' with new 4mm and 2mm scale models; and Peco progresses OO9 range.



The glory of the GWR 76

A favourite with modellers for decades, Pete Kelly traces the development of Great Western Railway locomotives from the Churchward era onwards.

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HEADLINE NEWS



Above: Two locomotives which played a key role in the earlier days of the heritage sector were reunited at Tyseley Locomotive Works on December 11. Vintage Trains flagship GWR 4-6-0 No. 7029 *Clun Castle* is seen with prairie No. 4555, which had arrived from the Dartmouth Steam Railway for boiler repairs. The venue's founder, the late Pat Whitehouse, was instrumental in purchasing both locomotives straight from BR service. DENIS CHICK

Right: GWR Bird class 4-4-0 No. 3454 *Skylark*, representing the final version of Churchward's Bulldog type hauled the Stephenson Locomotive Society's first full main line (as opposed to branch line) tour on June 17, 1951. Although by itself this did not mark the start of standard gauge preservation – *Skylark* was one of the last two class members which were withdrawn just five months later on November 7 and scrapped – coming a few weeks after the Talyllyn Railway revival, organiser Cam Camwell did establish the key heritage era principle of privately-run enthusiast-driven tours over the national network. MICHAEL WHITEHOUSE COLLECTION



New Vintage Trains itinerary marks 70 years of railway heritage – narrow and standard gauge!

By Robin Jones

A SPECIAL train marking the 70th anniversary of the standard gauge heritage era is among the highlights of Vintage Trains' (VT) packed spring and summer programme for 2021.

Whit Monday bank holiday May 14, 1951, is widely held as the start of the operational heritage railway movement, as the date when the Talyllyn Railway ran its first public services under the control of its preservation society volunteers, and

in doing so achieved a world first.

Just over a month later, on June 17, the Midland Area branch of the Stephenson Locomotive Society (SLS) ran its 'Bulldog Special' from Birmingham Snow Hill to Swindon Works, making visits to Oxford and Didcot sheds on the way. Organised by branch secretary Arthur 'Cam' Camwell, who instituted rail tours for the SLS, the train was hauled by GWR Bird class 4-4-0 No. 3454 *Skylark*.

While the SLS had run branch line tours the previous year, the 'Bulldog

special' was deemed to be its first full-blown main line special. Furthermore, there were very close links with the Talyllyn revival: Pat Garland was chairman of the SLS Midlands branch and had been asked to organise the meeting at Birmingham in October 1950 at which the Talyllyn Railway Preservation Society was formed. He served as Talyllyn treasurer, financial director and then its president; SLS member Pat Whitehouse also attended the founding meeting and accepted the position of secretary of the preservation society, later becoming its vice-president. Both then went on to form the 'Birmingham Committee' of the Talyllyn, working with transport historian Tom Rolt and Midlands industrialists Tom Hunt and John Wilkins to rebuild the Talyllyn.

Development

The two Pats later bought GWR 2-6-2T No. 4555 and joined the founders of the Dart Valley Railway, becoming chairman and treasurer, while Pat Whitehouse facilitated the purchase of GWR 4-6-0 No. 7029 *Clun Castle* and then helped secure a lease from BR on part of Tyseley depot, which later became Birmingham Railway Museum and now Tyseley Locomotive Works.

Pat's son Michael, now chairman of VT, said: "The start of the heritage era was centred on Birmingham. That same team started running privately-operated steam locomotives from Tyseley on the national network 57

years ago, developing into today's VT."

The 70th anniversary tour – the first to use the SLS title to Swindon for decades – is due to operate on May 15 behind *Clun Castle*. The trip will allow a visit to the STEAM Museum or the adjacent shopping centre.

VT's Birmingham Snow Hill-Stratford-upon-Avon 'Shakespeare Express' season is set to run on nine consecutive Sundays from July 18 with Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* making its return debut following overhaul. The return journey will be at express speeds up to 75mph via Solihull, nonstop to Tyseley.

The 70th anniversary of operational railway volunteering is due to be marked with a party at the Tyseley Open Weekend on June 26/27.

Visiting engines for 2021 are due to include No. 46233 *Duchess of Sutherland*, No. 45596 *Bahamas* and Class 20s Nos. 20189 and 20206. Tyseley's own Class 47 No. 47773 *The Queen Mother* will also haul a tour this year and assist on some trains.

The first tour of the season is the March 20 'Railway Roundabout' behind *Clun Castle*. Named after the children's TV programme presented by Pat Whitehouse and John Adams from 1957-63 which resulted in a unique document of a distinct period in British transport history, it will comprise a near circular run from Birmingham to Leicester and back.

Clun Castle is also scheduled to head April 10's 'The Red Dragon' to Cardiff, recalling one of BR's crack expresses



LSWR O2 0-4-4T No. W24 *Calbourne* is on track to return to Isle of Wight Steam Railway service on January 24 for the line's 50th anniversary celebrations, having completed its 10-year overhaul and final boiler examination. An appeal to fund the overhaul, which began in December 2019, raised more than £30,000, and the locomotive will appear in Southern Railway livery as opposed to its previous BR black. JOHN FAULKNER/IOWSR



on the South Wales main line, that was often hauled by a Castle.

The 'Welsh Marches Express' is due to run on April 24, with *Clun Castle*; on June 12 behind *Bahamas*; and on July 3 with *Duchess of Sutherland*. Running through Worcester, Gloucester and Newport, there will be an afternoon break in Hereford before returning via Shrewsbury and Birmingham New Street to Tyseley.

Clun Castle has been allocated to May 1's 'North Wales Coast Express' to Chester where No. 47773 will take over for the run on to Llandudno, which will be hosting its annual Victorian Extravaganza & Transport Festival. The return leg is set to be steam-hauled throughout.

Excursions

On May 22, No. 47773 and *Bahamas* are due to share duties on 'The White Rose' to York via Burton-on-Trent, Derby and Sheffield, while on June 5, *Clun Castle* makes its inaugural trip to Scarborough with the 'Scarborough Spa Express'.

Duchess of Sutherland is booked to haul the 'Midland Bristolian' on June 19, returning via the Lickey Bank, believed to be the first time a Duchess will have stormed the incline in the heritage era.

Nos. 20189 and 20206 revive the traditional summer seaside outing with the July 10 double-headed 'Jolly Fisherman' to Skegness.

Bahamas is also due to haul the 'Buxton Jubilee' on July 24 to Buxton via Peak Forest, and 'The Welshman' to Holyhead on August 7.

The two Class 20s double head again on August 14, with the 'Heart of Wales Explorer', which includes an afternoon break at Llandrindod Wells.

Bookings for all trains must be made on www.VintageTrains.co.uk which went live on December 23.



Welcome back! The West Somerset Railway's first Santa Express and the first train of the 2020 season hauled by WSR 2-6-0 No. 9351 passes Treble's Holford on December 12. PETER DARKE

West Somerset runs its first train of 2020

By Robin Jones

SATURDAY, December 12, saw public trains run on the West Somerset Railway (WSR) for the first time in 2020, in the form of its nonstop Santa Express from Bishops Lydeard to Williton and back, behind WSR mogul No. 9351.

Tickets were sold pre-booked only, in tables of four or six-seater compartments, and were scheduled to run up to Christmas Eve. The line

was closed throughout 2020, firstly due to track maintenance and then because of the pandemic.

Meanwhile, Llangollen Railway-based GWR large prairie No. 5199 has moved to the line, where it will go on hire until the end of 2021. It was due to arrive on the WSR on December 17, and is contracted to run on a minimum number of 35 steaming days.

Also, the West Somerset Railway

Association's bid to raise £5000 to repair the door handles, locks and striker plates on the line's Class 115 DMU has been successful.

→ Separate appeals by the WSR and supporting groups to cover lost income and overheads during the pandemic, plus grant aid, have now reached £1,320,300. Further contributions are invited at www.west-somerset-railway.co.uk/donations

Groundwork starts on Lynton & Barnstaple extension

By Gareth Evans

LYNTON & Barnstaple Railway trustees have given the go-ahead to commence ground survey work on its extension from Killington Lane to Wistlandpound.

The geo-environmental survey work, which is required before reconstruction of the 2ft gauge line can begin, involves test bores along the whole route to check for contamination, establishing whether any hazardous waste was dumped in cuttings after the line closed in 1935, the suitability of any infill for future use in embankment reconstruction

and the nature of the ground where new bridge construction is required.

The first phase will be carried out at Killington Lane, the current southern terminus, testing the nature of the infill in the cuttings either side of the former Bridge 65 (Killington Lane overbridge), as well as determining the nature of the soil upon which the new Bridge 65 foundations will sit.

Resources

This phase has benefited from a grant of £1500 from the Veronica Awdry Charitable Trust. Veronica is the daughter of Thomas the Tank

Engine creator the late Reverend Wilbert Awdry.

It is intended that the railway will go under Killington Lane via a new bridge – the design for which has been produced for the line by engineering design consultants Atkins. Planning permission has been obtained for the extension and fundraising is underway to apply for a Transport & Works Act Order, which will provide the powers to construct and operate the extended line.

→ The line is due to run mince pie specials between December 29 and January 1. Pre-booking is not required.

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Welsh Government £715k lifeline to heritage lines ‘may not be enough’

By Robin Jones

HERITAGE railways have been given grants of up to £150,000 each from the Welsh Government’s £63 million Cultural Recovery Fund – but fears that it may prove insufficient for lines to survive the pandemic have been sounded.

The Talylyn Railway has received the maximum £150,000 for funding its winter maintenance programme and ongoing overhaul of No. 1 *Talylyn*, plus future projects including the provision of electric vehicle charging points, heating in more carriages, the refurbishment of the Abergynolwyn playground, developing a comprehensive interpretation strategy for the railway and enhanced facilities for video conferencing.

In addition, the award-winning Narrow Gauge Railway Museum at Tywyn Wharf (see News, page 10) has been given £27,000 to make it more Covid secure, and help with employment.

Improvements

The Bala Lake Railway has been given nearly £150,000 towards relaying a quarter mile of track, completing the 10-year overhaul of Quarry Hunslet 0-4-OST No. 779 of 1902 *Holy War* and rebuilding and returning a disused carriage to service, providing additional covered waiting facilities at Bala station and a weather canopy over outdoor tables at Llanuwchllyn and repairing its workshop building.

The Welshpool & Llanfair Light Railway was allocated £138,000 for developments online, further precautionary measures to open

its facilities and the employment of a community development officer, plus progressing its Llanfair Connections Museum project, which has somewhat stalled because of the pandemic.

The Fairbourne Railway has received more than £106,000 towards relaying 110 yards of track, the 10-year overhaul of half-size Darjeeling Himalayan 0-4-OSTT *Sherpa*, replacing the Barmouth Ferry station canopy and roof improvements to buildings at Fairbourne station.

The Gwili Railway received £46,583 to cover the winter months and prepare for a planned grand reopening at Easter.

The biggest of the principality’s heritage lines, the Ffestiniog & Welsh Highland Railways, has been allocated £150,000 – but officials pointed out that it is far from enough to guarantee the 40-mile line’s future, following a ‘disastrous’ year in which it has carried between only 10-15% of its normal passengers and seen its income fall from £6 million to just £1 million.

Despite receiving £550,000 in donations from supporters, £250,000 from the National Lottery Heritage Fund and £100,000 from the Economic Resilience Fund (ERF) prior to the latest grant, its mandatory maintenance costs are £200,000 a month, whether trains run or not. The railway has just been forced to make 32 people redundant – around a third of its workforce – in addition to laying off 50 seasonal staff in March.

The Ff&WHR annually receives up to 300,000 visitors from around the world, contributes £25 million



The Talylyn Railway launched its Christmas services on December 2, with 0-4-2ST No. 4 *Edward Thomas* heading a ‘Tinsel & Turkey’ train. TR

annually to the local economy and forms part of Gwynedd’s bid to become a UNESCO World Heritage Site. It is also a major local employer providing training for young people through its apprenticeship schemes and co-operation with local colleges.

Allocation

In a letter to the Welsh Government, Ff&WHR officials pointed out that two similarly-sized English operations, the North Yorkshire Moors and Severn Valley railways, have been allocated bigger public grants. As reported last issue, the NYMR received £1,904,902 from the UK Government Culture Recovery Fund, while the Severn Valley got £250,000 from that fund, plus £1,156,000 from the National Lottery Heritage Fund under the Heritage Emergency Grant scheme.

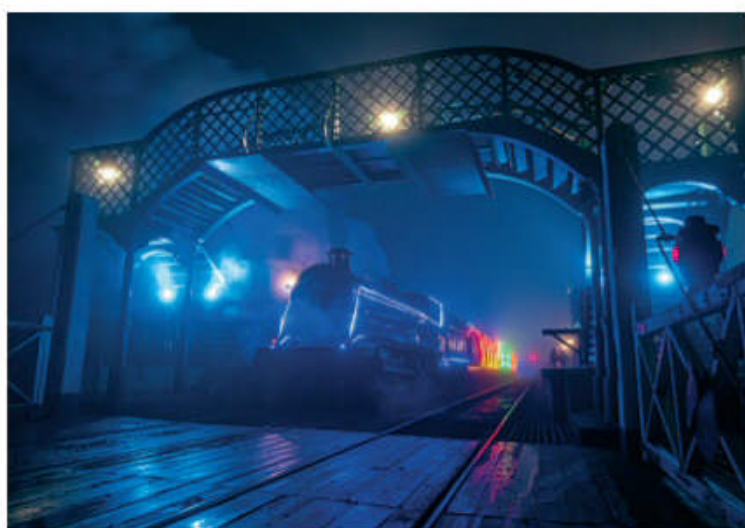
The letter said that the company “is hanging on by a thread,” adding: “We are basically trying to cut unnecessary expenditure while trying to be ready to run next year up to the level that we’re permitted. Our

survival is far from guaranteed at this point in time.”

The Llangollen Railway, it was understood, may also receive a grant from the Welsh Cultural Recovery Fund.

→ The Bala Lake Railway has also been given £10,000 from the ERF for installing photovoltaic solar panels on the roof of the Rowen Centre housing its large G-scale railway. It is estimated that the panels will supply around a quarter of the railway’s current energy needs, saving over 3000kg of CO2 annually.

The WLLR has been awarded £7800 from CADW, the Welsh Government’s historic environment service, and the National Lottery Heritage Fund under the 15-Minute Heritage programme launched in September. It will fund the development of three trails through local communities, including the Town Trail in Welshpool, and the proposed Llanfair Town Trail, linking them to the railway.



So great has been the public response the Epping Ongar Railway may extend its debut Epping Ongar Light Fantastic illuminated trains and special lit-up lineside displays beyond the original final date of January 10. The trips are hauled by diesel and steam in the form of GWR 4-6-0 No. 4953 *Pitchford Hall*, seen at the starting point of North Weald where car parking is available. For details visit www.eorailway.co.uk TREVOR CLIFFORD/EOR

Help *Linda* be ready for 60th anniversary

A CHRISTMAS appeal for £60,000 to fund the imminent heavy overhaul of the Ffestiniog & Welsh Highland Railway’s ex-Penrhyn Quarry Railway 2-4-OSTT *Linda* has been launched.

The 1893-built locomotive now carries the oldest boiler in the fleet, dating back to 1936, and which will need repairs. The chassis also requires detailed attention and riveting in places, while the saddletank may need attention.

Major surgery on the tender is needed, with all but the sides and rear and wheelsets requiring replacement.

Linda will be available for use on works trains until March 27, its last scheduled day in service.

It is hoped to have *Linda* running again by 2022, the 60th anniversary of its arrival on the Ffestiniog Railway. In appealing for donations, Ff&WR general manager Paul Lewin said:



Linda and sister *Blanche* returning from Caernarfon in 2018. CHRIST PARRY

“Helping now will not only ensure we can enjoy riding behind *Linda* on an important anniversary, but it will keep skilled staff working for us at a time when other income is uncertain.”

Donations are invited at tinyurl.com/LindaAppeal



Jeremy Hosking's reliveried HST set takes the 'Midland Pullman' from St Pancras to Crewe past Grindleford.
MICHAEL ANDERSON

'Blue Pullman' HST makes public debut

By Cedric Johns

JEREMY Hosking's refurbished former East Midlands-Porterbrook Class 43 Nanking blue-liveried High Speed Train made its public passenger-carrying debut on Saturday, December 12.

Operated by Locomotive Services TOC Limited, the seven-coach set plus two power cars departed St Pancras International for Crewe, picking up at St Albans, Luton and Bedford and travelling on via Kettering, Chesterfield and Stockport.

Reviving memories of BR's pioneering luxury 'Blue Pullman' high-speed trains in the early Sixties and the 60th anniversary of the inaugural services between London and Manchester, the December 12 train was sold out. Observing Covid-19 restrictions limited the loading to 60% capacity.

Running under Crewe's 'Statesman' up-market brand, the HST is currently scheduled to operate a monthly railtour starting on January 16. This will see the 'Settle & Carlisle Pullman' depart St Pancras International for Carlisle,

calling at St Albans, Luton, Bedford, Wellingborough, Kettering, Melton Mowbray and Leicester.

On February 6, the HST starts from Bristol Temple Meads for another trip over the Settle and Carlisle line, stopping at Bath, Chippenham, Swindon, Oxford, Banbury and Leamington Spa.

On March 20, 'The Whitby Jet' is due to leave Finsbury Park for Whitby, stopping at Hertford North, Stevenage, Letchworth, Royston, Cambridge and Ely.

All three tours are reportedly sold out.

New Tanfield general manager returns to his roots

By Gareth Evans

LIFELONG Tanfield Railway volunteer David Watchman has been appointed general manager of the County Durham standard gauge heritage line.

David started as a young volunteer at the tender age of seven, when he would accompany his father. He went on to gain experience across the various disciplines – including permanent way, carriage and wagon, mechanical engineering and commercial, where at the age of just 17, he was involved with the

return of galas to the railway after an absence of many years.

In his professional life, David joined the team at nearby Beamish in 2010. Starting out as a steam team demonstrator/engager, he mainly worked on the waggonway, which included operational and compliance matters, as well as engaging with the public.

Experience

After being appointed as the museum's communications assistant, he became digital communications assistant and then digital communications

officer – his Sunderland University animation and design degree coming to the fore. He remained involved with the museum's railways whenever an event was on. David left his employment at Beamish in early November.

David, who has served as the line's commercial director for seven years, told *Heritage Railway*: "Tanfield has always been a special place. There's just something about it that gives it a different feel to other railways and it's addictive.

"Tanfield has got me to where I am today. Now it's turned full circle and I'm looking after the place!"

Crossing mishap for Mid-Norfolk 'Pacer' centre car

AN INVESTIGATION into an incident in which the centre car of a recently-arrived three-car Class 144 'Pacer' No. 144018 blocked Norwich Road level crossing in Dereham on the Mid-Norfolk Railway

(MNR) at around 4.20pm on December 10, has begun.

Although the gates were damaged and the road was temporarily blocked, nobody was injured. The Railway

Accident Investigation Branch and Office of Rail & Road were immediately informed while the heritage line started its own investigation.

→ **Third Pacer for MNR** – see page 26.

IN BRIEF

→ **SEVERN Valley Railway Holdings plc** has co-opted general manager Helen Smith as a director and new Severn Valley Railway Company Limited's new chairman Diane Malyon has been appointed as one of its representatives on the Holdings board.

→ **THE South Devon Railway** has received a Certificate of Recognition from the Royal Horticultural Society for its gardens at Buckfastleigh station.

→ **SOUTH Somerset District Council** voted on December 9 to spend up to £20,000 on a feasibility study on converting part of the former Somerset & Dorset Joint Railway trackbed between Bruton and Wincanton into a cyclepath. A community interest company has already been set up to oversee the project.

→ **THE Isle of Wight Steam Railway** is continuing talks with South Western Railway about preserving at Havenstreet a Class 483 ex-London Underground electric train from the Island Line from where the sets are being withdrawn.

→ **THE Maidstone Model Engineering Society** has appealed for funds after vandals caused £10,000 damage to the roof of its headquarters in Mote Park, threatening the future of the 3½/5in gauge minute railway.

So far around £3500 has been raised: donations are invited at tinyurl.com/MaidstoneModelRly

→ **THE** total amount raised by the South Devon Railway through its emergency appeals and Culture Recovery for Heritage Fund grant aid has topped £870,000.

→ **DEAN Forest Railway Society** volunteers have at completed their clearance of track and overgrown vegetation from the surviving part of the Wye Valley Railway, which once linked Chepstow to Monmouth along the Wye Valley.

A section remained in use to service Tidenham Quarry until 1990, and while Network Rail has gifted the track for use on the Lydney to Parkend heritage line, the cleared trackbed will be turned into the Wye Valley Greenway.

→ **CHARITY** the Bala and Ffestiniog Railway Heritage Trust has formed a limited company to take over the work of the Blaenau Ffestiniog and Trawsfynydd Railway Society in reopening the mothballed line which once served Trawsfynydd Nuclear Power Station. The new body will now aim to negotiate track access.



Top national award for Tywyn museum

By Robin Jones

THE Narrow Gauge Railway Museum at Tywyn has scooped the Heritage Railway Association's Interpretation award for 2021.

The annual award, sponsored by *Heritage Railway* magazine, has been made for "seven decades of excellence in showcasing the rich variety of narrow gauge railway heritage".

The museum at Tywyn Wharf station has a mission statement "to engage, entertain and educate visitors about the huge contribution of narrow gauge railways to society, past and present".

Its origins date back almost to the volunteer-led takeover of the Tallylyn Railway, as highlighted in our feature in issue 273. The idea of forming an exhibits museum dates back to the formation of the Tallylyn Railway Preservation Society, but priority had to be given to saving the line (see also pages 46-47).

Development

However, the first steps were taken in summer 1951 with a visit by member Howard Dalston to the Festival of Britain, where a new narrow gauge diesel locomotive destined for Guinness's St James's Gate Brewery in Dublin was on display – a portent of an intention to replace the steam locomotives there.

In 1952, the chairman of Guinness, Sir Hugh Beaver, agreed to present a locomotive delivered free to Tywyn – and in doing so forced the museum issue. Two years later, the society set up a museum sub committee and early in 1955, Welsh Highland Railway

flagship Hunslet 2-6-2T *Russell* arrived at Tywyn from the Birmingham Locomotive Club, which had acquired it from Fayle's Tramway on the Isle of Purbeck.

The same year, by which time several other exhibits had been amassed – including vertical-boilered de Winton 0-4-0T *George Henry* of 1877 – it was decided to convert the Gunpowder Store building at Wharf into a temporary museum building. By this time, a considerable number of exhibits had come to hand.

In 1956, Guinness Brewery 1ft 10in gauge William Spence 0-4-0T No. 13 arrived.

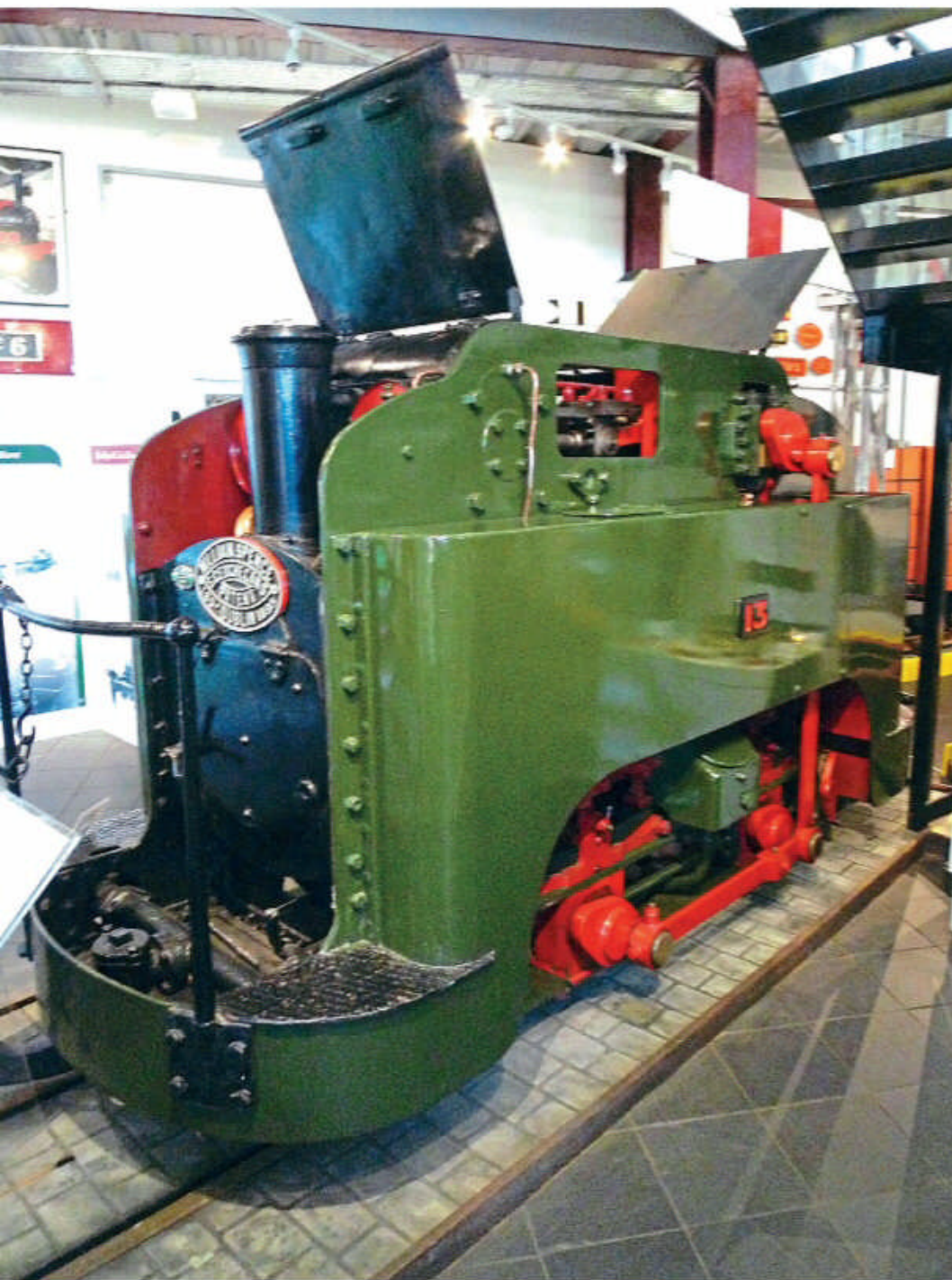
In 1964 a charitable trust was formed to manage and develop the museum. It was replaced by the present Narrow Gauge Railway Museum Trust on July 11, 1994.

The museum outgrew its original building, and grant aid from the Heritage Lottery Fund added to a public appeal launched in 2000 to build a new one, which was opened by Prince Charles and Camilla, Duchess of Cornwall on July 13, 2005.

Today, the museum – admission to which is free – has more than 1000 exhibits from over 80 narrow-gauge railways in the British Isles.

The collection includes six locomotives on display and several others in store or at other sites across the UK; 11 wagons and a similar number outside; and a display showing the development of trackwork from early plateways to modern narrow-gauge tracks.

It also includes a 4ft 4½ in gauge section from the Belvoir Castle



Guinness Brewery 0-4-0T No. 13 of 1895 is seen on display inside the Narrow Gauge Railway Museum. It joined the collection in 1956. ROBIN JONES

'Drowned' Simplex diesel locomotive shortlisted twice for national award

THE Lincolnshire Coast Light Railway's (LCLR) 60th anniversary year has now been marked by a double nomination in the Heritage Railway Association Annual Awards for its 30-year restoration of Motor Rail 20p Simplex 0-4-0DM No. 9264 of 1947.

The locomotive was delivered new by Mablethorpe contractor W G C Hammond Ltd, which was using it on work to strengthen coastal defences when, in 1953, the town and parts of the east coast of England and Scotland, plus the North Sea coasts of Belgium and The Netherlands, were overwhelmed by floods driven by strong winds, which killed 1836 people, including 133 when the

ferry *MV Princess Victoria* sank and many trawlers were lost.

The Simplex was raised from the area swamped by the sea, drained of seawater, sand and debris, then topped up with fresh diesel, oil and water and restarted. It was immediately returned to work on the raising and strengthening of the sea defences.

Operators

In 1964 it was bought by the Mablethorpe Brick and Tile Co Ltd, which sold it in 1970 to C F Rawlinson of the Skegness Brick and Tile Company, which used it until 1976. After the company closed and in 1977 sold its equipment, the Simplex was

bought by Robert Dales of Hawerby Hall Farm, Wold Newton, near Grimsby.

In 1998 it was bought by a LCLR Historic Vehicle Trust member, who later donated it to the line. When restoration began, a replacement radiator was sourced from Hampshire.

After the brake and sanding gear were removed, along with the radiator, footplate and bonnets, it was found that the drive chains were in very poor condition, as were the sprockets, but the wheels were deemed capable of re-use.

With the help of a local volunteer diesel fitter, the power unit was dismantled in August 2016. The

piston rings were broken and the ring grooves, but a company called North Lincs Engineering was able to salvage and repair the parts.

A new wooden seat similar to the original one has been made. The brake column was badly bent and completely worn out, but components from an old press were removed, machined by the donor and welded as a replacement. A new seat box was made and a spare genuine Motor Rail metal seat was donated and fixed.

Restoration

The volunteers discovered an ominous gap in the flywheel between the inner and outer halves.

Tramway, which was built in 1815 to connect the castle with the Grantham Canal and is possibly the widest narrow gauge item in the museum.

Displays

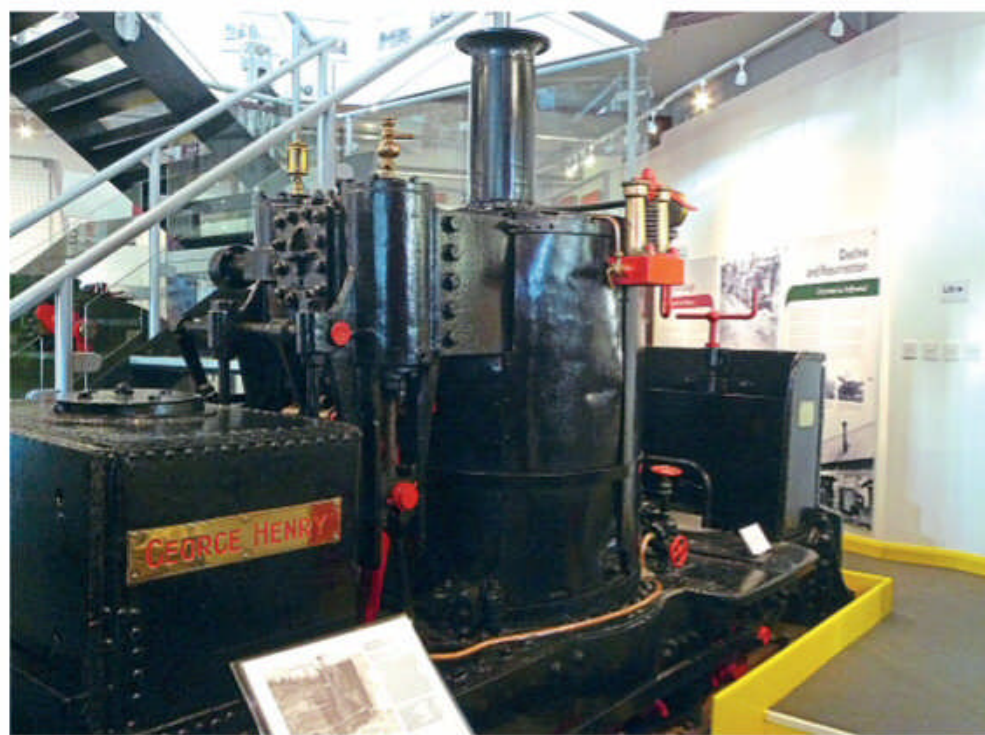
The upper floor houses a re-creation of the study used by the Reverend Wilbert Awdry, the author of the Thomas the Tank Engine books, who was also a Tallyllyn volunteer, complete with original furniture and fittings.

It is intended to take the Reverend's model railway and part of the study recreation for display at the 2021 Warley National Model Railway Exhibition at the National Exhibition Centre on November 27-28. The

museum holds changing exhibitions on the upper floor.

Keith Theobald, chairman of the Narrow Gauge Railway Museum Trust, said: "The award will be an excellent way of recognising all the hard work over the years since 1954 that so many volunteers past and present have put in to get us where we are today."

Our sister title *The Railway Magazine's* Lifetime Achievement Award 2021 has been won by Middleton Railway vice president Ian Smith, while the *Rail Express* Modern Traction Award 22, also sponsored by Mortons, goes to the engineering team at the Island Line on the Isle of Wight.



Vertical-boilered de Winton 0-4-0T *George Henry* was an early arrival at the museum. It was supplied new to Penrhyn Quarry in 1877. NGRM

HERITAGE RAILWAY ASSOCIATION: 2021 AWARDS NOMINEES LIST

■ **Annual Award (Large Groups):** Dartmouth Steam Railway & Riverboat Company; Isle of Wight Steam Railway for its platform teams; Lynton & Lynmouth Cliff Railway for its Top Wheel installation; and the Swanage Railway for its social media team.

■ **Annual Award (Small Groups):** Southern Electric Traction Group CIC for restoring 4VEP No. 3417; Hull and Barnsley Railway Stock Fund for Project 58+1 move to Hull College; Tarka Valley Railway CIO for Steaming Ahead; Bahamas Locomotive Society for Steve Allsop and his 50 years' service; East Somerset Railway for its restoration of a platform, museum and outreach project; Downs Light Railway Trust for its achievements with youth engagement; and the Great Central Railway (Quorn Wagon and Wagon) for the Quorn Wagon and Wagon Group.

■ **Morgan Award for Preservation:** Mid-Suffolk Light Railway, for its Shredded Wheat locomotive; Midland & Great Northern Joint Railway Society, for the restoration

of GNR/M&GN Third No. 129; Great Central Railway (Quorn Wagon & Wagon), for the restoration of three containers; and Railway Preservation Society of Ireland for Guinness grain van No. 504.

■ **Coiley Locomotive Engineering Award:** Lincolnshire Coast Light Railway for its 'Skeggy Simplex' (see separate story); Tanfield Railway for the restoration of 1904-built Andrew Barclay 0-6-0T No. 1015 *Horden*; and the Ffestiniog & Welsh Highland Railway for the restoration of Large England 0-4-0STT *Welsh Pony*.

■ **Outstanding Visitor Attraction:** Dartmouth Steam Railway & Riverboat Company; Didcot Railway Centre (Great Western Society); Lynton & Lynmouth Cliff Railway; Seaton Tramway; and Statfold Narrow Gauge Museum Trust, for Statfold Barn Railway.

■ **New Award for Diesel Locomotion:** Mid-Suffolk Light Railway, for the Shredded Wheat locomotive; Severn Valley Railway Class 50 Alliance for 30 years of

Class 50 preservation excellence; and Lincolnshire Coast Light Railway for its 'Skeggy Simplex'.

■ **The Lord Faulkner Young Volunteer Award:** Severn Valley Railway, Tom Mills; Somerset & Dorset Railway Heritage Trust, Michael Abbott; and Welshpool & Llanfair Light Railway, Oliver Edwards.

■ **Award for External Communications:** Mid-Hants Railway Ltd, for its Watercress Line film unit; Didcot Railway Centre (Great Western Society), for overhauling its marketing communications; Swanage Railway's 'Save Our Service' film-makers; Ffestiniog & Welsh Highland Railway's media and communications department; and the Ravenglass & Eskdale Railway Preservation Society's 60-year celebration book *It's Still a Lot of Fun!*

■ **Internal Communications category:** Midland & Great Northern Joint Railway Society, for the Summer/Autumn issue of 'Joint

Line'; Great Western Society for the Great Western Echo magazine; the Tallyllyn Railway, for its Control Centre public on-line subscription service; Bluebell Railway for the Bluebell Times; and the Welshpool & Llanfair Light Railway for The Earl communication to working members.

■ **Most Innovative Fundraising Idea (in recognition of the ways that heritage railways have been forced to respond to the Covid-19 pandemic):** Tallyllyn Railway for its Virtual Visit Appeal; Mid-Hants Railway and Bahamas Locomotive Society for the joint autumn gala; Seaton Tramway for Tramathon Live 2020; and the Bluebell Railway for the film *Steam Returns* to Bluebell Railway.

→ **Traditionally the sector's glitziest gala of the year, the 2021 presentation will be an afternoon event. Subject to Covid-19 restrictions, it will follow the HRA's annual meeting and spring conference to be held at the Grand Hotel, York on March 3.**

Replacement parts were made by one of the volunteers at his home.

As reported in issue 273, in September – as part of the LCLR's celebration of its 60th anniversary of being the first heritage railway in the world to be built by enthusiasts, having opened on August 27, 1960 on its original location in Humberston – the 'Skeggy Simplex' (as the locomotive is affectionately known), took part in a convoy of the eight Simplexes on the LCLR, now based at the Skegness Water Leisure Park, all of which are now in working order and operable condition.

Railway spokesman John Chappell said: "We're honoured



The Simplex in everyday working condition at Skegness Brickworks, hauling 'tubs' of clay for making into bricks. GEOFF HANKIN/LCLR

to be short-listed alongside the great achievements of the giants of railway preservation, such as the Ffestiniog Railway and the Severn Valley Railway. Our volunteers' skill

and dedication has brought back to life a small locomotive which has played a very large part in making the Lincolnshire Coast one of the most popular destinations in the



The 30-year restoration of the 'Skeggy Simplex' was finished in September. DAVE ENEFER/LCLR

country for families on holiday – helping to protect the towns and villages and literally providing the motive power to build much of them in its everyday work."

New Southwold locomotive will steam in summer, if...

By Robin Jones

THE new replica of Southwold Railway 3ft gauge 2-4-0T *Blyth* will steam next summer – providing that the last £80,000 is raised.

The £300,000 version of 3ft gauge Sharp Stewart No. 2850 of 1879, which along with the Suffolk railway's other locomotives was scrapped in 1941 after rusting in the open for 12 years since the line closed, is being built by NBR Engineering Services in Darlington.

The chassis is now finished, with both cylinders complete and ready to run on air. Wood for the insulation is on site, with crinoline metal ready to fit along with the outer cladding.

The company is ready to plumb the front end before fitting the smokebox, and when the boiler and steam line are fitted, the boiler can be filled with air to run up and down the workshop floor or on purpose built rollers.

"The next major job is to manufacture the tanks and cab," said NBRES's David Humphreys. "If fully funded, it will be in steam by summer 2021."



The new *Blyth* at North Bay Engineering in December. NBRES

Members of the Southwold Railway Trust have already supported funding by sponsoring parts of *Blyth* via the Two-Four-O Club which, backed by a legacy, will finance about half of the project.

While the trust holds long-term ambitions to restore part or all of the original railway which ran from 1879 to 1929, the new *Blyth* will initially

run on 80 yards of 3ft gauge track on its one-acre Steamworks site in Blyth Road, close to the original Southwold station and the trackbed which ran westwards from there.

The trust's Oliver Densham said: "We are still on target for a delivery date in May/June for next year. We hope this will be in time for our usual open season in 2021, if indeed circumstances permit us to have one. What a post-Covid-19 comeback that would be!

"We have sufficient funds to commence the final stage, which will begin with the fabrication of plate work and include all the peripheral fittings, couplings and draw gear, sanders, painting and lining and so on.

"To complete everything and still remain on target, however, we will need to arrange a further £80,000 to see *Blyth* 'home' for 2021. To this end, we will be shortly launching an appeal for donations."

→ If you wish to donate to the project, email the trust's treasurer Nick Evans at info@southwoldrailway.co.uk

Tyseley pannier may return to main line duties

GWR 0-6-OPT No. 7752 has returned to Tyseley Locomotive Works by road after its spell on the West Somerset Railway, which began in April 2019 ended.

At Williton, in addition to being repainted from London Transport maroon livery into GWR green, it was fitted with a new chimney.

It will run at Tyseley until the end of the 2021 season, when its boiler certificate runs out, and will then have new tyres fitted.

Subject to funds and works capacity, it will eventually return to the main line and not be hired out again, said a Tyseley spokesman.

Spring return for *King Edward I* looking doubtful

THE overhaul of GWR 4-6-0 No. 6024 *King Edward I* has ground to a halt due again to Covid-19 restrictions, which could have serious financial implications regarding future revenue earnings, especially with the clock on the completed boiler ticking away.

Hopes that the locomotive – which has been out of traffic for eight and a half years – would return to steam this spring are fading.

No. 6024 is still at Minehead on the West Somerset Railway securely locked inside the shed, but most working members live in the south of England and

have struggled in these present circumstances to get there to work, a problem compounded by the fact that social distancing is paramount.

The 1930-built locomotive is 90% complete, the boiler is in the frames, running gear together, wheels on and new cylinders raring to go. The boiler was repaired in Bury by Riley and Sons Limited and due to the fact it has not steamed after restoration it is hoped the boiler insurance company will look kindly upon this with an extension.

The tender was completed in 2019 after having a considerable

amount of steel replaced.

In 1962, after more 1.5 million miles of service, No. 6024 was withdrawn and sent to Barry scrapyard where it had its driving wheels cut through. Bought for preservation in 1973, the next year it moved to the Buckingham Railway Centre, and returned to steam in 1989.

The locomotive is owned by the Royal Scot and General Locomotive Trust and costs of the overhaul are shared in a partnership with the 6024 Preservation Society Limited.

For details of how to join the society, visit www.6024.com

Chancellor visits his local heritage line

CHANCELLOR of the Exchequer Rishi Sunak paid a flying visit to the Wensleydale Railway on December 4.

Mr Sunak was keen to see how the railway, which lies in his Richmond constituency, was facing up to the challenges of Covid-19 and where grants from the Culture Recovery Fund and National Heritage Lottery Fund were being spent, after the line received more than £500,000 of grant aid.

In the railway's workshops he was delighted to be shown around by 19-year-old engineering apprentice Alex Lomax. Originally from Goole, Alex was placed on furlough at the start of March, but the grants have allowed the railway to bring him back to work and to help delivery of Mk.2 coach restoration, which Rishi was able to view.

Also able to explain progress were plc chairman Guy Loveridge, railway manager Chris Williams

and directors David Walker and Carl Les, who is also leader of North Yorkshire Council and a longstanding friend and colleague of the minister.

Elsewhere on the line, work has started to improve the reliability of Hams Hall automatic crossing between Leeming Bar and Scruton.

New treadles have been installed which force entry into the track circuits controlling the lights, overcoming the problems with sporadic use as, even when the rails are rusty, the treadles will ensure that the crossing sees the train arrive and depart from its circuitry.

Installed in the 1970s, Ham Hall is unique in design and functionality and was intended to be used daily.

These improvements along with the impending upgrade to LED road lights will allow the regular



Chancellor Rishi Sunak meets Wensleydale Railway officials during his Friday visit. GEORGE LOVERIDGE

running of services to Scruton and Northallerton.

Help was given by Network Rail in the design work for the lamp improvements.



Quarry Hunslet 0-4-0ST No. 855 of 1904 *Hugh Napier* returned to steam at the Ffestiniog & Welsh Highland Railway's Boston Lodge Works on December 3, with its 10-year overhaul completed in just four months. A final boiler test took place eight days later, and it is pictured at Minfford on its first test run on December 12. In January 2019, the agreement with the National Trust to base *Hugh Napier* on the railway had been extended by 10 years. While the boiler certificate did not expire until 2021, the overhaul began in 2020 as resources were available and the locomotive was unlikely to be used during the pandemic. Work was also carried out on the axleboxes and motion, a new smokebox fitted and the chimney restored to its original height. CHRIS PARRY

Ffestiniog in line for top tourism industry award

THE Ffestiniog & Welsh Highland Railways has won through to the finals of the International Tourism Awards.

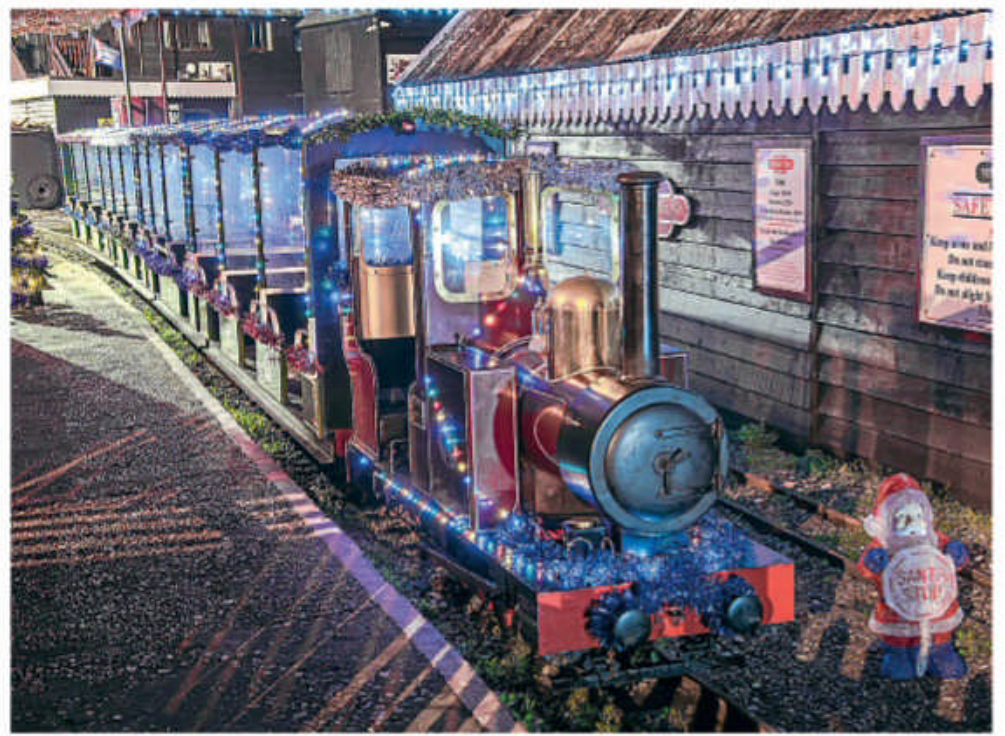
Caernarfon station and the line's first class Pullman carriages have been shortlisted by the British Guild of Travel Writers (BGTW) or the award for Best UK & Ireland Tourism Project in the 'BGTW International Tourism Awards 2020'.

These prestigious awards recognise excellence in tourism projects in the UK and across the world that members of the BGTW have visited in the course of their travels and which they believe deserve wider recognition. Projects must have started or opened within the last three years. The nominated tourism projects and initiatives were voted on by all the members of the BGTW during October.

BGTW chairman Simon Willmore said: "Each year our members nominates tourism projects and initiatives that they have visited and feel deserve wider notice. Being shortlisted as a finalist is not only an achievement in its own right but also recognition of the important role the tourism project/initiative plays in attracting visitors and boosting the region's/area's visitor economy."

Ff&WHR commercial manager Clare Britton said: "We're delighted to be nominated. This has given us a real boost and we look forward to welcome back travellers to see our new station and carriages that have been built to further lift our customer experience."

The winners are due to be announced on March 21 at the Savoy in central London.



Former Wells Harbour Railway 0-4-2T *Edmund Hanney*, built in 1972, takes centre stage in a very festive setting at the 10¼in gauge Hastings Miniature Railway. Trains will be running each day apart from Christmas Day itself, and there will be a miniature traction engine rally on Boxing Day. HMR



On December 5, the Seaton Tramway began running special winter services every half hour to Colyton, up to Christmas Eve. Pictured are illuminated No. 4, based on a Blackpool open boat tram, and No. 16, former Bournemouth Corporation Tramways car No. 106. SEATON TRAMWAY

National Railway Museum to major on 'green theme' in 2021 programme

THE National Railway Museum and parent body the Science Museum Group have announced a major focus on sustainability and climate change for 2021.

A series of events will involve a commitment to engaging visitors and digital audiences with the science and solutions to the challenges facing our planet.

There will be free online and also paid-for events running at the NRM in York and at other museum sites across the Group.

Details of the event listings will be confirmed next year, but speakers will include climate scientists,

astronauts, engineers, industry leaders, activists, journalists, politicians and high-profile cultural figures involved in climate solutions.

From January, a new 11-part series of Climate Talks featuring world-renowned experts in the field of climate science, will lead public engagement in the run up to the 26th UN Climate Change Conference of the Parties (COP26) in Glasgow during November 1-12

NRM director Judith McNicol said: "Climate change is an issue that affects us all and as members of the world's leading group of science museums, it is right that

the NRM is involved in the debate. Sustainability is increasingly a thread that runs through all our future planning from our Vision 2025 masterplan to our public programme and I look forward to confirming the first of our Climate Talks."

Topics for the first wave of events, now available to book, range from global greenhouse gas removal and the clean energy revolution to how the work of astronauts and space research is helping us track the effects of climate change more accurately than ever before.

Sustainable practices will

inform the design and build of new exhibitions and the Group's masterplan projects, including bold plans for the NRM, Locomotion at Shildon and the Science and Industry Museum. At the National Collections Centre in Wiltshire, construction is nearing completion for the Group's most energy efficient building yet, a publicly accessible collection management facility which will become home to more than 300,000 objects from its collection.

→ Full details of the programme can be found at www.railwaymuseum.org.uk/whats-on/climate-talks

Cholsey & Wallingford plans a new engine shed

THE Cholsey & Wallingford Railway has appealed for donations to build a £60,000 locomotive shed.

Plans for a 100ft steel-framed single road locomotive shed at Wallingford were drawn up several months ago, but lack of income during the Covid-19 pandemic placed the scheme on hold.

However, with the recent Culture Recovery Fund for Heritage grant of £15,700 to cover the line's basic overheads, officials are now looking at a bigger project.

The planned relocation of Stoke Canon signalbox is a high priority, but the heritage line is waiting for Network Rail to complete its processes to release this.

The engine shed plans centre around the use of the old weighbridge from the days when the site was occupied by ABM Maltings. It will include an inspection pit with sufficient space between the line and the rear of the platform to ensure there is room for workshop equipment.

The facility will enable the railway to undertake more significant repairs and restorations more quickly. An as-yet-unnamed locomotive has been

identified as a possible candidate for restoration in the new building.

The covered accommodation will also provide dry secure storage for visiting locomotives, which in itself can increase visitor numbers, an important part of the line's current business plan.

With offers to help with construction, the shed project has been costed at £50-60,000. Officials are now seeking funds to cover 40% of these costs to ensure that the line's financial reserves are not depleted excessively.

Progress

Meanwhile, contractors for the erection of the Brunel canopy from Maidenhead station have all but finished at Wallingford and volunteers are now completing tasks such as repaving the platform.

Numerous small improvements such as Edwardian lamps, GWR benches, trolleys and other artefacts and an old red K6 telephone box will all contribute to an enhanced visitor experience. All this has been made possible by donations from supporters or with the help of local businesses, including Grundons and Oxford Construction Limited.



