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'Crab' 13174 LMS Lined Black (Original) £140



32-178A Bachmann OO Gauge LMS 5MT 'Crab'
13174 LMS Lined Black (Original) £140



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HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 276
January 22 –
February 18, 2021

SEVERN VALLEY WINTER WONDERLAND

WORTH VALLEY'S
'LAST STAND'

LINES PREPARE FOR
'INSTANT' RESTART

ISLE OF WIGHT STEAM'S FABULOUS 50 YEARS

- GUEST LOCOMOTIVES FOR TALYLLYN/CORRIS
EDWARD THOMAS CENTENARY
- LLANGOLLEN GETS £147K EMERGENCY CASH
- HAGLEY HALL BACK IN 2021 AFTER 35 YEARS
- SEPTEMBER LAUNCH FOR NEW GWR GRANGE
- VINTAGE TRAINS GETS THREE 'PACERS'!



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No. 276



00 Gauge (1:76 Scale)

Dapol - Steam locos



4S-043-005 Class 43xx Mogul 2-6-0 6364 in BR lined green early emblem £135.96



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

Diesel locos

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

Wagons

NEW



4F-013-029 Gunpowder Van SR 62151 **NEW** £9.47

NEW



4F-013-030 Gunpowder Van SR 62151 - Weathered **NEW** £10.38

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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



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Diesel locos

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H4-66-005 Class 66 66088 in EWS DB branding (RRP £150) **BARGAIN** £119



H4-66-009 Class 66 66218 in Euro Cargo Rail DB branding (RRP £150) **BARGAIN** £119
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H4-66-036 Class 66 66623 Freightliner/G&W orange (RRP £150) **BARGAIN** £119



H4-66-023 Class 66 66705 in GBRf original Union Flag 'Golden Jubilee' (RRP £150) **BARGAIN** £119
H4-66-033 Class 66 66743 GBRf/Royal Scotsman (RRP £150) **BARGAIN** £119



H4-66-034 Class 66 66746 in GBRf/Royal Scotsman (RRP £150) **BARGAIN** £119
H4-66-035 Class 66 66780 GBRf/Cemex 'The Cemex Express' (RRP £150) **BARGAIN** £119

Wagons



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H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (RRP £126) **BARGAIN** £119
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Hornby - Steam locos



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



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (RRP £169.99) **BARGAIN** £124



R3640 Class W4 Peckett 0-4-0ST 882 'Niclausse' in Peckett works leaf green **NEW** £90

Murphy Models - Diesel locos



MM0124 Class 121 124 in Iarnród Éireann **NEW** £149.50



MM0134 Class 121 134 in Iarnród Éireann **NEW** £149.50

Oxford Diecast - Cars



76M3004 BMW M3 Coupe Imola Red **NEW** £5.50

NEW



76T4005 VW T4 Westfalia Camper Silver Grey **NEW** £6

Public Service vehicles

Commercial vehicles

NEW



76TN005 Thornycroft Nubian 'Dudford Airport Fire Services' **NEW** £16

NEW



76MH020 Scammell Mechanical Horse Flatbed LNER **NEW** £9.50

NEW



76SCV001 Showmans Caravan Maroon **NEW** £11

Military ground vehicles

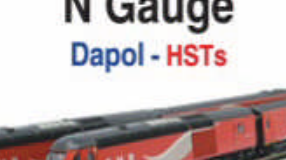
NEW



76LRL010 Land Rover Lightweight RAF Police Akrotiri **NEW** £6

Oxford Rail - Wagons

NEW



OR76TK2005 12-ton tank wagon 'Fisons Sulphuric Acid' **NEW** £18.50

N Gauge

Dapol - HSTs



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NEW



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NEW



NNR008 New Routemaster East London Transit **NEW** £8.50

Commercial vehicles

NFDE011 Ford 400E Van Fordson Tractors **NEW** £5

O Gauge (1:43 Scale)

Dapol - Steam locos



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Wagons

7F-080-035 8 plank wagon BR P308277 **NEW** £38.88
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Heljan - Steam locos

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H7-A3-004 Class A3 4-6-2 60072 'Sunstar' in BR Express blue 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-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender (RRP £750) **BARGAIN** £579



H7-A4-004 Class A4 4-6-2 4489 'Dominion of Canada' in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (RRP £750) **BARGAIN** £579



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H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (RRP £750) **BARGAIN** £579

Diesel locos

2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hattons (RRP £599) **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

Oxford Diecast - Cars

NEW



43CCC001A Ford Cortina MkII Crayford Convertible Blue Mink Roof Up **NEW** £22

NEW



43JAGV12006 Jaguar V12 E Type Coupe Old English White **NEW** £21.50

NEW



43TIC001 Land Rover Tickford Two Tone Green **NEW** £20.50



WR 4-6-0 No. 7820 *Dinmore Manor* approaches Chicken Curve with a festive special on the Gloucestershire Warwickshire Railway on December 19. As with the rest of the sector, the railway suffered a massive fall in passenger numbers and income in 2020 due to the pandemic, with just 29,000 passengers carried as compared to 125,000 in 2019, a drop of 77%. New Covid restrictions swiftly ended post-Christmas mince pie specials and unsold refreshment stock was donated to Tewkesbury food bank. With no prospect of services resuming until March or April at the earliest, advance ticket sales in January dried up, leaving a new fundraising drive needing to be launched during 2021 to maintain the railway. IAN CROWDER

Now we must help like never before

WITH Britain in the throes of its worst crisis since the darkest days of the Second World War, and coronavirus rates reaching an unprecedented high in January, requiring the imposition of a third lockdown, there has yet emerged much cause for hope in the form of the development and distribution of multiple vaccines. The control and eradication of the virus has to be given undivided priority by us all: only after it is defeated can we afford ourselves the luxury of assessing the long-term collateral damage to the nation.

However, as Heritage Railway Association chief executive Steve Oates states in Headline News this issue, our sector must prepare itself to restart operations as soon as the lifting of lockdown restrictions permit. Working within the parameters of the Government guidelines, we must do all that its permissible to ready ourselves for that great day whenever it comes.

Every reader can play a part – from supporting a chosen railway by donating cash or perhaps buying goods from an online shop, to offering to provide volunteer labour when conditions allow. Many railways successfully ran survival appeals, backed in several cases by public grant aid to help weather the 2020 storm, but be under no illusions – if the money has not run out now, rest assured it is likely to do so in the coming months unless everyone pulls out every stop.

Seventy years ago, a group of volunteers took over the Talyllyn Railway and started the heritage railway movement, which produced countless wonders in the decades that followed.

Now we need to amass our miracle workers like never before: we must never for one minute allow complacency to see our proud landmark achievements pass into history.

Here at *Heritage Railway*, we will happily publish details of all survival initiatives and appeals on request, and keep everyone updated with the latest essential news: subscribe on pages 30-31 and have your copy delivered by post.

On a different tack, a new campaign group is rightly highlighting a serious renewed threat to our railway heritage, in the form of the hundreds of long-redundant bridges, tunnels and other railway structures that have been inherited by the Highways Agency, which is now taking steps to reduce its financial commitment to their care and maintenance by eradicating many of them.

We must tread carefully here. Structures that became obsolete, seemingly, forever, overnight, with the Fifties and Sixties closure of routes that they served, may be considered a vital part of future plans to convert old trackbeds into cyclepaths – or even reverse Beeching and reopen railways.

What's more, with the passage of time, many have become historical artefacts in their own right, as vital a part of local heritage as churches, stately homes, castles, and so on, and a monument to the days when Britain led the world in transport technology. Each of these structures deserves multi-agency consideration before the bulldozers are sent in and part of our past is lost forever.

Robin Jones Editor

“Our sector must prepare itself to restart operations as soon as the lifting of lockdown restrictions permit.”

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Gareth Evans talks to recently appointed Tanfield Railway general manager David Watchman about his career, experiences and ideas for enhancing the friendly north east of England standard gauge line.



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COVER: Running late with four GWR Collett carriages, WR Hawksworth 0-6-0PT No. 1501 hurries out of the Severn Valley Railway's Foley Park Tunnel after overnight snowfall on December 28. JOHN TITLOW



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The LNER V2 2-6-2s stood head and shoulders above the rest in their versatility, tenacity and good looks. Pete Kelly tells the story of these amazing machines as he recalls a Settle and Carlisle trip behind No. 4771 *Green Arrow* more than 30 years ago.

Continuing seven decades of excellence

The award-winning Narrow Gauge Railway Museum in Tywyn is expanding with the acquisition of rare H C Casserley photographs and, Covid-19 restrictions permitting in the year ahead, new displays, writes Robin Jones.



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Finishing what Beeching began Highways Agency eradicating historic bridges

By Robin Jones

A NEW campaign group is fighting plans by Highways England to demolish or infill hundreds of disused railway structures which could potentially be given a second life in generations to come.

Following the abolition of BRB (Residuary) Ltd on September 30, 2013, the Government agency became responsible for managing the Department for Transport's Historical Railways Estate (HRE), a collection of around 3200 bridges, tunnels and viaducts.

However six years ago, a Highways England report made it clear that it wished to progressively reduce its liabilities to care and maintain the structures by knocking them down or infilling.

The HRE's budget is being increased in order to reduce the artefacts in its care by between 320 and 480 over the next decade.

However, an alliance of engineers, cycling campaigners and greenway developers formed under the banner of The HRE Group, claimed that no assessment is being made as to the strategic value of the affected structures for future transport provision – including rail revival, heritage railway or cyclepath use. The group has said that attempts are being made to infill most of the bridges under permitted development powers to prevent scrutiny through normal planning processes.

Highways England has carried out occasional bridge infilling projects since it took over the HRE in 2013. One of them, at Chilcompton in Somerset, has blocked a future extension on the Midsomer North-based Somerset & Dorset Railway Heritage Trust (SDRHT)'s line, despite Mendip District Council's

policy to protect the former trackbed.

SDRHT board member John Baxter said: "We only heard about the plans second-hand and not long before permission was given to carry out the works. We regarded this as a serious oversight and we would have submitted an objection if we had received earlier notification. It has always been our intention to rebuild as much of the line towards Shepton Mallet as possible.

"Our bridge inspector reported that the structure had a few minor defects – the sort you would expect of a bridge that was 140 years old – but there was absolutely no safety justification for what Highways England was proposing.

Mission

"Their internal brief appears to be one where the consultative process is simply not wide enough to encompass all the people that matter and to get rid of every liability they can without any thought whatsoever of the consequences to rail, rambling or cycling organisations that could take over the structures. It seems they're now intent on finishing off what Dr Beeching started."

The ongoing £13 million first phase includes the controversial abandonment of the 1.4-mile Queensbury Tunnel in West Yorkshire, which campaigners hoped to include in a cycle link.

Bridge No. 25 in a cutting on the trackbed of the line between Cumbria's Eden Valley Railway and the Stainmore Railway Company base at Kirkby Stephen East station is also faced with infilling – which would prevent the two operations ever joining up.

Two bridges in Alnwick, Northumberland, are also set for infilling, despite being on a proposed trail. Inspection reports show both

bridges as having a low danger risk.

Others on the list are bridges 87 and 94 on the former Penrith to Keswick line, for long the subject of a local reopening campaign; a bridge in Church Lane, Barcombe, which if lost would stop any future southern extension to the Bluebell Railway, and bridge 55 on the closed Carmarthen to Aberystwyth line, the loss of which would impede any future restoration.

Rob Bell, who hosts Channel 5's show *Walking Britain's Lost Railways*, said: "Many of these structures may well belong to big Government agencies but, in truth, they belong to communities around Britain where they've stood for 150 years. The voices and ideas of those communities need to be heard."

HRE Group spokesman Graeme Bickerdike said: "There are no 'urgent safety grounds' and infilling is entirely avoidable through a weight restriction. This is routine asset management activity which they are pretending is urgent and a public safety issue."

The group has written to Chris Heaton-Harris, the Minister of State for Transport, asking for assurances that "no HRE structures will be demolished or infilled without assessments first being undertaken of each scheme's impact on proposed or potential reuses of the relevant disused railway alignment and that Jacobs/Highways England will fully engage with normal planning processes to ensure that all proposals are subject to effective and appropriate scrutiny in relation to local development plans and policies, and through consultation with local rail and active travel groups".

As we closed for press, nearly 5000 had signed a petition at www.change.org/theHREgroup to save the structures.

A Highways England spokesman

said: "To maintain the safety of communities living near to HRE structures, and the drivers who use the roads that cross them, we are planning to infill 115 bridges and remove 15 structures over the next five years. Most of the bridges earmarked for infilling are over 100 years old and were never designed to carry the weight of modern traffic.

Response

"Local highway authorities have responsibility for applying weight restrictions, closing the roads, or restricting traffic. Around 200 of the public road bridges managed by Highways England/HRE have failed their most recent structural assessment (BD21) but haven't had any restrictions implemented. Therefore, our planned infilling is the safest and most appropriate option and will maintain access across the structure.

"Ten of the 15 removals are abutments which had their bridge span removed several decades ago and no longer serve a purpose.

"We've contacted all local authorities affected to advise them of our plans and to see if they have any use for the structures. In addition, we have arranged for seven structures to be transferred to local authorities which aspire to use them for cycle routes.

"We formally applied for planning permission to infill the bridge at Chilcompton and it was granted by the planning authority, which means that the route can't have been identified or protected as a future walking or cycling route.

"Some of the structures we've infilled retain the possibility of future use as transport routes, including three bridges in the Lake District and one in East Ayrshire. Three of these are included in the list referenced by the HRE Group."



Bridge No. 25 on the trackbed of the NER's Eden Valley route in Cumbria which, if lost would prevent two heritage lines one day linking. MIKE THOMPSON



One of the bridges on a proposed greenway at Alnwick in Northumberland, which are to be infilled despite local objections. HRE GROUP



GWR 2-6-2T No. 5526 emerges from the occupation overbridge at Long Covert on the Battlefield Line, with the 12pm ex Shackerstone Santa special on December 24. The prairie has been on hire from the South Devon Railway. GRAHAM NUTTALL

New Year's Honour for Railway Heritage Trust top man

ANDY Savage, executive director of the Railway Heritage Trust, was awarded an OBE in the Queen's New Year's Honours List.

The honour was bestowed for services to the railway industry and heritage.

Before he joined the trust in 2010, Andy, 68, was deputy chief inspector of the Rail Accident Investigation Branch (RAIB), following a long career in railway civil engineering and, more recently, contractor safety. Between 1970 and 1996, he worked for BR's civil engineering department, and from 1996 until 2005 he worked at GTRM/Carillion where he was director of engineering and safety.

He has a long involvement in railway heritage, and in the building aspects of it. He has been associated with the Ffestiniog & Welsh Highland Railways since 1968, and held various director roles there between 1973 and 2005 when he joined the RAIB, and at one stage was deputy chairman of the Ffestiniog Railway

Company. He remains an active volunteer there, primarily working on the electrical side.

A Fellow of the Institution of Civil Engineers, the Chartered Institute of Logistics and Transport, the Institution of Railway Operators and the Permanent Way Institution, of which he was president from 2006 to 2008, he is also a Chartered Member of the Institute of Occupational Safety and Health.

Goals

The trust's aims are to assist the operational railway companies in the preservation and upkeep of listed buildings and structures, and in the transfer of non-operational premises and structures to outside bodies willing to undertake their preservation.

Andy said that the trust's greatest achievement was the provision of £500,000 for the £5 million improvement of Wakefield Kirkgate station, which had deteriorate to the point where it was labelled the



Andy Savage OBE.

worst station in the country. "The trust shows that you can use historic buildings on today's railways," he said.

Bluebell Railway volunteer Joanne Monck, who works as an independent adviser and global LGBT advocate, has been awarded an OBE for services to transgender equality.

Welshpool's former town clerk Robert Robinson, a volunteer and director of the Welshpool & Llanfair Light Railway, has been awarded an MBE for "public and voluntary service."

Bluebell Railway chairman resigns from plc board

CHRIS Hunford stood down as Bluebell Railway plc chairman and locomotive director from January 1.

Company secretary and former plc chairman Graham Flight has taken over as interim board chairman as a new leadership structure was provided at short notice.

Steve Bigg (non-executive plc director and acting chairman, Bluebell Railway Preservation Society), Roy Watts (acting society vice-chairman) and Vernon Blackburn (chairman, Bluebell Railway Trust), will provide strategic guidance and support as part of their current roles.

The board recorded the railway's appreciation and thanks for the way in which Chris had led the organisation since taking over as interim chairman in August 2019 and, in particular, during the last nine months when it faced difficulties never before seen in its 60 years.

New Grange targets September steaming

WITH access to its project at Tyseley Locomotive Works (TLW) hampered by Covid-19 restrictions, the 6880 Betton Grange Society has commissioned TLW to complete the outstanding work on the new-build GWR locomotive with a target date for its first public steaming in September.

The boiler work was completed in November and it is now fitted into the frames with the new smokebox also in place.

However, work is still needed to complete the superheater header and fit the main steam pipes, work which would have been completed last year had it not been for the pandemic. Volunteer working parties have been suspended since the initial lockdown in March last year, frustrating the efforts of Chris Moore and the engineering team with voluntary work limited to preparation of components off-site.

Tasks

By the end of January, the boiler cladding sheets will have been moved from storage at the locomotive's home base at Llangollen and delivered to TLW so they can be fitted. Other outstanding work includes fitting out the cab, with gauges and other equipment gradually being fitted to the firebox backhead plate.

Once volunteers are allowed to return, working parties will recommence and potentially accelerate the finish date.

Around £80,000 of work is estimated to be needed to complete *Betton Grange*, including painting the locomotive and hired tender in matching BR lined green. Most of the money needed to complete the work is already to hand or pledged, but funds continue to be raised to bring No. 6880 up to main line standards and also to build a new Collett 3500 gallon tender using the chassis recently acquired from Tyseley, which was once part of the depot's breakdown crane.

→ Around £135,000 is still needed to refurbish the chassis, along with the wheels from the tender of No. 5952 *Cogan Hall*, as well as a new body/tank. If you would like to help, visit www.6880.co.uk

Lines must aim for 'instant' post-lockdown restart

By Robin Jones

HERITAGE railways must do their utmost to ensure that they are ready to restart services as soon as lockdown ends.

Government rules clearly state that paid or voluntary work should be carried out at home wherever possible but, if not, paid staff and volunteers can continue to work on site if the task is considered "reasonably necessary."

Heritage Railway Association chief executive Steve Oates said: "Whenever lockdown ends, our members need to be ready to go, managing visitors and running services.

"To do that, locomotives and rolling stock need to be maintained and overhauled. Track, lineside and buildings have to be maintained, repaired and renewed, and kept secure. Competence and fitness standards need to be maintained.

"Even when a railway isn't operating, or open to the public, there's a big workload to handle, just to maintain the status quo. And railways and tramways still need to think ahead to

future years. If work is needed now to ensure trains and trams can run in 2022/23 and beyond, it still needs to be programmed in."

Many railways cancelled services when they found themselves moved into a higher tier before or during the festive period, before the lockdown for England announced by Prime Minister Boris Johnson on January 4 brought the entire sector to a standstill.

Activities

Steve said: "We've been doing a substantial amount of work, analysing the lockdown rules, and relating them to all the activities that our members need to engage in, to stay functional. Our members are understandably anxious to ensure they can keep their businesses in good shape, without risking the safety of their staff, volunteers and members of the public.

"We've looked very carefully at the way the guidance and legislation published by each of our four nations impact on our sector. We've prepared

an analysis of the lockdown rules, and a question and answer list which guides members on deciding what is and what isn't acceptable practice. We've created a huge information resource on the HRA website www.hra.uk.com which is being constantly updated, almost in real time.

"We're seeing a very responsible approach across the board. Members are taking their duty of care, and the need to follow the law, very seriously – even where it conflicts with the pressing needs of their railways."

He said that in many cases, grant-funded projects have deadlines, or milestones to be met to ensure continued funding. Business administration continues regardless, too, with tax returns, VAT accounting and normal financial routines continuing, and to maximise business potential when lockdown eventually ends, railways need to stay in contact with their public, maintaining communications and preparing their marketing programmes. "Work doesn't simply stop just because

you've closed the gates," he added.

Steve said that Round 2 of the Cultural Recovery Fund is now live for England. "Heritage rail businesses can apply for amounts between £25,000 and £3 million, from a fund totalling £250 million, but they need to move fast. The closing date for applications is noon on January 26. We're now pushing for Scotland, Wales and Northern Ireland to follow suit with their own recovery funds.

Challenges

"Our members have taken a beating over the past nine months, and the challenges continue with the new lockdown, plus the threats to our coal supplies (see News, pages 18 and 19). The months to come aren't going to be easy."

However, he said: "I'm confident that as soon as conditions permit, our members will be among the first to be back on their feet, delivering unique value and the very special delight that only heritage railways can provide."



The chimney has been fitted to the £300,000 replica of Sharp Stewart 3ft gauge 2-4-0T Blyth which is being built by North Bay Railway engineering Services in Darlington for the Southwold Railway, with the hope it will steam this summer. NBRES

New chairmen and £147k grant for Llangollen

THE Welsh Government has awarded £147,860 in grant aid to the Llangollen Railway from its Cultural Recover Fund.

Most of the grant is to be used to pay for operational costs following the loss of income from services during the pandemic, and will also cover restart costs.

The grant package comes with clear stipulations as to how it can be used, and so the recently-elected railway plc board has moved to ensure appropriate governance is in place.

Peter Edwards, the new plc chairman, served as a school governor for many years and has been an active Llangollen volunteer since 2009, in the both the diesel group and the signalling and telegraph group, among other areas. He has experience of working in public office with governance responsibilities not dissimilar to a charity trustee and has knowledge of working with the line from the perspective of a locomotive owner.

Phil Coles has been appointed as trust chairman. A signaller and a signalling inspector and stationmaster at Carrog, he also runs the group restoring Glyndyfrdwy signalbox and looking after Deeside and Carrog 'boxes. He is carrying out the electrical

installation at the new Corwen station, and also undertook the electrical work at Corwen East at no cost.

Tom Taylor, who was instrumental in securing the grant award, will be assisting the boards on managing its allocation and also continuing to advise on future funding opportunities.

The new composition of the plc board is: Pete Edwards (chairman); Paul Bailey (finance); John Bearne (health and safety); Phil Coles (estates and vice chairman); Bob Creasey (company secretary); Bob Gordon (estates); Andy Maxwell (engineering); Maureen Theobald (HR); and Mike Williams (operations).

The trust comprises Phil Coles (chairman); Paul Bailey (fundraising); Bob Creasey (company secretary); Pete Edwards (governance); Phil Freeth (finance); Bob Gordon (vice chairman); Andy Maxwell (engineering); and Maureen Theobald (volunteer liaison).

A plc statement said: "It is fair to say the position of the plc is still precarious. The main focus of the board is to move the plc to a position of solvency and to make the necessary changes to the business for profitability in both the engineering activities and running of passenger services."

Bluebell sells Pullman Lilian

THE Bluebell Railway's all-steel Parlour Third Pullman Car No. 76, which was named *Lilian* in honour of the late wife of the line's late president, Bernard Holden MBE, has been sold to an unnamed private buyer elsewhere within the heritage sector.

The car, which on July 9, 1967 was included in the last-ever

run of the 'Bournemouth Belle' and was later part of the Bulmers of Hereford cider train, and Venice-Simplon Orient Express, was withdrawn from passenger service in 2015 due to corrosion of the steel structure and afterwards used on a static basis to serve cream teas.



BR Standard 9F 2-10-0 No. 92203 *Black Prince* climbs up towards Weybourne on the first train of the day with a North Norfolk Railway festive special on December 20. PETER FOSTER

Kerr Stuart steam locomotives to star in Corris and Talyllyn anniversary galas

By Gareth Evans

A SERIES of special celebrations this spring to mark the centenary of ex-Corris and current Talyllyn Railway (TR) locomotive No. 4 promises to be bigger and better – with the announcement that more rolling stock is to be involved in the festivities.

As previously reported, the first celebration will be on the Corris Railway (CR) over the May 8/9 gala weekend when No. 4 will return to its old haunts to work alongside new-build sister, CR No. 7. Then at the beginning of June both locomotives will travel to the TR where a special gala will be held on June 12/13.

It can now be revealed that a pair of 2ft gauge steam locomotives will attend the TR gala, while two TR carriages will also visit the CR for its gala to help provide additional capacity.

In a celebration of No. 4's builder, the two visiting locomotives are Kerr Stuarts – 0-4-0ST *Stanhope* from the Apedale Valley Light Railway and Amerton Railway-based 0-4-0T *Diana*. Both spent part of their working lives in the North Wales slate quarries and both are now preserved in Staffordshire. During their visit to Tywyn, they will operate on temporary 2ft gauge track in the yard

– building on the success of the TR's 150th anniversary commemorations in 2015 when a similar arrangement was in place.

The gala will also mark the 70th anniversary of the preservation society (and that of the operational heritage railway sector), 100 years of No. 4 and 70 years since the arrival of Nos. 3 and 4 at Tywyn.

"The challenges of how to get an owner's rep on the footplate are being overcome," TR general manager Stuart Williams told *Heritage Railway*. "There's a will on both railways to get it to work as it's going to be very special. It's great to see positive cooperation between the two lines."

Arrangements

CR Society chairman Richard Hamilton-Foyn said: "When No. 4 had its 75th birthday, celebrations were held at both the TR and CR, so we thought it would be nice to do the same again. Therefore, No. 4 is moving onto the CR and No. 7 to the TR. Both lines will be running both locomotives for a period in May and June.

"We'll be having a simple gala with Nos. 4 and 7 at Corris. We'll have a train of original style CR carriages and wagons – pretty much as it would have been in the 1920s.

"The CR carriages don't lend themselves to reasonable numbers

of passengers under Covid-secure arrangements, so the TR has kindly offered to lend us two open coaches for the gala. We'll then run two trains – one of CR coaches behind No. 4 and two TR carriages and a brakevan behind No. 7.

"We hope also to have No. 23, our latest full-scale replica CR bogie coach running by the gala. That will give us three full-size and one smaller replica – which could see us running a four-coach train – although only three will be in public use due to the length of the platform at Corris. The fourth may run as a brake."

Richard added: "We didn't run trains at all in 2020. Having reviewed our potential operating procedures, we're now going through the risk assessments. Rest assured, we do feel we can run services this year, providing we have volunteers who have been assessed as competent in the revised processes.

"We plan to start our season as normal at Easter, but this year it could be early May – we will await Government guidance."

Subject to Covid-19 restrictions, other TR events planned for 2021 include an Awdry Weekend at the end of August, which will include TV personality Tim Dunn and Sodor model railways.

Help the Romney, Hythe & Dymchurch steam to its centenary

IN AN all-out bid to recover from a severe drop in income caused by Covid-19 restrictions, the Romney, Hythe & Dymchurch Railway has launched a three-pronged appeal to help it survive to its centenary in 2027.

The railway, which found itself in Tier 3 before Kent was swiftly moved to Tier 4 before the latest lockdown, urgently needs to raise £50,000 through its winter works project which includes tracklaying.

So far, £32,209 has been raised at www.justgiving.com/campaign/romneyrailwayonthemarsh

Activities

The *Hercules* Virtual Marathon, named after Davey Paxman 4-8-2 No. 5 which hauled the first train in July 1927, allows participants of all ages and abilities to walk or run 27 miles on their own or within socially-distanced small groups. The distance can be completed indoors or outdoors and either in one go or divided into smaller sessions.

Full details are at www.nice-work.org.uk/virtual/Hercules

Thirdly, supporters are invited to sponsor one of the line's fleet of more than 60 carriages for five years. General manager Danny Martin said: "A very important part of our railway operation are the magnificent fleet of coaches, the majority of which have been constructed in our own workshops and continue to be maintained there. To do this to the high standard that is essential for their safe operation and for the comfort of our passengers, each receives planned attention at regular intervals.

Sponsorship

"To assist in the cost of this we are looking for a donation of £500 to cover five years of regular care and we will recognise this by signage on the end of the vehicle reflecting your name: a great way to show your appreciation of what our dedicated team undertakes and great fun to spot 'your' coach each time you visit."



Next stop: Tywyn. Kerr Stuart 0-4-0T *Diana* is seen at Porthmadog Harbour when it joined the line-up at the Ffestiniog & Welsh Highland Railways' Quirks & Curiosities gala on April 29, 2017. GARETH EVANS



'Tattoo' 0-4-2ST No. 7 is to star in the galas at both the Talyllyn and Corris railways. CR



Above: Heading the rake of four GWR Collett coaches, BR Standard 4MT 4-6-0 No. 75069 crosses Bewdley South Viaduct on December 30. JOHN TITLOW



Right: With the first empty coaching from Highley to Arley for the Santa specials on December 19, BR Standard 4MT No. 75069 crosses Borle Viaduct. JOHN TITLOW

Collett carriages star in snowy Severn Valley, until...

By John Titlow

THE Severn Valley Railway (SVR) pulled out all the stops to ensure its festive services went ahead – only to be beaten by the Government's tier system.

Before and after Christmas, serious measures were undertaken by the railway to reduce costs yet still provide a three-train service.

Bookings were reduced so costs were saved by shortening the nine-coach trains to eight, using in-house locomotives rather than paying hire fees – plus the imaginative idea of running 'The Wanderer' from Bridgnorth with four Great Western carriages enabling the use of 1901-built Port Talbot Railway/GWR

0-6-OST No. 813 for four days.

Such were the plans but the Government and Covid-19 scuppered all this when Shropshire and Worcestershire went from Tier 2 to the tougher Tier 3 on December 30.

The West Midlands conurbation from which the railway draws much trade was already in Tier 4. Railway officials responded immediately and cancelled the last four days of festive services, from December 31 to January 3.

After the last steam in lights service on December 23, the stock used was run the morning afterwards as empty coaching stock behind Class 14 D9551 from Bridgnorth to Kidderminster for stabling, while the

last of the Santa trains completed their final rosters.

A three-train service ran throughout the post-Christmas period starting Boxing Day until December 30, although services were cancelled on December 29 due to adverse weather and snow. A full service operated the following day.

The timetable was similar to that in November with two morning departures from Kidderminster, 'The Flyer' at 10.15am stopping at Highley for the Engine House, followed at 11am by 'The Wanderer' running through to Bridgnorth, all trains stopping at Bewdley.

The most interesting and inventive working was 'The Adventurer'

departing Bridgnorth at 11am with four early Collett designed GWR carriages. This train also ran a short additional return working from Kidderminster to Bewdley.

Magnificence

Resplendent in chocolate and cream, the four Swindon-built coaches are all owned by the Great Western (SVR) Association and show carriage restoration at its highest.

Counting from the north behind WR 0-6-OPT No. 1501 was No. 650, an art deco Brake Third Open built in 1940, followed by the newest, No. 7284, a composite of 1941.

Third in the rake was recently-restored No. 6045, a bow-end

The GWR 813 Preservation Fund's ex-Port Talbot Railway 0-6-OST No. 813 heads a test train comprising the four GWR Collett coaches on December 17. JOHN TITLOW





GWR pannier No. 7714 hauls the 10.15am service from Kidderminster out of Bewdley's platform 3 in glorious soft winter light on December 30. ALAN CORFIELD

Composite of 1928 and the sole survivor of the 21 built. Its entry into traffic had been delayed by Covid-19, with only the final touches being done after the first lockdown ended in July. This was its first outing and marked around 60 years since it carried fare-paying passengers.

Bringing up the rear was No. 9103, a Nondescript Saloon of 1929, which was the overall winner in the Heritage Railway Association's Carriage and Wagon Competition for 2015. The four have a combined age of 342 years.

BR Standard 4MT 4-6-0 No. 75069 faced south and was not the ideal locomotive for this rake, but was nonetheless rostered to simplify

operations and reduce light engine movement costs. Sadly, No. 813 and GWR 0-6-0PT No. 7714 never got to haul these carriages with passengers, although No. 813 completed a test run on December 17. While not built for passenger use, the 0-6-0ST looked perfectly at home on the carriages, especially in GWR green.

There were three booked days of diesel running, but only one was able to take place.

Resumption

A big question mark now hangs not only on the SVR, but throughout the entire heritage sector as to when passenger services will run again. The SVR, which always shuts down throughout January

and early February for maintenance, had earmarked the February 13-20 half-term week to restart public trains. However, Prime Minister Boris Johnson announced on January 4 that England would be in lockdown until mid-February, with cabinet minister Michael Gove subsequently stating that the Government "should be able" to "progressively" begin easing restrictions in March.

After half-term, the railway had planned to remain closed until Good Friday, April 2.

However, the line may before then be used by GB Railfreight for testing its 'new' main line Class 69s. Ten Class 56s are being re-engined and transformed into the new class

at Progress Rail's facility in Longport, near Stoke-on-Trent.

An SVR spokesman said: "The SVR is in discussions with GBRF about using our line for testing some of the Class 69s. While planning is underway, at present there are no firm dates as to when this will take place.

"This is an exciting opportunity for the SVR, and represents a potential income stream at a time when the railway has seen a significant drop in its income because of Covid-19."

Once testing is complete, the Class 69s will be painted in GB Railfreight livery by Arlington fleet Services at Eastleigh Works.

→ Check www.svr.co.uk for the resumption of Severn Valley services.



Ivatt 2-6-0 No. 43106 climbs towards Northwood Halt with a Christmas Eve Santa special. JOHN TITLOW



WR 0-6-0PT No. 1501 climbs towards Arley from Victoria Bridge on Boxing Day while a herd of deer hide in the bushes on the bottom right. JOHN TITLOW

Huge railwayana find surfaces after five decades below the radar

EXCLUSIVE

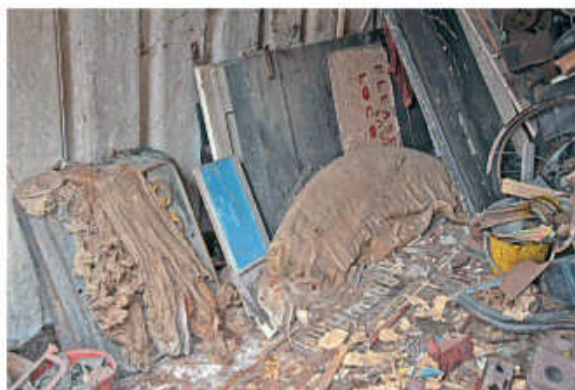
By Geoff Courtney

A LARGE previously-unknown collection of mainly GWR railwayana, which has avoided the detection of the usually finely-tuned railwayana collectors' radar for more than five decades, has been unearthed in a modest semi-detached house in Somerset.

Its contents have yet to be finalised by GW Railwayana, which will be selling the collection in a series of sales this year, but the auction house's Simon Turner has revealed that in addition to six locomotive nameplates, there are approximately 100 cabside numberplates, 30 station totem signs, 20 signalbox nameboards, 10 smokebox numberplates and 50 watches, as well as signalling instruments, lamps, doorplates, and cast-iron signs.

The first part of the collection will be sold by Simon on March 13, and will include four of the six nameplates – *Knowsley Hall* from No. 5905, *Bampton Grange* from No. 6802, *Barcote Manor* (No. 7803), and a sole LMS representative, *Leander*, from preserved Jubilee No. 45690.

A cabside numberplate from No. 6802 will also be in the auction, as will 4040 from Star class 4-6-0 *Queen Boadicea* and 5921 from

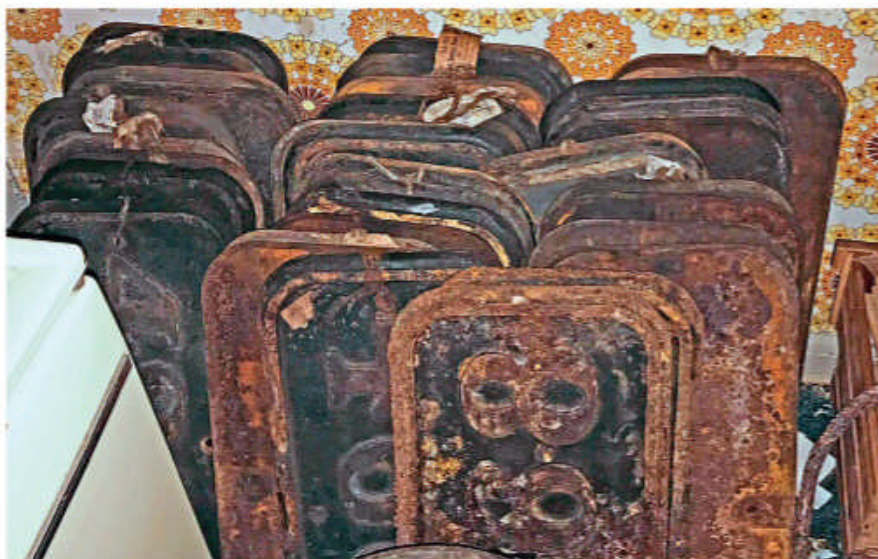


Under wraps: The scene that faced Simon Turner after he had cut down a tree and gained entry into the garage where the railwayana was stored. Leaning against the wall are cabside numberplates under rotting hessian sacking, in the centre one of six main line nameplates, and on the floor signalbox nameboards. SIMON TURNER

Bingley Hall. This category will include examples from 16 other locomotives, mainly 0-6-0PTs, and among the nine smokebox numberplates going under the hammer are 4097 from *Kenilworth Castle* and 6008 from *King James II*.

Hoard

Eighteen Western Region station totem signs will feature, one being *Weston-super-Mare General*, a name used for only 15 years, from 1953-68, and there is also a Bristol Temple Meads roundel totem, a type of sign used by the Western Region only there and at Birmingham Snow Hill.



Cab fayre: More than 20 cabside numberplates that Simon Turner rescued from the garage and are now in secure storage. LEEZA CUTHBERTON

Simon was first alerted to the hoard when he received a telephone call from the daughter of the collector, who died in 2019. "I went to the house where everything was stored. It was the former family home, but unoccupied, and I didn't know what to expect.

"There were cabsides and other railwayana actually in the house, but the daughter told me she thought there was also stuff in the garage. I couldn't gain access, however, as everywhere was overgrown and the garage doors were blocked by a small tree. I went back a couple of

weeks later with a chainsaw to cut down the tree, and opening the doors was a bit like Howard Carter and Tutankhamen's tomb.

"Initially I thought I was wasting my time as we were confronted with a lot of old furniture and jumble, but once we had removed all that the finds started happening, and they carried on to the back of the garage.

"I gradually realised that what I was uncovering from under old sacks and the like were nameplates, cabsides, signalbox boards, smokebox numberplates and totems. I had never seen anything like it in 26 years of running auctions – it was a hoard that had been locked away since the 1960s and wasn't on anyone's radar."

Discovery

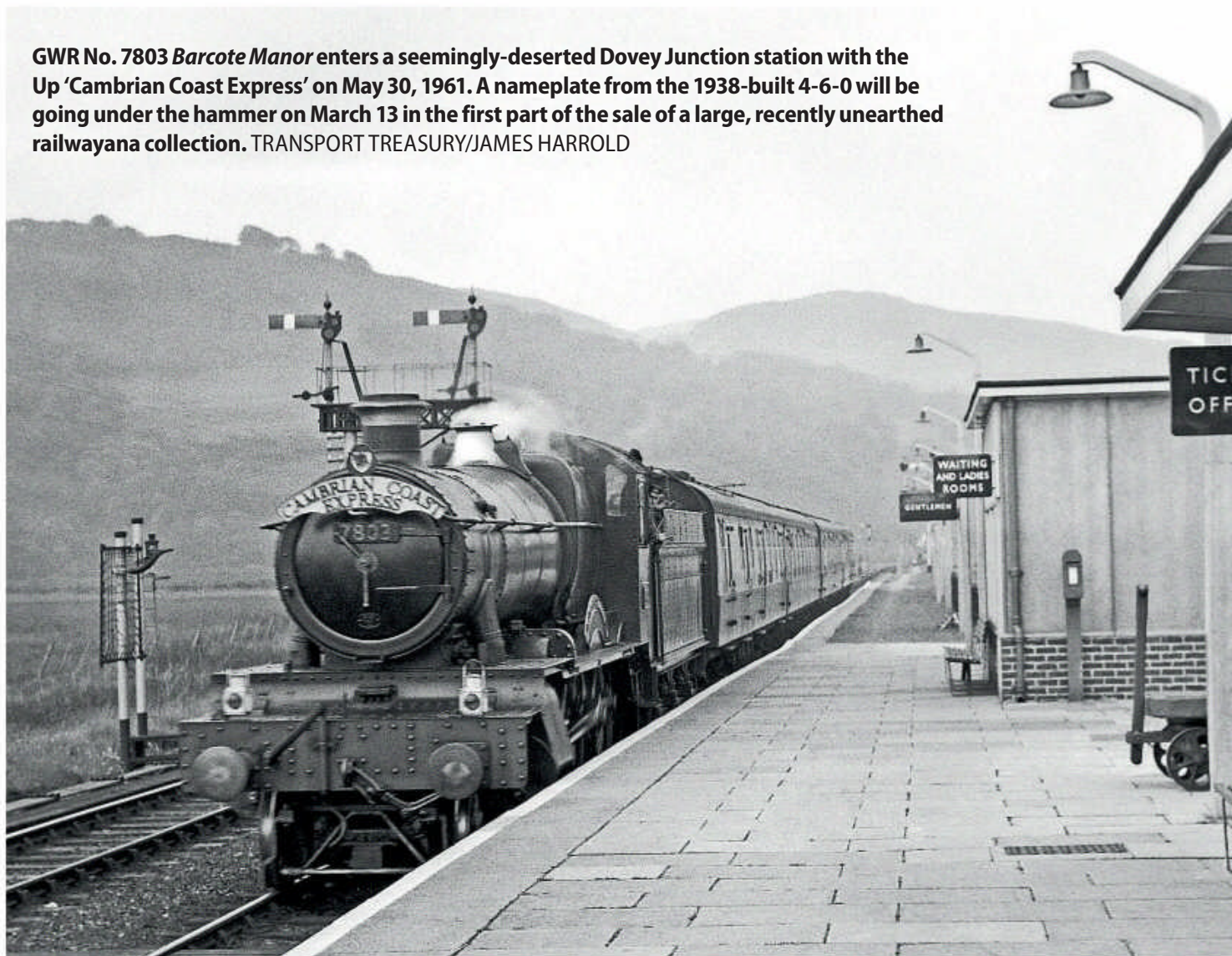
Simon said the daughter, her mother, and other members of the family were unaware of what the collection contained as it wasn't on display in the house.

"Some of the cabsides I found in the garage still had their purchase labels on them, and had probably been there since they were bought from BR. Also, the family had no idea of the collection's value, and their reaction was one of utter disbelief when I told them that I estimated it at up to £150,000."