The re-erected Brunel canopy from Maidenhead station is now illuminated. Volunteers are completing tasks such as repaving the platform. TONY STEAD

As well as rebuilding the end of the line's Mk.1 brake coach and repainting much of the interior, volunteers have repaired and repainted two wagons. The front of former Guinness brewery Class 08 D3074 *Unicorn* has also been repainted, while the another ex-Guinness locomotive, the smaller Hibberd Planet 0-4-0DM No. 3271 *Carpenter* is close to running again. The line's Wickham trolley has also returned to traffic.

Other projects, including installing

a water tower, building a GWR-style shed for the Wickham trolley and laying a run-round loop at Wallingford are ongoing.

→ The railway welcomes contributions to the shed project. Details of how to donate can be found at www.cholsey-wallingford-railway.com/otherways

Also, would-be helpers are invited to visit Wallingford station to discuss how they might get involved. Volunteers are usually present on Tuesdays, Thursdays and Saturdays.

Memorial planned for navvies who lost their lives constructing historic GNR Queensbury Tunnel

THE Keighley & Worth Valley Railway has offered to help with plans for a memorial to 10 men who died during the building of Queensbury Tunnel.

At 2500 yards long, the tunnel in West Yorkshire was the longest on the GNR network at the time of its opening in 1878. Around 600 men were employed on the project, part of the GNR's Halifax, Thornton & Keighley Railway, which involved the excavation of 180,000 cubic yards of rock.

In addition to those who died, dozens of workers suffered appalling injuries.

Future

Closed in 1956, controversy has surrounded the tunnel's future for several years. The Queensbury Tunnel Society, supported by cycling groups, environmental campaigners and two local councils, is seeking to reopen it as part of a cyclepath network linking

Keighley to Bradford and Halifax, but owner Highways England plans to abandon the structure due to concerns over its condition, with sections being infilled. However, a planning application, yet to be determined, has attracted more than 7250 objections.

Recognition

The tunnel was named in the Victorian Society's list of the Top 10 Most Endangered Buildings in England and Wales for 2019.

To commemorate the navvies, the society want to erect a memorial comprising two rows of railway sleepers – one sleeper for each of the 10 – either side of the path connecting the Great Northern Railway Trail to the tunnel entrance.

Society officials have also been exploring the possibility of salvaging a collection of sleepers from a tunnel on the former Bradford to Thornton line.

Help needed to run Yorkshire Wolds extended passenger rides in 2021

THE Yorkshire Wolds Railway has appealed for funds to allow it to run passenger trains over its first 1000 yards of track in 2021.

While the line at Fimber Halt on the former Malton and Driffield Junction Railway, which was closed by BR in 1958, has not been open to the public during 2020 due to Covid-19, volunteers have been improving the site in preparation for the coming year.

To compensate for the resultant lack of income, fundraising initiatives have been launched to help the railway reach its current goals of finishing the siding, a key part of the running line, and completing the restoration of 1961-built BR 20T Standard brake van No. B955043.

Support

In 2019, the railway was awarded £75,000 from the European Union-funded LEADER programme to allow it to start extending from its base.

Chairman Phil Robson said: "The funding grant awarded from LEADER has allowed us to continue to lay track through field two. This is now complete and means we will be able

to offer rides along a full 1000ft of railway line once we reopen.

"We have launched our 'finish the siding' campaign to raise funds to allow us to transport passengers along the newly extended line, over the point, back along the siding, and then reverse the whole process. It will be a great experience.

Resources

"We already have the sleepers required for this and are now looking to raise £3000 for the rails to complete the works.

"Our brake van restoration team led by Andy Barwick and Keith Jakowyszyn, have worked tirelessly replacing timber, tidying metal work, and making parts from new. We set a funding target of £8000 back in 2018 to complete the restoration work, and we are now on the final stretch, for which we need to raise the remaining £3000. We hope to put the brake van into service during 2021."

→ Anyone wishing to support these YWR projects or become a member is invited to visit www.yorkshirewoldsrailway.org.uk/support



Youngsters get all the fun of the fair and a Santa special too! Stanier 8F 2-8-0 No. 48305 pulls away with a flourish from a very colourful Quorn & Woodhouse on the Great Central Railway on December 9. ALAN WEAVER

Christmas and New Year trains at La'al Ratty

THE Ravensglass & Eskdale Railway is to stage two special events over the Christmas period.

Heritage Railway Weekends will take place on December 26/27 and January 2/3.

Visitors can prebook journeys on two vintage locomotives: Heywood 0-4-0T *Katie* which was built in 1896, and Bassett Lowke 4-4-2 of 1912 *Synolda*. Both locomotives are usually housed at the Ravensglass Railway Museum, as part of the free attraction's collection of more than 3000 artefacts chronicling the railway's history since the 1870s.

Each trip also includes two static photographic opportunities.

In addition to these events, a special Christmas timetable for regular daily services will run between Boxing Day and January 3.

Tickets must be pre-booked. Full details are available at www.ravenglass-railway.co.uk

Cackler plays its part in popular Christmas show

VISITORS to the Thursford Collection's festive Enchanted Journey Of Light event enjoyed a rare look at the venue's 'forgotten' narrow gauge locomotive, Hunslet 0-4-0ST *Cackler*.

Built in 1898 for the Dinorwic Quarries in north Wales, the 'Mills/Tramroad' class engine was last steamed in the early 1990s before the North Norfolk venue's running line was lifted.

Now part of the reserve collection, it is among the exhibits not normally accessible to visitors during the main season.

Sister locomotive *Jerry M* is operational at Hollycombe Steam in the Country at Liphook, Hampshire – and has previously visited the Ffestiniog & Welsh Highland Railways.



North Wales slate industry veteran *Cackler* is seen on display at Thursford in Norfolk on Tuesday, December 8 – complete with the Pink Panther sporting a greasetop cap. CHRIS DAWSON



Stockport Corporation Tramways sole survivor No. 5 back for Lightopia. HPTC

Stockport No. 5 stars in Lightopia

HEATON Park Tramway will be fully operational every weekend during the award-winning Lightopia lantern and light festival, which runs until January 10.

Manchester City Council has given the all clear for the trams to run during Lightopia, which is held in the park.

Keith Whitmore, chairman of the Heaton Park Tramway Company said: "We are absolutely delighted that we will be able to run during Christmas. The tramway has been closed all this season and following theft of tramway wire last year, our season was disrupted as well.

"We are really grateful that the city council has declared our operation

as good to go and Covid safe and to Transport for Greater Manchester for their support in ensuring distancing both on the tram and queuing to board will be fully safe with hand sanitiser stations provided.

"We are also excited that following a seven-year overhaul, we will be able to launch back into service our Stockport Corporation No. 5 for the first time and as a double deck open top tram this will be extra special for views of the Lightopia illuminations from onboard the tram."

The Lord Mayor of Manchester, Coun Tommy Judge, officially launched the Lightopia Tram Service from Middleton Road tram depot on December 4.



Running at line speed, GWR No. 1450 and autococh No. 178 climb Eardington Bank on December 9.

Severn Valley says farewell to autococh No. 1450 as boiler ticket ends

Words and pictures by John Titlow

POPULAR GWR 0-4-2T No. 1450 bowed out in style on December 9, hauling autococh No. 178 on four return trips from Bridgnorth to Highley on its current Severn Valley Railway home.

No. 178 was at Highley and the autococh travelled light to collect it early in the morning. Upon arrival of the fourth and last train of the day into Bridgnorth, it set No. 178 into a siding before running on shed under its own steam for its last fire to be dropped.

No. 1450 has been on borrowed time after having its boiler certificate extended from April 2020 until the end of the year.

The plan earlier in the year had been

to run in the line's autumn gala, which was cancelled due to Covid-19.

During its stay on the line, No. 1450 had been a very useful engine and was used frequently on footplate experience courses. It has often been in demand on charters and galas, especially with autocochs Nos. 178 and 238 which are both resident on the line.

Design

The type, designed by Charles Collet and built at Swindon Works, were originally classified as the 4800 class, they were renumbered by the GWR in 1946 becoming the 1400s.

Seventy-five examples were built for working mainly on small branch

lines. The first of them rolled off the production line in 1932 and No. 4850/1450 in 1935.

Under BR they were classified 1P. No. 1450 was finally withdrawn from Exmouth Junction shed in May 1965 after a working life totalling 823,012 miles.

It was bought by the nascent Dart Valley Railway for what is now the South Devon Railway and became the line's mainstay during the Seventies and Eighties, spending its early heritage era days running between Buckfastleigh and Totnes.

In 1991, it was bought from the Dart Valley by its present owners Mike Little and the late Barry Cordell, directors of Pull Push Limited. Barry's widow, who

lives in America, inherited his share as a sleeping partner.

No. 1450 ventured out on the main line in April 1998, running three 'Dawlish Donkey' trips between Exeter and Newton Abbot.

Over the years, it has visited several heritage lines, stepping out of its territory on a visit to the Bluebell Railway in 2008 with No. 178. After 10 years on the Dean Forest Railway, it arrived at the Severn Valley in March 2014. The class and the autocochs that they hauled are no stranger to Severn Valley metals as they worked local services in BR days and before.

Future

During 2017/18 while winterised at Bridgnorth, No. 1450 was returned to GWR livery at the owner's request for the remainder of its current boiler ticket.

A decision has not been made about its future, but it is hoped discussions will take place in the new year. Retubing is essential and general overhaul costs nowadays even on a small locomotive can run into six figure sums. It is hoped that No. 1450 can stay at its present line.

Three other 14XXs have survived into preservation: No. 1420 at the South Devon Railway; No. 1466 at Didcot Railway Centre; and No. 1442, the only one of the four survivors never to have steamed in the heritage era, at Tiverton Museum in Devon.



On December 9, its last day of service, No. 1450 runs through Hampton Loade station.



GWR 0-4-2T No. 1450 stops at Highley, before returning to Bridgnorth on December 9.

Land lease boosts new Boughton station on railway extension project

THE Northampton & Lamport Railway has taken another step forward with its half-mile southern extension, by signing a lease on a strategic parcel of land.

The heritage line has leased land at its proposed new Boughton terminus from the adjacent Windhover pub, owned by Mitchells and Butlers.

The land will allow the

construction of a bay platform to accommodate a temporary booking office and shop.

Eventually, it is hoped to add a permanent station building to the site.

Volunteers have already started digging the foundations for the bay platform, clearing the vegetation and making preparations for laying the track for the bay

and headshunt.

Elsewhere, the seven-arch low viaduct that is Bridge 11 has had its delaminated brickwork successfully grouted, in readiness for the task of inserting stitching rods. The viaduct will then be complete and ready for passenger trains.

In 2018, the railway was awarded more than £60,000 in grant funding towards completing the viaduct

restoration and the station, from Daventry District Council and LEADER, which forms part of the Rural Development Programme for England. However, the railway has to raise £18,000 in match-funding and has launched an appeal. So far nearly £5000 has been raised.

To donate, visit www.goldengiving.com/fundraising/boughton-extension

Lord Fisher to stay at Yeovil for now

By Cedric Johns

FOLLOWING the recent death of owner Barry Buckfield, (see issue 273) Andrew Barclay 0-4-0ST *Lord Fisher* is to remain in the care of the Yeovil Railway Centre until 2022.

Discussion between the centre and family representatives revealed that the 105-year-old engine has 18 months of a 10-year contract left binding on it to service with the centre.

In a later meeting, Barry's family indicated that a trust would be set

up to safeguard the engine's future.

Built at Caledonian Works in Kilmarnock, *Lord Fisher* was delivered ex-works to the Royal Naval Airship Station, Kingsnorth, Kent in 1915 and subsequently transferred to the Air Ministry at Farnborough.

In 1938, it was sold to Yorktown (Camberley) & District Gas and Electricity Company for use at Blackwater Gas Works.

Sold on and used by a number of commercial owners, the engine was purchased by a group of

young enthusiasts from the Chapel Tramway, Southampton in 1967 and moved to the Longmoor Military Railway in 1968.

Prior to arriving at Yeovil, *Lord Fisher* was in service on the East Somerset Railway, moving to the railway centre in 2011.

The engine was in steam during December for the centre's abbreviated Santa weekends.

The event provided public income for the first time since last March when the centre was closed because of coronavirus.

Thomas creator honoured

CELEBRATING the 75th anniversary of the Thomas the Tank engine books, a blue plaque has been unveiled at the author's former home.

The Reverend Wilbert Awdry wrote the first book in The Railway Series in 1945, and a year later became the rector at Holy Trinity Church in Elsworth, Cambridgeshire.

Local conservation charity Cambridge Past, Present & Future installed the plaque on the old rectory where he wrote the books.

His daughter Veronica Chambers, said she was "delighted and moved" by the unveiling of the plaque.

G5 locomotive project makes headway at Shildon

THE new-build project to construct a new LNER G5 0-4-4T continues to make progress, despite the Covid-19 pandemic. Volunteers have been painting a host of components – the insides of the frame alone have taken eight coats of paint.

The buffers are being restored, which after being cleaned up by volunteers, are being fitted with replacement springs by a local supplier. It is believed that fitting them to the G5 will be their third use – having been originally fitted to an LNER steam engine and then a diesel shunter.

Details of how to support the Shildon-based project can be found at www.g5locomotivelttd.co.uk

Siding reinstated at Cyfronnydd station

A SIDING has been reinstated at the Welshpool & Llanfair Light Railway's intermediate station of Cyfronnydd, between Llanfair Caereinion and Castle Caereinion.

After the ground for the siding was levelled by a local contractor using an excavator, members of the railway's permanent way team laid the track using materials displaced from elsewhere, including 45lb rail and Jarrah wooden sleepers.

The previous siding at the location was disconnected in June 2015. Other track work underway on the 2ft 6in gauge line this winter includes relaying the loop at Welshpool.



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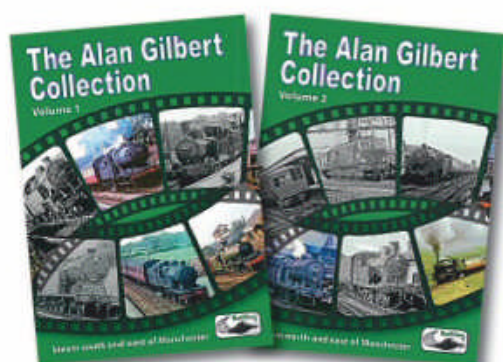


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NEW DVD RELEASES FROM RAILFILMS!



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

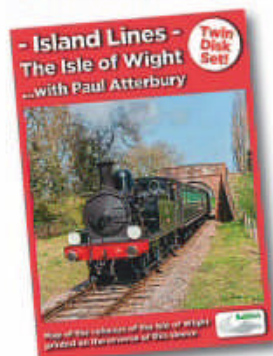
**SPECIAL OFFER: £25 each or
£45 for both Volumes 1 & 2 when purchased together**
+ £2 per volume p&p UK, + £4 per volume Europe & World.

Great British Named Trains & Expresses - A story told through postcards

The first commercially produced postcards appeared in 1861. The first known printed picture postcard, with an image on one side, was created in France in 1870. Since the start they have provided an informal form of communication often with featured illustrations and fascinating photographs. There are hundreds of different subjects covered within the genre but the focus here is on railway postcards along with archive film and an informative commentary.

DVD PAL. B/W & colour archive. Distributed via Telerail Ltd. (www.telerail.co.uk)

£20 each + £2 per volume p&p UK, + £4 per volume Europe & World.



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.



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Both the above can be purchased through railway video suppliers and can be purchased direct from our distributors:
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Tel: 01524 735774 Web: www.telerail.co.uk or www.railfilms.com

Ffestiniog Railway ladies celebrated in two National Rail Heritage Awards

By Robin Jones

TWO ladies who became part of the legend that is the Ffestiniog Railway (FR) were again honoured in this year's National Rail Heritage Awards.

The winners of the awards' 40th anniversary year were announced at a virtual presentation on December 2, the usual presentation ceremony at the Merchant Taylors Hall in London being cancelled because of the pandemic.

The Hendy & Pendle Trust Volunteers Award was won by the FR for the restoration of the workshop building at Minffordd.

Originally built in about 1920 as a place of worship, the building, named Gweithdy, was acquired by the FR in the mid-Nineties for use by the Parks and Gardens department volunteers, who also maintained the line's signs. However, over the years the condition of the building deteriorated.

April 2018 saw the start of a two-year programme to restore the building. Structurally the work included the replacement of the badly-rusted steel roof and of the corroded corrugated iron wall cladding. In addition, all window frames were renewed to the original pattern, while the wooden structural framing was also repaired.

Restoration

Internally, while the majority of doors were retained and repaired, several replacements were acquired locally to replicate the originals. The tongue-and-grooved wooden cladding was repaired and again carefully replaced where necessary. The kitchen and lavatory areas were also brought up to modern standards including disabled access.

The judges said: "This is a superb outcome. This building could easily have fallen into such disrepair that restoration was impracticable or simply not an attractive idea. This intervention has reversed that."

"The direction of this scheme formed a notable last project for a long standing FR stalwart – Eileen



In her traditional Welsh costume, Bessie Jones changes tokens with the crew of large England 0-4-0STT *Welsh Pony* at Tan y Bwlch in 1936. A niece of the residents at nearby Creuau farm, she met Will Jones when he became porter in charge at the station and they married in 1929. They lived in the Tan y Bwlch station house where Bessie was volunteer stationmistress. She was the subject of many picture postcards and she sold teas to passengers and passers-by and continued to do this after World War Two, even though the railway was closed. She continued her teas and her costumed appearances when the trains returned to Tan y Bwlch daily during the season until they both retired in 1968 to Will's home village of Waunfawr. In May 1969, they celebrated their ruby wedding anniversary with a special train hosted by the late *Flying Scotsman* saviour Alan Pegler. Bessie died in 1974. FR ARCHIVES

Clayton MBE – who sadly died before the work was completed, having maintained her enthusiasm for and involvement in the railway while battling multiple sclerosis.

"It stands as an example of her vision, her ability to enthuse and direct others and is an excellent exemplar to other supporters of heritage railways of what can be aspired too and achieved."

As reported in issue 263, Eileen passed away on December 27 last year at the age of 75.

Keighley-born Eileen, whose lifelong interest started as the only female trainspotter at Hellifield station, came to the FR when she joined the teaching staff at Plas Tan y Bwlch and soon incorporated the railway into her course. She

became a volunteer at Boston Lodge, eventually graduating to double Fairlie fireman. She married Neil Clayton, a Dee & Mersey Group volunteer and they moved to Penrhyndeudraeth to be near the line.

In 2006, Eileen was made an MBE for her FR efforts.

Every year the awards have some slight quirk to them and this year has proved to be no exception.

Amongst the entries were three small – but important – schemes that featured the restorations of the graves of several people. In recognition of this, the adjudicators decided that each of the three would be awarded a special chairman's Highly Commended certificate.

Certificates

Andy Savage, executive director of the Railway Heritage Trust, received a certificate for the restoration of the grave of FR figures Will and Jones at St Garmon's Church, Betws Garmon.

Bessie became famous in the 1930s and later, in the early heritage era, for her role wearing Welsh costume in greeting trains at Tan-y-Bwlch, while Will was responsible for the permanent way. Their grave reflects this lifetime's association with an attractive side panel carved with

representations of the railway.

Erected in 1981, the headstone had collapsed and lay on the ground in a sorry state.

Andy sought to restore the grave out of respect for the couple and a restoration plan was agreed which used new non-corrosive fixings for a long and low maintenance life. Restoration and cleaning was also undertaken and new chippings provided to improve the overall impact.

The judges said: "This is a great piece of work, both for the reason for doing it and its execution. It is something that could easily have been overlooked. It reminds us of the connection between these people and the railway's history, and restoring the grave is a good way to do that."

The second certificate went to the Parochial Church of the Harwich Peninsula Team Ministry for work completed on the memorial to Captain Charles Fryatt at Dovercourt. Captain Fryatt was a civilian non-combatant ship captain who was executed by the Germans for attempting to ram a U-boat in 1915.

The last was made to the Friends of Scrayingham and Leppington Village for the restoration of the grave of George Hudson the 'Railway King.'



The award-winning Gweithdy (the Welsh word for workshop) at Minffordd on the Ffestiniog Railway, a project in which the late Eileen Clayton was the powerhouse. NRHA



The restored grave of Will and Bessie Jones at Betws Garmon. NRHA



The University of Northampton's entry was judged the best overall in this year's competition. The conversion of the early 1870s Grade II listed shed into accommodation for the students' union was described by the judges to be both "stunning" and "imaginative." Following the creation of the LMS in 1923, the shed was converted into a wagon works and remained in railway use until 1998. Suffering fire damage in 2000, it remained largely under-utilised and then abandoned for more than a decade before work commenced in 2014 to safeguard it. Internally, the original ash and inspection pits were excavated and recorded before being carefully preserved under the new floor. The flooring incorporates a representation of where the track once stood. Also covered by the work was the small adjacent office building. NRHA

National Rail Heritage Awards 2020: the full list of winning entries

■ **The Bam Nuttall Partnership Award:** Greater Anglia Railways, for the restoration of the modernised Grade II listed station at Harlow Town. **Highly commended:** Pitlochry salt store, Taunton Great Western Hotel

■ **The NRHA Craft Skills Award,** recognising the best use of traditional craft skills in the restoration of a building or structure: Colt Construction Ltd, for the Midland Railway signalbox at Appleby on the Settle to Carlisle line. **Highly commended:** Arnside footbridge; Scarborough excursion seat (see Next Stop, page 98).

■ **The Urban Heritage Award,** sponsored by the Arch Company: Network Rail and LNER for the impressive work completed at Berwick-on-Tweed station over several years, work that recognised not only the importance of the station itself but also the sensitivity of the historic site on which it stands. **Highly commended:** Shrewsbury station canopy, Upminster station.

■ **Costain Structures Award for the best restored structure:** Network Rail work undertaken in refurbishing 19th century railway bridges in Manchester, a project which has considerably improved the streetscape.

Highly commended: Cogan footbridge, New Mills Newtown footbridge.

■ **The London Underground Operational Enhancement Award:** Network Rail and Story Construction Ltd, for the complex work undertaken at Stirling station in Scotland in restoring the platform canopies and footbridge, while incorporating successfully the overhead line equipment associated with the 25kV electrification of the line through to Alloa.

Highly commended: East Lancashire

Railway's Rawtenstall station canopy; Rhyl station canopies and footbridge.

■ **The Railway Heritage Trust Conservation Award for the best restored structure supported by funding from the Trust:** Greater Morpeth Development Trust, Northern and Network Rail, for the restoration of the main station building at Morpeth.

Highly commended: Dumbarton station roof tiles; Lanark station railings.

■ **The Hendy & Pendle Trust Volunteers Award:** Ffestiniog Railway, for the restoration of the Gweithdy at Minffordd. **Highly commended:** Irlam signalbox; Dean Forest Railway's Parkend station shelter.

■ **The Network Rail Community Award (a new award):** Network Rail, for the restoration of the historic station building at Goostrey on the Crewe To Manchester line, following a campaign by the Friends of Goostrey station and the local community. **Highly commended:** Cottingham station, Dumfries station.

■ **The Southeastern Commercial Restoration Award:** Loftco, for the restoration of the near derelict – but historically important – Brunellian station building at Cardiff Bay. **Highly commended:** Lincoln station, Wood Lane arches, London.

■ **Chairman's Special Award:** Irish Rail's new overall roof at Dublin Pearse.

■ **NRHA award for the best overall entry in this year's competition:** University of Northampton, for the stunning conversion of the town's Midland Railway engine shed at Northampton into accommodation for the students' union.

■ **Chairman's special Highly Commended Certificates:** see main story.



The Dean Forest Railway Society was highly commended in the Hendy and Pendle Trust Volunteers Award 2020 for the recreation of the Up platform shelter at Parkend station. Reopened for heritage services in 2006, the final element of the station's restoration was to replace the lost shelter. One feature of the reconstruction unlikely to have been required on the original are the gates. Discreet when the station is open, these are designed to protect the building from the local marauding sheep, which have a somewhat fearsome reputation! The work on the shelter is seen as the ideal memorial to Mervyn Thomas, the leader of the volunteers restoring the station, who died in 2018. The judges said: "This is a delightful little railway building."

Right: The East Lancashire Railway's Rawtenstall station canopy was highly commended in the the London Underground Operational Enhancement Award. The railway retrieved the late 19th century platform canopy from the Lancashire & Yorkshire Railway's Mumps station at Oldham after it was closed in 2009, and spent £50,000 on re-erecting part of it at its northern terminus. Another part was used to construct a new canopy at Bury Bolton Street station. The judges said that it is an attractive scheme which has improved significantly the facilities on offer at the station. NRHA



Loftco carried off the Southeastern Commercial Restoration Award 2020 for the restoration of the Grade II listed main building at Cardiff Bay station, which was opened in the early 1840s by the Taff Vale Railway whose engineer was Isambard Kingdom Brunel. Used as the railway's headquarters until 1862, it called Cardiff Bute Road from 1924 to 1994. In the 1980s the station was restored as a railway museum but, following the museum's closure in 1997, it stood empty for more than two decades and became derelict. By 2017, it appeared on the Victorian Society's list of the 10 most endangered buildings. Work started in November 2018 on an eight-month project costing £900,000 to convert the building – now rechristened 'Platform' – into 23 office units, along with a separate cocktail bar. The roof has been re-slatted, the prominent chimneys have been restored and the external stucco has been repaired and repainted, while the surviving door and window features have been retained and repaired. The judges said: "One aspect of the development that warrants special attention is the fact that the developer has tried to encourage traditional building skills." NRHA

Welsh Assembly member impressed by new Corwen station

By Robin Jones

THE Llangollen Railway's evolving new Corwen terminus has again been given the seal of approval by local Welsh Assembly member Mark Isherwood.

Making his latest visit to the construction site on December 4, the North Wales MS said: "I always enjoy my visits to the Corwen station project and each time I am amazed and impressed by the extent of the development of the platform and facilities, and this time was no different.

"I was last there at the beginning of the year, and what has been achieved since then, in the midst of a pandemic, is incredible.

"The island platform is essentially now complete with its block paving surface, and the historic columns and steel work for the waiting room are all in place, along with heritage items with the name board and lamp posts. There is further work to complete in the new year, but they are on course with everything.

"All the volunteers, staff and supporters involved deserve huge praise for what has been achieved, particularly in these challenging times. I am now looking forward to prospects for the station opening in 2021 and revisiting to see the finished article."



Assembly member Mark Isherwood at the Corwen running-in board with project leader Richard Dixon-Gough. LR

Meanwhile, following the resignations of the directors from the railway's plc board over a difference of opinion regarding the style of the new Corwen station building, as reported in issue 273, a 'mini redesign' bringing in GWR-style features has been undertaken.

Heritage

The dispute centred around the use of a set of cast-iron columns from London's Blackfriars station, with some supporters arguing that replica GWR versions should instead be sourced.

An order has now been placed for the manufacture and installation of two strengthening steel carrier beams which will link the three

pairs of Blackfriars columns around the subway through the steel work structure of the waiting room to attach to the end pair of columns.

They will form the basis of the canopy roof for the ultimate design, manufacture and funding of the 'A' frames, for which Barnett Engineering of Rhosllanerchrugog will again be the contractors.

The canopy will then disguise the strengthening cross beams which some found objectionable.

Planning for the brickwork surrounding the steel girder work is underway, for a volunteer building project beginning in the new year. A supply of bricks has been donated.

A Corwen joiner is willing to



The envisaged view of the eastern end of the proposed Corwen canopy, which cleverly hides the controversial strengthening beams between the Blackfriars columns. NEIL EVANS

provide the woodwork for the doors and windows – with a GWR style as heritage features for the new building.

Work is now centred on the signalbox, with glazed windows in place, while the staircase and veranda are awaited.

A target date of May 28 for the official opening of the station is envisaged. However, this is subject to a host of factors – including completion of the ballasting and tamping of the track through the loop, an official inspection and Covid-19 restrictions.

Support

Corwen Project leader Richard Dixon-Gough said: "We are pleased that Mark was able to find the time to visit the station site for a catch-up with the work completed during 2020, despite the limitations imposed by Covid-19, and appreciate the work undertaken by our volunteers, and the financial help from our many supporters.

"Although Covid-19 restrictions are preventing the Llangollen Railway from receiving any income, it is still having to find £40,000 every month to pay for its ongoing overheads.

"It has been an extremely challenging year for them and I therefore encourage people to support them. Donations to safeguard and support this wonderful heritage railway can be made to the Llangollen Railway Trust and shares in the Railway can also be acquired."

→ The online appeal can be accessed by visiting: llangollenrailway.enthuse.com/cf/covid-19-appeal. Alternatively, supporters can make a transfer to Llangollen Railway Charitable Trust at sort code: 53.81.03 account number: 23423455, or send a cheque made payable to Llangollen Railway Trust c/o Llangollen Railway, The Station, Abbey Road, Llangollen, LL20 8SN.

Typical expenses as supplied by the Llangollen Railway

- Fishplates and matching bolts – £20.
- Oil to operate an engine each day – £20
- Three sleepers – £50 (it takes 12 to make a complete track panel).
- Length of rail – £100 (two rails are needed for a complete track panel).
- Complete track panel – including rail, sleepers, spikes, fishplates and bolts – £500.
- Brake block, usually changed every two months – £200.
- Coal to run from Llangollen to Corwen return – £200.
- Monthly boiler washout – £250.
- 12 firebars – £500.
- Repair a broken locomotive spring – £1000.
- New boiler pressure relief valve – £2500.
- New live steam injector – £5000.



Left: Within weeks, supporters have raised £25,000 including the £15,000 needed to renew the baulk timbers on the three-span Dee Bridge, as reported last issue. The old timbers have been removed and the deck has been scraped. It now awaits painting with black bitumen paint as weather allows. New timbers are scheduled for early January after they have been drilled to take the stretchers. Extra money raised by the appeal will buy replacement sleepers for the Berwyn Tunnel relaying job, to be tackled once the bridge reopens. The reopening of the line will allow ballast to be dropped at Corwen. PETER ROBSON/LR

Below: An artist's impression of the internal layout of the new Corwen station waiting room with toilets and disabled facility/assembly area. PAUL REYNOLDS





Southern Railway U 2-6-0 No. 31806 at Swanage station with a Steam and Lights service on December 5. Before passengers boarded the train at the station, a dramatic switch-on of the train's lights at the platform took place. ANDREW PM WRIGHT

Last big push needed for Swanage SOS appeal

THE Swanage Railway's Save Our Service (SOS) appeal designed to replace income lost due to the Covid-19 restrictions and allow the line to survive through the winter months, has been making rapid strides towards its £360,000 target.

At the start of December, a total of £333,145 including gift aid had been raised.

To boost the appeal, a raffle for a festive hamper was held on each of

its sell-out new Steam and Lights services trains, with all the proceeds going to the appeal.

Proceeds

Also, West Sussex watercolour artist Oliver Pyle, as reported in issue 272, is offering limited edition prints of his four paintings of the line's steam trains at buy.myonlinebooking.co.uk/swanagerailway/shop/product.aspx?catid=12&id=9609 with the net

proceeds also being donated.

The line's fundraising chairman Randy Coldham, a Swanage Railway Trust trustee and a volunteer signaller on the line, said: "This Steam and Lights festive hamper raffle has been an amazing effort with donations coming from far and wide across the Swanage Railway family."

→ Donations to the appeal may also be made at saveourservice.co.uk

Severn Valley Railway announces 2021 operating dates

THE Severn Valley Railway has announced its calendar for 2021, coronavirus pandemic restrictions permitting.

The railway is scheduled to reopen on February 13, running services for half-term until February 21.

The excursion services have proved so popular during the Covid-19 restrictions that they will continue in addition to standard service trains.

However, in a change to previous years, there will be no services between February half-term and Easter. There will be daily running for Easter starting on April 2, with weekend running starting later

in the month, and daily running between May and the end of September, followed by weekend and half-term running in October.

Special events have been scheduled for April 15-18 (spring gala), May 13-16 (spring diesel festival), June 26/27 and July 3/4 (1940s weekends), September 16-19 (autumn steam gala), September 30-October 3 (autumn diesel gala) and November 5-7 (season finale gala).

Apart from the season finale, there will be no trains between October and November 25/26 when the Christmas season starts. The railway will once again be running

the sell-out Steam in Lights and Santa specials (see feature, pages 52-57) and will operate steam services until January 3.

General manager Helen Smith said: "With the news of the vaccine we are optimistically but carefully preparing Covid-safe events, that can be expanded should the Government restrictions allow. We'd like to be able to reintroduce footplate experience days, and will announce further events once they are confirmed."

Visitors are urged to visit www.svr.co.uk to check whether events go ahead as planned, and if others have been added.

Bluebell Railway on track with main line tamper training

THE Bluebell Railway has been hosting staff from Balfour Beatty and Plasser & Theurer for training on their new tampers, which are used to compact the ballast and stabilise the track bed after relaying or track movement.

Both machines are a new variant not previously used by Balfour Beatty.

The railway has also been assisting with the commissioning of the machines to enable them to be used on Network Rail.

As a result, sections of the heritage line have been tamped to main line standards – including the bank north of Kingscote, the bottom of Freshfield Bank and parts of the Horsted Keynes Down yard.

IN BRIEF

→ BR Mk.1 RMB (Restaurant Miniature Buffet) No. 1838 arrived back on Bluebell Railway metals on December 3, after undergoing structural repairs at Cranmore Traincare and Maintenance Services, a trading division of Cranmore Railway Company Limited, the commercial arm of registered charity the East Somerset Railway. Built in June 1960 at BR Wolverton Works, No. 1838 joined the Bluebell fleet in June 1991 following withdrawal from Intercity Cross-Country services at Longsight depot. It first entered Bluebell service at Easter 1993.

→ ISLE of Man Railway No. 1 *Sutherland* has recently been moved across the main hall at Port Erin Railway Museum from the connected road. The 1873-built Beyer Peacock 2-4-0T now occupies the plinth previously home to 1926-built No. 16 *Mannin*, which was removed earlier in the year with a view to being returned to action. Previously in the museum, No. 6 *Peveril* is stored at Port Erin carriage shed following asbestos decontamination.

→ A report by Buckinghamshire Council has placed the cost of regenerating High Wycombe's Grade II listed 1854-built Brunel Engine Shed and surrounding land at £4 million.

→ THE Mid-Norfolk Railway (MNR) has opened an online shop at www.mnr.org.uk/shop/. The range includes books, DVDs and toys – plus MNR branded clothing and keyrings. There are also a small number of items to commemorate the line's 25th anniversary, such as a one pint tankard and fridge magnets.

→ BARRETT'S Railway Contractors has donated 350 concrete sleepers to the Gwili Railway. These will be used on relaying the running lines and other projects such as Abergwili Junction.

→ THE Wensleydale Railway has welcomed a second series of the revamped All Creatures Great and Small TV drama, to be screened on Channel 5 in 2021, after it won the broadcaster its highest-ever ratings for a drama commission. The railway is planning some James Herriot-themed special trains, which will include a stop at Finghall Lane – used to film 'Darrowby Halt' in the original late 1970s series.

→ No. 34028 *Eddystone* is set to return to Swanage Railway traffic for Easter following its overhaul. Recent work has seen the team fit electrics and pipework, followed by painting.

Breakthrough as chassis found for vintage Hull & Barnsley carriage

By Gareth Evans

THE Hull & Barnsley Railway Stock Fund (HBRSF) has made a significant step forward with its project to return its historic four-wheeled carriage No. 1 to operational condition following the acquisition of a suitable chassis.

Progress has also been made with the ongoing restoration of bogie coach No. 58, which like No. 1, is being restored by students at Hull College with the assistance of volunteers from the HBRSF.

As previously reported, No. 1, a grounded body, relocated to the college's Queens Gardens site on June 26 from the Elsecar Heritage Railway, joining No. 58, which was moved to the institution on December 2019 from the North Yorkshire Moors Railway (NYMR).

To help achieve the goal of returning No. 1 to running condition, the HBRSF consulted with other heritage railway organisations which have a track record in this field – including the Ffestiniog & Welsh Highland Railways, the Bluebell Railway and the Isle of Wight Steam Railway. After evaluating the possibility of constructing all-new running gear, it was decided to adapt an existing chassis – following which a search was conducted to find a suitable donor vehicle.

A major breakthrough was recently reached when the group secured 1942-built ex-SR PMV (Parcels and Miscellaneous Van) No. S2151 from Midland Railway – Butterley-based 9F Association.

Site

October 29 saw the return of rail track to the college's Cannon Street site when lengths of track arrived from Pickering, courtesy of the NYMR, which has kindly lent the track to the project. Interestingly, the site was once home to the Hull & Barnsley Railway's (HBR) Cannon Street station.

Opened on July 27, 1885 by the Hull, Barnsley and West Riding Junction Railway and Dock Company, which was rebranded in 1905 as the HBR, passenger traffic ceased on July 14, 1924 when services were diverted into Hull Paragon station by the LNER. It was closed to freight on June 3, 1968. In 2005, Hull College built its motor vehicle workshops on the site. A set of the iron entrance gates with the original company legend serves as a reminder of the site's past.

History was made on November 16 when No. S2151 became first railway vehicle to enter the site for more than 50 years.



Southern Railway PMV No. S2151 was delivered to Hull on November 16, becoming the first railway vehicle to enter the former Cannon Street station site for more than 50 years. The location is now home to Hull college's motor vehicle workshops. JOHN VINCENT WRIGLEY/HBRSF



Left: To help aid the reinstatement of compartments removed during No. 58's BR Departmental service, a mock-up is being built from softwood inside. BRUCE ROBINSON/HBRSF

Right: Assisted by HBRSF volunteers, the restoration of No. 1 is being carried out by students at Hull College's school of construction at Queens Gardens. Coach No. 58 is just visible above No. 1's roof. BRUCE ROBINSON/HBRSF



Current plans envisage the completion of the bodywork and conversion of the underframe being undertaken broadly in tandem at their respective locations in Hull. The two structures will then be 'married up' at Cannon Street – with the result that a HBR carriage will manifest itself on the site of the terminus.

However, before reaching that point, several challenges remain to be overcome. These include the need to fund the design and certification of the underframe conversion required to permit passenger operation.

Graham Jessop, assistant director of curriculum for electrical, engineering, motor vehicle and welding, said: "We are delighted to be able to support in the restoration of such a worthwhile project. Our students who currently study here and future students will have the opportunity to enhance their skills, while developing an understanding of local history which is massively important to us at Cannon Street.

"Having the opportunity to demonstrate their competencies and skills, to work and create pieces of work utilising drawings can only be beneficial in the development of our young students and essential to their personal development, as well as learning new transferable skills preparing them for the real world of

work. We are excited to see how this project and relationship develops."

Meanwhile, at the college's school of construction at its Queens Gardens campus, progress has been made on 1909-built six-compartment corridor lavatory brake third No. 58.

After work resumed in September following the easing of Covid-19 restrictions, a new, albeit temporary waterproof membrane was fitted. The roof was found to be in remarkably good condition, a testament to the quality of the 110-year-old materials and craftsmanship.

Reinstatement

At the same time, the remaining, non-original internal partitions were removed to provide a clear working space on board. A plan of how the compartments will be reinstated was then drawn up – quite a challenging task, given that none of the original compartments remained and the drawings were found to throw up many questions. However, some clues have been provided by examination of the carriage itself.

In order to aid the design and planning for the compartment structure, it was agreed that a mock-up compartment should be constructed from softwood. Such an exercise is key to both build up knowledge and resolve queries.

HBRSF spokesman Peter Cox told *Heritage Railway*: "Both Nos. 1 and 58 have benefited from help from a number of quarters, including staff and students of Hull College, the LNERCA and NYMR, as well as the generous financial support from well-wishers. Offers of assistance would be most welcome."

No. 1 is a lucky survivor. Built in 1885 by the Ashbury Railway Carriage and Iron Company in Manchester, in 1919 it was sold to the Neath & Brecon Railway, which at the Grouping, became part of the GWR as No. 4257. Withdrawn in 1925, its body was sold for domestic use in the Monmouthshire village of The North.

Acquired by the National Museum of Wales in 1986 as the last known surviving item of Neath & Brecon Railway rolling stock, it remained in the museum's store. Donated to the HBRSF in 2012 after a collection review, No. 1 moved to Elsecar in 2013.

When restored, No. 58 is due to return to the NYMR for final mechanical works after which it will enter service for use on special days and for film and publicity purposes.

→ To help with fundraising, a range of merchandise has been produced – including mugs, mouse mats and t-shirts. These are available from www.hullandbarnsleyrailway.org.uk



Bluebell Railway BR 4MT 2-6-4T No. 80151 is seen at Horsted Keynes with the Kingscote-Sheffield Park 'The Blue Belle Luncheon' service on November 1. CHRIS LIVINGS

Council: future of closed Elsecar Railway 'will be secured'

BARNSELY Council has reaffirmed its commitment to securing the future of the closed Elsecar Heritage Railway after its operator surrendered its lease.

As reported in issue 272, officials of the trust which runs the mile-long line handed back the lease in July.

A local authority statement issued in December said: "Elsecar Heritage Railway Trust has faced a number of challenges and in July, the trustees expressed that their best, and only, course of action was to surrender their lease to the railway sites which are owned by Barnsley Council. The railway sites include Elsecar, Cortonwood and the railway line between them.

"The railway is an important part of Barnsley's history and visitor offer.

We're committed to securing the future of the railway for residents and future generations to enjoy.

"We're working with Elsecar Heritage Railway Trust and undertaking planning to establish a way forward for a heritage railway at Elsecar.

"For the time being, due to the Covid-19 pandemic, railway events will not be taking place, but our fantastic Elsecar Heritage Centre is still open for business. Cafes are open for takeaways alongside the natural food shop and beer tap."

The venue's other independent shops, studios and the Elsecar Antiques Centre reopened to the public on December 2.

The line began life as the Elsecar branch of the South Yorkshire

Railway, which opened for mineral traffic on March 1, 1850, serving Earl Fitzwilliam's colliery in Elsecar. That railway was taken over by the Manchester, Sheffield & Lincolnshire Railway between 1864-74.

The Miner's Strike of 1984-85, which pitted the National Union of Mineworkers led by Arthur Scargill against Margaret Thatcher's Conservative government, began at Cortonwood Colliery. On March 5, 1984, miners at the colliery and others in Yorkshire walked out after being told it was to close.

The last part of the branch fell into disuse in 1984 when the colliery closed.

Barnsley Council bought the trackbed in 1994 and restored the line

as a visitor attraction attached to the heritage centre. In 2006, it handed over its running to the trust and leased the site to it.

The heritage line had faced several demands on its resources in recent times. It was said that an increasing shortage of volunteers with the skills needed to operate a railway led to a contract with an engineering firm being needed for essential maintenance work.

Several months ago, its flagship locomotive, the under-overhaul Peckett OQ 0-6-0ST No. 2150 of 1954 the *Mardy Monster*, was sold, reportedly to a private buyer, allegedly without the knowledge of board members, and is now said to be at a private site in the Midlands.

What goes around comes a roundel – as Uxbridge station sign restored

THE 82-year-old Grade II listed roundel outside London Underground's Uxbridge station has been brought into the 21st century after undergoing repairs.

The roundel, the totem holding it and the internal electrics were corroded and failing after eight decades in the open air.

Transport for London (TfL) was contacted by local passengers and conservation officers from the London Borough of Hillingdon about its plight, and so explored how it could restore the local landmark.

Acknowledging that it was important to maintain the original look and feel of the roundel,

working closely with expert signage contractor Links Signs Ltd, and the heritage experts from the local borough, TfL undertook a full structural survey and agreed a programme of work.

With the help of Links Signs, TfL located original drawings and images of the sign from the 1940s in local council archives to help base the improvements to the new structure on.

The support structure holding the roundel was beyond repair so required replacement, and the failed electrical components inside the sign were also upgraded.

Around 90% of the original roundel was able to be preserved,

including the original brass collars holding it together. New energy-efficient LED bulbs were also installed along with refurbished acrylics in-keeping with the heritage London Underground Johnston typeface.

Matt Brosnan, head curator at London Transport Museum, said: "The roundel we know and love today is one of the most iconic and instantly recognisable logos in the world – one which is woven into the very fabric of our city. It's wonderful to see the local community in Uxbridge working with TfL to preserve and restore their heritage roundel to its former glory. "Right across the Underground you can

see glimpses of how the roundel's classic design has changed over the years, and you can discover more about its history at London Transport Museum in Covent Garden and our museum depot in Acton."

The restored Grade II listed roundel outside Uxbridge Underground station. TfL



Stephenson stone blocks now cap Falling Sands Viaduct

By Robin Jones

SANDSTONE blocks 'recycled' from George Stephenson's Liverpool & Manchester Railway are now adding the finishing touches to the Severn Valley Railway's £1.25 million scheme to refurbish Falling Sands Viaduct.

Four capping stones carved by the Severn Valley's stonemason Philip Chatfield – each taking around a week to carve – were lifted into place on the Bewdley end of the viaduct on November 19. The move marked the culmination of weeks of exacting work for Philip, who carved the stones by hand from reclaimed red sandstone blocks, to match the existing capping stones at the Kidderminster end.

The replacement stones weigh around three-quarters of a ton each and have been bedded on lime mortar. Philip said: "I needed to get the dimensions of the Bewdley end stones exactly the same as those on the Kidderminster side of the viaduct, and I carved off a great deal of stone from the tops to form the large slopes, or chamfers to use the technical term. There was a lot of hammer and chisel work, and probably a quarter of a ton of waste that came off each stone."

Modification

The railway's infrastructure manager Chris Bond said the capping stones went missing around 1972: "It seems that British Rail started to take down and rebuild the parapet walls and remove the corbelling from the viaduct, presumably to reduce the weight for some reason. We can only assume that part way through this, they either ran out of money or changed their minds and left it in its current condition."

The new capping stones are reclaimed red sandstone blocks, recovered from recent works to a viaduct that crossed the River Irwell in Manchester and which formed part of the Liverpool & Manchester Railway, dating from the 1830



Above: Made from sandstone recovered from the Liverpool & Manchester Railway, one of the new capping stones is manoeuvred into place. SVR

Left: Katie Isles of CAN Structures Ltd adds a secret carving to one of the capping stones. PHILIP CHATFIELD

George Stephenson era.

Recent construction of the Ordsall Chord has meant huge engineering changes were required for new railway infrastructure to wend its way through Manchester. The old red sandstone viaduct had to be partly dismantled, so some of the old stone became available, explained Philip. "Thankfully, four blocks were large enough to be sawn to the dimensions I needed for the Falling Sands project," he said. "So, this historic railway stone has now found another historic home at Severn Valley.

"The stone is what is called Triassic sandstone, or new red sandstone, and is approximately 225 million years old. While carving the stones, I've uncovered wave-washed pebbles!"

Now there is a new 'secret' feature of the giant capping stones that might puzzle future generations if and when they come to move them in years to come. On the hidden side of one of the stones, there is a carefully carved capital 'K'. That stands for Katie Isles, the site manager for Falling Sands contractor CAN Construction Limited, who was keen to have a go at stone carving. Philip was happy to oblige and reported that she had done very well. However, the 'K' will be completely hidden once the stones

are in place, and so will remain a Severn Valley secret!

In addition to the capping stone, decorative brick corbelling is being added to the viaduct, although appearances can be deceptive. Despite looking, to all intents and purposes, like brick, the corbelling is in fact made of Glass Reinforced Plastic (GRP). This material was chosen partly because its low density makes it easier to handle at height using rope access, partly for its low cost, but also because it simplified the project.

Method

The project's civil engineer Jonathan Symonds said: "It would have been impossible to use brick without demolishing and rebuilding the complete parapet, which would have been a mammoth task. GRP is now commonly used on heritage projects to reinstate intricate details in brick and stone which would be very costly to do in the original materials."

In order that the GRP replacement corbelling matched the original, a template was made from the authentic brickwork to make a mould from which the individual pieces could then be formed using the GRP.

The planned completion date for the project was December 14, with

seasonal train services uninterrupted by remaining tasks. The project has been funded by public donations through the SVR Charitable Trust and a substantial grant from The National Lottery Heritage Fund.

Seven-arch Falling Sands Viaduct was completed in 1877 and 132 yards long, carries the railway 64ft above the Staffordshire & Worcestershire Canal and the River Stour.

The 1874 contract for building the viaduct specified that its masonry should be "of the best quality of red sandstone of the district". In May 1875, contractor Charles Dickinson wrote to the GWR explaining his difficulty in obtaining suitable stone for the piers of the viaduct and requesting the difference in price for it to be built – end capping stones apart – entirely of brick, to which the GWR agreed.

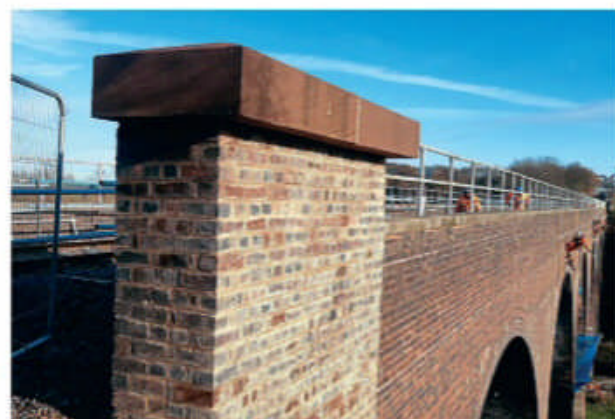
The all-brick construction of the viaduct meant that historically it had required relatively little structural maintenance when compared with the sandstone viaducts at Wribbenhall and elsewhere. However, by 2015 it had been determined that extensive repairs were needed to secure the viaduct, after water seeped into the structure causing cracks and erosion, and a speed restriction became necessary.



The new glass reinforced plastic corbelling is lowered into position. JONATHAN SYMONDS



Cap that! Philip Chatfield supervising the installation of one of the capping stones at the viaduct. CAN



The new sandstone capping stones topping the Severn Valley Railway's otherwise brick-built Falling Sands viaduct. SVR



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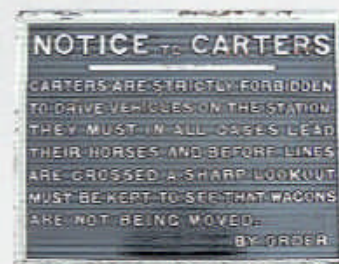
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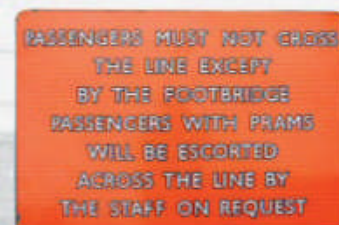
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KESR volunteer launches appeal as vital Pullman dining train in jeopardy

By Geoff Courtney

THE Kent & East Sussex Railway's crucial Wealden Pullman dining train, one of the heritage line's major money-spinners, is in jeopardy next year due to the expected non-availability of its regular kitchen car and delays in the restoration of its replacement.