The collector worked for BR and later British Road Services at Bristol Temple Meads and developed good contacts with the Western Region at Swindon and Reading, from where Simon believes he bought most of the railwayana in his collection. "I don't know what led him to buy what he did, as it appears it was never on display at his home."

The first part of the collection, which is now under secure storage, will go under the hammer in a live online, email and telephone auction on March 13, followed by further sales on July 10 and November 13.

GWR No. 7803 *Barcote Manor* enters a seemingly-deserted Dovey Junction station with the Up 'Cambrian Coast Express' on May 30, 1961. A nameplate from the 1938-built 4-6-0 will be going under the hammer on March 13 in the first part of the sale of a large, recently unearthed railwayana collection. TRANSPORT TREASURY/JAMES HARROLD



Third S160 locomotive joins Churnet Valley fleet

By Roger Melton

THE Churnet Valley Railway (CVR) is now the home to three United States Army Transportation Corps (USATC) S160 2-8-0s.

It comes following an agreement by Batt-Holden Ltd, operator of Nos. 5197 and 6024 to take classmate No. 3278 to complete its overhaul and then run it for an extended period.

The three engines all arrived in the UK from widely different sources.

No. 3278 was built by the American Locomotive Company (ALCO) in 1944, shipped to Britain and firstly used on the GWR until D-Day after running in on the LNER. After the D-Day landings in 1944, it was returned to USATC stock and was shipped to France.

Operation

After the end of the war, the locomotive was part of a batch of 248 engines that was given to the Ferrovie dello Stato Italiane (Italian State Railways). In Italy, it was part of the 736 class and numbered 736.073.

In 1959, it was part of a batch of 25 locomotives sold from Ferrovie dello Stato Italiane to the Greek Railways, before being brought back to Britain where it was based on the Mid-

Hants Railway and named *Franklin D. Roosevelt*.

It steamed on the Watercress Line in the Nineties and also visited several other heritage railways. In 2014, it moved to the Long Marston Military Railway in Warwickshire and then Tyseley Locomotive Works, where it left for the CVR on November 27.

No. 5197 was exported to China in 1946 where it was classified as class KD6 by the Chinese State Railways, and became KD6.463. It spent the majority of its working life in the Chinese coal industry around Fushun, before being withdrawn in the 1990s.

It was saved from scrap by Derek Foster in 1995, who then brought it to Britain where it was based at the Llangollen Railway. After an overhaul at Llangollen, it returned to traffic in 1998 in USATC grey livery before being sold to Greg Wilson and moved to the CVR.

No. 6046 was exported straight to France in 1945 to help with the war effort, and once its use there was over, unlike many of its sisters, it was not scrapped but found its way to Hungary.

The S160s were classified as the MAV 411 Class by the Hungarian State Railways, and No. 6046 became



S160 No. 3278 *Franklin D. Roosevelt* is seen after arrival at Cheddleton. It is hoped that the 2-8-0 will turn a wheel in anger before 2021 is out. DAVE GIBSON/CVR

411.144. It spent most of its working life on industrial lines before being formally preserved in the Hungarian National Collection.

Rescue

Due to an administrative error however, it was sent for scrap, but saved by enthusiast Martin Haines, an airline pilot, who brought it to the UK for restoration. It was sent to Tyseley where it was positioned around the turntable and restoration began.

No. 6046 was later sold to Greg Wilson, who moved it as a kit of parts to the CVR, where it steamed on June 29, 2012, and moved under

its own power for the first time in the UK. Since then it has visited other heritage lines and in 2016 played the starring role in the Telford Steam Railway's 'Polar Express' Christmas specials.

There were at least three builders of the S160s: No. 3278 was built by Alco, No. 5197 by Lima and No. 6046 by Baldwin, so on the CVR, there will be an example from each builder – a unique position in the UK. The only other British location featuring three of the type is the Great Central Railway (Nottingham) which has two built by Alco (No. 1631 and 2138) and one by Baldwin (No. 2364).

A prototype for a popular Hornby Dublo salt wagon is offered for sale

AS PART of the redevelopment of Wallingford station, the Cholsey & Wallingford Railway is looking to clear space in order that a run round loop can be installed, and so three wagons are being offered for sale.

The body of GWR-design Siphon No. 1043 of 1955 is sadly no more. Its body has been removed to convert it to a bogie flat wagon, but the bogies and underframe are believed to be in reasonable

condition and may provide a suitable underframe for adapting to suit a shorter pre-grouping bogie coach.

The second vehicle on offer is a German flat wagon. Originally a tank wagon, it was brought to the UK after the Second World War. It was later cut down to a flat wagon by the Ministry of Defence. At some stage it was fitted with a hydraulic lift, but this has since

been largely removed.

The final vehicle on the list is probably the most interesting as it is a pitched roofed wooden-bodied 45-ton Saxa salt van.

In poor condition, unsurprising in view of the very corrosive nature of its intended cargo, if restored it would make an unusual and colourful addition to a demonstration freight train.

It is believed to have belonged

to Falk Salt, but was cosmetically restored to the better-known Saxa Salt livery in the late 1980s.

Only two other examples of this type of wagon exist – one in the Cheshire Salt Museum in Marston, near Northwich and one in the Scottish Railway Exhibition at the Bo'ness & Kinneil Railway.

An OO-gauge model of the Saxa salt van was a popular inclusion in the Hornby Dublo range.



The restored salt van in its popular Saxa livery in the 1980s. CWR



Looking for a new home: the Cholsey & Wallingford Railway's 1910 built salt van as it is now, the weather having taken its toll on its livery. TONY STEAD

Vintage Trains sets the Pace!

By Robin Jones

WITH the December delivery of three Class 144 DMUs, Tyseley-based Vintage Trains (VT) has found itself at the forefront of the heritage sector's 'Pacer revolution'.

In what appears to be the biggest single influx within a year of a traction type into the sector in its 70 years, several heritage railways and various other venues have taken advantage of the Government's decision to eradicate the much-lambasted bus-train hybrid units from the national network, by offering them new homes as soon as they are withdrawn.

Long derided by commuters for their rough riding at line speed on the network, 'Pacers' have been welcomed by heritage railways as a cost-effective means of providing services, especially in cases where the journey and its scenery are as important as the traction offering the ride.

VT has negotiated with owner Porterbrook Leasing for the acquisition of the trio of three-car 'Pacers' in a sponsorship arrangement. Delivered on December 18, VT plans to use the 'Pacers' for public excursions initially around the West Midlands network, ranging from enthusiast trips over freight-only lines to private party bookings and entertainment specials themed for both children and adults.

Territory

'Pacers' are new to the region, and initial route clearance is being requested for their use the Worcester/Birmingham Snow Hill/Stratford-upon-Avon corridor. VT and any other new 'Pacer' owners are not permitted to use them for regular main line scheduled services, under the terms of their withdrawal.

Only 10 three-car Class 144 sets were produced out of a fleet total of 23 (the rest were two car sets) and all were built at BREL's Derby Works in



New life in a new region: 'Pacer' DMUs No. 144019 and 144023 arrive at Tyseley Locomotive Works on December 18. VT

1987 using Walter Alexander bodies on a BREL underframe.

All Class 144s were refurbished in a programme commencing in 2002. VT's three sets include the first and last of the three-car series, Nos. 144014 and 144023 plus 144019, all of which are said to be in very good condition. Each comprising two driving cars and one trailer, all three cars in the set are powered. They were forced out of service with Northern Trains early as a result of Covid-19 service reductions.

A VT statement said: "The 'Pacer' is an important part of not only railway innovation and heritage but also the social history of the UK. Their last operator was Northern where they saw service across West Yorkshire, the 144s offering a unique insight into the lives of workers across the North East over a period of 30 years.

"Loathed by some and loved by many (the 'Marmite' trains), they are

worthy of preservation in their own right. 'Pacers' offer a versatile and easy to maintain platform and will help expand the scope of VT operations."

Evolution

VT chairman Michael Whitehouse said: "VT's core operation is currently a mix of long-distance charters and the 'Shakespeare Express' summer programme, the majority pulled by express steam locomotives and all offering fine dining options, but the market is evolving.

"Enthusiasts will undoubtedly crave a ride on the main line in a 'Pacer', particularly on new routes for the class. However, our sets will primarily be used to expand VT into the 'experience' sector, targeting new audiences and building on the success of the 'Polar Express'.

"Individuals and families, particularly those with young children, are

looking for 'day out with a difference' experiences – entertainment on a train. The success of the 'Polar Express' on the main line has shown that a theatrical performance on a train is in demand with other productions already in the planning stage for the future. The 'Pacer' is ideally suited to such activity at an affordable price.

"There is no doubt that enthusiasts will delight in a main line 'Pacer' ride on unfamiliar routes for the class, including the ever-popular 'branch line' specials."

Further details on the future operation of the VT 'Pacers' and a potential programme of events are to be announced.

→ The Vale of Berkeley Railway has announced the purchase of two ex-Great Western Railway Class 143 'Pacers', Nos. 143603 and 143612 at a cost of £600. The units are now owned by the Sharpness Diesel Group.



Still displaying Goole on its destination board, 'Pacer' No. 144023 seen at Tyseley on December 18 will not be heading there any time soon – but may soon be adding Stratford-upon-Avon, Worcester and freight-only West Midlands lines to its future itinerary. ROBIN JONES



By coincidence, on December 18, when the three 'Pacers' were delivered, GWR prairie No. 4555 from the South Devon Railway was steamed for the first time following boiler work at Tyseley Locomotive Works. No. 4555 was the first loco bought directly out of BR service by the Vintage Trains forefathers more than half a century ago, and their tradition has now continued with stock received directly out of main line service. VT

Online advice group for 'Pacer' owner established

A NEW initiative designed to assist the introduction of 'Pacers' to heritage railways has been launched by the Railcar Association (RA).

The RA, a member of the Heritage Railway Association, has brought together representatives of all the railways and groups which have acquired 'Pacers' with the aim of collaborating on the production of standardised operating instructions and maintenance regimes.

An IO email discussion group has been founded for the exchange of information, and which also has a searchable files section, that can be used to access documentation as required.

Driver and conductor training manuals have already been written and made available, along with technical information, such as wiring diagrams.

Maintenance

A 'model' vehicle maintenance scheme is being produced, which is specially tailored to the requirements of heritage railways, and takes account of non-main line circumstances such as vehicles which have long periods out of use, and the lower mileages covered by preserved units.

Scheme co-ordinator Evan Green-Hughes said: "Pacers are a fairly recent entrant to the heritage railway scene and, to operate them safely, written schemes were required. By collaborating in this way, operators

are able to share best practice, and also to save themselves a great deal of time and effort, as the work required is being shared out.

"All Pacer owners are on board, and we now have almost 50 individuals signed up within the scheme."

To join the free scheme, visit <https://groups.io/g/2nd-gen>

There are no charges or fees to participate or to download information.

Operation

Meanwhile, Transport for Wales (TfW) will continue to use 15 two-car Class 143 Pacers and four 'Dogbox' Class 153 single-car units until May 31 after being granted derogation from the Department for Transport for the units, which are non-compliant under PRM (Persons of Reduced Mobility) regulations.

The news was revealed in letters published on December 28, signed by Rail Minister Chris Heaton-Harris

TfW's Class 142 'Pacer' fleet had been withdrawn by December 31, all of which are set to be scrapped.

However, it was understood that several heritage lines were hoping to take some of the Welsh Class 143 'Pacers' once they are finally withdrawn.

Originally scheduled for withdrawal by the end of 2019, the TfW Class 143s have been granted a reprieve as their Class 769 replacements await entry into service.

Wensleydale 'Pacers' planned for Herriot tours and bike trains

THE Wensleydale Railway, which has taken delivery of two Class 142 'Pacers' and a Class 144 set, is planning to launch them straight into traffic if services resume at Easter.

After an overhaul, they will be marketed to walkers and cyclists as part of a drive to capture the activity market, as their spacious interiors are ideal for bike storage and their large windows for panoramic views.

Currently parked in the sidings at Leeming Bar, the Pacers will also facilitate a series of All Creatures Great and Small-themed railtours. Finghall station was the fictional Darrowby in the BBC late Seventies series based on the life of a Yorkshire vet, and some external shots of Leyburn appear in the recent Channel 5 adaptation.

A Pacer-led midweek timetable, as well as a Sunday morning shuttle between Leyburn and Redmire is also planned for the coming season.

Officials believe that their low-maintenance Pacers may appeal to new generations and audiences

because of their suitability for traffic on a tourist-dependent rural railway, and are hoping to add a Class 143 to their fleet. Director Richard Holt said: "The Herriot tours will be like a living museum event. We'll have actors playing the characters.

"The Pacers will take people to 'Darrowby' and we think they could be a real hit.

"They're inexpensive to run, and ideal for a 25mph line. They're a good ride – perhaps not on the 70mph lines they were used on before, but here they're fine."

Previous operator Northern installed purpose-built cycle storage areas in its Pacers and their double doors make it easy for cyclists to board and alight. The officials are looking at taking the seats out of one unit to create a bike train.

It is intended to repaint the Pacers into original liveries. One will be in BR provincial blue, and another in Merseyrail colours. It is also hoped to run special Pacer gala days.

Arrival of Class 144 'Pacers' heralds new dawn for Aln Valley Railway

THE arrival of a pair of Class 144 'Pacers' has coincided with a fresh start for the Aln Valley Railway (AVR).

In early 2020, the line's operations manager imposed an operational ban while 'significant deficiencies' in procedures were addressed. Despite the coronavirus pandemic delaying progress with this move, it also provided some much-needed breathing space to work through issues, said a spokesman.

In July the railway received a visit from the Office of Rail and Road (ORR), which led to advice being given on what was needed to operate to the required high standards, and not only provided an essential catalyst for change but also a clear route map towards recovery.

A change programme was established in August, driving major changes in the leadership of the organisation as well as coordinating a huge effort by volunteers. A December progress review concluded that the line is ready to take the next steps and restart limited operations, focused on track maintenance and retraining all operations staff.

Delivery

A major test of the railway's new approach has been the delivery of its two Class 144 Pacers. Stored at the Wensleydale Railway, they were delivered over December 14-16.

Trustee Mark Hayton, the line's health and safety advisor, said: "The project in getting the Pacers to Lionheart has been

a great example of how to do things safely and effectively. The work was meticulously planned, bringing together expertise from all of our teams and drafting in external specialist support from Wensleydale as well as a main line driver and fitter.

"The whole operation went like clockwork, despite a last-minute change from the haulier meaning that the units were delivered over three days rather than five, which meant long days and hard work for many of our volunteers. It was a real team effort that was amply rewarded by our first successful test run down to Greenrigg Halt."

Achievement

AVR chairman Michael Proctor said: "I'm truly proud of the AVR. This railway has gone from being a farmer's field and a disconnected stretch of trackbed to a fully operational heritage railway in eight years. That's a huge achievement. This year has been a sharp reminder that our systems and processes hadn't kept up.

"However, everyone has risen to the challenge, demonstrating just what we're capable of. Our focus shifts now to preparing for reopening at Easter. There's a lot still to do, but I have no doubt we'll come back better than before."

→ For more information on how to volunteer at the Aln Valley Railway, email volunteer@alnvalleyrailway.co.uk or write to Valley Railway Trust, Lionheart Railway Station, Lionheart Enterprise Park, Alnwick Northumberland NE66 2EZ.



Class 144 'Pacer' No. 144004 stationed at Greenrigg Halt on the Aln Valley Railway. MARK HAYTON

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Bluebell announces 2021 special events

THE Bluebell Railway is to hold belated celebrations for last year's 60th anniversary on August 6-8. The event was postponed because of the pandemic, but a '60+1' updated version has been included in a list of planned events for 2021, all Covid-19 restrictions permitting.

Visiting engine weekends are scheduled for May 14-16 and 29-31, the first launching the first ever Bluebell Railway Beer Festival over three days.

Variety

The Road Meets Rail event on June 19/20 coincides with Father's Day with a live music event on the Saturday, with the popular annual Model Railway Weekend due to be held on June 26/27.

July 16-18 will feature a diesel gala, and the Giants of Steam event on September 24-26 will also feature visiting engines.

Autumn Tints services will be introduced from October 11-24, while a new event will be Halloween on October 30/31 when the line aims to dress an engine and give children and their families a new experience.

The line's wedding events revenue was almost non-existent in 2020, but many of last year's dates have been rescheduled into 2021.

Major progress on Swanage T3 thanks to generosity

By Robin Jones

SIGNIFICANT progress has been made on the rebuild of LSWR T3 4-4-0 No. 563 despite the pandemic obstacles of 2020 – but more is needed to see the Swanage Railway-based locomotive return to steam for the first time in the heritage era.

Before the first lockdown in March stopped spending on the project handled by the Swanage Railway Trust's 563 Locomotive Group with the overhaul undertaken by Bill Parker's Flour Mill workshop at Bream in the Forest of Dean, the trust used a legacy to fund the purchase of the copper for a new firebox and its manufacture by the South Devon Railway.

A supporter underwrote the cost of renewing the four firebox girder stays – a move intended to reduce the need for major firebox repairs for the future. The 563 Group is overseeing the overhaul following the National Railway Museum's decision to 'gift' the National Collection locomotive to the Purbeck Line.

Progress

A coded welder was contracted over the summer to weld the ¾ new steel outer-firebox sides into position. The Flour Mill team then riveted the sides onto the throat and firehole door plates.

The boiler was moved into the main workshop so that the angle ring, deemed beyond repair due to extensive star cracking around almost all the holes, could be removed.

A replacement was ordered from South Africa-based Ring Rollers, otherwise known as the world leaders in the manufacture of railway tyres,



Above: The T3 wheelset journals being polished on the Flour Mill lathe. 563LG



Right: The new firebox for T3 4-4-0 No. 563 inside the Flour Mill on December 21. 563LG

which supply almost all heritage lines – and once again, a generous supporter stepped in and underwrote the cost.

A group spokesman said: "Thanks to this generous offer we have been able to step forward with this unexpected, long lead time component.

"It is appropriate at this point to express our gratitude to these benefactors, not only for enabling these costs to be covered, but also ensuring that the momentum of the project could be quietly maintained during these difficult times."

With all manufacturing now complete, the new firebox is being installed into the boiler structure, the barrel of which is in good condition.

The Flour Mill has taken the opportunity to polish the wheelset journals on the lathe and strip the bogie down for overhaul.

The tender is to be overhauled

inside the Swanage Railway's Herston Works, and will require renewal of platingwork, tyre profiling and work to axleboxes. So far more than £240,000 has been raised for the project, but the work has soaked up all available funds. A similar amount is needed to complete the rebuild.

Funding

The trust has renewed its appeal for donations to the project, and is also offering individual components for sponsorship: 845 stays at £20 each; 218 tubes at £40 each; boiler insulation at £500; axlebox bronze at £1000; spark arrestor at £1000; and a new smokebox at £5000.

Supporters are also invited to 'Give a Gift' certificate as a present.

Anyone who would like to help is invited to email: 563locomotivegroup@swanagerailway.co.uk

W24 Calbourne to steam online

THE Isle of Wight Steam Railway is like the rest of England, in lockdown, but will still celebrate its 50th anniversary with its flagship LSWR O2 0-4-4T No. 24 Calbourne on January 24. However, the public will not now be admitted – and must watch the proceedings online.

It is 50 years since the revivalists moved their heritage stock from Newport to Havenstreet as the beginnings of today's heritage line, as outlined in the first instalment of Phil Marsh's special anniversary feature on pages 62-67.

Calbourne, which dates from 1891, had been due a visit from a boiler inspector on December 22, but he was ill and it is now rescheduled for February 3.

To mark the anniversary, it will be

in steam – but it now will be a small strictly private event which will be streamlined live on the railway's Facebook page and webcam. For details, visit iwsteamrailway.co.uk/event/the-last-train/

Anniversary

The easing of Covid restrictions permitting, a special event has been scheduled for April 17, to mark the exact 50th anniversary of the heritage line's first public train. On April 12, 1971, Calbourne, then its only locomotive, hauled three carriages from Havenstreet to Woodhouse Crossing. It is intended to re-create that train with the locomotive and original carriages.

On April 17, as part of the 50th anniversary celebrations,



Repainted following overhaul but still awaiting its boiler test: LSWR O2 0-4-4T No. W24 Calbourne is seen outside Havenstreet shed on January 10. JOHN FAULKNER/IOWSR

the public will be offered the opportunity to walk the island's disused line from Shanklin to Ventnor, which closed on April

17, 1966. The following day, Calbourne is scheduled to be back in action for April's Island Heritage Train Day.

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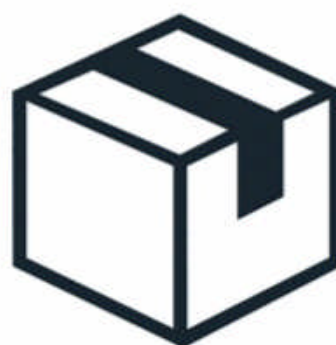
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From where will we now buy our coal?

By Robin Jones

WIDESPREAD dismay throughout the heritage railway sector has greeted the decision by Newcastle City Council to refuse planning permission for a new surface coal mine – with fears that the cost of importing supplies from abroad may force some lines to cease operation.

On December 18, the Labour-controlled council's planning committee concluded a three-hour hearing by unanimously turning down a joint application by Banks Mining and Ibstock Brick to extract 800,000 tonnes of high quality coal and 400,000 tonnes of fireclay for the brick-making industry from an opencast site at Dewley Hill near Throckley. The mine would have had a lifespan of just three and a half years.

The 11-0 refusal came in the wake of September's Government decision to reject a controversial application for an opencast coal mine near Northumberland's Druridge Bay following a report which said it would "not be environmentally acceptable".

Speaking after the Dewley Hill decision, Steve Oates, chief executive of the Heritage Railway Association, said: "The decision is a huge disappointment.

"We spoke at the planning committee meeting and we had argued a strong case. UK-produced coal generates a fraction of the CO2 emissions created by extracting and then shipping coal halfway around the world to the UK. And it costs less in money terms, too.

"Keeping Britain's heritage railways running with affordable locally-produced coal would secure the future of a sector which sits at the heart of the country's industrial and cultural heritage, and generates millions for the leisure and travel sector. Without domestically-produced coal, the heritage steam sector will have to find ways to import, store, handle and distribute the coal it needs."

Steve added: "Maintaining consistent and reliable supplies of coal is difficult and expensive. That burden will now fall on our members, whose



RSH 0-4-0ST No. 7098 of 1948 *Sir Cecil A Cochrane* powers away from East Tanfield in the snow with the 'North Pole Express' on Christmas Eve. It might well have to buy future supplies of coal from that far afield, after plans for an open cast mine on its doorstep were refused. SAM YEELES

finances have already been hard-hit by the Covid-19 pandemic. The inevitable increase in the cost of coal may well be too much for some of our members to bear.

Supplies

"Naturally, we will watch carefully whether the applicants choose to lodge an appeal. We're also awaiting the outcome of the Welsh Government's consultation on its draft coal policy. Meanwhile, we now have no alternative but to press ahead with our work on developing a coal importing operation, while also supporting US research and development work on biocoal."

HRA figures show that heritage railway coal burning produces only 0.02% of the UK's CO2 emissions, and just 2.5% of those from all the flights each year between Heathrow and New York.

Heritage lines use 26,000 tonnes of coal annually, producing 74,360 tonnes of CO2, while the UK annual consumption of barbeque charcoal is 60,000 tonnes producing 156,000

tonnes of CO2.

The 108 operating railways and 60 steam centres in the UK and Ireland attract nearly eight million visitors annually, with a turnover of £42,950,000. They employ over 1000 people backed by around 23,000 volunteers.

Jeannie Raine, community relations manager at the Banks Group, said: "Newcastle City Council identified Dewley Hill as the only minerals site in the city less than six months ago. It is outrageous that, in the height of the worst economic crisis of our generation, its planning committee has decided to dismiss over 200 existing, well-paid North East jobs and has not grasped the opportunity to support a £75 million investment in the regional economy which would secure local supplies of much-needed minerals at the lowest environmental cost.

"The committee heard, but did not listen to the indisputable fact that there will be continued demand for industrial coal and fireclay for

use in UK steel, cement and brick manufacture. We remain firm in our belief that these minerals should be mined locally in the UK in the safest, most efficient and most environmentally responsible way possible."

It was claimed that opening the mine would see the equivalent of £56 million remain in the UK economy as opposed to spending it on buying the coal from abroad.

Banks was looking at grounds for an appeal as HR closed for press.

Representations to Newcastle's planners were made by operators of steam railway locomotives across the UK, the National Traction Engines Trust, the Heritage Fuels Alliance, the Heritage Alliance and the Association of British Transport and Engineering Museums. Backers of the scheme, which had received more than 1400 letters of support, repeatedly argues that rejecting the mine would simply lead to the UK importing more fossil fuels from overseas, leading to greater CO2 omissions in the process.

Backing

Network Rail chairman Sir Peter Hendy, who called for the Dewley Hill scheme to be given the go-ahead, said: "Steam on the main line attracts tens of thousands of spectators, warming the market for our railways in general, and the two Science Museum Group museums in the North East, Locomotion at Shildon and the National Railway Museum at York attract 750,000 visitors per year lured by the romance and operation of steam locomotives.

"With the remaining stocks of English coal, this should supply UK steam locomotives until early 2021. The financial burden loco operators and heritage railways would face in adapting their steam locomotive fleet to burn alternative fuels would be impossible to overcome."

The Unite union's national officer for construction, Jerry Swain, also spoke in support of the mine, saying that 200 jobs were "on the line" at the time when the North East economy had been ravaged by the coronavirus pandemic.

Words from Westminster – parliamentarians voice their coal concerns

FIFTEEN days before the council's refusal decision, the issue had been debated in the House of Commons on December 3. North West Durham's Labour MP Richard Burden said: "Britain has been a world leader in decarbonising our electricity sector. Emissions are down over 70% since 1990, despite usage being up.

"While we search for the alternative to coal, we still need

coal in the UK. Whether we dig it up here or someone else digs it up and ships it here, for the present and for the foreseeable future, we still need it.

"Our heritage rail sector requires tens of thousands of tonnes every year."

Conservative MP for Workington Mark Jenkinson said: "While I wholly welcome the phasing out

of coal in power generation in the UK... we must not let coal become a catch-all dirty word.

"The UK and Europe import 16.4 million tonnes of coking coal every year, with CO2 emissions from its transport five to seven times higher than if it were produced closer to the point of use."

Former coal miner Lee Anderson, Conservative MP for Ashfield,

added: "There is a significant demand for coal in the UK, not just for the steel industry but for making cement, heritage railways and domestic heating.

"Mining the coal in the UK massively cuts greenhouse gases and results in the saving of significant carbon emissions, as we do not have to import from abroad."



BR Standard 9F 2-10-0 No. 92214 *Leicester City* approaching the top of the climb between Rothley and Leicester with a Santa special on the Great Central Railway on December 19. Britain invented the steam locomotive: must we now buy coal from halfway round the world to power them? PETER FOSTER

View from the first heritage line

THE last coal mine in Wales that produces steam coal, at Ffos-y-fran, Merthyr Tydfil, is due to be closed next year.

Stuart Williams, general manager of the Talyllyn Railway, the world's first line to be taken over by volunteers 70 years and which in doing so kick-started the operational heritage railway movement, said: "When Ffos-y-fran stops coal mining in 2022, there will be no scalable coal provider in Wales to supply our steam railways.

"The main alternative coal source is Russia, which is more expensive, increases the net emissions getting it here and puts money into the Russian economy rather than retaining it here in Wales. In addition, the coal doesn't burn as well and can be variable in quality.

"Surely it makes more sense to keep mining the coal we need here in Wales rather than having to import coal from the other side of the world? We shall be raising this issue urgently with the Welsh and UK Governments."

He said that he and the HRA are now anxiously awaiting the outcome of the Welsh Government's draft coal policy consultation and hoping that mining will be allowed to continue.

Liz Saville-Roberts, Plaid Cymru MP for Dwyfor Meirionnydd and co-chair of the Heritage Rail All-Party Parliamentary Group (APPG), is supporting the Talyllyn and other heritage railways, and is urging the UK and Welsh Governments to work together to ensure that coal does not have to be shipped half way around the world to supply them.

Responsibilities

"The APPG undertook an inquiry into the need for coal for our heritage railways last year," she said.

"What we are worried about is that the UK and Welsh Governments are offloading their responsibilities to heritage railways by forcing them to seek suitable coal sources in countries such as Russia and even Australia.

"We are concerned about the net carbon emissions of bringing coal so far and also about the production methods used in Russia. We need the UK and Welsh Governments to think creatively to allow mining at Ffos-y-fran to continue whilst



Talyllyn Railway general manager Stuart Williams with MP Liz Saville-Roberts at Tywyn Wharf. TR

reducing carbon emissions.

"Steam locomotives are designed to burn a certain type of clean coal, which is mined here in Wales and certain other parts of the UK. The danger is that heritage railways will cease to function without this reliable supply of suitable coal.

"We must keep our heritage railways going because they make such a significant economic contribution to our communities and have been particularly hard hit by the Covid-19 pandemic."

West Somerset Railway plc chairman Jonathan Jones-Pratt said: "The whole industry is in jeopardy over this. We've got so much coal here, but the problem is that we can't extract it.

"The industry keeps being hit by these planning application refusals, but steam railways are so popular and we're always overbooked. It's just a political thing."

Gloucestershire Warwickshire Railway spokesman Ian Crowder said: "We've burned Russian and Polish coal in the past, but it was filthy stuff and difficult to run the engine without producing a lot of smoke. Bringing it from overseas will be more expensive in the future and will generate a huge carbon footprint."

Protesters won the day

MORE than 5000 objections had been lodged against the Dewley Hill plans and a petition against it had been signed by more than 19,000 people.

Friends of the Earth north-east campaigner Simon Bowens said: "Opencast coal doesn't just threaten our landscape and biodiversity. Adding to the global supply of coal would lead to more being burned and more climate-wrecking emissions pumped into our atmosphere."

Committee chairman Coun Hazel Stephenson agreed with planning officers whose report argued that the economic benefits of the plans were outweighed by the environmental harm done in the green belt. She said that the "significant harm" had not been adequately addressed by the applicants.

Already buying steam coal from abroad

SEVERN Valley Railway contracts manager Duncan Ballard said: "We'd been using British coal the past 10 years, but our supply ran out in mid-December. We are currently sourcing coal from abroad and are working with other railways to secure a sustainable and reasonably-priced source."

West Coast Railways is currently running its main line fleet on imported Russian coal. Given the need for good quality coal in the performance-critical world of main line operations, there have been few instances in the last two years of coal being a problem for the company.

The Carnforth operator's founder David Smith's business, William Smith (Wakefield), was based on coal factoring and, in more recent years, has been providing a steady supply of coal to several heritage railways at competitive prices. He has offered to sell imported coal to any lines which find difficulties in obtaining supplies.

Two vintage Wight electric sets are now preserved

By Robin Jones

TWO of the oldest trains in service on the national network – the 82-year-old ex-London Underground Class 483 tube stock of the Isle of Wight's Island Line – have entered the heritage sector.

Following their withdrawal from South Western Railway service after running for the final time between Ryde Pier and Shanklin on Sunday, January 3 – the last train leaving Ryde Head Pier station at 11.17pm – two-car unit No. 007 is to be preserved at the adjacent Isle of Wight Steam Railway (IoWSR), and will become an exhibit in its Train Story Discovery Centre at Havenstreet station.

Meanwhile, unit No. 006 has been acquired by the London Transport Traction Group (LTTG) which has been holding talks about moving it to the Epping Ongar Railway – which was part of London Underground's Central Line between 1949 and 1994 – and converting it to run on battery power. The electrified rails on that line were removed after it was sold off to Pilot Developments.

Farewell

It had been intended to run a farewell event for the Class 483s, but the rapid escalation of the island from Covid-19 Tier 1 to Tier 4 scuppered the idea.

Both units will be stored at Ryde St Johns depot until transport to their new homes can be arranged. There had also been discussions about a third unit going to Grade II listed Brading station, now home to a heritage centre, cafe, museum and bike hire facility, but those plans appear to have fallen through.

A £26 million refurbishment of



'All change for the Isle of Wight Steam Railway!' Class 483 EMU No. 483007 arrives at Smallbrook Junction station with an Island Line service for Shanklin on September 11, 2013. MATT BUCK/CREATIVE COMMONS

Island Line has begun, leaving it closed until March 31, when services are due to resume using Vivarail Class 484 units. A replacement bus service has been laid on in the meantime.

The Class 483s were built by Metropolitan Cammell in 1938 and were extensively refurbished between 1989 and 1992 by Eastleigh Works for use on the island, replacing life-expired Class 485 and 486 sets which had been built in 1923 for the London Electric Railway.

The surviving part of the once-extensive Wight network was electrified following the withdrawal of steam and reopened in March 1967. After the line was closed in 1966, the trackbed in Ryde Tunnel was raised to reduce flooding and decrease gradients, and ex-Underground stock was chosen to run on the newly-electrified route because its lower height could conform to the reduced clearances.

IoWSR general manager Steve

Backhouse said that the heritage line already has a world-class collection of carriages dating back to the opening of the Ryde to Shanklin line in 1864.

"The 1938 Stock has been an iconic feature of the Isle of Wight for the last 30 years and we're delighted that a unit will be preserved at Havenstreet so that it can be enjoyed by future generations," he added.

Overhaul

Despite its planned withdrawal, No. 007 was out of traffic for three years and was given a full overhaul, returning to Island Line service as recently as December 11. It was named *Jess Harper* in honour of an employee at Ryde St John's Road works who had kept the Class 483 in service throughout his long career.

In the discovery centre, visitors will be able to go on board and learn about the history of the 1938 Stock and the Island Line since electrification. There will also be a 'driver's eye' video showing the line.

The unit will initially be stored undercover inside Train Story, but a medium term aim is to enable it to run, and the IoWSR has taken delivery of a number of spares that will assist it in keeping the unit in operational condition. Subject to the necessary approvals, the unit could be propelled by one of the line's diesel shunters, or also powered by batteries.

A statement from the LTTG, which was formed last May 2020 with the founding aim of preserving a Class 483 set, said that it was also investigating the possibility of preserving other vintage tube stock, including one of Transport for London's battery electric locomotives.

Island Line's 53-year tradition of using former Underground stock will not be broken.

The replacements for the Class 483s, the Class 484s, have been built using the existing bodysells and bogies of D78 stock units originally manufactured in the late 1970s and early 1980s by Metro-Cammell for the District Line and which have been modified for use on the network, with free public wi-fi, power sockets and CCTV added – and are also capable of passing through Ryde Tunnel.

The upgrade of Island Line includes a new passing loop at Brading, facilitating the running of services at regular 30-minute intervals, track enhancement to give a better ride, and adjustments to platform heights to improve accessibility.

→ The largest small railway or the smallest large railway? The first instalment of a feature by Phil Marsh marking the 50th anniversary of the IoWSR – pages 62-67.

Trevithick Day cancelled again

CORNWALL'S annual celebration in honour of steam railway locomotive inventor Richard Trevithick has been cancelled for the second year running due to the pandemic.

Camborne's Trevithick Day was due to have taken place on April 24.

A spokesman said: "We are sad to announce that Trevithick Day will not be taking place in 2021. However, the year also marks the 250th anniversary of Richard Trevithick's birth and plans are in the pipeline to mark this occasion. Watch this space."

The community festival offers free entertainment in the mining town's main streets which are closed for the day, and attracts up to 30,000 visitors.

Boiler returned to 'cider' locomotive at Yeovil

THE overhaul of Yeovil Railway Centre's Peckett 0-4-0ST No. 1579 of 1921 *Pectin* took a major step forward as the boiler was reunited with the chassis before Christmas, after a prolonged spell with the boilersmith.

The current Covid-19 restrictions will mean that the work required to return the engine to steam will inevitably be somewhat delayed, although the team is determined to complete the job as soon as possible.

Built at Peckett's Atlas works in Bristol, it spent its working life at British Aluminium at Burntisland in Fife, where it carried the name *BAC No. 2*. Preserved in 1972, the locomotive moved to Bulmers Cider at Hereford and received the name *Pectin* after an important part of cider production.

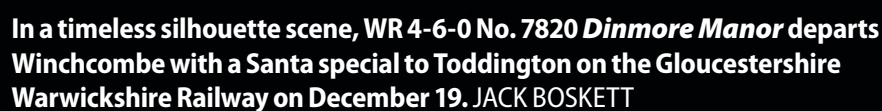
In 1995, *Pectin* was transferred to Yeovil, where it has



Peckett *Pectin* on its way back at Yeovil Railway Centre. DAVE GRABHAM

now had two 10-yearly overhauls.

→ Donations towards completing the outstanding work are invited. Visit yeovilrailway.freeservers.com



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HLSC121

The last man standing!

By Robin Jones

THE last passenger services run in the heritage sector after the Government's post-Christmas Tier adjustments, followed by the third all-England lockdown announced on January 4, were on the Keighley & Worth Valley Railway the day before.

Although finding itself in Tier 3, the railway was given the green light for its festive 'Elf Express' trains after Bradford Metropolitan Borough Council was persuaded to allow them to run after all. To maximise social distancing, the railway made full use of compartment stock, including two Open Suburbans which carriage and wagon volunteers converted to compartment coaches, as well as vehicles from the Lancashire & Yorkshire Trust and the Vintage Carriages Trust.

Operations

After Christmas, the line ran 'Mince Pie' specials with Covid precautions in place, until Sunday, January 3, several days after other heritage lines found themselves placed in Tier 3 or 4 areas, or with the majority of their passengers hailing from

Tier 4, and decided to cease running, as was the case at the Severn Valley (pages 10-11).

The success of the festive services running until the last scheduled day meant that the pressure to add extra trains – had the lockdown not taken place – to cover costs was greatly reduced. January is normally a quiet month for the KWVR and most other heritage lines.

Officials began looking ahead to events planned for the year ahead, Covid-19 restrictions permitting.

An Alice in Wonderland event has been planned for the Easter weekend of April 2-5, with the railway transformed into an 'enchanted' scene where visitors can meet characters, watch the Mad Hatter's tea party and chase the white rabbit. However, as we closed for press, tickets for The Wonderland Special had not gone on sale amid uncertainty about the length of the lockdown and restrictions afterwards.

Officials were also looking at holding it later in the year.

Last year's delayed celebrations to mark the 50th anniversary of EMI's big screen version of The Railway Children

LMS 'Black Five' No. 45212, back on the Worth Valley after a season on West Highland Extension 'Jacobite' duties, heads a mince pie special on December 27.
TOM MARSHALL

Ivatt 2MT 2-6-2T No. 41241 works past the 'Top Field' with the 2.30pm mince pie special on December 29. MATT LOWCOCK



BR Standard 2MT 2-6-0 No. 78022 heads the second mince pie service of the day through Damems on January 3, the last day of public services for the foreseeable future – until Covid-19 restrictions are eased. ANDREW RAPACZ



A curving vapour trail from maroon-liveried 2-6-2T No. 41241 welcomes the new year into Bronte Country on January 1. ROBERT BATTY

have been pencilled in for May 28-31.

Lancashire & Yorkshire Railway 2F 0-6-0 No. 957, which starred as the Green Dragon, and carriages that also appeared in the film, will be in service and a special Pullman dining service will be available for advance bookings.

Displays about the making of the blockbuster, re-enactments of movie scenes at Oakworth, an outdoor screening of the film in Keighley are planned, and it is hoped that some of the original cast will attend.

On June 26/27, a Jurassic Specials event is scheduled, with round trips from Oxenhope. Youngsters will be able to see an animatronic tyrannosaurus rex and raptor, get close to baby dinosaurs and handle live reptiles.

Plans

The Oxenhope Exhibition Shed will be transformed back to the Jurassic era, and families can ride in decorated private carriages and spot dinosaur eggs at each station.

An emergency meeting was held on January 5 to discuss the viability of planned events, but no decision had been made to cancel any of them.

Through its Worth Saving public emergency survival appeal and several grants, the railway has raised more than £750,000 to cover its overheads during the pandemic.

A railway statement said: "We



Left: 'Black Five' 4-6-0 No. 45212 heads a mince pie special through Damems on December 27. BEN BUCKI

Below: Ivatt No. 41241 makes a light engine movement through a snowbound Worth Valley on New Year's Day. ROBERT BATTY

were very proud of all our efforts that meant that we were able to run a Covid-19 secure service during December, making full use of the fleet of compartment stock on the railway.

"We find ourselves still in the grip of Covid-19. Plans for family, dining and enthusiast events in 2021 continue to be developed.

"We are keeping the year under constant review and will announce future events as and when they are finalised and we are confident that they will take place.

"The safety and well-being of our volunteers and passengers will always come first."

→ Details of all 2021 events on the railway can be found at kwvr.co.uk where further donations to the Worth Saving appeal are invited.



Welshpool new GM appointed

By Gareth Evans

THE Welshpool & Llanfair Light Railway (WLLR) has appointed James Brett as its new general manager. Due to take up his new post on February 1, James will work alongside current post-holder Charles Spencer as part of a handover period until the end of March – after which Charles is to retire.

For the past six years James has been employed as the facilities & infrastructure manager at Crich Tramway Village (formerly the National Tramway Museum), responsible for delivering site operations and maintenance activities. A core focus of his role has been developing the working practices, management and efficiencies of an overwhelmingly volunteer workforce to meet the needs of the core business. He ensured that the organisation embraced 21st century best practice and methodologies, while retaining heritage skills and expertise.

WLLR chairman Steve Clews said:

“James is used to getting ‘stuck-in’ providing hands-on leadership, skills, knowledge and training, especially in permanent way.

“He delivered several major renewal projects on the tramway infrastructure, plus refurbishment of several depot buildings to improve storage conditions and interpretation space for the operational rolling stock, conservation of a Grade II* listed building, and installation of a new adventure play area.

Experience

“His wide variety of experience across the heritage and tourism sector include previous roles with both the Imperial War Museums Group and the National Trust, ranging across operations, visitor services, collections management and special events. James is married with a young daughter, and the family will be relocating to the area in due course.”

Following his appointment, James said: “Over the coming months I am looking forward to getting to grips



Privately-owned Manning Wardle 0-6-2T *Chevallier* has returned to the Flour Mill workshop in the Forest of Dean. It is seen inside the workshop at Llanfair Caereinion on September 1, 2019. GARETH EVANS

with the challenges of the general manager role, meeting the team, and leading the organisation forward to future opportunities.”