Kevin Bulled, one of the Pullman volunteers, views the situation with such concern that he has launched a personal appeal for £66,000 that would see the replacement car's restoration back on track in time for the return of the service next spring.

In an appeal to members, he said: "The continued operation of the Pullman is in jeopardy because the current kitchen car, *Diana*, is unlikely to be available for the 2021 season as it needs major work. The project to rebuild kitchen car RU1987, its replacement, is being undertaken by Arlington Fleet Services at its works in Eastleigh, and was on track until Covid-19.

"However, we lost most of our 2020 season revenue, meaning funds that would have come from operational revenue are no longer available to complete the project. The 2021 Wealden Pullman season is critical to the company's financial well-being,

because it generates around 16% of the railway's total revenue that can be used to support the other areas of the railway. We really need to raise the final £66,000 to complete the project before summer."

Funding

Kevin said that if each of the KESR 2500 members donated £20, with Gift Aid added the appeal would be successful. This, he said, could be donated in a single payment, or four monthly payments of £5, equivalent to the price of two cups of coffee. "That is all it would take to keep the Wealden Pullman on the tracks next year."

Diana was built in 1959 as unnamed BR Mk.1 restaurant saloon No. E1955, purchased by the railway in 1979, and after restoration, upgrading, and a repaint into Pullman livery, entered service on the railway's wine and dine trains in 1981, replacing the small pantry car *Barbara*.

It was named *Diana* to mark the wedding that year of Prince Charles and Lady Diana Spencer, and another Royal connection came in June the following year, when the Queen Mother travelled in the coach from Tenterden to Rolvenden during a visit to the line.

KESR commercial manager André Freeman said *Diana* was an immediate success and brought a huge improvement in staff facilities on the dining trains. "Gone were the days of carrying on buckets of hot water at stations, while the increased space enabled a full service of high quality cutlery and crockery to be purchased, much of which remains in use to this day," he explained.

In 2002, the railway bought RU1987 from the Bluebell Railway partly as back-up for *Diana*, and was stored until funds were available for its restoration to start last year. "This car will replace *Diana* on the Wealden Pullman set and will provide a further step up in facilities," said André. "Having been in near continuous service since 1981, *Diana* will be overhauled and form the centrepiece of a new daytime catering train."

Kevin told *Heritage Railway* that the estimated total cost of restoring RU1987 was £250,000, and contributions to date had included a £74,000 grant under the European Union rural development scheme, which includes funding for the development of rural tourism, and donations by members of the railway.

He said additional income came from the KESR 300 Club internal



Restoration appeal: Kent & East Sussex Railway volunteer Kevin Bulled, who has launched a £66,000 appeal to pay for the completion of a carriage restoration project that would enable the railway's vital Wealden Pullman dining train to return next year. KESR

lottery, while tips and gratuities given to Wealden Pullman volunteers by passengers were all pooled to pay for improving the train and service, which "could be anything from buying chef a new wooden spoon to carriage restoration". He said that through this scheme volunteers had put into or pledged £48,000 towards the restoration project.

Operations

If Covid-19 restrictions allow and the restoration of RU1987 is complete, the first lunch train next year is scheduled to run on Mothering Sunday, March 14, and thereafter most Saturday evenings and Sundays until the end of October.

→ Donations to the appeal may be made at <https://kesr.org.uk/donate/kitchen-car-appeal/>

Third Pacer and Class 117 DMU arrivals bolster Mid-Norfolk railcar fleet

By Robin Jones and Gareth Evans

A THIRD Pacer unit and a Class 117 DMU have been moved to the Mid-Norfolk Railway (MNR) to boost its expanding railbus fleet.

December 9 saw Class 144 'Pacer' No. 144018 delivered following its withdrawal from main line service and acquisition from Porterbrook Leasing.

MNR chairman Charlie Robinson said: "The acquisition of 'Pacers' by the railway is important, as they join our first generation of DMUs and mean that we are assembling a significant collection of this oft-forgotten aspect of our railway heritage.

"Pacers' have had, in some quarters, a controversial past, often being described as noisy and uncomfortable, but you must remember that was when they

travelled at 70mph on the national network. Here they will be travelling at much slower speeds and will be an excellent way to travel on our line and enjoy our beautifully Norfolk country side views."

On November 11, Class 117 DMU set No. L432 owned by long-time MNR member Paul Hughes and his son Michael and comprising Driving Motor Second No. 51412 and Driving Motor Brake Second No. 51370 arrived from the Whitwell & Reepham Railway. Both cars are under restoration, but No. 51412 is in better condition, with the aim of it entering service in 2021.

This set operated at the Chasewater Railway between April 1994 and September 2006, before moving to the private Titley Junction Railway in Herefordshire.

Michael said: "The project will be able to move at a faster pace

towards full restoration thanks to the excellent facilities the railway has to offer."

Departure

As previously reported, the arrival of the Class 117 followed the October departure of Class 122 'bubblecar' No. 55009 to the Great Central Railway (GCR), after its owner Chris Nesbit agreed for a full restoration by Renaissance Railcars.

Chris said: "I'm now based in the East Midlands and for some time I've not been able to work on No. 55009, due to the distance and the time it takes me to travel to the MNR, so the restoration to passenger-carrying standard has to be achieved in a different manner."

Since moving to the GCR, a broken window has been renewed, batteries charged, the engines have been started, and some minor repairs

to the vacuum brakes completed. Accordingly, No. 55009 moved under its own power within the confines of Loughborough yard on October 20.

Once fully restored, No. 55009 will enter service on the GCR, including the Mountsorrel branch. However, Chris a long-time member of the MNR, said: "Once No. 55009 is restored and back in passenger service, I would like to see it visit the MNR for a gala weekend."

The MNR's own Class 101 set is currently undergoing restoration in the Dereham maintenance shed and is scheduled to be available for service during 2021.

The Dereham-based BR blue and grey-liveried Class 101 set, owned by the 50019 Ramilles Group, is currently available for service, together with the MNR's own second generation DMUs. It is expected to have both Class 101s (the other in



GWR 0-6-0PT No. 6435 is seen with an autotrain at Charlie's Gate on its home line, the Bodmin & Wenford Railway in Cornwall. OLLIE RIDGE/BWR.

Bodmin's pannier to enjoy winter Spa stint

By Gareth Evans

THE Spa Valley Railway has boosted its steam fleet this winter with the hire of GWR 0-6-0PT No. 6435 from the Bodmin & Wenford Railway (BWR).

The 1937-built 64XX was due to arrive in Tunbridge Wells on December 3, where it is set to remain until the end of March, after which it is hoped the BWR will be able to resume its passenger operations.

The versatile locomotive hauled

some of the line's Santa specials in top-and-tail fashion with Class 73 No. 73140.

The pannier should be in fine fettle, having received a substantial amount of attention from the team at the BWR. This has included the fitting of six new tyres, a task carried out by South Devon Railway Engineering at Buckfastleigh. It is believed to be the first set of new tyres No. 6435 has had since being bought from BR in 1965.

No. 6435 is the second member

of the class to operate on the Spa Valley – the first being No. 6412 in December 1998 for that season's Santa specials. Then owned by the West Somerset Railway Association, No. 6412 also became the first ex-main line steam locomotive to work on the route in the heritage era.

Purchased by the South Devon Railway in 2008, No. 6412 is currently on hire to the Chinnor & Princes Risborough Railway, where it is due to remain into 2021.

Meanwhile, the BWR's other operational GWR 0-6-0PT, No. 4612 is expected to remain at the Nene Valley Railway until at least March. Having arrived in the east of England in March, only for the enforced national Covid-19 shutdown to be implemented, No. 4612 returned to Cornwall.

With the gradual easing of Government Covid-19 restrictions at the time, No. 4612 moved back to Wansford in August.



The unloading of the Class 117 DMU at Dereham nearly completion following its arrival on November 11. MNR

BR green with whiskers) ready for next year's running season, and also both Class 142 Pacers, Nos. 142061 and 142038, which arrived earlier in 2020, will also be available to broaden off-peak running options.

Elsewhere, two-car Class 117 DMU set No. 117313, comprising Driving Motor Brake Second No. 51339

and partner Driving Motor Second No. 51382 were relocated from the East Lancashire Railway to the Colne Valley Railway in early November after it was bought by Pressed Steel Heritage Ltd. It is intended the set will join the owner's Class 121 'bubblecar' No. 55033, which is also operational.

Last UK steam locomotive in 'real' use to steam again in South Africa

THE North British Locomotive Group has signed a deal for the restoration of its Robert Stephenson & Hawthorns South African Railways Class 19D 4-8-2 No. 2767.

The group has entered a loan agreement with the Mpumalanga Rail Company, which will restore the locomotive and use it for 10 years after it re-enters service in South Africa.

After three years of storage at Creighton, it is being taken to Pretoria, where Wonder Steam Trains will carry out the restoration. From there, it will move to Middelburg where Mpumalanga is based.

Class 19D 4-8-2 No. 2767 leaves Creighton for Pretoria to start a new lease of life.

JOHAN VAN RENSBURG/NBL

The Class 19D was the most numerous South African branch line locomotive. A total of 268 locomotives were built to the design, including ones sold for use in the former Rhodesia and Angola.

Built at Darlington in 1947, No. 2767 was one of the last conventional British steam locomotives in regular service anywhere in the world, operating at the Sappi Saiccor mill in KwaZulu-Natal until it was taken out of service in August 2015. Sappi Saiccor then donated the locomotive to the group.



RARE RAILWAY LITERATURE

from the late Sir William McAlpine's collection sells for £160,000 at auction

By Geoff Courtney

ONE of the world's greatest private collections of early railway literature, put together over decades by former *Flying Scotsman* owner and life-long steam enthusiast Sir William McAlpine, went under the hammer for £160,000 at a high-profile and eagerly-awaited sale held by Forum Auctions in central London on November 19.

Comprising rare books, photographs, manuscripts, early Bradshaws – including 23 for one year alone – legal documents, and much more, the collection was described in the catalogue by Ed Maggs and Hugh Bett, of antiquarian bookseller Maggs Bros, as “fascinating and balanced.”

Contents

The collection, said Maggs and Bett, included rare colourplate books from the earliest days of rail, manuscript material from the Stephenson family, legal and commercial records of some of the greatest commercial enterprises of the industrial revolution, and photographs and literature of thousands of engines. “Like all great and big collections, it gave an idea of the

enterprise being recorded,” they wrote.

The highest realisation was £22,000 for an album of 150 original manuscripts, notices, letters, and other items from the birth of railways in Great Britain and overseas, including a letter from James Watt to John Rennie in 1791, and seven letters written by George or Robert Stephenson between 1821 and 1852.

Behind at £17,000 came another album, containing more than 200 prints, including original watercolours, engravings and lithographs, two of which were hand-coloured aquatints from 1833 of the Liverpool & Manchester Railway, which had opened three years earlier as the world's first inter-city railway.

Five hand-coloured aquatints of the Dublin & Kingstown Railway contained in a first edition eight-page catalogue, described by the auctioneers as of “great rarity,” sold for £12,000.

The aquatints were dated and watermarked 1834, the year in which the line, Ireland's first passenger railway, opened.

The catalogue entry for this lot included a quote from a Mr O'Hanlon,



Enthusiast and bibliophile: Sir William McAlpine in his study at home, which contained some of the rarest books and other railway literature in any private collection. GEOFF COURTNEY

an opponent of the line, who told a House of Commons railway committee a year before its opening: “It would be a monstrous thing that the solid advantages of commerce, manufactures, and all the blessings resulting therefrom, should be sacrificed to a few nursery maids descending from the town of Kingstown to the sea at Dunleary to perform the pleasures of ablution.”

Realisations

Four-figure realisations included £7000 for a collection of 141 different issues of Bradshaw's Railway Companion dated 1840-46 all in original cloth covers, and £5000 for a circa-1907 catalogue issued by Stone & Co of Deptford promoting its railway carriage electric lighting, cooling, and heating system.

This latter item was accompanied by catalogues from a number of British and American locomotive manufacturers, including North British, Hunslet, Hudswell Clarke, Beyer Peacock, and Baldwin.

Three lithographed plates of the GWR and Bristol & Exeter Railway fetched £4000, one of their attractions being that they were in their original buff wrappers.

They were dated from circa 1835, the year the GWR was incorporated by Act of Parliament and the year before

the Bristol & Exeter was approved. Prices exclude buyer's premium of 25%.

Cosima Benson-Colpi of Forum Auctions told *Heritage Railway*: “The collection was not only a testament to Sir William's life-long passion, but was also quite outstanding in the rarity of some of its contents. Sir William shared his enthusiasm with many, and is remembered as one who made little distinction between volunteers on his own railway, and cabinet ministers.

“Its sale opened the door for all to join in appreciation of his contribution, share his passion, and celebrate a fellow great enthusiast.

“Among the most extraordinary lots were stunning depictions of railways across the country dating from the earliest days.

“One particularly noteworthy example was the beautiful aquatint views of the Dublin & Kingstown Railway, and two other highlights were the spectacular albums documenting the beginnings of the world's railways.”

Sir William, known fondly to so many simply as ‘Bill’, was one of the country's most respected and admired railway enthusiasts whose passion and energy seemingly knew no bounds.

He died in March 2018 at the age of 82.



Colourful rarity: An illustration of the opening of the Munich-Augsburg Railway on September 1, 1839. The hand-coloured lithograph was in an album that sold for £17,000 at the sale of the Sir William McAlpine collection of early railway literature in central London on November 19. FORUM AUCTIONS



A still from the Museum Moment video with Mark McDaid beside Dunnion's Halt. DONEGAL RAILWAY HERITAGE CENTRE



Mark at the bridge built by the CDR using old sleepers, showing the old rail used to support the railings. DONEGAL RAILWAY HERITAGE CENTRE

Museum moment rediscovers 'lost' railcar halt

By Hugh Dougherty

A DRIVE by Donegal Railway Heritage Centre to keep the museum in the public eye during lockdown, has resulted in the rediscovery of a 'lost' County Donegal Railways railcar halt between Barnesmore Halt and Lough Eske station on the railway's Stranorlar-Donegal mainline.

The centre came up with the idea of short video clips on YouTube, showcasing the museum, and

dubbed 'Museum Moments'. In the latest, released in November, centre chairman Mark McDaid rediscovers Dunnion's Halt, which has been largely forgotten since the railway closed in 1959, and was lifted in 1960.

Mark was able to access the trackbed to film the short, stone platform, which was not built by the CDR, but by local people in Townawilly who wanted to be able to board the new railcars which came

into service on the West Donegal section in the 1930s.

The halt was never listed in public timetables, but was known to crews and local people as a designated railcar stopping place.

"Building the halt at local expense was an early form of crowdfunding," said Mark. "What the railway did, was to provide a bridge over the Lowerymore River to allow local people to access the platform, and the bridge, built of sleepers and

old rails, is still there today."

Mark shows viewers the platform and bridge in the video which comprises footage of the CDR in action, including a cine film taken from a railcar near to Dunnion's Halt, so called, because the land around the railway at that point, belonged, and still belongs to the Dunnion family, some members of which worked on the railway.

See the Museum Moment at tinyurl.com/Dunnions-Halt

Pendennis Castle boiler back on frame in readiness for 2021 comeback

By Robin Jones

GWR iconic 4-6-0 No. 4079 *Pendennis Castle* is set to return to action at the Didcot Railway Centre next summer, after its boiler was reunited with its frames to mark the final stages of its long-running overhaul.

The boiler was lowered back into the frames at Didcot in mid-November following the successful first steaming of the boiler for the first time in 26 years on October 3, as highlighted on our cover last issue.

The locomotive, once owned by Sir William McAlpine, who sold it to Hamersley Iron in Western Australia in 1977 for use by its Pilbara Historical Railway Society, last ran on October 15, 1994, and was gifted to the Great Western Society, which agreed to finance its restoration to main line running condition. At the conclusion of a 10-week voyage, No. 4079 arrived back in England on July 8, 2000, 23 years one month and eight days after it left.

Restoration

Since then, it has been subjected to a thorough restoration by the society. Work on the boiler has included attention to the stays – the crown stays in particular – seam and foundation ring rivets and a complete retube.

The project team completed most of the work on the frames and motion prior to turning its attention to the boiler to minimise the chance of delays using up valuable time on the boiler ticket. Tasks tackled over the past two decades include

removal of electrical fittings and an antipodean air-brake system that it acquired in Australia, renewal of almost the entire dragbox and the fitting of new cylinder drain cocks and cylinder liners.

No. 4079 was completed at Swindon on March 4, 1924 and allocated to Old Oak Common shed.

In 1925, it was borrowed by the LNER as part of trials against the then new A1 Pacifics. Running from King's Cross to Grantham, and King's Cross to Doncaster, it made the ascent from King's Cross to Finsbury Park regularly in less than six minutes, a feat that the Pacifics were unable to match.

Bought from BR in 1964 by Mike Higson, it was moved to the Southall Railway Centre and appeared at one of the society's first open days in 1965. Sold to a partnership of John Gretton and Sir William McAlpine, in 1967 it was moved to Didcot depot, where the society made its home. It was later moved to the former Steamtown museum at Carnforth, now the headquarters of West Coast Railways, where Sir William held controlling ownership.

Didcot's chief executive Emma Jhita said: "Next year we will mark the society's 60th anniversary and having No. 4079 in action will certainly add to the celebrations. It's been a special engine, ever-since the famous locomotive exchanges of 1925 and its renaissance is the latest in a series of ground-breaking projects that have become synonymous with Didcot over the past six decades."

Another development at Didcot in late November saw Emma and local councillor Mocky Khan both appointed to the society's board.

Emma will join the board in February when she steps down from her current position to join Historic England. She commented: "The railway centre is a special place, and I am very keen to remain actively involved in supporting the society."

"The strong leadership of the board and senior management team will ensure continuity at this time. With so much potential as a heritage venue and living museum, I am committed to continuing to support the centre, GWS members and audiences on this journey."

Experience

Mocky is a local entrepreneur specialising in new business development, sponsorship and partnership promotions and is a member of the Chartered Institute of Marketing. He also serves as a councillor on both South Oxfordshire District Council and Didcot Town Council.

He said: "I've interacted with the Centre on several levels, visiting a number of times with my family and attending events in my official capacity. It is a key player in the local tourism economy. I'm delighted to be joining the board and look forward to helping the society continue to grow and develop."

Society chairman Richard Preston thanked Emma for her "tremendous efforts" over the past 18 months, adding: "I am very



The overhauled and tested boiler of GWR 4-6-0 No. 4079 *Pendennis Castle* being reunited with the frames in Didcot's lifting shop. FRANK DUMBLETON

pleased that Emma has accepted our invitation to join the board and that we will continue to benefit from her insight and knowledge as a museum professional.

"One of her achievements is in driving forward the changes necessary to create a professional senior management team, which now runs day to day activities. That allows the Board to work in an increasingly non-executive capacity and concentrate on governance and strategy, particularly fund-raising, which will be vital going forward."

"I'm also thrilled to have Mocky as a director. His business acumen and experience in setting policy for officers to implement is directly transferable to the Society's business and is what we need."

It is hoped to have a new chief executive in place early in 2021.

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WR 4-6-0 No. 7820 *Dinmore Manor* powers past Hayles with a Gloucestershire Warwickshire Railway 'Santa Experience' service on December 6. The socially-distanced trains sold out a week before the first ran, all of them starting from Toddington and taking families to meet Santa at Winchcombe, which had been converted into the 'North Pole'. The railway plans to run a daily service from December 27 to January 3 over the entire 14-mile line: see www.gwsr.com for booking details. IAN CROWDER



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Swanage wins £50k government grant for Wareham service study

By Robin Jones

SWANAGE Railway volunteers have won a Government grant of up to £50,000 to pay for an updated feasibility study and business case aimed at reinstating a public service to reconnect the resort with the main line at Wareham.

South Dorset MP Richard Drax has welcomed the awarding of the grant from the Department for Transport's national 'Beeching reversal' Restoring Your Railway Fund as "an important step to ensure our iconic railway sustains its place in our hearts and our livelihoods".

Services between Swanage and Wareham were controversially axed by BR in January, 1972, with 6½ miles of the single track line from Furzebrook to Corfe Castle and Swanage being lifted in just seven weeks that summer.

Today's Swanage Railway has been rebuilt from nothing since 1976. In 2014, the heritage line was connected with the national railway system – near Worgret Junction, south of Wareham, on the main London to Weymouth line – thanks to an innovative signalling system linking the heritage line with Network Rail.

Feasibility

Conservative MP Mr Drax said: "I am delighted that the Swanage Railway's submission to the fund has been successful. This will allow a detailed scoping exercise to be done to see how train services can be expanded to the main line Wareham, bringing more trains to the stunning resort of Swanage which, in turn, will bring more economic benefits to the local area.

"More money will be needed before expansion plans can be executed, but this is an important step to ensure our iconic railway sustains its place in our hearts and our livelihoods."

Railway chairman and volunteer signalman Gavin Johns said: "We're delighted that an updated and



Maunsell U 2-6-0 No. 31806 undertaking its main line loaded test run at Wareham to Yeovil Junction via Weymouth on April 13, 2018. It hauled its inaugural railtour 'The Great Britain XI' from Yeovil Junction to Swanage on April 26 that year. ANDREW P M WRIGHT

detailed feasibility study and business case into our plans to operate train services from Swanage and Corfe Castle to the main line at Wareham has been successful.

"The grant will pay for a fully updated feasibility study, and we hope a positive business case, for a passenger train service between Swanage and Wareham once the coronavirus pandemic is over."

Swanage Railway Project Wareham director Mark Woolley, a volunteer for 35 years, said: "We hope that the new feasibility study and business case – last carried out 12 years ago in 2008 – will be wide-ranging and fully take into account our existing award-winning heritage railway.

"We are also hopeful that the work will also help us identify potential sources of further funding to provide the necessary train servicing and maintenance facilities to achieve this,"

Rail Minister Chris Heaton-Harris said: "For towns and villages left isolated and forgotten by Beeching cuts, restoring a rail line or a station has the potential to revitalise a community. It breathes new life into our high streets, drives investment in businesses and housing, and opens new opportunities for work and education.

"The dedication and determination shown in Swanage, with volunteers painstakingly restoring the line, underlines just how important these connections are. The potential to transform a steam train service into a modern, reliable link will transform the town.

Connections

"By building back with a real focus on better connections, and supporting left behind communities, we are delivering our promise to level up this country," he added.

During summer 2017, the heritage line ran a 60-selected-day trial diesel train service to Wareham which saw four trains a day operate from Swanage to Wareham.

Another of the 15 schemes listed in November for £50,000 feasibility study grants under round two of the Beeching reversal fund is the restoration of the line between Stratford-upon-Avon, Long Marston and Honeybourne on the Oxford to Worcester line.

The line was part of the GWR's main line from Birmingham to Cheltenham, which was closed south of Stratford in 1976 following a derailment at

Winchcombe. The Gloucestershire Warwickshire Railway, which rebuilt part of the lifted route from scratch, originally had aspirations to run to Stratford, hence the Warwickshire in its title. A separate group, the Stratford & Broadway Railway Society – formed to rebuild the section between both towns, and which was based at Long Marston – later folded and transferred resources to the Vale of Berkeley Railway scheme.

The Gloucestershire Warwickshire Railway, however, still aims to extend to Honeybourne, creating a main line link, and in theory, if the line north from there to Stratford was rebuilt, could see a future extension of Vintage Trains' 'Shakespeare Express' and other main line charters from Birmingham and beyond.

The other projects listed in the November announcement are the reopening Beeston Castle and Tarporley station, Cheshire; the reopening St Anne's Park station, Bristol; the reopening Ferryhill station, County Durham; reinstating links between Bolton, Radcliffe, and Bury, Greater Manchester; new stations in Waverley, South Yorkshire; a new station in the Langport/Somerton area of Somerset; improved services from Melton Mowbray; improved services from Falmouth; upgrading the South Fylde line in Lancashire, upgrading the Maid Marian line between Nottinghamshire and Derbyshire; reinstating rail access to Cirencester; restoring the South Humber rail link in Lincolnshire; and new link between Consett and Newcastle.



The Swanage Railway's Class 121 'bubblecar' No. 55028 passes a very autumnal Furzebrook while undergoing a test run on November 13. It is one of four DMU vehicles which comprise the main line fleet for the proposed regular services from Swanage to Wareham – the others being a three-car Class 117, comprising cars Nos. 51356, 59486 and 51388. They were upgraded to main line standards and overhauled by Arlington Fleet Services at Eastleigh Works, and are now stabled in the Corfe Castle diesel depot. ANDREW P M WRIGHT

Didcot to inspire new art

DIDCOT Railway Centre is one of six museums and heritage sites chosen to work in partnership with artists to commission a new work of art inspired by each venue.

Contemporary arts agency Arts&Heritage works with museums and heritage sites which have little previous experience of commissioning contemporary art.

Arts&Heritage executive director Steph Allen said: "We'll be working with these six venues to pair each with an artist who will create a brand new piece of work – which could be anything from sculpture to a sound installation – created especially for the venue and inspired by its history and collections."

Didcot's chief executive officer Emma Jhita said: "Commissioning an artist through the programme will enable new audiences to explore the incredible railway heritage we care for and social histories we share."

"Gaining a fresh perspective on our collection will provide an exciting opportunity for our passionate volunteers and audiences of all ages to discover new connections with this important industrial heritage."

Scheme

The five other selected sites in the Meeting Point programme are the National Paralympic Heritage Centre in Aylesbury, Ure Museum of Greek Archaeology in Reading, Furzey Gardens in the New Forest National Park, the Brickworks Museum in Southampton and 'a space' arts. Each venue also receives training in best practice for working with artists.

Meeting Point presents artworks in unexpected places and supports small and medium scale museums to commission artists, forging new relationships between the contemporary arts and heritage sectors.

Bridgnorth's new-build forges on

DESPITE the nationwide cycle of easing then increasing restrictions in order to prevent spread of Covid-19, the new-build project to construct BR 3MT 2-6-2T No. 82045 at the Severn Valley Railway continues to make steady progress.

In recent months, the focus of volunteer efforts has been on the two pony trucks, while the railway's full-time boilermasters have continued with firebox work.

Lubrication pipe runs supplying the pony trucks and two drainage pipes from the coal space have been fitted underneath the bunker – tasks which need to be carried out before the rear pony truck is in place.

On November 4, the day before the England-wide lockdown came into effect, a milestone was reached – the front pony truck

was fitted on to its wheels.

Work has also progressed at Stephenson Engineering on the reversing shaft, the radius rods and the crosshead arms which connect to the union links.

The production of the firebox continues, with various sections being marked out for hole drilling and trial assembly. Parts of the rocking grate mechanism have also been fabricated.

Fabrication of the various pieces of cladding sheets around the cylinders and steam chests has continued. The cladding sheets for the two front corners of the Belpaire firebox have been manufactured by the panel beating team at Classic Motor Cars Ltd. of Bridgnorth.

→ Details of how you can support the project can be found at www.82045.org.uk

Vandal attack on Moorsline coach

POLICE are investigating a vandal attack on a coach at the North Yorkshire Moors Railway's Pickering station yard which took place sometime between 4.30pm on Friday, November 13 and 4pm on Sunday, November 15.

The culprits released the carriage handbrake and it rolled a foot from

where it had been safely left.

Damage inside the carriage included first aid and eye wash kits broken into and thrown on the floor, a chair knocked over with the leg broken, two toilets blocked and broken and smashed lampshades on tables.



The bilingual station nameboard is now in place at Maam Cross thanks to volunteer hard work. CONNEMARA RAILWAY

Coronavirus causes cancellation of Connemara steam train trips

By Hugh Dougherty

PLANS to run a 3ft gauge steam train over nearly 1.5km (0.9 miles) of newly-laid narrow gauge track at Maam Cross Station on the abandoned Galway-Clifden line in 2020, had to be cancelled because of Covid-19 restrictions.

Project chairman Jim Deegan has vowed to run the trains in 2021 to mark the 125th anniversary of the opening of the station, as well as making a very visual statement about the Connemara Railway project's determination to bring steam back to the line, which closed in 1935.

Jim said: "While we are disappointed that we couldn't go ahead with narrow gauge steam in 2020, we did manage to carry out a considerable amount of work at Maam Cross. This has included laying track, which we sourced from Bord na Mona, erecting a station nameboard and level crossing gates, and generally

improving the station site. We also confirmed arrangements with an Irish narrow gauge railway, details of which we will make public in due course, for the hire of a steam locomotive.

"We've had excellent support from volunteers, including, I'm delighted to say, several local people. However, like every railway project, we are in desperate need of funds as we are to take this exciting project forward. Our eventual aim is to restore the standard gauge layout of the station and to run 5ft 3in gauge trains over a section of track beyond the station limits as a fully-working museum.

"If anyone can help, and I know that there are many, many heritage railway appeals underway just now, while many people are strapped financially, please give anything you can via www.gofundme.com/f/connemara-railway-project as we really want to see steam return to this beautiful part of Connemara."

Maam Cross Looking east: drone shot shows the extent of the 3ft gauge running line alongside the 5ft 3in gauge track as well as the newly-installed level crossing gates. CONNEMARA RAILWAY



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Stanier 8F Society bids to restore historic hopper wagons

By Robin Jones

AN APPEAL to fund the restoration of a pair of historically-important bogie hopper wagons has been launched by the owning group of Severn Valley Railway-based LMS 8F 2-8-0 No. 48773.

The Stanier 8F Locomotive Society, which has owned No. 48773 for more than 50 years, also keeps the ex-ICI wagon pair on the line.

They once formed part of the block limestone trains which ran up to seven times a day between Tunstead and Northwich and which, from the 1930s to the 1960s, were inextricably linked with the 8Fs.

These trains, which formed the inspiration for a small group of Northwich enthusiasts to try to preserve a Stanier 8F at the end of BR steam, and ultimately No. 48773 were saved for posterity.

The society not only took the opportunity to preserve two of these unique wagons but now, after a long period in storage, is restoring them to their former glory.

Livery

The first wagon, No. 3252, constructed in 1938 as part of the first of three build batches, was moved from storage to Kidderminster for cosmetic restoration in original grey ICI livery and has now returned to Bewdley for lettering.

The second wagon, No. 3329, is from the third batch and was built in 1952. Intensively used, the pair achieved individual mileages of between three and five million miles in service.

Despite their protracted time in



Hauling a train of hopper wagons, a Stanier 8F (possibly No. 48693) is seen at Hartford in the 1960s. BEN BROOKSBANK/CREATIVE COMMONS

storage, they are both in remarkably good cosmetic and mechanical condition. "This is a tribute to the maintenance and paint finish originally given to the wagons by the ICI's Avenue Road Works at Winnington all those years ago," said David McIntosh, former BR area manager at Northwich and now the society's project manager for their restoration.

The restoration costs for the first wagon are £2400 and society trustees have made a significant contribution to this sum. Now the society is seeking funds to complete the restoration of both wagons, and a crowdfunding appeal to secure their future has been set up at www.virginmoneygiving.com/fund/hopperrestoration

As we closed for press, nearly half the £2400 target had been raised.



The Stanier 8F Locomotive Society's hopper wagon No. 3252 is seen at Bewdley on October 24 before restoration commenced. S8LS.

→ Donations by cheque payable to the Stanier 8F Locomotive Society Ltd are also invited.

They should be sent to: 73 Maesquarre Road, Betws, Ammanford, Carmarthenshire, SA18 2LF.

Great Western 'Night Owl' rolling chassis comes closer

THE Great Western Society's 10-year project to build new Churchward 47XX 'Night Owl' 2-8-0 may reach the rolling chassis stage early in 2021.

The pony truck for the new No. 4709 is nearing the end of a lengthy refurbishment programme at the Leaky Finders (LF) workshop at Hele, near Exeter.

The pony truck had been delivered to LF from Tyseley as a kit of parts, with most of the fitted bolts missing. To enable the LF team to measure and assess the condition of the hornblocks, the holes needed reaming and some barrel drifts making.

LF's Rory Edwards said: "The wheelset and axleboxes will soon

join the locomotive's chassis, which should be ready to be wheeled early next year.

"The frame was put up onto our big machined fixture block, so that the hornblocks could be held in position with the barrel drifts and measurements between horns taken."

The measurements enabled LF to set up the blocks on its horizontal borer and have them skimmed. That completed, the barrel drifts have now been replaced with fitted bolts.

During the process, LF took the opportunity to also fully clean back the remaining components and carry out MPI (Magnetic Particle Inspection)

testing where necessary.

"We've got a copy of every drawing in existence and engaged Bob Meanley (former Tyseley chief engineer) to assist with additional assembly and component drawings, to ensure that the differences between the donor 41XX pony truck and No. 4709's are overcome and the new truck assembly is safe and performs as expected," explained Rory.

The nine 47XXs, all built between 1919-23, were primarily used on night express freights to London from Wolverhampton, Newton Abbot or Plymouth, earning them the nickname 'Night Owls.' All survived into the Sixties, but no example was preserved.



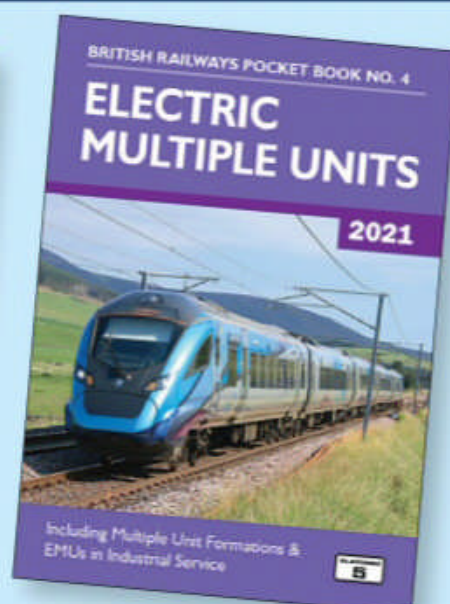
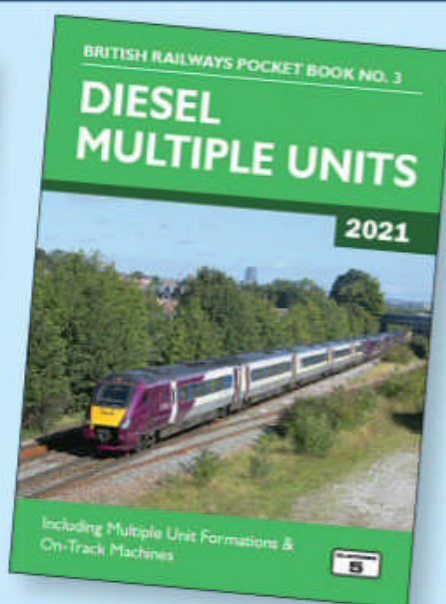
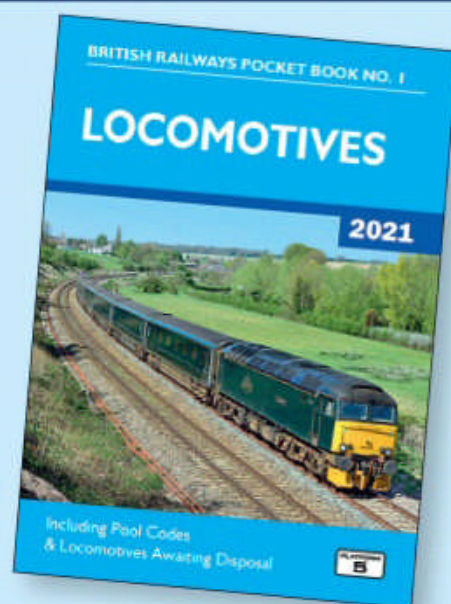
Nearing reassembly, the new 'Night Owl's' pony wheelset has been shot blasted, primed, undercoated and already received its first coat of gloss paint. On completion, the entire truck will join its other wheelsets in storage. LEAKY FINDERS

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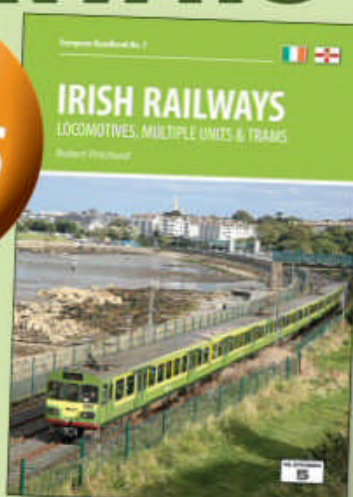
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£70,000 boost for rail charity as nameplates go under the hammer

By Geoff Courtney

AN auction of locomotive nameplates and other railwayana raised £70,000 for Rail Aid, a new initiative launched to support the ground-breaking work of the international charity Railway Children.

The live online sale was held by Great Central Railwayana on November 26, and among its supporters were Porterbrook Leasing, Easy Live Auction, and such industry figures as Network Rail chairman Sir Peter Hendy, HS2 chief executive Mark Thurston, Transport for London commissioner Andy Byford, and Rail Minister Chris Heaton-Harris.

Line-up

It comprised 95 lots, and included a number of plates from Class 43 HST power cars, Classes 47 and 57 diesels, and Classes 86 and 90 electric locomotives. However, the highest realisation was achieved not by one of this modern breed of traction, but by a locomotive from a slightly older era, Warship D844, whose *Spartan* nameplate sold for £10,600, which is believed to be a record for the class.



The leading nameplate and headboard respectively.

Behind at £8200 came *Thunderbirds the Mole* from Class 57 No. 57315, a Co-Co diesel built by Brush Traction in 1965 as Class 47 D1911, renumbered 47234 in 1973, and rebuilt as a Class 57 in 2004. Nameplates from two Class 90 electric locomotives, comprising *Crown Point* and *Diamond Jubilee*, were also in the mix, with the third and fifth highest realisations of £5200 and £4000.

Crown Point, the name of a maintenance depot in Norwich, was from No. 90001 and had previously been carried by another electric locomotive, No. 86235, while *Diamond Jubilee*, from No. 90009, was unveiled at a ceremony in Norwich station in April 2012 to commemorate the Queen's 60th year as monarch.

Trainspotters from the 1950s will recall the name as that of LNER A3 Pacific No. 60046, although that locomotive was named after a racehorse which won classic racing's triple crown in 1900.

Realisations

With a price of £4200, nameplate *Seagull* split the two Class 90 plates. This came from preserved No. 33057, a Class 33 Bo-Bo diesel that emerged from the Birmingham Railway Carriage & Wagon company's works in November 1961 as D6575 and was given the name in 1991, which remained with the locomotive until its withdrawal in 1996. That name will also resonate with steam enthusiasts, as it was carried by another LNER locomotive, A4 No. 60033.

The leading non-nameplate realisation was £2400 for a 'The East Anglian' headboard of the type carried by Class 47 diesels hauling the Liverpool Street to Norwich and Yarmouth express from May 1980 until the title was dropped in 1988.

Speaking after the hammer came down on the last lot, auctioneer and Great Central director Mike Soden said: "Wow! That exceeded our wildest dreams, and we were proud to play our part in a successful auction for such a worthwhile cause."

The donation to Rail Aid was boosted by Great Central passing on the buyer's premiums it received on the sold items and the seller's commissions paid to the auction house by private entries.

Vintage Dingle carriage to be rebuilt in Lakeland

TRALEE & Dingle Light Railway third class carriage No. 7T of 1890 has been moved across the Irish Sea to Cumbria to be restored to operational condition.

The Cavan & Leitrim Railway (CLR) at Dromod has transferred the components of the coach to the premises of John Fowler Engineering at Old Hall Farm, Bouth, near Cumbria.

The CLR team spent several weekends preparing for the move, including loading the original chassis of 7T, original bench seating, bogies from 8T and 6T, and miscellaneous items including chopper couplings.

A lorry containing the components arrived at the farm on November 17.

Project coordinator Darragh

Connolly said: "This marks a huge milestone in the project.

"The chassis will be looked at and worked on shortly. We ask anyone that has an interest in the Irish narrow gauge to donate what they can to get the project completed."

Funding

The CLR is seeking £20,000 to get the chassis and bogies completed as part of Phase 1. Phase 2 will see the body sections fabricated and assembled at Old Hall Farm, and the carriage will then return to Ireland complete.

Once restored, No. 7T, which was built by the Bristol Carriage & Wagon Company, will be the only operational

rolling stock of the Tralee & Dingle Light Railway and the only authentic Irish narrow gauge carriage operable in Ireland.

The CLR has managed to complete projects that were once thought impossible, including the £160,000 22-year restoration of Avonside 0-6-0T No. 1547 of 1908 *Nancy* which ran again in 2019.

Darragh added: "It is curious that as part of our research the original 3ft gauge railway carriage body in the Ravenglass Railway Museum was also built in Bristol. This marks an interesting move in that a Bristol-built 3ft gauge carriage has returned to Cumbria."

Old Hall Farm was bought in 2007 by Alex and Charlotte Sharphouse who use traditional methods to grow crops and harvest their 100 acres with heavy horses and vintage machinery, including steam-powered engines and vintage tractors.

Contractor

Alex, a self-employed steam engineer who has worked for the Lakeside & Haverthwaite Railway, subsequently discovered that he could buy the name of John Fowler & Co, a leading historic manufacturer of ploughing road and rail steam locomotives which was based in Hunslet, Leeds.

From 1866, the company began producing railway locomotives with Frederick Parker, formerly a works manager at the Great Northern Railway's Doncaster Works, placed in charge.

Fowler produced a petrol-powered locomotive in 1923 and followed it with a range of small diesel locomotives.

Locomotive production at the Fowler works ceased in 1968 with the locomotive business being passed on to Andrew Barclay, which subsequently merged with the Hunslet Engine Company.



Above: The kit of parts for coach No. 7T arriving at Old Hall Farm. ALEX SHARPHOUSE/CLR

Left: The chassis of Tralee & Dingle Light Railway coach No. 7T being moved onsite at Dromod. PHILIP BEDFORD/CLR

New homes expected for stored NRM stock in the New Year

By Gareth Evans

THE National Railway Museum has revealed it expects to announce early in 2021 the successful bidders for a number of items on its latest disposal list – including 0-4-0ST *Handyman*.

The 1900-built 3ft gauge Hudswell Clarke locomotive has been stored on a standard gauge Lowmac wagon at York since its cosmetic restoration was suspended.

Objective

Acquired by the NRM in 2008, it was intended to display the locomotive in the cancelled NRM+ project, alongside two ex-Scaldwell tipper wagons to tell part of the story of industrial railway. Prior to that, the former ironstone locomotive spent time at several homes in the heritage sector since it was saved from the scrapman in 1964 – including the Midland Railway-Butterley and Cyfrnydd station at the Welshpool & Llanfair Light Railway.

Other items listed on the Objects available for Transfer June-August 2020 document included 1910-built Great Central Railway

'Barnum' carriage No. DE32079 and LMS ballast plough brake van No. 197266, a GCR four-wheeled single bolster wagon and a Coles diesel-electric rail crane.

Bidders

Asked if any progress had been made on finding new homes for the items, an NRM spokesman replied: "The Science Museum Group is in the process of contacting each of the preferred bidders to ensure all paperwork and conditions are in order before we can publicly announce their new homes. We expect to be able to do this soon in the New Year."

Regarding the latest developments on LNER V2 2-6-2 No. 4771 *Green Arrow* and J52 0-6-0ST No. 1247, the spokesman said: "*Green Arrow* and the No. 1247 are still in our operational vehicle strategy and it remains our intention to steam them again if possible."

"However, as you can imagine we've not been able to progress these projects at all in the past year because of the impact of Covid-19, so there isn't anything concrete to provide an update on."



Robert Stephenson & Hawthorns-built Hawksworth pannier No. 9466, which will celebrate its 70th birthday in 2021, heads an Ecclesbourne Valley Railway service through a decidedly delightful autumn landscape on November 1. No. 9466, one of two surviving members of its class, and which was purchased by West Somerset Railway plc chairman Jonathan Jones-Pratt from the family of the late Dennis Howells who restored it to running order from its rescue from Dai Woodham's Barry scrapyard in 1977, is to be based at Wirksworth until its boiler certificate expires at the end of 2025. STEVE KIRK/WYVERNRAIL

Oxford's LNWR swing bridge to be restored after £900k raised by locals

By Robin Jones

OXFORD'S LNWR Rewley Road station has for nearly two decades been the centrepiece of the Buckinghamshire Railway Centre. Now an associated railway swing bridge is to be restored after local conservationists raised £900,000 following years of campaigning.

With the project backed by the Railway Heritage Trust, Historic England, Network Rail, Chiltern Railways and Oxford City Council amongst others, Oxford Preservation Trust (OPT) has announced that the restoration of Rewley Road swing bridge, a Scheduled Monument built in 1851 to a Robert Stephenson design, is set to start.

The bridge was last used by a freight train in 1985 and is now on Historic England's Heritage at Risk Register. Ownership of the Rewley Road bridge will now be transferred from Network Rail to OPT.

An OPT statement said: "It is an

outstanding piece of Victorian railway engineering and all that is left of the second railway that used to run through Oxford, with an amazing story to tell of the epic battle between Stephenson and Brunel, who each brought their lines through Oxford."

Railway Heritage Trust executive director Andy Savage said: "I have been involved with the swing bridge on and off since 1983, and have spent the last 10 years working with the Oxford Preservation Trust to find a solution that prevents further deterioration, and transfers ownership to a local body. I am so delighted that it has all come to fruition now, and that we have been able to help with our grants."

OPT director Debbie Dance said: "The University and Colleges are so well known that it is easy to overlook Oxford's town and industrial heritage. We knew that no one could save it without us and we are delighted to be on site at last, despite all the



Enabling works in March 2019 saw Oxford Preservation Trust members turn the LNWR Rewley Road swing bridge onto the bank as a precursor to restoration. OPT

difficulties this year has brought us."

Emily Gee, regional director for Historic England in London and the South East, said: "The Rewley Road swing bridge is a remarkable structure of railway heritage and one of only two moving bridges on the Thames (along with Tower Bridge). We are delighted that repair works are starting on this Heritage at Risk priority site after many years of

investigation and preparation, aided by Historic England funding."

Network Rail's Western Route Director Mike Gallop said: "We are thrilled that the swing bridge will be preserved for future generations to visit and appreciate."

Anyone who would like to donate to the swing bridge project is invited to email info@oxfordpreservation.org.uk

Piecing together the 76077 jigsaw

By Ian Crowder

AFTER three decades of slumber, dismantled and stored on wagons at Toddington on the Gloucestershire Warwickshire Railway, BR Standard 4MT 2-6-0 No. 76077 quietly slipped from public consciousness as a patina of rust developed over its remains. However, since the plan to restore the locomotive began in 2018, and Toddington Standard Locomotive Limited (TSL) was established, its rebirth is proceeding at pace.

While the boiler remains at Toddington waiting for its turn 'in the works,' the chassis is rapidly taking shape at the workshops of Locomotive Maintenance Services in Loughborough. It looks much more like a locomotive again – with a considerable amount of metal that had corroded beyond redemption now replaced.

The engine has had a bent front mainframe straightened and much new metal and strengthening material added in the front dragbox with a new bufferbeam in place. New horn stays are also in place, as is a complete new fabricated rear drag box, along with the rear buffing plate. Two of the four footplate support brackets have also been replaced, in addition to progress on dozens of smaller parts.

Meanwhile, volunteer working parties have spent hundreds of man hours preparing the mainframes for painting – laboriously filling, rubbing down, refilling, sanding, and priming to achieve a smooth finish that will not only look as good as new, but simplify cleaning when No. 76077 is in use.

TSL's engineering director Andrew



Typical of the unkempt state of steam locomotives nearing the end of their working lives, BR 4MT No. 76077 pokes its nose out of No. 10 road at Sutton Oak shed (8G), its home depot on May 30, 1964. The engine has clearly not seen a cleaner's rag since it was overhauled at Eastleigh only three months earlier. No. 76077 was allocated to Sutton Oak (8G), which closed in June 1967, the engine then being transferred along with Nos. 76079/80/84 to Wigan Springs Branch, which in turn closed to steam in December that year. The four, the last of their class, were consigned to Barry scrapyard in 1968. PAUL SANKEY

Meredith, who is also a member of the Locomotive Maintenance Services engineering team, said: "We are going the extra mile to ensure that the locomotive's frames are as good as new – it is certainly worth doing the job properly and we're not cutting any corners. The Covid-19 pandemic hasn't helped of course – the first and second lockdowns meant volunteer working parties were stopped and that has delayed the rewheeling we planned to

have complete before Christmas.

"We are probably about a month behind schedule and I now expect to see the wheels under the frames in January. That's something we are really looking forward to and it will be an important psychological milestone.

"It will also put out a very strong message to both existing and potential supporters that this engine is making real progress and is on track, provided the financial support continues, to be steamed in around

five or six years from now. For an ex-Barry scrapyard engine, and considering the extremely poor state it was in when rescued, that's pretty rapid progress."

Sponsorship

Meanwhile, the parts sponsorship programme – for components that remain missing or need to be restored or machined – has been a great success.

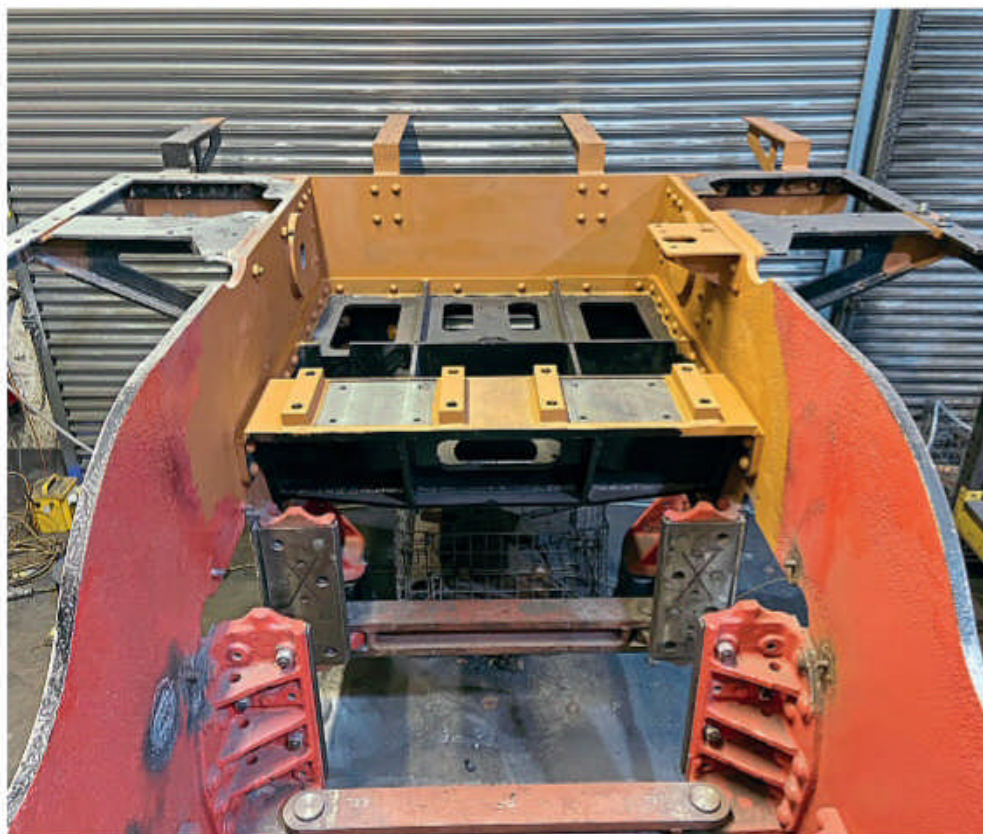
Some large components, such as a new chimney, have been 'bought.' Such 'purchases' are converted into No. 76077 shares and this seems to have captured the imagination of both new supporters and existing shareholders.

TSL chairman Chris Irving said: "We can't rest on our laurels – we need to attract more shareholders, especially those prepared to buy into ownership through even modest monthly contributions, as that provides the day-to-day funding for restoration work.

"Therefore, there are plenty more components that are needed and we'll soon be issuing a fresh 'parts list' for those interested in getting involved in one of the last ex-Barry restorations and of perhaps the most useful of locomotives yet to be restored."

The boiler is due to be inspected during 2021 and a precise schedule of the necessary work and cost can be compiled. That is the next major component needed for the engine.

Also required is a tender – for which some components are already in place. The original was bought from Barry in 1974 by the owners of Mid-



The new dragbox in place between the frames of No. 76077. Two of the new horn stays can also be seen. The footplate supports can be seen at the back: the two outer ones are original and refurbished, the inner ones are brand-new. Much of the cab support platework is also new. IAN CROWDER



The left-hand side of No. 76077's frames ready for finish coats of gloss black. IAN CROWDER



No. 76077's new rear buffing plate being riveted in place. IAN CROWDER

Hants Railway-based sister No.76017, whose own tender had found its way to Briton Ferry steelworks to become a billet carrier.

The team's website, www.standard76077.com is the place to find out more, not only about the locomotive and its history but how to get involved or buy components too.

Highlights

No. 76077 seems to have been quite a camera-shy engine, but it did have its moments of glory. They included piloting LMS Jubilee No. 45601 *British Guiana* on a Manchester Victoria to Glasgow via Hellfield express in 1962, and just four months before withdrawal, it was in charge of the Locomotive Club of Great Britain's Widnes & Warrington brakevan tour.

It spent almost all of its short life allocated to Sutton Oak (8G) at St Helens, going on to Wigan Springs Branch (8F) in June 1967 when Sutton Oak closed. Apparently, it did not stray far from its home depot: indeed, it was clocking up relatively low mileages, around 20,000 per year. Unfortunately, the engine's record card has no entries after 1961, but from new in December 1956 to the end of 1961 it had racked up only 80,000 miles in total. Taking that as an average, it will have completed little more than 210,000 in its entire BR career.

No. 76077 was withdrawn in December 1967 and the following year made its way in the company of Nos. 76079/80 and 84, on the long journey to Barry – taking about three months to get there. In April 1972, No. 76080 was one of the last four BR engines to be broken up and the last of the class to suffer the cutter's torch – although some components survived, including the connecting rods which will be used on No. 76077.

However, No. 76077 did have adventures a long way from its home depot. In January/February 1964, it underwent its first and last general overhaul at the Southern Region's Eastleigh Works, which was overhauling members of the class for other regions. It received the boiler originally fitted to No. 76007, while No. 76077's own boiler, No. 1799, was fitted to No. 76079, which followed it through Eastleigh Works – so the locomotive's original boiler still survives. During its overhaul, parts of other Standard and identical Ivatt components found their way on to No. 76077.

The locomotive is reported to have been run-in on services out of Eastleigh depot in March 1964, appearing at both Bournemouth and Waterloo. However, TSLL has yet to find any photographs of it on the Southern Region, and would like to receive any confirmed, dated reports of the engine on Southern metals before it went back to Sutton Oak.

One intriguing picture has surfaced of the engine making good progress



BR Standard 4MT 2-6-0 No. 76077 is seen hurrying north through Wellingborough on April 17, 1964 on the Down fast line with a train of petroleum wagons. The train is believed to have come off the West Coast Main line via Northampton, but it is a very long way from its home Sutton Oak depot in St Helens. Images of No. 76077 are quite scarce. The picture is not great quality but a fascinating image on several counts, not least of all that track work, the newly-ballasted track and the ballast laying equipment in the siding. RICHARD DUNKLEY

northbound at Wellingborough station with a train of petroleum tanks, in April 1964 – a long way from No. 76077's home turf. Was this a roster designed to get the engine back home after a spell in the South?

The next intriguing report is that it was seen in August 1964 at Swindon Works, along with sisters Nos. 76075 and 76076, with one correspondent saying they saw the engine being painted at Swindon on August 9. Two other correspondents reported seeing it there, apparently receiving new valve liners, possibly after a mishap damaged the valves: otherwise, it would be odd that such attention was needed so soon after its Eastleigh overhaul. However, the official Swindon Works returns fail to mention No. 76077.

→ Any reports from spotters' books or pictures, would be welcomed by the team restoring 76077 – especially on the Southern Region or at Swindon. The SR had a large fleet of Standard Class 4 2-6-0s of its own, so seeing No. 76077 might not have been regarded as remarkable. However, the Western Region had none, so their appearance at Swindon (even though some were overhauled there) would always be regarded as a curiosity.

→ If you remember seeing No. 76077 and thinking that it's way off its territory – or indeed, in or around its home shed – then please email Ian Crowder at info@standard76077.com and help to piece together the giant jigsaw that is a locomotive's history.

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HST power car joins Crewe Heritage Centre collection

By Gareth Evans

CLASS 125 High Speed Train (HST) power car No. 43018 was delivered by road to Crewe Heritage Centre on October 21 after it was donated by leasing company Angel Trains.

Cosmetic restoration has already started on the heavily stripped car and replacement components are being sought. It will become a permanent static exhibit at the centre.

No. 43018 is an appropriate addition to the collection, having been constructed at the Cheshire town's famous railway works. Furthermore, HSTs were originally built as a low-cost stop gap while the Advanced Passenger Train was under development – and Crewe Heritage Centre is home to preserved APT-P set No. 370 003/006.

Other 'modern' exhibits which have joined the centre's collection this year include DVT (Driving Van Trailer) No. 82118 and Mk.3 coach No. 12114.

After withdrawal from train operating company Great Western

Railway, No. 43018 was stored at Ely, Cambridgeshire. It was transported by road to Edinburgh's Haymarket depot by road in September 2019 as a spare parts donor for the active ScotRail fleet.

Currently in FirstGroup blue, no decision has been made as to what livery it will carry in preservation yet.

No. 43018 is no stranger to heritage lines as it operated along the West Somerset Railway on March 22, 1997, when accompanied by No. 43139, it ran to Minehead as part of a Cheshire Railtours charter.

Other HST power cars in preservation include No. 43002 *Sir Kenneth Grange*, which is now at the National Railway Museum in York.

Another HST power car is set to join the National Collection in due course. The Railway Heritage Designation Advisory Board has nominated No. 43302 for preservation as the current speed record holder for the class, when as No. 43102, it reached 148.5mph on November 1, 1987. The class is officially the fastest diesel locomotive type in the world.



HST power car No. 43018 is seen being unloaded at Crewe Heritage Centre on October 21. It will become a permanent static exhibit. BRIAN PORTER

Meanwhile, two HST power cars have entered the heritage sector for further operational service with the Great Central Railway (Nottingham)-based 125 Group in recent months.

No. 43048 was donated to 125 Group by leasing firm Porterbrook, with ownership transferred on October 1.

Porterbrook has also donated No. 43089, the ownership of which

transferred to the group on August 27. With no opportunity to operate at the GCR(N) due to the heritage venue's temporary closure, No. 43089 went on hire to main line supplier DATS (Data Acquisition & Testing Services) in September.

Several HST vehicles have also been acquired by Locomotive Services Limited for its growing fleet in the main line heritage sector.

Grade II-listed Stephenson viaduct on way back to Victorian splendour

NETWORK Rail has begun the restoration of George Stephenson's Gauxholme viaduct on the Calder Valley Line in Todmorden as part of the £3.7 million Great North Rail Project.

The restoration scheme also included the reconstruction of nearby Taylors Bridge, which carries the railway over Rose Bank Road near Todmorden station.

The line between Blackburn and Manchester via Todmorden reopened on November 2 after being closed for nine days to allow the work to be carried out.

Craig Whittaker, Tory MP for Calder

Valley, said: "I am delighted that the railway has reopened on time as part of Network Rail's work to restore the 1840s Grade II-listed Gauxholme viaduct here in Todmorden.

"I am looking forward to seeing Gauxholme viaduct restored to its former glory when the project is finished in the new year."

Gauxholme viaduct is being grit blasted to its bare metal in order for structural repairs to take place.

The structure which spans the Rochdale Canal is then being deep cleaned and repainted back to its Victorian splendour.



Aerial view of George Stephenson's Gauxholme viaduct. NETWORK RAIL

NYMR processes donated former Esk Valley relay track materials

THE second Covid-19 lockdown in England meant the North Yorkshire Moors Railway's operation to recycle track lifted from Network Rail's Esk Valley line was suspended.

The railway's permanent way volunteers had been permitted to return to work in small, socially distanced numbers with a mountain of the materials donated from the relaying work near Danby to process.

The first two loads arrived on October 1 and deliveries continued for another week, reaching eight loads per day at one point and making 32 in total. These materials consisted of both chaired and base-plated wood sleepers and a mixture of bullhead and flat bottom rails cut into 20ft lengths.

A start was made immediately on stripping the sleepers. The

sleepers were sorted for future sale, with the chairs going for scrap. The flat-bottom Pan 11 baseplates, however, are being kept for reuse.

The rails have been assembled into bundles of 10 and sent for scrap in 25 tonne loads. This process continued throughout October and is producing welcome income for the NYMR at a much-needed time.

From October 19, the two-man paid staff team was supplemented by the return of volunteer labour. This normally consists of two volunteers with the same two people working together on the same set day each week, suitably distanced. By the end of the month, more than 1100 of the sleepers had been processed, before the lockdown effectively shut down the work.

HERITAGE RAILWAY

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Above: The exact spot where the accident took place is almost right in front of the photographer. ALL PHOTOS COURTESY OF OMAGH HERITAGE FORUM
Above right: Joe McGrew, the last living eye-witness to the Omagh tragedy is 91 and interviewed on the video.



A still from the video produced to mark the accident's 70th anniversary shows permanent way men working close to where the tragedy took place.



Above: The memorial to the event is situated on the site of the former stationmaster's house.

LEFT: The plaque at the monument to the tragedy has been restored for the 70th anniversary.

Omagh railway tragedy marked 70 years on

By Hugh Dougherty

THE tragedy in which five Great Northern Railway of Ireland permanent way men lost their lives at Omagh Station on November 24, 1950, has been commemorated by Omagh Historic Forum and Fermanagh and Omagh District Council in the form of a professionally-produced video marking the event.

A memorial opened in 2000, to mark the 50th anniversary of the tragedy, has also been refurbished and a length of railway track laid around it.

Track workers John Cassidy, John Cleary, Charles Flannigan, plus Dan and John McCrory, were killed when the 9.25am train from Derry ran into the station and hit them as they worked on the line at the north end of the Down platform. Thick fog obscured their view of the approaching train and the presence of a train from Enniskillen, which was blowing off steam, and which had arrived at the opposite platform, meant they failed to hear the approaching train.

Eyewitnesses said the men tried to scramble up on to the platform to escape, but were caught between the train and the platform, despite the driver's best efforts to brake.

Last rites

Four of the men died at the scene and the fifth in hospital the next day. Local doctors attended almost immediately and priests crawled under the train to administer the last rites. The deceased men left five wives and 20 children, and the tragedy united townspeople of all denominations in grief, while the accident was reported in national press in both Ireland and the United Kingdom.

Three thousand people turned out for the funeral procession which passed through the town to Sacred Heart Church and a fund was set



up for the families of the victims. An inquest subsequently criticised the GNR(I) for slack safety measures, although the accident took place in an age when permanent way men were often at risk on the track, long before today's risk aware systems of safe working, track access certification and high-visibility clothing.

Mark McGrath of Omagh Heritage Forum said: "We had originally hoped to run an event with the council to mark this important anniversary but we're delighted to have been able to produce this video. Railways were and remain an important part of Omagh's heritage, and it is right that we recall an event which shocked the town and united it in adversity."

Recollection

The video brings together pictures of the station, which closed in 1965, with the rest of the Derry Road, press cuttings of the tragedy, press pictures of the funeral procession passing through the town, and interviews with the daughter of one of the victims and, most remarkably, with 91 year-old Joe McGrew, who was head shunter at Omagh at the time of the accident and who witnessed its immediate aftermath.

"I knew all the men who died," said Joe, who began his railway career as a boy porter at the age of 15.

"It was a terrible tragedy and it's right that we remember the men who died, as well as the railway that served Omagh faithfully for so long and which employed so many men in our town."

Little now remains of Omagh station and the site of the accident is buried under the town's bypass road, appropriately named Great Northern Road.

The completed video can be viewed at the council's website www.fermanaghomagh.com and by clicking on the news page link.

Groudle Glen plans enhanced station facilities for upcoming 125th birthday

GROUDLE Glen Railway volunteers are aiming to mark the Isle of Man line's 125th anniversary celebrations next year by building a new booking office and souvenir shop at Lhen Coan station.

The railway has applied for

planning permission to erect a new wooden building at its landward terminus.

Superseding the current open air canopy with a ticket booth and souvenir stall, it would house a waiting room where photographs

detailing the 2ft gauge line's history can be displayed, along with a gift shop to boost fundraising activities, thereby expanding the station.

If given the go ahead by planners, the railway would need to ask the island's Department of Environment,

Food and Agriculture for permission to remove four trees, although two of them are already dead.

While funding for the scheme is already in place, the project's start has been delayed because of Covid-19.

Kent & East Sussex Railway's mince pie dilemma saved by town council

By Geoff Courtney

IT'S not a dilemma faced by heritage railways every day, but it was one the Kent & East Sussex Railway wrestled with just before Christmas: what to do with hundreds of mince pies and chocolates.

These gastronomic delights were due to be handed out to excited children riding on the railway's Santa specials in the weeks leading up to Christmas, but all 72 trains had to be cancelled due to Kent being in Covid-19 tier three, leaving not only 9000 passengers disappointed, but the railway wondering what to do with all the mince pies and chocolates it had already purchased.

All the hours of planning the Santa services by staff and volunteers may sadly have been for nothing, but the railway was hoping that at least its stockpile of mince pies and chocolates would not similarly be wasted. And it wasn't, for Tenterden Town Council came to the rescue by buying the festive fayre for distribution at the local food bank.

Deputy town clerk Claire Gilbert said: "Even Santa sometimes needs a hand, and we were really pleased to have worked with the railway to ensure that the goodies normally given out on the Santa Specials would help families enjoy a great Christmas. The council is delighted to have been able to help the railway – and Santa in particular."

André Freeman, the railway's commercial



Train cancelled: Santa Claus hides his disappointment with a smile at the Kent & East Sussex Railway's Tenterden Town station after his Christmas specials were cancelled due to Government Covid-19 restrictions. KESR

manager, endorsed Claire's thoughts, saying: "In working with the council we were pleased that the perishable supplies we purchased for the Santa Specials will add some joy to Christmas for families inside our community."

André continued: "It was heartbreaking having to cancel the Santa Specials, as they are hugely popular and make a significant contribution to our running costs. It would have been our 46th year of running them, and hundreds of hours had been

put in by staff and volunteers to ensure another spectacular event, but cancelling them was the morally responsible thing to do."

He also praised the reaction of customers to the cancellation of the trains. "They have been magnificent. Nearly half of those who had booked told us to keep their money towards a visit next year, and others have made donations. This is an enormous help in ensuring we bounce back from the pandemic as quickly as possible.

"We understand how disappointed families have been, but we were greatly encouraged by the many touching messages we received. Typical was a note saying: 'We are very sad to hear of this inevitable decision. Your Christmas service has yearly made our family's Christmas special and wonderful.'"

"Another asked us to transfer the money to a visit next Christmas, and added: 'Your events are so special, we can't wait to meet Santa.' Also, many of our suppliers have been very understanding, and thankfully we were able to cancel some of our orders to reduce our financial commitments."

Of the future, he said: "We have been very fortunate to be well supported since we reopened in the summer, and we have learned valuable lessons, which means we might do things in a different way in the future, for the benefit of our visitors."

Epping-Ongar New Year steam trains

THE Epping Ongar Railway has announced that, subject to the imposition of further restrictions in the name of Covid-19 by the Government, it plans to operate a two-day steam event on January 1/2.

It will feature GWR 4-6-0 No. 4953 *Pitchford Hall* and GWR 0-6-2T No. 5619.

Of interest to modern traction fans is that the December 27-30 winter warmer trains will be diesel-hauled. Class 31 No. 31438 and Class 37 No. 37029 have been allocated to the duties.



Pacific majesty: Battle of Britain class No. 34053 *Sir Keith Park* near the Spa Valley Railway's High Rocks station with an Eridge-Tunbridge Wells West train on October 18. The Southern Railway Pacific will be in action on the railway throughout the week after Christmas.

DARRYL CHURCHER

Spa Valley Railway allocates its largest-ever steam locomotive for post-Christmas running days

By Geoff Courtney

IT will doubtless be a Christmas like no other in recent memory, but families living near the Spa Valley Railway in Tunbridge Wells will be able to enjoy one of the perennial yuletide favourites, a ride behind a steam locomotive.

And to increase the festive occasion, their motive power will be the largest locomotive ever based at the railway, Southern Railway Battle of Britain No. 34053 *Sir Keith Park*, which earlier this year relocated permanently from the Swanage Railway to Tunbridge Wells.

Mince pie specials will run

every day between December 28 and January 3, departing from Tunbridge Wells West every 90 minutes from 10.30am to 4.30pm for return trips to Eridge. The Pacific will work in tandem with one of the line's heritage diesels, providing steam heating throughout and additionally heading the trains on the return leg.

The trains, which depart from Tunbridge Wells at 3pm on December 30 and January 2, will also include a gin and steam experience, and departures at the same time on December 31 and January 3 will include an afternoon tea experience. There will also be

a Valentine's Day afternoon tea special on February 14, departing from Tunbridge Wells at 2.45pm.

Tickets for the mince pie specials will cost £20 for two, £30 for four, and a compartment for six £40, with additional costs for the gin, tea and Valentine's Day experiences.

The line runs for five miles from Tunbridge Wells West to Eridge, where there is a direct link with the national network to London Bridge. Tunbridge Wells is home to the railway's depot. Opened in 1891, the four-road building is the last remaining LBSCR shed still in use. During BR days it was coded 75F, and was closed in September 1963.



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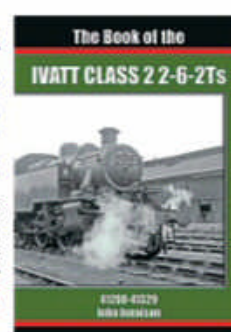
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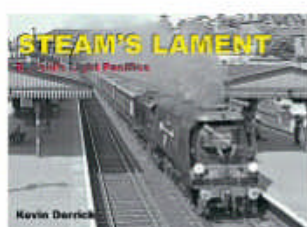


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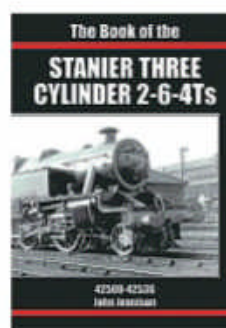
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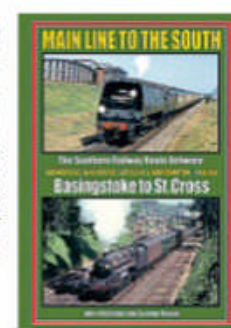
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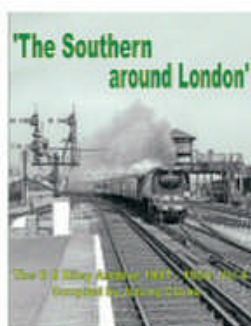
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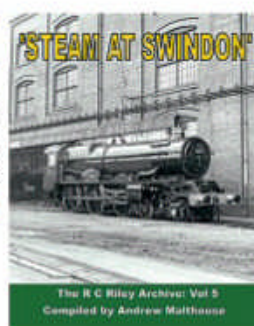
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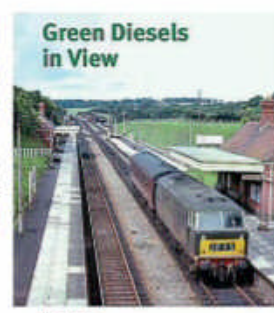
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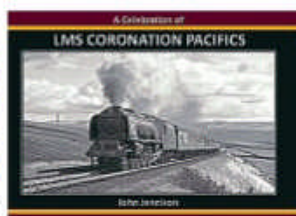


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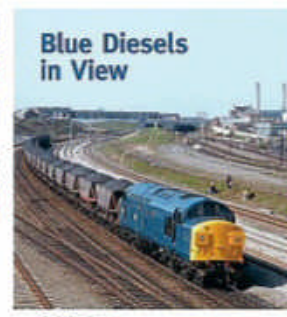
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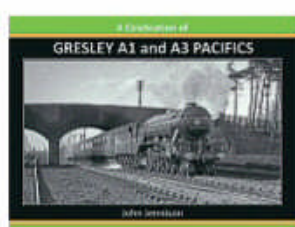
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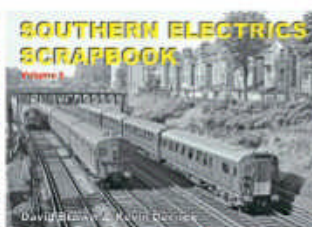
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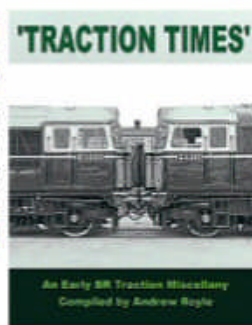
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Lottery £234k grant boosts Bo'ness engineering facility

By Robin Jones

THE Scottish Railway Preservation Society's Steaming Ahead project to build a new engineering facility has been boosted by a £234,000 grant from The National Lottery Heritage Fund.

So far, £975,800 has been raised for the project at the Bo'ness & Kinneil Railway. It will also provide a new entrance to the Museum of Scottish Railways.

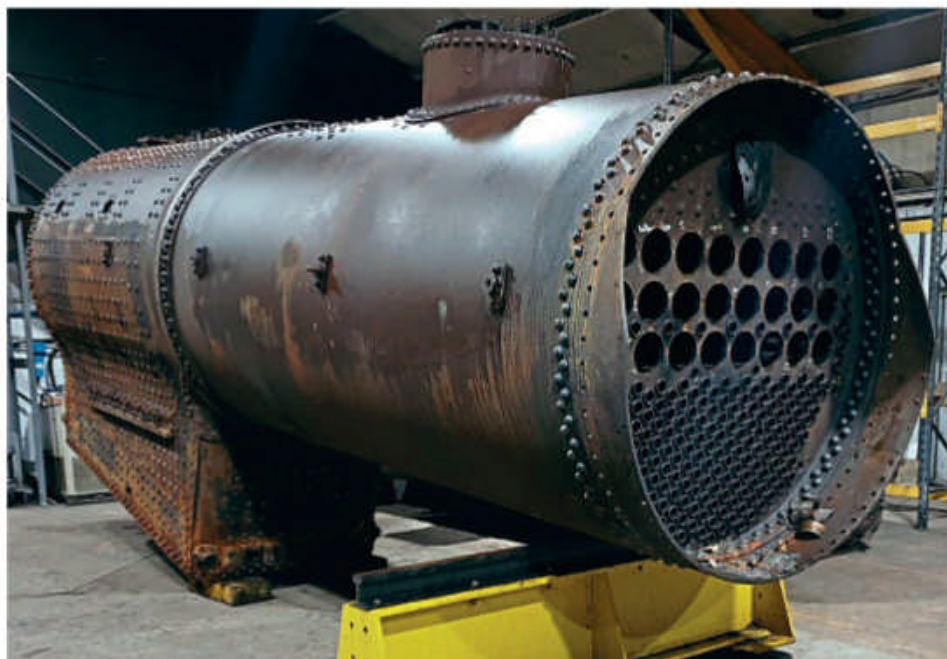
The facility will be used to care for the society's locomotive collection and other rolling stock, while also providing space to train volunteers and apprentices.

It also improve and expand the Bo'ness visitor experience, with a new level walking route to the new engineering facility, which will feature a viewing gallery, with interpretative material.

Work on the construction of the engineering facility and the museum entrance is set to start soon, with other elements of the project due to start in the middle of next year. The work is expected to be completed by the autumn of 2021.

The project will also mean two members of staff will be recruited to oversee the training, activity and volunteer training elements of the project, ensuring that the engineering skills needed to care for and operate steam locomotives are passed on to a new generation.

A training scheme that will benefit many of the society's 400 volunteers is one component, while an apprenticeship and trainee scheme



The boiler of D49 4-4-0 No. 246 Morayside inside the premises of Locomotive Maintenance Services Ltd in Loughborough. SRPS

will deliver other benefits.

Four apprentices will train through the Modern Apprenticeship scheme, and in association with Falkirk Council, the society will be looking to provide – over the five years of the project – up to 20 13-week trainee placements for those looking to acquire skills to help them into the workplace.

Reaction

Society president Lord Faulkner of Worcester said: "This is excellent news. Many congratulations to the society and the best of luck with the project as it begins to develop. I eagerly look forward to visiting Bo'ness again in 2021."

Society chairman Steve Humphreys said: "After a very bleak year this really has come as ray of sunshine, and

will give us something tangible to celebrate next autumn in our 60th year when we would hope to hold an event formally to open the new engineering facility.

"In what has been a very difficult year for everyone, we are delighted that we can finally begin this exciting project that will bring lasting benefit to the society. The new engineering facility, and the visitor experience it will bring, will tie in nicely with a journey on our steam trains and a visit to Scotland's largest railway museum, making for a really great day out for everyone. Tourism has been hit particularly hard by the pandemic and we have not been able to open to visitors so far this year."

Meanwhile, the overhaul of the

society's LNER Gresley D49 4-4-0 No. 246 Morayside has restarted, following its enforced move from Llangollen Railway Engineering earlier this year. Initial work is focused on preparing the boiler for a hydraulic test early next year. The flue tubes need to be replaced and that remedial work to the sling stays is undertaken. The boiler has moved into the works of Locomotive Maintenance Services Ltd in Loughborough for the work to be undertaken.

Funding

The society needs to raise more than £100,000 to complete the boiler and other mechanical work. A crowdfunding page set up for the purpose had raised around £17,000 as we closed for press.

A society statement said: "There is a pressing need for funding to complete the overhaul of this unique locomotive. The SRPS's finances were fully committed before the demands of the Covid-19 closure and are under even greater strain now."

"The first step is to engage a contractor to complete the locomotive to a rolling chassis to make it easier to transport it back to Bo'ness. Once home, we can finish the overhaul of the locomotive, repair the tender and return the engine to service."

It is intended to return No. 246 to traffic in LNER lined green, and while it will initially run at Bo'ness, it will be available for hire to other heritage lines.

→ To donate to the Morayside project, visit <https://tinyurl.com/SRPS246>

Heritage footbridge at Prudhoe safeguarded

NETWORK Rail has reopened the Grade II listed footbridge at Prudhoe station for passengers after a major £500,000 project to strengthen, clean and repaint it.

Hexham Tory MP Guy Opperman said: "Continued investment in the rail network along the Tyne Valley is hugely welcome as it improves passengers' experience and, in this case, also safeguards a part of Prudhoe's rail heritage for future generations."

Former Lincolnshire station demolition would cost village a heritage asset

VILLAGERS have expressed concern about plans to demolish a surviving Midland & Great Northern Joint Railway (MGNJR) station building.

An application to replace Railway Cottage, off Counter Drain Drove, Tongue End, near Spalding with a new four-bedroom house on the same site is to be determined by South Holland District Council.

At a virtual meeting of Deeping St Nicholas Parish Council held in November, members were told about the potential loss of a "heritage asset."

Counter Drain station was opened by the Spalding & Bourne Railway on August 1, 1866, and later became part of the MGNJR route from the East Midlands to Norfolk. The station



Railway Cottage, which was once Counter Drain station, is a landmark on the fen road between Spalding and the village of Baston in Lincolnshire, but is now facing demolition.

ROBIN JONES

closed on March 2, 1959, while the line stayed open for goods until 1964.

The very isolated station, which was subsequently converted into a dwelling, took its name from a

drainage ditch on the Lincolnshire fen.

The applicant for the demolition is listed as Mr E Whitfield.

A decision is expected by December 15.

An isolated station once at the heart of a noisy and polluting mining industry

By Geoff Courtney

THE county of North Yorkshire is home to a variety of attractions which are guaranteed to delight railway enthusiasts. Uppermost are the National Railway Museum and the North Yorkshire Moors Railway, and bubbling just beneath the surface are the heritage lines of the Embsay & Bolton Abbey, Wensleydale, and Derwent Valley railways.

There are two further delights which are of historical interest but to be appreciated require imagination – the first being the former Rosedale Railway, an LNER line featured in *Heritage Railway* issue 211.

This 14¼ mile standard gauge branch line snaked up the moors to a height of more than 1000ft from Battersby to a lonely outpost above the village of Rosedale Abbey at Rosedale Bank Top.

There, a terminus and a two-road engine shed were located in an environment that was suited more to sheep and piercingly cold winds than the centre of an ironstone mining industry which was at their heart until closure in 1929.

The second delight is about eight miles to the north-east as the crow flies, to another lonely outpost – Beck Hole, a hamlet near Goathland that, despite its small size, boasted a station on the horse-drawn 24 mile Whitby & Pickering Railway, one of Yorkshire's earliest railways that opened in stages between 1835-36.

Beck Hole comprised six dwellings, which even in those early days of railway mania hardly merited a station, but the promoters of the Whitby & Pickering Railway still opened a halt there in May 1836.

In 1845 steam locomotives replaced the horses, and 12 years later the rural peace at Beck Hole was shattered when coal and ironstone mining started in the surrounding fields, transforming the area into a noisy and dirty industrial site, with drift mines being driven into the hillsides and sulphurous smog filling the air.

According to a local newspaper at the time, the two blast furnaces which operated at the site threw up



Sign here: A push-pull autotrain at the isolated Beck Hole station in North Yorkshire in about 1910. The train was driven from a driving compartment in the leading coach with the fireman on the footplate of the centrally-located locomotive. The driver had control of the regulator by way of a connection to the engine that ran under the coach, and also controlled the brakes via a second connection to the locomotive which also operated the whistle above the driving compartment. The driver and fireman communicated through a speaking tube. Other than information boards, the only indication today that this remote spot was once the location of a station is the surviving North Eastern Railway trespass sign. NYMR ARCHIVE. Inset: The trespass sign today. BARBARA PRINCE



Smile please: The footplate crew, station staff and passengers at Beck Hole on the line to Grosmont in a photograph dated between 1908-12. The locomotive, which looks in fine fettle as it waits to head its one-coach train to Whitby, is 1883-built North Eastern Railway Class BTP (Bogie Tank Passenger) 0-4-4T No. 188. This particular example did not survive into LNER ownership, but those that did were reclassified Class G6. TAMMY NAYLOR COLLECTION.

“perpetual columns of vapour, smoke and flame”, and 33 cottages were built in a nearby wood, with no school or shops, to house the families of miners from the Midlands and Cornwall.

Nightmare

It must surely have been a nightmare scenario for local residents, despite the employment opportunities that arose, but doubtless the owners of the railway didn't share their dismay as the pig-iron produced in the blast furnaces was transported by rail to Whitby.

The boom, however, lasted just seven years, for in 1864 the mines collapsed after a landslide and the furnaces were dismantled, and by 1871 only 13 of the new cottages were occupied. In the late 1880s they were all demolished and the stone was used in construction work at Malton station, on the York-Scarborough line.

There was another development in the 1860s that would affect this small

rural community. The major challenge of the line was a steep incline of nearly a mile approaching Goathland which started just beyond Beck Hole station, and from opening in 1836 carriages had been hauled up its challenging 1-in-15 gradient by means of a rope, and later cable-operated, system.

However, in July 1865, the North Eastern Railway, which in 1854 had absorbed the Whitby & Pickering Railway through its acquisition of the York & North Midland Railway, built a deviation line that avoided the incline, and this new route also bypassed Beck Hole station, resulting in its closure.

The track between Beck Hole and Grosmont remained in place for occasional freight trains, and the station itself was reopened in 1908 for summer tourists from Grosmont and Whitby who travelled in push-pull autotrains, but this lasted only until the outbreak of the First World War.

So ended Beck Hole's brief



End of the line: A lone lady is the only sign of life at Beck Hole station in a photograph that is believed to date from the late 1920s/early 1930s, some 15 years after it was closed to passengers for the second, and final, time.

TAMMY NAYLOR COLLECTION

flirtation with its own station and an involvement with the industrial revolution, although steam trains are still nearby thanks to the North Yorkshire Moors Railway, which in April 1973 reopened the 1865 line from Grosmont to Pickering eight years after its closure by BR.

Today, as walkers pass the site of Beck Hole station on the peaceful and verdant Rail Trail that has been created on the route of the original line, the only reminder of its railway past, apart from information boards, is a North Eastern Railway cast iron trespass sign from the line's operational days of more than a century ago.

Our railways have left many lasting legacies, especially in architecture and bridges, but occasionally the legacy demands imagination and a suspension of belief. Beck Hole station and its associated industrial past require both.



Sir Henry Haydn Jones, who owned the Talylllyn Railway from 1911 until his death in 1950. TR ARCHIVES



The 70th anniversary special commemorating the last pre-Preservation Talylllyn train headed by No. 2 *Dolgoch* at Tywyn Wharf on November 9. MAX BIRCHENOUGH/TR

70 years on: Talylllyn celebrates last train before its first

By Robin Jones

IN advance of planned major celebrations to mark the 70th anniversary of its first volunteer-run service – and thereby the start of the operational heritage sector – the Talylllyn Railway has staged a ‘rerun’ of its final train in private ownership.

It was on a date now lost in the mists of time that a special last pre-Talylllyn Railway Preservation Society (TRPS) train was run in November 1950 – and to mark the occasion nearly seven decades on, it was restaged on November 9.

As recounted in our special feature in issue 273, the future of the 2ft 3in gauge line was in serious doubt in the autumn of 1950. Unusual in being a public railway in the ownership of a single individual, it had been kept going by its owner, Sir Henry Haydn Jones, who had bought it in 1911.

Survival

The Talylllyn was not included in the Nationalisation in 1948. It was very unusual in being a public railway, offering a timetabled service, owned by an individual: the only other such line was the Romney, Hythe & Dymchurch Railway owned by Captain John

Edwards Presgrave (‘Jack’) Howey.

However, the quarry it served, also owned by Sir Haydn Jones, had closed in 1946. Now in his eighties, he had said he would keep it running as long as he lived and had funded it out of his own pocket. It was in a very dilapidated condition and when Sir Haydn died in July 1950, the railway seemed set to follow. His widow, Lady Haydn, kept the passenger service running till the end of the summer season; the final train, with Fletcher Jennings 0-4-0WT No. *Dolgoch*, one carriage and the brake van ran on October 6 that year.

A group of enthusiasts including Bill Trinder, Tom Rolt and Owen Prosser who had been looking at ways of preserving the Talylllyn and had already been in contact with Sir Haydn Jones and his manager Edward Thomas. A meeting called by Tom on

October 11 at the Imperial Hotel in Birmingham was attended by about 40 people, including Edward Thomas and the Talylllyn Railway Preservation Society was formed.

A committee formed to investigate ways of preserving the railway first met on October 23 and two new members, James Boyd and John Wilkins, were co-opted.

John Wilkins was a Birmingham industrialist, part of the family owning Wilkins and Mitchell, manufacturers of power presses and other industrial equipment and also Servis washing machines. Advertisements for Servis later appeared on the rear of a number of editions of the quarterly society magazine Talylllyn News.

Not only that, but he was also one of the owners of the Fairbourne Railway which had been bought and

restored after the war, and so pre-dates the modern-day operational heritage railway movement.

Experience

In 1946 he, together with his brother and Tommy Hunt, another Midlands industrialist, who later produced castings and components for the Talylllyn and regauged Barclay 0-4-0WT No. 6 *Douglas*, bought the semi derelict Fairbourne. As probably the only person on the committee with experience of running a small tourist railway he was asked to go and look at the Talylllyn and report back.

The aforementioned special train was therefore arranged. It was probably the same formation as the last passenger train, engine, one carriage and the van. John Wilkins was on the train and probably someone from the Fairbourne and some committee members. Headed by No. 2 *Dolgoch*, it was driven by Dai Jones and Edward Thomas was probably guard.

The train ran to Abergynolwyn but on the return journey *Dolgoch* derailed seriously around six bends east of Brynglas, and so the party had to walk back to Tywyn. Edward Thomas enlisted the assistance of the

“The November 9 special train was a very quiet affair due to Covid-19 restrictions. Carriage No.3 was used as it has two separated compartments to facilitate social distancing.”



By the late 1940s, the Talylllyn Railway was in very dilapidated condition. Tywyn Pendre is pictured in 1949 as nature slowly staked its claim for its future. TR ARCHIVES



No. 2 *Dolgoch* at Tywyn Pendre in July 1950. TR ARCHIVES



Derailed! The special train of November 1950 at Ty Mawr. TR ARCHIVES



David Jones (right), son of Dai Jones who drove the last pre-heritage era Talyllyn train in November 1950, with his son Tom. MAX BIRCHENOUGH/TR

Right: Marking the 70th anniversary of the last train of the Henry Haydn Jones era, which it also hauled, *Dolgoch* heads eastwards with the commemorative special on November 9. MAX BIRCHENOUGH/TR



military from Morfa Camp in Tywyn to get the train back to base.

John Wilkins reported to the society committee on December 11: "The track is in very poor condition, sleepers are rotten and about 50% of the rails unusable. *Talyllyn* is a complete write-off and *Dolgoch* will need inspection before it can again have its boiler insured. This is not in good order, being 81 years old."

It is believed that no other trains ran under Sir Haydn Jones' or his widow's ownership.

At that time it was thought *Dolgoch's* boiler was the original of 1866. Later research has revealed it dated from 1891. The cost of track repairs was estimated as £10,000 (£350,000 at today's value).

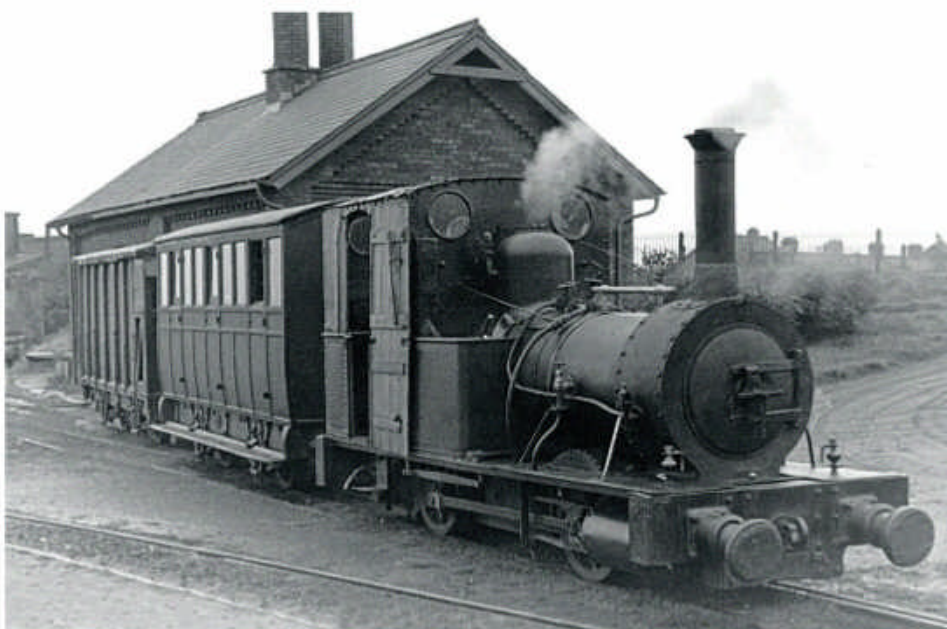
However, Lady Haydn Jones reached an agreement with the TRPS on February 8, 1951 to hand over the railway and the first train of the preservation era ran on May 14 that year.

The November 9, 2020 special train was a very quiet affair due to Covid-19 restrictions. Carriage No. 3 was used as it has two separated compartments to facilitate social distancing.

For the occasion, *Dolgoch* was driven by David Jones, son of Dai who drove the 1950 special, with his son Tom as fireman. The Jones family have worked on the TR for five generations: Dai's father and his father working on both the railway and quarry.

Needless to say, the serious derailment was not re-enacted!

Proud modern-day Talyllyn Railway officials and footplate crew with *Dolgoch* at the station of the same name with the November 9 commemorative train. MAX BIRCHENOUGH/TR



The last public Talyllyn Railway service prior to the preservation society's takeover, seen on October 6, 1950. It comprised *Dolgoch*, the line's first-class coach and its brake van. TR ARCHIVES



Birmingham industrialist John Wilkins, who used his Fairbourne Railway knowledge to help save the Talyllyn. John became one of the first preservation society directors of the railway company and provided both money and manpower from the Fairbourne Railway to help the volunteers in the early days of their Talyllyn takeover. TR ARCHIVES



No live audience, but live steam makes its mark in LSK's latest sale

TWO 7¼in gauge live steam models headed the railwayana and models category in a Lacy Scott & Knight live online, email, commission and telephone sale in Bury St Edmunds on November 17.

Heading the pair with a realisation of £2600 was an 0-6-0ST numbered 05 and named *Holmside*, which came with riding and transport trollies, and behind at £1900 was an 0-4-2T which the catalogue described as "well used and enjoyed" and was also sold with a transport trolley.

Topping the smaller models was an HO gauge Chicago Burlington & Quincy Railroad 0-5 class 4-8-4, one of 100 made by Toby Models of Japan (£550). Prices exclude buyer's premium of 20% (+ VAT).

As the debate among collectors continues about live audience versus live online auctions, figures from Lacy Scott & Knight revealed in this sale's catalogue emphatically make a case for the latter, with remote bidding now accounting for approximately 75-80% of winning bids.

England, Scotland and Wales railway scenes win the day

CLOSED Scottish stations and north-west England scenes were the winners in a railway photographs, slides and negatives online sale held by Justaclickago from November 16 to 22.

The collection, which sold for £560, comprised 800 slides of infrastructure, many of which dated from the 1960s. Its realisation was matched by 260 slides of modern traction in England, Scotland and Wales from 1970-90.

A collection of 1000 slides of European steam and modern traction in the 1990s went for £510, closely followed at £500 for 500 slides of UK industrial locations in the 1960s-90s that comprised mostly diesel traction, including ex-BR shunters. Prices exclude buyer's premium of 15%.

New kids on the block keep steam on its toes

STEAM nameplates may have taken the honours in the upper echelons of GW Railwayana's double-header live online, email, telephone and commission bids auction on November 13/14, but it was no easy victory due to a selection of diesel rivals making their presence well and truly felt.

Topping the hit parade at £16,500 were *Clan Macleod* from BR Standard Pacific No. 72008, and *Wadebridge* with Cornwall badge from SR West Country Pacific No. 34007 (£15,800), but then two diesels joined in the action, comprising *Highland Chieftain* from Class 43 HST power car No. 43308 and *Western Prefect* from Class 52 diesel-hydraulic D1066, which sold for £13,900 and £9400 respectively.

The HST plate was one of seven from the class auctioned by GWR on behalf of the state-owned train operating company London North Eastern Railway, the modern reincarnation of the original LNER. The collection, which was being sold in aid of the charity Calm, raised £41,100 at prices from £1700 for *Lincolnshire Echo* from power car No. 43208 up to the £13,900 for *Highland Chieftain*.

Realisations

Steam followed closely in the railtracks of the Class 52 with nameplate *Woolacombe* from another West Country class locomotive, No. 34044 (£9200), and thence there was a gap in the category to GWR trio *Butlers Hall* from No. 6902 at £4400, *Dorney Court* from Saint No. 2940 (£3800), and *Marwell Hall* from No. 5946, which realised £3400.

Three steam nameplates that failed to sell under the hammer were GWR *Heatherden Hall* from No. 6946, *Barham* from LMS Jubilee No. 45653, and *Princess Arthur of Connaught* from Princess Royal No. 46207, although the Jubilee did go to a new home after full-time for £5700.

Station totem signs are currently riding the crest of the wave, so it was no surprise the leading non-nameplate price was one such example, BR(E) Lavenham which was making its auction debut



and fetched £6100. It was supported by BR(S) Hever at £4500, BR(NE) Saltburn at £3700, and a second Southern Region representative, Warminster (£3100).

The best-selling smokebox numberplate was 70043 from Standard Britannia *Lord Kitchener* (£5700), with 35025 from preserved SR Merchant Navy *Brocklebank Line* not far behind at £5400, while cabside numberplates were led by 6020 from GWR *King Henry IV* (£5600), followed by D1051 from Class 52 diesel-hydraulic *Western Ambassador* (£3900) and 4983 from GWR *Albert Hall* (£2600).

Main line steam took a back seat in the worksplate category, which was hijacked by two industrial locomotives, a diesel, and an electric locomotive. The leaders of the pack were a 1911 Avonside Engine Co plate (works No. 1591) from an 0-4-0ST named *Empress* built for the Arley Colliery in Warwickshire (£4700), and a Hunslet Engine Co example (works No. 541) from 1ft 10¾in gauge Alice class 0-4-0ST No. 1 *Rough Pup* built in 1891 for the Dinorwic slate quarry system in north Wales (£2900).

The diesel era in this category was headed at £2600 by a 1959 Brush Traction plate (works No. 123) from Class 31 D5524/31 106, and the electric selection by a 1950 Gorton plate (works No. 1011) from Class EM1 No. 26004/76004 (£2200).

This being a GW Railwayana auction, clocks put on a show for the online bidders, and two emerged as joint winners at £3100 apiece – an LSWR 8in dial dating from 1893 that last saw service at Exeter Central, and a circa 1870 GWR 12in dial from Culkerton on the Kemble to Tetbury branch line.

Other realisations included £2900 for a headboard for the Paddington-south Wales 'Capitals United Express', £2600 for a BR(M) north Wales poster, £2500 for a BR(E) Romford station direction enamel sign, and £2000 for a board game 'Race to the ocean coast' made for the GWR by Chad Valley, which came complete with three model locos and a shaker.

Plates

Other locomotive items a little further down the pecking order were leading shedplate 83G (Penzance), and an 'improved draughting' cabplate from GWR No. 7022 *Hereford Castle*, each of which fetched £1100. Prices exclude buyer's premium of 15% (+ VAT).

The auction's hammer prices in this live online, email, telephone and commission bids auction exceeded £½ million, leading GWR's Simon Turner to say that he would not expect to ever return to live audience sales for all his auctions each year, although he left the door open to the possibility of one annually being so.

"The goalposts have moved," he said. "The website is now our single most important element, but also important are our printed catalogues, which will definitely continue. The future will be a mixture of the old and the new, and that's a fascinating prospect which I greatly look forward to."

Railwayana Auction Calendar

■ January 14-February 2

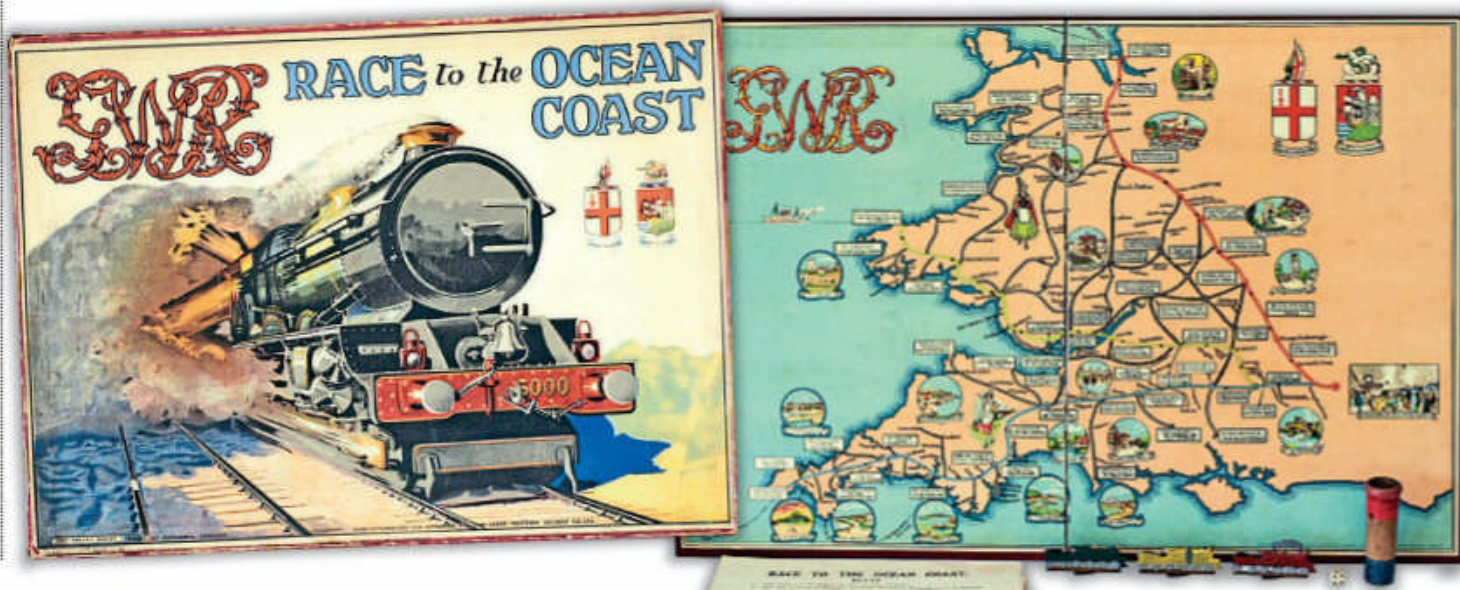
Paperchase
(Email, telephone, and postal)

■ January 15

Vectis (model trains)
(Live online, email, telephone, and postal)

■ January 15-18

Thirsk Railwayana
(Timed internet)



GCRA goes live after 'Bloxham-style' auction gets the ball rolling

AFTER a tentative first step with a 'Bloxham-style' sale of general railwayana on November 21, Great Central has decided to enter the live online bidding arena on a regular basis with monthly main 200-lot auctions, starting on February 6.