In a separate development, privately-owned 1915 built Manning Wardle 0-6-2T *Chevallier* returned to the Flour Mill workshop at Bream in the Forest of Dean on December 21. Having arrived as a visitor for the WLLR's gala weekend in 2016, the former Whipsnade Zoo railway locomotive remained at Llanfair until the expiry of its 10-year boiler ticket.

The WLLR facilitated the testing of some of the modifications implemented by the locomotive's owner, Bill Parker. He now plans

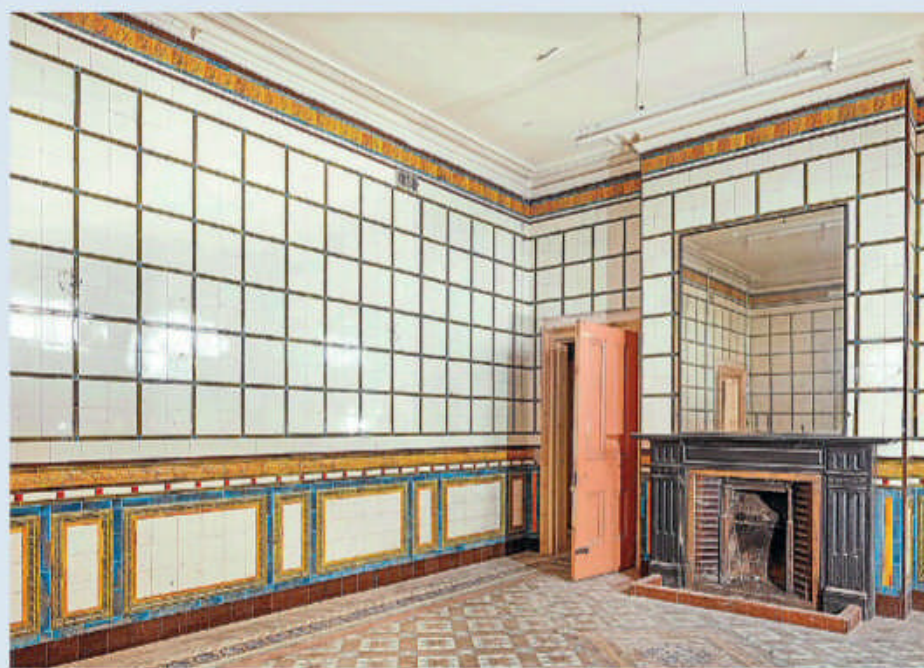
to put the test results to good use and get the engine working to his high standards.

Overhaul

Meanwhile, the WLLR's ex-Taiwan Sugar Corporation Diema diesel locomotive No. 17 has gone to Riley & Son (E) Ltd in Heywood for mechanical work to be carried out.

It was found to be more economical to send the whole locomotive away for its wheels to be reprofiled, followed by the squaring of the axleboxes to the chassis.

The 1979 built 0-6-0 is expected to return to the Montgomeryshire heritage line in February.



The historic tiling rediscovered inside Retford station's refreshment rooms that are set to be restored. HISTORIC ENGLAND



Above: The exterior of Retford station, built to an Italianate style. HISTORIC ENGLAND

Inset: Plaque commemorating the use of Retford station as a forces canteen during World War Two. HISTORIC ENGLAND



Rediscovered Victorian tiling sees Retford station Grade II listed

RETFORD station is among 423 places across the country to be added to Historic England's National Heritage List.

The East Coast Main Line station, built by the GNR between 1891-92, and designed by the company's architect Henry Goddard, replaced an earlier, smaller station originating from 1852 that had gradually become unable to cope with the growing number of passengers.

It is in the Italianate villa style favoured by GNR and boasts impressive decorative ironwork on

the platform canopy.

The dining and refreshment rooms showcase a rare survival of original tiled finishes that were particularly ornate for their purpose, and have now earned the station Grade II listing. Having been covered with plasterboard for years, the decorative scheme has miraculously survived the many renovations the station has undergone, and was recently uncovered by Bassetlaw Railway Society, which plans to restore the rooms to their former glory.

During the Second World War, the

station was used as a canteen and rest room by the Women's Voluntary Service, serving British and Allied Forces over two million meals between 1940-46.

A Historic England statement said that the station has been listed “for the very rare survival of the original finishes in the dining room and refreshment room, notable not only for their strong aesthetic quality and fine craftsmanship but for the particularly ornate nature of their design which was not at all common for public refreshment rooms at

railway stations.”

It added that the status was also bestowed on the station “for its remarkably long and well-balanced composition in the Italianate style and decorative ironwork on the impressive platform canopy,” and “for its well-preserved platform, including the service rooms in the stationmaster's house, and its remarkably complete elevations with their original fenestration and platform canopy, which overall represent one of the most intact medium-sized GNR stations.”

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Help keep *Stamford* in Rutland!



Above: *Stamford* heads a party of visitors along the system at Pilton Ironstone Quarries in Rutland. When the quarries closed in June 1969, the locomotive was acquired by Bluebell Railway members but saw no use there. RBR

Left: Avonside 0-6-0ST No. 1972 of 1927 *Stamford*, which was designed with an open-backed cab to facilitate escape, is seen inside the Rocks by Rail exhibition building on September 10, 2017. GARETH EVANS

By Robin Jones

THE Georgian coaching down of *Stamford* sits in the far south-western corner of Lincolnshire, a stone's throw from adjoining Rutland. Now an appeal has been launched to keep a steam locomotive named after it in its next-door neighbour, England's smallest county.

Avonside 0-4-0ST No. 1972 of 1927 *Stamford* is owned by the Bluebell Railway in faraway Sussex, but is currently loaned to Rocks by Rail – the Living Ironstone Museum RbR), based near Cottesmore in Rutland, the trading name of the Rutland Railway Museum.

Displayed in the venue's exhibition building, *Stamford* is one of only a small handful of quarry steam locomotives which operated in the ironstone quarries in Rutland, having spent all of its working

life on the standard gauge lines at Staveley Minerals Ltd's Pilton Ironstone Quarries.

Supplied new to the quarries on February 23, 1927, the locomotive was specified with an open backed cab to allow escape when working through the narrow three-corner tunnels at Pilton.

Features

The Pilton system had a number of unique features, including semaphore signals to protect the steeply-graded and curved climb past the locomotive sheds to the quarries, as well as a swinging bar Midland Railway shunting signal near the weighbridge office in the exchange sidings.

In its latter years at the quarry, *Stamford* was the locomotive on duty for a visit of the Industrial Railway Society.

The Bluebell Railway recently

agreed to sell *Stamford* to Rocks by Rail so that it can remain in Rutland, not far from the ironstone quarry at which it was once in daily use.

The museum is now raising funds to purchase the locomotive and start the long road ahead for its repair, reassembly and conservation as a historic exhibit.

RbR chairman David Atkinson said: "We are grateful to the Bluebell Railway for firstly securing the locomotive for preservation when Pilton ironstone quarry closed in 1969, secondly for allowing it to come on loan to the museum and thirdly for now offering the locomotive for sale to the museum so that it can remain on public display in its home county."

Double support

Former Bluebell plc chairman Christopher Hunford said: "As this

small quarry loco did not fit in with our core objectives as a working heritage railway in southern England, we are pleased to offer it to the volunteer-run museum to safeguard its future in an appropriate location.

"Any donations made to the museum's *Stamford Loco Appeal* will thus benefit two railway heritage organisations and enable the Bluebell Railway to continue to invest in vital future railway infrastructure projects to safeguard its continued operation."

→ Donations towards the purchase and restoration of *Stamford* are invited. Cheque donations should be marked on the rear 'Stamford Loco Appeal'; made out to Rutland Railway Museum and sent to Mr A Salmon, RbR Treasurer, 4 Main Street, Stamford-on-Soar, Loughborough LE12 5PY. A Gift Aid form is available by emailing Curator@rocks-by-rail.org

New Bishop's Castle Railway heritage centre earmarked for summer opening

THE Bishop's Castle Railway Society aims to complete the transformation of the town's weighbridge into a heritage centre by the summer.

The railway – which ran from the Shrewsbury to Hereford main line near Craven Arms to Bishop's Castle – opened in 1866, but was continuously short of money, and closed due to bankruptcy in 1935. Its Bishop's Castle weighbridge building was left to rot from the 1960s onwards.

In recent years, the society took over the restoration when the building was covered in ivy, and trees were growing out of it. Plans were made for providing a railway interpretation and visitor centre, exploring how the coming of the line in 1865 changed the lives of those in a small

isolated community by enabling cheaper goods to come into the area, local produce to reach wider markets and making travel to the larger towns possible. The stories of the people who worked on the railway, the businesses which used it and the community that travelled on it will be recorded and available to the public today and for future generations.

Despite the challenges of 2020, society members worked whenever permissible to further its restoration. New replica windows and doors were fitted, a rainwater drainage system installed, the interior walls and ceiling plastered and electricity connected.

A National Heritage Open Day in September proved successful, and work will continue



Rare survivor of a rural railway: the renovated Bishop's Castle weighbridge is now becoming a heritage centre with much to offer tourists and the local community alike. BCRS

throughout the winter months, with interior decorating and fitting a small kitchen.

The society hopes to hold a series of events at the weighbridge during the year and has invited vehicle clubs to stage displays on the large outdoor area alongside.



J27 0-6-0 No. 65894 passes through Goathland station with the Christmas 'Moorlander' dining train on December 17. JOHN HUNT/NELPG



The left leading horn guide for No. 63395 is seen being measured on November 18. IAN PEARSON/NELPG



The horn guide for No. 69023 Joem is machined on December 18. NEAL WOOD/NELPG

NELPG's K1 on track for a return to Grosmont

By Gareth Evans

THE North Eastern Locomotive Preservation Group's (NELPG) K1 No. 62005 is on course to return to service following maintenance work at West Coast Railways' premises in Carnforth.

As outlined in the 'Locomotive Group Profile' feature in issue 274, the 2-6-0 has been stabled in Lancashire after it spent the summer season working West Coast's 'Jacobite' service on the West Highland Line.

The locomotive and tender wheelsets were reprofiled in early November and the locomotive reassembled ready for its move back to the North Yorkshire Moors Railway (NYMR) at Grosmont on November 16.

Unfortunately, in preparing for the move, a leak was detected on the right-hand side of the throat plate.

Following non destructive testing (NDT) of the defective plate work, the insurer said that a temporary repair could be undertaken and agreed the method of repair, weld procedure and subsequent testing. The repair was undertaken and successfully NDT'd by the end of December, during which

the annual 'cold' insurance exam was also undertaken.

In addition to the NDT, the throat plate repair required hydraulic and steam tests which, as *HR* went to press, was hoped would be carried out during the week commencing January 11. Subject to these tests being successful, it was planned to move the locomotive to the NYMR by the end of January.

Maintenance

Q6 0-8-0 No. 63395 has been undergoing winter maintenance at Grosmont. At the beginning of October, the clearances between the axle boxes and the horn guides were assessed and it was decided all the clearances should be brought back to nominal with shims. The NYMR was contracted to do this with the assistance of NELPG volunteers. This work was successfully completed by early December, the locomotive rewheeled, side rods refitted and the frames moved back to NELPG's Deviation Shed from the motive power depot running shed.

The next job with the frames is the slide bar alignment. The steam

reverser was removed from the frames to enable a repair to the steam cylinder piston ring. The insurance company out of frames steam test for the boiler was planned for January 11 – subject to Covid-19 restrictions.

J27 No. 65894 hauled trains on the NYMR for 30 days from August until the cessation of services due to the second England-wide lockdown, which began on November 5.

This included an appearance on the BBC TV programme *Mortimer & Whitehouse: Gone Fishing* when the comedians visited the NYMR on October 22. The 0-6-0 was then stopped for a 28-day washout and exam, which was completed, including a steam test, shortly before it was due to re-enter traffic.

Since then, it has been acting as spare engine for NYMR services and hauled two Christmas 'Moorlander' journeys just before Christmas. With the railway again forced to cease operations due to the latest lockdown, attention will now focus on the annual winter inspections and maintenance.

Progress continues to be made on the overhaul of the group's J72 0-6-0T

No. 69023 *Joem*. NDT of the boiler shell and firebox has taken place at Northern Steam Engineering in Stockton-on-Tees, and as this issue went to press, was due to be followed by a visit from the boiler inspector.

It was also hoped to move the original cylinder block to South Lincs Foundry in Spalding. The new block is to be cast from a pattern.

Overhaul

At NELPG's Hopetown workshop in Darlington, limited essential tasks are being progressed by specifically rostered volunteers in accordance with Covid-19 rules.

A wheelset assessment has confirmed that they are sound, apart from some dishing in the boss faces, which will be rectified at the same time as tyre turning. The centre set of horn guides have been machined and refitted. The rear set has been removed and is due to be machined imminently.

The J72 Appeal continues, with all the boiler stays and cylinder block fitted bolts now sponsored. Other sponsorship opportunities remain. Visit www.nelpg.org.uk for details.

Torrington revivalists to honour former chairman Rod Garner

THE Tarka Valley Railway is planning to install a memorial in honour of its late chairman, Rod Garner.

Rod, one of the stalwarts of the Torrington-based heritage line, lost his battle with cancer on October 16.

He was one of the original few whose dream it was to recreate this section of the LWSR's Withered Arm. He wrote books on the route and was one of the heritage line's trustees.

As its public relations officer, he

dealt with local authorities and wrote articles for all forms of media.

A statement from the railway said: "Rod was a big man, both in stature and personality; he was at his best in talking to the public and was often found in the shop where he and his widow, Anita, would spend many hours.

"He had been diagnosed with cancer in 2019, but came to Torrington station at every opportunity.

"During the last couple of months, his attendance diminished as he was confined by the constraints of the illness.

"The permanent way team raced to get the 'main line' of the Tarka Valley Railway ready (as far as the first phase) so that Rod could achieve his dream and travel by rail as far as the first bridge. This was achieved on September 29.

"Rod has done his bit for the railway

and will be missed by his many friends. We are planning a fitting memorial in Rod's memory."

➔ Anyone who wishes to contribute towards the planned memorial is invited to send donations to Barclays Bank, Tarka Valley Railway, sort code 20-04-59, account number 33321045, reference memorial fund, or send a cheque to: The Treasurer, Tarka Valley Railway CIO, Torrington Station, Torrington, Devon EX38 8JD.

Can you help save Bourne's Bridge 234?

By Robin Jones

A CAMPAIGN to save the 'last' railway structure in the Lincolnshire market town of Bourne has been gathering steam.

Three-arch Bridge 34, which carried an unsurfaced country lane over the Midland & Great Northern Joint Railway (MGNJR) line from Saxby, stands in the way of a planned 373-home expansion of the town's Elsea Park development, on which around 1500 properties have been built since 2001.

Bellway Homes wants to complete the estate with more homes, bungalows, a pedestrian greenway and open spaces. However, the bridge, currently surrounded by briars, and covered in graffiti, stands in the centre of the site.

Condition

Bellway said that the bridge, which is on privately-owned land and not, it was understood, yet sold to the developer, is not "structurally sound and cannot be retained in its entirety."

The developer added that it is "committed to celebrating the heritage of the bridge as a feature for the open space" by looking at options which might include keeping part of it, possibly as a public art feature.

There is little else today to give any hint that Bourne was once a thriving

four-way junction. Its original station opened in 1860 as the northern terminus of the Bourn & Essendine Railway, which 'co-opted' an existing building, the Elizabethan mansion Red Hall, as its ticket office and stationmaster's house, rather than build a new one.

Next came the Bourne & Spalding Railway in 1866, creating a through station. In 1872, the GNR opened the Bourne & Sleaford Railway and finally the MGNJR opened the Saxby route in 1894. Bridge 234 would have been the last landmark seen by eastbound passengers before arriving at Bourne, possibly on their way to the North Norfolk coast.

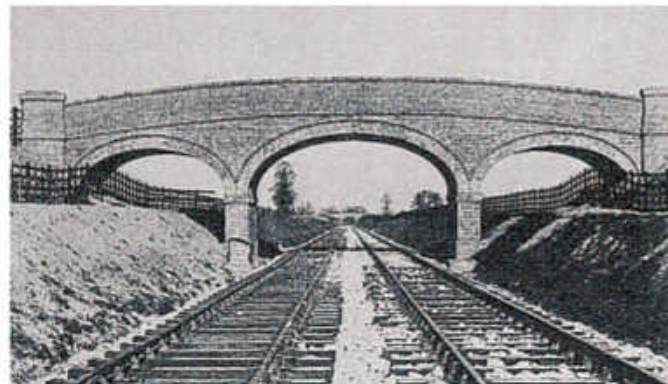
With the closure of most of the MGNJR system in 1959, Bourne lost its passenger services on May 2 that year, and closed to freight on April 5, 1965. The Red Hall, which was bought in 1962 by the Bourne United Charities, survives intact, but 21st-century development has all but wiped away any remaining traces of the station and indeed trackbed.

Local historian Steve Giullari began campaigning in 2016 for the bridge to be saved, when he appealed through the local press for information about it.

Two years later, he set up a Facebook page, Non Time History – Save Our Bridge, which subsequently evolved into Bourne History Group

Above: The Midland & Great Northern Railway Bridge 234 at Bourne: campaigners want it restored as a major landmark of the town's history. ROBIN JONES

Right: Bridge 234 in the latter days of the line it spanned



and grew to the point where it now has 1500 members.

An ongoing debate began how the bridge could be preserved/retained and when it appeared that the site could be developed, the local council received numerous objections.

Survivor

Steve said: "Bridge 234 is all we have left from an era which is being rapidly erased from history. Any newcomer to Bourne will not realise Bourne was home to four lines, each with its own platforms. The station had a goods shed, engine sheds, water tower, turntable, level crossings, bridges and many other things in connection with the running of a railway.

"What we still have is the smallest part of the goods shed which is now a children's nursery; part of a coal office/shed which is now a private residence; and three gatehouses which are also private residences. We also have the Red Hall, but none of these can be used to represent

our railway. The Victorian period, the ancestors of Bourne, are being erased and forgotten.

"The much-loved Bridge 234, is our very last piece of railway heritage we can save which can stand as a monument to Bourne's railway; to Bourne's Victorian, Edwardian ancestors, when Bourne was at its height of greatness.

"It will become a focal point. Maybe with the correct kind of funding and input this area could be turned back in time as we save the bridge and lay a small piece of track re-creating the past."

Steve believes that it would be possible to keep the bridge physically intact. He appealed to well-wishers to join the Facebook page at fb.me/bournehistory and to make a donation towards an appeal to support the campaign to save and restore the bridge as a landmark for future generations.

A website is also being set up at sagiullari.wixsite.com/nontimehistory

IN BRIEF

→ THE Grade II listed signalbox on the platform at Torre station in Torbay, which has full planning for conversion to a holiday home, is due to be auctioned online between February 2-4.

For details contact Paul Fosh Auctions on 01633 966069.

→ AFTER much hard work behind the scenes, the Hull & Barnsley Railway Stock Fund has been granted charitable status.

As previously reported, the organisation owns the collection of artefacts and rolling stock relating to the former cross-country route.

→ THE Peak Rail Association has bought 1936-built LNER steam breakdown crane No. 941591 from Peak Rail with the aim of returning it to operation.

Frame plates for new *Prince George* now complete

THE rear main frame plates for new-build LNWR George the Fifth class 4-4-0 No. 2013 *Prince George* have been cut and profiled.

Tata Steel Profiles of Wednesbury delivered the plates to the LNWR George the Fifth Steam Locomotive Trust's private site in north Nottinghamshire on December 17.

The front frame plates have already been cut, and now the complete set has given the locomotive its identity, as per tradition.

Once the pandemic is under control, the trust hopes to invite supporters to view progress of the locomotive, estimated to cost up to £2 million, at its site.

On Christmas Eve, the trust launched a £20,000 appeal for the

outside fittings for the main frames, and has so far raised more than £5000.

In July 2013, the Trust approached the Duke and Duchess of Cambridge to name their locomotive after their newborn son Prince George. The Duke



The new 23ft long rear frame plates arriving at the George the Fifth Steam Locomotive Trust's private site in north Nottinghamshire, all duly covered in zinc paint. GVSLT

and Duchess accepted, and the locomotive was given the number 2013, the year of his birth.

Anyone who would like to help the project to re-create this example of an extinct Charles Bowen Cooke class, is invited to visit newprincegeorgesteam.org.uk which has a donations page. Donations may also be sent to chairman Paul Hibberd at 62 High Street, Buntingford, Herts SG9 9AH, with cheques made payable to 'LNWR George the Fifth Steam Locomotive Trust'.

The trust would also like to hear from would-be helpers with specialist skills, for example engineering, IT and digital marketing. They are invited to telephone 01763 272883.



Back in steam and moving after 64 years: Chesapeake & Ohio H6 2-6-6-2 No. 1309 on December 31. WMSR

World's biggest Mallet locomotive now running again after mammoth effort

THE world's biggest operating Mallet articulated locomotive, the Western Maryland Scenic Railroad's Chesapeake & Ohio compound H6 class 2-6-6-2 No. 1309, made its first move under its own power in 64 years on December 31, at the conclusion of a six-year £3.5 million overhaul.

In 1948, No. 1309 became the last

product built by Baldwin for the US market. It hauled the Chesapeake & Ohio's heaviest coal trains throughout Kentucky and West Virginia until it was withdrawn from traffic in 1956.

In 1976, it was moved to the B&O Railroad Museum for static display and sold to the Western Maryland Scenic Railroad.

Its restoration to running order in Ridgeley, West Virginia, began in July 2014, and has been largely funded by grants and private donations, but was slowed by an employee's theft of components, including bronze bearings and wear plates, which he sold for scrap for \$14,662.

US heritage railway crews came from far and wide to assist its reassembly in its final weeks.

No. 1309 has now begun a series of test runs and is destined to haul tourist trains over the 17-mile heritage line from Cumberland to Frostburg in Maryland.

Public support boosts Llangollen prairie overhaul

By Gareth Evans

WORK on returning two of the Llangollen Railway's (LR) resident steam locomotives to action continues and the planning of a third is at an advanced stage – while two BR steam locomotives are set to leave the line in the coming weeks.

Well-wishers have responded positively to an appeal by the Llangollen Railway Great Western Locomotive Group which is restoring GWR prairie No. 5532 for use on the line.

The group's fundraiser Paul Bailey said: "We've enjoyed a great start to 2021. I'm pleased to report that by January 10, we sold two more 5532 Club subscriptions, 90 £25 shares have been purchased and the last remaining large superheater tube has been sponsored at £275. Seven small tubes have also been kindly sponsored at £50 each – leaving 38 out of the 195 left to sponsor.

"Our weekly raffle has also restarted again after a Christmas and New Year break. It costs only £2.50 to have a go

and the winner gets £50. With your help we can keep the restoration of No. 5532 going, even if contracted boiler work is unable to proceed at present, by raising the remainder of the monies required to finish the boiler."

Hopes

"If we are to get our boiler finished this year, we will hopefully get No. 5532 running for the first time in the preservation era in 2022."

The overhaul of GWR 0-6-0PT No. 7754 continues at Llangollen. All patch screws have recently been fitted on the boiler.

Plans to return BR 4MT No. 80072, which last ran in June 2019 when its boiler certificate expired, are now at an advanced stage. The 2-6-4T is expected to be dismantled this summer in readiness for the boiler to be lifted. When initially restored, the original side tanks and bunker were reused. However, for the next overhaul they are considered life expired and are in need of

replacement. The cost of the new tanks and bunker is quoted as £90,000, with funding to be sought to cover the expenditure, which is additional to the 10-year overhaul.

Meanwhile, LMS 'Black Five' No. 45337 is set to return to the East Lancashire Railway (ELR) almost 10 years after it moved to the LR. Due to Covid-19 restrictions, the move has been set back until March.

After its rescue from Barry scrapyard in 1984 by The 26B Railway Co Ltd, the 5MT was returned to traffic at Bury in 1995.

Withdrawn for its 10-year overhaul in 2005, the boiler work was undertaken at the LR. In 2010, No. 45337 returned to action on the ELR, before moving on to the LR in 2011.

The Armstrong Whitworth-built engine worked until 2017, when it was withdrawn for firebox repairs. Overhauling the 4-6-0, including repairing the cracked firebox throatplate, is estimated to cost in the region of £300,000. Stripping down is expected to commence following its

arrival at Bury. It is intended that the locomotive will return in LMS guise as No. 5337.

GWR 2-8-0 No. 3814 is also set for a new home – although its new residence remained to be confirmed as this issue went to press.

Future

Previously based at the North Yorkshire Moors Railway, the tender of the Collett 'heavy freight' moved to the LR for the completion of its restoration in 2016. The rest of the locomotive followed in September 2018.

The crinoline has been fitted to No. 3814 and while the boiler cladding has been delivered, it remains to be fitted. The tender is due to remain at the LR, where it will be used with No. 6880 *Betton Grange* (see Headline News, pages 8 and 9).

→ To support the return of No. 5532 for the Llangollen Railway, visit www.facebook.com/5532locomotive – or write to: Llangollen Railway GW Locomotive Group, Dolwen, Bryneglwys, Corwen LL21 9LY.

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GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* heads at speed towards Lapworth on the return leg of a Vintage Trains Birmingham to Stratford-upon-Avon 'Shakespeare Express' outing on August 16, 2015. Its last full season in operation being 2018, No. 5043 is to make a comeback following overhaul for this year's 'Shakespeare Express' season which will run on nine consecutive Sundays from June 18. Again, No. 5043 will be running at up to 75mph on the return leg via Solihull. For booking details visit vintagetrains.co.uk or telephone 0121 708 4960. DENIS CHICK

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Ian Riley buys Heritage Painting

HIGHLY-RATED relivery specialist contractor Heritage Painting has been acquired by Riley & Sons of Heywood.

As reported in issue 274, owner of the Darwen-based company, former RAF pilot and self-taught painter Ian Hewitt, 42, who began his work in the sector as an East Lancashire Railway (ELR) volunteer, decided to close the business.

However, Riley & Sons managing director Ian Riley said: "This was a perfect opportunity for us to bring Heritage Painting into the fold of all the services we already offer to our clients. Since our relocation to Heywood a few years ago, we have already been able to add services that we just could not previously with the limited space at Baron Street.

Future

"With Ian's decision to step back, I felt that this was another natural evolution of Riley & Sons, with the chance to continue the success of Heritage Painting under our banner. We can now provide our clients with a 'one-stop shop' for all aspects of their engineering and overhaul requirements."

During its first few years, Riley & Sons also offered the newly formed Heritage Painting a home base to work from. While he volunteered at the ELR, Ian Hewitt also received tips from Ian Riley on painting.

Ian Hewitt said: "With my decision to step back from the company to look after my health, I wanted the business to continue in a safe pair of hands for the years to come.

"I couldn't think of a better organisation to be part of than Riley & Sons, given the remarkably successful track record we have of working together."

Railway tunnel reopens half a century after the last train passes

By Geoff Courtney

A RAILWAY tunnel in the Lake District that was closed and filled in nearly 50 years ago has reopened, although its traffic will now be walkers and cyclists rather than trains. It is the 92-yard Bobbin Mill tunnel, known locally as 'Big Tunnel' and a feature on the Cockermouth, Keswick & Penrith Railway near Keswick station.

The 31½-mile line was opened in January 1865, with passenger and goods trains being operated by the LNWR and mineral traffic by the NER. It was closed in two stages, from Cockermouth to Keswick in April 1966 and between Keswick and Penrith in March 1972.

Three miles of the trackbed, between Keswick and Threlkeld, were opened as a rail trail in 1985, and became a popular attraction to walkers, cyclists and tourists. This section included Bobbin Mill tunnel under the A66, but due to cost it was not incorporated at the time into the trail and was filled in.

However, disaster struck in December 2015 when Storm Desmond devastated the trail. Two of the line's original bridges crossing the River Greta were washed away, as was 220 yards of embankment, a third bridge was damaged, and a section of raised boardwalk destabilised, all of which made the trail unusable.

Significance

Due to the trail's importance to the Keswick and Threlkeld community, visitors to the area and to businesses – it was estimated it was worth £2 million annually to the local economy – the Lake District National Park Authority led a fundraising and restoration project that was supported by Highways England, Cumbria Local Enterprise Partnership, and the Lake District Foundation.

On December 4, exactly five years after the storm wreaked its havoc, the trail, this time including 'Big Tunnel', was reopened by Richard Leafe, chief executive of the Lake District National Park Authority, Keswick mayor Paul Titley, and two local 10-year-old schoolchildren, Monty and Holly.

The restoration, which was carried out by Carlisle-based Cubby Construction, cost £7.9 million, and was the largest ever undertaken by the authority. It included rebuilding



As it was: The eastern entrance to Bobbin Mill 'Big Tunnel' on the Cockermouth, Keswick & Penrith Railway in 1935, looking towards Keswick. The tunnel, which was filled in when the line closed in 1972, has been reopened as part of a restored railway trail. CUMBRIAN RAILWAYS ASSOCIATION



Opening time: Schoolchildren Monty and Holly with Richard Leafe, chief executive of the Lake District National Park Authority (left) and Keswick mayor Paul Titley, at the reopening on December 4 of Bobbin Mill 'Big Tunnel' on the restored Keswick to Threlkeld Railway Trail. Joining in the celebrations are local residents Sally and Keith Lunsen. ADRIAN NAIK

and repairing the three miles of the trail, reopening 'Big Tunnel', the construction of two new bridges and major repairs to a third, the creation of 220 yards of new path, stabilisation of the river bank, and measures to reduce future flooding risk.

"It's taken five years to complete, but we're thrilled to be able to reopen the trail," said Richard Leafe. "I'd like to thank all of our funders and project partners, and the local community for their fundraising and their patience."

Bruce Parker of Highways England said: "As part of our commitment to give cyclists and pedestrians a better deal along our major A-roads network, we were delighted to be able to provide almost half the money needed to restore the link between Keswick and Threlkeld. The

route provides a much safer and more pleasant alternative to cyclists and pedestrians using the busy A66."

Describing the trail as a "much-loved route," Jim Jackson, chairman of Cumbria Local Enterprise Partnership's investment panel, said it would strengthen visitors' experience and the economic performance of the Lake District National Park.

A fundraising campaign led by the Lake District Foundation raised £130,000 towards the cost of the project.

Sarah Swindley, the foundation's chief executive, said: "The local community, businesses, residents, visitors, and organisations all played their part through everything from duck races to online auctions. We are looking forward to everyone enjoying the trail for years to come."



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Cutting of light: Maunsell Q 0-6-0 No. 30541, the sole survivor of a class of 20, approaches Three Arch Bridge with the 8pm SteamLights illuminated special from Sheffield Park on the Bluebell Railway on December 11.
NICK GILLIAM



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Rheidol purchase may see slate quarry veteran resteamming in 2023

By Robin Jones

THE Vale of Rheidol Railway (VoR) is now the permanent home of Manning Wardle 0-4-0ST No. 1382 of 1897 *Jubilee 1897* after completing its purchase from quarry owner Welsh Slate – and plans are in hand to return it to steam after nearly 70 years

Named to commemorate Queen Victoria's Diamond Jubilee, the VoR has been the locomotive's home for the past two years.

From new, *Jubilee 1897* worked at Cilgwyn slate quarry in the Nantlle Valley, hauling waste to remote tips near the village of Y Fron. It was sold to Welsh Slate in 1928 when it travelled to Dinas Junction on its own wheels down the incline and over the Welsh Highland Railway for unloading at Penrhyn from a standard-gauge wagon.

It worked at Port Penrhyn at Bangor for a year, before being stored at Felin Fawr. Painted and returned to steam at the end of the Second World War, it worked on Red Lion Level at Penrhyn Quarry until it was withdrawn from service 10 years later.

It was then sent to the Narrow Gauge Railway Museum Trust at Tywyn and was cosmetically restored for display.

In 2016, *Jubilee 1897* was moved to Felin Fawr where the Penrhyn Quarry Railway project was being developed. Originally intended as a static exhibit there, an examination established that it was in fundamentally sound condition and agreement was reached that the project would restore it to steam at Coed y Parc workshops.

Overhaul

Dismantling commenced in 2017, but four months later the project collapsed, and the VoR offered to accommodate it while the Narrow Gauge Railway Museum Trust established a way forward. Its components were relocated to Aberystwyth in 2018.

VoR chairman Robert Gambrell said: "Manning Wardle is a locomotive builder not previously represented within our collection, so we jumped at the chance to secure an example of this manufacturer. We are planning to restore



Jubilee 1897 when displayed at Tywyn. ROBIN JONES

Jubilee 1897 to steam by 2023, allowing the public to see it working again for the first time since the 1950s."

Welsh Slate managing director Mark Hodgkinson said: "*Jubilee 1897* will always be a part of our history and we're only glad it has found such an appreciative permanent home."

Railtrail Tours declared Britain's best rail holiday company in public vote

LEEK-BASED tour operator Railtrail Tours has won gold in the prestigious British Travel Awards.

The family firm, which employs 14 staff including founder and managing director Dave Felstead, son Paul and daughter Julie, was voted best rail holiday company in a classification for tour operators with fewer than 10,000 passengers per annum.

The major award, which is recognised by consumers as the 'symbol of excellence' within the travel and tourism industry, is based entirely on votes from members of the public.

Dave started his passion for operating rail holidays after watching the BBC TV series *Great Railway Journeys of the World*, where Michael Palin starred in the British version featuring a train journey from London to Kyle of Lochalsh, filmed in 1979. Dave contacted former colleagues at Stoke station and set up a 'follow in Michael Palin's footsteps' rail holiday. It was so successful that it led to further tours and a passionate hobby that eventually grew into the family firm it is today.

The company now operates an extensive collection of escorted

rail inclusive holidays of Britain, Europe and select worldwide destinations. Tours range from classic rail holidays featuring spectacular train journeys, wonderful attractions to steam, rail and ale tours visiting breweries and heritage steam railways.

With Railtrail having licences with every train operator in the country, passengers have the option to commence their tours from any railway station in the UK.

In 2021 Railtrail is scheduled to operate over 130 escorted tours throughout Britain and Europe varying from three to 14 days

duration, with longer visits to Australia and Colorado.

The Covid-19 pandemic severely curtailed tour operations in 2020. However, Railtrail said it is unique in tour operating by having its own trust account at Lloyds Bank, whereby all clients' money paid for tours goes directly into it and remains there until after the tour returns. So whenever a tour has been cancelled, clients have automatically received full refunds within days of cancellation with no need to complete claims forms.

For further details visit www.railtrail.co.uk or call 01538 382323.

Royal trains highlighted in NRM's £500k Station Hall facelift

By Robin Jones

THE National Railway Museum's Grade II listed Station Hall – home to the national collection of royal carriages, including Queen Victoria's original 1869 saloon – is to undergo a £500,000 refit.

The refurbishment of what had been a working goods depot until the 1970s, funded with the aid of £300,000 raised by the Friends of the National Railway Museum, will start this spring with the aim of developing and refreshing Station Hall's permanent exhibition.

The project will redisplay the carriages into complete royal trains matched with period locomotives. A new addition to the hall will be Class 47 No. 47798 *Prince William*, one of a select number of locomotives to have hauled the current royal train.

The revamped exhibition will see an estimated 200 new collection items and 25 rail vehicles go on display.

The project will provide a greater focus on the roles of railway workers and passengers and under-represented stories from railway history. These will include women's experiences of working for the railways and the first black railway workers from the Windrush generation who helped shape Britain's postwar railway. It will also reveal stories around the building itself and the movement of goods around the city and beyond.

The Science Museum Group will also provide £200,000 to complete physical improvements to the roof and walls of Station Hall, which dates from 1877.

Displays

A new object to be displayed will be an original wooden WH Smith kiosk which stood on the platform of Waterloo station. Currently in the conservation workshop,



Preserved and plush: the interior of Queen Victoria's royal saloon inside Station Hall. NRM

the kiosk needs extensive refurbishment before it can go on public display.

The project will also feature greater use of film and sound, with new installations drawing on the museum's extensive archive, such as the pioneering sound recordings of Peter Handford and, another project also funded by the Friends, the museum's National Archive of Railway Oral History.

The final list of objects and vehicles is likely to change as the project develops, but the museum hopes to appoint designers in 2012 and share a more detailed plan of the new layout.

Station Hall is a popular venue for corporate dinners, award ceremonies and even weddings. In 2019 more

than 60 events took place in the hall, with over 10,000 guests attending. The new plans will retain an event space and refurbished café.

Support

The York museum's head of interpretation and design Charlotte Kingston said: "I am grateful to the Friends of the National Railway Museum, who have enabled us to create an exciting permanent exhibition which will inform and inspire future generations.

"Station Hall is popular with our visitors and our changes will be impactful but sympathetic, using new collection items and railway stories to bring the railways to life,

while retaining the character of the original building."

Friends chairman Philip Benham said: "We've contributed more than £1.5 million towards some 60 museum projects over the years, but this is one of the most significant yet. Stations are where people first meet the railway, and the scene for many individual encounters and dramas.

"The Friends are excited to have this opportunity to help the museum tell their important story anew, together with the equally vital stories of those who worked at stations, or simply passed through them."

The project is scheduled to be completed by 2022, subject to wider Vision 2025 and York Central activity.



Queen Victoria's royal saloon, built by the LNWR at Wolverton Works in 1869 will again be a focal point in the revamped Station Hall. NRM



Philip Benham, chairman of the Friends of the National Railway Museum and the York museum's head of interpretation and design Charlotte Kingston. NRM



Locomotion, the National Railway Museum at Shildon. NRM

Architects chosen for new Locomotion collection building to house 50 additional rail vehicles

By Robin Jones

THE Science Museum Group has chosen AOC Architecture to design a £4.5-million project to build a new collection building at Locomotion in Shildon.

The facility will house up to 50 rail vehicles, bringing the total at Locomotion to 120 and creating the UK's largest railway vehicle display.

It is part of Locomotion's £6 million improvement programme to regenerate the museum's historic site, with Durham County Council contributing £2.25 million towards the new building.

The architects will create a sustainable, low maintenance and low energy-usage building, which is sympathetic to the local area and accessible for visitors. The final design will feature a lightweight, steel frame construction that will be open to the public and will house railway vehicles in a stable environment.

Construction is due to start in April 2022, subject to planning permission being granted for the development, with work scheduled to be complete by early 2023.

AOC Architecture was appointed after a competitive design tender, which ran earlier in the year.

Plans for the new collections care facility at the Ashfield brownfield site, formerly occupied by a banana processing plant, were first

announced in January and following the completion of a land transfer, the project can now proceed to the design and construction phase.

Museum head Sarah Price said: "This is the most significant change to Locomotion since opening and it will create a more inviting presence that emphasises Locomotion's pivotal role as a cultural cornerstone for the community.

"Access to Locomotion and the site's historically-significant collection will remain free for all visitors, helping us to create a lasting and meaningful legacy that celebrates the region's globally important role as the birthplace of the railways."

Exhibits

The exact line-up of new vehicles in the new building will be determined in the coming year, but for the first time, it will enable Locomotion to 'theme' displays and tell more comprehensive railway stories.

Durham County Council leader Simon Henig said: "County Durham has a proud railway heritage and we are equally fortunate to be home to Locomotion. It truly is a world-class museum that attracts hundreds of thousands of people each year, which in turn boosts our economy and ensures the county is firmly on the map as a visitor destination.

"The new building will enhance Locomotion's offer further, drawing

in even more people and helping the county's tourism industry recover from the impact of the coronavirus pandemic.

"As a council, we believe a thriving arts and heritage sector not only enriches the lives of our residents, but is key to a prosperous economy and all the jobs and opportunities that brings."

Based in East London since it was founded in 2005, AOC is best known for its public buildings and cultural institutions in historically and politically-sensitive contexts.

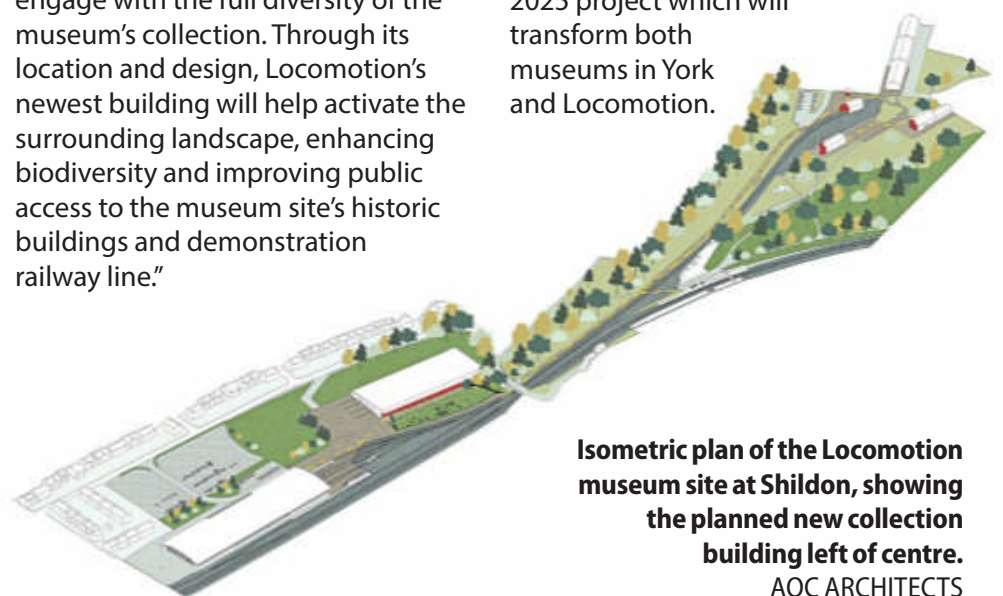
AOC director Geoff Shearcroft said: "We are delighted to be working with the SMG team to develop a low carbon, open museum store, creating new opportunities for the public to engage with the full diversity of the museum's collection. Through its location and design, Locomotion's newest building will help activate the surrounding landscape, enhancing biodiversity and improving public access to the museum site's historic buildings and demonstration railway line."

Prior to the Covid-19 pandemic, Locomotion received more than 200,000 visitors each year and the development aims to grow this number to more than 250,000.

Regeneration

The new building is the largest in a series of regeneration projects planned for Locomotion in the run up to the bicentenary of the Stockton & Darlington Railway in 2025. Other projects include the refurbishment of the site's Grade II-listed railway buildings and the relocation of Gaunless Bridge – one of the world's first iron railway bridges which was created for the Stockton & Darlington Railway.

It is also part of the National Railway Museum's £55.3m Vision 2025 project which will transform both museums in York and Locomotion.



Isometric plan of the Locomotion museum site at Shildon, showing the planned new collection building left of centre. AOC ARCHITECTS



Cowans Sheldon diesel-hydraulic breakdown crane No. ADRC 96714 safely on Gwili Railway metals. It marked a return to South Wales for the crane as it was originally based at Cardiff Canton. JAMES BUCKLEY



The crane arrives at the Gwili's Bronwydd Arms station. JAMES BUCKLEY

Gwili Railway gets National Collection breakdown crane

By Robin Jones

IN A complex movement over 230 miles and lasting 72 hours, the Gwili Railway and the Welsh Railways Trust (WRT) took delivery of historically-important Cowans Sheldon diesel-hydraulic breakdown crane No. ADRC 96714.

Obtained with the help of the Science Museum Group and Network Rail, the 75-ton-capacity crane will now enter service on the Carmarthenshire heritage line and play a key role in its expansion plans.

The Carlisle-built crane entered BR service in 1980 as part of the modernisation of recovery operations. Operating across the UK network, the crane was based in South Wales from 1983 until 2008.

In 1999, the crane had been fully overhauled, and the same year, due to the historical significance of such pioneering breakdown cranes, the Railway Heritage Committee (RHC) selected crane No. ADRC 96714 to be preserved at the end of its working life.

Significance

One of the last of its type in BR service, the crane remained in operation until 2017, and two years later, the Railway Heritage Designation Advisory Board (RHDAB) – the successor body to the RHC, which reports to the trustees of the Science Museum Group – identified it as a candidate for transfer to a new home. Following a process of due diligence with a number of interested parties, the WRT was announced as the successful recipient of the crane.

Rail Support Services (RSS) moved the crane, which weighs 152 tonnes, to Bronwydd Arms following six months of planning.

The journey was mainly undertaken by rail from Wigan Springs Branch to Margam yard, Port Talbot, with the final 40-mile stage by road to the Gwili Railway, which is not connected

to the national network. Once the crane arrived at Margam, it was separated from its relieving bogies for transport on a 13-axle Scheuerle modular trailer for the leg of the journey by road.

RSS managing director Andrew Goodman said: "We contracted West Coast Railways, the UK's largest specialist train operator, to handle the rail journey. They provided two Class 37 diesel locomotives, Nos. 37706 and 37518, for the purpose.

"The journey began just after 1am on December 14 and with a 60mph speed limit, arriving at Port Talbot some 12 hours later.

"This was quite a difficult move as the final part of the route is a narrow road and we had to ensure that with the various services beneath, it was safe for the weight of the load. The road was closed for the move, because it was necessary to reverse the vehicle for the final two miles to unload it onto the Gwili's track at Bronwydd Arms.

"Overall however, everything fell into place and the whole move was successful. The Gwili Railway/

WRT now has an extremely useful and versatile piece of equipment that should serve them well for many years, as they expand their operation. I'm delighted to have been able to ensure safe delivery of this historic crane."

The movement, which received financial support from the Transport Trust, was accompanied by a package of spares that will help keep the crane operational and available to further the railway's future expansion plans.

Future

RHDAB co-chairman Lord Faulkner of Worcester said: "We were very keen to ensure that this crane could be preserved. Having identified it as an artefact which represents a significant part of our nation's railway story, we are delighted that it will have a future in heritage preservation and will be used to develop the WRT."

Gwili chairman and WRT trustee Matt Bowen said: "We'd like to thank the RHDAB, the Science Museum Group, Network Rail, DB Cargo and Railway Support Services for all their help and assistance in making this

happen. We are extremely pleased to be able to bring this piece of important railway history back to South Wales, for both display to the public and use in service as part of our plant and equipment.

"The crane is a real boost to our future expansion plans. We will be using this useful piece of equipment for a range of lifting tasks on the line, including eventual replacement of a bridge over the Gwili river as part of our plans to extend to Llanpumpsaint, which will give us a full eight-mile line from Abergwili Junction through stunning countryside.

"Much of our route is not accessible by road, so the crane will be invaluable for that work at difficult-to-reach locations.

"We chose RSS for this work because we have developed a successful relationship with them over recent years. They understand our needs and they are familiar with the complexities of dealing with the national network for complex operations and overweight loads. They were the obvious choice and we are delighted with the result."



The West Coast Railways Class 37s are seen following arrival at Margam yard with the crane. Rail Support Services managing director Andrew Goodman is on the right. RSS



Ready for service: LBSCR Class A1X No. 32678 *Knowle*, in Southern Railway livery as No. 2678, departs from the Kent & East Sussex Railway's Bodiam station during a pre-Christmas loaded test run. It culminated in the 141-year-old 0-6-0T passing its steam test and thus becoming available for a post-Covid return to traffic after a two-year overhaul, which included the fitment of a larger Isle of Wight-style bunker. The Brighton-built 'Terrier' was saved for preservation after withdrawal in 1963 with 1,411,436 miles on the clock, arrived at the KESR in 1988, and has become a mainstay of the line and popular with passengers and volunteers alike. Bodiam station was opened by the Rother Valley Railway in April 1900, closed by BR to passengers in January 1954 and to freight in June 1961, and was reopened by KESR preservationists in April 2000 to become the 10½-mile Tenterden-based line's southern terminus. ALAN CROTTY. Inset: An abandoned Bodiam station in August 1962, just over a year after it had been closed by BR, looking eastward towards Tenterden. CREATIVE COMMONS

Blaenavon steam fleet pair make progress

By Gareth Evans

THE Pontypool & Blaenavon Railway (PBR) is progressing the restoration of two of its steam locomotives – GWR 0-6-0PT No. 9629 and Barclay 0-6-0ST No. 2074 of 1939 *Llantarnam Abbey*.

The 1945-built pannier tank spent several years on display outside the Holiday Inn in Cardiff city centre. Withdrawn from BR service in 1964, it was sent to Woodham Bros' Barry scrapyard the following year.

Rescued in 1981, it moved to Steamtown, Carnforth for cosmetic restoration. In 1995, the locomotive was donated to the PBR Locomotive Group by the hotel's owners, Marriot Hotel Group.

Volunteers at the south east Wales heritage line have been focusing their efforts on the cab and bunker, with new platework inserted as required. The cylinder block is also now in position.

On December 20, the frames belonging to *Llantarnam Abbey*, a veteran of Mountain Ash colliery, were lifted onto a boiler trolley to enable them to be moved outside. In early January, the frames were due to be moved to West Somerset Restoration at Williton. The West Somerset Railway plc-owned contractor is expected to complete the chassis restoration over the next 15-18 months.

Meanwhile, the last steam locomotive to be manufactured by Sentinel in Shrewsbury is set to depart the PBR to an as-yet-undisclosed location.

Supplied new to the Imperial Smelting works at Llansamlet, *Swansea Vale No. 1* was preserved by the Railway Club of Wales. It subsequently spent time at the Gwili Railway, where it returned to working order in 1995, and the Teifi Valley Railway, where it spent several years on static display. It was advertised for sale by the PBR in November.

→ **Blaenavon Town Council has awarded the railway two £500 grants towards essential personal protective equipment and the installation of fencing at Blaenavon High Level station.**

Mayor Coun Alan Jones said: "This year has been particularly difficult for organisations like the heritage railway which depend on large numbers of visitors for their survival. As a result of the pandemic, they had to cancel some of their biggest annual events and have taken very little money.

"We're delighted to have helped contribute to the hard work volunteers have been putting in behind the scenes to get the business passenger-ready, and we hope that 2021 sees something like a return to normality and the usual high visitor figures."

New BR 3MT takes shape

THE new-build project to construct BR 3MT 2-6-2T No. 82045 at the Severn Valley Railway continues to make steady progress despite the pandemic.

Various lubrication pipe runs are being made and the steam supply to the brake cylinder is being considered while access to the cylinder under the cab is easier before the rear pony truck is fitted in position.

Cladding has been made for the cylinder end covers and steam chest end covers – quite a time consuming task, particularly around the steam chests where various different pieces make up the whole.

Work is also in hand on brackets for the sanding equipment, parts for the rocking grate mechanism and support brackets for the master mechanics spark arresting screens in the smokebox. The latter may not be needed for heritage line use at the present time, but it was thought preferable to fit the brackets into a new and clean smokebox than possibly having to do it at some time in the future when the smokebox will be dirty and very unpleasant to work in.

Firebox work continues with much marking out and some preparatory hole drilling underway on various individual sections so it will be a little while yet before the recognisable shape of a Belpaire firebox appears.

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

IN BRIEF

→ A PIECE of East Anglian railway history has been revived with a new sign installed at Coke Ovens Junction, half a mile to the west of Lowestoft station. The junction name disappeared in 1970 when the Lowestoft to Great Yarmouth line closed, but following a public appeal for images of the original sign, Network Rail, the Lowestoft Central Project, the Wherry Lines Community Rail Partnership and engineers from Balfour Beatty teamed up to install a replica close to the original junction.

→ THE overhaul of WR 0-6-0PT No. 9681 at the Dean Forest Railway is currently focused on the cab. A new roof has been drilled ready for riveting and a new front spectacle plate has been cut and fitted up. Built at Swindon in May 1949, the 57XX was withdrawn for overhaul in 2013.

→ EAST Lancashire Railway-based Sulzer Type 2 No. D7629 is undergoing a repaint and bodywork repairs. Once complete, the locomotive is set to emerge in BR blue as Class 25 No. 25279.

→ THE overhaul of SR Bulleid Pacific No. 34059 *Sir Archibald Sinclair* continues to progress at the Bluebell Railway. Having been lifted off its wheels, the intention is to steam clean the chassis and then to commence its painting. All the pistons and valves have been removed and the bores measured. Boiler work is currently focused on staying the backhead, inner firebox and outer wrapper.

The general manager who is becoming a coastguard!

TALYLLYN Railway general manager Stuart Williams has been using lockdown to train as a volunteer coastguard.

Stuart has been accepted to become a Coastguard Rescue Officer with HM Coastguard based in Aberdyfi.

He and other trainees are currently taking part in an online course which is set to be completed by Easter, in readiness for the beginning of practical training in the spring. Then, he and other trainees will join the coastguard team on calls.

Stuart said: "It helps working for a railway less than half a mile from the sea! It is a real change from my day job, but will give me useful first aid training as well as team work and community support."

"I might get a bit wet too!"

Hagley Hall set to return by the end of the year

By Paul Appleton

MONDAY, December 7 was a landmark in the return to steam of GWR 4-6-0 No. 4930 *Hagley Hall*, once the Severn Valley Railway's flagship locomotive but which has not steamed since October 1986.

The passing of its boiler's out-of-frames steam test took place at Northern Steam Engineering (NSE) which previously built a new tender tank for the 1929-built locomotive at its premises in Stockton-on-Tees.

The substantial work on the boiler has included new side sheets, throat plate and doorplate sections on the firebox, the insertion of a patch in the boiler barrel and a complete retube. Its first warming fire was lit on November 23 in the presence of the boiler inspector and Andy Sweet, one of the founder members of the Friends of 4930 *Hagley Hall* group.

NSE's Danny Dymott said: "This has been a major overhaul with the inner firebox being removed from the boiler and stripped to component parts. It's included a 75% new outer firebox, a new front tubeplate, produced by ourselves at NSE using traditional methods, and fitting of all-new firebox stays produced at Bridgnorth by the SVR's engineering team."

Delivered to Bridgnorth on December 16, the boiler was unloaded using the boilershop's overhead crane, before being transferred to a well wagon and wrapped up to protect it until it can be transferred to its bottom half, which is also progressing towards completion.

Martin White, the SVR's new head of engineering said: "The return of *Hagley Hall*'s boiler is the conclusion of 32 months of collaboration between SVR and NSE.

"An excellent working relationship has been developed between our two organisations, and although the work has been carried out at NSE premises, there are many components in the boiler, such as the copper and steel stays and safety valves, which were produced by SVR personnel at Bridgnorth and shipped to NSE."

New cylinders have also been made and fitted, along with new cladding sheets. Work has progressed recently on the bogie. Once work on the axleboxes and springs has been completed, No. 4930 should be rewheeled by spring. The cab has also been reconstructed with new side sheets, and trial-fitted.

Prior to withdrawal in 1963, *Hagley Hall* clocked 1,295,236 miles. Rescued from Barry scrapyard by the SVR Holdings Company in June 1972



Crowds gather at Kemble to watch GWR 4-6-0 No. 4930 *Hagley Hall* pass through with the 'Red Dragon' on February 2, 1985. DJS BAILEY/CREATIVE COMMONS



The boiler of GWR 4-6-0 No. 4930 *Hagley Hall* following its delivery to Bridgnorth on December 16. SVR/FRIENDS OF 4930 HAGLEY HALL

and restored to running condition in 1978, *Hagley Hall* soon became one of the stars of the SVR, hauling the reopening train for Kidderminster Town in 1984.

Hagley Hall featured in the 1985 GWR150 celebrations. In a memorable run, it stormed over the South Devon banks in a double-headed run with No. 7819 *Hinton Manor*, stepping in at the last minute after No. 6000 *King George V* failed.

Following a period in store, it was loaned to the McArthurGlen shopping centre in Swindon as a static exhibit from 1999 until June 2007, after which it was displayed in the Engine House visitor centre at Highley.

Moved to Bridgnorth in October 2013, restoration has been supported by the SVR Charitable Trust, as well as the Friends group, with backing from the successful 2012 share issue and the National Lottery Heritage Fund. The locomotive's overhaul is a core project for the railway's apprentices.

Friends chairman Paul Hobson said: "The successful steam test on No. 4930's boiler at NSE is a momentous step in the overhaul of the locomotive and a superb result for all our long-standing donor 'Friends' and supporters.

"The fundraising initiative, begun by the 'Friends' group in 1999 and since admirably supported by our faithful 'donor Friends' over many years, now has the finishing line in sight. Together, with the generous support of the SVR Charitable Trust and the £95,000 contribution from our grant-aid partner The National Lottery Heritage Fund, we should see the reassembly and completion of the overhaul of 4930 by the engineering team at Bridgnorth Works over the coming months.

"We are looking forward to the full reassembly of *Hagley Hall* and the increasing probability of No. 4930's wheels moving under the locomotive's own power in 2021."

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Above: Brian Watson, the newly-appointed acting chairman of the GER Society. BRIAN WATSON

Right: Capital scene: A smoky Liverpool Street station in the GER era is the location for a painting by Malcolm Root of S69 class 4-6-0 No. 1504 awaiting departure with an evening express and Class D15 Claud Hamilton 4-4-0 No. 1801 light engine on the middle road. Both the locomotives survived into BR ownership, the S69 as No. 61504 and the 'Claud' No. 62592.



Lifelong rail enthusiast appointed chairman of the GER Society

By Geoff Courtney

LIFELONG railway enthusiast Brian Watson, whose early memories are of steam on London sheds during trainspotting visits organised by the Junior Locospotters Club of Great Britain, has been appointed acting chairman of the GER Society.

Born in 1948, Brian lived in Ilford until 1960, and in those 12 years nurtured his love of railways that has given him so much pleasure over the ensuing decades. "As a kid, I used to lie down on top of a wall behind Harrison Gibson's furniture store in Ilford High Road right adjacent to the

Up fast line into Liverpool Street," he told *Heritage Railway*. "The expresses hurtled past and shook my friends and me where we lay."

Memories

His mention of Harrison Gibson brings back to him memories of when the giant store was razed to the ground by a huge fire in March 1959, which resulted in flames 100ft high and was the biggest blaze in Ilford's history that is still remembered by many locals to this day. "I lived nearby and it made quite a sight from our back windows," he recalled.

Now living in the Cambridgeshire village of Sutton, near Ely, Brian is a

writer by profession, but his varied career has also included senior positions in retail businesses, and he has written and performed several plays and one-man shows on such subjects as Charles Dickens and the Brothers Grimm.

Another string to his bow is giving talks on local railways, while he also has two model railway projects in progress, a garden OO-gauge layout and another indoors in OO9 gauge, both with a GER theme. "I am cracking on with the garden layout, but the indoor project is making slow progress," he said.

Of his affection for the GER, he

explained: "I was born, and have lived and worked in, GER territory all my life, and have transitioned from trainspotter to enthusiast, with a particular interest in the social aspects of railway, and how their coming and going has affected communities."

Election

The appointment of Brian, who has been a member of the society's executive committee for several years, is an interim measure until a formal election can be held. "I will serve until we can hold elections at some sort of AGM, our 2020 one having been deferred. Ideally that would be face-to-face in the spring, but we are considering that a postal ballot may be the only way to elect officers. Meanwhile, I am arranging meetings for members via Zoom and planning a series of railway walks for when they become possible."

He acknowledged the contribution made by his predecessor, Bill King, who resigned the role due to other work he carries out for the society. "I have been privileged to see him at work on our behalf, and his abilities and achievements as chairman have been prodigious."

Renowned railway artist Malcolm Root, who like Brian has lived in the former GER territory all his life, is a long-standing and enthusiastic member of the society and has frequently painted Great Eastern scenes.

"I have often turned to the society for historical accuracy in my work, and I regard the group's Great Eastern News publication as one of the best such magazines on the market," said Malcolm.



Smart Great Eastern Railway T26 class 2-4-0 No. 486 is ready for work at Cambridge shed in the days prior to the First World War in a painting by Malcolm Root, a keen member of the GER Society. The LNER reclassified the class E4, and 1894-built No. 486 was withdrawn in June 1931, a month after being involved in a collision at Fakenham station, Norfolk.

Bo'ness & Kinneil to be testbed for hydrogen train conversion

By Robin Jones

THE Bo'ness & Kinneil Railway (BKR) has found itself at the forefront of a project which may revolutionise train travel in the UK.

Retired ScotRail Class 314 EMU No. 314209 has been transported by road from its Glasgow depot to the heritage line for conversion to hydrogen power.

The move forms part of a project by Scottish Enterprise, in partnership with Transport Scotland and the University of St Andrews' Hydrogen Accelerator, to develop a 'green' alternative to diesel power on non-electrified lines.

Project

Hydrogen fuel cell integration specialist Arcola Energy will lead a rail industry consortium to undertake the conversion of the EMU over the next 11 months. The system will be based on Arcola's A-Drive technology platform and the project is supported by rail engineering and safety experts Arup and Abbott Risk Consulting to form an integrated delivery team.

It is intended to have the unit presented to a global audience attending the 26th UN Climate Change (COP26) conference in Glasgow in November.

The project will prove a big boost to the BKR, which was financially hit by the Covid-19 pandemic and multiple landslips caused by thunderstorms on August 11/12 (issue 271) which left the line closed.

Operator the Scottish Railway Preservation Society (SRPS) launched an emergency appeal to meet repair costs and more than £112,000 was raised within a fortnight of the appeal launch, with even children sending in their pocket money. The hydrogen train project will prove



The Class 314 EMU which will be converted into a hydrogen train on the Bo'ness & Kinneil Railway passes The Kelpies at Grangemouth while being taken by road to the heritage line. The 100ft-high horse sculptures are of mythical Celtic shape-shifting water horses. Designed by sculptor Andy Scott and unveiled in October 2013, they form a gateway at the eastern entrance to the Forth 7 Clyde canal and a new extension to the waterway. The Kelpies are also a monument to horse-powered heritage across Scotland. SCOTTISH ENTERPRISE

another income stream to the line through rent.

SRPS chairman Steve Humphreys said: "We have been at the forefront of Scottish railway preservation for 60 years and being part of the future of the railway industry in Scotland makes a fitting project for our Diamond Jubilee in 2021."

Scottish Transport Secretary Michael Matheson said: "This project has the potential to be a game

changer for the future of Scotland's rail rolling stock.

Ambitions

"Our Rail Decarbonisation Action Plan sets out to make our passenger railways emissions free by 2035, but to maximise our climate change ambitions, there is also a requirement to look at what we do with retired stock. If we can bring those back into use in a carbon neutral way, there are huge climate gains to be made."

Scottish Enterprise interim CEO Linda Hanna said: "The close working of our public sector, academia and business will be a real draw, with the added bonus of our third sector being involved via the SRPS in Bo'ness. As well as the project benefiting from the expertise of the volunteers and local contractors, it is fantastic that this jewel in our tourism sector will receive a boost at a time when it is so needed."

Local MP voices support for Llangollen Railway's Dee Bridge refurbishment during site visit

CLWYD South MP Simon Baynes has praised the Llangollen Railway for the essential repairs being carried out at Dee Bridge so that services can resume in the year ahead.

As reported last issue, supporters not only raised the £15,000 needed to renew the baulk timbers on the three-span bridge within weeks of an appeal being launched in November, but an extra £10,000 was collected, and will be used to lay new sleepers in Berwyn Tunnel.

Simon visited Dee Bridge on December 4 to see the work for himself, and met Llangollen Railway Trust chairman Robert Gordon.

The MP said: "Everyone at the Llangollen

Railway Trust is doing an excellent job of carrying out the necessary repairs to run train services in 2021.

"I was really impressed to hear more about their plans for the forthcoming year despite the challenges posed by Covid-19, with new services being planned for the restored Corwen station."

Robert said: "I would like to thank everyone who has contributed to our appeal in helping to raise the money to enable these works to take place and also the volunteers and staff of Llangollen Railway who are undertaking these critical works to enable services to continue to run next year."

Sadly, further work on the bridge has since been



Clwyd South MP Simon Baynes, right, and Robert Gordon, Llangollen Railway Trust chairman at the Dee Bridge. LR

halted by the Welsh Government's lockdown, creating a further obstacle to any swift restart of services.

Spares boost for Dean Forest Railway heritage railcar fleet

THE Dean Forest DMU Group has purchased Class 108 Nos. W50632 and W52044 from the Gwent DMU Group, which will provide valuable components for the Gloucestershire heritage line.

The cars entered preservation in 1994 at the Pontypool & Blaenavon Railway, returning to traffic five years later in BR Blue & Grey livery. Having been stored out of service since 2008 awaiting engine repairs, the vehicles were offered for sale in June 2020.

With spares availability important to keep the Dean Forest Railway's (DFR) popular 60-year-old resident Class 108 fleet operational, the opportunity to acquire the PBR set was too good to miss.

As part of the transport move, both vehicles went via the wheel

lathe at Great Western Railway's St Philip's Marsh depot in Bristol for tyre turning. After arrival at the DFR's Lydney Junction, the cars were moved to Norchard by Class 08 No. 08769 on December 23.

It is planned that No. W52044 will be stripped for component recovery and then scrapped, while No. W50632 will initially be used for storage whilst its future is decided.

The PBR remains home to a Class 117 DMU, comprising Driving Motor Brake Second cars Nos. 51351 and 51397, which are owned by the railway.

Five other Class 108 DMU cars are resident at the DFR. Two-car set Nos. M51914 and M56492 operated the line's inaugural DMU Santa special service on Wednesday, December 9.

Historic Blackpool trams join trust collection

BLACKPOOL trams Brush Railcoach No. 625 and Balloon car No. 726 have both been acquired from their private owner Matt Lodge by the Fylde Transport Trust.

While both cars – which are in need of restoration – do not feature in current plans for Blackpool

Transport's retained heritage fleet, the trust has made the acquisition on a speculative basis with ideas in mind for their future.

Formerly known as Lancastrian Transport Trust, Fylde Transport Trust owns a selection of buses and trams which operated along the Fylde coast.

RAIB completes Mid-Norfolk crossing collision investigation

THE Railway Accident Investigation Branch (RAIB) has completed its preliminary investigation into the December 10 incident on the Mid-Norfolk Railway's (MNR) Norwich Road level crossing in Dereham, in which the centre car of a newly-delivered Class 144 No. 144018 crashed through the gates, as reported last issue.

An RAIB statement said that the carriage "detached from a winch rope during unloading from a heavy haulage road trailer directly onto the railway. It ran away and collided with the gates of a nearby level crossing. The vehicle broke through the gates and came to

rest over an open, public road."

The RAIB said it will issue a safety digest in the coming weeks.

A statement from the railway said: "This investigation together with the MNR's own ongoing investigation and review of its own procedures will mean that the railway will carry out any changes required as soon as possible.

"No person was injured as a result of the incident and the only damage that resulted was to MNR property. The railway would like to again thank the Norfolk Constabulary for their assistance at the time."



An armchair view of the Sheffield Park locomotive shed. BR

Bluebell beats lockdown with virtual tours online

THE Bluebell Railway stopped running post-Christmas services after the Government placed Sussex in Tier 4 from Boxing Day – but you can still visit the railway and experience its highlights from the comfort of your home.

The railway has launched a new series of virtual tours, starting with a 360 tour of Horsted Keynes and Sheffield Park stations. Initially, the aim was to accommodate prospective visitors who were unable to visit the railway at Christmas due to tier restrictions.

However, the appeal has widened with the closure of the line until further notice.

The line's marketing and communications manager Ruth Rowatt said: "It's been a difficult year for many people and not everyone has been able to visit the Bluebell

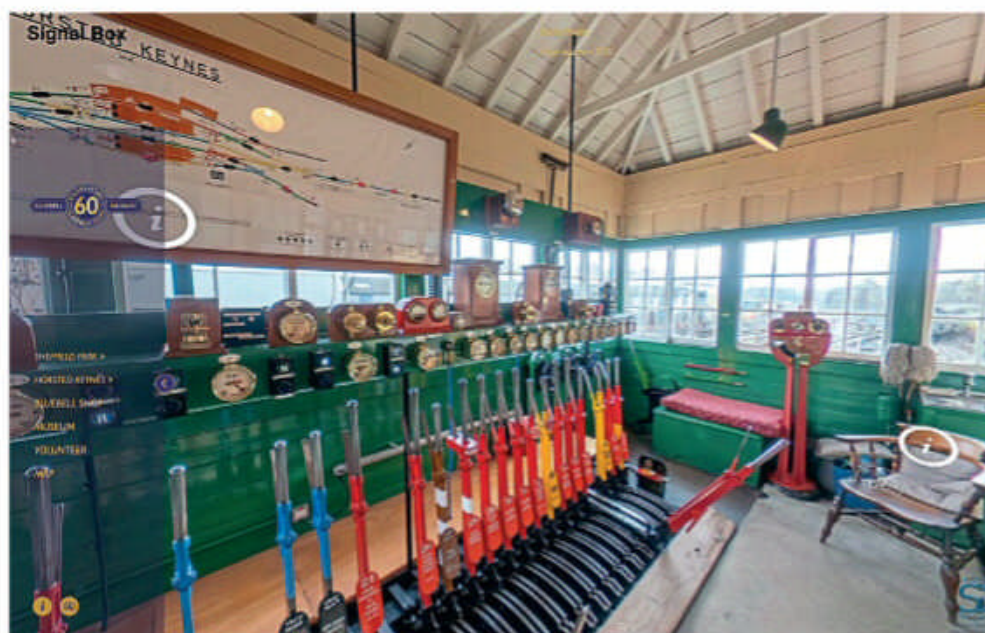
Railway as planned. We wanted to create something that would bring the railway to the visitor's home in an interactive way.

"We wanted to keep connected to our members, visitors and volunteers and thank them for their continued support. We wouldn't have reached our 60th birthday in August 2020 without them."

Financed by the Cultural Recovery Fund for Heritage, the virtual tours have been produced by the railway in collaboration with Stef van Vuuren of Stef's Photography.

The railway is expanding the tours on offer to include its museum, a working booking office, carriage interiors and a tour of the carriage and wagon workshop.

→ You can join the tours at www.bluebell-railway.com/virtual-tours/



Learn all about Bluebell Railway signalling without leaving your home: an ultimate socially-distanced heritage railway experience! BR

DMU car broken up at East Lancs

CLASS 104 Driving Motor Composite Lavatory No. 50556 was scrapped at the East Lancashire Railway (ELR) in December.

It had not run since entering preservation in March 1993 and prior to its move to the ELR in 2016, had been stored at both the Telford

Steam Railway and at Meadowhall.

It is the first Class 104 to be scrapped since the last main line examples were gas axed in December 1995. The breaking of No. 50556 has yielded a host of valuable spares to aid the remaining 12 Class 104 vehicles.

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Railway building magnate Thomas Brassey honoured



Thomas Brassey, who when he died 150 years ago, left a fortune of £5 million, equivalent to about £600 million today.

By Robin Jones

VICTORIAN railway builder extraordinaire Thomas Brassey – for long labelled ‘Chester’s unsung hero’ – has been honoured by the unveiling of a new interpretation panel outside the city’s station to mark the 150th anniversary of his death on December 8, 1970.

Pete Waterman OBE, record producer, railway enthusiast and patron of the Thomas Brassey Society said: “At last a man that helped build a modern world gets the recognition he so rightly deserves.”

Brassey was born at Buerton, Aldford a few miles south of Chester in 1805. He started his career as a trainee surveyor on Thomas Telford’s Shrewsbury to Holyhead road (now the A5) through North Wales. He learned much about civil engineering and became a quarry manager on the Wirral before setting up his own business as a railway contractor – just as the start of the period which became known as Railway Mania. Brassey was at its forefront, building one third of all the railways in the UK during his lifetime.

Scale

His business was not confined to Britain, as he built one out of every 20 miles of the world’s railways that were constructed in his lifetime, and at the height of his career he employed an estimated 80,000 men in his global workforce.

Railways aside, he also constructed other major works, including sewage systems, docks and embankments and was active in the development of locomotive factories’ steamships,



Pictured at the unveiling of the Thomas Brassey interpretation panel at Chester station, which the great Victorian railway entrepreneur built in two years, on December 8 are, left to right: Jane Hebblewhite (Chester & Cheshire West Council), Mark Messham (Transport for Wales) John Whittingham (society committee member); Coun Samantha Dixon (Chester & Cheshire West Council) and Stephen Langtree (society chairman). TBS

mines and marine telegraphy. Brassey was a major shareholder in Isambard Kingdom Brunel’s *Great Eastern*, the only ship large enough at the time to lay the first transatlantic telegraph cable across the North Atlantic, in 1864.

The new interpretation panel was funded by the society with the aid of a donation from the Tyrer Charitable Trust. Its design and installation is the result of a close collaboration with Cheshire West & Chester Council, Network Rail and Transport for Wales.

Speaking on behalf of the Brassey family of today, Rowena Feilden (nee Brassey) added: “How delighted we are that the Brassey Society is doing

so much to promote our ancestor’s great achievements.”

Reaction

Coun Louise Gittins, leader of Cheshire West and Chester Council, said: “We are always pleased to support community initiatives and special interest groups, especially when attention is being drawn to one of Chester’s most famous sons.

“Thomas Brassey was indeed a remarkable man; a civil engineer and entrepreneur who deserves to be as well known as Brunel, Stephenson and other great figures of the Victorian age.

“He built Chester station in less than two years and it is now one of the

city’s most important listed buildings.”

The society was inaugurated a year ago, although some of its members have been lifelong Brassey enthusiasts.

Its chairman Stephen Langtree said: “This is by no means the end of our ambitions. There are statues of Stephenson, Brunel, Gresley and Locke around the country and we think Brassey deserves his own bronze sculpture here in Chester.”

He said that a fundraising campaign for such a statue would be launched in the new year.

→ More details about the society can be found at www.thomasbrasseysociety.org

Peek performance for Bluebell engines

THE Bluebell Railway’s locomotive department has secured a sponsorship deal with the makers of the Peek metal polish, which it has been using in recent months.

Bluebell volunteer cleaner Ben Gray said: “I have been cleaning the domes on all of our operational locomotives, as well as the other brass work, on a weekly basis, which helps the locomotives maintain a high standard of presentation which the Bluebell Railway is renowned for.”

Fellow locomotive department cleaner Andy Taylor contacted the Tri-Peek company to explain the railway’s use of the product. He said: “Later in the day a call flashed up on my mobile from California! It was Robert Peek, the owner of the company. After a great discussion about the Bluebell Railway, Robert kindly agreed to supply a large quantity of Peek for free.”

Tri-Peek has now agreed to provide a year’s free supply of metal polish to the Bluebell

Railway’s locomotive department in return for the railway stocking smaller-sized tubes in its shop.

Andy added: “We are in difficult times and companies want to help the Bluebell Railway. To a company like Tri-Peek, this was a small gift, but for the locomotive department, this has been a massive help.”

Right: Shiny as new thanks to Peek polish: the dome of SER 01 0-6-0 No. 65. BEN GRAY



Help complete the front bogie for new-build Clan Pacific *Hengist*

A £22,000 appeal to provide new BR Clan Pacific No. 72010 *Hengist* with a front bogie has been launched by builder the Standard Steam Locomotive Company.

A landmark year recently saw the assembly of the completed elements of *Hengist* on display at CTL Seal's factory in Sheffield, giving the first glimpse of a 'Clan' since the last of the class was scrapped in 1966.

The charity also announced a new patron in 2020, with the appointment of Steam Dreams supremo and lifelong enthusiast David Buck.

As part of the next stages of construction, which is taking place at CTL Seal, the project team is

looking to complete the final phase of work on the front bogie, covering the construction of the suspension system, and includes the spring cradle plates, spring brackets, leaf springs and completion of the remaining axle.

Clan Project chairman Allan Jones said: "We are delighted with the recent progress that we've made despite the challenges posed by Covid-19.

"However, we now need your help so that we can maintain this going into 2021, which promises to be the most significant year for the project so far.

"We appreciate this is a difficult time for many people, but if you are keen to see a Clan in action



New-build Clan Pacific No. 72010 *Hengist* takes shape in the CTL Seal factory in Sheffield. SSLC

again and can spare a small amount for a donation, it would be much appreciated."

To donate to the front bogie appeal, visit www.theclanproject.org.

[org/appeals/bogie/Clan_BogieMain.php](http://www.theclanproject.org/appeals/bogie/Clan_BogieMain.php)

→ More details about the project can be found at www.theclanproject.org

Hythe Pier carriage restoration on track for 2022

By Robin Jones

THE restoration of the first of four carriages from Hampshire's 2ft gauge Hythe Pier Railway has begun and is making progress despite Covid-19 restrictions.

The project is being undertaken by the Hythe Pier Heritage Association (HPHA) in conjunction with the Hythe Men's Shed (at the Pier).

The first coach being restored is Carriage No. 4, one of a pair ordered by the owner of both the Hythe Ferry and Hythe Pier, Mr T B Percy, in October 1921, from the Drewry Car Company of London. Both were built by Baguley Cars Ltd of Burton-on-Trent as part of a working arrangement between the two manufacturers. Baguley works order No. 1047 arrived in Hythe in May 1922 with the second carriage (Baguley works order number 1048) arriving a few weeks later. It is not known which of these two carriages is Carriage No. 4.

Hythe Ferry historian Alan Titheridge said: "The carriages along with a further two that arrived in May 1923, were not numbered until the mid-1990s when a number was applied after a refit, hence the highest number could be on the oldest carriage."

Overhaul

Project Leader Tina Brown said: "The structure has been strengthened by new frames being made along one side of the carriage and new timber and refurbishment on all other areas is underway. The new panels on both sides, front and rear are painted and many of these are in place and look fantastic, thanks to the efforts and hard work afforded by the volunteers from the shed at the pier.

"Work is currently underway on the repair and restaining of the carriage doors in another workshop nearby and once all the external refurbishment is complete, replacement glass panes will be

sought to comply with the British Standard specified for rolling stock.

"The internal paintwork will need cleaning and preparing for a fresh coat of paint. Although nearly 100 years old, the original seats are beautifully made and show the carpentry skills of that time, these have been given a good clean and only a touch up in keeping with restored furniture."

The railway is recognised in the Guinness Book of Records as the oldest continuously operating public pier train in the world.

In May 1944, King George VI rode along it in Carriage No. 2 while on a visit to view the very many vessels assembled in preparation for the D-Day invasion. A plaque to commemorate this was subsequently placed in the carriage, but was later removed by an anonymous and unscrupulous souvenir hunter. More recently a period penny has been mounted on the backrest of the seat on which the king sat.

The two tractors and the four carriages have operated almost continuously on Hythe Pier for almost a century, permanently exposed to the salt-water environment and in all weather conditions.

Charm

Alan added: "It's archaic, it's eccentric, it's a wondrous relic that has against all the odds survived into the 21st century. The Hythe Pier Railway trundles the length of Hythe Pier back and forth delivering and collecting ferry passengers some 50 times daily, as it has almost without a break for a hundred years.

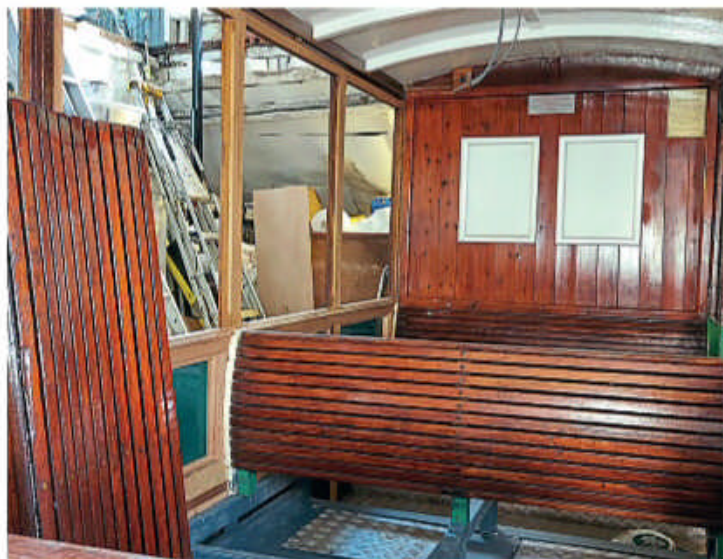
"One hundred years! There isn't a person in or from Hythe who can remember a time it wasn't here. It has been abused, derailed and more than once written off. However, this remarkable piece of early 20th century engineering has embedded itself into the very heart and soul of the village."

When the future of the railway and its pier appeared to be in doubt, the HPHA was set up in November 2016.

On February 6, 2019, 140 years after the original pier construction contract was agreed, Southampton-based ferry operator Blue Funnel announced it had handed over the pier to the HPHA. The group, which is a Community Benefit Society, is planning to celebrate the centenary in July 2022 with the restoration work completed in time.

However, the Covid-19 pandemic has hit the group's fundraising efforts, with the cancellation of its popular and highly-successful Rock the Pier music festival (planned for July 31 this year).

→ Donations to the HPHA are invited via www.hythepierha.org.uk



Progress being made on cleaning the interior of Hythe Pier Railway carriage No. 4 on December 15. ALAN TITHERIDGE



Preparing and filling the exterior woodwork of carriage No. 4. ALAN TITHERIDGE



Tony Dunford. MNR

Mid-Norfolk announces two new full-time staff appointments

THE Mid-Norfolk Railway's Trust Council has announced the appointment of two new full-time staff members.

Mark Sexton, the line's first full-time traction and rolling stock manager, had been the running and maintenance foreman at the North Norfolk Railway, where he was a founder member of that line's Junior Club aged eight, and started as a trainee diesel fitter in 2012. He said: "Railway engineering has been ingrained in me: both of my grandfathers worked at Ashford Works in Kent."

Tony Dunford has become the line's first head of refurbishment. He has been working at Dereham for Heritage Painting, recently bought by locomotive owner and engineer Ian Riley (see page 32), on the various contracts that were awarded by the railway and also the resident Stratford 47 Group for much of last year.

Prior to working for Heritage Painting, Tony was well known at the East Lancashire Railway where, after first joining as a volunteer in 1989, he spent 11 years from 2007 working his way up to become its foreman of carriage and wagon restoration.

Tony's first project will be joining the team conducting the National Lottery Heritage Fund-backed Mk.1 restoration, focusing on two further coaches that are nearing completion. He will then repaint the line's Class 101 DMU, once bodywork refurbishment is completed. It will remain in BR green with yellow whiskers.

Tube 'railwayana' sale earns museum £550k

By Robin Jones

LONDON Transport Museum has been raising vital money during lockdown by selling decommissioned original items from the Underground network to eager members of the public.

Vintage original items are initially considered by the Covent Garden Museum for inclusion in its heritage collections – but if not required, they are sold – and so far more than £550,000 has been raised. All money is being used to support the museum's charitable objectives.

Metropolitan Line luggage racks have proved extremely popular. The small versions sell for £100 each, and the 3554 snapped up so far have brought in £355,400 for the museum. Added to this are the large size versions, of which 1020 have been sold at £150 each, generating a further £153,000.

Jubilee Line buttons with a right-facing arrow sell for £25 each – and the 1053 sold has brought in £26,325.

Overground train driver's seats sells

for £375 each – and the eight sold have raised £3000.

For £20, you can buy a tile from Sloane Square station – and 93 have gone for a total of £1860.

The priciest items are large lights costing £450 from Neasden Depot before it was fitted with LED bulbs. Two were sold, bringing in £900.

Moquette seating fabric has been sold off by the metre, generating £8949, while 43 telephone handsets for use in tunnels have been sold at £75 each, making £3225.

Objectives

Museum director Sam Mullins OBE said: "Every purchase supports London Transport Museum's work as a charity and helps to conserve our iconic collection, from historic vehicles to a world-class collection of 20th century poster art – this is especially important to us in these challenging times."

"The museum offers a fantastic day out and we are looking forward to welcoming our visitors back through our doors later in 2021. We are an educational charity working with



Every home should have one: a new use for a Metropolitan Railway luggage rack as sold by London Transport Museum to raise vital money to cover essential costs during its lockdown closure. LTM

children, parents, and teachers to inspire a love of transport, science, technology, design and engineering.

"Through our Route into Work scheme and online workshops we are supporting young people – a group hit hardest by the pandemic – into careers in today's transport industry."

"You can pick your very own piece of transport history online at ltmuseumshop.co.uk and, once Government guidelines allow, in our museum shop in Covent Garden. In addition to our 'decommissioned originals' we've also got a great range of gifts inspired by London Transport's rich design heritage such as our popular Routemaster bus moquette socks (see Off the Shelf, last issue) and District Line lambswool scarf."

December 17 saw the first South Devon Railway steam locomotive movements outside Buckfastleigh station since March. GWR 0-6-0PT No. 1369 undertook shunting at Buckfastleigh before carrying out trips along the full length of the line with the steam department assessor team. The purpose, carried out within an engineer's possession at a maximum of 10mph, was to allow the assessors to carry out refreshers and assessments on each other, on both steam traction and the route, as part of the line's first steps to ensuring the competence of operational staff prior to reopening in 2021. The day was also used to confirm the Covid-19 risk assessment and method statement for working on the footplate before this is rolled out fully. GILES GILBERT/SDR



G5 locomotive project makes crank axle headway

A breakthrough has been made with a key component for the new-build project to construct an LNER G5 0-4-4T.

The design and manufacture of the crank axle has been a long and difficult process – but following a technical meeting with Ricardo Rail, a clear path to achieve certification has been reached.

It has been agreed that a more frequent inspection regime will be in

place, along with a risk assessment justification case.