Great Central director Mike Soden was the auctioneer in what could be called the auction house's 'trial' live online sale on November 21. Of this, his first-ever such auction, he said: "We took a little while to get into it, but then I began to enjoy it, and found it wasn't as difficult as I feared it might be."

As a result, Great Central has decided to suspend its fortnightly 80-lot sales which have been held since June and did not provide live online bidding, and replace them from February with 200-lot auctions on the first Saturday of each month.

Bidding will be live online, and on the



internet, telephone or by commission.

The top realisation in the November 21 sale of general railwayana was £620 for four wagon D-plates, with the star of this lot being a 1962 York 35½-ton example, and at £560 came a BR(S) Hastings station totem sign and at £520 a Southern Railway Isle of Wight carriage map.

Two lots at £420 were a 34A (Kings Cross) shedplate and a GWR platform lamp from Ardley, on the Banbury-Bicester stretch of the London-Birmingham main line. Prices exclude buyer's premium of 15% (+ VAT).

Steam at home and overseas adds colour to GNRA 'Alpha' sale

A COLLECTION of more than 3000 colour slides of mainly steam in the UK, Europe, Africa, India, South America and Australia, sold with copyright in nine lots for a total of £735 in Great Northern's 'Alpha' auction of general railwayana that ended on October 31.

Runner-up was a Midland Railway 'Distant from Liverpool' signalbox brass lever lead, which went for

£280. Both prices exclude buyer's premium of 15%.

The sale was run in conjunction with Great Northern's main email, telephone and postal auction, in which the three leading realisations were, as reported in last month's column, £8000, £6500 and £6000 for nameplates *Southport*, *Minotaur* and *Sandwich* from LMS trio Patriot No. 45527 and Jubilee Nos. 45695 and 45641.



Poignant winner in GCRA mini auction

THERE was always going to be only one winner in Great Central's 11th fortnightly 80-lot auction that ended on November 13, and the favourite didn't let the punters down. It was nameplate *Royal Fusilier* from LMS Royal Scot No. 46111, which sold for £10,200, a success which had an added poignancy due to the auction being held in the week Britain honoured the fallen in the First World War, a conflict in which the regiment served with distinction.

The 4-6-0 was built in October 1927 by North British Loco – one of 16 to emerge that month alone from the company's Glasgow works – and was withdrawn from the Nottinghamshire shed of Annesley (16D) in September 1963.

No. 46111 joined two others locos

whose nameplates have recorded five-figure realisations in Great Central's series of mini internet, email, telephone and postal auctions that started in May – SR Battle of Britain Pacific No. 34110 *66 Squadron* (£13,700) and LBSCR H1 class 4-4-2 No. 32038 *Portland Bill* (£10,300).

There was clear daylight between *Royal Fusilier* and the sale's runner-up, BR(NE) totem sign Moorthorpe & South Kirkby, which went for £2900. This West Yorkshire station, on the York to Sheffield line, was opened jointly by the Midland and North Eastern railways in May 1879 and is still open today. It was renamed simply Moorthorpe in 1961, at which time the totem that went under the hammer would have been replaced. The two prices exclude buyer's premium of 15% (+ VAT).



A poster issued by the LNER in 1928 featuring Bamburgh Castle in Northumberland sold for £9200 (plus buyer's premium of 25% inc VAT) at an Onslows' live online auction on November 26. It was the work of William Russell Flint (1880-1969), a Scottish artist and illustrator who was knighted in 1947 and president of the Royal Society of Painters in Watercolours from 1936-56. Further details of the auction will be published in next month's railwayana column. ONSLWS

'Encouraging start' for relaunched Paperchase, says Brian Moakes

BRIAN Moakes, who runs the quarterly Paperchase railway paperwork and printed collectables auction, has described its recent relaunch as an "encouraging start."

Brian held his first auction in 1991, and has gained a reputation for offering a wide variety of historical items that have realistic starting prices and competitive realisations.

In those three decades, however, the auction world has changed, especially in the current Covid-19 era, and the internet has become a towering influence, which he has recognised by making the catalogue available online with an illustration of every lot, and realisations posted promptly after each sale.

The printed catalogue is still available and remains the straightforward and uncomplicated publication with limited illustrations that it has always been, but collectors who feel comfortable with the internet – and that isn't everybody within the movement, even today – will have welcomed the new development.

The first new-style Paperchase auction ended its three-week run on November 3, and Brian, a former director of Sheffield Railwayana, said post-sale: "We attracted a number of new bidders due to the catalogue being on our website, and it proved to be an encouraging start with some positive feedback. I'm not going to make any unrealistic predictions, but most definitely so far, so good."



The attraction of the straightforward methods of bidding – by telephone, email or post – remain, and so too the competitive realisations, as is illustrated by the highest price in the recent auction being £230 for each of two lots of nine Great Western and Metropolitan Railway luggage labels. An 1899 Great Central Railway timetable booklet went for £210, these prices excluding buyer's premium of 12½%.

One high-profile collector told *Heritage Railway*: "I have bought and sold at Paperchase for many years, and have always regarded it as a hidden gem. I wish Brian well, although hopefully the occasional bargain will still come my way!"





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

Carrying the distinctive bright maroon livery in which it hauled the Keighley & Worth Valley Railway's reopening special on June 29, 1968, BR Ivatt 2MT 2-6-2T No. 41241 climbs Oakworth bank with one of the line's socially-distanced 2020 Christmas specials, the 'Elf Express' on December 5. ANDREW SOUTHWELL

THE CHRISTMAS TRAINS WE THOUGHT WE WOULD NEVER SEE

The heritage railway sector has again come into its own for Christmas, with a dazzling array of traditional and innovative festive trains. Against the background of Covid-19, 2020 has involved a Herculean task not only to run services which provide vital income to keep our lines running throughout the year, but to also ensure they are safe. Indeed, what has been achieved this December is a massive testament to triumph over adversity.

This month, the public has been able once again to gaze in awe at the spectacle of illuminated Christmas trains lighting up the night skies above several of our heritage railways. Engineered by the Dartmouth Steam Railway two years ago, this time round the Mid-Hants Railway has taken the concept to a new high, its Steam Illuminations boasting a unique, world-first digital LED train consisting of thousands of fully controllable colour mixing lights and wristbands.

Modern technology is indeed LED light years away from what was believed to be the world's first Christmas train – which, 71 years ago, comprised a Lister diesel with a moth-eaten stag's head fitted to the grille and a bearskin rug draped over the engine cover to create a reindeer.

The then 15in gauge Fairbourne Railway ran private 'Father Christmas Trains' for pupils from the village school in Beach Road from 1949, starting three years after Birmingham industrialist John Wilkins (see News, pages 46-47) took over the line, and two years before the Talylyn Railway – which he also helped save, ran its first heritage-era services.

Origins

Each year he erected a large illuminated Christmas tree at Fairbourne, while Lister diesel *Gwrl* would be transformed into a reindeer using the stag's head from the Fairbourne Hotel and a suitably-decorated flat truck providing a seat for Father Christmas.

The last such special on the line ran in 1967, just before the school closed down. The Fairbourne Santa train had very much been a little local affair, far from the gaze of both the summer holidaymakers who visited the Welsh coast and the rest of Britain, but its operation had unintentionally highlighted a commercial principle that today is not only crucial to the well-being of heritage railways, but brings multiple benefits to their local economies at this time of year.

In 1961, a year after launching its ground-breaking public services on the first section of a closed BR line to be reopened by revivalists, the Bluebell Railway launched its 'Boxing Day Specials.'

The Severn Valley Railway's Steam in Lights service sets back through Hampton Loade with Bulleid West Country light Pacific No. 34027 *Taw Valley* in charge on December 5. JOHN TITLOW





Above: The first festive train: happy schoolchildren gather around Santa and driver John Harrison after 1943-built Lister 0-4-0DM *Gwrit* dressed up as a reindeer arrived with the 'Father Christmas Train' on the then 15in gauge Fairbourne Railway. The locomotive is now at the Windmill Farm Railway at Burscough, Lancashire. LESLIE VAUGHTON/FR

A brake van would be hauled from Sheffield Park to the then northern terminus of Bluebell Halt, just before Horsted Keynes, and Santa Claus would be 'collected' (he had been aboard all along) and brought back behind a tank engine for the delight of youngsters.

Four years later, it was the Keighley & Worth Valley Railway which began looking towards the North Pole. On December 18, 1965, Santa Claus made his first visit to the Worth Valley branch, making his way to Haworth station in the cab of Lancashire & Yorkshire Railway 'Pug' 0-4-0ST No. 51218.

It was the railway's then chairman, Bob Cryer (who later became Labour MP from 1974 until 1983) who dreamed up the idea. His wife Ann later recalled: "Bob's mother Gladys Evelyn Cryer, a highly-skilled tailoress, made the Father Christmas coat." Ann thinks that later she made a second one for the two-train operation.

In 1966, after J72 0-6-0T No. 69023 *Joem* arrived on the line, it was used to haul carriages carrying Santa to meet children. However, it was not until December 1967 that, using special dispensation given to the revivalists to carry passengers, it ran the line's first public Santa special as we know it. The train consisted of three coaches with prototype English Electric diesel D0226 on the rear.

More roots of the festive transport phenomenon had been laid down.

Expansion

Fast forward to today, and history records that as the heritage sector snowballed in size over the decades, so did its Santa season. Across the country, Santa specials have become as entrenched as a Christmas custom as any Charles Dickens creation, or for that matter, the traditional gift of a train set under the tree.

Seasonal programmes which started out as a handful of December specials grew into November and, once Santa had returned to the North Pole from his delivery round, expanded into mince pie specials and New Year's services, creating a lucrative early winter season where there had once been none.

Mass public demand for festive season services led the sector to develop striking new ideas on the by then time-honoured and well-trodden theme.

One major development surrounded the Polar Express, the worldwide smash hit Warner Brothers computer-animated adventure movie starring Tom Hanks. Based on the 1985 children's book of the same name by Chris Van Allsburg, it relates to the

Right: Where's the snow? The first Keighley & Worth Valley Railway Santa 'train' stands in the rain at Haworth on December 18, 1965. Lancashire & Yorkshire Railway 'Pug' 0-4-0ST No. 51218 ventured out from Haworth yard to the station. At that time, the public had yet to be allowed to ride on the line's trains to travel to see Santa, so the big man in red had to come to them! KWVR



BR J72 0-6-0T No. 69023 *Joem* heads a pioneering Santa train through a snow-clad Worth Valley in December 1967. KEN ROBERTS



Andrew Barclay 0-4-0ST No. 2217 of 1947 *Henry Ellison* heads a 'Train Through Christmas Countryside' service at Wirksworth on the Ecclesbourne Valley Railway on December 5. The socially-distanced services advertised singing and dancing porters, woodland puppets, hot chocolate and cookies for every passenger, with Santa visiting the door of every compartment with presents for children. MICHAEL ANDERSON



The South Devon Railway was not able to stage any festive services this year, but its GWR prairie No. 5526, on loan to the Battlefield Line, is seen heading a Santa special on December 5. GRAHAM NUTTALL

Right: The Mid-Suffolk Light Railway's Santa specials this year all sold out. December 6 was the first time that the 'Middy' had run or had an engine in steam since January 1, as a result of the Covid-19 pandemic. The occasion was also the penultimate steaming for NER Y7 0-4-0T No. 985, which is on loan from the North Norfolk Railway, as it is due for overhaul. The railway will be holding a Steam & Oil Lights Festival on New Year's Day, when the Historical Lighting Association will be staging a display of Victorian oil lamps in the restoration shed. All visits must be pre-booked. See www.mslr.org.uk for details. JAMES KINDRED



No. 43106 approaches Northwood Halt with a Severn Valley Santa special on December 5. JOHN TITLOW

story of a young boy who, on Christmas Eve, sees a mysterious train bound for the North Pole stop outside his window and is invited aboard by its conductor. Once on board, actors play the part of a host of characters who he interacts with en route to the kingdom of magic.

The Academy Award-winning movie inspired numerous real-world holiday train travel experiences based loosely on the film's fictitious train trip.

The UK's first Polar Express train rides were run by the Dartmoor and Weardale railways which were then both owned by the company British American Railway Services, which in 2012 acquired the British rights to use the film for the purpose. While these services were all diesel-hauled, in 2016, the Telford Steam Railway became the first UK line to run the Polar Express with steam. In 2018, Vintage Trains adapted the concept for the first main line Polar Express trips in the UK, running from Birmingham Moor Street to its base at Tyseley and back.

That year, the Dartmouth Steam Railway well and truly lit up Christmas, offering a 90-minute festive steam special like no other seen on these shores, with a series of American-style Christmas trains, with locomotives and carriages lit up with in excess of 100,000 lights and miles of cabling for its Train of Lights, combining both onboard and lineside illuminations.

The line's then managing director Andrew Pooley teamed up with a local events company to stage a spectacular illuminated display, transforming an ancient oak forest and other points along the line into a magical nocturnal extravaganza.

The project, which also drew inspiration from the Christmas Coca Cola truck and illuminated estates such as Kew Gardens, was literally an overnight sensation, and the following Christmas and thereafter, led to similar illuminated trains of lines big and small, many of them helped by Andrew, who left the Dartmouth line shortly afterwards.

On February 8, the Dartmouth Steam Railway was presented with the Heritage Railway Association's first-ever Award for Special Events, in recognition of its development of the concept, which is now potentially as big a revenue stream in its own right as Thomas the Tank Engine events and 1940s weekends. Most of the lines which subsequently ran illuminated trains of lights have also continued with the tried-and-tested Santa specials.

Headwinds

The 2020 global coronavirus pandemic and subsequent Government restrictions which left Britain on a world war-style footing have placed much of the heritage railway sector in financial straits.

Recent issues of this magazine have covered in detail the sizeable official grant aid payouts combined with the lines' own public SOS appeals aimed at keeping them afloat in the face of an acute loss of income, caused in the first instance by not being able to run services in the early part of the season.

Late summer offered hope as infection rates dropped, but autumn saw the feared rise in numbers leading to the second lockdown in England, which began on November 5 – immediately wiping out the planned first weekend of Christmas trains due to begin at the end of the month.



Above: Blue for you: Stanier 8F 2-8-0 No. 48305 is pictured at Quorn & Woodhouse at the head of the Great Central Railway's final 'Winter Wonderlights' test train on December 3. ROBIN JONES

Above left: Prussian Blue was never like this: Somerset & Dorset Joint Railway 7F 2-8-0 No. 53808 arrives at Medstead & Four Marks with the 8.30pm Steam Illuminations festive train from Alton on December 5, while Urie S15 4-6-0 No. 30506 waits to depart with another. NICK GILLIAM

Left: SR U Class 2-6-0 No. 31806 works tender first into the superbly-festooned Corfe Castle station with a Swanage Railway Steam and Lights test train on December 3. ANDREW PM WRIGHT

Several lines decided to cancel services outright: all of those running Polar Express events, including, for the first time, the South Devon Railway, saw them called off because of social distancing requirements aboard.

The Dartmouth Steam Railway, which had excelled itself by pulling out all the stops during the first lockdown to ensure that its regular services were safe for passengers, even to the point of extending in Paignton Queens Park platform to facilitate longer trains on which social distancing dictated fewer people per carriage, cancelled its Train of Lights programme – the very same that it had invented – because of fears that public safety could be compromised.

'Firebreak' restrictions and the prospect of no visitors (along with many staff members and volunteers) coming over the border from England led to several of the Welsh lines, including the Ffestiniog & Welsh Highland and the Welshpool & Llanfair Light railways ditching their Christmas programmes outright.

The East Lancashire Railway (ELR) was forced to cancel its enormously-popular Santa specials covering the weekends of December 5-6 and 12-13 due to new Tier 3 restrictions and offered passengers refunds.

ELR chairman Mike Kelly said: "It's with a very heavy heart that we have to make this announcement at such a late stage, but this was simply out of our control. We cannot operate Santa specials without the permission of Bury Metropolitan Borough Council, and it has taken them time to assess the new regulations and give us a decision." He added that the

cancellation was "a bitter disappointment for ELR staff and volunteers who have worked tirelessly in recent months to prepare our Santa specials in a way that was fully compliant with the Covid-19 restrictions."

However, further to the east across the Pennines, the Keighley & Worth Valley Railway, which also found itself in Tier 3, was given the go-ahead for its pre-bookings-only 'Elf Express' after a last-minute change of heart by Bradford Metropolitan Borough Council.

The local authority had initially agreed to allow the festive trains, but then changed its mind following fresh Government guidance. Disappointed KWVR officials, backed by local MP Robbie Moore, councillor Rebecca Poulson and Steve Oates of the Heritage Railway Association spent 36 hours persuading the council to reconsider – and were successful.

However, before then, the railway had to display some of the spirit of innovation that it had done with its first Santa train in 1965.

With the urgent need for more carriages with private Covid-19 secure compartments, carriage and wagon volunteers converted two Open Suburban carriages to compartments. However, as well as making them Covid-19 secure, the brief was also that there were to be no permanent changes inside, so whatever is added, had to be removable and the process reversed, without damage to the original carriage.

Passengers were expecting 'private compartments' suitable for a family group from the same household or bubble. The team

found that the original luggage racks were well placed to provide a secure framework on which to fix the pre-cut compartment partitions. To complete each partition and meet fire regulations, the surfaces have to be finished with intumescent fire-resistant paint.

In late November, team numbers were diminished, with regulars either catching the virus or self-isolating. Nonetheless, the subdivision of the compartments by full height, solid timber partitions with fire seals between the top of each and the original carriage roof, was completed in time for the 'Elf Express' to begin on December 5. The price paid was one broken light bulb and some very tatty luggage rack netting which fell to pieces while being removed!

Arriving at Oxenhope on the 'Elf Express', Santa's elves hand passengers a golden ticket to ride in a private compartment to meet Santa and his friends in Kringle Town's Winter Wonderland, passing through the enchanting Ingrow Tunnel of lights on the way.

Demand

Loadings on Steam in Lights trains on the Severn Valley Railway were very different from the inaugural service in 2019 because there were three return workings departing Bridgnorth, at 4.30pm, 6.30pm and 8.30pm to Hampton Loade, whereas the previous year it was only two trains from Bridgnorth to Highley and return. Journey time was an hour, giving plenty of time for the carriages to be cleaned and disinfected between workings at Bridgnorth.

A day after the second lockdown was lifted



Left and above: Steam drifts from the carriage heating at Winchcombe as WR 4-6-0 No. 7820 *Dinmore Manor* waits to return its festive special to Toddington on the Gloucestershire Warwickshire Railway on December 6. Inset: Driver John Cruzon fits the headboard to No. 7820. IAN CROWDER

BR Standard 2MT 2-6-0 No. 78022 heads an 'Elf Special' through Oakworth on the Keighley & Worth Valley Railway on December 5. TOM MARSHALL



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The Dean Forest Railway's sell-out season of Santa specials began on December 2 and continued until Christmas Eve. Commercial manager James Graham said: "We are absolutely delighted to complete 2020 with these sold-out trains. We cannot have our usual presence of elves mingling on the train, least of all Father Christmas himself. Fortunately our southern terminus at Lydney Junction has a lovely wide platform where we have erected marquees for our visitors to meet a socially-distanced Santa and receive their presents." GWR 2-6-2T No. 5541 is seen awaiting departure from Lydney Junction with the last Santa train of December 5. KEIRRAN COPLEY/DFR

in England, the first Steam in Lights service ran in pouring rain. While much of the neighbouring West Midlands was placed in Tier 3, Shropshire was in Tier 2 enabling the SVR to run its festive services. Passengers from neighbouring Tier 3 areas were being advised to read Government guidelines before travelling.

Motive power was Bulleid West Country Pacific No. 34027 *Taw Valley*, with a diesel on the Hampton Loade end hauling nine coaches, one for the generator and lighting controls. The service was running daily, except for Sundays and Mondays.

To start the show, the train was set back out of Bridgnorth station out of sight while passengers were shown where their carriage was stopping. Slowly, the train ran into the station, starting with the lights off, and then as it approached the lights came on the locomotive first, followed by each carriage individually as it pulled in. The lights were switched on only after passing a local B road and turned off over the Bridgnorth bypass to avoid accidents.

All seats were allocated, masks had to be worn on the platform, in corridors and by those in non-compartment carriages. When in a private compartment, passengers could remove their masks. Costs were £40 for a table for two; £80 per compartment for four; and £120 a compartment for six. Premium fares were charged on Fridays and Saturdays.

Elsewhere, on Saturdays and Sundays six Santa trains ran on the opposite end of the line from Kidderminster to Arley for a Christmas show. For operational reasons the train then ran as empty coaching stock to Highley to run round. Trains crossed at Bewdley and Ivatt 2-6-0 No. 43106 and BR Standard 4MT 4-6-0 No. 75069 were in charge. Also, there was the traditional midweek mince pie specials and dining trains.

As we closed for press, the seasonal trains were proving a great success. Loadings were in excess of 90%, rising to 95% on certain trains, with 1500 passengers daily on the Santas and 750 on the Steam in Lights.

Figures like that serve to indicate that out of the gloom which has been the darkest year for the heritage sector, determination and innovation will see us back into the light, and hopefully very soon. **HR**

→ Additional reporting: John Titlow.



The Bluebell Railway is marking its 60th anniversary year by introducing its own illuminated trains. Before boarding, passengers see the big switch-on as the darkness of Sheffield Park station is suddenly flooded with light. BR Standard 5MT 4-6-0 No. 73082 *Camelot* is seen heading a SteamLights test train on November 13. BR

"The 2020 global coronavirus pandemic and subsequent Government restrictions which left Britain on a world war-style footing have placed much of the heritage railway sector in financial straits."



Polish TKp 0-8-0T No. 5485 heads the 1.40pm Santa special comprising continental stock past Wansford's classic LNWR signalbox on December 5, when public services returned to the Nene Valley Railway. Meanwhile, Bulleid Battle of Britain light Pacific No. 34081 *92 Squadron* was in steam in Wansford yard as standby: the following weekend, the roles were reversed with it rostered to haul the Santas instead of No. 5485. We understand that No. 34081 is to be repainted into its later BR green livery within the next two years. ROBIN JONES



RTC pulls plug on December

THE Railway Touring Company (RTC) cancelled its three trips planned for December.

As reported last issue, the trains were all due to visit York or Edinburgh, the first, 'Edinburgh Christmas Market' departing York for Edinburgh on December 12.

On December 17 the 'White Rose' was down to leave Cambridge for York, while the third departure, December 19 – another 'White Rose' – was planned to start from King's Cross for York, all of the trips to be hauled by A1 Pacific No. 60163 *Tornado*.

RTC is due to begin next year's programme on January 30 with a 'Winter Cumbrian Mountain Express' (CME) from Manchester Victoria (not Euston) for Carlisle with stops at Bolton, Preston and Blackburn. Motive power will be drawn from the Carnforth pool.

Traction

The 'CME' begins its Euston departure on February 6 with Class 86 No. 86259 *Les Ross* taking the train to Carnforth, where steam takes over for the final leg to Carlisle, returning over the Settle and Carlisle line to Preston, where the AL6 comes on for the run back to London.

This excursion is set to be repeated on February 27. Both departures call at Watford Junction, Milton Keynes, Northampton, Rugby, Crewe and Preston. Passengers from Watford catch a service train to Milton Keynes, while those from Northampton may travel to Rugby for a connection.

Booked for February 13, the 'Valentine's Bath & Bristol Express' starts from London Victoria, before picking up at Egham, Woking and Basingstoke and travelling on via Salisbury, Westbury and Bradford Junction.



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Main line return for *Blue Peter* in 2021?

By John Titlow

LNER A2 Pacific No. 60532 *Blue Peter* could be back operating on the main line in 2021, following its overhaul by London North Western Railway Heritage.

However, the first priority at the firm's Crewe workshops is the return next year of BR 4-6-2 No. 70000 *Britannia* to the national network.

Britannia's boiler has been lifted from the frames and the tubes removed, with some wasted stays on the sides being replaced as part of this work.

The bottom end and mechanics are in extremely good condition – there being the added advantage of all the roller bearings being replaced recently. The valves and pistons have been removed for routine examination and reports are awaited on their condition.

Its overhaul has been delayed by Covid-19 after non-essential staff were placed on furlough due to positive test results having been found at the works.

The move was intended to create a firebreak, protect staff and reduce the spread of the virus. Staff returned to work on December 3 after two weeks.

Meanwhile, essential staff who were able to distance safely continued to work, especially those working on preparing Locomotive Services Limited's set of Mk.3 Intercity coaches ready for their launch into traffic. Work was also able to continue on a private carriage for owner Jeremy Hosking.

Covid-19 has also delayed the eagerly-awaited completion of *Blue Peter*. LNER A1's and A2's middle cylinders are similar and with *Blue Peter's* original not fit for purpose, a new middle cylinder was cast using the traditional wooden pattern supplied by The A1 Steam Locomotive Trust with a minor modification. The middle cylinder has been loosely positioned in place and came complete with its liners in the summer of last year.

Significant progress continued with the fitting of the two outside cylinder liners on November 17. The two 19in liners were individually immersed into liquid nitrogen to shrink them for fitting into the cylinders, along with the four outside valve liners, and the job was completed successfully.

Progress

Work is continuing on the boiler with the inner firebox still waiting to be fitted to the outer box. Rewheeling of the tender is imminent after the machining of the new axleboxes and crowns.

Another boiler being worked on is that of GWR 'Castle' Class 4-6-0 No. 5029 *Nunney Castle*. Originally it had two rows of superheater elements, but before manufacturing and fitting the back and front tube plates, the decision was made to go for the later Swindon design of a three-row superheater, which should improve steaming. It was the later BR 'Castles' that had four-row superheaters and double chimneys.



A cylinder liner is fitted to No. 60532 *Blue Peter* at Crewe on November 17. IAN WALKER

The bottom end is mechanically good.

Tyseley Locomotive Works has the contract for the overhaul of the tender, where work has started. This has included the building of a new tank, while the wheels have been sent to South Devon Railway Engineering at Buckfastleigh for retyring.

The overhaul of Jeremy's BR Standard 9F 2-10-0 No. 92212 is in the very early stages, with the boiler currently being prepared for removal at the Princess Royal Class Locomotive Trust's West Shed at the Midland Railway-Butterley. The tender has gone to Northern Steam Engineering Ltd at Stockton-on-Tees for a full overhaul and the fitting of a new tank.

The original boiler of No. 92212 needs considerable work, but Crewe has a spare donated by sister No. 92245. Before No. 92212 came out of traffic at the Mid-Hants Railway in December 2019, the decision was made to move forward with its repairs, and so No. 92212's boiler will then become the spare. No. 92245 was the last 9F to leave Barry scrapyard.

Despite 9Fs not being allowed on the main line due to the centre flangeless driving wheels, the work will be done to the principles of MT276, which was produced by BR and is the standard used in railway preservation for overhauls and maintenance on steam locomotives as a guide to good practice. Completion may take up to three years, after which the locomotive will be available for hire to heritage lines.



In happier days, LNER A2 Class Pacific No. 60532 *Blue Peter* departs Dumblane, running with 'The Aberdonian' Scottish Railway Preservation Society tour from Stirling to Aberdeen on August 21, 1994. JOHN TITLOW



Bookings are now being taken for West Coast Railways' 2021 'Jacobite' season. 'Black Five' No. 45407 *The Lancashire Fusilier* is seen crossing the River Lochy bridge at Lochside in Fort William on October 21. GAVIN THOMSON

West Coast rejigs its programme of excursions

AS we closed for press, West Coast Railways was still scheduled to run a steam-hauled 'Northern Belle' luxury dining train from London Victoria to Salisbury and back, behind one of Ian Riley's LMS 'Black Five' locomotives on December 17.

Meanwhile, West Coast has postponed two of its 'Spirit of the Lakes' diesel-hauled excursions to Edinburgh. The departure

from Cleethorpes originally programmed for December 5 has been rescheduled for March 9 – and the Peterborough starter listed for December 12 has been rearranged for March 11.

Furthermore, two pre-Christmas trips with A3 No. 60103 *Flying Scotsman*, from Liverpool Lime St to Carlisle on December 12 and Manchester Victoria to Carlisle on December 19, have been switched to run

on March 6 and March 31, respectively. The new dates have been chosen prior to the commencement of the locomotive's 2021 programme. As reported last issue, *Scotsman* opens its public appearances by visiting the East Lancashire Railway's Golden Age of Steam celebrations over the April 2-5 Easter Weekend.

West Coast has also released details of next year's West Highland 'Jacobite'

services between Fort William and Mallaig – and bookings are now being taken.

The 2021 season is scheduled to operate from Good Friday, April 2 until Friday, October 29, with the morning train seven days a week throughout and the afternoon service commencing on April 26 and also running daily until October 1.

Sunny South Coast specials expected to run again in 2021

By Cedric Johns

WIPED out last summer because of Covid-19, steam is scheduled to return to the Dorset coast in July and on other dates through the season.

Government restrictions permitting, the first train is booked to appear on July 3 when Railway Touring Company's (RTC) 'Bournemouth Express' departs Waterloo for Bournemouth. Motive power is likely to be West Coast's Bulleid Pacific No. 35018 *British India Line*.

Six days later, July 9, RTC marks the end of Southern steam with another train from Waterloo following the route which the 'Atlantic Coast Express' took to the West Country, and heading for Salisbury and Yeovil.

The locomotive – which is again expected to be No. 35018 *British India*

Line – will then come off for servicing and turning in the Yeovil Railway Centre's yard, while the special heads to Weymouth hauled by a West Coast diesel locomotive. After running light to Weymouth, steam will work the excursion back to London, via Dorchester, Poole, Bournemouth and Southampton.

The regular Waterloo-Weymouth 'Dorset Coast Express' returns on July 22, with repeat runs on August 18 and September 2, stopping at Woking and Basingstoke in both directions.

Finally, Steam Dreams' 'Cathedrals Express' departs from Paddington for Weymouth, on July 31, calling at Reading, Basingstoke, Southampton and Bournemouth and, on September 9, the company's 'Swanage Belle' heads for the Purbeck line's terminus, picking up at Staines, Woking and Basingstoke.

Severn Valley triple for Saphos

SAPHOS Trains has scheduled three trips involving the Severn Valley Railway in 2021.

The 'Great Western Envoy' is due to depart from Bridgnorth for a journey to Bath and Bristol on April 28.

The other two excursions, both of which are named 'Severn Valley Enterprise' have Bridgnorth as their destination. One is booked to depart from Lancaster on July 21, while the other is set to run from London Paddington on September 8. All three tours are advertised as being steam-hauled for part or all of the journey.

Although standard class tickets are not currently for sale while distancing measures are in place, first class and dining options are available.

Meanwhile, following the report last issue that Saphos Trains was hoping to run trips in December, subject to Government Covid-19 restrictions, its programme was accordingly reshuffled, leaving only two of the excursions.

As we closed for press, Saphos was still hoping to run the 'Pennine Moors' from Birmingham for a circular excursion around the northern counties on December 17 – and the 'Christmas White Rose' departing Wolverhampton for York on December 19. It was anticipated that LMS 4-6-0 No. 46100 *Royal Scot* was the booked locomotive for both trips.

The sole trip due to run in January is the 'White Rose' from Wolverhampton to York via Manchester Victoria on the 31st.

Steam Dreams looks ahead to 2021 with confidence

By Cedric Johns

HAVING worked hard to create a programme of 19 pre-Christmas trains – a mixture of day trips, Santa specials and evening diners, Steam Dreams' plans were badly hit when the Government announced its November 5-December 2 lockdown for England, followed by the three-tier division of England.

Faced with the tightening of restrictions in the name of Covid-19, Steam Dreams' chairman, David Buck, cancelled the entire festive programme from November 29. He said: "It is extremely disappointing. The team put in a great deal of hard work planning the operation in which Santa specials proved to be very popular, tickets selling very well for what would have been our first venture in providing an attraction for children.

"There is always next year," he added.

David was confident that trains and passengers will return next year. "We are already receiving enquiries and bookings, especially for our *Flying Scotsman* programme, which begins in May," he said.

Operations

Windsor shuttles and evening diners have been included in next year's plans, all trains starting from London Victoria. As yet undated, it is likely that they will commence in mid-May or early June and run through to the autumn.

Currently assessing future railtour activities, which usually begin in March, he said that the production of a new brochure will be held until it is certain that trains can and will run.

The company's 2021 season is scheduled to start on May 6, providing a choice of eight overnight stop locations while travelling on the 'Highlands &

Islands Explorer'. Departing London, the tour returns on May 14.

No. 60103 *Flying Scotsman* is booked to play a major role in Steam Dreams' plans for May and June.

Two London Victoria-Surrey Hills-Victoria luncheon trips are scheduled for the daytime and evening of May 20.

May 23 is expected to see the A3 Pacific head for Oxford from London Victoria. On arrival, the passenger coaches will be prepared for an afternoon tour of the area departing from Oxford Parkway.

Salisbury is *Scotsman's* destination on May 27, the train starting out from Paddington, rather than Waterloo.

Again, on arrival at Salisbury, the rolling stock will be readied for an afternoon tour of parts of Hampshire and Wiltshire.

Steam Dreams was advising of limited seating availability for the London

departures to Oxford and Salisbury.

June 6 is set to see the A3 depart from Paddington for Southampton via Reading and Basingstoke. An afternoon local tour from Southampton is included in the train's schedule on the same day.

Motive power

On June 17, *Flying Scotsman* heads from King's Cross to Cambridge and in keeping with the remainder of the A3's programme, an afternoon 'cream tea tour' will run locally.

On Thursday, June 24-Sunday, June 27 Steam Dreams offers a long weekend in Edinburgh. The train leaves King's Cross returning to Euston.

The National Collection-owned A3 is due to head an afternoon and evening trip over the Forth Bridge, both departures starting and returning to Edinburgh Waverley.

Boiler, chassis and tender progress on No. 71000 *Duke of Gloucester*

By Gareth Evans

BOOSTED by the response of well-wishers to the boiler tube appeal, the return of BR Pacific No. 71000 *Duke of Gloucester* to Britain's operational main line steam fleet continues to make progress at Tyseley Locomotive Works (TLW).

Sponsorship

All the tubes, both small and flue, are now installed in the boiler. Fans of the popular locomotive appear to have voted with their wallets, although slots remain available on the boiler

tube sponsorship appeal. By early December, 29 of the 136 small tubes had been sponsored – while 15 out of the 40 of the flue tubes had been sponsored.

"The total value of this sponsorship so far, including gift aid is £14,154," said Trevor Tuckley, chairman of BR Class 8 Steam Locomotive Trust. "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."

Progress continues to be made on the chassis. "We have now received the new designed piston head castings, which will include the new design of three piston rings," explained Trevor.

"These, along with the new piston rods, which the team at TLW is currently manufacturing, will be secured with a nut to the piston rods. This enables the material for the heads, which are cast iron, to be secured to the rods, which are steel.

"Together with the improved design for the piston lubrication, the aim is to improve the life of the piston rings, which was a problem on all the BR Standards which had the single slide bar arrangement, except the 9Fs.

"The Standards which had the double slide bars, ex-LMS and GWR types, did not suffer this problem to



The tender body for No. 71000 has now been returned to the chassis at Tyseley.

"Fans of the popular locomotive appear to have voted with their wallets..."

anything like the same extent.

"This work is all part of our original intention to complete the prototype we inherited from BR which we are sure BR would have done had they been given the time and not abandoned steam in the dash for dieselisation."

Another milestone to be reached is that the tender body has been returned to the chassis.

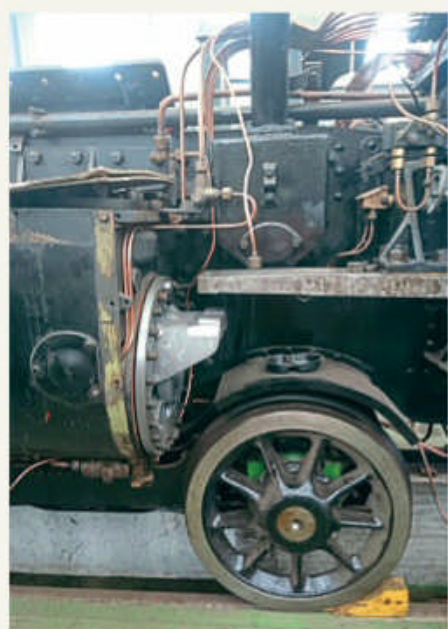
Confidence

Trevor concluded: "Despite the problems of Covid-19, we are confident of completing the overhaul by the autumn of 2021.

"We will have created a safe bubble at Tyseley for our support crew members to resume work early in 2021. This will be a secure fenced area around the support coach where the cab and tender are located.

"Health and safety facilities are being created there to ensure that our members can work in their own bubble."

→ More details of how you can help No. 71000 can be found at www.theduke.uk.com/boiler-tube-appeal/ – or by post from: The Duke Aurora House Deltic Avenue Rooksley Milton Keynes MK13 8LW.



The cylinders and slide bars are being modified to improve the life of the cylinder piston rings.



Double-headed 'Hoover' haulage: As part of their 'spot hire' duties with GB Railfreight, the Class 50 Alliance's No. 50007 *Hercules* and No. 50049 *Defiance*, which carry the main line freight operator's livery, hauled six former Greater Anglia Mk.3s to the Weardale Railway on November 30. The pair of 'Hoovers' ran light from Kidderminster to Barrow Hill, where they collected the carriages, before taking them to Bishop Auckland, arriving back at their Kidderminster home the following day. The train of empty coaching stock is seen north of Barrow Hill on the 'old road' between Chesterfield and Rotherham on November 30, 2020. MICHAEL ANDERSON

SRPS refreshes its carriage fleet ahead of planned 2021 railtour resumption

By Gareth Evans

THE Scottish Railway Preservation Society (SRPS) is gearing up for a resumption of main line tour operations in 2021 – subject to the imposition of further restrictions in the name of Covid-19.

With the focus on the future, a programme of refurbishment is now underway on its fleet of ex-BR Mk.1 carriages. The inaugural vehicle to be refreshed returned to Bo'ness in early December, although it will be completed by SRPS volunteers.

Neil McDonald, commercial manager told *Heritage Railway*: "The first overhaul carried out has been on First Open No. 3150. As per other

more major pieces of work that have taken place in recent times on our fleet, this work was subcontracted, leaving our mostly volunteer team at Bo'ness to concentrate on the day-to-day maintenance of the coaches.

Refurbishment

"We dispatched the coach to Assenta, Hamilton. The work has mainly comprised general bodywork repairs, including sealing up of the centre doors which are no longer needed for main line operation and a full repaint carried out in the paint spraying facility at Hamilton.

"Final fitment of gangways and other parts to No. 3150 will be carried out at Bo'ness. As a return

move, RBR (Buffet Restaurant Refurbished) No. 1730 has moved to Hamilton for similar treatment of body repairs and a full repaint."

A visual change is that members of the SRPS railtours fleet will lose their familiar maroon livery in favour of carmine and cream, also referred to as 'blood and custard.'

"The decision to go for carmine and cream livery was to give the main line set a refresh and it will also present a uniform identity for the railtour and branch line fleet at Bo'ness," explained Neil.

"Plans are being drawn up for the fitment of toilet retention tanks to our railtours fleet. This is being paid for by Network Rail as part of the

network change. It is hoped to start this work during 2021. Facilities for the emptying of these also need to be installed at Bo'ness."

Excursions

Asked about the return of its railtour programme in the year ahead, Neil replied: "We do plan to resume operating in 2021 and are keeping abreast of the Covid-19 situation rules and regulations. Plans are also being made to fit the set with screens before the first operations in 2021."

Donations to the carriage refurbishment appeal can be made online at [virginmoneygiving.com/fund/srpsrailtours](https://www.virginmoneygiving.com/fund/srpsrailtours)

Drone and laser technology re-creates famous Ribbleshead Viaduct in 3D

By Robin Jones

LASER scanners and drones have been used to map the Settle & Carlisle route's 144-year-old Grade II listed Ribbleshead Viaduct in minute detail, as part of the £2.1 million Great North Rail Project restoration project to secure its future.

The viaduct was 3D scanned and turned into a computer model by surveyors preparing the way for upgrading the brickwork and drainage.

The detailed digital re-creation will help engineers make repairs now and closely monitor areas needing any further attention in the future.

A LiDAR (Light Detection and Ranging)

survey was carried out by contractor Commendium in conjunction with heritage consultancy firm Wardell Armstrong. The viaduct is the biggest man-made structure Commendium has ever scanned using LiDAR for measuring distances by illuminating the target with laser light and measuring the reflection with a sensor.

Drone flights also took place as part of the survey taking high definition photographs of the 1876-built 104ft high viaduct over the exposed and windy Batty Moss.

The resulting LiDAR scan not only shows areas which need repair, but also areas where water could damage the



The computer-generated image of the 440-yard Ribbleshead Viaduct, seen like never before, is a major tool in its current maintenance schedule. NETWORK RAIL

stonework in the future, so leading to other preservation works.

As previously reported, the maintenance work taking place between now and February involves

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.

TABLE ONE: INVERNESS TO ACHNASHEEN

Date	Sunday, May 12, 2019				
Train	8.20am Inverness to Kyle of Lochalsh				
Loco	B1 5MT No. 61306 <i>Mayflower</i>				
Load	6 coaches, 215 tons tare 235 tons gross				
Driver	Bobby Duncan				
Fireman	Lewis McDonald				
Recorder	A Smeaton				
Position	6th coach				
Weather	Sunny and dry				
	miles	sched	mins	secs	speed
Inverness P7	0.00	0.00	00	00	1 min late
Clachnaharry SB	1.54	7.00	06	36	27½/9*
MP 2	1.91		07	43	23½/38
MP 3	2.91		09	37	29*
MP 5	4.91		12	44	53½/52½
Clunes TEP	7.55	19.00	15	48	47½/51½
Beaully	10.06		18	48	49½/47½/49½
Muir of Ord	12.91	29.00	24	28	
	0.00	0.00	00	00	4½ mins early
MP 14	1.00		03	27	32/55
Conon Bridge	3.26		06	31	39/41*
Maryburgh Crossing	4.19		07	52	45/48½
Dingwall	5.71	14.00	11	27	
	0.00	0.00	00	00	6 mins early
Dingwall Jct	0.29		01	38	15
Dingwall No. 1 LC	0.74		03	25	15½/18
MP 1	1.03		04	30	14½
MP 2	2.03		06	47	32/33½
MP 2½	2.53		07	41	32½
MP 3	3.03		08	45	23½
MP 3½	3.53		10	07	21/21½
MP 4	4.03		11	31	21
Achterneed	4.71		13	25	26
MP 5	5.03		14	12	22½
MP 5½	5.53		15	33	20½
MP 6	6.03		17	03	19½
MP 6¼	6.28		17	51	18/17
Raven's Rock Smt	6.53		18	40	18
MP 7	7.03		20	00	29/34½/28
Black Water Viaduct	9.39		24	35	30½/34½
Garve	11.85	37.00	31	05	
	0.00	0.00	00	00	
MP 12	0.18		01	23	14½
MP 12½	0.68		03	01	19½/21
MP 13	1.18		04	29	20
MP 13½	1.68		05	55	22
Corriemoillie Smt	2.18		07	05	30½
MP 15½	3.68		09	55	35/21
Lochluichart	5.33		13	27	31/37½
MP 18	6.18		14	56	30/24
MP 19	7.18		17	11	27½/34
Achanalt Viaduct	8.43		19	59	20*/30½
Achanalt	9.60		23	16	17*/33½
MP 23	11.18		26	42	30½/32/28/32
MP 25	13.18		30	39	25½/31½
Achnasheen	16.01	42.00	38	39	water

* brakes or speed restriction

“With the usual eight coaches for 285 tons, we fairly stormed away from Perth nearly nine minutes late and roared along, speed reaching 65½mph, before being reduced to 56½mph by the moderate climb at 1-in-250/275 after Glencarse. The Caprotti 5s always seemed to me to be weak on the hills compared to some of the exploits by their brothers with conventional valve gear on the Southern”

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW



In his latest column, **Don Benn** reports on the performance of B1 No. 61306 *Mayflower* on the Inverness to Kyle of Lochalsh route in 2019, A4 No. 60016 *Silver King* and BR Standard 5 No. 73152 from Scotland in 1964, *Galatea* running as No. 45562 *Alberta* on the ‘Cumbrian Mountain Express’ on October 20, 2020 and of 03 Pacific 003. 276 in Germany in 1971.

THIS time I am covering diverse performances to widen the scope of my column in these dark times, starting with a previously unreported locomotive and route – namely David Buck’s B1 Class 4-6-0 No. 61306, named *Mayflower* by him and running in LNER apple green, even though it was built in 1948 by The North British Locomotive Company.

In May 2019, it worked from Inverness to Kyle of Lochalsh and return, part of the Highlands and Islands Explorer, and Table One shows the Inverness to Achnasheen section, which included the severe climbs from Dingwall to Raven’s Rock and from Garve to Corriemoillie. The load was six coaches for 235 tons and the engine crew were Bobby Duncan and Lewis McDonald, the latter having probably his first firing turn on a B1.

While I spent a lot of time in Scotland in 1964-1966, I never ventured this far north, preferring the delights of the A4 Pacifics out of Aberdeen, and by 2019 I still hadn’t been as far as Inverness by train and so once again I am indebted to my valued correspondent Sandy Smeaton,

who hails from north of the border, for the very full details of in this table.

From Inverness the line is undulating as far as Dingwall, with a minor summit at Bunchrew passed at 35mph after a speed restriction at 29mph at the bottom of the climb before the B1 romped away to a maximum of 53½ prior to the 1-in-100 climb to the Muir of Ord stop, 12.91 miles reached four-and-a-half minutes inside schedule and left the same amount early. It is then largely downhill to the Dingwall stop, two-and-a-half minutes inside schedule with the maximum speed of the morning, 55mph, touched before Conon Bridge.

Climb

Once the Kyle line leaves the one to the far north, the serious climbing begins, first for four miles mainly at 1-in-50 to Raven’s Rock summit, 458ft above sea level, and then after downhill and level to Garve then at 1-in-50/65/75 up to Corriemoillie, 429ft above sea level. After dropping down to Lochluichart, there is a steady climb to Achnasheen, where this table ends, which



Above: David Buck’s B1 4-6-0 No. 61306 *Mayflower* is seen at Elvanfoot on May 15, 2019 with the 6.54pm Holytown to Penrith leg of Steam Dreams’ ‘Highlands and Islands’ tour. SANDY SMEATON

Right: Thompson B1 4-6-0 No. 61306 *Mayflower* passes Inverhaggernie on May 13, 2019 on the Inverness to Fort William section of Steam Dreams’ mammoth ‘Highlands and Islands’ tour of Scotland. SANDY SMEATON



On a rainy and cold October 30, 1965, BR Standard 5MT No. 73146 enters Perth with the 10am Dundee to Glasgow service. DON BENN

TABLE A: KYLE LINE CLIMBS

Date	22.4.18		12.5.19		26.4.13	
Locomotive	1264		61306		45407	
Load	6/219/235		6/215/235		6/218/230	
Section	Time	Speed*	Time	Speed*	Time	Speed*
MP2 to MP6½	13m 32s	14	11m 53s	17	9m 24s	20
Garve to Corriemoillie Summit	9m 7s	21½	7m 5s	30½	7m 53s	31
*Minimum speed before MP6½ and at Corriemoillie Summit.						

continues to Luib Summit, 646ft above sea level.

Sandy takes up the story: “We left from Platform 7 at 8.21am and ran to Muir of Ord in 24m 28s, which is the quickest time I’ve recorded with steam. The time of 11m 27s from Muir of Ord to Dingwall was the second fastest over this section after LNER K4 2-6-0 No. 61994 *The Great Marquess’s* time of 11m 15s on April 19, 2011, also driven by Bobby. It was a fine dry, sunny morning hopefully giving good railhead conditions on the climb to Raven’s Rock.

“We left Dingwall six minutes early and negotiated the three level crossings cautiously before reaching 33½mph at the site of Fodderty Junction. The 1- in- 50 then brought speed down to 21 at MP3½. This speed was held until the ¼ mile easing to 1-in-350 at Achterneed when it rose to 26 and then fell gradually to 19½mph at MP6. Between here and the Summit the reverse curves reduced speed further to 17 before the Summit at MP6½. This was a fine steady climb with no slipping and almost six minutes were gained on the 37 minutes allowed to Garve.

“The climb out of Garve was also achieved without slipping, speed gradually rising to 30½mph at Corriemoillie Summit, MP14, passed in only 7m 5s from the start, the best time with preserved steam to date. The time to Achnasheen, 38m 39s was 3½ minutes inside the 42 allowed. The estimated power output up to Raven’s Rock was about 1020 edbhp between MP5 and 5½ and 950 between MP5½ and 6. On the climb to Corriemoillie it hovered between 920 and 1150, probably reflecting varying cut-off changes.”

Semi-fast

I will cover the final section from Achnasheen to Inverness next time. Sadly, Bobby Duncan passed away on April 20, 2020. He was a long serving driver, latterly for West Coast Railways and was one of the four drivers who worked ‘The Jacobite.’