The crank axle, along with the two trailing wheels and tyres have been despatched to South Devon Railway Engineering at Buckfastleigh for final assembly.

However, when they were received, a problem came to light with the manufacturing of one of the wheels. Thankfully, the foundry offered

to manufacture another one free of charge.

The wheelset is now waiting its place in the queue to be assembled. It was hoped to have it complete imminently, meaning the Class G5 Locomotive Company can then move on to achieving a rolling chassis.

Details of how to support the Shildon-based project can be found at www.g5locomotiveltld.co.uk



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We are now accepting items for the sales described above. Entries can often be accommodated shortly before the commencement of each sale with vendor accounts being settled by bank transfer within fourteen days of the auction closing.

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Surprise grant boost for GCR Reunification project

THE Great Central Railway's Reunification project has been boosted by a £50,000 grant from a local charitable trust.

The project aims to raise £3 million to cover the third and fourth phases of the scheme to link the GCR at Loughborough with its northern counterpart, the GCR (Nottingham), creating an 18 mile 'steam highway'. Connecting the heritage lines needs a bridge to be constructed over a local road and car park and the rebuilding of an embankment, with around 500 yards of new railway in total.

Achievements

Andy Fillingham, chairman of the Friends of the Great Central Main Line, which is leading the fundraising drive, said: "At the start of December we had raised £375,000 towards the appeal total. This latest phase of our Reunification appeal began in March, so to have already reached more than 10% of the funding required is extraordinary.

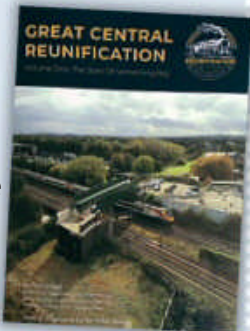
"Then we were amazed to receive this kind and generous grant. After a year which has curtailed a lot of our planned fundraising work, this is a most welcome Christmas gift which has surprised us all!

"We want to carry on building as soon as we can, but we must have most of the money in place for the next two phases before we can appoint contractors.

"However, we have been able to commission consultant engineers to help design the rest of the scheme for us. They are already at work and we hope to have more news early in 2021."

→ Great Central Reunification: Volume One: The Start of

Something Big, which, as highlighted in issue 274, details the progress made so far, has already sold hundreds of copies, with the book being bought in America and Australia. To order the book for £10 (plus £2.50 postage and packaging) email blycett.gcr@gmail.com



'Beach hut' hamper raffles boost Swanage survival appeal

By Robin Jones

THE Swanage Railway brought a beach hut to its terminus – and used it to sell raffle tickets for festive hampers to raise much-needed cash for its Save Our Service (SOS) coronavirus survival appeal.

Well-wishers, including members of the Swanage and District Chamber of Trades, joined with the railway's supporters and the public at large to make donations of items for the hampers.

The wooden beach hut was loaned by Swanage residents Mick and Sue Albsolom – while local builders' merchant Travis Perkins donated materials to help turn it into a festively-decorated booth for the Covid-safe selling of raffle tickets.

Volunteers John Piper and David Budd from the line's estates department, under the direction of manager Pat Cattle, and volunteers from telecoms departments, assembled the booth.

Origin

Raffle tickets were sold from the booth on the platform at Swanage station before the departure of the Steam and Lights illuminated six-carriage trains, with the festive hampers being presented to the winners on the return of the trains to the resort.

The idea for the festive hamper raffles came from Vicki Searle, one of



A Steam and Lights SOS appeal hamper raffle at Swanage station. ANDREW PM WRIGHT

the three members of the railway's finance team, while the hampers were made by Carina Lock, daughter of its finance manager Lorna Lock.

The passenger services department installed a till for bank card payments, while Vicki's husband Jonathan decorated the festive booth.

Festive disco wands were also sold to raise money for the coronavirus survival appeal fund.

Fundraising chairman Randy Coldham, a volunteer signalman, said: "This has been an amazing team effort with donations of gift items for the Christmas hampers coming from far and wide across the Swanage Railway family.

"I would like to say a big thank you to our finance team of Lorna Lock, Vicki Searle and Nichola Watts for all their dedicated hard work – as well as a big thank you to all those very kind people who have very generously

donated gift items for the fundraising 'Steam and Lights' hampers in the Swanage Railway's time of need.

"Our Steam and Lights trains are very important because the profits from their operation go towards helping the heritage railway survive the potentially-devastating economic effects of the Covid-19 pandemic."

Popularity

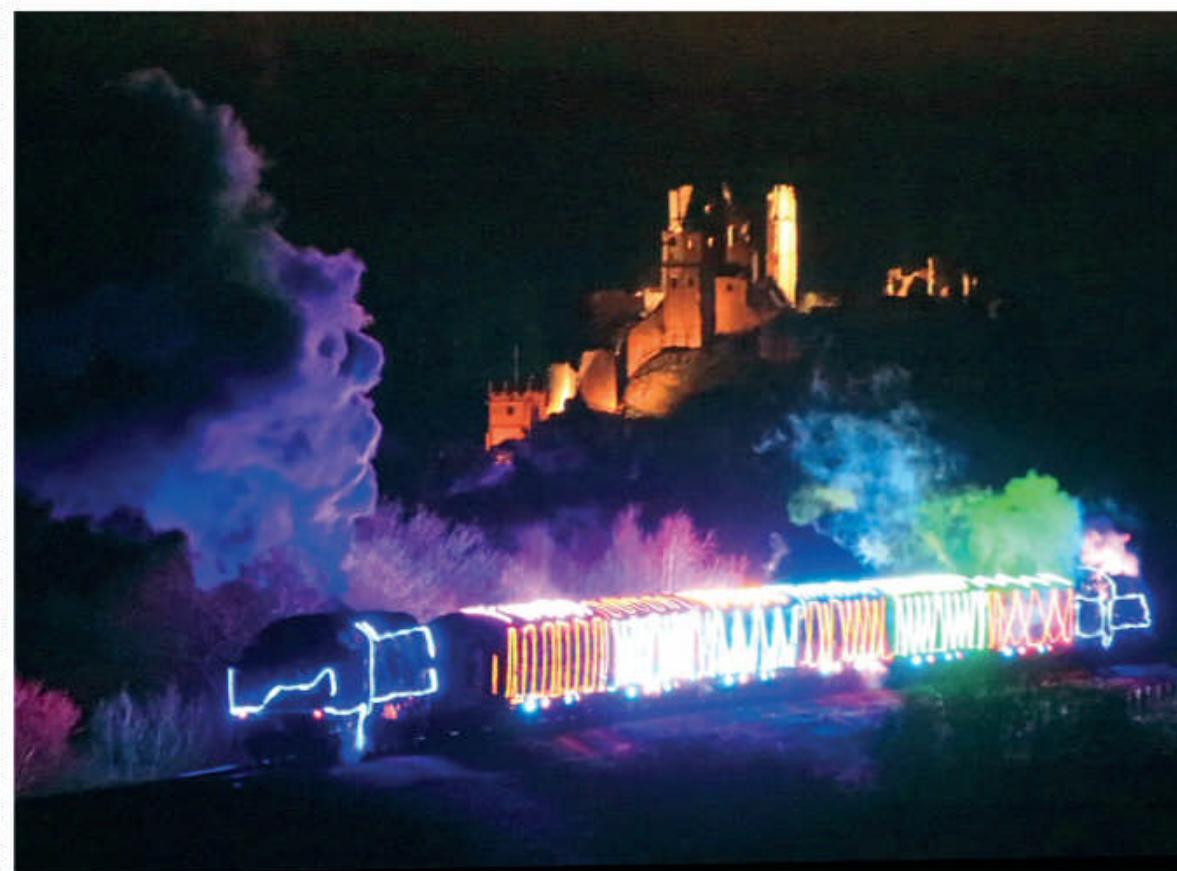
The Steam and Lights trains, which began their debut season on the line on December 5, proved so popular that two extra services were arranged for New Year's Eve to cater for demand.

However, people who live in Tiers 3 and 4 and had booked tickets were asked to contact the railway for a full refund as they were not allowed to travel under the Government regulations that were announced on December 19.

→ The SOS appeal had raised around £350,000 as we closed for press.

The public can easily donate by texting 'SOS' to 70470 to donate £10. Also, cheques clearly marked 'Save Our Service' appeal can be sent to the Swanage Railway Trust at Station House, Station Approach, Swanage, Dorset, BH19 1HB.

To donate by PayPal or a fast payment through internet banking, visit www.saveourservice.co.uk Donations can also be made via the Swanage Railway's Facebook page at www.facebook.com/swanagerailway



Centuries ago, medieval Corfe Castle protected the Isle of Purbeck from hostile forces. On December 9, its illuminated remains stood sentinel over one of the Swanage Railway's phenomenally-successful Steam and Lights trains, headed by Southern Railway U Class 2-6-0 No. 31806, and which are generating vital income in the heritage line's modern-day battle against the effect of the coronavirus pandemic. ANDREW P M WRIGHT

So how did this ticket rack find its way from Minehead across the Atlantic to California?

A TRANSATLANTIC mystery as to how a vintage ticket cabinet from Minehead station ended up in an antique shop storeroom in southern California has baffled West Somerset Railway (WSR) volunteers.

A dusty, wooden roll-fronted cupboard photographed hanging on the wall in Agoura Antique Mart in Los Angeles was found to have come from the Minehead branch, 5341 miles away as the seagulls fly.

Inquiries began when customer Angela Cutbill took a long-distance photograph of the cabinet so she could enlarge the image to get a better look at the markings on it, and so find out exactly what it was.

Mother-of-three Mrs Cutbill, who comes from Kansas, said: "I could tell that it came from a railway station in the UK, and decided immediately to buy it."

"Given the labels on the ticket slots, we believed that the cabinet probably came from somewhere on the Minehead to Taunton line because of the destinations – Dunster, Blue Anchor, Washford, Watchet, Williton, Crowcombe and Taunton.

"It is now right by my front door

where I intend to show it off to all who visit us, and I don't intend to do anything to it other than polish it occasionally, because it really is beautifully built and in perfect condition – it rolls open and closes like new. Thankfully, it needs nothing but admiration."

Mystery

It appeared that the cabinet was last used by BR in the Sixties, but the mystery of who took it to the USA when the Minehead branch closed in 1971 remains unclear.

Mrs Cutbill and her English-born husband David who works for financial firm Deloitte met while studying at Durham University, and they moved to California 25 years ago.

WSR Journal editor and artefacts expert Ian Coleby examined her photographs and decided that the cabinet must have come from Minehead ticket office, because the resort did not feature on any of the handwritten labels. The single fare to Dunster was shown as 8d (3p), Blue Anchor 1s 9d (9p), Watchet 2s 6d (13p) and Williton 2s 9d (14p) – all slightly less than those in the final



Above: David and Angela Cutbill with the old Minehead station ticket rack given pride of place in the entrance hall of their California home.

ANGELA CUTBILL



Right: Details of the old Minehead station ticket rack.

ANGELA CUTBILL

fare table issued in 1970.

Former West Somerset Steam Railway Trust chairman Chris Austin said he agreed it must have come from Minehead because of the number of labels for tickets to principal stations around the country beyond Taunton such as Bristol, Birmingham, Manchester and

Liverpool. Mrs Cutbill said: "I am so appreciative of everyone on the WSR weighing in with their thoughts on my cabinet, which I just love."

"This is all such terrific information that I cannot tell you how very grateful I am. I am determined to visit the WSR next time we come to the UK."

New-build P2 No. 2007 *Prince of Wales* gets second rods for Christmas!

THE second pair of machined coupling rods for new Gresley P2 2-8-2 No. 2007 *Prince of Wales* was delivered to Darlington Locomotive Works in time for Christmas.

The fundraising campaign to raise an initial target of £210,000 needed to pay for the manufacture of the heavy motion has also made good progress, with £175,000 plus Gift Aid already pledged by 175 supporters.

The work involved in manufacturing the motion includes the redesign of coupling and connecting rods to use modern material as prewar nickel chrome steel alloy proved prone to fracture; the incorporation of late-pattern BR-type continuous white metal lined crankpin bearing bushes; use of the late-A1 design of inside connecting rod which overcame the tendency for the original design of inside connecting rods on LNER Pacifics to big-end failure; open die forging of six coupling rods, two outside connecting rods and

the inside connecting rod and strap; CNC machining of all rods; the manufacture of oil box lids, coupling rod knuckle pins, nuts and washers and bearing bush keys; casting of leaded gunmetal and phosphor bronze castings of crank pin bearing bushes, machining and white metalling of bearing bushes; fitting oil box tops; and assembly of bearing bushes to rods.

Condition

As highlighted in our feature update last issue, seven years after its launch,

progress of the project continues to make progress despite the pandemic. The engine has reached the condition where it is recognisably a P2 and the structurally-complete tender tank and tender wheelsets are now at Darlington Locomotive Works.

Construction and assembly work continues on all fronts, including boiler, wheelsets, tender frames, heavy motion, pipework and electricals.

Design work for the extensively modified and improved cylinder block is complete, with the focus now turned to adaptation of the



Ian Matthews (fabricator and fitter) and Ed Laxton (apprentice machinist) unwrap *Prince of Wales'* leading coupling rods at Darlington Locomotive Works on December 22. A1SLT

Lentz rotary cam poppet valve gear to overcome deficiencies in the original design.

Milestone

David Elliott, the trust's director of engineering, said: "The delivery of the second pair of coupling rods for *Prince of Wales* is a major step forward for the project, especially given the limitations of working during the Covid-19 pandemic."

"The machining of each rod by Stephenson (Engineering) takes around 100 hours. The next steps in the manufacture of the heavy motion include: the heat treatment of inside connecting rod and strap; machining of trailing connecting rods; delivery of new bronze rod bushes which will be pressed into intermediate coupling rods; and altering the design of the oil lids, commencing their machining and fitting to oil boxes."

➔ For details of how to help the P2 project, visit www.p2steam.com or email enquiries@p2steam.com or telephone 01325 460163.



Watch out nameplates

– a couple of worksplates are eyeing the GCRA crown

WHILE three nameplates will doubtless fancy their chances of being the star turns in Great Central's first live online monthly 200-lot sale on February 6, the smart money for an unexpected result may be on a pair of worksplates.

Probably the favourite of the two to spring a surprise is from LMS Class 3F 'Jinty' 0-6-0T No. 47658, one of 90 in the class built by William Beardmore & Co of Glasgow, whose worksplates – nicknamed 'pearly gates' for obvious visual reasons – have a staunch following due to the company building fewer than 225 locos for the UK main line.

No. 47658 entered traffic in March 1929 (works No. 406), was withdrawn in February 1962 to become a departmental loco at Crewe works while retaining its number, and was finally withdrawn in October 1966.

The second worksplate is from an 0-4-0ST whose history included operating for more than 50 years on the Wantage Tramway in Oxfordshire. It was built by Manning Wardle & Co of Leeds



in 1888 (works No. 1057) and as No. 7 *Massey*, was one of 173 locomotives used in the construction of the 36-mile Manchester Ship Canal.

In 1893, the year before the canal opened, it moved to the standard gauge Wantage Tramway, again as No. 7 and unofficially named *Mary*. The 2½-mile line closed to passengers in 1925 but freight ran until 1945, following which No. 7 moved to Newport in South Wales to work in the steel industry until its withdrawal in 1963 after an operational life of 75 years.

The nameplates that will square up to the worksplates are *Bingley Hall* from GWR No. 5921, *The South Staffordshire Regiment* from LMS Royal

Scot No. 46143, and *Balmoral* from LNER-designed, BR-built A1 No. 60140. The GWR 4-6-0, named after the UK's first purpose-built exhibition hall that opened in Birmingham in 1850 and burned down in 1984, entered traffic in May 1933 and was withdrawn from Westbury (82D) in January 1962.

No. 46143 was built by North British Loco of Glasgow in November 1927 and withdrawn in December 1963 when a resident of the Nottinghamshire shed of Annesley (16D). It was something of a peripatetic loco, for in the 1950s alone it was allocated to six different sheds in the north-west, north-east, north Wales, London and the Midlands, including three spells at the Manchester depot of Longsight (9A). In contrast, No. 60140,

which was built at Darlington in December 1948, had just two homes in its entire life – King's Cross (34A) and York (50A), from where it was withdrawn in January 1965.

Cabside numberplates include 6843 from *Poulton Grange* and 1646 from a GWR 0-6-0PT that with classmate No. 1649 emigrated to the far north of Scotland in the 1950s to work on The Mound-Dornoch branch line, while making what is believed to be its auction debut in the same category is Southern Railway 173 from an L11 4-4-0 (BR No. 30173).

Another auction first-timer is BR(Sc) station totem sign Loch Awe, direction signs include BR(M) Shap station and North Eastern Region Forster Square, and there's a fox from an LNER D49 'Hunt' class nameplate. In addition, the poster selection has four BR(E) and BR(M) Cuneos, and among the signalling equipment is a Middleton Top to Hopton Top single line staff from the Cromford & High Peak Line. The auction starts at 10am.

LNER and GWR form top three as vintage posters go under the hammer

AS REPORTED in last month's column, a 1928 LNER poster of Bamburgh Castle by William Russell Flint went for £9200 in Onslows' live online vintage poster auction on November 26, but there was plenty of action below, led by a 1930 GWR issue featuring St Ives in Cornwall that sold for £3900.

It was the work of Somerset-born Leonard Richmond (1889-1965),

who had a studio in the seaside town and was the Canadian government's official First World War artist.

A second LNER poster to feature in the top three with a price of £2300 promoted Fort William and was painted by Andrew Johnson (1893-1973), who also designed posters for the Southern Railway, General Motors, Buick, Lever Bros, Legal & General

Assurance, Moss Bros and The Times.

The renowned landscape artist John Constable was remembered by a BR(E) poster released in 1950 that went under the hammer for £1300. It was by Kenneth Steel (1906-70), was titled *Constable's Country*, and featured Willy Lott's cottage, which appeared in several paintings by Constable.

Lott was a tenant farmer who

lived in the cottage, in the hamlet of Flatford, Suffolk, for his entire life, from 1761 until his death in 1849, and indeed was reputed to have spent only four nights away from his home in that time. The cottage, the earliest part of which is 16th century, is now Grade-I listed and is owned by the National Trust. Prices exclude buyer's premium of 25% (inc VAT).

83-year-old heads the charts in Vectis model railway sale

AN 83-year-old Hornby O-gauge 'Golden Arrow' clockwork trainset was the top railway model seller in a Vectis railwayana, railway books and models auction on December 11, with a realisation of £1500. Dating from 1938, it comprised Southern Railway No. 850 *Lord Nelson*, Pullman coaches *Loraine* and *Verona*, and two-rail track.

Hornby also triumphed in the OO-gauge selection, when a limited edition live steam A3 No. 4472 *Flying Scotsman* coupled to two tenders sold for £560. The world-famous Pacific ran with a pair of tenders for a period early in its preservation days, including during its 1969-70 tour of the USA and Canada.

Close behind No. 4472 came a

model of another LNER Pacific, A4 class No. 4489 *Woodcock*, which fetched £500. This model captured but a brief moment in the life of the locomotive, for it carried the name for just a few weeks, from new in May 1937 until being renamed *Dominion of Canada* the following month.

The name was then transferred to No. 4493, which emerged from Doncaster Works in July 1937 and remained with the loco until its withdrawal from New England, Peterborough (34E) as No. 60029 in October 1963. Prices quoted in this live online, internet, telephone and commission auction exclude buyer's premium of 25% (inc VAT).

Steam from north and south shines in Casserley collection part II sale

NEARLY 100 negatives of Yorkshire, Berkshire and Oxfordshire railway locations featuring steam in 1957 topped the realisations in the second and final part of the sale of the Casserley photograph collection on December 5. Sold as a single lot, they went under the hammer for £800. Next at £720 came 120 negatives from a year earlier of steam in Devon and Somerset, followed by 89 negatives of steam in north Wales in 1954, including Llanberis and the Snowdon Mountain Railway (£620).

Two lots at £600 each were 68 negatives of steam taken at Eastleigh in 1950 – including one of Oliver Bulleid's unsuccessful Leader locomotives – and 150 negatives taken in 1952 of

North Eastern Region steam at various locations, including all four Hull engine sheds, Dairycoates, Botanic Gardens, Springhead and Alexandra Dock. Prices exclude buyer's premium of 15% (+ VAT).

The live online, internet, telephone and commission sale was held by GW Railwayana, and brought to an end the auction of one of the UK's most admired collections of railway images. It was the work of H C (Henry Cecil) Casserley, who started photographing Britain's railways in 1919 and in the ensuing decades built up a collection of 60,000 images.

He died in 1991 at the age of 88, and with the death of his son Richard in October 2017, the family decided to sell the entire collection.

London auction house kicks off 2021 season with Great Western theme

A DISTINCT western air will filter through the Transport Auctions of London sale on January 30, for among the lots are a cabside numberplate from an ex-GWR saddle tank, pre-Grouping enamel signs from two south Wales railways, cast-iron signs from GWR joint lines with the LNWR and GCR, a selection of Victorian GWR timetables, and a GWR clock.

The cabside is from No. 1144, a Hawthorn Leslie 0-4-0ST that started life in July 1909 as Swansea Harbour Trust No. 13, became No. 974 when acquired by the GWR in the 1923 Grouping, was renumbered 1144 by BR in September 1948, and ended its days at Swansea East Dock (87D) in January 1960. The two enamels are Rhymney Railway

fire buckets and Cardiff Railway no smoking signs, while the oldest of the timetables dates from 1877.

Joining the GWR among the timetables and guides are Bradshaw's from 1840 and 1845 and a first-edition 1933 Harry Beck London Underground diagrammatic pocket map, and linguists might like the look of a BR(S) dual language porters/porteurs sign.

Still down south, there is a totem sign from the West Sussex station of Bramber on the Adur Valley line, opened by the LBSCR in 1861 and closed in 1966, and an SR target sign from another former LBSCR station, Plumpton in East Sussex, which opened in 1863 but, unlike Bramber, is still open today.



Also going under the hammer is a collection of Southern Railway/BR(S) late 1940s/early 1950s steam negatives, a selection of albums containing rail and other transport photographs and postcards from the late-Victorian period onwards, and London Underground platform signs and cab destination plates. The live online, email, telephone and commission auction starts at 10am.



Railwayana Auction Calendar

January 30

Transport Auctions of London
(Live online, email, telephone and commission)

Ends February 2

Paperchase
(Email, telephone, and postal)

February 2

Great Central Railwayana tickets
(Email and postal)

February 5

Lacy Scott & Knight (models and railwayana)
(Live online, email, telephone, and commission)

February 6

Great Central Railwayana
(Live online, email, telephone, and commission)



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Mogul No. 77003 sets the Standard ahead of Matlock Bath totem

A SMOKEBOX numberplate from a Standard Class 3MT 2-6-0 was the winner in Talisman's email, telephone and postal auction that ended on December 2. The plate, which sold for £3050, was from No. 77003, a Swindon product that entered traffic in February 1954 and spent its short life of fewer than 13 years in the North Eastern Region, ending its days in December 1966 when a resident of Stourton shed, Leeds (55B).

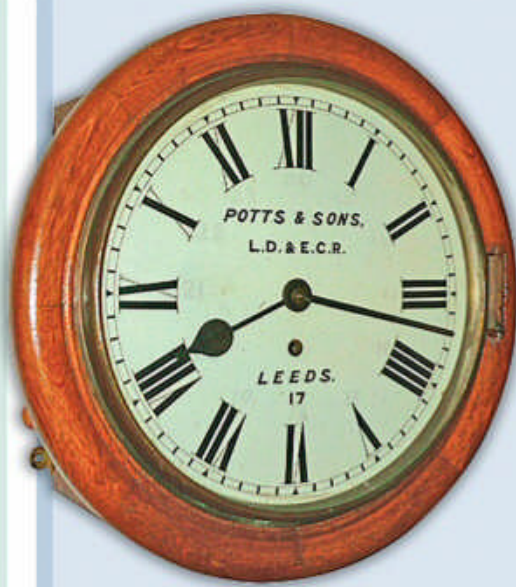
Behind at £2500 came totem sign Matlock Bath, a Grade II-listed station opened by the Manchester Buxton Matlock & Midland Junction Railway in June 1849, closed by BR in March 1967, and reopened in May 1972. Two other totems that

went for four figures were Southern Region duo Templecombe (£1550) and Portsmouth & Southsea (£1050).

From Skellingthorpe signalbox came a 10in oak-cased clock that fetched £1750 and was believed to date from 1897. Skellingthorpe, the only Lincolnshire station on the Lancashire Derbyshire & East Coast Railway, was opened in March of that year and closed by BR to passengers in September 1955 and to freight in March 1964.

Completing the lots which topped £1000 were a Great Eastern Railway locomotive whistle that made £1450 and a second Standard smokebox numberplate, 92028 from one of the 10 Crosti-boilered Class 9F 2-10-0s built at Crewe in 1955 (£1100). Prices exclude buyer's premium of 15% (+ VAT).

Talisman's Roger Phipps said: "Prices generally seemed to be very buoyant. We were particularly pleased with the realisations of some of the 'smaller' items in the sale which we would not have placed as individual lots were it a live auction, and I am pleased to say that we have received a number of pleasing comments in support of this all-inclusive style. Also, we plan to continue sending out our colour catalogues for all to enjoy."



CLASSY NAMEPLATE: Bluebell Railway Museum has put nameplate *Ardingly* on display after its purchase at auction in October. As reported in this column in issue 274, the museum paid £7500 for the plate at a collectables sale held by Willingham Auctions of Cambridgeshire, and after restoration by assistant curator Tony Hillman, it was mounted beneath *Sir Walter Raleigh* from Lord Nelson class No. 30852, which the museum acquired in August 2017. TONY HILLMAN

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

Following a dusting of snow, GWR 0-6-0PT No. 7714 makes a fine sight as it departs Bewdley, having crossed Wribbenhall viaduct with a train for Bridgnorth on December 30. The foreground of this wintry scene is dominated by St Anne's Church, the tower of which dates back to 1695 – while the main body of the Church of England property was completed by 1748. JOHN TITLOW





'Jacobite' will run from Good Friday if...

WEST Coast Railways said it is now taking bookings for its 'Jacobite' services which – easing of Covid-19 lockdown restrictions permitting – are due to commence on Good Friday, April 2.

The announcement of the hoped-for start of the new 'Jacobite' season will be greeted with relief by retail outlets in Mallaig and the West Highlands, which depend on the steam trains to bring extra free-spending holidaymakers to the area.

If the current coronavirus restrictions are indeed eased by Easter, it will augur well for West Coast's programme, which is planned to start with the 'Dalesman' from York via the Settle to Carlisle line or from Chester beginning on May 10 and June 1 respectively.

Appearance

Next up, West Coast's 'Scarborough Spa Express' trips from Skipton and Leeds or Preston and Wakefield are due to commence on May 27.

However, the much-anticipated rare appearance of the 'Northern Belle' in action on Southern metals on December 17 was, to widespread disappointment, cancelled just 24 hours before it was due to run.

Well patronised, the decision to cancel the circular London-Salisbury luncheon trip operated by West Coast Railways was taken when London was moved into the strict Tier 4 coronavirus level.

Booked to be hauled by LMS 'Black Five' No. 45212, the 4-6-0 and stock had yet to reach the capital when the positioning move was cancelled 24 hours before. As reported last issue, other 'Northern Belle' diesel-hauled trains were cancelled in similar circumstances.

Dumbleton Hall on course for main line comeback

By Robin Jones

HAVING last steamed on the South Devon Railway (SDR) 21 years ago, GWR 4-6-0 No. 4920 *Dumbleton Hall* appears to be set for a return to the main line.

Owning group the Dumbleton Hall Preservation Society has announced that the locomotive has been sold for a six-figure sum to "a restoration base with a proven capability to overhaul main line locomotives to working order."

Society chairman Richard Elliott and South Devon officials declined to name the buyer for reasons of requested confidentiality, but it has been reported that No. 4920 will be going to Carnforth for overhaul.

Dumbleton Hall, one of the earliest examples of Collett's hugely-successful mixed traffic Halls, was outshopped from Swindon in March 1929, and was first allocated to Old Oak Common and also shedded at Oxford. In August 1950, it was transferred to Reading, and later worked out of Taunton, Newton Abbot and Laira sheds. Last allocated to Bristol Barrow Road, it was withdrawn by BR in December 1965 after travelling 1,396,966 miles, and sold to Woodham Brothers scrapyard at Barry.

It had become the longest-serving class member, having outlived most of its sisters on the main line by at least two years.

Bought by the society in 1974 for use on what is now the Dartmouth Steam Railway, it was the 82nd locomotive to leave Barry scrapyard. It is also the oldest preserved Hall.

Restored to steam by 1990, its axle weight meant it was restricted to the Staverton-Totnes section of the South

Devon Railway.

It hauled its last public trains on the line on October 31, 1999, but society members attended a last steaming on November 21, before its 10-year boiler ticket expired. It hauled coach No. 9111 *King George* and Victorian saloon No. 249 of 1894 from Buckfastleigh to a point just short of Nursery Pool Bridge, over which it was not allowed to pass because of axle loading. Overall, it has run only 37,000 miles since its extensive rebuild.

Future

In a letter to society members, Richard said: "*Dumbleton Hall* is being sold to another group who are prepared to give the engine a new home, a new start and a far better chance of being restored to working order than if it stays on the South Devon Railway.

"It has increasingly been a necessity for funds to be directed at many other things other than restoring *Dumbleton Hall*. It has become increasingly obvious that '*Dumbleton*' is at the bottom of the pile when it comes to the priority for overhaul of locos to run on the SDR.

"At a committee meeting at the end of 2019, I reported that we had received an approach from another railway to take the engine on a long lease. After due consideration it was decided not to pursue the lease deal.

"Recently, though, we were approached by another group with a view to making an outright purchase. Their six-figure offer is one we should not turn down.

"After much soul searching and looking at the cold facts and bearing in the likely time lag in any progress being made with the overhaul at Buckfastleigh, it has been decided that

we should accept this offer.

"*Dumbleton Hall* is at the bottom of the list for overhaul with far more suitable locos for the operation of the South Devon Railway ahead of it. No. 1420 is in the middle of a major overhaul, including building it a brand new boiler. No. 3803 heads up the queue for restoration as a fairly straightforward task. The situation has been further compounded by the arrival at Buckfastleigh of prairie tank No. 4160 on a long lease, but with its overhaul well advanced.

"This has had the effect of pushing the Hall's repair even further down the road. By the time Nos. 1420, 3803 and 4160 are all back in traffic, the next locos for overhaul will find their current 10-year tickets expiring, adding to the pressure on workshop space. And then there is No. 3205 – a very attractive candidate for early overhaul. The railway will be looking seriously at progressing that option.

"Selling *Dumbleton Hall* would seem to be the best way forward for the good of the locomotive. The sale was discussed during a recent 'virtual' Zoom meeting of the directors of South Devon Railway Trust and South Devon Railway Limited and it was agreed that the proceeds of a sale would be ring-fenced and applied to capital projects in the best interests of the railway.

"Such projects would be towards the overhaul of No. 3803, possibly No. 3205, and the construction of the new Carriage & Wagon works element of the continuing development programme at Buckfastleigh. If some of the funds were to be used as matched funding for a Heritage Lottery project then that could be a way of generating an even greater benefit from the sale."



GWR 4-6-0 No. 4920 *Dumbleton Hall* is seen at Buckfastleigh on the South Devon Railway on August 14, 2011. Last steamed in 1999, its axle loading makes it too heavy to run over the entire seven miles of this typical GWR country branch line. However, it now seems set for a return to the main line after more than 55 years. ED WEBSTER/CREATIVE COMMONS

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The first main line steam charter to run following the ending of the second England-wide lockdown was worked by SR Bulleid Pacific No. 34046 *Braunton* on Thursday, December 17. Saphos Trains' 'The Pennine Moors Explorer' operated from Birmingham International to Blackburn. The 4-6-2 makes an atmospheric sight as it climbs through the gloom over Copy Pit with its train bound for Crewe from Blackburn. DAVE COLLIER

Steam Dreams hopes for March restart after Covid-19 lockdown

By Cedric Johns

DESPITE the loss of 99% of its steam-hauled rail tour business during the past nine months, Steam Dreams chairman David Buck said he is encouraged by the number of enquiries and bookings that his team have been receiving in recent weeks.

This figure includes passenger interest in the 'Royal Windsor Express' shuttles between London Victoria and Windsor & Eton Riverside, journeys created to serve the tourist trade.

Due to commence on Tuesday, June 1, the trains will depart Victoria at 8am, 11.15am and 2.05pm and will offer an optional return service with a new innovation – the steam locomotive working smokebox first back to Victoria.

Motive power is to be provided by B1 4-6-0 No. 61306 *Mayflower* or by a 'Black Five' standby.

In tandem with the Windsor shuttles, an evening diner, the 'Sunset Steam Express' is timed to leave Victoria at 6.30pm. Routed over the 'Surrey Hills' path, the diner travels via Dorking and Reigate. Subject to confirmation, the shuttles and evening dining train will run on Tuesdays only until September 21.

Meanwhile, to mark its appreciation of the dedication shown by NHS staff during the pandemic,

Steam Dreams is offering a 10% discount on tickets purchased by hospital and other medical workers.

Steam Dreams hopes to open its 2021 tour programme with a 'Mother's Day Special' from Paddington to Winchester picking up at Slough and Reading, on Sunday, March 14, but whether it runs depends, of course, on lockdown restrictions at the time.

The 'Highlands & Islands Explorer' with eight overnight stops and which is scheduled to start from London on May 6, and returning from Scotland on May 14 was reported to be booking well.

Equally proving popular is a series of trips featuring A3 No. 60103 *Flying Scotsman*, the first departing London Victoria on May 20 with both mid-day and evening dining trains running over the 'Surrey Hills' route.

On May 23, the National Collection-owned Pacific is due to head for Oxford and to Salisbury on May 27, this trip starting from Paddington. *Scotsman* is expected to run out of Paddington for Southampton on June 6, travelling via Reading and Basingstoke.

Cambridge is the A3's final destination, the train leaving King's Cross on June 17, and in keeping with the rest of the series, a local cream tea tour will be on offer.

Bahamas to star in four-day Cornwall tour

LMS 'Jubilee' 4-6-0 No. 45596 *Bahamas* is set to accompany B1 4-6-0 No. 61306 *Mayflower* on a four-day railtour to Cornwall in early autumn.

Steam Dreams has booked the Keighley & Worth Valley Railway-based locomotive for the September 28-October 1 tour. It will be the first time since 1967 that *Bahamas* has undertaken a trip of this kind from London, said the Guildford-based tour operator.

Steam Dreams chairman David Buck said: "We are extremely excited to have teamed up with The Bahamas Locomotive Society for this momentous event.

"Although a special trip in its own right, there is no doubt that double-heading No. 61306 *Mayflower* and No. 44596 *Bahamas* will attract a lot of attention. Later in the year, we hope to announce some additional trips."

Built in 1934, No. 45596 is the only 'double chimney' 'Jubilee' after being fitted with it in 1961 as part of a trial, the final attempt by BR to improve the performance of its steam fleet. Its recent overhaul to main line running condition at Tyseley Locomotive Works was achieved with support from the National Lottery Heritage Fund. *Bahamas* will be based at Southall during its Southern jaunt.

Appeal to return 'Deltic' *Royal Highland Fusilier* to the main line

By Robin Jones

A £255,000 appeal to return Class 55 'Deltic' No. 50019 *Royal Highland Fusilier* to the main line has been launched by its owning group.

The Deltic Preservation Society wants to have it running in time for the 40th anniversary of the 'Deltic Scotsman Farewell', the last working on the class for BR, which took place on January 2, 1982.

The society's head of engineering Graham Clarke said: "January 2, 2022 may be the last opportunity to celebrate a memorable anniversary date for this event as by the time we get to 45 years and definitely 50 years European Rail Train Management System (ERTMS, in-cab signalling) will be in full flow at the south end of the East Coast Main Line and without this equipment at a cost of circa £650,000 per locomotive, they cannot operate in the area.

Challenges

"I don't believe I am exaggerating if I say that the challenges we're dealing with are the largest we have ever faced, and that failure to meet those challenges will lead to the cessation of 'Deltic' operation within a few years."

Graham said that returning No. 55019 to the national network would mark the

start of a series of strategic objectives which the society needs to achieve in the years ahead.

One aim is to pass on the skills and knowledge to keep 'Deltics' safe and working to a new generation, and therefore to allow class members to operate beyond the generation who saved these iconic and unique locomotives.

Secondly, the group said that there is a need to develop a new generation of 'Deltic' fans, who will support the locomotive long into the future.

One major ambition is to have all of the society's three locomotives main line registered, with two available for use on the national network most of the time, and 'Deltics' operating on the main line a minimum of twice per month.

The society will also aim to have all of its power units overhauled to zero hours condition over the next 10-15 years, with other mechanical equipment, electrical equipment and bogies overhauled and renewed where needed, and exhaust emissions cleaned up to a high standard, suitable for a sustainable future.

It is estimated £255,019 will be needed to carry out the modifications to No. 55019, which will include the fitting of On Train Monitoring Recorder



'Deltic' No. 50019 *Royal Highland Fusilier* at Bridgnorth on the Severn Valley Railway on May 22, 2018. PAUL GILDERSLEVE / DPS

Equipment (OTMR) and Global System for Mobile Communication – Railways (GSM-R) radios, undertake significant repair work to worn bogie components and the certification and testing of the locomotive for main line use.

Showcase

"Deltics' are without doubt part of that surge of development that followed the Second World War and are right up there with the other icons of the land, sea and

air from that time," added Graham.

"We owe it to our three locomotives to pass them forward in good working condition and ready to showcase the very best of what Britain was capable of at the time they were built."

→ If you would like to donate to the appeal to return No. 55019 to the main line, visit www.thedps.co.uk where a donation form can be downloaded – or a payment can be made online via the organisation's Virgin Money page.

RTC hopes to run in March

By Cedric Johns

COINCIDING with Prime Minister Boris Johnson's January 4 announcement that England was to again enter full lockdown, the Railway Touring Company (RTC) confirmed that it was cancelling the opening stages of its 2021 programme.

All trains planned to run in late January and the whole of February were cancelled, said RTC's operations manager Rachel Jackson.

This meant that RTC's traditional opener, the 'Winter Cumbrian Mountain Express' from Manchester to Carlisle on January 30 and the Euston departure, with steam on at Carnforth, February 6 and February 27, has been written off along with the 'Valentine's Bath & Bristol Express' from London Victoria on February 13.

RTC's managing director Kelly Osborne and team are pinning their hopes that six excursions will be able to go ahead in March.

These include 'The Yorkshireman' from Ealing Broadway to York on March 6, the 'Cumbrian Coast Express' Euston to Carlisle, steam on at Carnforth, March 13, the 'Edinburgh Flyer' from York to Edinburgh on March 20, all behind A1 Pacific No. 60163 *Tornado*.

Two excursions are planned for March 27 – the 'Wensleydale Railway' departing Carnforth for Leyburn, promised as a double header – and 'The Mancunian' from Euston to Manchester Piccadilly.

Apart from the A1, steam for the other trains is set to be drawn from the Carnforth fleet.

On April 10, A3 No. 60103 *Flying Scotsman* is booked to head the 'Stratford Flyer' from Manchester to Stratford-upon-Avon.



Major work has been carried out on the Esk Valley line into Whitby in a bid to prevent a landslide. NETWORK RAIL

Whitby landslide prevented thanks to Network Rail's timely intervention

NETWORK Rail engineers have carried out work to an embankment on the Esk Valley Line in Whitby in a bid to prevent a landslide.

Over the past few months, Network Rail has been monitoring the embankment, on the west bank of the Esk and to the south of the A171 road bridge, after minor movement was detected.

As part of the work, trees and

plants have been cleared from the embankment. To allow the work to take place safely, a section of the Esk Valley Walk public footpath which passes through the caravan park next to the site was closed.

The line is used by North Yorkshire Moors Railway trains running from Grosmont to Whitby. The work has not affected train services.



The final main line steam excursion of 2020 was powered by Bulleid 'West Country' No. 34046 *Braunton*, when it hauled Saphos Trains' 'The Christmas White Rose' from Telford to York on Saturday, December 19. The light Pacific is seen at Edale in the Peak District on the outward leg. GAVIN THOMSON

Ray Churchill retires... again: A tribute

By Don Benn

WHEN Ray Churchill stepped off the footplate of LMS 'Black Five' No. 44871 at Crewe in the early afternoon of Thursday, April 28, 2016 he thought that would be the end of 59 years working on the footplates of steam locomotives.

His career started at Bescot shed in 1957 and finished with West Coast Railways. Although he informed me when I went to see him in May 2016 that he would not go back to life on the footplate with its long days and unsocial hours, this was not quite the end of a long and varied footplate career.

In August 2018, he was tempted back by the newly-formed Vintage Trains (VT) Train Operating Company based at Tyseley. There, he again drove locomotives and taught others the art of working with steam.

However, after an enforced break due to Covid-19 cancelling the VT tour programme, he has decided that he will retire, this time finally.

It was some sadness that I received the news from his wife Nickey just before the end of 2020. His final tally was just under 61 years on the footplate.

I have many fond memories of this fine engineman, my last run behind him being with No. 7029 *Clun Castle* on May 18, 2019. He hated the imposition of a diesel locomotive on the train and would always do his utmost to ensure that it gave no assistance. He was responsible for many fine performances.

No. 5043 *Earl of Mount Edgcumbe* was his all-time favourite, but he would drive any locomotive he was given.



Driver Ray Churchill. VT

He was one of the few locomen who knew exactly how to drive a Bulleid Pacific in original condition to get the best out of it. I will never forget the way he drove No. 34067 *Tangmere* on the 'Royal Duchy' to Par on September 7, 2014, keeping time despite leaving Bristol without a full load of coal.

I will miss seeing that trademark red scarf and cheery smile when walking up to the engine at the end of yet another great trip. May he enjoy a long and happy retirement with Nickey.

Michael Whitehouse, chairman of VT, said: "Ray's willingness to step out of retirement in 2018 and drive on VT tours was an enormous help in establishing our own operations as a TOC. VT is a strong, integrated team and the Churchills have been a core part of our operation, Ray delivering some spectacular performances on the main line with his usual finesse and care for his steed, while Nickey is busy on board selling souvenirs."

"We wish them both a long and healthy retirement and look forward to seeing them both at Tyseley. I'm sure Ray will need no persuasion to take the regulator again on our open days!"

'Lizzie' set to tackle Shap

CURRENTLY drained down and under cover at Carnforth, LMS Princess Royal Pacific No. 6201 *Princess Elizabeth* is already being booked for some notable runs in the coming months.

Top of the 4-6-2's list are six trips with the 'Northern Belle', all of which depart from different points but all heading for Carlisle via Shap, returning by way of the Settle to Carlisle line.

On each occasion 'Lizzie' is due to work the train from Carnforth. The first, on April 10, starts out of Liverpool Lime Street and heads for Carlisle, calling at Warrington Bank Quay and Manchester Victoria.

'Belle' number two leaves from York on May 29, picking up at Leeds and Huddersfield. On June 26, the 'Belle' begins its journey at Coventry, picking up at Birmingham International, Wolverhampton and Stafford en route to Carlisle.

The sequence is broken on July 5 when the 'Bournemouth Belle' – which is expected to be worked by Bulleid Pacific No. 35018 *British India Line* – departs London Victoria for the Dorset coast, picking up at Woking and Basingstoke before heading to the coast.

On September 11, the 'Northern Belle' sets out from Crewe, running via Liverpool and Manchester Victoria. Another trip has been earmarked for September 25, but the itinerary has yet to be published.

Due a VAB (Vehicle Acceptance Body) exam imminently, No. 6201 also has three sections of the Railway Touring Company's postponed 'Great Britain VXL' in its operations diary. On April 16, it is due to work the Carlisle-Edinburgh leg. Three days later 'Lizzie' is set to head a Stirling-Stirling round trip, before heading back south from Stirling to Crewe on April 20.

Hastings Diesels considers resumption of main line day excursions

HASTING Diesels Limited (HDL) shelved its entire rail tour programme plans for 2020, which included an early April visit to Alton and the Mid Hants Railway. The decision was taken because of the threat posed by the Covid-19 pandemic.

Apart from an initial outing a year ago, on January 11, when

the company's six-car DEMU ran from Eastbourne to Faversham via Hastings, Rye, Ashford and Canterbury East, the unit has been stabled at its operational base in St Leonards.

In a statement published to members and regular travellers, HDL said: "Our cost profile is very different to that of a heritage

railway. Our fixed costs are relatively small, but our operating costs per journey are astronomical.

"Running a quarter-full, socially-distanced rail tour is simply out of the question.

"As the public health situation evolves, we will eventually be in a position to recommence planning outings. In the meantime, the best

we can offer is to look through our website with its extensive rail tour archive."

The statement added that when it starts to plan trips for this year, previous ideas of running to Worcester via the Cotswold Line (originally planned for May), Skegness (June) and Portsmouth (August) will be again considered.

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW



In his latest column, **Don Benn** continues the story of the performance of B1 4-6-0 No. 61306 *Mayflower* on the last part of the run from Inverness to Kyle of Lochalsh in 2019, and of Jubilee No. 45699 *Galatea* running as No. 45562 *Alberta* on the ‘Cumbrian Mountain Express’ on October 10, 2020. Also included is a run behind a BR Class 40 and Bulleid Giesel ejector fitted No. 34064 *Fighter Command* – plus a guide to train timing.

THIS time I am again including diverse performances to widen the scope of my column in these dark times, starting with the continuation of the run from Inverness to Kyle of Lochalsh as part of Steam Dreams’ ‘The Highlands and Islands Explorer’ in May 2019, and Table One shows the final section from Achnasheen to Inverness. The first part was included in the last issue.

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 B14-6-0. Once again I am indebted to my valued correspondent Sandy Smeaton for the very full details in this table. From Achnasheen the line climbs at 1-in-60 to milepost 28¼ where speed reached 16½mph and then rose to

22½mph at the top of the initial climb where gradients ease to 1-in-100/200.

The dip beyond produced 38mph and then the 1-in-55 to milepost 30¾ brought speed back to 19mph before easier gradients gave 23½mph at Luib summit, 646ft above sea level. Apart from a short sharp climb before Achnashellach the line then drops all the way to Kyle, reached one minute late after a very competent overall performance.

Schedule

Moving on to the ‘Cumbrian Mountain Express’ (CME) of October 10, 2020, Table Two shows the continuation from Appleby to Hellifield, tightly timed in 65 minutes, especially for a 5XP Jubilee on 12 coaches for 460 tons. The crew of Mick Rawling and Craig Todd continued the good work they had put in from Carlisle and set about the climb to Ais Gill with gusto. However, they could not prevent speed falling to 21½mph before the easier stretch at Mallerstang enabled the 4-6-0 to find enough power to top Ais Gill at a very creditable 25½mph, albeit

with a loss of eight-and-a-half minutes to pass Garsdale.

Running down the hill at the line limit enabled some recovery to stop at Hellifield after regaining two minutes of the lost time. Table A shows that No. 45699 *Galatea* (running as No. 45562 *Alberta*) stood well in comparison with two runs with No. 45690 *Leander* also with 12 on.

I will cover the concluding part of the October 2020 ‘CME’ run to Preston in my next column.

The late summer of 1964 saw a serious decline in my rail activities as I discovered other attractions for a 19-year-old living and working in the London area! In 1963 I had roamed far and wide around London using my trusty Elswick Lincoln Imp bicycle and even made two trips by train to the North Wales coast for steam. It wasn’t until July 1964 that I did some serious train timing out of Euston in search of the few remaining steam-hauled trains from Euston, following a spell of excellent runs on the ‘Atlantic Coast Express’.

Then on September 4, 1964 I decided to put a foot in the water of Scottish steam by travelling to Aberdeen for the 7.10am LNER A4 Pacific-hauled Aberdeen to

TABLE ONE: ACHNASHEEN TO KYLE OF LOCHALSH					
Date	Sunday, May 12, 2019				
Train	8.20am Inverness to Kyle of Lochalsh				
Loco	B1 5MT 4-6-0 No. 61306				
Load	6 coaches, 215 tons tare 235 tons gross				
Driver	Bobby Duncan				
Firemen	Lewis McDonald				
Recorder	A Smeaton				
Position	6th coach				
Weather	Sunny and dry				
	miles	sched	mins	secs	speed
Achnasheen (w)	0.00	0.00	00	00	15 mins early
MP 28¼	0.41		02	26	16½
MP 28½	0.66		03	13	22½
MP 29	1.66		04	18	32/38
MP 30	2.16		06	08	26
MP 30¾	2.91		07	56	20/19
MP 31¼	3.41		09	26	22
Luib Summit	3.66		10	04	27/23½/32/25
MP 34	6.16		15	25	33/34/23½/41½
Glencarron	8.41		19	49	29½/22½/31½/26
Craig LC	10.16		23	33	30½/34/23½/33
MP 39	11.16		25	42	30/33/20
Achnashellach	12.59		28	34	25½/30/6½*
Bainacre LC	14.31		33	25	19½
MP 43	15.16		35	19	32½/35½/13*
MP 45	17.16		40	30	30
Strathcarron	18.00	34.00	43	27	
	0.00	00.00	00	00	4 mins early
MP 47	1.16		03	17	29/27½/29
Attadale	2.41		06	00	26
Rockfall Shelter	3.54		09	10	16½*/27/15½
MP 51	5.16		13	32	26/19/27/21½
Strome Ferry	7.41		19	13	23/24/22/32½
Fernaig	9.09		23	21	30/24½
Duncraig	11.28		28	00	31/19
Plocton	12.41		30	52	20½/32½/13*
Duirinish	13.91		35	28	25/32/20/30/20
Erbusaig	15.91		40	02	23½/27½
Kyle	17.85	42.00	46	41	1 min late

(w) engine took water
* brakes or speed restriction



Covering for a failed locomotive, SR Bulleid Giesel ejector fitted No. 34064 *Fighter Command* is brought forward by driver Condon to work the 7.05am Basingstoke to Waterloo on April 30, 1966. DON BENN



Glasgow. At King's Cross, I joined the 7.30pm 'Aberdonian' – the first time of many on this train. I timed 'Deltic' No. D9015 *Tulyar* on 14 coaches for 550 tons as far as Grantham, reached in 103 minutes three seconds with a maximum speed of 84mph after Sandy.

My notebook doesn't tell me what happened after that, but I awoke from my restless slumber somewhere after Stonehaven to realise that the train was very late and that I had missed the 7.10am with its A4, the only time it happened to me. Nothing for it but to wait for the summer only 10.15am south, which had LMS 'Black Five' 4-6-0 No. 44794 on four coaches and van for 163 tons tare.

Load

It ran well enough to Perth, reached two-and-a-half minutes early, where the load was increased to 11 coaches for 367 tons tare and about 400 tons full, now hauled by BR Class 40 No. D216 *Campania* (which was later numbered No. 40016). This was a through train to Euston and I decided to stay with it all the way back south on what was now Saturday, September 5, 1964, the last day of the 'Atlantic Coast Express'. What on earth was I thinking? I just hope my Southern steam friends will forgive this error of judgment by a naïve youngster; one which I have regretted ever since.

I could have gone to Scotland any time and indeed, I did a month or so later and a number of times in 1965 and 1966. Back on the 10.15am from Aberdeen, we left Perth on time and I timed the Class 40 in parts as far as Coatbridge and then dozed until leaving Carlisle where I got myself in gear and timed the section to Lancaster, the detail of which is in Table Three.

The Class 40s were largely in charge of the main West Coast trains at that time and I took many shots of them in the London area, including the one in this article of D334 on the 9pm Perth to Euston, a train on which I often returned from my trips to Scotland. On September 5, time was kept comfortably on the section

shown in the log despite a number of checks, those approaching Lancaster proving to be a prelude to some heavy delays which saw us 47 minutes late from Crewe and an hour late into Euston, despite some very fast running with speed into the upper eighties between checks. And to think what I had missed! Oh the folly of youth.

I have included in Table Four a cracking run on the much timed 6.35pm Salisbury to Waterloo worked by a Nine Elms crew on March 30, 1966. Harry Pope was driving but unfortunately I didn't record the name of the fireman. Brian Smith was the inspector and he had a particular interest in the one Bulleid light Pacific fitted with a Giesel Ejector; Battle of Britain Pacific No. 34064 *Fighter Command*.

Though the load was light as usual – just 215 tons – the main interest is the very light way the engine was worked after the starts and recovery from checks; to run freely at high speed. With 100lbs in the steam chest and 15% cut off was all it needed for this superb locomotive to maintain 78/79mph on level track and to streak away to 87mph after Brookwood and 86mph before Esher.

That my notes state the engine was blowing off steam at Newnham and again in the Weybridge and Esher areas was proof enough that the fireman was keeping

Above: LMS Jubilee Class 4-6-0 No.45562 *Alberta* (aka No. 45699 *Galatea*) is seen at Aisgill summit with the Cumbrian Mountain Express on October 10, 2020. In the photographer's words: "From this spot you can see and hear the train from more than a mile away – the engine was making a lovely noise over this final stretch of the long climb!" DAVE WILSON

TABLE A: SXP RUNS WITH 12 ON (S&C)			
Section	Date	Loco	Time
Petteril Br Jn-Long Marton	10.10.20	45699	36m 18s
	14.10.17	45690	42m 17s
	15.7.17	45690*	56m 50s
Ormside-Ais Gill (MP275 - 259¾)	10.10.20	45699	29m 54s
	15.7.17	45690*	31m 36s
	14.10.17	45690	34m 53s
Whalley-Wilpshire Tnl N	10.10.20	45699	8m 15s
	14.10.17	45690	8m 47s
	15.7.17	45690*	15m 41s

*45690 was subsequently found to have leaking tubes.

“With 100lbs in the steam chest and 15% cut off was all it needed for this superb locomotive to maintain 78/79mph on level track and to streak away to 87mph after Brookwood and 86mph before Esher. That my notes state the engine was blowing off steam at Newnham and again in the Weybridge and Esher areas was proof enough that the fireman was keeping boiler pressure up to the red line.”



A key tool for recording train performance is a GPS instrument. Pictured here is the author's Garmin 76 GPS, showing readings at St Cross, just south of Winchester. DON BENN



BR English Electric Type 4 (later Class 40) No. D334 is seen near South Kenton on August 17, 1963 with the 9pm Fridays-only Perth to Euston service, a train the author often travelled on when returning from Scotland. DON BENN

TABLE TWO: APPLEBY TO HELLIFIELD					
Date	Saturday, October 10, 2020				
Train	2.11pm Carlisle to Euston				
Loco	LM 5XP 4-6-0 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
Appleby	0.00	0.00	00	00	right time
MP 276	1.26		04	22	40
Ormside	2.26		05	40	50
MP 274	3.26		06	57	42
MP 273	4.26		08	33	33½
Griseburn	5.26		10	32	26
MP 271	6.26		12	42	29
Crosby Garrett	7.51		15	06	34½
Crosby Garrett Tnl	8.26		16	19	41/42
MP 268	9.26		17	51	35½
MP 267	10.26		19	46	28½
Kirkby Stephen	10.70	16.00	20	43	26
MP 266	11.26		21	58	29
MP 265	12.26		24	09	26½
MP 264	13.26		26	41	21½
Mallerstang	14.26		28	57	34
MP 262	15.26		30	44	31½
MP 261	16.26		32	46	29
MP 260	17.26		35	00	25½
Ais Gill	17.51		35	33	28½
MP 257¼	20.01		38	58	60
Garsdale	20.59	31.00	39	33	55½/54/55
Dent	23.86		43	31	37*
MP 251½	25.76		45	55	54½
Blea Moor Tnl	26.45		46	41	53
Blea Moor	28.76	42.00	49	35	37½*/19*
Ribblehead	30.01	45.00	52	26	35½
MP 244½	32.86		55	35	64/60½
Horton	34.76		57	30	66/64/66
Helwith Bridge	36.76		59	26	57½/64½
Stainforth Sdg	39.01		61	39	59½/61/57
Settle	40.76		63	25	59½/63/62
Settle Jct	42.74	59.00	65	22	63
Long Preston	44.76		67	36	43
Hellifield Up Loop	45.90	65.00	71	21	6½ mins late

** running as No. 45562 *Alberta*
* brakes or speed restriction

boiler pressure up to the red line. The late Gordon Hooper always maintained that this free running engine was as good as a Class 8 Merchant Navy.

Timing

A reader has asked how I and my team of recorders produce the performance logs. Well it's a process which has evolved over time with the availability of better equipment but the basics remain the same as they have always been. Essentially, it means setting out details of distance, time and speed in a table which is normally known as a performance log.

The heading of the table comprises details such as date, train, locomotive, load in coaches and tons, engine crew, weather and recorder's name. Locomotive details

TABLE THREE: CARLISLE TO LANCASTER					
Date	Saturday, September 5, 1964				
Train	10.15am Aberdeen to Euston				
Loco	EE Class 40, 1-Co-Co-1 No. D216 <i>Campania</i>				
Load	11 coaches, 367 tons tare 400 tons gross				
Recorder	Don Benn				
Position	8th coach				
Weather	Dry				
	miles	sched	mins	secs	speed
Carlisle	0.00	0.00	00	00	¾ min late
Carlisle No.13 SB	1.30		02	48	41
Wreay	5.05		08	53	45½/53
Southwaite	7.60		11	39	51/62
Plumpton	13.15		18	34	60
Penrith	17.95		23	05	66/68
MP 47¾	21.35		26	03	62
Shap Stn	29.50		36	21	44/49
Shap Summit	31.50		39	06	46
Scout Green SB	33.95		41	42	77
Tebay	36.95		44	06	71*/76
MP 30½	38.60		47	08	19* tsr
Low Gill	41.15		50	10	75
Grayrigg	43.00		52	12	67*
Oxenholme	50.05		58	26	78
Hincaster Jct	53.60		61	25	75½
Milnthorpe	55.55		62	51	80
Carnforth	62.85		68	35	78
Bolton-le-Sands	64.75		70	48	44*/sigs/51
Hest Bank	66.00		72	24	59/22* sigs
Lancaster	69.10	77.00	76	48	½ min late

Mileages are from my records in the mid 1960s
* brakes or speed restriction

can be obtained from many sources, as can coaches, though the coach weights are more of a problem now that many aren't plated. I have built up my records from my own historical records, from the internet and from a good friend who is a mine of information on the subject. This is added to and amended as required.

The database gives the unloaded (tare) train weight. The loaded (gross) weight is obtained by estimating the passenger load which I generally do by adding 8% to the tare weight for a full train and reducing as appropriate. Some recorders, like Sandy Smeaton use the number of seats plus load factor to estimate the passengers' weight.

Mileages come from a number of sources, including working timetables, The Rail Performance Society's



database, plus in my case my own record built up over many years since 1962. I still use the historical mileages for closed stations and signalboxes if they can still be identified on the ground, examples being Newnham Siding, Wallers Ash Signal Box and Ormside. Some locations are given the same name in modern records but can be in slightly different places.

There are also mileage errors in milepost location such as the cumulative mileage differences on the South Western main lines to Southampton and Salisbury, which have been perpetuated by the location of modern mileposts. The effect is that when using a stopwatch each mile is a few yards more than a true mile, so the reading when translated to speed is very slightly too low.

There are other errors which are more difficult to explain, such as the fact that my GPS (Global Positioning System) distance from the Carnforth loop stopping point to Carlisle is always slightly longer than the distance calculated from milepost positions. This GPS reading is so consistent that it is likely be correct.

Data

Having obtained stations and passing points for the journey concerned, it is a simple matter of writing down the time that each point is passed, either the actual time or the time from zero as shown in the logs. A good wristwatch can be used and indeed, I used one for many years progressing from wind up sweep hand watches, which could be inaccurate, through battery powered sweep hand watches to the latest digital watches.

It's then a matter of working out the elapsed time from zero later when writing up the log. However, I and many others use the type of chronometer which shows minutes and seconds from zero at the start and enables elapsed time to be paused while the reading is recorded, whilst the elapsed time continues to be paused again at the next timing point and so on until the end of the section being timed.

Prior to the availability of affordable GPS equipment, obtaining the speed needed the use of a stopwatch to take and write down the reading between two mileposts

which are situated a quarter mile apart, or were as many have now disappeared. Many years ago I constructed a table which showed the speed for each possible tenth of a second progression from 60 seconds down to 9 seconds in one tenth of a second steps, arrived at by a simple calculation.

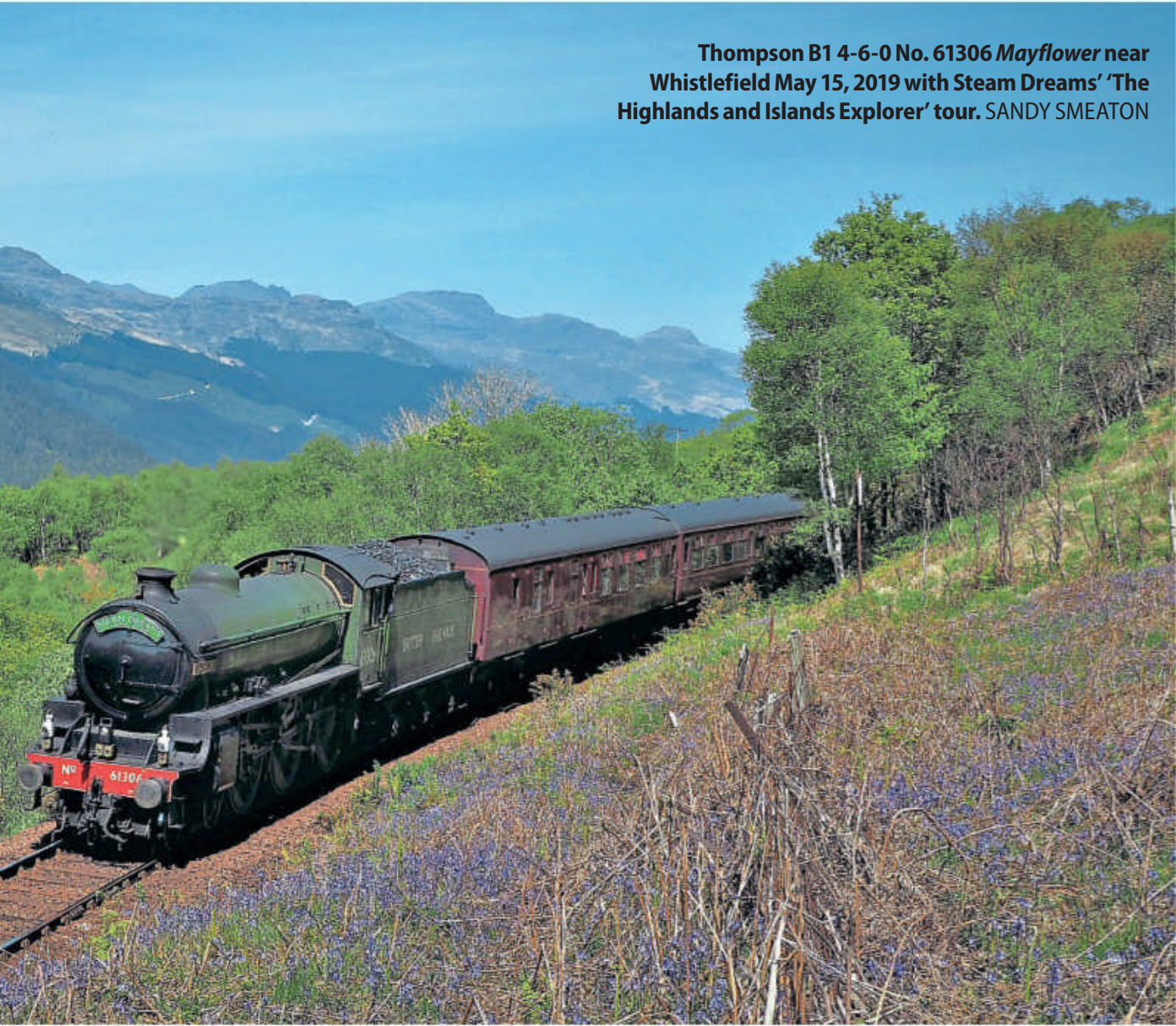
An example is 10.0 seconds for a quarter mile equals 90mph, the calculation being 10/60=0.166. Then 60/0.166 X 0.25=90.34 rounded to 90. Now after so many years using these values they are implanted in my memory so can recall each one. For almost all the older logs in my column and in my books, I used a Government surplus sweep hand stopwatch. Although calibrated to a tenth of a second, it was discernible to half that, hence it would give readings of say 10.65 seconds for a quarter mile. I now use a digital stop watch which sees occasional use.

Having said all that, most of the time I use a GPS device. The one shown in the image is a Garmin 76, which has proved to be very accurate and reliable. The image shows the elapsed distance (which is at St Cross footbridge just south of Winchester, the distance being from Waterloo), the actual speed, the maximum speed and the signal strength, 3D which is good. The elapsed time is also shown but I don't use this from the GPS, but from the instrument already discussed.

The GPS normally keeps a good signal, especially when used with an aerial, but loses it in tunnels, though recovery and adjustment to the correct distance is usually rapid. Rogue readings can be a problem, but as I write the readings down around reach timing point fairly frequently though not at specific time gaps, rogues are fairly easy to spot. I know that some GPS equipment will give a print out for a specified time period, but I haven't bothered to upgrade mine.

My methods have served me well and I hope that my description has been understandable, even if some of the methods maybe considered not to be up to the very high standards of some of the timing fraternity.

Hopefully things will return to normal in the year ahead and I might have an up to the minute performance log to include. 



Thompson B1 4-6-0 No. 61306 *Mayflower* near Whistlefield May 15, 2019 with Steam Dreams' 'The Highlands and Islands Explorer' tour. SANDY SMEATON

TABLE FOUR: BASINGSTOKE TO WOKING

Date	Wednesday, March 30, 1966					
Train	6.35pm Salisbury to Waterloo					
Loco	Bulleid Giesel fitted BB Class 4-6-2 No. 34064 <i>Fighter Command</i>					
Load	5 coaches and 2 vans, 208 tons tare 215 tons gross					
Driver	Harry Pope, Nine Elms MPD					
Fireman	Not recorded					
Inspector	Brian Smith					
Recorder	Don Benn					
	miles	sched	mins	secs	speed	
Basingstoke	0.00	0.00	00	00	local line	18½ mins late
MP 46	1.75		03	23	53	
Newnham Siding	4.05		05	40	67/9* sigs	
Hook	5.59		09	04	32* to ML	
MP 41	6.75		10	58	49	
Winchfield	7.92		12	11	66	
MP 38	9.75		13	44	74½	
Fleet	11.27		14	58	75½	
MP 35	12.75		16	09	78	
Farnborough	14.55		17	30	78½	
Sturt Lane Jct	15.60		18	17	79½	
MP 31	16.75		19	12	78	
Pirbright Jct	18.26		20	17	83	
Brookwood	19.76		21	26	86	
MP 27	20.75		22	08	87/49* sigs	
Woking Jct	23.00		24	36	60	
Woking	23.46	33.00	25	46		
	0.00	0.00	00	00		14¾ mins late
West Byfleet	2.61		03	57	66½	
Byfleet & New Haw	3.89		05	02	74½	
Weybridge	5.14		06	07	75	
Oatlands Box	6.17		06	55	76	
Walton	7.21		07	42	83	
Hersham	8.38		08	32	84/86	
Esher	9.90		09	38	85	
Hampton Court Jct	10.95	11.00	10	24	83/40* sigs	
Surbiton	12.25		11	55	47/53	
Berrylands	13.31		13	12	35* sigs	
New Malden	14.51		16	21	14* tsr	
Raynes Park	15.65		18	14	50	
Wimbledon	17.10		19	42	63	
Earlsfield	18.71		21	15	64/43* sigs	
Clapham Junction	20.36	22.00	23	24	41*	
Queens Road	21.48		24	58	60	
Vauxhall	22.98		26	27	40*	
Waterloo	24.29	29.00	29	49		15½ mins late

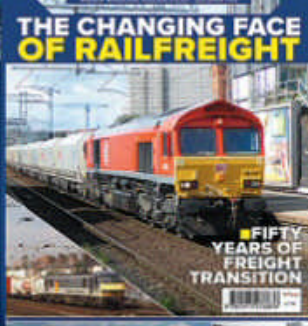
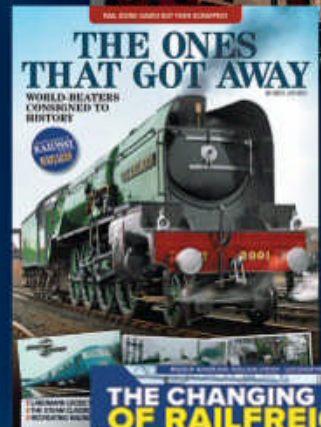
Engine worked mainly with 100lbs in the steam chest and 15% cut off
* brakes or speed restriction net times
Basingstoke to Woking: 21¼ minutes
Woking to Waterloo: 25¼ minutes

“Mileages come from a number of sources, including working timetables, The Rail Performance Society's database, plus in my case my own record built up over many years since 1962. I still use the historical mileages for closed stations and signal boxes if they can still be identified on the ground...”

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March

6 'Flying Scotsman'

Liverpool Lime Street, Carlisle & return.
Steam-hauled: Liverpool Lime Street, Carlisle, Carnforth.

Loco: No. 60103 *Flying Scotsman*. WCR

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

9 'The Edinburgh Pullman'

Cleethorpes, Edinburgh & return.
Diesel-hauled throughout.

Loco: TBC. WCR

10 'The William Shakespeare'

York, Stratford-upon-Avon & return.
Steam-hauled: TBA.

Loco: TBC. ST

11 'The Edinburgh Pullman'

Peterborough, Edinburgh & return.
Diesel-hauled throughout.

Loco: TBC. WCR

13 'The Ribbleshead 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: TBC. 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'

London Euston, Manchester Piccadilly & return.
Steam-hauled throughout.

Loco: TBC. RTC

27 'Welsh Marches Express'

East Midlands Parkway, Cardiff



No. 34046 *Braunton* hauls Saphos Trains' 'The Christmas White Rose' from Telford Central to York, across the iron bridge at Brotherton, with the remaining cooling towers of Ferrybridge C power station in the background on December 19. IAN DIXON

& return.

Steam-hauled: TBA.

Loco: TBC. ST

31 'Flying Scotsman'

Manchester Victoria, Carlisle & return.
Steam-hauled: Liverpool Lime Street, Carlisle, Carnforth.

Loco: No. 60103 *Flying Scotsman*. WCR

31 'Portsmouth Harbour Statesman'

Doncaster, Portsmouth Harbour & return.
Diesel-hauled throughout.

Loco: TBC. SR

April

3 'The Aberdonian'

Edinburgh, Aberdeen & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1SLT

5 'The Clyde Aberdonian'

Glasgow, Aberdeen & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1SLT

8 'London to Highclere, Bath & Bristol'

London Victoria, Bristol & return.
Steam-hauled throughout.

Loco: TBA. SD

10 'The Caledonian'

Birmingham New Street, Edinburgh & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1SLT

10 'The Stratford Flyer'

Manchester Piccadilly, Stratford-upon-Avon & return.
Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. RTC

10 'The Red Dragon'

Birmingham, Cardiff & return.
Steam-hauled: TBA.

Loco: No. 7029 *Clun Castle*. VT

10 'East Anglia to Lincoln'

Chelmsford, Lincoln & return.
Steam-hauled: Chelmsford, Lincoln, Peterborough.

Loco: No. 61306 *Mayflower*. SD

14 'Buxton Spa Express'

Hereford, Buxton & return.
Steam-hauled: TBA.

Loco: TBC. ST

17 'London to Carlisle'

London Euston, Carlisle & return.
Steam-hauled: TBA.

Loco: TBA. SD

17 'Settle & Carlisle Circular'

Scarborough, Appleby & return.
Diesel-hauled throughout.

Loco: TBC. SR

24 'Welsh Marches Express'

Birmingham, Hereford, Shrewsbury, Birmingham.

Steam-hauled: TBA.

Loco: No. 7029 *Clun Castle*. VT

24 'The Merchant of Norfolk'

London Victoria, Norwich & return.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

24 'The Non-Mazey Day Cornishman 2021'

Birmingham New Street, Penzance & return.
Diesel-hauled throughout.

Loco: TBA. PT

27 'London to Oxford & Stratford-upon-Avon'

London Victoria, Stratford-upon-Avon & return.
Steam-hauled throughout.

Loco: TBA. SD

28 'Great Western Envoy'

Bridgnorth, Bristol & return.
Steam-hauled: TBA.

Loco: TBC. ST

Regular Steam

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'The Jacobite'

Fort William, Mallaig & return.

Steam-hauled throughout.

Loco: TBC. WCR

Tour promoters

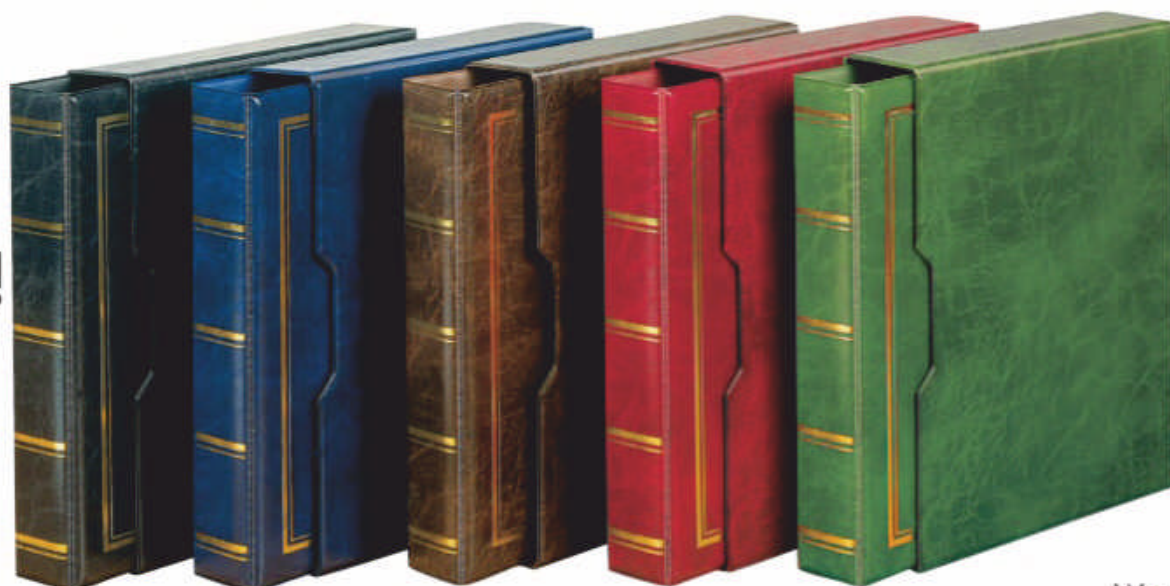
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NB	Northern Belle 01270 899382
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RTC	Railway Touring Company 01553 661500
SR	Statesman Railway 0345 310 2458
SD	Steam Dreams 01483 209888
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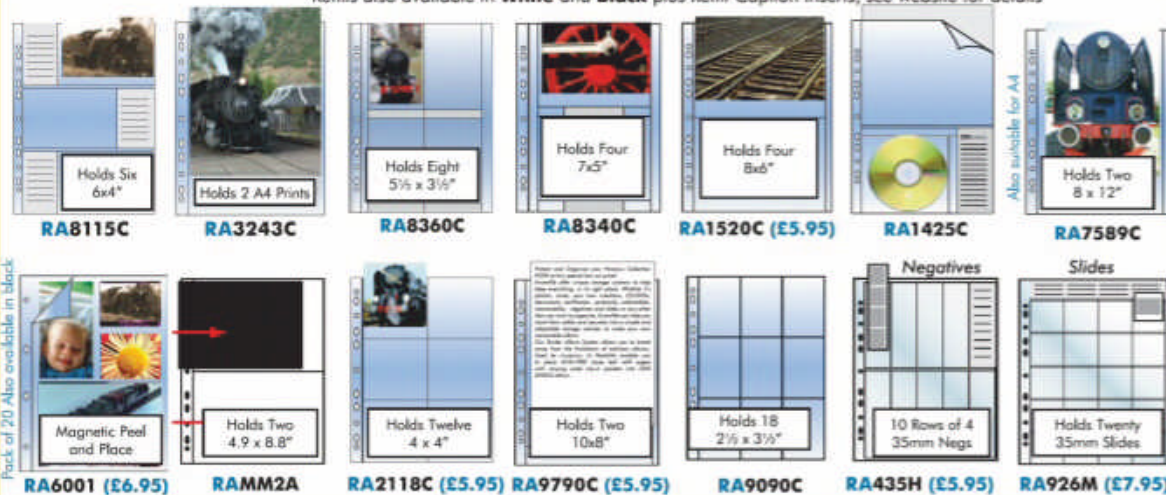


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THE LARGEST SMALL RAILWAY OR THE SMALLEST LARGE RAILWAY?

In the first of a two-part feature, **Phil Marsh** reflects on half-a-century of the Isle of Wight Steam Railway, charting the development of the heritage line up to the 1990s.

The Isle of Wight Steam Railway (IoWSR) celebrates its 50th anniversary on January 24, taking the first preservation era steam arrival at Havenstreet as the starting point. In this half century, the railway has taken ownership of 11 steam locomotives, its line and much adjoining land.

This is a very brief look at the IoWSR's considerable achievements, providing a glimpse on a decade-by-decade basis of how they started out and achieved so much, winning many awards along the way (see separate panel on page 66).

While January 24 takes the starting point

as the day when Adams 'O2' 0-4-4T W24 *Calbourne* hauled the group's equipment along the closed line from Newport to Havenstreet, it could be argued that the story goes back nearly a decade earlier when 12-year-old Ron Strutt (who became IoWSR member No. 1) started the ball rolling, even if somewhat prematurely!

Origin

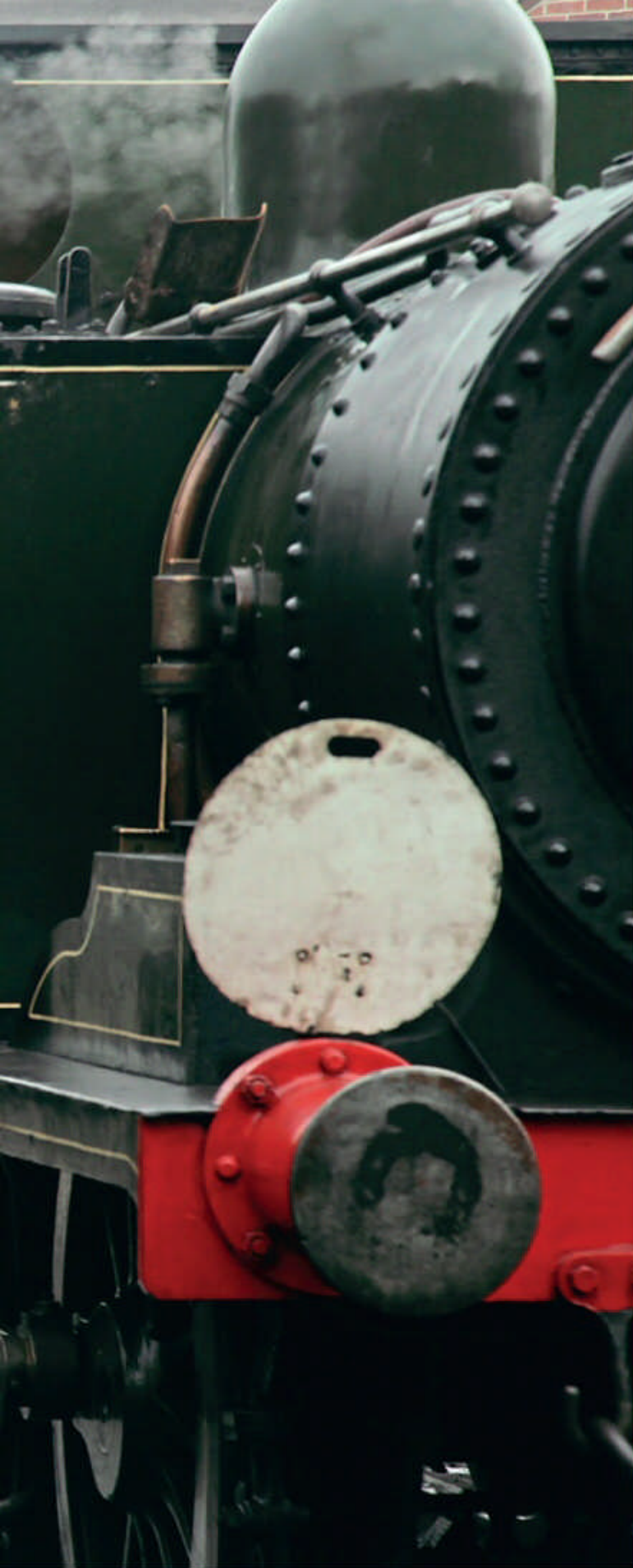
Iain Whitlam's account (see separate panel on page 65) of how it all started describes those far off years when they tried to purchase an ex-LSWR 'O2' Class locomotive and stock from British Rail. The writing was well and truly on the closure wall by then and the Smallbrook to

Cowes via Havenstreet and Newport section closed on February 21, 1966.

This purchase attempt was unsuccessful, but Iain Whitlam came up with the name Wight Locomotive Society (WLS), the precursor of today's IoWSR.

W24 had been used in the electrification of the Ryde to Shanklin line in the first three months of 1967 and when the project was completed, was stored at Ryde depot. The remaining carriages and wagons were at Newport station with the rest of the steam fleet awaiting the cutters' torch, who were wasting no time destroying this historic trainset.

Alongside W24 were a pair of ex-South



Above: After being given just seven days' notice to quit Newport station site on January 18, 1971, the group's items were hastily moved by rail. Carrying 'The last train from Newport' headboard, 0-4-4T W24 Calbourne is seen on a stock move to Havenstreet on January 24, 1971. IoWSR

Left: Variety on shed at Havenstreet during the 40th anniversary gala on May 28, 2011: No. 473, visiting from the Bluebell Railway, with residents W24 and W8. PHIL MARSH



Right: The 2.35pm train from Newport to Havenstreet on January 24, 1971 was the last to call at Whippingham station, used by Queen Victoria travelling to Osborne House. A commemorative letter to Queen Elizabeth was handed to the local MP to hand deliver to Buckingham Palace. IOWSR

Eastern & Chatham, plus three ex London Brighton & South Coast vehicles, later joined by some wagons and a crane. This collection formed the basis of the IoWSR traction and rolling stock.

British Rail demanded £900 for W24, which was seemingly out of reach until a chance conversation with David Shepherd resulted in him writing a £500 cheque that came after a another chance conversation, this time with Ian Allan.

Schemes

There were a couple of other IoW preservation schemes worth mentioning such as The Sadler Rail Car project looking to save the Cowes to Ryde section, but could not raise the cash. The WLS had been discussing how to take over the 1.6 mile track section between Havenstreet and Wootton, all that could be afforded. In 1969, W24 was moved by lorry from Ryde to Newport and work commenced to return it to steam.

Vectrail was a commercial light rail scheme, which aimed to operate between Cowes and Ryde using an early version of a 'Pacer' but foundered in late 1970 due to circumstances beyond its control.



A timeless scene on this charming heritage line: 'Terrier' 0-6-0T W8 Freshwater runs into Havenstreet from Smallbrook Junction on August 11, 2011. PHIL MARSH

By then however, W24 was serviceable and prolonged 'local arrangements' enabled it to steam around the Newport station area and it was used for training volunteers. The 'local arrangements' were somewhat stretched over what was agreed locally and half a century on, what have been described as 'certain clandestine and nocturnal movements of stock' may have taken place around Newport!

The WLS carried out frantic and successful fundraising to purchase the track, buffers and water tanks which enabled the IoWSR to establish itself. However, the hard work had only just begun, which became apparent when seven days' notice to quit the Newport station site was served on January 18, 1971.

An emergency pub meeting took place to work out a plan. The following day when heads had cleared, volunteers swung into action loading everything onto wagons and vans. What was left of the Ryde Pier tram was pressed into service and set out towards Cowes to 'recover' steel rail keys to replace the wooden ones used by locals on their domestic fires!

Posters were created and displayed on trees and posts along the line warning that trains would be running. The tram carried track materials and water tanks at up to 30mph to Havenstreet using a hand klaxon as a warning horn!

However, between Newport and Havenstreet there were several railway obstacles to overcome. The bridge over the River Medina was a drawbridge, unused for several years, but inspections suggested all the hardware was still in place. Would it still be able to cope with the locomotive weight? It was recorded that with fingers crossed, they steamed over the drawbridge without incident.

The second problem still exists today. There has been a long-term ground stability problem at Wootton and the clay is still slipping today, despite drainage improvements and

retaining walls built. As the line had been closed since 1965 however, the clay had slipped unchecked and had the potential to prevent train movements.