Staying with the Scottish theme, Table Two shows a run on the 1.30pm Aberdeen to Glasgow semi-fast train, which was worked by an A4 Class Pacific, in this case on Friday, October 30, 1964 by No. 60016 *Silver King*. This

TABLE TWO: STONEHAVEN TO PERTH

Date	Friday, October 30, 1964					
Train	1.30pm Aberdeen to Glasgow					
Loco	A4 4-6-2 No. 60016 <i>Silver King</i>					
Load	7 coaches and 1 van, 278 tons tare 295 tons gross					
Timed by	Don Benn					
Position	back					
Weather	Cloudy, cool					
	miles	sched	mins	secs	speed	
Stonehaven	0.00	0.00	00	00	2 mins early	
Dunottar Box	2.55		05	40	37½	
MP 221¼	3.60		07	00	50	
MP 220¼	4.60		08	15	45½	
Carmont	5.50		09	21	55½	
Drumlithie	7.10		11	06	66½	
Fordoun	11.10		14	31	71	
Laurencekirk	14.40	20.00	18	23		
	0.00	0.00	00	00	2½ mins early	
Marykirk	3.20		05	30	61/66½	
Craigo	5.35		07	33	61½	
Kinnaber Jct	7.45		10	07	47*	
Dubton	8.65		11	27	56/58	
Bridge of Dun	11.30	16.00	15	11		
	0.00	0.00	00	00	R/T	
MP 197	2.35		04	18	50	
Farnell Road	3.15		05	22	44½/42	
MP 194	5.25		08	28	38	
Glasterlaw	6.45		10	08	54½	
Guthrie	8.25		12	07	60	
Auldbar Road	10.45		14	19	62½	
Clocksbriggs	13.10		16	49	67½	
Forfar	15.45	22.00	19	49		
	0.00	0.00	00	00	right time	
Forfar South Jct	0.70		02	18	37	
Kirriemuir	2.85		04	50	66½	
Glamis	5.65		07	16	73/77	
Eassie	7.85		09	02	75	
Alyth Jct	11.90		12	22	72	
Ardler	14.20		14	18	71	
Coupar Angus	16.65	20.00	17	04		
	0.00	0.00	00	00	1¼ mins early	
Burrelton	2.20		04	01	47½	
Cargill	4.55		06	40	64/70	
Ballathie Box	6.40		08	21	65½/64	
Stanley Jct	8.65		10	28	66½	
Strathord	10.70		12	18	70½	
Luncarty	11.65		13	13	66½	
Almond Valley Jct	14.20		15	31	65/6* sigs	
Perth	15.85	20.00	19	57	1¼ mins early	
*brakes or speed restriction						



TABLE THREE: PERTH TO ERROL					
Date	Friday, October 30, 1964				
Train	6.15pm Glasgow Buchanan Street to Dundee West				
Loco	BR Standard Caprotti 5 4-6-0 No. 73152				
Load	8 coaches, 268 tons tare 285 tons gross				
Timed by	Don Benn				
Position	Front				
Weather	Cloudy, calm				
	miles	sched	mins	secs	speed
Perth	0.00	0.00	00	00	8¾ mins late
Princes Street	0.40		02	10	41
Kinfauns	3.55		06	52	64½/65½
Glencarse	6.30		09	33	64/56½
Inchcoonans SB	9.10		12	28	60
Errol	10.25	15.00	14	51	

“Two days later we were on the same train, this time with No. 003.131 and the same load. It was evident that we had a different driver as the train was slower away from the stops but ran up to 82mph downhill. On the 4.59pm stopping service from Friedrichshafen with six and seven vehicle loads of around 230 tons, the section from Mochenwangen to Aulendorf required Nos. 003.088 and 003.276 to be worked hard on the estimated 1-in-125 gradient as far as KMP 158, where the climb eased somewhat.”

TABLE FOUR: CARLISLE TO APPLEBY					
Date	Saturday, October 10, 2020				
Train	2.11pm Carlisle to Euston				
Loco	LM 5XP No. 45699 <i>Galatea</i> **				
Load	12 coaches, 438 tons tare 460 tons gross				
Driver	Mick Rawling				
Fireman	Craig Todd				
Recorder	A Smeaton				
Position	3rd coach				
Weather	Dry				
	miles	sched	mins	secs	speed
Carlisle	0.00	0.00	00	00	one min late
PSB	0.16		01	32	11/19½
Petteril Bridge Jct.	0.84	5.00	04	00	15½
MP 306	1.99		07	11	24½
Scotby	2.64		08	45	25½
Cumwhinton	3.84		11	28	27
Howe & Co Sidings	4.99	14.00	13	39	38½
Cotehill	6.99		16	54	35½
Eden Brows	7.61		17	59	33½
Low House Crossing	8.30	19.00	19	07	43½
MP 299	8.99		19	59	52½/53½
Armathwaite	9.87		21	01	48½/48
MP 297¼	10.74		22	01	54½
MP 295¼	12.74		24	21	49/48
Lazonby	15.39	27.00	27	14	58
MP 291	16.99		28	49	64
Little Salkeld	18.29		30	05	59
Langwathby	19.71	34.00	31	38	51
MP 287	20.99		33	00	57
Culgaith	23.30	37.00	35	25	58½
New Biggin	24.64		36	53	52½
Kirby Thore	25.99	41.00	38	24	55
Long Marton	27.79		40	18	59/59½
Appleby	30.73	50.00	45	00	

** running as No. 45562 *Alberta*

* brakes or speed restriction

run was part of a four day trip to Scotland to sample steam which had started with No. 60009 *Union of South Africa* on the 7.10am from Aberdeen as far as Stirling.

An itinerary often followed in later trips involved returning to Stonehaven to pick up the 1.30pm back westwards, normally as far as Gleneagles to catch the 9.25am Crewe to Perth, which on the day of the run with No. 60016 was LMS Royal Scot Class 4-6-0 No. 46160 *Queen Victoria's Rifleman*, the log of which was tabulated in issue 273. There were no steam-hauled trains east from Stirling to enable the 1.30pm to be caught and so we travelled on the 10am from Glasgow Buchanan Street, 10.47am from Stirling which on this occasion was hauled by EE Type 4 No. D337 (later Class 40 No. 40137) on nine coaches, unfortunately not timed. Maybe we were catching up on sleep after arriving earlier in Aberdeen on the 7.30pm from Kings Cross.

The 1.30pm had the usual load on seven coaches and a van, 278 tons tare so just short of 300 tons full. On a cloudy and cool day the A4 kept time easily without the need for the engine to be extended, though the initial climb to Carmont was competent enough over what was to become one of my favourite stretches of line, now tainted by the recent tragic accident.

You never knew how drivers would take the racing stretch from Forfar to the Coupar Angus stop on this train, but on this day we were in for a treat as the 16.65 miles were covered in 17 minutes 4 seconds with a maximum of 77mph; even time only being missed as the engine was eased after the maximum had been reached. Arrival in Perth was just over a minute early.

The train was booked to stand for 11 minutes and we left on time for the climb up to Gleneagles, accomplished in 22 minutes 55 seconds, a gain of three minutes on the schedule with a maximum speed of 56mph after Dunning and a minimum of 37½ on the 1-in-100 before being shut off for the stop, fairly typical for this train. It was then back to Perth with the aforementioned No. 46160 to check into our hotel next to the station and a couple of trips on the line to Dundee.

Table Three shows a good effort from Caprotti Standard Class 5 No. 73152 on the 6.15pm from Glasgow Buchanan Street to Dundee West. With the usual eight coaches for 285 tons, we fairly stormed away from Perth nearly nine minutes late and roared along, speed reaching 65½mph, before being reduced to 56½mph by the moderate climb at 1-in-250/275 after Glencarse. The Caprotti 5s always seemed to me to

be weak on the hills compared to some of the exploits by their brothers with conventional valve gear on the Southern, though there were exceptions with drivers like Willie Jardine.

Saturday, October 10, 2020 saw the Railway Touring Company run another ‘Cumbrian Mountain Express’ (CME) over the usual route. The locomotive from Carnforth was LMS Jubilee Class 4-6-0 No. 45699 *Galatea* running as No. 45562 *Alberta* on an overloaded 460 ton 12 coach train. The authorities really cannot expect these class 6 engines, designated 5XP by the LMS to keep to schedule over the demanding gradients of the ‘CMEs’ on the Grayrigg and Shap sections and also south over the Settle-Carlisle line and so it proved.

Allocation

Once again Sandy Smeaton has forwarded details to me of the day’s work by this fine engine with its gallant crews. No. 46115 *Scots Guardsman* was originally advised as the locomotive for this ‘CME’, but apparently both it and No. 35018 *British India Line* were unavailable, so the task fell to the 5XP. Speeds of 28mph over Grayrigg, 56mph before Tebay and 13mph minimum on Shap, recovering to 17½mph contributed to an overall time of 87 minutes 20 seconds from Carnforth to Carlisle – a loss of over 10 minutes on schedule.

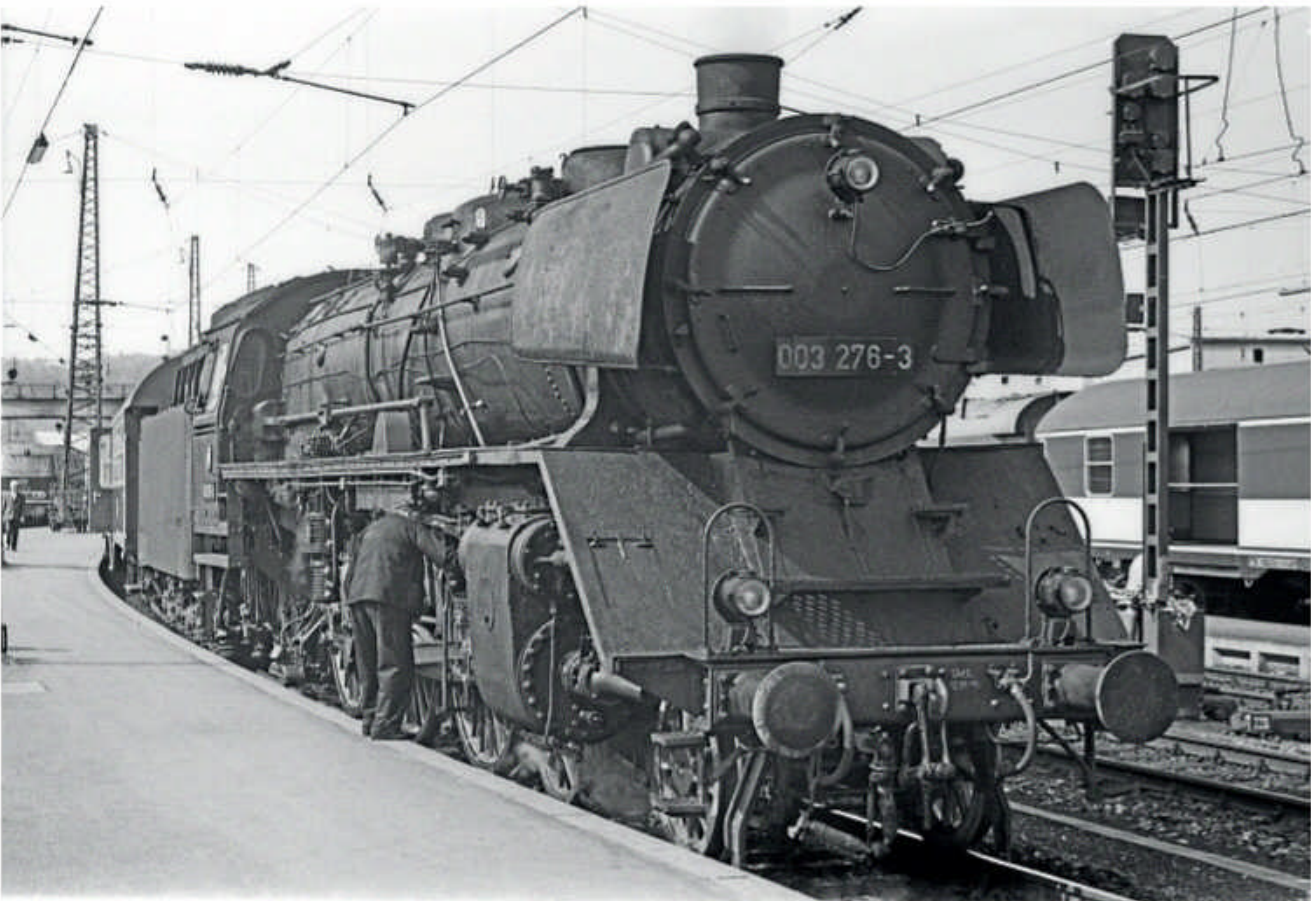
If the morning’s run had been disappointing, pride was restored in the afternoon on the Settle-Carlisle. Carlisle to Appleby was run in an excellent 45 minutes. It seems that there had been no slipping in the wooded sections between Cumwhinton and Cotehill. Table Four shows the section from Carlisle to Appleby. I may come back to the run on to Preston in a future issue.

Who am I to criticise the work of Mick Rawling and Craig Todd from the comfort of my study when these enginemen were battling hard all day with an overloaded engine achieving results that back in LMS/BR days would have been considered herculean? Also we mustn’t forget the work of the West Coast Railways department staff at Carnforth for their preparation and disposal work unseen by people like me who just want to time a good run.

I have ventured into Europe with my column before, with heavy load runs in France and Belgium and this time we are in Baden-Württemberg in the blistering hot summer of 1971 looking at some of the work of the DB 03 Pacifics on tightly timed trains from Ulm to Freidrichshafen. This trip was sold to my wife as a holiday on Bodensee, but of course the prime reason was to photograph and record the performance of the



Carnforth-based LMS Jubilee4-6-0 No. 45562 *Alberta* (aka No. 45699 *Galatea*) takes water at Appleby while working the Railway Touring Company’s 2.11pm Carlisle to London Euston ‘Cumbrian Mountain Express’ on October 10, 2020. The train was steam-hauled from Carnforth to Carlisle and back to Preston, with the remainder worked by Class 86 electric locomotive No. 86259 *Les Ross*. SANDY SMEATON



Deutsche Bundesbahn Class 03 Pacific No. 003.276 awaits departure from Ulm with the 3.32pm train to Friedrichshafen on July 14, 1971. DON BENN



DB Class 03 Pacific No. 003 088 rests at Aulendorf with the 4.59pm service from Friedrichshafen to Ulm July 17, 1971. DON BENN

coal-fired 03 Pacifics which worked some of the trains from Friedrichshafen to Ulm.

In between days out on the trains and at the lineside, we did actually have a day swimming with the fish in the warm waters of Bodensee and managed to visit Zurich, Meersberg and Lindau as well! Apart from one big storm, the weather was hot and sunny throughout, as it was for most of my trips to West Germany for steam in that summer of 1971.

Aided by the excellent World Steam newsletter, invaluable in the days before the internet, I had some idea of the 03 workings, but took a couple of days to confirm and add to those listed in that publication. From my runs I have selected the one shown in Table Five. The semi-fast trains were very tightly timed, with nothing to spare even with the light loads and the Pacifics shared haulage with Class 215, 216 and 221 diesel hydraulics.

On July 14 we caught the 1.50pm to Ulm hauled by No. 221.105 and after a quick visit to the cathedral, we found the 3.32pm back to Friedrichshafen headed by No. 003.276 on five bogies for about 185 tons, which left 15 minutes late after waiting for late running connections. I have not found a gradient profile for this route (they appear to be state secrets in Germany), but from the station heights it appears that the line is fairly level as far as Erbach but then climbs steadily to a summit at Wattenweiler, the section from Hochdorf

averaging 1-in-231. No. 03.276 was being worked hard on this section, but still lost time.

However, from Aulendorf after threading the scenic curving and restricted section to KMP 166 the Pacific was allowed to run fast downhill up to and slightly exceeding its 120kph limit to the Ravensburg stop reached inside even time. The good work continued and we picked up two minutes from our maximum lateness of just over 20 minutes.

Departure

Two days later we were on the same train, this time with No. 003.131 and the same load. It was evident that we had a different driver as the train was slower away from the stops but ran up to 82mph downhill. On the 4.59pm stopping service from Friedrichshafen with six and seven vehicle loads of around 230 tons, the section from Mochenwangen to Aulendorf required Nos. 003.088 and 003.276 to be worked hard on the estimated 1-in-125 gradient as far as KMP 158, where the climb eased somewhat. We had a full day linesiding on this climb photographing Class 50 2-10-0s on heavy freights, as well as the 03s.

After a great week we returned home on Saturday, July 17 overnight Sunday, July 18; No. 215.109 to Basle BF, No. 110.118 to Basle SBB, Nos. 16691/68038 to Boulogne Mtm (7 early), *SS Maid of Orleans* to Folkestone Harbour, EMU No. 5619 Folkestone Central to Ashford. What

TABLE FIVE: ULM TO FREIDRICHSHAFEN

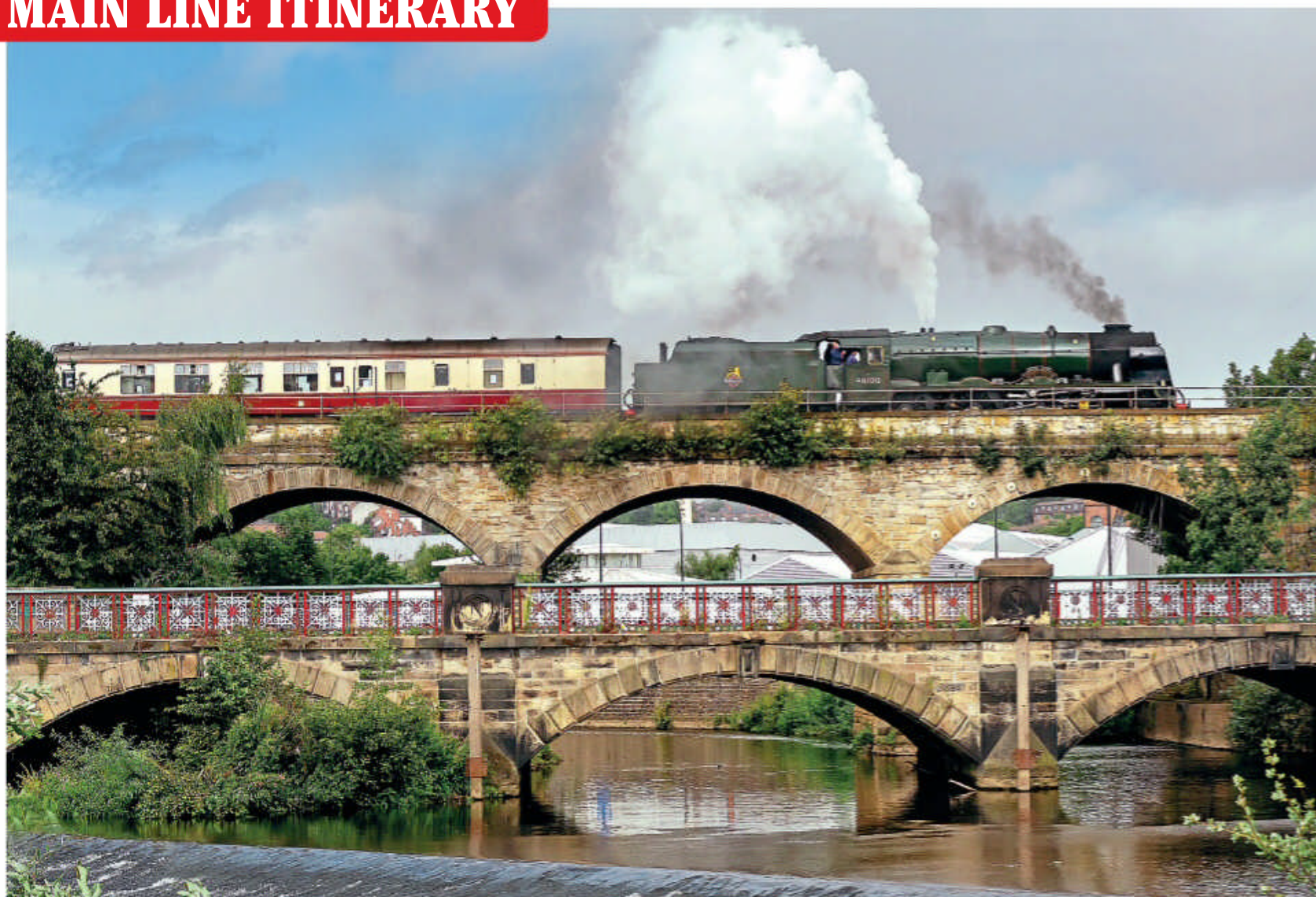
Date	July 14, 1971					
Train	3.32pm Ulm to Friedrichshafen					
Loco	Class 03 coal-fired 4-6-2 No. 003.276.3					
Load	5 coaches, 172.5 tonnes tare, 185 tons full					
Timed by	Don Benn					
Position	1st coach of 5					
Weather	very hot and sunny					
	km	miles	sched	mins	secs	speed
Ulm	94.0	0.00	0.00	00	00	15 mins late
Donautal	98.0	2.48		03	58	54½/31* tsr
Einsingen	101.8	4.84		07	04	56
KM 103	103.0	5.58		07	51	65½
Erbach	105.2	6.96		09	02	73
Delimensugen	107.9	8.63		10	25	75/74
Risstissen	112.0	11.18		12	32	74½
KM 114	114.0	12.42		13	31	75
Lapheim West	116.4	13.91	14.00	15	33	
	116.4	0.00	0.00	00	00	17¼ mins late
KM 119	119.0	1.61		03	02	53½
Schemmerberg	121.0	2.86		04	23	65
Langenschemmern	124.0	4.72		05	56	73
KM 126	126.0	5.96		06	59	74
Warthausen	128.1	7.27		08	04	75
Biberach	131.3	9.25	10.00	10	31	
	131.3	0.00	0.00	00	00	18¼ mins late
KM 134	134.0	1.68		03	03	42
Ummerdorf	135.6	2.67		04	34	45½
KM 137	137.0	3.54		05	42	51
Schweinhausen	138.7	4.60		06	56	60½
Hochdorf	140.7	5.84		08	09	63
KM 142	142.0	6.64		08	52	66½
Essendorf	143.8	7.76		09	54	67
KM 146	146.0	9.13		11	06	66½
Wattenwieller	147.4	10.00		11	56	65½
KM 149	149.0	11.00		12	46	74
Bad Schussenreid	151.3	12.42	13.00	14	26	
	151.3	0.00	0.00	00	00	19¾ mins late
KM 153	153.0	1.06		01	57	51/64½
KM 155	155.0	2.30		03	06	63
Aulendorf	156.4	3.17	4.00	04	21	
	156.4	0.00	0.00	00	00	20¼ mins late
KM 159	159.0	1.61		02	34	63/65½
KM 161	161.0	2.86		03	43	63*
Durlesbach	163.3	4.28		05	06	67½/64*
KM 166	166.0	5.96		06	37	65
Mochenwangen	168.2	7.33		07	47	73
KM 169	169.0	7.82		08	11	76
KM 171	171.0	9.07		09	11	75½
Niederbiegen	172.9	10.25		10	12	75½
KM 174	174.0	10.93		10	40	76
KM 176	176.0	12.17		11	38	78
Ravensburg	178.2	13.54	14.00	13	18	
	178.2	0.00	0.00	00	00	19¾ mins late
KM 179	179.0	0.50		01	21	44
Weissenau	180.5	1.43		02	25	60½
Oberzell	182.6	2.73		03	36	72½
KM 185	185.0	4.22		04	46	75
KM 187	187.0	5.46		05	47	73
Meckenbeuren	189.0	6.71	8.00	07	14	
	189.0	0.00	0.00	00	00	19 mins late
Kehlen	191.1	1.30		02	05	56
Gerberthaus	192.3	2.05		02	50	64
KM 193	193.0	2.48		03	15	68
Lowental	195.3	3.91		04	28	74
Freidrichshafen	197.5	5.28	7.00	06	44	18¾ mins late

Aulendorf to Ravensburg start to stop average: 61.08 mph
* brakes or speed restriction

wonderful days they were in West Germany that year, great running with the Pacifics, plus good food and beer. Maybe more from different areas in a future issue.

As I write this column it's beginning to look hopeful for the return to normality in the spring of 2021, and with it more main line steam performance to choose from for my column. 

MAIN LINE ITINERARY



No. 46100 *Royal Scot* blows off as it crosses the River Don in Sheffield on August 22, with Saphos Trains' 'The White Rose' excursion. Having originated in Wolverhampton, the LMS 4-6-0 hauled the train from Crewe to York and return. The Grade II listed Norfolk Bridge can be seen in the foreground. ALAN WEAVER

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

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.

Loco: No. 60163 *Tornado*. A1SLT

13 'Valentine's Evening Circular Tour'

York, Newcastle & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1SLT

13 'Valentine's Bath & Bristol Steam Express'

London Victoria, Bristol & return.
Steam-hauled throughout.

Loco: TBC. RTC

13 'The Lakelander'

Leicester, Carlisle & return.
Steam-hauled: TBA.

Loco: TBC. ST

20 'The Cotswold Venturer'

London Paddington, Worcester & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. 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

27 'The Winter Cumbrian Mountain Express'

London Euston, Carlisle & return.
Steam-hauled: Carnforth, Carlisle, Preston.

Loco: TBC. RTC

March

6 'North Wales Coast Express'

Worcester Shrub Hill, Holyhead & return.
Steam-hauled: TBA.

Loco: TBC. ST

6 'The Yorkshireman'

Ealing Broadway, York & return.
Steam-hauled: Ealing Broadway, York.

Loco: No. 60163 *Tornado*. RTC

10 'The William Shakespeare'

York, Stratford-upon-Avon & return.
Steam-hauled: TBA.

Loco: TBC. ST

13 'The Ribblesdale Rambler'

Hull, Carlisle & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1SLT

13 'The Cumbrian Coast Express'

Euston, Carlisle & return.
Steam-hauled: Carlisle, Carnforth.

Loco: TBC. RTC

13 'Settle & Carlisle Circular'

Stoke on Trent, Appleby & return.
Diesel-hauled throughout.

Loco: TBC. SR

14 'London to Winchester – Mother's Day Special'

Paddington, Winchester & return.

Steam-hauled throughout.

Loco: No. 61306 *Mayflower*. SD

20 'The Edinburgh Flyer'

York, Edinburgh & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. RTC

20 'The Cheshireman'

Euston, Chester & return.
Steam-hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. RTC

20 'Belmond British Pullman'

London Victoria, Shalford & return.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

20 'Railway Roundabout'

Birmingham, Leicester & return.
Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

27 'The Fen and Fells Flyer'

Cambridge, Carlisle & return.
Steam-hauled: York, Carlisle, Doncaster.

Loco: No. 60163 *Tornado*. A1SLT

27 'The Wensleydale Railway'

Carnforth, Redmire & return.
Steam-hauled throughout.

Loco: TBC. RTC

27 'The Mancunian'

Euston, Manchester Piccadilly & return.

Steam-hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. RTC

27 'Welsh Marches Express'

East Midlands Parkway, Cardiff & return.

Steam-hauled: TBA.
Loco: TBC. ST

February

5 'Belmond British Pullman'

London Victoria, Shalford & return.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215	SD	Steam Dreams 01483 209888
BEL	Belmond Pullman 0845 077 2222	ST	Saphos Trains 0800 038 5320
NB	Northern Belle 01270 899382	UKRT	UK Railtours 01438 715050
PT	Pathfinder Tours 01453 835414	VT	Vintage Trains 0121 708 4960
RTC	Railway Touring Company 01553 661500	WCR	West Coast Railways 01524 737751
SR	Statesman Railway 0345 310 2458		

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.



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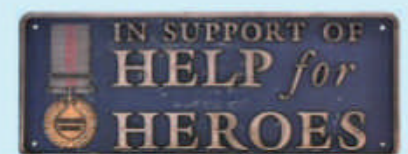
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February 2021 Sale Lot 61

2021



February 2021 Sale Lot 123

PROGRAMME OF EVENTS

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February 2021 Sale Lot 167

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LEADING WITH POSITIVITY!

Helen Smith, general manager of the Severn Valley Railway talks to Nicola Fox about her approach and experiences of managing one of Britain's premier league heritage lines, including staff, volunteers, infrastructure and operations during her first year in the role.

Helen Smith, the general manager of the Severn Valley Railway was appointed in November 2019, just in time for the busy Christmas season. Thinking then that she was being thrown in at the deep end, alas, the water only got deeper (in some cases literally).

In Helen's first year in post she has had to deal with storms, floods and a global pandemic which forced the complete and unprecedented shut down of the railway for over four months. At the start of November 2020, nearly a year after her appointment, *Heritage Railway* caught with Helen to find out what the year had been like for her.

Having come from a visitor attraction background, Helen has weathered storms before – both figuratively and literally – and during the conversation she is upbeat and ebullient. Answering with forthright confidence, she has a ready laugh and – with years of experience under her belt, is taking everything 2020 has thrown at her in her stride.

Attraction

Heritage Railway (HR): Helen, you came to the Severn Valley from The Tank Museum in Bovington in Dorset. What drew you to the heritage railway sector?

Helen Smith (HS): I've worked in military museums for the past 10 years and the challenges are very similar to heritage railways. Some of the job was looking at restoring the vehicles, showing them in action, and keeping up the heritage skills needed for fixing these things. We had apprenticeship schemes at The Tank Museum, we had just built a workshop, so there were a lot of things that were related to what a heritage railway would have to deal with. The fact that it's trains... at the end of the day it's still a big metal object that needs to be fixed!

HR: Have you been able to draw on any of your previous experience in other roles?

HS: Running a railway is a nice mixture of everything I've done in my background. Science centres are very much about bringing your exhibits to life and you can't get any more alive than a locomotive coming into a station!

It's a living and breathing thing. Also, it's an immersive experience, you are submerged into that era, and immersing yourself into the subject was what the science exhibits were about.

HR: What have you found challenging about joining the SVR?

HS: The biggest challenge for me is that before everyone had always been on one site. If I'd been running something, I'd be able to get everybody in one room and motivate people. At the Severn Valley we've got 1800 volunteers and 200 staff, and that was a challenge, thinking how am I going to manage communicating with everyone? However, that's where technology has really come into its own over the last six months; since the pandemic hit, we have taken huge leaps forward in the way we use technology.

Before you would not have found me in front of a television camera! I'm quite happy now to be filmed – it's much easier to get your message across with feeling when speaking on camera rather than sending out letters and notices. I care about whether the volunteers will be safe or not, I care about the visitors, and it's a lot easier to get that message across using film.

HR: Has this new way of communicating been something you've enjoyed?

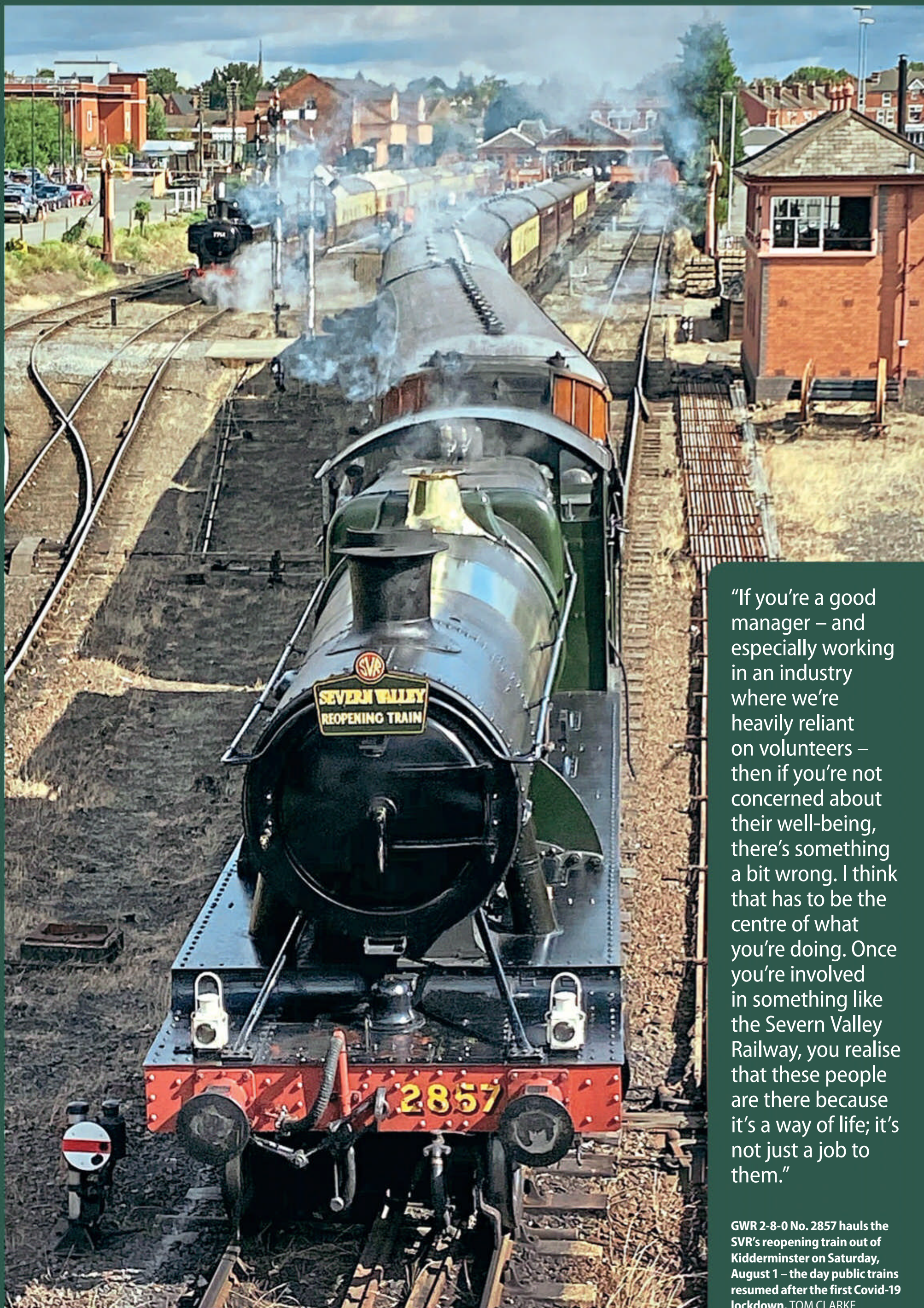
HS: The human element is what we've missed for the last six months – that's why I work in visitor attractions; I love people. Getting out there and speaking to people and meeting people – it's what I do! So, it's really weird to sit and manage an organisation from your own dining room. It's very odd!

HR: This year has been a baptism of fire for with storms, floods and the pandemic. How has it been for you?

HS: There were a lot of similarities with my previous role and within the first six weeks of working at Severn Valley Railway, I couldn't even remember what a tank was. My brain's capacity for information was completely taken over by locomotives, ➔

Talking about her role, Helen said: "I feel like Severn Valley was ready for a change, and I think they've been incredibly welcoming and supportive. They know what they want, and they want someone who is going to give them the right advice and make things better for the railway. As long as you're doing, that you're fine." TONY BENDING/SVR





"If you're a good manager – and especially working in an industry where we're heavily reliant on volunteers – then if you're not concerned about their well-being, there's something a bit wrong. I think that has to be the centre of what you're doing. Once you're involved in something like the Severn Valley Railway, you realise that these people are there because it's a way of life; it's not just a job to them."

GWR 2-8-0 No. 2857 hauls the SVR's reopening train out of Kidderminster on Saturday, August 1 – the day public trains resumed after the first Covid-19 lockdown. TOM CLARKE

timetables, train services, all the complexities of the business. We've got two pubs, all the catering outlets, three shops, the engineering works, the carriage and wagon... it's just incredible. Then trying to figure out who everybody is and what they do, and then on top of that we were in the middle of the Falling Sands project, so we were already closed from Bewdley to Bridgnorth, then in the middle of that we got the flooding.

Although we didn't have to stop running, everyone around us was flooded, so you couldn't get to us. That devastated our numbers for February half term, so we started the year pretty badly, then by March 15 we had to close for the pandemic... within a couple of weeks of February half term, we were talking about the pandemic and I remember saying 'I don't think it will be as bad as people are saying'...!

I honestly didn't think it would be – you think, six weeks, it will be done... hindsight is a wonderful thing. I don't think we would have done anything differently, but the most challenging thing about the closure period

was trying not to make a decision too early. Things were changing so quickly – within a few days you felt like you'd had a month's worth of things happen! We knew it was going to be a while before we could open again and decided to just pick a date, because until we had a date to work to, we were just going round in circles. So that's what we did, we picked a date. August 1 was as good as any.

HR: Why did you close before the government told you to?

HS: To protect the volunteers – we didn't want to ask them to come in, it was all very uncertain, and there were quite a lot of things already closed by then. I could see the potential for visitors considering us not to be a responsible company and I thought it was the right thing to do, as did all the boards.

We closed in mid-March then launched the appeal to help us survive that closure – because at that point we thought we'd be closed for six weeks and would need £250,000 to survive the closure. We didn't think we

would be closed for that long, so estimated six weeks' worth of profit for the Easter period, and then it just went on and on. To put it into perspective we actually lost £2.8million.

HR: The SVR has a lot of staff, what did lockdown mean for them?

HS: I furloughed as many people as I could by the end of April. I kept a key group of people operating the Fight Back Fund and some key managers because we were in the middle of the Falling Sands project. At the beginning of March we'd also taken on a number of new staff, who wouldn't have qualified for the furlough scheme because they weren't due to be paid until the end of March. We kept them on because we felt they had given up perfectly good, well-paid jobs to come and join the railway and we felt that it would be quite bad of us to just let them all go because they would have been without any income... so they actually had to learn quite a lot about the railway in a very short space of time!

They were in the office answering the

According to Helen: "Running a railway is a nice mixture of everything I've done in my background. Science centres are very much about bringing your exhibits to life and you can't get any more alive than a locomotive coming into a station! It's a living and breathing thing." GWR 0-6-0PT No. 7714 runs into Hampton Loade station on October 9. JOHN TITLOW



phones, opening the letters, processing the cheques for the Fight Back Fund, it was a good learning curve for them and it's given them a fantastic background in what the railway's about and how important it is to people.

HR: In what way?

HS: Well, with every cheque we got, there was a letter saying 'We love the Severn Valley Railway we want you to survive', or 'I've brought my children to Santa for years', or 'My grandad worked on the line' etc. It was really lovely, the messages we were sent by the public were unbelievably supportive so that was really good.

Then we got to May, I'd furloughed pretty much everybody, including as many of the senior management team as I could, because I knew that we were not coming out of it quickly and I didn't want to start making plans until we were sure about what was happening.

There are still parts of the railway that don't have all the volunteers back because you can't properly socially distance. We've done all

Helen Smith: CAREER

Yorkshire-born and bred, Helen Smith took over from Nick Ralls, who left to join the Ironbridge Gorge Museums Trust as chief executive.

Helen has brought with her a wealth of experience within the visitor attraction sector. Her most recent role was deputy director at the Tank Museum, Bovington in Dorset, a £30m Heritage Fund project with over 300 vehicles and a £4.6m tank rebuild and restoration workshop with an active apprenticeship scheme.

Prior to that, she held roles as general manager at The Fusilier Museum in Bury and operations director at the Magna Science Adventure Centre in Rotherham.

In addition to being general manager, Helen now sits on the boards of both the Holdings and Guarantee Company at the SVR.



Keen to practise what she preaches, Helen is no stranger to getting into the spirit of things. She is seen here in a voluntary capacity as one of the Halloween spooks. SVR

kinds of things like bringing in extra toilets, workspaces, hand washing facilities for the staff and volunteers and the visitors as well.

HR: With so many staff furloughed, how did you manage to keep going on the Falling Sands Viaduct project?

HS: Across the railway, we brought people back in phases from the beginning of June until August, depending on what their role was. The permanent way team came off furlough in mid-June and some of the contractors working on Falling Sands were able to continue working. We made the viaduct nice and dry, sorting out all the Victorian drainage. The drains were all still intact and perfectly serviceable; it was just amazing, Victorian engineering at its best. Then, because the viaduct had been made nice and dry, a family of bats decided to move in.

HR: That must have thrown a spanner in the works?

HS: Well, we then had to get an environmental specialist in to look at what kind of bats they were, which held the project up by another few weeks. We had to ascertain what the bats were, whether they had set up a permanent home, or whether it was just a resting place... and all of the rest of the stuff that you have to do for bats. That held it up by another month; the track was re-laid just ready for us to reopen in August.

HR: We're talking about this several months after the fact and you seem remarkably upbeat and cheerful about it all, but how was it at the time?

HS: I'm quite a pragmatic person. I did think at first: 'I'm just a visitor attraction person, I don't have to deal with these crises'. Then I

looked back at my career and thought, well in 2007 I had a flood at Magna which stopped us working for a few weeks; and when the recession hit in 2008, I was at Magna and half our business was in corporate events, we had half a million pounds' worth of business cancel in two weeks. I've dealt with all kinds of stuff, and I thought, actually this is part and parcel of life isn't it? These things come up every so often and actually I've dealt with lots of crises, so I could sit there and think, 'you know what to do; I need to deal with fact'. Then you start building the process.

HR: The word unprecedented has been thrown around a lot this year. What have you found particularly challenging about this situation?

HS: What I've found difficult with this, and I'm sure everyone else has as well, is that you're not actually in charge of your own destiny. If it's an insurance event, a fire or flood, you can see it, say 'that's the damage, I know this is what it's going to cost to fix', you speak to the insurance company and you schedule in the work – you make sure it happens. You can replan the opening, have dates in the diary for what you've got to sell and by when, you can plan the PR – it's all there and under your control. The thing with this was it just wasn't under our control and everything they said was underlined with, 'well it might not happen'. How do you restart a massive machine like the SVR with no certain dates? Hence why we came up with 'let's just pick a date.' If that date has to change, the plan doesn't need to because the plan is already there. The chairman did say to me at first that he thought I was being too optimistic, but I do feel like you've got to lead with positivity.

"We closed in mid-March then launched the appeal to help us survive that closure – because at that point we thought we'd be closed for six weeks and would need £250,000 to survive the closure. We didn't think we would be closed for that long, so estimated six weeks' worth of profit for the Easter period, and then it just went on and on. To put it into perspective we actually lost £2.8million!"



HR: What form does that take?

HS: When I've handled these things in the past, I've realised you deal with it at work, then you go home. However, this time home life has been just as disrupted, if not more disrupted, so it's something that you can't escape from. I quite quickly realised that my work force's mental health was important, so we did all kinds of things such as dressing up conference calls. It was ridiculous – on one

occasion I dressed as Eddie the Eagle Edwards with a moustache and everything!

We tried to make it informal, we did general quizzes, railway quizzes, all sorts of stuff. We also did different themes once a week to try to keep everyone's spirits up. Furthermore, we encouraged staff to conference call each other for a chat, not for a meeting, because that's the bit you miss out on; the staff room chats over a cup of tea on the things you're worried about

– whether it be work or home. That was the kind of interaction we weren't getting, so we tried to recreate that in any way we could.

HR: So, would you say prioritising mental health in the work place is important to you?

HS: If you're a good manager – and especially working in an industry where we're heavily reliant on volunteers – then if you're not concerned about their well-being, there's something a bit wrong. I think that has to be the centre of what you're doing. Once you're involved in something like the Severn Valley Railway, you realise that these people are there because it's a way of life; it's not just a job to them. So, in a way, to look after them when it all first started, I had to keep them away and that was difficult. I was saying to them, look, you've got to stay away because if, heaven forbid, you end up on your death bed...

Honestly, I didn't think [the pandemic] would last the length of time it has done.

HR: What has been the feel on the railway during this time?

HS: I think this has made everyone pull together, I think we managed to achieve a lot of change through the pandemic because we've had to completely relook at how we operate. People have been amazing, the volunteers have been amazing, they've come together, they've given me help where I needed help, they've given me advice, and also criticism – because that's just part of it and to be honest I don't mind. It's not coming from a bad place – they want the best for the railway. I'm quite a collaborative manager anyway, so I don't mind people having an opinion and I'll change direction if I think they're right, I'm not too proud to admit when I'm wrong. I think it's worked quite well so far, it's all about asking the right people isn't it and making sure that the boards are completely behind what the decision is, it's managing the boards as much as managing the volunteers.

HR: What's it like managing an organisation in an industry that has traditionally been male dominated?

HS: I am quite forceful and I'm good at what I do. When I first went to a military museum conference, I was the only woman in the room. So, though I don't think it will always be this male heavy, I'm quite used to it. I do think it's challenging, being a woman in this environment, but I feel like Severn Valley was ready for a change, and I think they've been incredibly welcoming and supportive. They know what they want, and they want someone who is going to give them the right advice and make things better for the railway. As long as you're doing, that you're fine. I think, whether you're female or male, it shouldn't make any difference, you want to get the job because you're good at what we do. Our senior management team is now 50% women, 50% men. We've not actively tried to recruit women, they just happened to be the best people for the job.

HR: That shows that more women are feeling that these jobs are open to them?

HS: Yes exactly, part of the organisations – preserved railways, heritage railways – part of them maturing and becoming professional organisations will automatically put them into a different level. It's an £8 million turnover business, if we can't show diversity then there's a bit of an issue.



Gearing up for the resumption of operations after the first enforced shutdown in the name of Covid-19 was an exercise in itself. In Helen's words: "Across the railway, we brought people back in phases from the beginning of June until August, depending on what their role was. The permanent way team came off furlough in mid-June." Class 08 No. D3022 is pictured with a works train. SVR



Since Covid-19 hit, Helen has become accustomed to being in front of a television camera. "I'm quite happy now to be filmed – it's much easier to get your message across with feeling speaking on camera rather than sending out letters and notices," she said. Helen is pictured being interviewed by ITV news at Eardington in October following the generous donation of track material by Transport for West Midlands and the Midland Metro Alliance. SVR



A momentous occasion in a challenging year: Helen is pictured with the footplate crew of the SVR's reopening train on August 1 on the running plate of GWR 2-8-0 No. 2857 at Kidderminster. LESLEY CARR

HR: You mention moving the railway to the next level, what are the challenges there?

HS: The challenge comes from a health and safety point of view. We're lucky to still have some of our founding fathers around. However, volunteering has changed a lot since back in the day in the 1960s, where everyone did what they wanted – welding etc – without thinking about health and safety. We have to make sure we're running a 21st century health and safety secure site. Everything the visitor sees should be heritage, but everything in the background, should be up to 21st century standards, and that's quite a challenge.

HR: I understand before the railway closed for the second lockdown you were able to close on a high note with the Hallowe'en trains?

HS: The Ghost Trains were fully booked, and we had the Scream Trains this year, where the last service on each of the ghost trains was an adult version, where we really got to scare them. The whole event saw our volunteers putting a huge effort into creating a fantastic experience, and the haunted stations looked spookily amazing. It was, in many ways, a bit of a swansong because the second lockdown, and our resulting closure, was announced on the evening of the 31st, and we ran our last public services on November 1.

"I think, whether you're female or male, it shouldn't make any difference, you want to get the job because you're good at what we do. Our senior management team is now 50% women, 50% men. We've not actively tried to recruit women, they just happened to be the best people for the job."

HR: How was that second closure?

HS: Having to close for a second time this year was hard, and the worst part was having to disappoint passengers who'd booked to travel during the closure period. We've wasted no time in rebooking as many as possible of these onto services in December, when [at time of writing], fingers crossed, we will be able to run once more.

HR: So, what's next?

HS: December is all-important for us, and our preparations for the Christmas season continued throughout November, despite the fact the railway was closed to the public. The last month of the year will, as always, generate more passenger revenue for the railway than any other, and we wanted to be 100% ready to give people a festive experience to remember on both our Santa Trains and Steam in Lights services.

The Santa trains are pretty much fully

booked, and we've got the steam in lights services again. The Santa trains go to Arley where there's a socially distanced Santa stage show. We're getting the parents to put the invites in the freezer, so they'll be cold, because of course, they've come from the north pole! I worked in a children's museum for my first job, so I'm used to coming up with ideas like that.

HR: Given that we didn't know what was happening from week to week, did you have contingency plans for if the Christmas season had to be cancelled?

HS: No! We were hoping Christmas ran as planned... but who knows? It's essential to our income. We recently received money from the Culture Recovery Fund, and I feel a lot more comfortable knowing that we've got that. That will make the difference between being able to pay wages and not. Fingers crossed we will have been able to continue. **HR**

Rapido to 'fill the gaps' – new range to include preserved locos

NORTH American manufacturer Rapido Trains has announced it intends to produce ready-to-run models of British prototypes which have not previously been available.

Among the gaps it is filling in OO-gauge is WR Hawksworth '15XX' 0-6-0PT. Although designed during the days of the GWR, the '15XXs' were built by BR. After withdrawal, three examples were acquired by the National Coal Board – including No. 1501, which is preserved at the Severn Valley Railway.

In addition to No. 1501, other variants to be produced by Rapido Trains include No. 1506 in BR unlined black with no emblem; No. 1500 in BR unlined black with early emblem; No. 1505 in BR lined black with early emblem; No. 1504 in BR unlined black with late emblem; No. 1501 in BR lined with black early emblem; and

No. 1509 in NCB maroon.

Prices for DCC ready models are set to be £129.95 each – and £229.95 each for DCC sound models. Delivery is expected in 2022.

Industrial

Responding to what it says is an increasing volume of calls from modellers for industrial locomotives in 4mm scale, Rapido Trains is to produce a Hunslet 16in 0-6-0ST.

With at least nine examples in preservation in Britain, the model is expected to prove popular. Therefore, it may come as no surprise that four of the seven models will depict those surviving in the heritage sector. They include the Chasewater Railway's *Holly Bank No. 3* in NCB lined blue; Nene Valley Railway-based *Jacks Green* in Naylor Benzon & Co lined green; and two Embsay & Bolton

Abbey Steam Railway examples – *Primrose No. 2* in NCB lined black and *Beatrice* in NCB lined red.

Other models will be available in Oxfordshire Ironstone lined red, Markham Main Colliery lined green and plain green.

In what is believed to be a first for a British OO-scale steam-outline industrial locomotive, the factory-fitted DCC sound model will feature sounds recorded from an operational Hunslet 16in.

Current prices for DCC ready models are £129.95 each, while DCC sound variants will be available for £229.95 each. Release is expected late 2021.

Rapido Trains also plans to fill one of the last gaps in the N gauge main line diesel fleet with the MetroVick Type 2 or Class 28 Co-Bo. D5705, the sole-surviving example

is under restoration at the East Lancashire Railway.

Diesels

In addition to D5705 in BR green with yellow warning panels, other variants will include D5709 in BR green; D5711 in BR green with yellow warning panels; D5713 in BR green with yellow warning panels; D5707 in BR green with yellow ends; and D5701 in BR blue with yellow ends.

Delivery is expected in 2022. Prices for DCC ready models are set to be £119.95 each – and £219.95 each for DCC sound models.

Rapido Trains has also announced it plans to resume work on its project to produce a gunpowder van in 4mm scale. Originally unveiled in 2017, the project was halted – but it is now intended to deliver the model by late 2021.

Peco progresses its OO9 range

FANS of the Ffestiniog Railway (FR) may be delighted to learn that a OO9 ready-to-run model of a 'Small England' locomotive is expected to be released in the early part of 2021.

As previously reported, the model – depicting *Princess* and *Prince* – is part of a new collaboration between Peco and Japanese manufacturer KATO.

Peco, which has this year released models of the FR's 'Bug Box' carriages in both preservation and Victorian liveries, is continuing

to progress its projects to produce further FR stock. FR quarryman's carriages and bogie 'Bowsider' coaches are expected to be released in late 2021.

Meanwhile, production of the new Lynton & Barnstaple Railway 8 ton bogie goods brake van is due to start shortly. Both open and closed veranda variants in L&B and SR liveries will be available.

A Snailbeach District Railway hopper wagon is also promised for release soon.



LNWR No. 790 *Hardwicke* is to be available in LNWR Black (Pristine), the livery it is preserved in as part of the National Collection at Locomotion, Shildon.

New LNWR 'Precedent' model for summer 2021 release

THE partnership of Locomotion Models and Rails of Sheffield has announced it has commissioned Bachmann to produce a new OO-scale model of the London & North Western Railway 'Improved Precedent' Class 2-4-0 – including No. 790 *Hardwicke*, which is preserved at Locomotion, Shildon. Currently at the livery approval stage, delivery is expected next summer.

Introduced between 1887 and 1901, the locomotives became known as 'Improved Precedents' as they replaced 96 of the 6ft 6ins Curved Link 'Newtons' and 62 of the 6ft 6ins Straight Link 'Precedents.' They retained the names and numbers of the locomotives they replaced.

Survivor

No. 790 was the only example to be preserved in 1931, having become famous during the 'Races to the North' in 1895. It ran between Crewe and Carlisle at an average of 67¼mph, a record

which stood for 40 years. Withdrawals of the 'Improved Precedents' started in 1905 with the LMS inheriting 76 at the 1923 grouping. The last was withdrawn in 1934.

Liveries

Other livery variants will include No. 1673 *Lucknow* in LNWR Black livery; No. 5036 *Novelty* in LMS Crimson livery; and No. 5018 *Talavera* in LMS Black livery.

The models will include detail differences to reflect the relevant period – such as Webb or Cook style buffers and two types of lamp bracket, be it LNWR lamp sockets or the LMS style lamp irons.

The recommended retail price of the model is £220 and can be pre-ordered now with a deposit of £30 from www.locomotionmodels.com for *Hardwicke* in preserved condition, while *Lucknow*, *Novelty* and *Talavera* will be available through www.railsofsheffield.com



Dapol has manufactured a commemorative OO-scale box van for Locomotion Models. Just 250 models have been produced. They are available for £15 each from either the National Railway Museum in York or Locomotion in Shildon – or see advertisement on page 79.



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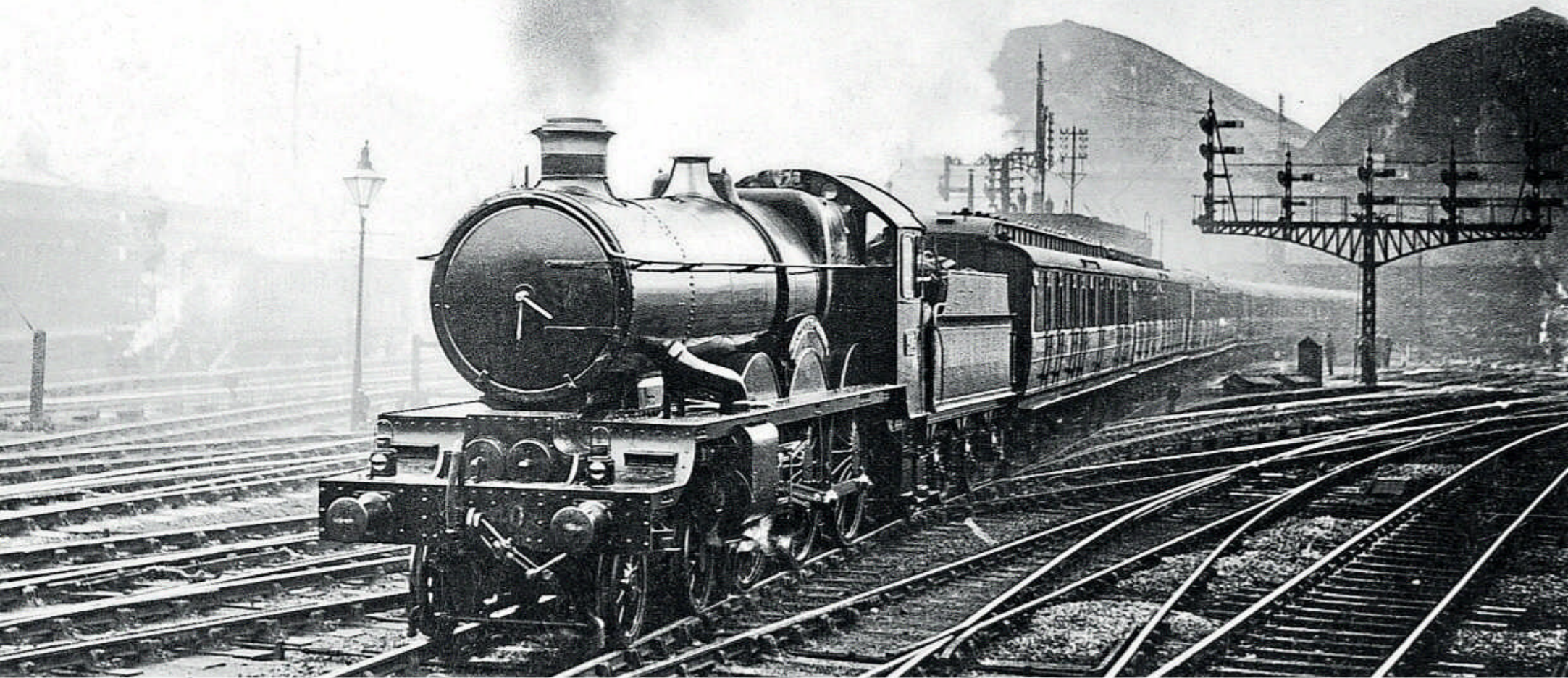
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The glory of the Great Western

The Great Western Railway has remained a firm favourite with modellers for many decades, and it isn't hard to understand why, writes **Pete Kelly**, as he traces the unbroken development of the GWR locomotives from the Churchward era onwards.



The might and majesty of GWR 'Castle' Class 4-6-0 No. 4079 *Pendennis Castle* is captured to perfection as it makes a spirited departure from King's Cross on April 29, 1925 before flattening Holloway Bank with the 10.10am departure for Leeds during the famous exchange trials against the LNER's A1 Pacifics. RAILWAY MAGAZINE ARCHIVE

THE Great Western Railway has always been one of the most popular subjects for modellers, and there can be few GWR locomotive types that have never been offered for sale in miniaturised form – and the detail is just getting better and better.

The reason for this popularity is strikingly obvious when you consider the GWR's post broad-gauge history from the late 19th century onwards.

After succeeding William Dean as locomotive, carriage and wagon superintendent at the age of 45 in 1902, George Jackson Churchward (1857-1933) studied locomotive designs from both America and France before constructing a series of modern, fast and efficient prototypes using two and four-cylinder designs. These laid the foundations for all GWR locomotives that followed – even including the very last four-cylinder 'Castles' to be built at Swindon under British Railways in 1950!

Churchward embarked upon a vast programme of standardisation, using common parts for a whole series of new designs, which gave GWR locomotives a handsome, corporate look. Among the longest-lasting of them were the 4300 Class 2-6-0s, 3150 and 4500 Class prairie tanks and 2800 Class 2-8-0s.

While his 2900 Class two-cylinder 'Saints', introduced in 1902, were still

under construction, Churchward started thinking about a much more powerful class to haul the heaviest passenger trains on the GWR system, and the railway duly acquired three compound four-cylinder Atlantics from France, Nos. 102 *La France*, 103 *President* and 104 *Alliance*. In 1906 Churchward's team built a non-compound 4-4-2 prototype, No. 40 *North Star*, which took the four-cylinder layout and other features from the French design.

Conversion

It and other early members of the 'Star' class that followed were also built as Atlantics, but they were designed to convert relatively easily into 4-6-0s – and with the adhesion capabilities of four-coupled locomotives reaching their limit on longer and heavy trains, all ended up as 4-6-0s.

The 'Stars' were built in several small batches between 1907 and 1922, each incorporating detail differences and improvements, but only the initial batch of 10 (along with the prototype *North Star*) actually carried the names of stars. A second batch of 10, built in 1908, was named after knights, and what splendid names they were – *Knight of the Golden Fleece* and *Knight of the Grand Cross* to name but two. Next came 10 'Stars' named after kings in 1909, followed by 10 named after queens in 1910,

five 'Princes' in 1913, 15 'Princesses' in 1914 and finally 12 'Abbeys' in 1922-3, most of the latter retaining their nameplates after being converted into 'Castles'.

The capabilities of the 'Star' Class 4-6-0s were demonstrated during an 'exchange trial' against an LNWR Whale 'Experiment' 4-6-0 in 1910 after a notable technical journal had suggested that Churchward's new locomotives were far too expensive to construct and maintain. After being summoned by the GWR directors to explain why the LNWR could build three 4-6-0s for the price of two of his, Churchward's curt reply was: "Because one of mine could pull two of their bloody things backwards!"

Although that particular feat was not tried during the exchange, the GWR engine proved the winner in both performance and economy.

One of Churchward's first locomotive classes, constructed between 1902 and 1909 was the outside-framed, inside-cylinder 3700 Class of 4-4-0s, whose sole-surviving example, No. 3440 *City of Truro*, is reputed to have exceeded 100mph in early May 1904. The 20 'City' locomotives, some converted from 'Atbara' Class 4-4-0s and others built from new, were the first to feature the taper boilers that quickly became a GWR hallmark.

The 3700s' outside frame construction was already becoming dated, however, and the first of Churchward's inside-framed 3800 'County' Class 4-4-0s, introduced in 1904 and built mostly from standard components, were just around the corner. They had the same 6ft 8½in diameter driving wheels as the 'Saints'.

Development

After handing over the reins to Charles B Collett in 1921, the unbroken chain of development continued as Churchward's successor introduced his four-cylinder 'Castle' 4-6-0s in 1923, the even more powerful 'King' 4-6-0s in 1927 and the two-cylinder 'Hall' 4-6-0s (1924), 'Grange' 4-6-0s (1936) and Manor' 4-6-0s (1938), along with several pannier and side-tank classes, including the dainty 1400 Class 0-4-2s.

In the days when chief mechanical engineers (CME) were happy to learn from each other, following the 1924 British Empire Exhibition at Wembley Park at which the first of Collett's 'Castle' 4-6-0s, No. 4073 *Caerphilly Castle*, had been displayed alongside Nigel Gresley's A1 Pacific No. 4472 *Flying Scotsman*, exchange trials between the two classes took place in April 1925, with No. 4079 *Pendennis Castle* representing the GWR on the former Great Northern main line between King's Cross and



In immaculate condition, 'Castle' Class 4-6-0 No.5035 *Coity Castle* heads the 4.05pm Paddington to Birkenhead express near West Wycombe on November 28, 1939. RAILWAY MAGAZINE ARCHIVE

Doncaster, and A1 No. 4474 *Victor Wild* representing the LNER on GWR metals.

According to celebrated railway writer Cecil J Allen, on the very first day *Pendennis Castle* lifted its allotted 480-ton train up Holloway Bank to Finsbury Park in record time, despite being 20 tons lighter than the Gresley Pacifics, and for the rest of the trials No. 4079 kept well within time and used less coal than its opponent. *Victor Wild* gave an excellent account of itself on unfamiliar and considerably more curvaceous tracks by also keeping to time, but its rival No. 4674 *Caldicot Castle* performed better still for the cost of much less coal.

Gresley wasted no time in learning the lessons from the 1925 trials by modifying the valve gear with increased lap and longer travel, which together with a considerable increase in superheating surface transformed his locomotives into A3s, which in turn led to the fabulous A4s – and everyone knows the rest of the story.

The LMS, with its inherited vast assortment of locomotive types of mixed reputation from so many pre-grouping railway companies, must also have taken note, and when William Stanier, who had worked alongside Collett for many years, became CME of the LMS in 1932, he took many GWR traditions with him, including four-cylinder layouts for his most powerful express engines, along with much-needed standardisation and taper-boiler construction.

When Collett finally retired in 1941, the GWR appointed as its new CME Frederick W Hawksworth, who had spent his entire career at Swindon, starting as a 15-year-old apprentice in 1898. As an apprentice draughtsman under Churchward in 1905, he had even become involved in drawings for the unique 1908 Pacific No. 111 *The Great Bear*. Following Collett's appointment

as CME in 1921, Hawksworth was promoted to chief draughtsman, and 11 years later, when Stanier left for the LMS, he replaced him as assistant to Collett himself.

Hawksworth's final rise to the post of CME couldn't have come at a worse time though, for with Britain enduring the darkest days of the Second World War, some of his deepest-held ambitions, such as designing a modern Pacific class for the GWR, were thwarted.

Evolution

Unlike his predecessors, who each served as CMEs for two decades, he was able to remain in his post for just eight years, retiring as CME for the Western Region of BR in 1949. In that short time though, he was responsible for the much-improved 'Modified Halls' introduced in 1944 featuring much more superheating, different cylinder and frame construction and plate-framed bogies. He also introduced more welding processes to Swindon's traditional practices, including the



One of the prize exhibits when the Great Western Museum at Swindon was opened on June 22, 1962 was Churchward's legendary outside-framed express-passenger 4-4-0 *City of Truro*, the only survivor of its class. The locomotive is reputed to have exceeded 100mph down Wellington Bank in Somerset with the up 'Ocean Mails' from Plymouth on May 9, 1904, but the speed, taken from the timing logs of respected railway journalist Charles Rous-Marten, is disputed to this day. The locomotive is today on display in Swindon at what is now called Steam, Museum of the Great Western Railway. RAILWAY MAGAZINE ARCHIVE

construction of straight-sided tenders, but for some reason many GWR purists saw him as something of a rebel.

His powerful 'Counties' of 1945, using many 'Modified Hall' principles, were the final embodiment of the GWR's long tradition of two-cylinder 4-6-0s that had started with the 'Saints' of 1902. However, they broke the mould in many ways, such as using modified Stanier boilers and pushing the steam pressure to 280lb, which with the 6ft 3in driving wheels brought the tractive effort to 32,580lb, beating that of the 'Castles' (although this was later lowered to just over 29,000lb). Moreover, with their continuous rather than curved splashers and straight nameplates, they didn't quite look Great Western.

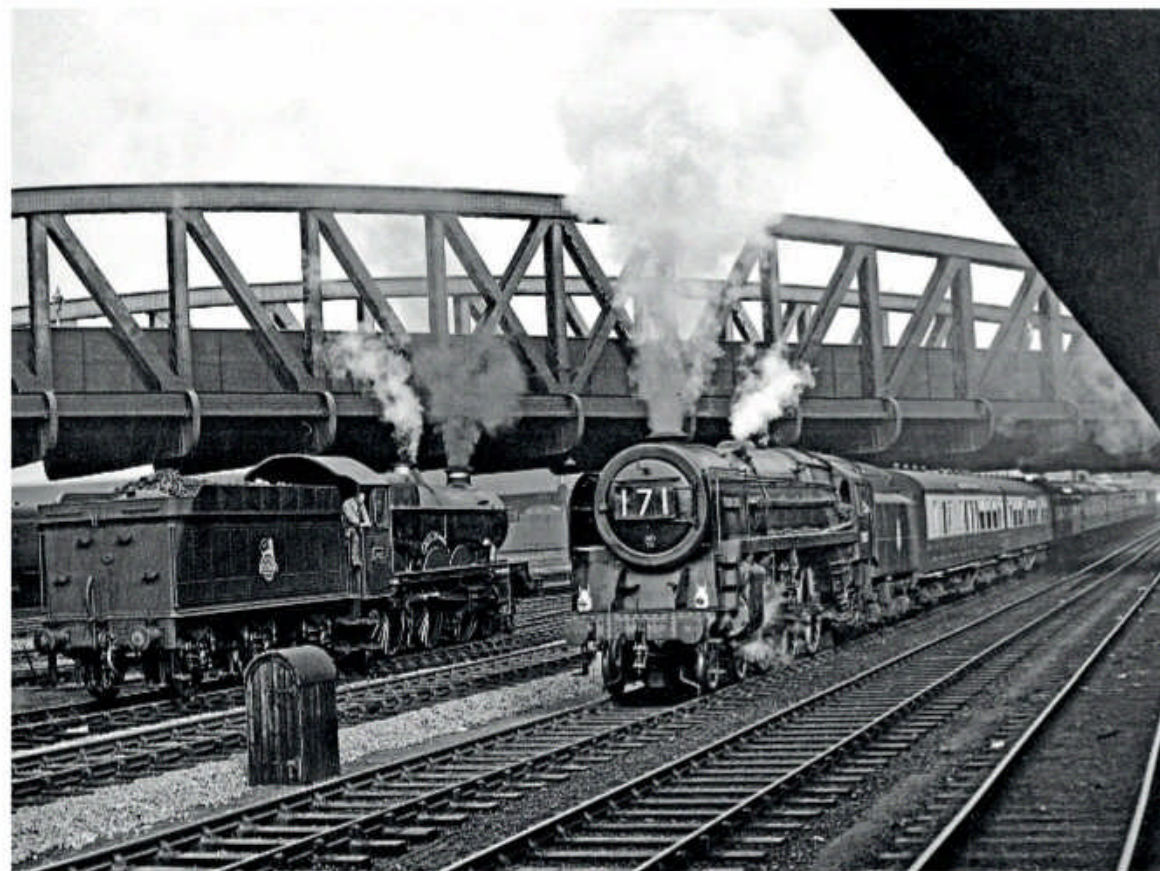
Perhaps still dreaming of his Pacific, he even considered using outside Walschaerts valve gear during the design process – anathema to the GWR tradition of hiding such moving parts from sight – and in the end he settled for the usual inside Stephenson link design. The GWR

owed the simple connecting rod motion of its 4-6-0s to the fact that it always preferred inside Walschaerts valve-gear for its four-cylinder designs and Stephenson link gear for its two-cylinder design.

The 'Counties' received a mixed reception from their footplate crews, and some might surmise that, as in the case of the Western Region 'Britannias', a little old-fashioned bias might sometimes have crept in.

Hawksworth's final designs were the 9400 Class inside-cylinder 0-6-0PTs, introduced in 1947, and the rather more extreme short-wheelbase outside-cylinder 1500 Class pannier tanks, introduced in 1949, and in the case of the latter he finally got his own way by fitting outside Walschaerts valve-gear to these short-lived and admittedly odd-looking locomotives.

Sadly, we'll never know what Hawksworth, who spent his whole working life with the GWR, might have achieved in different times and circumstances.



Like Hawksworth's powerful 'County' 4-6-0s of 1945, the capable 'Britannia' Pacifics allocated to the Western Region reputedly received a mixed reception from crews who'd been brought up on traditional GWR designs for many years. 'Britannia' No. 70027 *Rising Star* gets away from Paddington with a Plymouth-bound express, passing 'Castle' No. 5063 *Earl Baldwin* in 1953. Note the equally well turned-out condition of both locomotives. RAILWAY MAGAZINE ARCHIVE



Above: Hornby's nicely-detailed model of GWR 'Star' Class 4-6-0 No. 4003 *Lode Star* is one of its latest models to delight GWR fans, and is available from dealers and the Railway Museum at York. PETE KELLY



Right: Cab detail in the Hornby 'Star' is excellent, with good backhead detail as well as the wooden seats for the footplate crew, with the driver's position on right. We are grateful to Pete Fowler at Caistor Loco for the loan of this model. PETE KELLY



Bachmann's OO scale models of Hawksworth's 9400 Class 0-6-0PTs that were introduced in 1947 will be in the shops soon, including this Great Western-liveried version. PETE KELLY



Bachmann Branchline's OO-scale model of 'Earl' (or 'Dukedog') outside-framed 4-4-0 No. 3206 *Earl of Plymouth* depicts the locomotive before its nameplate, and those of other members of the hybrid class, were removed and transferred to 'Castles'.

The models

RE-CREATING the GWR has been the sole ambition of many modellers for decades, and the trend shows no signs of abating, with more and more OO scale models of better quality than ever before coming into the market.

Dapol's cracking newly-tooled models of Churchward's 4300 Class mixed-traffic moguls come in a choice of no fewer than six liveries covering the entire lifespan of these useful 2-6-0s, and feature highly-detailed body shells and underframes.

Newly released

The models have been designed for all of today's high-tech possibilities, with a slide-in PCB allowing the tool-free installation of a NEXT-18 decoder through the smokebox door. An optional bass-reflex speaker can be fitted into the tender, and on factory-fitted models a firebox glow can be synchronised with the exhaust sound.

The drawbar between the locomotive and tender, which has a hinged fall-plate, has the electrical



Dapol's new OO-scale Class 43XX 2-6-0 range includes No. 7301 in GWR green with BR smokebox numberplate.

connection moulded into the close-fit push-coupling.

All-wheel pick-up on both locomotive and tender ensure smooth, snatch-free running, and the die-cast chassis provides plenty of adhesion for longer trains.

In stock from Bachmann Branchline are some lovely-looking OO scale models of the 3200 'Earl' Class 4-4-0s that were more commonly nicknamed 'Dukedogs' because of the hybrid nature of their construction.

The locomotives used former 'Duke' Class boilers mounted on former 'Bulldog' Class outside frames to comply with the weight restrictions on the ex-Cambrian Railway routes,

and despite their old-fashioned looks, were actually constructed in the 1930s.

The story becomes even more convoluted, because eventually all the 'Earl' names were removed and given to 'Castle' Class locomotives, and then to confuse the story even more, a 1946 renumbering changed the numbers of all surviving 'Dukedogs' into the 94XX series.

Variety

The two variations of the models shown are of No. 3206 *Earl of Plymouth* in GWR green with 'buttonhole' tender crest, and the unnamed No. 9108 in plain black BR early-crest livery.



Hornby also produces some fine OO-scale models of 5100 and 6100 Class 'large prairie' tanks. This is No. 4154 from the 5100 Class.

Bachmann Branchline's highly-detailed OO scale models of Hawksworth's 94XX 0-6-0PTs in GWR green, in early-crest BR plain black and in late-crest BR black are due to arrive before January, and will also be available sound-fitted. There is also a nice model of 'Hall' 4-6-0 No. 4971 *Stanway Hall* in BR lined black livery.

The latest from Hornby is a wonderfully-detailed OO-scale model of The National Collection's 'Star' 4-6-0 No. 4003 *Lode Star*. Other GWR Hornby models available include 'King' 4-6-0 No. 6023 *King Edward II*, 'Grange' 4-6-0 No. 6860 *Aberporth Grange* and 'large prairie' 2-6-2Ts Nos. 4154 and 6110, both in GWR green. **HR**

Showing the stepped plate over the large outside cylinders and other fine details, this is Hornby's R3552 OO-scale model of 'Grange' 4-6-0 No. 6860 *Aberporth Grange*.



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The Steam Railway East Scotland and The Bulleid Merchant Navy Class Original and Rebuilt

Compiled by Brian J Dickson and Hector Maxwell – Transport Treasury Publishing, 16 Highworth Close, High Wycombe, HP13 7PJ softback, 112pp, £14.50 each inc p&p, ISBN 978-1-913251-14-7 and ISBN 978-1-913251-10-9).

THESE two titles from the photograph archive of Transport Treasury will bring on the nostalgia for those steam enthusiasts who in the 1950s and 1960s lived in, or travelled to, the far north or the deep south of the country, writes Geoff Courtney.

The east Scotland publication draws from the photographs of William 'Bill' Smith, who was born in 1926, started work with BR at Glasgow in the mid-1950s, and photographed most of the system north of the border until retirement in 1982, following which he was much involved with organising railtours.

Compiled by Brian Dickson, the book covers the area from Forres and Elgin in Moray to Aberdeen, Forfar, Perth, Dundee, Fife, Edinburgh and the borders. It's all there in black and white, from classes of locos that southern trainspotters never 'copped' to more familiar faces, such as Jubilees, A1s, A2s, A3s, A4s, B1s, Standards and 'Black Fives'.

Edinburgh Waverley and Aberdeen play their part with Pacifics and main line expresses, but at the other end of the spectrum there's 1890-built Y9 class 0-4-0ST No. 68108, complete with wooden coal tender, on the Dundee Harbour Trust system in January 1955, and 61-year-old Class 2F 0-6-0 No. 57396 in July 1956 with an afternoon Crieff-Stirling goods train at Muthill in deepest Perthshire.

On the subject of Pacifics, my favourite image of the many on offer is of A3 No. 60101 *Cicero* – a Haymarket (64B) locomotive for most of its life – working hard in the snow near Polmont station with an 11-coach Glasgow-Edinburgh train in February 1955. Bill Smith must have been frozen standing in the field waiting for the precise moment to take the panoramic image, but 65 years later one can only appreciate such patience and skill.

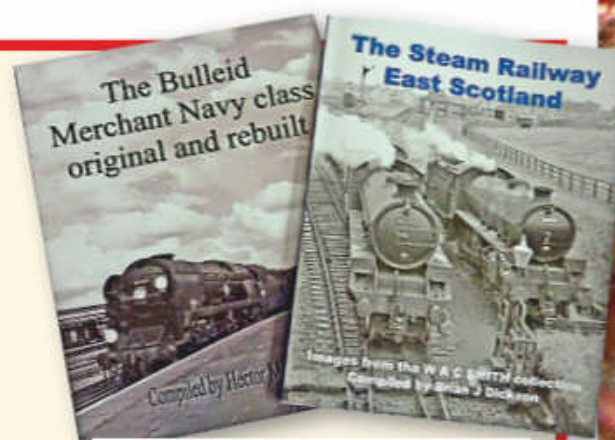
If class variety is what you're after, the Bulleid publication may not be for you. If, however, you are an admirer

of the man, or his Merchant Navy locomotives, then it most certainly is, for its pages are devoted solely to the class, with black and white photographs of all 30, many previously unpublished.

Some purists may roll their eyes at the description 'rebuilt' in the title, due to their belief the word is a misnomer for what they regard was in essence solely the removal of the air-smoothed casing. Other mechanical changes were indeed also involved, and some observers believe the changes resulted in the most handsome Pacifics on the national network, and as a 1950s' trainspotter who 'copped' the entire class, I would agree.

The book's compiler, Hector Maxwell, who uses the word 'revised' for the modifications, writes in his introduction: "To me the class was everything a steam engine should be: big, powerful, majestic especially when clean, and revered by me."

All variants of the class are in



EDITOR'S CHOICE

the book – the early days of the idiosyncratic numbering, such as No. 21C2 *Union Castle* leaving Salisbury, the BR days with the 35001-30 numbering, and both the pre and post-modification eras. And speaking of the early days and Salisbury, Maxwell states in one caption that extra fitters were needed there and at Exmouth Junction shed due to members of the class requiring 4½ hours on a maintenance job that on a King Arthur would take one hour.

Oliver Bulleid may have been a genius, he says, but was a man who perhaps "failed to appreciate the practicalities of living with his creation", which led to members of the class receiving modifications and amendments throughout most of their lives. It was left to BR, he writes, under Ron Jarvis to "right the ills", adding: "The result was to me a thing of beauty."

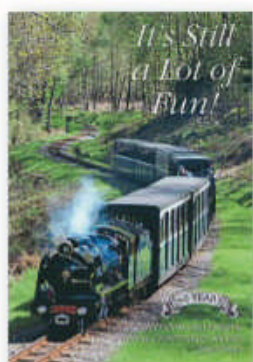
STEAM NORTH AND SOUTH

It's Still a Lot of Fun! 60 Years of Railway Preservation: Ravenglass & Eskdale Railway Preservation Society 2000-2020

Softback, Ravenglass & Eskdale Railway Preservation Society, <https://rerps.co.uk/sales/> 240pp, £15 including p&p within UK.

IT is 20 years since the society published a book title *It's Been a Lot of Fun* to mark its 40th anniversary. Here is an update covering the first two decades of La'al Ratty in the 21st century, the most dramatic high point being the importation of the 1929-built Krauss Pacific 'Train from Spain' and its 2018 entry into traffic as *Whillan Beck*, opening a new chapter in the line's proud heritage era history.

A series of superbly-illustrated chapters compiled by a five-strong editorial team brings to life the people who have worked on this perennially



popular Lakeland landmark during this period along with every aspect of its day-to-day life in modern times.

The book, as reported in News, pages 10 and 11, is shortlisted for the Heritage Railway Association's 2020 Award for External Communications.

MUST FOR LAKELAND STEAM LOVERS

An Illustrated Historical Guide to the Welsh Highland Railway – Part Two – Rhyd Ddu to Porthmadog

By John Keylock – softcover, Welsh Highland Heritage Group, www.welshhighlandheritage.co.uk 25, The Pound, Syresham, Brackley, Northants NN13 5HG, 32pp, £7, ISBN 978-0-9930821-5-3

FIRST published in 2008 and originally compiled by the late John Keylock, Part II of the Historical Guide to the Welsh Highland Railway is now back in print in an updated version.

The A4 sized publication has been out of stock for some time. However, in reprinting Part Two, the Welsh Highland Heritage Group (WHHG) has taken the opportunity to revise and update the original text, and the front and back covers have been refreshed with

coloured photographs.

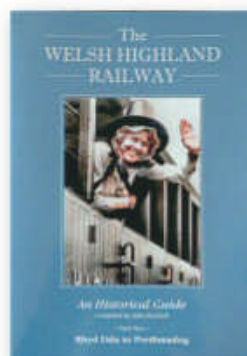
Between the two volumes, Parts One and Two, the Historical Guides describe the old WHR route from a historical perspective for today's passenger. Both books are invaluable companions to the enthusiast, historian or traveller alike. They include an easy-to-follow, double-page map, drawn by Lewis Esposito, covering the route described in each book – Part One covering the route from Caernarfon to Rhyd Ddu.

The books are well illustrated with a host of historic photographs and with that in mind, they may also provide inspiration for modellers.

A wealth of surviving features from the line's past are highlighted – including those which may go easily unnoticed to the untrained eye. As such, it's the type of publication one may wish to go through prior to booking one's next trip on the WHR – hopefully in the year ahead!

Among the helpful features is a glossary of Welsh words with their English equivalents.

Part One is also available for £7



including p&p, thereby offering for a mere £14 an end-to-end historical guide to the WHR.

In addition to being sold directly by the WHHG, the book is available from the shops of the Ffestiniog & Welsh Highland Railway and the Welsh Highland Heritage Railway.

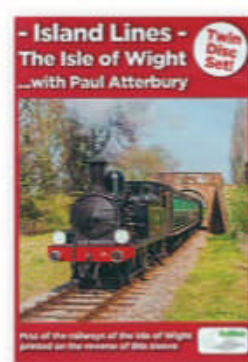
VALUABLE INSIGHT INTO THE PAST

Island Lines – The Isle of Wight

DVD twin set – Railfilms, www.teleraill.co.uk TeleRail, The Royal Scot Suite, Carnforth Station Heritage Centre, Warton Road, Carnforth, LA5 9TR, 01524 735774, 67 minutes, £25 plus £2 UK p&p.

A timely release indeed ahead of 2021's 50th anniversary of the Isle of Wight Steam Railway; this splendid two-disc set offering an insight into a 'network within a network' extending to 55 miles.

In so many ways, the lines which criss-crossed the Isle of Wight might well be considered as 'heritage railways by the back door', largely relying



on second-hand rolling stock from the mainland, which was sent there to graze after being rendered all but obsolete.

The process continued on Wight after the steam age, with redundant London Underground stock sent to work the newly-electrified Ryde Pier to Shanklin line (items of which are now being sourced for preservation purposes as their time for replacement arrives).

The first of the discs sees splendid footage of today's lines presented by Paul Atterbury of BBC Antiques Roadshow fame, a man who knew the island from childhood. It is made with the co-operation of the Isle of Wight Steam Railway.

Disc Two is based around the fictitious travels of an enthusiast who visits the island in late 1966, as the curtain was about to fall on BR steam there. It comprises archive footage of those last days and the changes that were taking place, and also looks at the paddle steamers which brought passengers from Portsmouth to the Pier Head for onward travel by train.

The vintage footage in the disc contains many rare views and has not been released previously.

RARE WIGHT DELIGHT MUST SEE

The Sittingbourne & Kemsley Light Railway

By Jonathan James and Paul Best – Softback, Mainline & Maritime Ltd, <https://mainline-maritime.myshopify.com/collections/railways> 64pp, £12.95, ISBN: 978-1-90034-071-7).

IAIN McCall, the man behind Mainline & Maritime Ltd (M&M), should be applauded for his efforts in helping heritage lines through the Covid-19 crisis.

Since the first lockdown began in March, M&M has published a number of books about preserved lines, donating a percentage from every sale to the railway in question.

This pictorial volume is another of those fundraisers, dedicated to this delightful Kent line. There is something very special about this surviving remnant of Bowater's 2ft 6in gauge system, from the flat and industrial landscape through which it runs to its fleet of balloon-stacked 0-4-2STs and 0-6-2STs, which is so unlike any of its more 'polished' counterparts in North Wales. This book really captures that essence.

It opens with a short scene-setting introduction followed by a brief history of the line's origins and of the paper mills it served. This is it for text of any quantity, and it is left to the photographs to tell the rest of the story.

These are nearly all in colour and taken

on the preserved line, showing all the facets of the operation.

The entire locomotive fleet is featured, either in steam and working trains or quietly slumbering on sidings awaiting restoration/overhaul, and includes the line's three diesel locomotives and two standard-gauge exhibits.

There is even space given over to 'absent friends' – the ex-Bowater's locomotives which now reside elsewhere.

The book looks at some of the S&KLR's notable features such as the concrete viaduct at Milton Regis and its headquarters at Kemsley Down, along with some of its notable milestones, including its high-profile fight for survival from 2008.

All images are reproduced to a good size and the quality is excellent.

For every copy sold through the M&M website, £4 goes to the railway.

ATTRACTIVE RECORD OF AN IMPORTANT INDUSTRIAL SURVIVOR

Great British Named Expresses: A story told through Postcards: Volume 1 and 2

DVD – Railfilms, order from Telerail, (address as per Island Lines DVD), 45 minutes

each, £20 plus £2 UK p&p).

PRODUCER Nick Dodson has used his private collection of railway postcards as the starting point for the stories of the UK's high-profile named trains an expresses, each one highlighted by rare archive film with explanatory commentary running throughout.

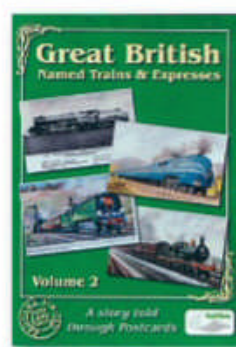
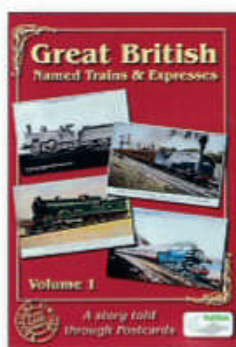
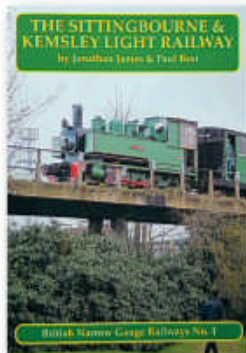
Volume 1 looks at the ground-breaking East Coast Main Line expresses including the 'Flying Scotsman' and its locomotive namesake No. 4472. Before that, the film explores the development of the Stirling Single and the legendary 'Races to the North,' the development of the Atlantics, and the BR era with the Class 55 Deltics.

The GWR 'Cheltenham flyer' and the GER boat trains are among many of the named trains feature here.

Volume 2 covers the LMS 'Coronation Scot' and 'Royal Scot,' the 'Atlantic Coast Express,' the 'Brighton Belle,' the Midland Pullman, the 'Golden Arrow,' SECR boat trains and many more besides.

Each disc comes at a bargain price for footage of so many railway 'greats.'

INFORMATIVE AND INSPIRATIONAL



London Transport Socks in a Box

Socks – London Transport Museum store, Covent Garden, www.ltmuseumshop.co.uk/ box of five socks £40)

LONDON Transport Museum has launched two new editions of its sell-out 'Moquette Socks-in-a-Box' sets.

The sets of five soft and stylish socks 'feet-ure' a total of 10 classic transport textile inspired patterns from the last century and are the perfect way to step into the New Year in style.

The moquette patterns featured in the two new sets are fan-favourites voted for by the public in a social media poll run by London Transport Museum earlier in 2020.

The first set includes five vintage designs from heritage vehicles and includes the vibrant diamond moquette from Metropolitan line A stock trains in the 1990s; the bright red and green moquette seen on 1938 stock trains in the 1960s; the tartan tones of RT bus seats in the 1940s; the bold blacks, browns, yellows and oranges of Misha Black's distinctive 1970s D stock moquette, and the famous red Routemaster moquette dating from the 1950s.

The second set offers a selection



of modern moquette designs recognisable on the Transport for London network today and includes the S stock moquette from the Circle, District, Hammersmith & City and Metropolitan lines; the London landmarks of the Bakerloo Barmen pattern; the tessellating oranges of the Overground and bright blues of Victoria line seating, as well as the modern take on a much-loved classic, the new Routemaster moquette.

Moquette was first applied to public transport seating in London in the 1920s. At that time, the patterns were produced by the manufacturers. Since the creation of London Transport in the 1930s, designers have been specially commissioned to create stylish, contemporary patterns for the Underground, buses, trams, trolleybuses, and more recently, London's cable car over the Thames.

The sets are available in two sizes: 4-7 and 6-11.

SOCK THEM TO ME

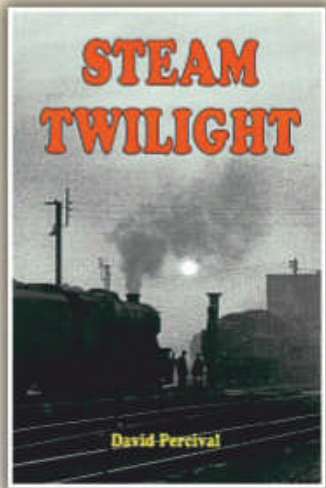
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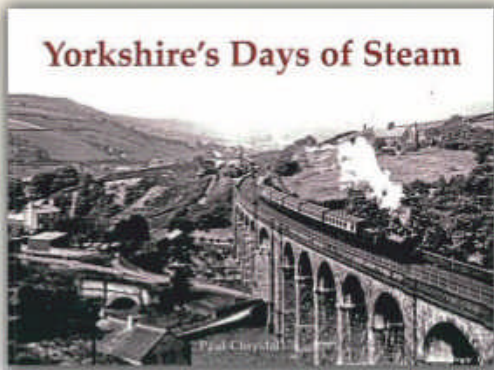
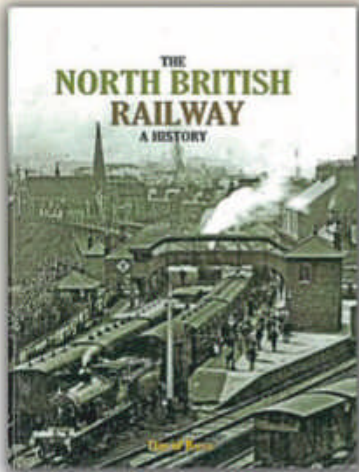
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TRACK TALK

Hit the buffers, then get a double chimney!

THANKS for another great issue, particularly welcome during this lockdown.

Might I just correct a couple of points regarding the A3 hitting the buffers correspondence?

The engine was actually named *Colombo* (long before the man in the grubby mac appeared) and the date of the event was Bank Holiday Monday, August 4, 1958. You may recall the Bank Holiday in those days was at the beginning of August rather than the end.

No. 60036 was taken to Doncaster Works for a general repair which lasted from August 29 to November 14, 1958, during which time it acquired a double chimney

Eric Oates, Stafford

They all need to burn coal

HAS nobody noticed the irony of the Welsh Government's refusal to allow coal mining due to its so-called 'climate emergency' rhetoric? The same government is supporting Snowdonia 360 and the many steam narrow gauge railways in Wales, the extension of the Bala Lake Railway into Bala, and the congratulations given due to the Corwen extension of the Llangollen Railway.

Simon James, Wymondham, Norfolk



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STAR LETTER

Railways in the blood in the early 20th century

AS A North Yorkshire historian, I was fascinated to read the article by Geoff Courtney in issue 273 about Francis Johnson, the stationmaster at Scruton station whose grave is in my local cemetery at Hovingham.

I couldn't resist carrying out some research of my own, and this has revealed a number of railway connections with his family.

Francis, who was born in 1861, joined the North Eastern Railway at the age of 19 as a porter on the Malton to Driffield line at North Grimston, where he then lived.

He subsequently took up a similar position at Hovingham before becoming, in around 1900, a ticket collector at Thirsk while living with his wife Mary in a terraced railway cottage at Sowerby, and after that became stationmaster at Spennithorne, near Leyburn. Following this he transferred to Scruton in 1908, where he died in April 1916.

His eldest son, Aubrey, who was born in 1890, was a railway clerk prior to serving with the Northumberland Fusiliers in the First World War and resumed his rail career after the war.

From 1921 to 1926 he and his wife Edith were living at station house, Pontefract, and in 1930 they were at Brampton Junction, near Carlisle. Edith died in 1936, and in 1939 – by which time he had remarried – Aubrey was stationmaster at South Gosforth in Newcastle. He died in 1954.

The second son of Francis and Mary



Long-serving station: Brampton Junction in June 1965, three decades after Aubrey Johnson had worked there. The station was the junction for a short branch line to Brampton Town that closed in October 1923, and also a colliery railway that closed in March 1953. The 'junction' name was dropped by BR in March 1971, and the station is still open today, 184 years after it welcomed its first trains. NEVILLE STEAD/THE TRANSPORT LIBRARY

was Percy, who was born in 1894 and the only one of the couple's three siblings not to work for the North Eastern Railway or the LNER.

He was, however, also involved with the transport industry throughout his life. Percy started work as an apprentice at a cycling business at the age of 17 and subsequently joined Messrs Wardman & Sons in Harrogate, which according to the newspapers of 1912 was the only official Rolls-Royce dealer in Yorkshire. He died in 1976, and his wife Sally in 2003 at the age of 99.

Francis and Mary's daughter Elsie, who was born in 1899, was living with her mother Mary and brother Aubrey at South Gosforth station house in 1939, working as a railway clerk. She married in 1962 and died in Norfolk in 1980.

The histories of Francis, one of his sons, and his daughter, illustrate how in the late-Victorian and early 20th century era, railways were so often in the blood of families.

Angela Harrison, Hovingham, North Yorkshire

Banned from Talylllyn Railway for half a century

I ENJOYED your article 'From Tiny Acorns' in issue 273, especially the bit about the slate wagons being left at Abergynolwyn for the tourists to use to return to Tywyn 'by gravity' in the early 1930s. I recall my grandfather telling me he used to do this, although he lived in Rhydyronen, so not far to go to Tywyn.

Therefore, I could not see anything wrong in taking a truck out of Quarry Side Halt (between Abergynolwyn and Dolgoch), put our bike in it, give it a good push and jump on, through Dolgoch station towards Brynglas. Probably the difference was that we didn't return the truck to Tywyn.

The local policeman – there was one in each village in those days – knew

pretty well who was responsible, and so I and my two mates got banned from the railway for life, and we were only just teenagers.

It was difficult as I lived in Abergynolwyn, between the village and the station.

I was pardoned 50 years later. I sent the railway a cheque towards the new boiler and renovation of No. 2 *Dolgoch*, but could only cash it if they lifted my ban.

Since it was agreed that none of the officials responsible for my banishment were involved with the railway any more, and there was no record of my wrongdoing – the ban was lifted and my cheque cashed.

Keep up the good work.

Berwyn Evans, email

Help on Gwili Railway's past sought for model

I AM modelling my local heritage line, the Gwili Railway, where I volunteer and I am after some information with help of a research project about our line. What I am looking for is information of number, type and class of locomotives which ran on the line from 1923 to the end of operation on the route from Carmarthen to Aberystwyth, and also what type of duty it was on – goods, milk, passengers etc. I am using what images and books I have to help with this project.

I am modelling part of the line as it is now. I have got most of the stock which runs on it today, plus some of the locos which have visited over the years. What I would like to do however,

is recreate the days when it was not a heritage railway to help explain the story of the railway to people, trying to keep it simple with the periods.

I am not going to try and model every locomotive or train that ran in pre-heritage days, just the odd one or two.

I know it's a big task for looking into this research, but it does help take your mind off lockdown. I am in touch with clubs and societies which might be able to help, but also places where archive information is kept and seeing what can be found.

If anyone can help, please get in touch by email at gwili9147@gmail.com or by post at Mike M Sarsfield, 28 North Road, Loughor, Swansea, SA4 6QE.

Mike Sarsfield, email

A Talyllyn family affair spanning over a century

YOUR piece on the Talyllyn Railway in issue 273 was an excellent summary of the history of the line.

The caption to the picture on page 65 of *Talyllyn* at Nant Gwernol does not fully explain the photograph. It was taken by Mr W H McConnell about 1895 and shows his wife and three children by the train.

His father, William McConnell, was one of the founders of the Talyllyn Railway and the quarry and subsequently the sole owner.

W H, as the effective owner, had taken his family for a ride along the mineral line. In 2015, as part of the 150th anniversary of the Talyllyn Railway, members of the McConnell family were invited to the railway and the 1895 picture was recreated with the same engine and carriage.

What was interesting was the fact that the person third from the left in the 2015 picture, Roger McConnell, is the son of W H McConnell, the 1895 photographer, and the children in that picture were his half siblings: quite an amazing link with a image taken 120 years earlier.

Roger said it was strange having brothers and sisters in their fifties



Then and now: No.1 Talyllyn in 1895 and again in 2015, with descendants of the photographer who took the first picture. DAVID MITCHELL



when he was a child and nieces and nephews much older than he was.

He is a fascinating link with the past as it was his grandfather who started the Talyllyn Railway, though of course he never met him. W H died in November 1943 aged 85, so must have

been born about 1858. Roger was born in August 1929, so W H must have been about 71 at the time.

I doubt any other preserved railway has had the grandson of the founder at the 150th anniversary.

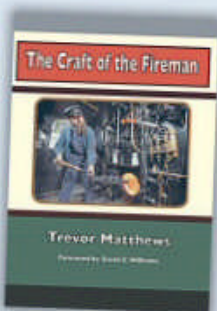
David Mitchell, email

The Craft of the Fireman

IN OUR feature in issue 272 on the new Mortons Books publication *The Craft of the Fireman*, the book's

author Trevor Matthews has asked that we clarify two points regarding that feature.

Firstly, the feature was not directly written by him but based entirely on a manuscript which he submitted for that purpose, and also that the locomotives that he fired on the Severn Valley Railway included WD No. AD600 2-10-0 *Gordon* (an anecdote is in the book) and Bulleid 4-6-2 No. 34067 *Taw Valley*.



Modern Trevithick locomotive is an asset to Bridgnorth and the SVR

WRITING from Bridgnorth, it was good to see another side of the railways of the Shropshire market town in the article about Richard Trevithick in News, page 44, issue 274.

Esteemed railway engineer John Urpeth Rastrick worked alongside Richard Trevithick to build *Catch-me-who-can*. Amongst his many achievements, Rastrick was official timer at the Rainhill Trials.

Unknown to many outside Bridgnorth, the Trevithick 200 group achieved one of the greatest feats in the present day heritage railway movement.

At a time when the Severn Valley Railway was raising thousands of pounds to reopen its line following the floods of 2007, the small Trevithick 200 group was attempting to raise money to buy the boiler of the present day locomotive.

Had the floods not occurred, the task would have been so much easier. Also, much of their hard work and graft was undertaken in the open air.

The Science Museum states that the present locomotive is a 'reconstruction' and not a replica as the original drawings from the Hazeldine Foundry were lost many years ago.

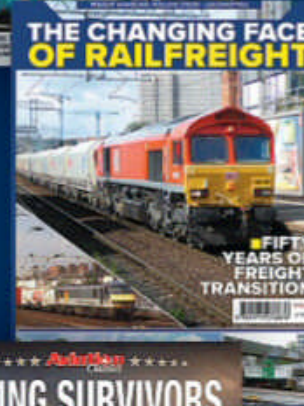
While accepting *Catch-me-who-can* is not a Severn Valley Railway locomotive, I hope its management could see the great historic value of this reconstruction, take it from the end of the siding where it has stood for a long time, put it through their workshops under cover and enable it to steam up and down.

I am sure it would attract many visitors to the SVR – if only they had the vision to see what an amazing asset it is to the town of Bridgnorth.