Some local Boy Scouts did a site visit to see what needed to be cleared and the following day the slip had been partially cleared and the severely kinked track was packed and ballasted to bring it back to service. It then started raining and the day before the planned moves, the track was suspended in the air with the ballast gone.

Driven by Terry Hastings and John Wenyon, the Ryde tram was pressed into service, with the remains of scrapped wagons and the timber used for packing fettled up with some ballast which had been relocated from the line between Newport and Wootton. When the first train ran on January 24, 1971, no one was sure if the track would support the train!

Movement

On that day, four steam-hauled services ran from Newport to Havenstreet with W24's tanks filled with water pumped from track drainage at Newport as the water supply had been cut. On that historic day for the record, the traincrew started with former driver Tony Tiltman on W24, while his boss from Ryde Works, Ivor Davies offered guidance with WLS member John Wenyon, who was employed at Eastleigh Works.

Bob Huxtable, one of several pioneers still very active at Havenstreet today, and Tom Jackman took over assisted by Ian Whitlam on the last trip firing with only one stop for a blow-up!

The first journeys in preservation had been successfully made. The IoWSR was in business, with public services commencing on Easter Monday, April 12, 1971 operating to just shy of Woodhouse crossing, ¾ mile from Havenstreet towards Wootton and back.

The WLS was formed in spring 1966 to bring structure and formality to the acquisition negotiations with British Railways.

The IoW Council's (IoWC) policy of buying surplus railway land for redevelopment protected the trackbeds, vital in giving time to the London-based WLS with its 118 members at the end of 1966 to achieve their aims. Being located away from the island hindered local negotiations, so the WLS transferred to the IoW where local control made progress and communications easier.

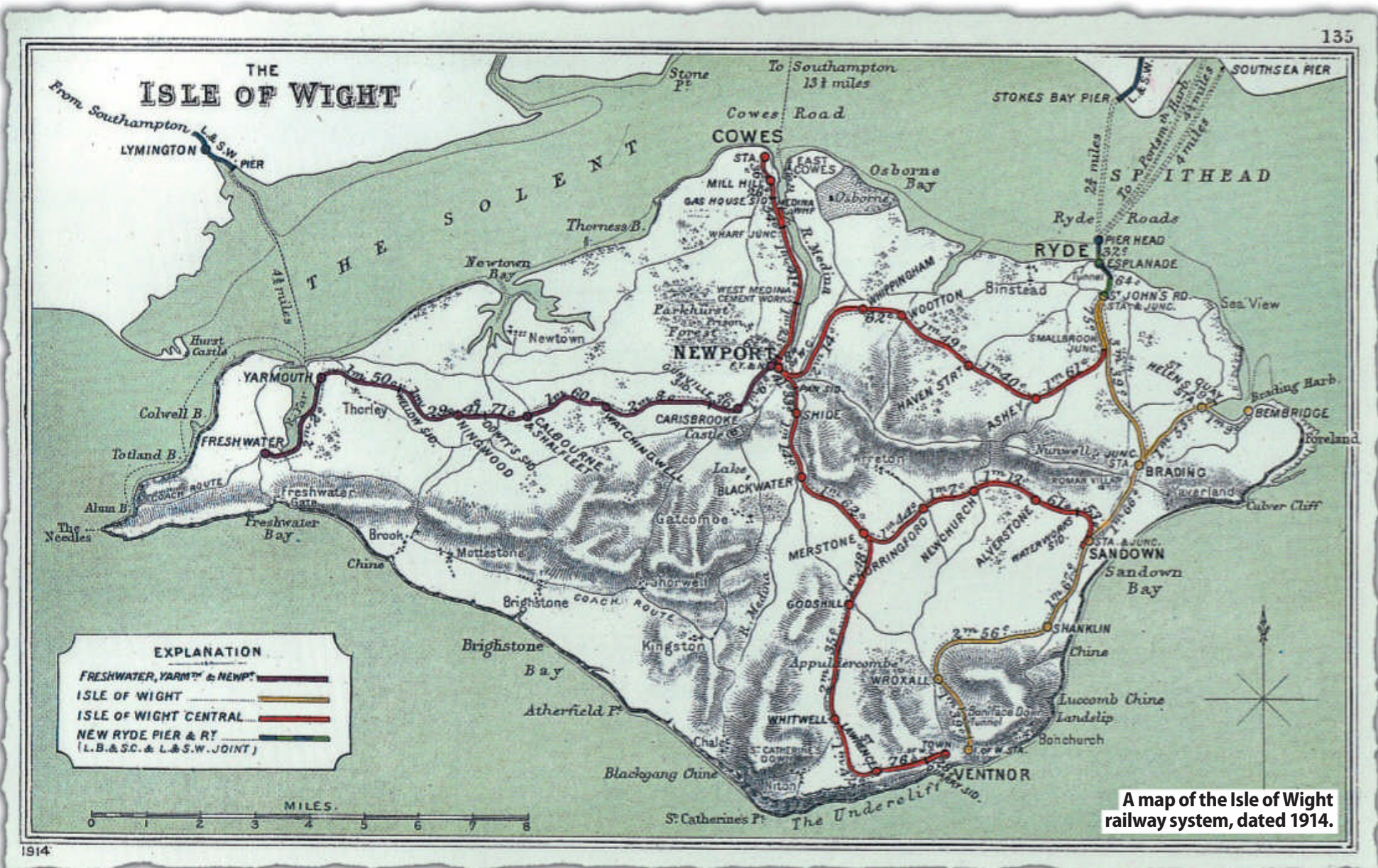
The group's first newsletter was published in January 1968 and the WLS was incorporated that summer with more regular and up to date news in Wight Reports, the members' newsletter. At this time the base was within Newport station confines where W24 and rolling stock was stabled. In 1968, Wight Report stated that to improve W24's steaming ability, the tubes were cleaned by a worm – a corkscrew type implement made by a local blacksmith.

However, in an early act of preserved railway vandalism, W24's front sandboxes were partially emptied with sand scattered over the motion which had to be carefully cleaned. LBSCR carriage No. 2416 was shunted by pinch bars from the Down main to the bay line at Newport station.

The Vectrail project was abandoned in September 1970 for various reasons, but the scheme had given the embryonic WLS invaluable time to develop its mission and operating skills at Newport.

In 1971, a five year lease was agreed between the IoWC and the WLS for the 1¼ mile trackbed from just east of today's Wootton station and Bridge 8, including the Havenstreet station building.

January 24, 1971 saw Adams '02' 0-6-0T W24 Calbourne haul four trains over the 4½ miles from Newport to Havenstreet. This was





Smallbrook Junction provides an invaluable public transport link to the Island Line national network for IoWSR passengers – a reminder that a day trip is easily doable for pedestrians from Portsmouth via Ryde. IoWSR's services to Smallbrook Junction were formally opened on July 20, 1991. The Island Line's 1938 ex-Tube stock train, since withdrawn, contrasts with the IoWSR's wooden-bodied SR carriages. PHIL MARSH



How it all began – recollections from a founder member

Iain Whitlam is the Isle of Wight Railway Company Ltd secretary and also the features editor of the award-winning steam railway's Island Rail News. He carries some history, having attended his first preservation meeting on April 28, 1966 – and hasn't stopped his volunteering efforts in between!

Therefore, it's probably right he recalls how the Isle of Wight Steam Railway started:

"Ron Strutt, who became IoWSR member No. 1, wrote about buying an O2 when he was 12, some years before the 15-year-old schoolboy held a meeting on October 31, 1965. He invited various people he knew to be interested in IoW railways, some had been involved with the Westerham Valley Railway Association and some were railway modellers.

He deliberately didn't invite me as he thought two 15-year-olds would not look good. At that meeting, he wanted to take over running the Shanklin to Ventnor and Ryde Cowes services, and was kindly told this was pie in the sky.

"Then he held a meeting on April 28, 1966 with Tony Bennett, David Perry and myself (I had rumbled what was going on!) when a more realistic target was to rescue a Class O2 and as many typical Island carriages as we could.

"There were other people declaring similar aims such as an Isle of Wight Railway Preservation Fund (which achieved nothing, and never replied to correspondence), so I persuaded Ron that Isle of Wight Railway Preservation Society might get confused with these other schemes so Wight Locomotive Society was more in keeping with our aims."

Left: 'Terrier' W8 *Freshwater* runs round at Wootton on June 6, 2009. The carriage is ex-LCDR Saloon Brake Third No. 4112. PHIL MARSH

how the embryonic IoWSR collection of six carriages, five wagons, a six-wheel crane and a match wagon were transported to the line's headquarters. Apart from shunting activities around the Newport station site, these were W24's first services for 2½ years.

Achievement

The remnants of the Ryde tram, by now in reality a motorised trolley, also covered the same distance conveying spares, tools and equipment. These trains were all driven by volunteers on a line which had seen no services, maintenance or vegetation management for over four years, ending after dark at the derelict Havenstreet site, which prompted these memories of that momentous day from the guard on the day, Marilyn Hunnisett.

"Travelling in the dark, the orange glow from the fire playing on dirty tired faces and people by the lineside waving us on with torches," recalled Marilyn. "Havenstreet was reached at last, but what a mess to sort out and pack away.

"Later on, as a number of us, dirty and disreputable, stumbled into the bar of the White Hart Inn at Havenstreet, talk stopped, drinks paused between the bar and lips, heads swivelled and the piano stopped mid note. A second's silence felt like an hour – then the pianist struck up 'The Runaway Train'. Havenstreet, for better or worse, we had arrived!"

Despite the rudimentary facilities, the first public trains operated on April 12, 1971 in push-pull mode on a 1½ mile round trip from Havenstreet towards Wootton near to

Woodhouse crossing. W24 and carriages Nos. 4168, 6375 and 2416 enabled 1000 passenger journeys to be made, generating income and publicity.

Wootton was reached on May 30, 1971, still in push pull mode, as there was no loop or platform there. The train operations brought an increase in membership to 650 and nearly 9000 visitors went to Havenstreet that year.

On June 3, 1971, the 1915-built Hawthorne Leslie 0-4-0ST *Invincible* arrived at Havenstreet from the Royal Aircraft Establishment at Farnborough on permanent loan. The motorised Ryde tram chassis was fitted out as a weedkilling unit and sprayed the line to Wootton on July 17.

Invincible was trial-steamed on December 28, 1971 and discovered that its boiler was manufactured as late as 1959, so had years of life left in it.

A potentially disastrous act of vandalism occurred on April 4, 1972 when the handbrake on a bolster wagon was released while stabled in Wootton siding. It pushed across the points, set against this move, which was made possible by the wagon's light weight, and it ran away down the gradient towards Havenstreet.

Fortunately, a permanent way team jumped clear as it ran past at an estimated 20mph, colliding with their hand trolley. Both vehicles ran away to Havenstreet where they were stopped by colliding with *Invincible*, with the permanent way trolley reduced to matchwood.

May 1972 brought the realisation that a shunting diesel locomotive was required. Consequently, the 1946 built 88hp 0-4-0

Ruston & Hornsby works number 242868 arrived at Havenstreet on June 5 and named *Spitfire*, earning its place in history as the first diesel on the IoWSR. In another 1972 first, the IoWSR's inaugural steam double heading took place in May.

The Isle of Wight Railway Company was formed initially to raise the £5500 to pay British Rail to purchase the line with the well-known Jim Loe the first chairman. The year ended well when a third steam locomotive, Stewarts & Lloyds Barclay 0-6-0T *Ajax*, arrived at Havenstreet on November 30.

Acquisition

Former IoW Central Railway (IoWCR) 'Terrier' 0-6-0T No. 11 *Newport* arrived at Ryde Works for restoration on January 27 after highly confidential purchase negotiations. Better known as BR No. 32640, it had been displayed at Butlins Pwllheli following withdrawal in 1963 from the Hayling Island branch. WLS president David Shepherd was among the VIP welcoming party as it arrived.

The former Newport water tower was erected at Havenstreet in May, but initially there was no steam traction to make use of it – with locomotives under repair or being fitted with the Westinghouse brake system required for passenger services.

On August 6, 1974 the BBC's Blue Peter with Valerie Singleton used *Invincible* and SECR saloon No. 6375 in a huge filming coup for the railway. The first section of the Havenstreet museum also opened that year, providing another reason to visit the railway.

The centenary of the Ryde and Newport Railway opening in 1975 was celebrated by the first Island Steam show at Havenstreet and repeated annually until Covid-19 struck. W24 *Calbourne* was on running-in duties in August after overhaul, while 'Terrier' W11 was turned out in IoWCR livery unveiled on August 24 as part of the celebrations.

Perhaps the first high profile visit to the IoWSR came in January 1976 when Lord Mountbatten, then Governor of the Isle of Wight, took the regulator from Havenstreet to Wootton and back.

Wootton loop became operational on August 21, 1977, but passengers could not alight or join there because there was still no platform. A two-year project to resignal Havenstreet was completed and approved by the Department of Transport (DoT) which in turn enabled a Light Railway Order to be progressed.

In 1978 there was good and bad news at Wootton. The infamous ground instability struck again when clay slid onto the trackbed, stopping construction of the bufferstop retaining wall. However, other work at Wootton uncovered a Tyler and Tweedie tablet control system in the undergrowth discarded by BR over a decade earlier!

Havenstreet became an after-dark London's Charing Cross in a 1930s BBC film starring John Alderton using W24 *Calbourne* and a three coach set. Six 1950s wagons were purchased from BR following Island Line electrification use a decade earlier.

The IoWSR's fourth steam locomotive, 'Terrier' 0-6-0T W8 *Freshwater*, arrived on June 24, 1979 after being used by Brickwoods Brewery as a pub sign on Hayling Island for the Hayling Billy pub!

Manpower Services Commission support

commenced with dozens of young people on this scheme working at and around Havenstreet with some becoming employed by the railway.

Construction of a workshop was underway at Havenstreet in 1980 and in September, the first attempt at track relaying took place with a minor mishap. A tobacco tin and box of matches were put on the railhead by a volunteer and were run over by a permanent way trolley carrying a ton of sleepers. The tobacco tin was crushed and the matches combusted with a spectacular flash under the pressure of the wheels.

Growth

W8 *Freshwater* moved under its own power for the first time in 14 years in August 1980, an achievement followed that November by the completion of the IoWSR's charity registration. Ticket sales had soared to just under 49,000 in 1980, enabling the purchase of redundant semaphore signals from Netley, Woolston and St Denys.

The railway policy of acquiring land adjacent to the railway brought the purchase of the 'Goosefield' at Havenstreet. Work commenced on a refreshment building, while the works' first interior job was the repainting of W24.

This new workshop was brought fully into use in 1981 and the inaugural vehicle to enter works was LBSCR third class carriage No. 2416, alongside two dismantled 'Terriers' creating an all LBSCR workshop! The IoWSR operated 462 trains over 44 days, carrying 52,988 passengers that year.

More land was purchased in July 1982 in the form of another field at Havenstreet – now the car park. Gun toting vandals hit the railway using the telephone wires as targets, exposing

the steel core to rust and corroding rendering the phone system useless.

Three SR parcels vans were purchased to provide underframes for grounded vintage carriage bodies and more engineering wagons acquired from Sandown – four of which had been converted to centre-discharge ballast wagons.

The former Freshwater signalbox was installed at Wootton using parts from Shanklin lever frame and stencilling was found with 'Newport Stn IOW' where it was originally located in 1913 before being relocated to Freshwater.

The Havenstreet cafe opened in July using vintage roof tiles from a barn to blend in with the original station building. A key moment was reached when planning permission was obtained to construct an extended museum and shop building alongside the former gas building, not owned by the IoWSR.

The Wight Locomotive Society became a registered charity on October 21, 1982 and 439 trains were run over 43 operating days, transporting 49,757 passengers that year using Hawthorne Leslie 0-4-0ST No. W37 carrying the name *Vectis*.

Some pigsties adjoining the gas building were demolished to make way for the museum and shop building. The building's owner disputed the right to this and a potential property boundary dispute loomed. It ended well, with the building purchased when it's owner indicated he was happy to sell, thus avoiding a potential legal dispute.

The Queen's Silver Jubilee Trust awarded £1000 towards the museum building and the railway's Vice President Sir Peter Allan, donated on permanent loan many items including nameplates from Beyer Peacock

Isle of Wight Steam Railway ROLL OF HONOUR

- 1986 ★ Winner – Best Preserved Carriage for Carriage IWR No. 46 (Association of Railway Preservation Societies)
★ Premier Award Winner – The British Rail Award for Best Restored Station Competition Havenstreet Station (Association of Railway Preservation Societies)
- 1989 ★ Winner – Independent Railway of the Year Award
- 1995 ★ Winner – Independent Railway of the Year Award
- 2002 ★ Winner – Heritage Railway Association Carriage & Wagon Competition for LCDR 4-wheeled carriage No. 2515
★ Joint Winner - Southern Tourist Board Excellence in England Award
★ Winner – Independent Railway of the Year Award
- 2010 ★ Winner – The UK's Best Heritage Project, the National Lottery Awards
- 2012 ★ Tourism South East – The Beautiful South Awards for Excellence
★ The Queen's Award for Voluntary Service, recognised as the MBE for volunteer groups
- 2015 ★ TripAdvisor Certificate of Excellence winner
★ Visit England Gold. Visit England Gold Accolade
- 2016 ★ Visit England Gold Accolade
★ TripAdvisor Certificate of Excellence winner
★ Heritage Railway Association, large groups annual award for Train Story
- 2019 ★ Heritage Railway Association, Award for Outstanding Visitor Attraction - Winner



The IoWSR diesel fleet on shed at Havenstreet on May 27, 2006. Pictured from left to right are: Ex-Army Barclay No. 235, BR Class 05 D2554 and Class 03 No. 03059. PHIL MARSH



This building at Havenstreet, some of which dates from 1866, houses the line's shop, museum, offices and volunteer accommodation. PHIL MARSH



Even the IoWSR's civil engineering wagons are relics of the island's past – these ballast wagons having previously formed part of BR's permanent way train on the island. PHIL MARSH

locomotives *Bonchurch* of 1883 and *Ventnor* from 1868.

More land was purchased in 1985 adjacent to the locomotive workshop and W24 was successfully steamed in August, helping to sell 47,485 tickets, which is not the same as passenger journeys, the best total for six years.

A basic platform was opened at Wootton on August 7, 1986, while Havenstreet won the Best Restored Station award. 'Terrier' W11 was outshopped in Isle of Wight Central Railway (IWCR) livery and helped generate 53,000 passenger journeys that year. The railway's business grew substantially in 1987 with an additional 10,000 journeys made.

Improvements

By 1988, the railway had many island carriage bodies untidily stored behind Havenstreet station building and signalbox, in what is now the events field. To tidy up the site, all but one were relocated to the field behind the workshop. One was left to show visitors what a task restoration of these vintage vehicles entailed.

W24's overhaul was completed, returning to service in July, the Ryde Works lathe was relocated from where it was installed in 1874 to Havenstreet and BBC children's programme *Grange Hill* was filmed on the railway.

November 1988 brought a diesel swap when Class 03 No. 03059 replaced Ruston & Hornsby 88DS 0-4-0DM *Spitfire* on November 4, which departed on the return lorry to the Northamptonshire Ironstone Railway. And 16 years after arrival, a 10-year restoration and use agreement was signed concerning 0-6-0T Barclay W38 *Ajax* on November 19.

At the start of 1989 only 'Terrier' W8 *Freshwater* was serviceable, so it was with relief that W11 *Newport* steamed for the first time in 26 years on June 25, formally launched into service on August 13 by Joe Snellgrove. He started on the IWCR in 1918 and W11 was the first engine he worked on!

1989 was a notable year on several fronts. W8 *Freshwater* was outshopped in bright green, lined black and white livery, as the Freshwater, Yarmouth & Newport Railway No. 2 to mark the centenary of that railway.

BR removed Brading loop and singled the line from there to Sandown, bringing nearly two miles of track for use on the Smallbrook extension for which the public Statutory Notice was unveiled on July 13, 1989.

Chris Green, then NSE Director and now IoWSR Patron, promised BR would build Smallbrook Junction station. He officially opened the 1989 Island Steam Show, followed by a ceremonial tightening of the first fishplates on the first track length on the Smallbrook extension estimated to cost £600,000. W37 *Invincible* entered service and was used on ballast trains on the extension project.

The railway continued to carry more passengers with over 65,000 journeys undertaken on 98 operating days helping to win the Ian Allen Independent Railway of the Year award.

In February 1990, the 1892 32 lever Saxby and Farmer frame from Sandown signalbox was removed and relocated to the IoWSR. The trackbed freehold between Wootton and Smallbrook and Havenstreet station building was purchased for £30,000 on March 30, met by a similar grant from the IoWC.

Major improvements in the steam servicing area with an additional pit, more hard



Hawthorn Leslie 0-4-0ST No. W37 *Invincible* arrived on the line on June 3, 1971. Although currently under overhaul, the locomotive is seen in fine form climbing the 1 in 68 from Havenstreet with a demonstration freight train on May 6, 2006. PHIL MARSH

"Later on, as a number of us, dirty and disreputable, stumbled into the bar of the White Hart Inn at Havenstreet, talk stopped, drinks paused between the bar and lips, heads swivelled and the piano stopped mid note. A second's silence felt like an hour – then the pianist struck up 'The Runaway Train.' Havenstreet, for better or worse, we had arrived!"

surfacing, plus drains, water and electricity services reorganised. Three locomotives were serviceable in 1990, 'Terrier' No. W11, 'O2' No. W24 and No. W37.

From March, thousands of tons of ballast was put down on the Smallbrook extension and on April 21, W11 became the first steam locomotive to reach Asheys since 1966 working a ballast train.

A time capsule arrived in April in the shape of four-wheeled LCDR composite carriage No. 6369 built in 1887. It contained most of the original seating, advertisements, ashtrays, mirrors, luggage racks, strike plates and window blinds, roof torpedo vents, rain strips and cable conduits. It had been used for 52 years as a summerhouse and no alterations had been made.

The 3½ mile Smallbrook extension opened on July 20, 1991, followed by a Network Southeast promoted gala day in September.

Hunslet 0-6-0ST No. 198 *Royal Engineer* arrived at Havenstreet from the Ministry of Defence depot at Long Marston in February 1992 after being retained as an historic artefact rather than an operational locomotive.

Its previous boiler lift and major overhaul was in 1988 so it was "In excellent condition" noted Winston McCanna, CME of the Army Railway Organisation 20 years later. He didn't

want the Army's last steam locomotive to be flogged to death hauling Mk1s around in preservation as he had seen many times with industrial engines.

Facilities

An inspection at the Army base was carried out by Havenstreet's Len Pullinger and while on site, loaning of the Second World War Barclay diesel No. 235 to join No. 198 was discussed and later agreed.

Asheys station opened as a request stop on May 2, 1993. It has one weekend of fame every March when the IoW Grand National, or the Asheys Scurry is staged with race trains shuttling from Havenstreet.

The railway now turned its attention to upgrading its visitor facilities, such as tarmacing the car park, offering new educational packages and printing Edmonson card tickets on-site. The Smallbrook ground frame hut became operational, volunteer facilities at Havenstreet were completed and easier passenger access created at Wootton. **HR**

NEXT ISSUE – Phil Marsh charts the developments of the IoWSR from the dawn of the new millennium to the present, as well as plans for the future.



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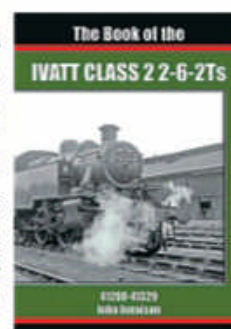
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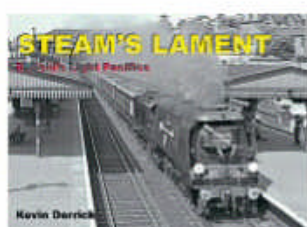


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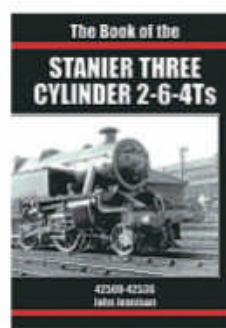
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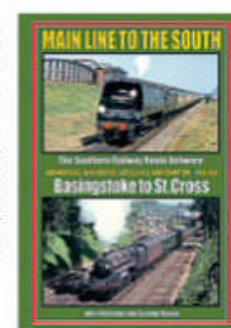
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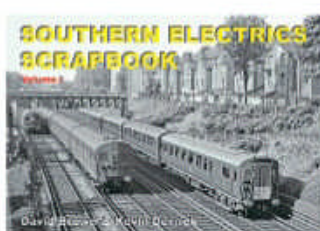
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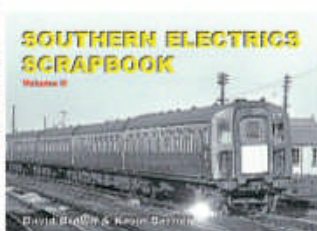
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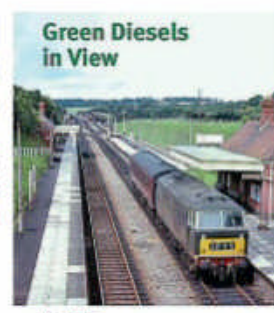
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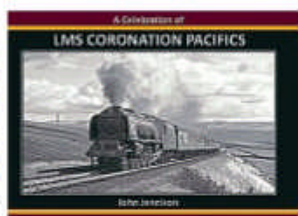
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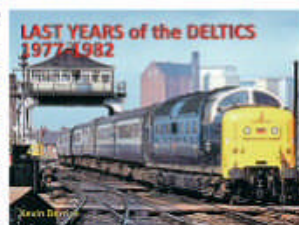
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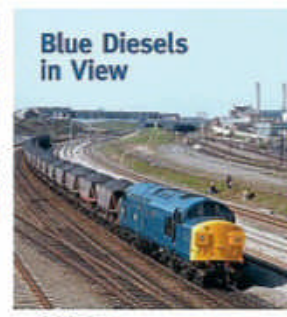
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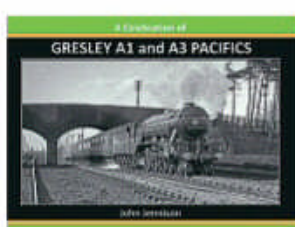
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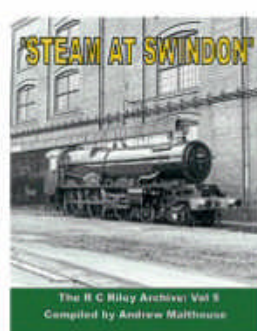
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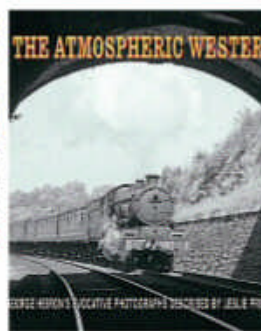
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HOBBY TO HERITAGE PROFESSIONAL

Gareth Evans talks to recently appointed Tanfield Railway general manager David Watchman about his career, experiences and ideas for enhancing the friendly north east of England standard gauge heritage line.

Turning your hobby into your day job is not everybody's idea of fun – but for some of us, it means that essential passion for what we do for a living is already firmly embedded in our psyche.

As reported last issue, lifelong Tanfield Railway volunteer David Watchman became general manager of the County Durham standard gauge heritage line in November. Starting 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.

He's now using his wealth of knowledge, skills and experience gained as a volunteer at Tanfield – as well as those obtained while employed by the renowned open air museum at Beamish – to help develop the railway's offering.

Heritage Railway (HR): Tell us about your recent professional experience.

David Watchman (DW): For the last 10 years, I've been working at Beamish. Tanfield and Beamish have had a strong relationship for most of the time I've known the organisations.

I started out as a steam team demonstrator/engager at Beamish. I was mainly on the waggonway; not just operationally but

engaging with the public and being involved in all of the safety related stuff.

Spending so much time at the waggonway certainly got me to think how you could approach heritage railways in general differently – there's so much potential to make it more than just a train ride.

Working on the waggonway meant I got to do some pretty amazing things that most people don't get to do. I drove the replicas of *Locomotion*, *Rocket* and *Planet*. I suspect there aren't many people who have been able to compare the different stages in the evolution of Stephenson's designs quite so closely. I drove the likes of *Puffing Billy* and the Steam Elephant too. When the colliery railway was in operation, I got to work with the Lewin, the 'Coffee Pot' and a host of visiting locomotives too.

Turning my hobby into a day job did exactly the opposite of what you'd expect. Certainly with the waggonway it introduced me to a whole new part of the history of railways. It gave me the chance to find out more, make new contacts, try out fresh ways of working and speak to a new audience.

After a while, I got an office based job at Beamish, although I was normally involved with the railways whenever there was an

event on still. I was communications assistant for a year, then digital communications assistant, before progressing to digital communications officer. I studied Animation and Design at Sunderland University, so I've always been interested in creating stories and digital platforms. Adapting this for a heritage organisation I found an interesting opportunity.

My job involved looking after the museum website, social media platforms and all digital elements of the museum. We saw it as an extension of the museum engagement, but on a digital platform. I think it's important that you don't view digital, or marketing and communications as a completely separate thing – it needs to be fully embedded in everything you as an organisation do to get it right.

For me, the highlights at Beamish were the more out of the ordinary stuff which used to happen – like being on site at 5am so the Downton Abbey crew could put fake snow on The 1900s Town street in July; or having to chauffeur the Google Street View car around the museum; or perhaps filming for the 2019 Cricket World Cup during a whistle-stop pre-tournament tour of museums; the list goes on!

It really did open my eyes to how a 'museum' could remain current with new audiences. The one thing that really does stick in my mind was following some of the projects, like the quilter's cottage in the 1820s landscape. I was fortunate to have been able to film the project from start to finish. Seeing how that was delivered from the research, to the planning, to the construction – not just the physical work either, also the engagement side with it and how the collections fitted together. It gives you an appreciation of how to look at history through different eyes and how the little details make a massive difference.

I got to meet some great people who shared an affinity for railways as well. The staff at Beamish are incredible and very passionate. I think there was certainly this feeling of opportunity but responsibility to showcase 'our' history.

HR: How did you get involved with Tanfield? Tell us about your experience there.

DW: I actually found out about work at Beamish because of my involvement at Tanfield – I was training a member of their steam team one summer. I started at Tanfield when I was just seven, which is hard to imagine these days. I think I was basically an excuse for my dad to get involved, I just tagged along! It gets into your blood and becomes a part of you though.

I wouldn't say I was ever a 'trainspotter' as such, but Tanfield was always a special



David Watchman has helped organise a host of special events, including galas at the Tanfield Railway. He is pictured alongside ex-GWR/Port Talbot Railway 0-6-0ST No. 813, which visited from the Severn Valley Railway for the Legends of Industry gala in 2019. TANFIELD RAILWAY



While David commenced his footplate training aged 16 at Tanfield, and was passed out as a guard when he was 18 years old, he qualified as a train driver at Beamish before doing so at Tanfield. BEAMISH MUSEUM

“We’ve now got a defined price and product. It’s an easier offer to understand and makes a visit less stressful and complicated. Not all of our visitors want to read and understand a timetable. It’s certainly been easier to market. We sold out for the majority of the days we ran and I don’t think there was a day where we were much less than 75% full right the way to the end of October.”

place. There’s just something about it which 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 really!

My first memory of Tanfield is going on the footplate for a ride, sat on the bunker out of the way of the crew on Keighley Gasworks No.2. I remember working in the buffet car when East Tanfield station was officially opened in 1996 too. If you showed enthusiasm, it was quickly spotted and encouraged!

Some of the people who were a huge influence on my enthusiasm back then are sadly not with us now. The likes of Derek Knott and Vic Gascoigne, who we lost early last year were so full of knowledge and happy to share it, even with a young lad like me. In the years in between, I’ve done everything from cleaning the toilets to driving engines.

I started on the footplate when I was 16, and became a guard when I was 18. Ironically though, I was a driver at Beamish before I was a driver at Tanfield.

I got involved with the return of galas to Tanfield after an absence of many years when I was just 17. At first I was persuaded to help with some of the administration, but before I knew it I was deeply involved in every part from timetabling to ensuring the car parks worked smoothly. From there, I got involved with almost all of the events at Tanfield.

I helped with retrieving vintage carriage bodies from farms and fields so that they could be saved for future restoration. I spent a lot of time working on the overhaul and maintenance of the carriage fleet. I learned how to line out carriages when I was still in my teens, then picked up sign writing and many other skills that you just don’t get to learn any other way.

I’ve worked on a couple of big track relaying projects over the years. I’m a duty officer on operating days. I like to think I’d turn my hand to absolutely anything if it helps the Tanfield Railway. Fortunately, that’s embedded in the culture at Tanfield.

Alongside the practical stuff, I’ve been commercial director for seven years, which has included being responsible for overseeing

the teams that look after our shops, catering facilities, ticket offices and almost everything else for our visitors.

HR: What are the challenges in your new role? What are you looking forward to?

DW: It probably sounds a bit cheesy, but I think I see opportunities more than challenges. Even through Covid-19, we’ve seen possibilities.

I’m really pleased with how we managed to get trains running again safely during the late summer and autumn. The structure it introduced actually gives us the chance to enhance how our visitors experience the railway. They start from somewhere specific and there’s a defined product all the way through.

We offered booking by compartment and ran from East Tanfield to Andrews House, where refreshments were included in the ticket price.

Before, it could be very complicated for some customers who perhaps aren’t as familiar with railways. We’ve now got a defined price and product. It’s an easier offer to understand and makes a visit less stressful and complicated. Not all of our visitors want to read and understand a timetable.

It’s certainly been easier to market. We sold out for the majority of the days we ran and I don’t think there was a day where we were much less than 75% full right the way to the end of October.

I strongly suspect we’ll take some aspects of our learning from that into the future, regardless of coronavirus. I want to see us create an historical and engaging day where the train ride is an important part, but not the only part. We’ve got lots of potential to do that – it’s not a pipe dream.

Our locomotive and rolling stock collection is very special. We’ve always had a strong collection policy; we’ve focused on items that are locally relevant and meet our key aim of showing what industrial and minor railways were like in the first half of the 20th Century.

Then we’ve got our history. The railway we’re working on was opened in 1725. Yes, you can quibble about the fact that the rails

were wooden at first and that horses provided the power initially; but the key elements of a railway were there. I think we need to educate more people to understand that railways didn’t just appear overnight in the 1820s. There was 200 years or more of evolution just to get to that point.

I think we can play a very important role in educating people about the evolution of the railways. Having Causey Arch, the world’s oldest surviving single-arch railway bridge right alongside us is a massive plus point in that respect. We’ve also started work on creating a short stretch of waggonway on part of the original track bed leading onto the arch. It hasn’t been top priority during the coronavirus pandemic, but when it’s complete it will help to show just how similar a waggonway is to a ‘modern’ railway.

Then we’ve got the world’s oldest working engine shed at Marley Hill. Built in 1854, it’s got a great story to tell. I think most enthusiasts love the smell and the atmosphere, but because we don’t necessarily explain that particularly well, some of our visitors don’t really understand it.

We’ve also got other rolling stock tucked away at Marley Hill which is of huge historical importance that most of our visitors never get to see. We’ve got electric locomotives from before the First World War, pioneering diesel locomotives and of course steam from nearly every part of the North East and almost every industry. There’s a massive social history there to tell that we’re not doing at the moment – in fact, I can’t think of any railway which currently prioritises its social history.

If we can link all of those elements together with an interesting train ride through the countryside, then I think we’re onto a winner. I don’t think we’ll get there overnight, but I’d like to think we can do so before our 300th anniversary in 2025.

Apart from coming to work on the world’s oldest railway every day, I’m looking forward to working with our volunteers, to meeting lots of new people and hopefully helping the Tanfield Railway reach some of the potential that I, and many other people here, know it has. **HR**



Above left: No. 60163 *Tornado* is to be available in BR green livery. Above right: Bulleid Battle of Britain class No. 34051 *Winston Churchill* is now available to pre-order in BR green. The full-size Pacific is currently on display at Locomotion in Shildon.

Hornby's new additions boost preserved rolling stock range

IN A welcome development, models of prototypes connected with the heritage railway sector feature strongly again this year in Hornby's announcement of its forthcoming products.

Among the surprises is the new LNER P2 2-8-2, which is expected to be available later in the year. Hornby plans to retool its budget Railroad variant of *Cock o' The North* – a model which is less than seven years old. This all-new model will cater for several variants of the class, including A1 Steam Locomotive Trust's new-build No. 2007 *Prince of Wales*, No. 2002 *Earl Marischal* and streamlined No. 2003 *Lord President*.

Variety

Another welcome announcement for LNER steam fans is an all-new A1 and A3 in September – among which is National Collection-owned No. 60103 *Flying Scotsman* in BR green with early crest. Features include a flickering firebox and a die-cast footplate, providing welcome adhesion.

Furthermore, No. 60163 *Tornado* is to be available in BR green livery – delivery is due in winter 2021-2022.

Southern enthusiasts are not forgotten. Forthcoming models with the 2020 tooling include National Collection-owned No. 35029 *Ellerman Lines* in BR green with early emblem and No. 35022 *Holland America Line* in BR green with early emblem. No. 35022 *Holland America Line* is part of the fleet/collection owned by the Royal Scot Locomotive & General Trust, which is owned by Jeremy Hosking.



No. 35011 *General Steam Navigation*, which is under restoration at the Swindon & Cricklade Railway, is to be available in model form from Hornby with the new 2021 tooling.



Preserved 'Terrier' 0-6-0T No. 3 *Bodiam* is set to be available in Kent & East Sussex Railway dark blue in August.

Other SR models will feature a revised tooling with an all-new diecast body, which are expected in stock in June – including No. 35011 *General Steam Navigation*.

A Centenary Year Limited Edition model of No. 35028 *Clan Line* in BR green with late crest was also recently released.

A particularly welcome addition for those of us who model and have an interest in diesel shunters is the all-new Ruston & Hornsby 88DS, which is expected to be released during July. Following on from Hornby's popular release of the smaller Ruston 48DS, this larger shunter is to be available



The all-new Ruston & Hornsby 88DS includes this example preserved at the Fife Heritage Railway.

in a range of BR, industrial and preservation era liveries.

Hornby's range of HST stock is to include the recently-launched Midland Pullman cars, which are set to be available over winter 2021-2022.

Promotion

While not in the heritage sector, a locomotive which nevertheless promotes one of the movement's leading players is to be available in model form this summer – Network Rail Class 37 No. 97302 *Ffestiniog & Welsh Highland Railways*.

Rolling stock includes Mk.3 sleeping cars in a number of liveries. The



Derwent Valley Light Railway-based Rowntree No. 3 is among the variants to be offered of the new Ruston & Hornsby 88DS model.

vehicles can be found at numerous heritage lines across Britain in use as volunteer accommodation, so may prove welcome to those who model the preservation sector.

Not to be forgotten is a newly-tooled model of a SR Maunsell bogie luggage van in OO gauge. The range will include S24645, the Pullman liveried example used in the funeral of Sir Winston Churchill, which is in the One:One Collection in Margate.

Finally, Hornby's all-new BR 2MT 2-6-0, announced a year ago, is expected to be available this summer, but no heritage examples are to be amongst the first releases.

Inaugural Class 37 diesel to do the 'Locomotion' in model form

PIONEER 'Tractor' No. D6700 is to be the latest addition to join the range of ready-to-run models of rolling stock in the National Collection.

Locomotion Models has commissioned its own OO-scale model of D6700 from Accurascale, which is expected to be released in the autumn in plain BR green, as delivered new in December 1960.

The first member of what later became the Class 37 passed to English, Welsh & Scottish Railways (EWS) at privatisation. The locomotive

was backdated to pseudo-1960s condition for the Toton Depot Open Day in August 1998 and was named *National Railway Museum* three months later. Withdrawn on December 1, 1999 it was presented by EWS to become part of the National Collection. The Accurascale model will be supplied in Locomotion Models packaging with a 21-pin DCC socket.

The model has a retail price of £169.99. It can be preordered for £30 deposit from www.locomotionmodels.com



A model of BR 7MT 'Britannia' Pacific No. 70013 *Oliver Cromwell* in BR green has recently been released by Hornby. Features on the 4mm scale model include separately fitted parts, sprung buffers, NEM couplings, a five-pole motor and digital capability with an eight-pin socket. Produced under licence, Hornby said every purchase supports the work of the locomotive's owner, the National Railway Museum.

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GRACE WITH PACE

GRESLEY'S INCOMPARABLE V2s

Among the many locomotive icons designed by Sir Nigel Gresley, the V2 2-6-2s stood head and shoulders above the rest in their versatility, tenacity and good looks.

Pete Kelly tells the story of these amazing machines as he recalls a Settle and Carlisle trip behind No. 4771 *Green Arrow*, the sole survivor out of 184, more than 30 years ago.

THE Gresley V2s were among the most perfectly-proportioned steam locomotives ever built. Their timely introduction in 1936 provided the LNER with a fast and powerful three-cylinder mixed-traffic class which, within a few short years, would be playing a vital wartime role by moving literally anything that could be asked of them – including on at least one occasion an empty coaching stock train of no fewer than 26 coaches!

The good news for OO-gauge enthusiasts is that, just before Christmas, the partnership between Locomotion Models and Rails of Sheffield announced the commissioning of four special V2 models from Bachmann Europe plc, including two models of *Green Arrow* itself for Locomotion Models. The other two, of LNER-liveried No. 4843 and BR-liveried No. 60964, are being produced for Rails of Sheffield and had Durham and Yorkshire connections.

Operation

For some years now, main line steam enthusiasts have been clamouring for the return to the main line of No. 4771/60800 *Green Arrow*, which last steamed in 2008, and as reported recently the Science Museum Group's Rail Vehicle Strategy for 2019-34 includes doing just that if at all possible, so the Locomotion models in particular will be appearing at an opportune moment.



Sleek beauty shines through the grime in this image as V2 No. 60868 heads a long passenger working beneath the impressive signal span at Eaglescliffe, County Durham in July 1953. RAILWAY MAGAZINE ARCHIVE

With their 6ft 2in driving wheels, the V2s delivered an outstanding tractive effort of 33,730lb and were well capable of 90mph running, so were equally at home deputising for Pacifics on crack expresses as trundling by with long rakes of coal wagons. They were in their true element, though, on the fast parcels, fish and fitted freight trains for which they were specifically designed.

Thirty-odd years ago, it took just a single dogged slog behind No. 4771 *Green Arrow* with an 11-coach train along the scenic grandeur of the Settle and Carlisle line to implant this lion-hearted locomotive on my mind for all time, and in *The Railway*

Magazine which I was editing at the time, I waxed lyrical about the experience.