Chris Magner, email

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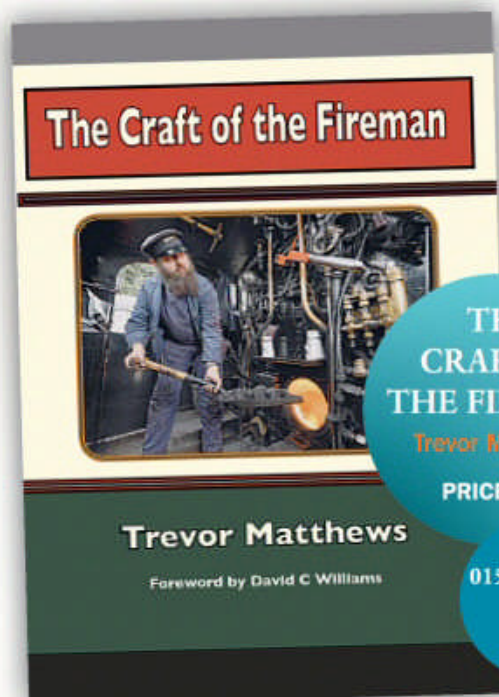
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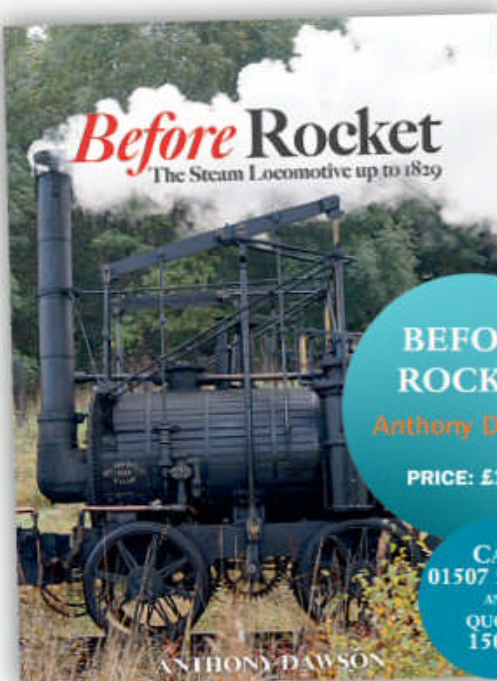


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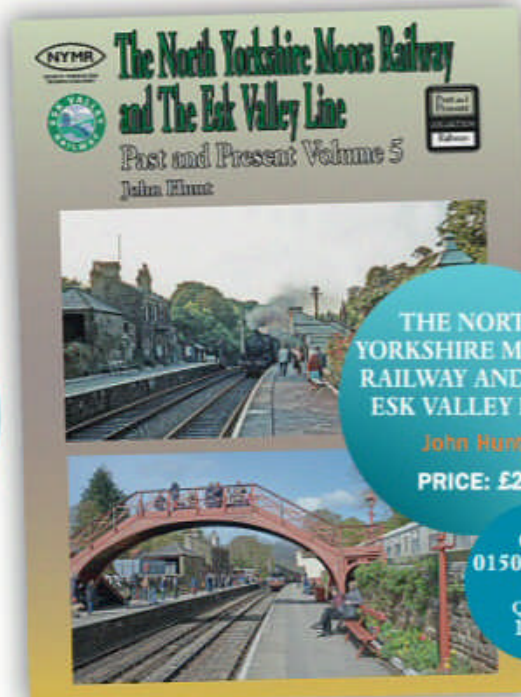


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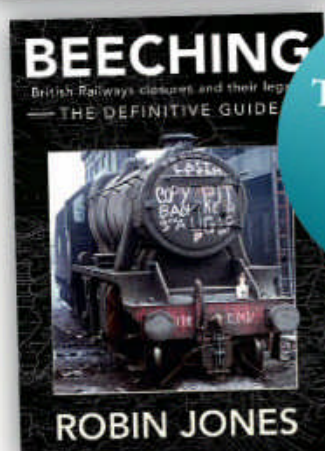


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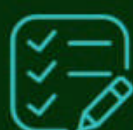
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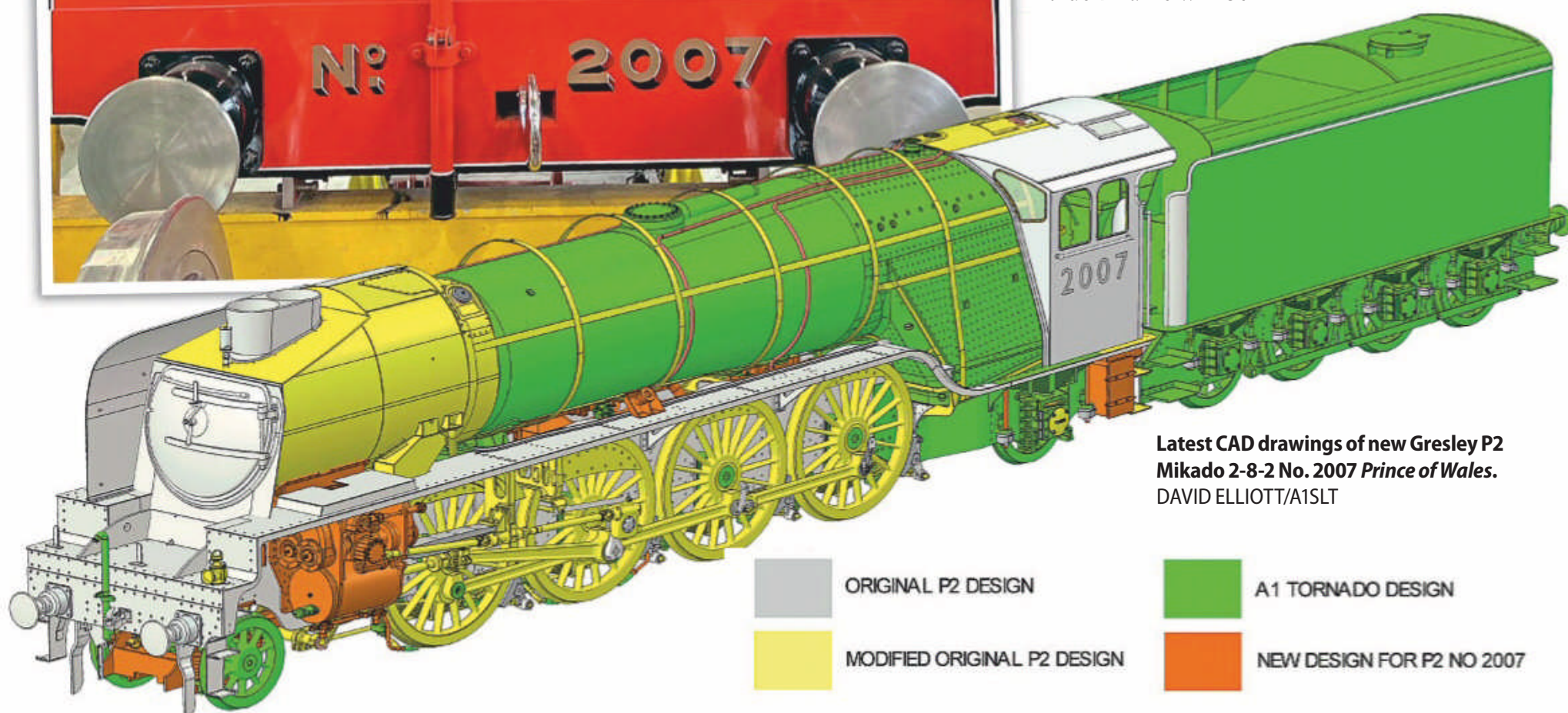
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NEW P2 BEATING THE PANDEMIC

The A1 Steam Locomotive Trust's £5 million project to build P2 2-8-2 No. 2007 *Prince of Wales* in Darlington, may have been slowed down by the Covid-19 pandemic, but steady progress is being made while fundraising continues in earnest, report **Mark Allatt** and **David Elliott**.

The front of new P2 No. 2007 *Prince of Wales* inside Darlington Locomotive Works. A1SLT



Latest CAD drawings of new Gresley P2 Mikado 2-8-2 No. 2007 *Prince of Wales*. DAVID ELLIOTT/A1SLT

Recent progress on the building of a P2 for the 21st century has been steady rather than spectacular. However, good headway is being made on several fronts, the most recent high spot being the recent delivery of the first pair of coupling rods.

Covid-19 still affects output, particularly for our suppliers and subcontractors, where while not suffering from infections in their establishments, have had staff members having to isolate for two weeks at a time due to family or close friends being infected or in contact with the disease.

Despite the obstacles created by the pandemic, the project has continued to move forward over the past three months.

We now have the profiles for the 'shelf' under the back of the cab and our contractor Ian Matthews has started making some special tooling to facilitate hot bending of the 20mm thick plate to form the flanges on each end which mate with the outer Cartazzi frame plates.

Platwork

Normally, shaping like this is carried out cold using a brake press forming a series of small bends, however, the radius required in this case is equal to the thickness of the material necessitating the bending to be undertaken at red heat.

In this condition the metal will be sufficiently pliable to be bent using form tools in our 30 ton press. As it is important that the finished article is a good fit between the outer frames, doing the work in-house as opposed to by a plate bending firm will enable subtle adjustments to be made to ensure a tight and parallel fit.

When fitted to the frames, the shelf will complete the frame structure and enable Ian to start fitting the electrical trunking under the cab which is relatively complex as the 3D CAD view shows.

By the time you read this, the pony truck should have been delivered to Darlington Locomotive Works.

The manganese steel hornblock liners are being welded on as this is written, after which the main pony truck frame will be

remounted on the horizontal borer at North View Engineering Solutions in Darlington in order to have the hornblock liners machined to finished size. This move completes the fabrication of the three major components of the pony truck.

In the meantime, Daniela Filova, our assistant mechanical engineer, is continuing to refine the FEA (Finite Element Analysis) stress modelling in collaboration with Ricardo Rail to produce the necessary supporting documentation to facilitate certification of the new pony truck design.

Boilers and cylinder progress

In June 2019, a £1 million order was placed with DB Meiningen (Steam Locomotive Works, Meiningen, a workshop of the Deutsche Bahn, the German Federal Railway) for two new Diagram 118 boilers, one for No. 2007 and a 'spare' boiler for use on both it and No. 60163 *Tornado*. This order will enable the A1 Trust to rotate the three identical boilers over its two locomotives, with two operational boilers and one 'spare' undergoing overhaul at any one time.

A progress visit to DB Meiningen was made on October 29, fortuitously just before England went into its second national lockdown again and Germany was added to the list of countries where 14 days' quarantine was required on return.

The first of the two new boilers (the spare for *Prince of Wales* and *Tornado*) has started to look like a boiler.

The boiler for No. 2007 is scheduled for delivery in December 2021 in readiness for it to be fitted in mid-2022.

Contemporaneously, Ed Laxton, our apprentice machinist, has almost completed machining the components for the regulator stuffing boxes and cross shafts, one set of which will be required to be sent to Germany in the not too distant future to enable completion of the regulator assembly and pressure testing of the first boiler.

Following welding on the cranks on the cross shafts, they have been sent to Locomotive Maintenance Services at Loughborough to have bronze built up on the parts of each shaft where the packing materials in the stuffing boxes bear. This move is aimed at reducing corrosion in this area and provides a bronze sleeve, which when worn can be machined off and renewed without scrapping the cross shaft.

As reported in issue 272, the two intermediate coupling rods were delivered by Stephenson Engineering of Atherton, Manchester on September 21 and are an excellent job requiring significantly less fettling than the rods on *Tornado*.

Assisted by volunteers, Ian Matthews is steadily making progress with this meticulous and lengthy task.

Meanwhile, Stephenson Engineering is nearing completion of machining the leading coupling rods and has completed forging the trailing coupling rods.

Locomotive Maintenance Services has been contracted to make the four white metal lined bronze bearing bushes for the intermediate rods. These have been designed to be the same late BR type fitted to *Tornado* and for the intermediate rods are identical to those fitted to *Tornado*. The only bearing bushes which differ from the *Tornado* design are the those for the leading crank



Contractor Ian Matthews checking bolts in the cab floor plate. CAG PHOTOGRAPHY/A1SLT



Assembly of the first boiler taking place at DB Meiningen. A1SLT



Above: Mirror finish polished intermediate coupling rod. A1SLT

Right: The leading coupling rod in an advance stage of machining. ROBERT STEPHENSON

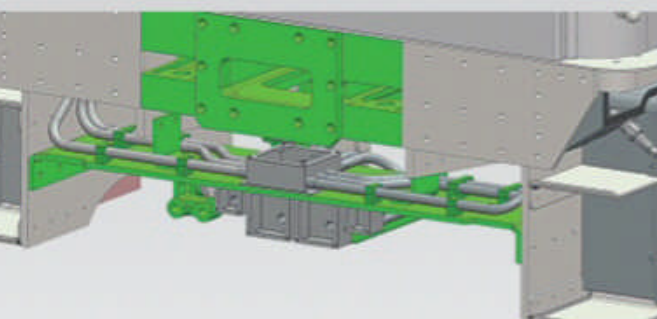
"To date, more than £2.5 million has been spent..."

pins where the closeness of the slidebars and crossheads demand slightly narrower crankpin bearings.

Our contractor Alan Parkin has now produced several manufacturing drawings for around 140 individual components which are required to fabricate the cylinder block.

At the same time, David Elliott is building up the 1:8 scale 3D printed model to determine the best construction sequence to ensure that all seams can be fully welded.

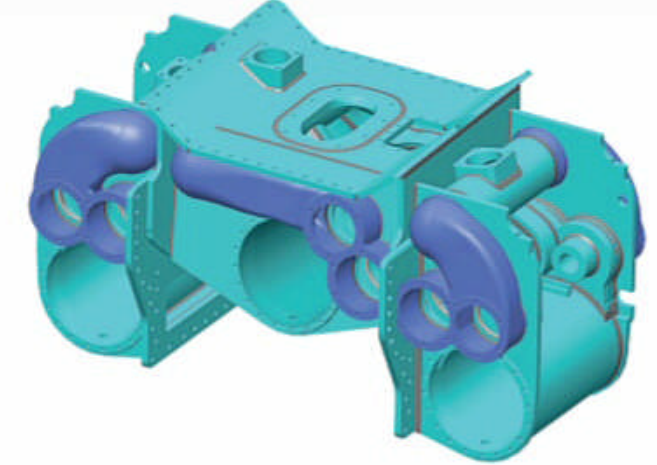
The intention was to issue a 'request for expressions of interest' to several fabricators, with an end of January target for an almost full set of manufacturing drawings to enable shortlisted companies to quote for the whole job.



A 3D CAD view of the shelf at the rear of the engine. ALAN PARKIN/A1SLT



A machined pony truck frame vertical bearer pad at North View Engineering Solutions. A1SLT



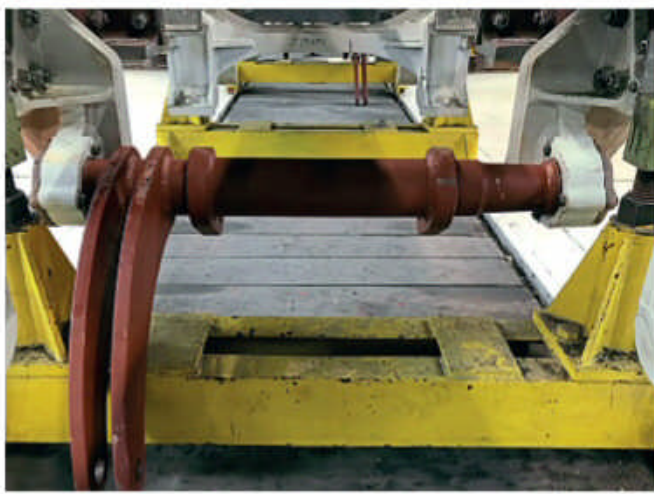
Cylinder and cambox section view in 3D CAD. ALAN PARKIN/A1SLT



Smoke lifting solution

Discussions are at an advanced stage with a specialist company in CFD (Computational Fluid Dynamics) to model the steam flow through the cylinder block to ensure that we do not have avoidable pressure reducing features to enable us to optimize the detail of the design. There is little scope for significant redesign of the block as the steam and exhaust passages are already as large as practical within the tight limits of the envelope of the block. However, some gains may be possible through increasing radii on the inner corner of bends etc.

It is expected that this work will lead on to a more extensive model to analyse steam flow from the regulator to the blast pipe, which will



Above: The brake shafts and bushes on November 20. DANIELA FILOVA/AISLT



Right: Tender hornblocks with manganese steel liners. AISLT



Steady progress with the tender frames continues at Ian Howitt's workshop at Crofton. The initial machining of the hornblocks having been completed, they have been dispatched to North View Engineering Solutions for welding on manganese steel liners, and are now back at Crofton for final machining. Many details for the brake linkage and handbrake mechanism have been made, including the brake cross stay and brake cross shaft. NIGEL FACER/AISLT

assist in fine tuning the profiles of the cams and the diameter of the blast pipe tops.

A further use of CFD will be to look at smoke lifting. The original P2 No. 2001 *Cock o' the North* did not have smoke-lifting issues even at low power, but the second locomotive No. 2002 *Earl Marischal* as first built with Walschearts valve gear and the same smokebox and smoke lifting plates as No. 2001, immediately suffered from drifting smoke affecting the driver's view, resulting in early fitment of large and rather ugly smoke deflectors. The main difference is that piston valves open and close the exhaust valves gradually, with very little cross section for gas flow at the start and end of each event resulting in the exhaust appearing to 'leak' from the chimney, encouraging it to stick to the boiler top, which with the cross winds and

the Coanda effect draws the exhaust down on the leeward side of the boiler.

By contrast, poppet valves open and close to the full area, quickly resulting in sharper-edged exhaust beats. While not a problem on No. 2001, with all the computer modelling to optimize efficiency and power, there is a risk that the 'squareness' of No. 2007's exhaust beats may end up less sharp. If a smoke lifting problem is identified, it is anticipated that with 80 plus years of aerodynamic development since No. 2002 appeared, some relatively unobtrusive aerodynamic fences or strakes could be applied to solve the problem.

A short-term shortage of Solidworks drafting capability has been identified and steps are in hand to recruit additional resources to cover this to expedite production of the detailed

drawings for the valve gear. Low risk items such as reversing gear, return crank gear boxes and cardan shafts, and casting and machining valve covers can then be put into manufacture.

In parallel, it is intended to prototype a cam/follower/tappet/valve assembly and subject it to some fatigue testing before committing to a full set.

Brakes, drain cocks and piping

We continue to accumulate brake rigging for the engine, with the two trailing brake hangers and brake stay trial fitted to the frames. The two brake cross shafts have been delivered and Ed is in the process of machining their bronze bearing bushes which will enable them to be fitted to the frames.

The six leading brake hangers are a

The electrical system

ROB MORLAND has continued to work on the electrical system design in his home workshop near Cambridge. Over the past few months, work has focused on bringing the draft system documentation up to date, designing a start-up circuit for the turbogens and working with the optical team to optimise the new headlamp design.

With the system design largely complete the Electrical System Specification has been updated to reflect all the new design elements.

A start has been made on writing the section on standards compliance, which involves a clause-by-clause assessment of relevant standards. Many standards have been replaced since we designed the electrical system for the A1, so this represents a lot of new work.

We are also using the electrical system to pilot the A1 Trust's updated approach to risk assessment. This approach is based on the new railway Common Safety Method for Risk Evaluation and Assessment (CSM-RA).

A first draft Hazard Log has been produced, describing potential safety hazards associated with the electrical system and lists causes, consequences and safety measures for each hazard. A Risk Ranking is then allocated to each one and, where appropriate, additional mitigations are put in place. The updated draft documents are currently under review by Graham Nicholas, the trust's professional head of engineering.

Starting the turbogen on the A1 involves a manual process of warming through the turbine to expel water before running it up off-line and connecting the power supplies once it is operating at full speed. DB Meiningen

offers a control box which contains a circuit that uses the alternator tachometer output to determine when the turbine is up to speed before automatically connecting it to the batteries using relays. However, this system is designed for direct battery connection. The A1 system connects the turbogen via DC-DC converters, which is incompatible with the Meiningen circuit, so we have not used it on our locomotive.

As we are moving to a two turbogen solution for No. 2007 we are taking the opportunity to design our own start-up circuit, so the crew do not need to manually start and bring online each turbogen.

A prototype tachometer circuit has been designed and bench tested, and will be used to drive a relay which will connect the turbogen to the loads once it is running above a pre-determined speed. The next step will be to test it on *Tornado* when it is next in steam to confirm the optimum speed for switching. The circuits will then be incorporated into the Turbogen Control Box system, which has already been designed.

Work on the new combined head/tail/marker lamp luminaire continues. We have received the first driver PCBs back from Stevenage Circuits and Alan Green has built and tested an initial batch for use in finalising the design. Roger Millington, Alan Green and Rob Morland are now working together to ensure that the lamp performance when displaying each of the three aspects is optimised.

For the rear of the tender we are planning to use two original Stones marker lamp housings to display the

marker and tail aspects, as on *Tornado*. Provision will be made for fitting and connecting the new P2 headlamps to display the head aspect when running tender-first on the main line.

Alan Green has updated the A1 marker/tail driver circuit design to include modern driver components (the original design is now 12 years old!). This circuit will be compatible with the A1 lamps, so we will have replacement PCBs for those when they reach the end of their useful life.

We were delighted during the building of *Tornado* when supporters came forward and offered us original Stones housings that allowed us to fully fit the engine. We now have a requirement for a further two housings for the P2. We would be pleased to receive any offers of housings that will allow us to meet this requirement. They need to be the same design as on *Tornado* and ideally have a clear lens. Please get in touch if you have one that you would like to see fitted to No. 2007.

Work on the electrical conduit system for the tender is currently paused, awaiting the next phase of work on the East Coast Digital Project, which we expect to include installation of the European Train Control System on *Tornado*.

We are taking the opportunity to incorporate several of the P2 electrical system design improvements into the design for *Tornado*, especially around the arrangements that permit cab removal. Once this is agreed, we will import the A1 design back into the P2 and complete the conduit work.

complicated shape necessitated by the coupled wheels on the P2 being very close together, leaving no room for conventional brake hangers. Following discussions it was decided to start with profiles from thick plate to achieve the rough shape, followed by a lot of machining to achieve the finished product.

An order was placed some time ago. However, the contractor having procured profiles and started the machining had a change in circumstances which prevented him finishing them. The part-finished profiles have been donated to the project, and Triple T Engineering at Newton Aycliffe is presently in the process of CNC machining them to their finished state.

Considerable progress has been made (mainly by Ian) in installing Alan's cylinder drain cock design onto the frames. The design is closely based on that on *Tornado* to eliminate the use of Bowden cables as used on the original P2s.

Orders are being placed for the first of what will be in excess of 1300ft of copper pipe for air, steam and water. The detailed list is being finalised for the estimated 120 Pegler 'Yorkshire' GHD fittings which are used with metric pipework.

Material quotes are being sought for in excess of 300 LNER style cone joints used on steam, water and lubrication pipework. Then we just have to make the LNER fittings, form all the individual pipes and then fit them all to the locomotive.

Fundraising progress

A P2 for the price of a pint of beer a week: around 930 supporters have signed up as covenantors for No. 2007, from as little as £2.50 per week, and are now donating more than £205,000 annually, including Gift Aid. If

you haven't yet signed up as a covenantor, we would encourage you to get on-board.

The Boiler Club has reached 206 members, leaving just 94 spaces available – passing the two-thirds milestone. As substantial progress is now being made on our boilers, we would urge those who haven't yet contributed towards the purchase of the one for No. 2007 to join us. This is the single most expensive component on the locomotive and the boiler for No. 2007 is due to be delivered to Darlington Locomotive Works in 2021.

The Tender Club is still filling up slowly, with 88 places taken – over one third of the initial target. In order to keep on schedule to complete No. 2007 within three years, we need to complete the manufacture of the tender frames.

Our target for The Tender Club is 250 members, contributing £1500.

We launched The Turbogren Club in July and the fundraising campaign has already 'generated' 23 members – over half of the initial target. Our target for The Turbogren Club is 40 members, contributing £1000.

Our newest fundraising campaign, The P2 Support Coach Appeal, was launched in August to acquire, overhaul and convert BR Mk.1 BSK No. E34547 into the support coach for No. 2007. Our target is £100,000 from 100 supporters each donating £1000. We have already recruited 31 supporters.

The Motion Club – to fund the manufacture of No. 2007's motion – has now reached our initial 175 members target.

The Pony (Truck) Club – to fund the manufacture and certification of No. 2007's pony truck – has attracted substantial interest and has galloped past its initial 30 members target.

How you can help build the P2

You can sponsor components of No. 2007 *Prince of Wales* from as little as £30 up to £15,000!

The Dedicated Donations scheme has already raised over £400,000 and components are frequently being released for sponsorship.

Components sponsored through the scheme range from one of more than 1000 driven bolts & nuts for £30, to the complete exhaust steam injector for £15,000.

Another batch of components that would make an ideal for a Christmas birthday or anniversary present:

- cylinder cover pattern – £1800;
- piston crosshead cotter left hand £300;
- inlet valve forward cam middle - £1800;
- inlet valve cam follower rear left hand – £850;
- inlet valve tappet forward middle – £150;
- exhaust valve tappet forward middle – £150;
- middle piston crosshead oilbox 1 – £1080;
- left-hand cylinder front cylinder drain cock casting – £225;
- middle cylinder front cylinder drain cock copper outlet pipe inc bronze pipe union fitting (nut & cone) – £210;
- various sets of 2 x 1in BSW driven bolts and nuts – cylinder block to left-hand frame – £50.

If you would like to sponsor a component on No. 2007 *Prince Of Wales*, or you know of a business owner or company who may be interested in sponsoring an item, visit www.p2steam.com

Alternatively, email dedicated.donations@p2steam.com or telephone 01325 460163.

To date, more than £2.5 million has been spent and more than £3 million raised of the required £5 million to complete No. 2007 within the next three years. **HR**

The future support coach for the new P2: BR Mk.1 BSK No. E35457 is seen at Quorn & Woodhouse on the Great Central Railway in November. A1SLT



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Running: W/Es + sch hols.

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Hayling Island, Hants.

Running: Dec 23, 24.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Dec 23, 24, 26. Jan 1, 24.

Kent & East Sussex Railway

Standard gauge, 10½ miles,
Wine and dine.
Tenterden, Kent. Tel: 01580 765155.

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Mid-Hants Railway

Standard gauge, 10 miles, Wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: Dec 23, 24, 27-31. Jan 1-3.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles.
New Romney, Kent.
Tel: 01797 362353.

Running: Dec 23, 24.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: TBA.

Spa Valley Railway

Standard gauge, five miles.
Tunbridge Wells, Kent.
Tel: 01892 537715.
Running: Dec 23, 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 26. Jan 1.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: Dec 23, 24.

Lynton & Barnstaple Railway

2ft gauge, one mile.
Woody Bay, North Devon.
Tel: 01598 763487.

Running: Dec 23, 24, 29-31. Jan 1.

Moors Valley Railway

7¼in gauge, one mile.
Ringwood, Hants.
Tel: 01425 471415.

Running: Dec 27-31. Jan 1, then W/Es.

Seaton Tramway

3ft gauge, three miles.
Harbour Road,
Seaton, Devon.
Tel: 01297 20375.

Running: Dec 23, 24, 27-31. Jan 1-3.

Somerset & Dorset Railway

Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221

Open: Suns TBA.

Running: Jan 1.

Swanage Railway

Standard gauge, six miles,
Wine and dine.
Swanage, Dorset.
Tel: 01929 425800.

Running: Dec 23, 24, 27-31. Jan 1, 2.

Swindon & Cricklade Railway

Standard gauge, three miles.
Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: Jan 1, 2.

West Somerset Railway

Standard gauge, 20 miles.
Bishops Lydeard,
Somerset TA4 3RU.
Tel: 01643 704996.

Running: Dec 23, 24, 29, 30.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile.
Diss, Norfolk.
Tel: 01379 686900.

Running: Dec 23, 24.

Bure Valley Railway

1ft 3in gauge, nine miles,
Aylsham, Norfolk.
Tel: 01263 733858.

Running: Dec 23, 24, 27-31. Jan 1-3.

Colne Valley Railway

Standard gauge, one mile,
Castle Hedingham, Essex.
Tel: 01787 461174.

Running: Dec 23.

East Anglian Railway Museum

Standard gauge, ¼ mile.
Wakes Colne, Essex.
Tel: 01206 242524.

Running: Jan 1.

Nene Valley Railway

Standard gauge, 7½ miles.
Wansford, Peterborough,
Cams.
Tel: 01780 784444.

Running: Dec 23, 24. Jan 9, 16, 30.

North Norfolk Railway

Standard gauge, 5½ miles.
Sheringham,
Norfolk NR26 8RA.
Tel: 01263 820800.

Running: Dec 23, 24, 27-31. Jan 1-17.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk.
Tel: 01603 871694.

Open: Daily TBA.

Running: Steam first Sun of month.

HOME COUNTIES

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon.
Tel: 01844 353535

Running: Dec 23. Jan 1-3.

Didcot Railway Centre

Standard gauge.
Didcot, Oxon.
Tel: 01235 817200.

Open: Daily.

Running: Dec 23. Jan 1.

Epping Ongar Railway

Standard gauge, five miles.
Ongar, Essex.
Tel: 01277 365200.

Running: Dec 23, 24, 27-30.

Jan 1, 2, 8-10.

Leighton Buzzard Railway

2ft gauge, 2¾ miles,
Leighton Buzzard, Beds.
Tel: 01525 373888.

Running: Dec 23, 24, 27, 28.

MIDLANDS

Apedale Valley Railway

2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme,
Staffs.
Tel: 0845 094 1953.

Running: TBA.

Battlefield Line Railway

Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754.

Running: Dec 23, 24, 30, 31. Jan 1-3.

Dean Forest Railway

Standard gauge, 4¼ miles.
Norchard,
Lydney, Glos.
Tel: 01594 845840.

Running: Dec 23, 24, 27, 28, 30, 31. Jan 1.

Ecclesbourne Valley Railway

Standard gauge, eight miles.
Wirksworth,
Derbyshire.
Tel: 01629 823076.

Running: Dec 23, 24.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.

Running: Dec 23, 24, 27-31. Jan 1, then
W/Es.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles.
Toddington, Glos.
Tel: 01242 621405.

Running: Dec 23, 24, 27-31. Jan 1-3.

Great Central Railway

Standard gauge, eight miles.
Loughborough,
Leics LE11 1RW.
Tel: 01509 632323.

Running: Dec 23, 24.

Northampton & Lamport Railway

Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.

Running: TBA.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford,
Gloucestershire.
Tel: 01594 834991.

Running: Dec 23, 27-31.

Rudyard Lake Railway

10¼in gauge, 1½ miles.
Leek, Staffs.
Tel: 01995 672280.

Running: Dec 31.

Severn Valley Railway

Standard gauge, 16 miles.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.

Running: Dec 23, 24, 26-31. Jan 1-3.

Railway Museums

Beamish

County Durham.
The Living Museum of the North.
Open: Daily TBA.

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



BR Standard 4MT 2-6-0 No. 76084 heads the North Norfolk Railway's 'Norfolk Lights Express' on December 3. Apart from December 24-26, the illuminated trains are due to run every day until January 17 – subject to Government Covid-19 restrictions not being tightened further. LEIGH CAUDWELL/NNR

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles.

Bury, Lancs.

Tel: 01617 647790.

Running: Dec 23, 24, 26-28. Jan 1. TBA.

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 26-31. Jan 1-3.

NORTH EAST

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 710614.

Running: Dec 23, 24, 27.

Keighley & Worth Valley Railway

Standard gauge, five miles,
Wine and dine. Keighley, West Yorks
BD22 8NJ.

Tel: 01535 645214.

Running: Dec 23, 24.

Kirklees Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: Dec 23, 24. Jan 1-3.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.
Grosmont, North Yorks. Tel: 01751 472508.

Running: Dec 23, 24.

Tanfield Railway

Standard gauge, three miles.
near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Dec 23, 24.

WALES

Conwy Valley Railway Museum

1ft 3in gauge. Betws-y-Coed, Conwy.

Tel: 01690 710568.

Running: W/Es.

Rhyl Miniature Railway

1ft 3in gauge. Rhyl, North Wales.

Tel: 01352 759109.

Running: Dec 23, 24.

Talyllyn Railway

2ft 3in gauge, 7½ miles.

Tywyn, Gwynedd. Tel: 01654 710472.

Open: Daily from Jan 11.

Running: Dec 23, 24, 26-31. Jan 1-3.

Teifi Valley Railway

2ft gauge, ½ mile.

Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077.

Running: Dec 23.

SCOTLAND

Strathspey Railway

Standard gauge, 10 miles.

Aviemore, Inverness-shire.

Tel: 01479 810725.

Running: Dec 23, 29-31.

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



Swedish railcar No. 1212 *Helga* is scheduled, subject to Covid-19 restrictions, to run a series of trips over the Nene Valley Railway on January 9, 16 and 30. New for 2021 will be its newly-restored matching trailer car. Calling at all stations, it will depart Wansford at 10.30am, 11.50am, 1.10pm and 2.30pm each day. ROBIN JONES

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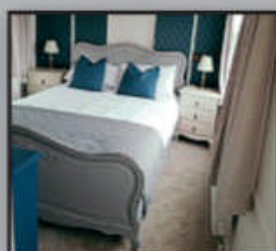
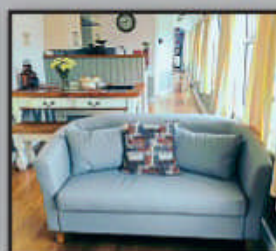
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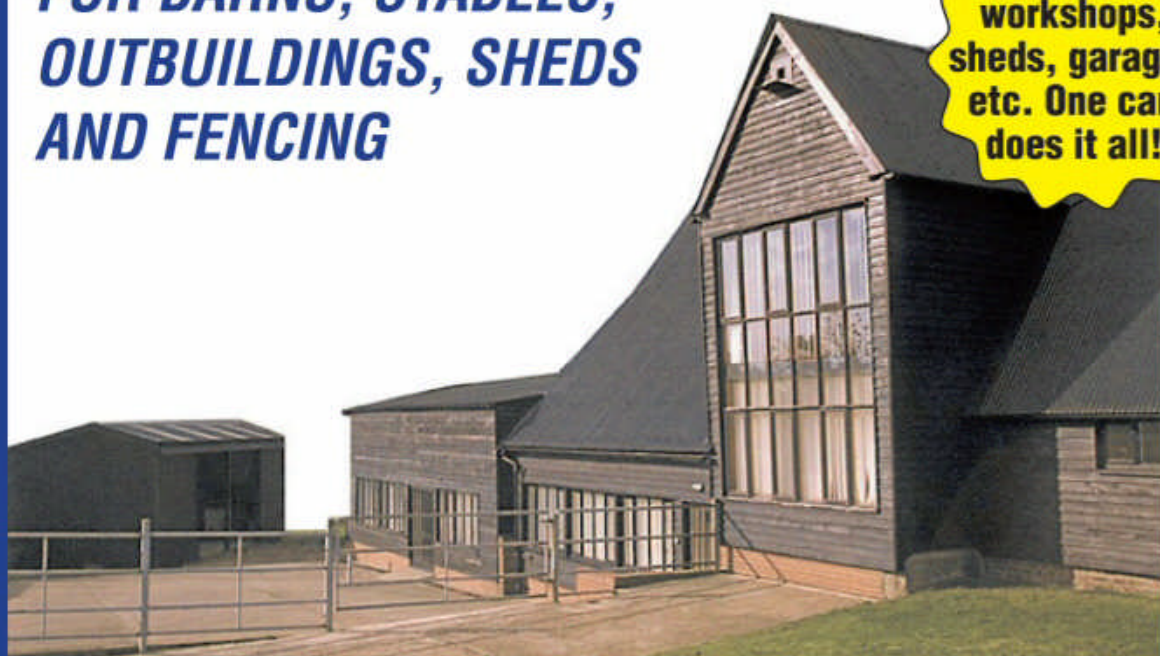
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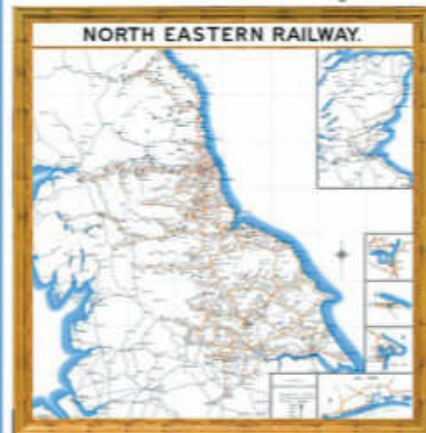
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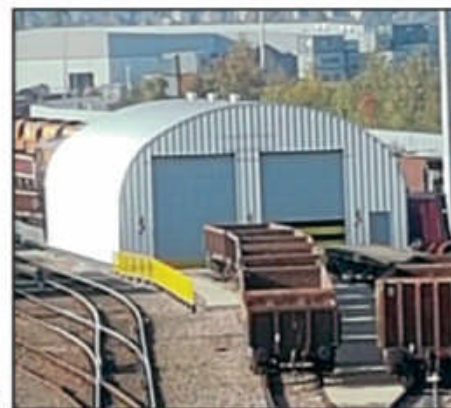
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Vol. 232 A Miscellany of East Midlands Ironstone Railways

Jim Clemens has a passion for steam that did not end just with BR, as he also took a keen interest in the industrial railways of Britain. This video miscellany covering 'The Ironstone Railways of the East Midlands' is a compilation of the entire Ironstone film archive he created, and has been assembled in the order the film runs off his original cine reels.

The most extensive ironstone system in the country was at Corby; this comprised about forty route miles of track and is was around ten miles between the most northerly and southerly points. It boasted a fine newly-built (1954) engine shed with eight roads and roll-up shutters. A number of the visits were made here in the mid-1960s, plus also trips commemorating the end of steam at the quarries (1969) and steel works (1973). Included are the World's large quarrying machine (1,675 tons of it!), the Corby complex's 'Indus' 0-8-80 diesel, plus ex-BR Class 14 D9547. The narrow-gauge Kettering Furnaces system is visited during June 1961; this also included a rare Lingford Gardiner-built standard gauge locomotive.

Another narrow-gauge ironstone line seen at Scaldwell where this railway's eponymous locomotive is at work during May 1962. The last operating narrow-gauge was Finedon Quarries, Wellingborough and visits were made here in 1961 and 1966. The whole process is seen: empties on their way to Finedon quarry, loaded wagons on their return, the very narrow tunnel under the Midland Main Line, plus also the rather daunting transfer method used from narrow to standard-gauge.

The newest ironstone system in the Midlands was Exton Park, and in 1963 we can admire their fleet of clean and modern 0-6-0s dating from the 1950s. Visits are made to Leicestershire complex near Wellingborough, plus also Storefield, Blisworth, Pitsford, Loddington, Houghton, Desborough, Pilton, Charwelton, Cranford, Oxfordshire. Ironstone Quarries near Banbury (including a 'Sentinel'), Byfield and concluding at Nassington. An ironstone enthusiast's delight! Filmed mostly in colour on both 8mm and 16mm film, a commentary plus sound track complement this look at ironstone railways of the East Midlands between 1960 and 1973.

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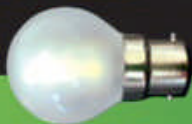
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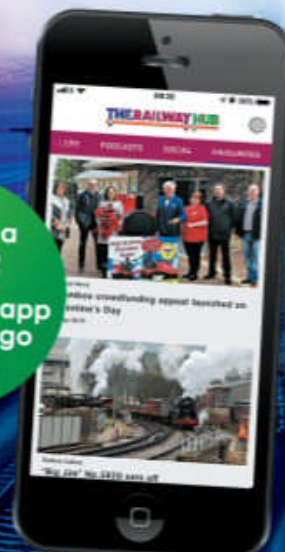
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WANTED Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email deputy editor Gareth Evans on gevans@mortons.co.uk

Sand in the hole!

REGULAR readers may recall how in issue 273 we highlighted a number of mystery holes in the backplate of the boiler belonging to SR Merchant Navy Pacific No. 35011 *General Steam Navigation*, which is currently undergoing restoration at the Swindon & Cricklade Railway.

Reader Norman Langridge writes: "I asked a friend who drove Bulleid Pacifics prior to becoming a motorman in BR days and he said that it was not a feature that he had ever come across on any he had fired or driven, which was mostly on the Waterloo to Exeter route. There would obviously have to be a tube connection here, akin to the fire hole.

Practice

"The throwing on of sand to clear tubes is confirmed, but always thrown on top of the brick arch, not on the fire and always when the locomotive was working hard obviously. In fact, this was occasionally done in the yard simply by opening the regulator wide enough to cause the engine to slip when the sand was thrown in, not a practice, perhaps, approved of by those wearing bowlers!

"I hope that there will be more on this mystery in another issue as both of us would like the answer. It may well have been an experiment only carried out on the Merchant Navy Bulleids."

NEXT ISSUE

Issue 276 is out on January 22, 2021

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'Caley' at Christmas?

By Gareth Evans

BY the time some of you read this Christmas will be upon us – and if you catch it at the right moment, a charming 1899-built Scottish steam locomotive may grace your television screen on December 24.

While details remained thin on the ground at the time of going to press, as is so often the case when it comes to film and television production, it is understood 'Caley' 0-6-0 No. 828 is to star in an item on Channel 4 TV on Christmas Eve at 8pm.

Images seen by *Heritage Railway* show the Strathspey Railway-based locomotive adorned with the 'Santa Express' headboard, in the presence of reindeers and a famous gentleman in a red suit on November 20.

Another development relating to No. 828 which *Heritage Railway* has got wind of concerns a sight and sound not seen on the locomotive in almost half a century – a Westinghouse pump – which is now back in action. In 1955, BR converted its No. 57566 from Westinghouse air braking to the steam brakes it now carries.

Long ago through the kindness of the late OS Nock, the Westinghouse Brake and Signal Company donated an 8x10 Type 'F' unit to the CR 828 Trust, which owns the McIntosh 812 Class. Progress has recently been made on returning the pump to operation. On the 'big day' earlier this month, steam was supplied to the pump for a test run with the air side discharging to the atmosphere.

So there we have it – returning an historical feature is no longer a 'pipe' dream. We'll give the puns a break – or should that be 'brake' in this context...?! All good fun.



The delightful Caledonian Railway No. 828 is seen at the Strathspey Railway on December 6, 2020. While some readers may wince as this image breaks the traditional 'rule' of not having the sun behind the photographer, it appeals to your deputy editor's artistic nature, so it just had to be used on 'Next Stop'. Furthermore, in the season to be jolly, evidence of a dusting of snow can just be seen in the bottom left-hand corner. SR

The longest bench restored

HOT on the heels of Blackpool's new tram-inspired benches in our last issue, this story from Network Rail (NR) caught our eye – the restoration of what is believed to be Britain's longest platform seat.

NR, which owns and operates most of the rail network in Great Britain, has completed work to protect the heritage of the Grade II listed bench at Scarborough station, ensuring it can be enjoyed by passengers for many years to come.

The unique bench, reported to be the longest in the world, is 456ft (139m) long and is fixed to a retaining wall at the resort's station, which is managed by train operator TransPennine Express (TPE).

The bench is thought to date back

to 1883 when the Grade II listed excursion station was constructed for the NER to accommodate high numbers of tourists visiting the North Yorkshire coastal town.

The £14,500 project saw NR workers replace all of the nuts and bolts which keep the bench together, as well as repainting all of the cast iron supports. Work also took place to replace the timbers in the seat and backrest of the bench. The new wood is a specialist type of pine, called Accoya, which is sustainably sourced and gives a life span of 50 years.

All of the work was carried out carefully to ensure the heritage was preserved, and listed building consent was sought and accepted.

Mike Drewery, TPE's station manager



The restored bench on Platform 1 is fixed to a retaining wall. NR

for Scarborough said: "Scarborough railway station is steeped in history and we are very proud to be the home of the longest railway bench in the world."

Does any reader know whether in fact Scarborough is home to the longest platform bench in the UK or world? We would love to hear from you.

More on rail-themed street benches

THE story in our last issue about rail-inspired public seating struck a chord with reader Malcolm Malins, who lives in Brighton.

He writes: "Taking up the theme of benches in the style of transport, (HR274 – Blackpool's heritage benchmark), this example can be

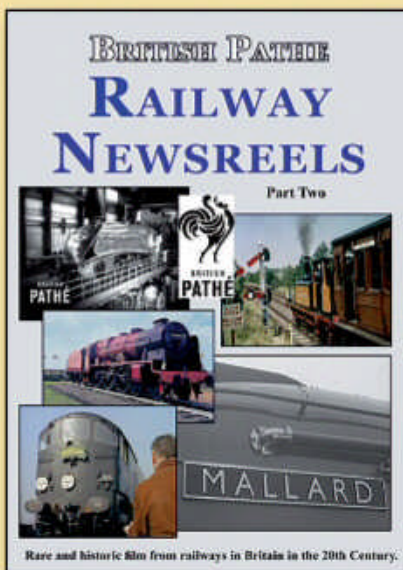
found in the centre of Burgess Hill, West Sussex.

"It is way down the hill from the station amidst the shops and is of American outline. I could find no information as to who created it or why it is there. It is also not that comfortable to sit on!"



A railway-themed bench in Burgess Hill in October 2014. MALCOLM MALINS

Heritage Titles from Kingfisher



'Railway Newsreels Part Two'

Our second selection of famous Pathe Newsreels from the 20th century. In this edition we include - * Move of *Royal Scot* to Butlins Skegness * Artist Terence Cuneo at work * Blubell Railway 1961 * Scrapping steam Swindon * 60007 on the Rugby Test Plant * BR Modernisation 1950s * Kent Electrification * Southern at Eastleigh 1920s * Naming of *Channel Packet* 1941 * Porthmadoc 1936 * Engines go to the USA * Blue Pullman * Clapham Transport Museum and many more films. DVD 60 mins £16.95

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'Fratton Locomotive Depot' by Michael Harvey

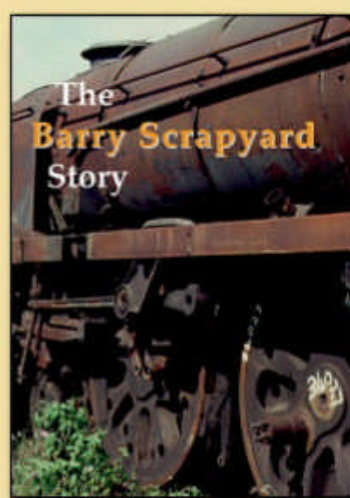
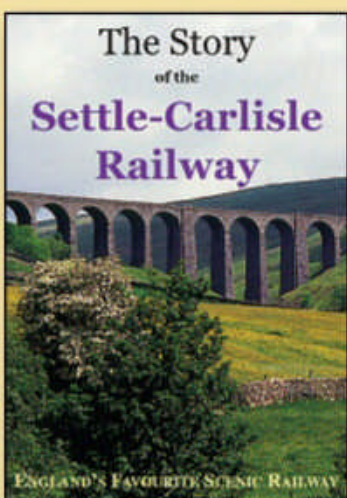
Large format paperback book full of photographs and history about the depot at Fratton, Portsmouth from 1891 to 1967. 150 unpublished photographs by the late Eric Grace who was 50 years a railwayman at Fratton. Includes plans of the depot.

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'Ribblehead' by W. R. Mitchell

The story of the great viaduct built at Batty Moss. It is 25 years since Ribblehead viaduct was restored on the Settle-Carlisle railway. Packed with photographs from throughout its 139-year history, the book also

dives into the station and tunnel at Blea Moor. First-hand accounts of the works to restore the viaduct by Resident Engineer, Tony Freschini. Colour and black & white photographs.

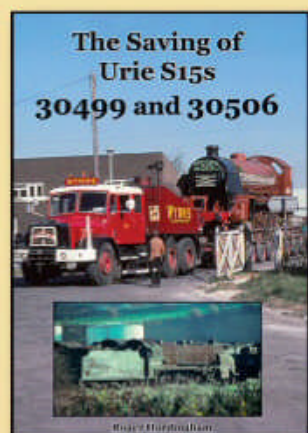
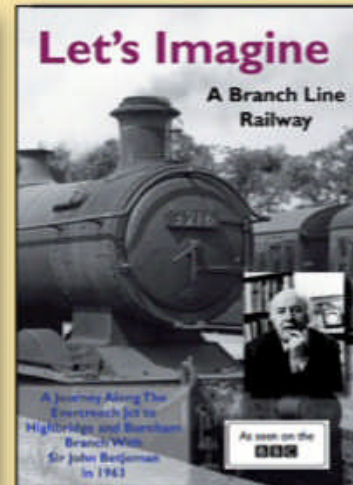
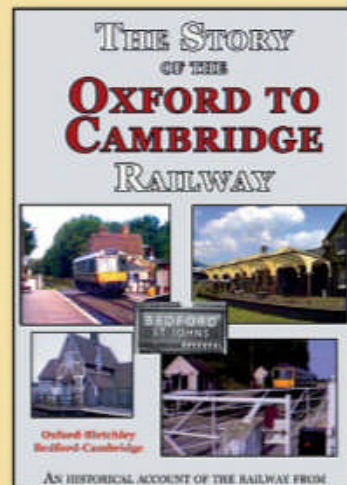


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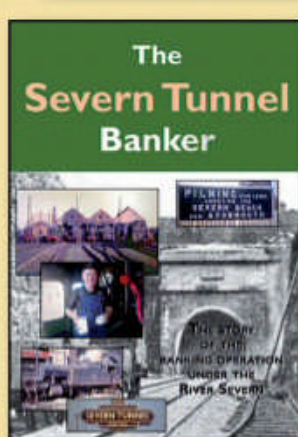
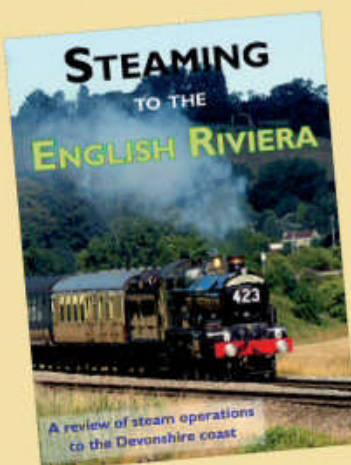
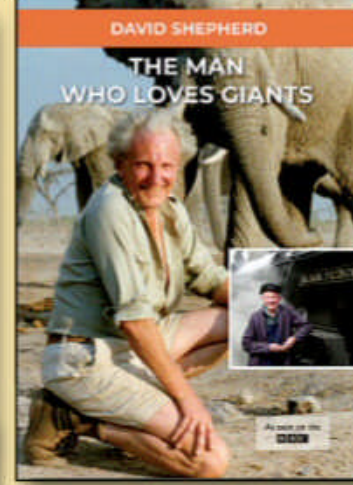
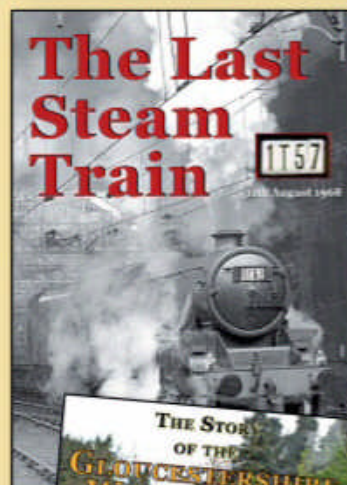
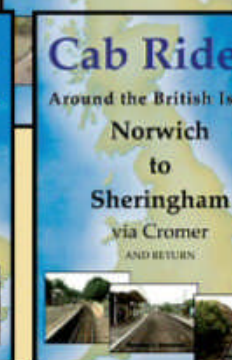
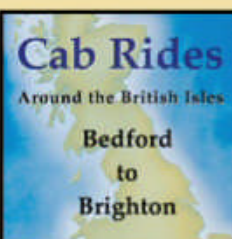
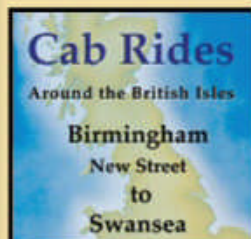
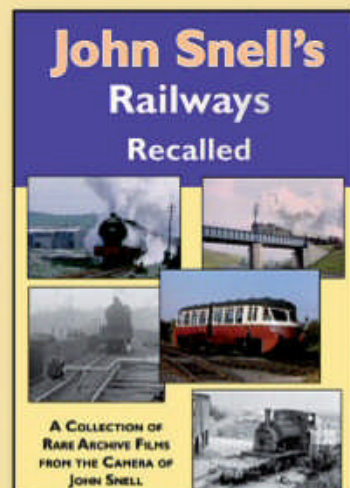
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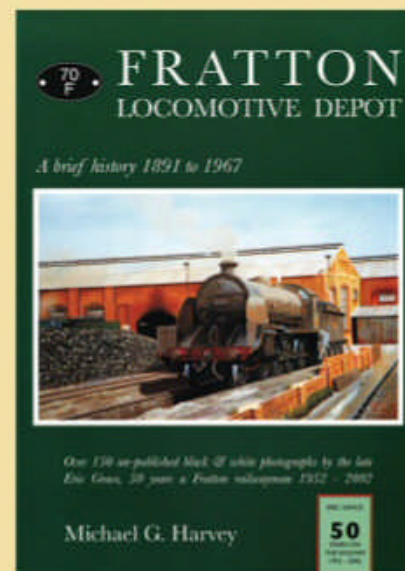
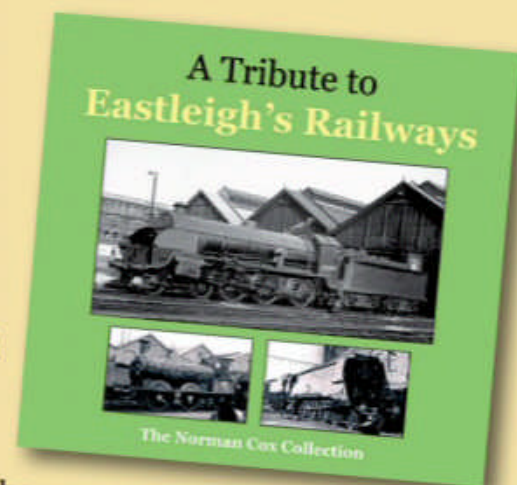
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