Experience

"Have the words been invented to describe adequately the effect of a sun-spangled wood carpeted completely by bluebells and primroses," I wrote, "or to even begin to imitate the curlews' fluting cries that haunt the wide open spaces of Wild Boar Fell, Great Shunner Fell and Blea Moor?"

The most unforgettable aspect of the journey, however, was listening to *Green Arrow's* hitherto soft, rhythmic exhaust beat sharpening as the gradients stiffened and the

fireman threw on more coal.

Outside the sun scorched down, giving the many hundreds of lineside photographers a field day as well as bringing smiles to the faces of hikers who just happened to be there as the sparkling apple green locomotive hammered by.

The watering stop at Appleby gave passengers a chance to down a pint or two of Marston's at the Midland Hotel, or to walk down to the shops for refreshments, but for those who remained on the main platform, near the wall plaque memorial to the greatly-loved railway photographer Bishop Eric Treacy, who collapsed and died while taking pictures there

The end came all too quickly for 'the locomotives that won the war', and no fewer than five V2s, Nos. 60887, 60892, 60894, 60922 and 60812, await scrapping at Swindon on September 20, 1964, along with Ivatt 2-6-0 No. 43112 and 'Modified Hall' 4-6-0 No. 7929 *Wyke Hall*. RAILWAY MAGAZINE ARCHIVE



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| • Stainless steel motion | • Choice of liveries | • Piston Valves | • Superheater |
| • Boiler feed by axle pump, injector, hand pump | • Painted and ready-to-run | • Walschaerts valve gear | • Reverser |
| • Etched brass body with rivet detail | • Coal-fired live steam | • Drain cocks | Approx Dimensions: |
| • 4 Safety valves | • 5" gauge | • Mechanical Lubricator | • (L) 80"x (W) 10"x (H) 14" |
| | • 4 Cylinder | • Silver soldered copper boiler | • Weight: 116 kg |

The 5" Gauge Model

This magnificent model is built to a near exact scale of 1:11.3.

Although a 4 cylinder model of this size and quality can never be cheap it certainly offers tremendous value-for-money. You would be hard pushed to purchase a commercial boiler and raw castings for much less than the £12,495.00 + VAT we are asking for this model. Certainly a one-off build by a professional model maker would cost you many fold this with some medal winning examples changing hands at auction in excess of £100,000.

This model is sure to be a real head turner on the track pulling a substantial load, or when on display in your home, or office.

The model comes complete with a silver soldered copper boiler, hydraulically tested to twice working pressure. All our boilers are currently CE marked and supplied with a manufacturer's shell test certificate, and EU Declaration of Conformity. As testament to our confidence in the models we provide a full 12 months warranty on every product. **We've presently booked sufficient factory capacity for the manufacture of just 25 models.**

Order reservations will be accepted on a first come, first served basis. We are pleased to offer a choice of names and liveries.

Delivery and Payment

Save £195.00. Free p&p for any order received within 28 days.



The order book is now open and we are happy to accept your order reservation for a deposit of just £1,995.00.

We will request an interim payment of £5,000 in February as the build of your model progresses, a further stage payment of £5,000 in June and a final payment of £3,000 in August/September 2021 in advance of shipping from our supplier.

Please send, without obligation, my free full colour brochure for the 5" gauge Coronation Class.

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Please send to: Silver Crest Models Limited,
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HR

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on May 13, 1978, there was time for quieter reflection. Eric's love of the line was reflected in his many footplate experiences, particularly aboard the rebuilt 'Royal Scot' 4-6-0s which put up many impressive performances on trains such as the 'Thames-Clyde Express'.

One line on which the V2s excelled was the Waverley Route between Edinburgh and Carlisle, and a brilliant flavour of its closing decades was captured on a long-lost audio tape that I used to play over and over again. The recording began with birdsong and the happy chatter of a young child outside a cottage somewhere nearby – and then the far-off, muffled beat of an approaching three-cylinder locomotive gradually intruded onto the scene. As the V2 drew nearer with a heavy goods train on a long and wearying climb, the exhaust sharpened, and grew into a full-regulator crescendo by the time it toiled past the lineside recorder.

On Sunday mornings at home, I used to delight in turning the player to full volume at that point, and the sound waves would hit our house like a bomb going off. Coming through from the kitchen where she'd be preparing a delicious roast, my late wife Liz would say: "Do you have to put it on so loudly on a Sunday morning, love?"

Endearment

It was this 'take-no-prisoners' attitude that endeared these gutsy engines to wartime footplate crews, and because of their notable service throughout the 1939-45 conflict, they were often referred to as 'the engines that won the war' – despite shortcomings in both track and locomotive maintenance.

Because of the latter, the V2s' conjugated middle-cylinder valve-gear would sometimes go out of adjustment, producing some amazingly unsynchronized exhaust beats, but the locomotives just slogged on regardless. By the time the conflict ended, with Britain on its knees and broke, the entire railway infrastructure had deteriorated to the point where urgent restoration was needed. Worn-out track and worn-out pony trucks combined to produce several V2 derailments during the immediate aftermath of war, and modified trucks were fitted to the whole class.

Such good looking locomotives surely merited nameplates, and maybe more would have ended up with them had the war not intervened. In the event, though, only seven apart from *Green Arrow* itself received the honour – Nos. 60809 *The Snapper*, *The East Yorkshire Regiment*, *The Duke of York's Own*; 60835 *The Green Howard*, *Alexandra, Princess of Wales's Own Yorkshire Regiment*; 60847 *St Peter's School, York*, AD 627; 60860 *Durham School*; 60872 *King's Own Yorkshire Light Infantry*; 60873 *Coldstreamer*;



When they were grubby, they were very, very grubby. With Nationalisation less than a year away, the LNER embarked on a complete renumbering scheme in 1947. As it toils by with a long up goods train near Stevenage during that year, former V2 No. 4825 is already carrying its short-lived new number of 854. RAILWAY MAGAZINE ARCHIVE

and 60964 *The Durham Light Infantry*, whose name was bestowed under BR ownership in 1958.

The first member of the class, the sole-surviving *Green Arrow*, named after the LNER's express parcels service, carries its straight nameplates on the smokebox sides, whereas the others had curved nameplates over the centre driving wheels.

One of my modelling associates, Ian Lamb, who regularly wrote for the former *Railway Magazine Guide to Modelling*, always considered the V2s to be 'the best of the lot', and in one article painted a wonderful picture of the nightly V2-hauled Aberdeen to London fish trains that actually ran at greater speeds than some passenger expresses.

He wrote: "It was quite something to see all those refrigerated vans hurtling round the curve at Saughton Junction behind a V2 on the outskirts to Edinburgh, or accelerating away from the Tay Bridge towards Leuchars at the head of the ex-Aberdeen 'Blue-Spot Special' bound for London."

Withdrawal

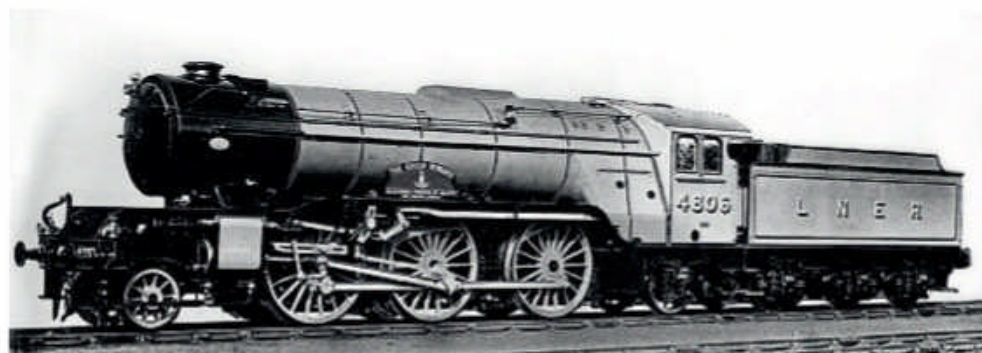
All of the V2s, including *Green Arrow*, were withdrawn from service between 1962 and 1966, but fortunately for us No. 60800 was saved for posterity. The last two V2s to remain in service, Nos. 60831 and 60836, were finally condemned in December 1966.

As every early diesel-era fan knows, two of the V2 names, those of *King's Own Yorkshire Light Infantry* and *The Durham Light Infantry*, reappeared on 'Deltics' Nos. D9002/55002 and D9017/55017 respectively. The former is displayed as part of the National Collection in York.

Right: The V2s were in their true element on fish trains and fitted freights. No. 4794 was pictured at Lenley troughs as it headed a fast down goods in 1939. RAILWAY MAGAZINE ARCHIVE



V2s were well up with the best when called upon to handle prestige passenger trains. No. 4817 bursts from the Greenwood Tunnel at Hadley Wood on the East Coast Main Line with the Down 'Yorkshire Pullman' in this 1930s photo. RAILWAY MAGAZINE ARCHIVE



One of the few V2 locomotives to be named, No. 4806 *The Green Howard*, *Alexandra, Princess of Wales's Own Yorkshire Regiment*, poses for the camera after its naming ceremony in the 1930s. RAILWAY MAGAZINE ARCHIVE





As expected, the detail is amazing on Bachmann's eagerly-awaited OO-scale models of the LNER and BR-liveried versions of No. 4771/60800 *Green Arrow*, produced exclusively for Locomotion Models.

The models

WHEN the engineering prototype models of Bachmann's V2 were revealed at the 2019 Warley National Model Railway Exhibition, it was immediately obvious that they were going to be something special.

Comparisons with photos of full-sized V2s showed that the model had captured every detail of the sleek and graceful locomotives to perfection, and the fully-painted Locomotion and Rails of Sheffield products underline the fact even more.

A 21-pin decoder socket is mounted in the model, which is also provided with a pre-fitted speaker in the tender for ease of digital sound installation. A custom-designed loco-to-tender interconnection gives secure through electrical connection, and the models also come with a realistic firebox flicker, sprung buffers, etched nameplates and NEM coupling pockets. All models are fitted with five-pole motors.

The Locomotion variants are No. 4771 *Green Arrow* in LNER green livery (35-204NRM) and in the same locomotive's BR green livery as No. 60800 (35-205NRM).

The Rails of Sheffield examples, seen without the supplied etched nameplates fitted, are of No. 4843



King's Own Yorkshire Light Infantry in LNER green livery (35-201Z) which was built at Doncaster in April 1939, named the following month and continued in service until withdrawal in 1963; and No. 60964 *Durham Light Infantry* in late-crest BR green livery (35-203Z), which was built at

Darlington in January 1943, named in 1958 and withdrawn in May 1965.

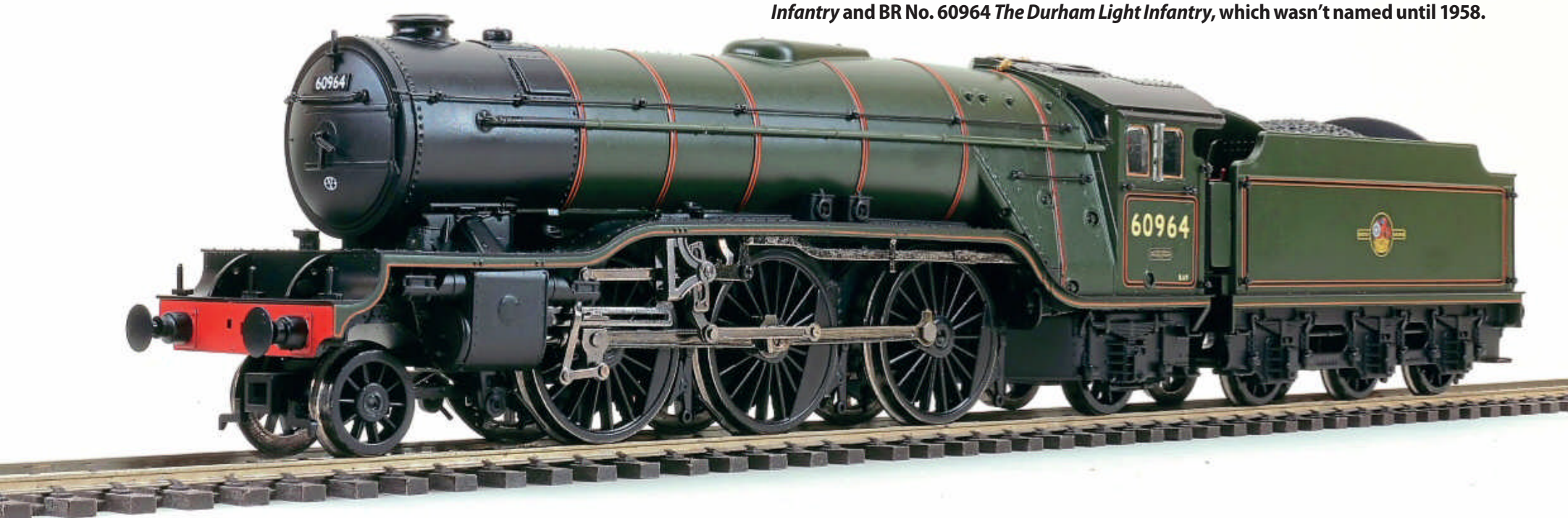
The recommended retail price of each model is £229.95, and they can be pre-ordered for a £30 deposit from www.locomotionmodels.com for the *Green Arrow* versions – or from www.railsofshffield.com

for Nos. 4843 and 60964. See advertisement on page 68.

DCC sound options are also available for each model for £329.95, and these too can be ordered for a £30 deposit by clicking the DCC SOUND button on the respective websites. **HR**



Available soon from Rails of Sheffield, and seen without their etched nameplates fitted, are these OO-scale models of LNER No. 4843 *King's Own Yorkshire Light Infantry* and BR No. 60964 *The Durham Light Infantry*, which wasn't named until 1958.



Traction Times: An Early BR Traction Miscellany

Compiled by Andrew Royle (softback, Transport Treasury Publishing Ltd, 16 Highworth Close, High Wycombe, HP13 7PJ, www.ttpublishing.co.uk 112pp, £14.50, ISBN: 978-1-913251-09-3)

HEREIN lies a superb collection of black and white images that feature the fascinating transition period of modern traction that was in service on BR during the 1950s and 1960s.

That was a time when most serious railway photographers concentrated on recording the soon-to-be-withdrawn steam traction.

Thankfully, a substantial number of excellent quality images were captured of a soon-to-vanish era of railway operation which featured these early and prototype locomotives and units.

Sadly, many had a very short period in service on the rapidly changing railway network.

The book is organised logically by power classification, and includes sections on prototypes, DMUs, EMUs, shunters, and electric and gas turbine locomotives.

Captions are detailed and very informative and the photographs are reproduced to a very high standard.

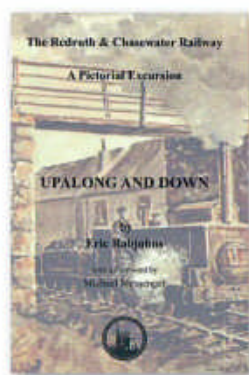
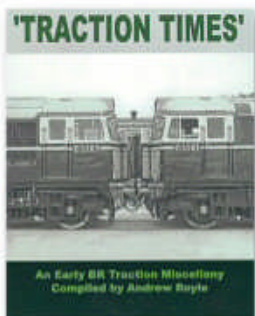
This book will appeal to all with an interest in our extraordinary postwar railway history and the enormous changes that took place during the phasing out of steam haulage.

HAZY DAWN OF THE MODERN ERA

The Redruth & Chasewater Railway: A Pictorial Excursion Upalong and Down

By Eric Rabjohns (softback, The Trevithick Society, PO Box No.62, Camborne, Cornwall, TR14 7ZN, 01209 716811, www.trevithicksociety.info, 92pp, £10, ISBN 9 780993 502194).

CORNWALL changed the world forever. Richard Trevithick was born in the duchy's mining heartland, the son of a mining captain, and who, immersed in mining and engineering from an early age, began looking at ways of taking the extracted ore to the nearest sea port in the most efficient manner. His experiments with steam road vehicles are the stuff of legends and led to the development of



PETER GRAY'S WEST COUNTRY RAILWAYS: Images from the collection of the Great Western Trust

Compiled by Amyas Crump and Kevin Robertson (hardback, Crecy Publishing, 208pp, £25, ISBN 978 1 91080 962 4).

MISSED out on a West Country holiday last year because of the pandemic? Then look no further to make up for it by savouring this excellent collection of quality colour views from the steam and early green-liveried diesel eras by the master of railway photography in the region.

Thankfully, the collection of Peter Gray, who passed away in 2017, is now owned by the Great Western Trust at Didcot Railway Centre, and each of the views should be regarded as historical treasures in their own right.

Peter, for long an active member of the Torbay Photographic Club, had developed his hobby following National Service touring the south west and as far afield as west Wales by Raleigh bicycle. His big switch to colour photography came one day in 1957 when he was invited to view the

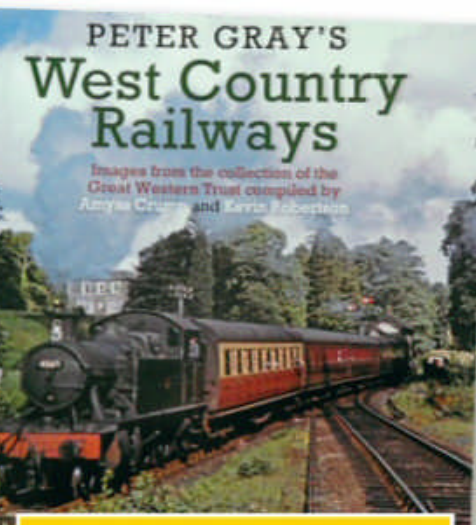
completion of the replica Mayflower ship at Uphams shipyard in Brixham.

Peter's favourite station was Thorverton on the Exe Valley branch, and an early spread making full use of the splendid large format volume sees Collett 0-4-2T No. 1466, currently under overhaul at Didcot, propelling an auto train from Dulverton to Exeter in 1963.

Wonderful times

There is a masterpiece at every turn of the page, and those who recall holidays by train to the west of England will quickly identify with scenes like GWR 4-6-0 No. 5004 *Llanstephan Castle* heading past the putting green at Dawlish in July 1957 – the seventh class member photographed by Peter that day – wonderful times!

The last years of steam on the



EDITOR'S CHOICE

GWR routes and the demise of the Southern's 'Withered Arm' are rarely portrayed with such vitality in a single volume, covering locations from Seaton Junction and the Lyme Regis branch with its Adams radial tanks, to the wonderful wooden trainshed that was the Ashburton terminus, the 'Atlantic Coast Express' en route to Ilfracombe with the Bristol Channel in the background and Exeter St David's with an LSWR T9 in attendance.

For those who loved their forays to the West Country back then, or enthusiasts who appeared at a later date and looking wistfully at Ordnance Survey maps could only conjecture as to the nature of the sheer magic of what occupied those abandoned trackbeds before their day, this volume is a must for you. Sheer magic.

ULTIMATE CHANGEOVER YEARS

the world's first railway locomotive.

Cornwall's mineral-rich mining district became enmeshed with early mineral railways, beginning with the Portreath Tram Road plateway of 1809. Its first true railway was the Redruth & Chasewater, a 4ft gauge edge railway which has wagons with flanged wheels, and which opened in 1826.

The railway carried copper from the Consolidated Mines (otherwise known as Consols) at Redruth to the little port of Devoran on the bank of the Carnon River. Opened in 1826, at first it was worked by horses, but in November 1854, two 0-4-0STs named *Miner* and *Smelter* were acquired from Neilson & Co. A larger Neilson 0-6-0ST, *Spitfire*, arrived in 1859.

The line's prosperity was linked inextricably to that of the mining industry that it served, and when it went into decline, so did the railway, which closed in September 1915.

Part of its trackbed today forms the Redruth and Chasewater Railway Trail, an outdoor leisure facility.

The author's father was a railwayman, and living at Carharrack close to the route of the old line, decided to research its history and in doing so amassed a sizeable collection of archive photographs, which are reproduced here, many for the first time. He has also painted some excellent watercolours of the line in its operating days.

Cornwall is a Mecca for anyone who is interested in the remains of early

railways, and not only is this volume a fascinating history in itself, but an indispensable guidebook to following the route and discovering the line's surviving relics and remains.

INVALUABLE GUIDE

Country Railway Routes: Wymondham to Wells featuring the Mid-Norfolk Railway

By Richard Adderson and Graham Kenworthy (hardback, Middleton Press, 96pp, ISBN 978 1 910356 40 1).

THE GER branch to Wells-next-the-Sea is among the elite closed routes that today boast two (and debatably four) heritage lines on its trackbed, on the Mid-Norfolk Railway – its currently still-separate outpost of County School station, plus the world's smallest public railway, the 10¼in gauge Wells & Walsingham Light Railway, and, along the way, the 2ft Yaxham Light Railway, which began life in the goods yard of the station of the same name.

Not only are all three covered in this fact-packed reference volume but, alongside the extensive archive pictures, plans, timetables and notes about the 33-mile original branch from Wymondham Junction, the Wells Harbour Railway is thrown in for good measure.

The branch lost its passenger services on October 4, 1969, and the remaining freight-only line was cut back in stages

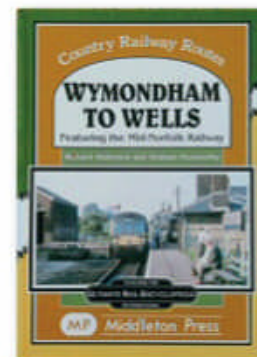
until final closure in April 1989. A super set of archive pictures from throughout the steam and later the Class 31-dominated diesel era brings ever significant points along the branch to life.

Too good an opportunity to miss for revivalists, the Mid-Norfolk ran its first trains between Rash's Green south of Dereham and Yaxham in December 1995, and still holds long-term aspirations to rebuild the line to serve Fakenham, reconnecting County School in the process. The archive pictures highlight the variety of traction over the route in the diesel era and beyond, from grain and fertiliser trains to, in 2009, Army vehicle movements.

The late Commander Roy Francis was responsible for building both the present-day narrow gauge lines at Wells and they are both well illustrated by archive pictures. Particularly fascinating is a 1938 pilgrimage by pupils from the Oratory Girls' School in Chelsea to the Roman Catholic National Shrine at Walsingham.

Would it not be wonderful however, if you could still ride the branch all the way to one of the most delightful seaside towns on the east coast?

A BRANCH THAT REFUSED TO DIE



The Southern around London: The R C Riley Archive 1937-1964: Volume 4

Compiled by Jeremy Clarke (softback, Transport Treasury Publishing Ltd, 16 Highworth Close, High Wycombe, HP13 7PJ. www.ttpublishing.co.uk 112pp, £14.50, ISBN: 978-1-913251-11-6;

DICK Riley was a legendary railway photographer who recorded the London area extensively – especially the southern parts of a complex network. Here is an excellent compilation of varied monochrome photographs which reflect the suburban and main line operations during 1937-1964.



The area covered showcases the limits imposed by the author's Local Authority 'Freedom Pass'. It describes a semi-circle that 'follows a line from Dartford through Swanley, Knockholt, Upper Warlingham, Coulsdon South to Hampton and Feltham'.

The selection is first rate and reproduced to a high standard, with decent sized images plus very detailed information.

As such it provides a vivid portrait of railway operations during the latter years of the Southern Railway and the early BR years.

Frustratingly, Dick included minimal information with his photographs and the compiler has done a great deal of research for the excellent captions.

The book is organised into key chapters entitled Early Days, Through the Inner Suburbs, Specials, Southern Electric, Non-Passenger, Outer Suburbia through to Stations and Panoramas.

This book is the next best thing to time travel, highlighting how our railways have been transformed since the 1960s. **WINDOW ON THE CAPITAL'S PAST**

The Lancashire Derbyshire & East Coast Railway Volume 3

By Chris Booth (softback, Fonthill Media Limited, www.fonthillmedia.com 192pp, £20, ISBN 978-1-78155-802-7)

THIS valuable book marks the completion of a comprehensive three-volume work on the Lancashire, Derbyshire & East Coast Railway (LD&ECR).

Volumes 1 and 2 were published in 2017 and 2018. This third volume covers the projected LD&ECR branches and operations, Mansfield Railway, Mid-Nottinghamshire Joint Railway, the decline of coal and the current Rail Innovation and Development Centre, based at Tuxford.

This curious route which failed to leave the 'Dukeries' and reached neither Warrington in Lancashire nor the East Coast at Sutton-on-Sea! The LD&ECR had an active independent life of only 10 years before being taken over by the Great Central Railway in 1907.

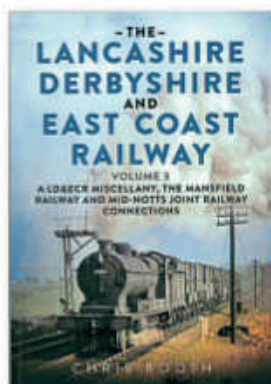
Coal traffic remained the main driving force and source of revenue for this route throughout its existence. Passenger revenue was always secondary and regular passenger services finally ceased in 1955.

The book includes a first-class narrative explaining the development of the route from inception to its continuing partial survival in 2020.

Of particular interest is the substantial part of the book telling the story of the Mansfield Railway – from Clipstone Junction on the LD&ECR main line to Kirkby South Junction. This was one of the last stretches of UK 'main line' constructed prior to the 1923 Grouping.

The route was very successful in tapping into the substantial coal traffic that was generated by the new collieries to the east of Mansfield. The author also charts the sad rationalisation of the local rail network as the coal industry declined.

The evocative photographs are a major focus of the book. The connecting narrative and documentation includes much fascinating detailed information, together with maps, plans and



ephemera to create a portrait of the route.

With his professional railway background the author writes with perceptive insight and knowledge on this significant and important east-west rail route.

This is a first-class publication and highly recommended – and interested readers should seek out the first two volumes.

SPLENDID ROUTE BIOGRAPHY

Great Western 0-6-2 Tank Classes: Absorbed & Swindon Designed Classes

By David Maidment (hardback, Pen & Sword Books Ltd, 284pp, £30, ISBN: 978-1-52675-205-5).

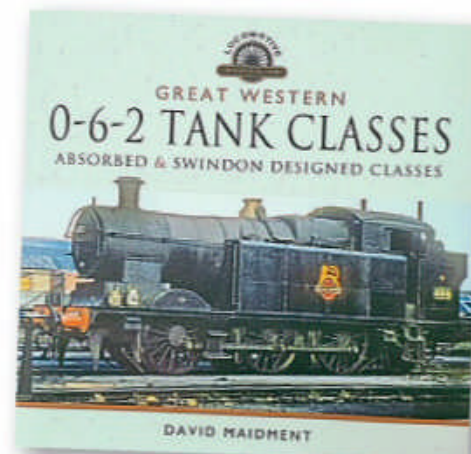
TANK engines of this wheel arrangement were not the exclusive preserve of South Wales, but as far as the GWR was concerned, the vast majority of its 0-6-2T types originated in, or were largely concentrated in, the South Wales coalfields.

It comes as no surprise, therefore, that much of this book is dedicated to locomotives from the railways that served this region.

The book opens with an introduction to the type, its suitability for use on coal trains, and the engineers of the various GWR constituent companies (Tom Hurry Riches, Cornelius Lundie and Charles Collett and so on) which designed them.

From here, it explores the companies themselves and the locos they produced, beginning with the Barry Railway and moving in successive chapters through the Cardiff, Brecon & Merthyr, Rhymney and Taff Vale railways, plus other smaller concerns.

A wide selection of accompanying



images illustrate each chapter, showing 0-6-2T classes as built, in service, and after 'Westernisation', which in many cases drastically altered their appearance; the Rhymney Railway P1 and Taff Vale A classes are a case in point.

Chapter 7 then turns to the GWR's own take on the 0-6-2T – the 56XX and 66XX classes, which began to appear from 1924, and numbered around 200 examples in total.

Several pages are dedicated to the locomotives at work, before Chapter 8 looks at the preservation scene and the types that survived the cutter's torch.

The appendix takes a more technical look at several of the classes, with general dimensions and specifications accompanying a weight diagram in many cases. These are followed by allocation histories.

INTERESTING STUDY HIGHLY RECOMMENDED



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Trains & Trams of the Isle Of Man 1956-1972

DVD (Unique Productions Ltd, 3 Merton Court, The Strand, Brighton Marina Village, Brighton BN2 5XY, www.uniquebooks.pub 58mins, £17.99).

THIS excellent archive full-colour DVD features the Isle of Man Steam Railway (IoMSR) and Manx Electric Railway (MER) during the key years from 1956-1972.

This was the era when the steam railway still operated the lines across to Peel on the west coast and up to Ramsey in the north – as well as southwards to Port Erin. Sadly, only the line from Douglas to Port Erin survives nowadays.

These were difficult years with both the steam and electric railways under threat from the ever-increasing tide of road transport. Happily, both were able to reinvent themselves as tourist railways, though the IoMSR network was significantly reduced after 1972 when both operations lost their independence.

The value of the programme is significantly enhanced by the first-

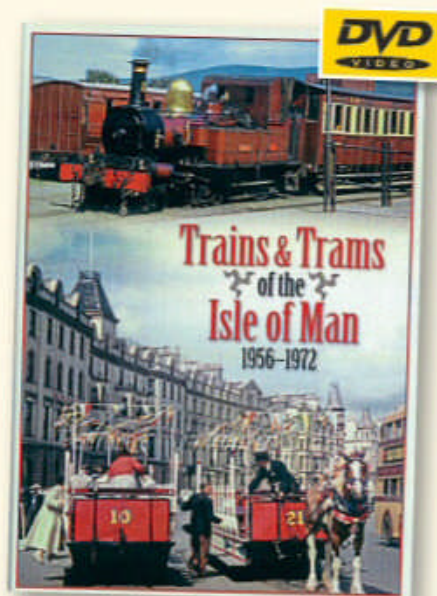
rate informative commentary.

The superb MER footage covers the historic trams running along the scenic east coast and at the important Laxey junction with the Snaefell Mountain Railway.

During these years the extensive steam train services can be seen at their peak, with rare footage of the line to Peel and northwards on the Ramsey North Line along the picturesque west coast.

Shunting and goods traffic (including short-lived oil workings) at St Johns in 1956 are a highlight. The material from the Marquess of Ailsa years is especially interesting since it was such a short-lived era, and saw the striking green livery introduced on the steam railway.

Douglas station, with full platform canopies, semaphore signalling and signalbox on the IoMSR, is



well shown, too.

This offering will be of great value to anyone with an interest in the Isle of Man and historic transport.

HOW A VICTORIAN SYSTEM SURVIVED AGAINST ALL ODDS

THE LONDON, BRIGHTON & SOUTH WARWICKSHIRE RAILWAY!

Light railway builder Colonel Holman Fred Stephens was, depending on your perspective, a man behind his time whose vision of budget-priced rural railways came too late, or a visionary and forerunner of today's heritage railway portfolio, in which second-hand rolling stock is the essential ingredient, writes **Robin Jones**. How otherwise might we have expected to see a pair of the London, Brighton & South Coast Railway's 'Terrier' 0-6-0Ts running far from home territory amidst the rolling hills of southern Warwickshire?

EDGE Hill, an escarpment in the parish of Ratley and Upton in Warwickshire, is best known as the setting for the first major battle of the English Civil War.

On Sunday, October 23, 1642, the Royalist forces of Charles I and the Parliamentary army commanded by the Earl of Essex clashed here. The battle proved inconclusive, with both sides claiming victory.

The following year, following reports of ghostly sightings published by a printer, Thomas Jackson, the King sent a royal commission to visit the site, where two phantom armies were said to have been seen fighting in the sky above them.

Three centuries later, Edge Hill again became a graveyard, and the ghostly remains of a railway which many people believe never should have been built.

Just like the battle, the outcome of the Edge Hill Light Railway (EHLR) remained very

much unfinished business: its construction was suspended with such apparent haste that after a lapse of several years, the mechanical excavator which had been used to build it was still to be found with its grab half-raised to load a bucketful of earth!

This 3½-mile line was promoted in association with the Stratford-upon-Avon & Midland Junction Railway (SMJR), which was formed in 1909 by the merger of three earlier companies: the East and West Junction Railway, the Evesham, Redditch & Stratford-upon-Avon Junction Railway, and the Stratford-upon-Avon, Towcester, & Midland Junction Railway.

In 1910, the Northampton & Banbury Junction Railway was purchased and an east-west network was formed, which linked routes to Bedford and Northampton in the east to lines leading towards Banbury and Gloucester in the west, via Towcester and Stratford.

The three constituent railways had each been built with a view to carrying Northamptonshire iron ore to South Wales and the West Midlands, but they were all unable to finance their planned lines in full. The formation of the SMJR in 1909 was in effect a financial reconstruction, but the management of the combined company also showed a certain flair for generating tourist income, based on the connection with Shakespeare and also the family connections with George Washington. Furthermore, the line was developed as a shorter route for Midland Railway goods traffic from the Bristol area to London.

The EHLR had its origin in the opening-up of the rich ironstone deposits which have been known for many centuries to exist in this part of the South Midlands.

First World War requirements intensified the demand for British ironstone, and the EHLR



Manning Wardle 0-4-OST No. 1088 *Sankey* at Edge Hill in June 1922, with construction foreman John Brenchley, a Colonel Stephens employee, on the footplate. CSRM



Edge Hill Light Railway 'Terrier' 0-6-0T No. 1 in open storage in 1931. THE RAILWAY MAGAZINE



Rusting merrily away, Manning Wardle 0-4-OST No. 1088 *Sankey* is parked permanently under Camp Lane bridge, as seen in 1935. CSRM



was promoted to tap those deposits which exist in the immediate vicinity of Edge Hill.

On August 17, an application was submitted for a Light Railway Order (LRO) for a standard gauge line, five miles and 58 chains long, from a junction with the SMJR at Burton Dassett sidings to Nadbury Camp and Sunrising on the top of Edge Hill. It was stated that 'great developments' were anticipated from the opening up of the ironstone field.

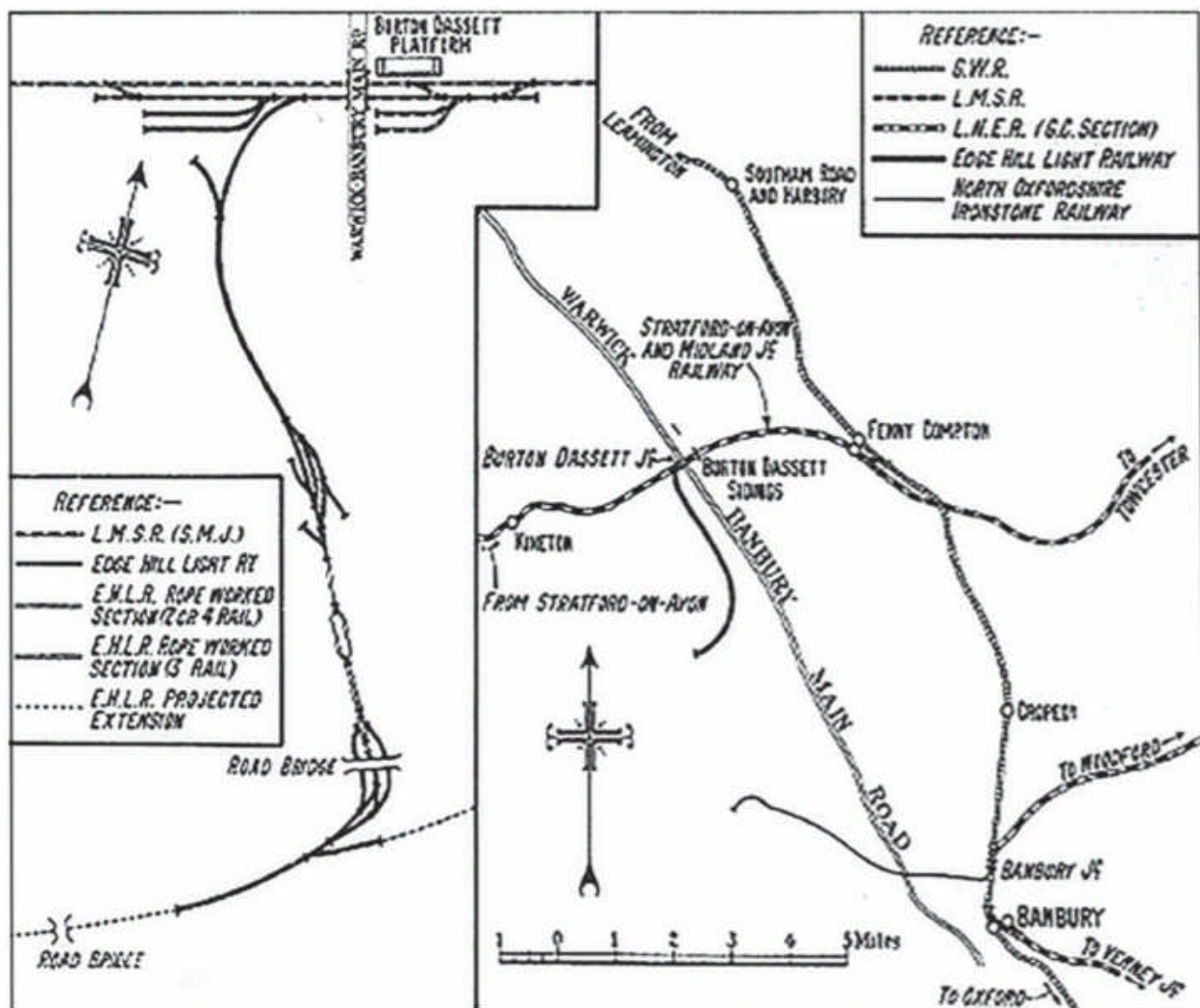
However, the fact that the line was not opened until after the cessation of hostilities, when the changed economic conditions occasioned a gradually lessening demand for British ore, may have had a considerable effect in bringing about the fate which ultimately befell it.

Two of the initial directors of the light railway were also those of two related Black Country iron companies – T&I Bradley of Bilston and T&I Bradley & Son on Darlaston. They established an owning company for both the ironstone and the light railway as the Banbury Ironstone Co Ltd. Its chairman in 1922 was Harry Willmott, who was also chairman of the SMJR, and the chief officers of the light railway were also those of the main line company.

The promoters acquired mineral rights to more than 600 acres of land around Edge Hill.

The company could have opted to build a basic mineral railway, but instead chose a fully-fledged public light railway. And who did they choose as its engineer? A man who by then had risen to prominence for his vision of constructing light railways 'on the cheap' to serve rural outbacks which the established main line railways of the day considered non-starters as far as economics were concerned. None other than Colonel Holman Fred Stephens, who by then had engineered the Kent

Above: Edge Hill 'Terrier' 0-6-0T No.2 (formerly No. 74 Shadwell), with brake van No. 2. Left to rot for years after the end of a short-lived industrial dream, only the bicycle in the picture ever ran again. CSRM



The Edge Hill Light Railway as depicted by a map in The Railway Magazine, 1931.

“Those real-life ghosts of Edge Hill finally succumbed to the inevitable, and so ended one of the shortest-lived standard gauge railways anywhere.”

& East Sussex Railway and Selsey Tramway and breathed new life into the likes of the Weston, Clevedon & Portishead Railway and what became the Shropshire & Montgomeryshire Railway, among others.

Stephens, who had recently been released from his army commitments, had previously had dealings with Willmott during a brief spell on the Isle of Wight Central Railway as engineer and locomotive superintendent in 1911, before he was ousted from there by Willmott's son Russell.

Plans for the EHLR were drawn up by Stephens' office in Tonbridge. His first plan was to tackle the 300ft escarpment by starting out at Fenny Compton and building up the slope to lessen the gradients, but it was shown to be too expensive.

Inquiry

The second plan involved an 11¼ mile railway from a triangular junction with the SMJR at Burton Dassett. Two miles up the line, a rope-worked incline could have led to three branches accessing separate parts of the ore field.

A public inquiry into the LRO application was conducted in November 1917 by the Light Railway Commissioners. It led to the planned line being cut back to just 5½ miles, with the SMJR having running powers to the foot of the cable-worked incline. Passengers might be carried over this two-mile section, it was conjectured.

The LRO order was approved on July 17, 1918.

Early in 1919, Stephens seemed to have stood down as engineer. History repeated itself and he was replaced again by Russell Willmott.

Maybe the promoters of the EHLR had merely used Stephens for his expertise and skills to obtain the LRO, without wishing to have him managing the project.

However, the purchase of two second-hand locomotives to work the line had all the hallmarks of the colonel's *modus operandi*. Both were 1872-built London, Brighton & South Coast Railway 'Terrier' 0-6-0Ts. The first to arrive, in 1919, was No. 673 *Deptford*,



Ten LBSCR 'Terrier' 0-6-0Ts were preserved, but sadly the Edge Hill pair were not amongst them. They were scrapped on site in 1946, 14 years before the most famous of the class, No. 55 *Stepney*, hauled the first public Bluebell Railway passenger train on August 7, 1960. CSRM

which became EHLR No. 1. It was followed a year later by No. 674 *Shadwell*, which became No. 2.

The 'Terriers' were used to work the EHLR's low-level line.

The EHLR had no engine shed in which to keep them, although there was a turntable at the junction.

The pair were serviced and mainly kept at the SMJR's Stratford-upon-Avon locomotive shed, under an agreement made by the two companies' shared chief officers. In return, the SMJR is said to have used one of the 'Terriers' for its Stratford to Broom Junction trains when it was short of traction. The only other examples of main line stock were two Great Eastern Railway ex-Army brake vans.

Construction of the line began in 1919, but progress was very slow, and indeed may have been suspended for a time, perhaps because the postwar industrial boom was ending, with a perceived reduced demand for iron ore.

Also, the Grouping of 1923 was on the horizon, with the SMJR due to become part of the new London, Midland & Scottish Railway, and the EHLR directors fearing

that their investment would mature sooner than planned.

On June 20, Russell Willmott died from cancer at his home in Newport, Isle of Wight, and was replaced by consulting engineer Edgar Ferguson, who at the age of 74 had by then all but retired from main line railway assignments. However, he did have experience of light railway engineering, and he may have had a hand in the post-Stephens developments at Edge Hill, including the incline mechanisms.

Incline

Some ironstone trains had been running by the time that the half-mile gravity worked or 'self acting' 1-in-9 incline powered by a stationary engine was completed in summer 1922. The first 250 yards of the incline was single track, followed by a double-line loop, which in turn merged into a three-rail formation in which the centre rail was common to trains in both directions.

The ground at the top of the ridge through which the line was being built was ironstone. It was said to have carried 60 tons a day. The ore was sent for onward transport for smelting in the Midlands.

As laid out, the EHLR started from a small yard which hitherto had been used for other ironstone workings next to the SMJR's Burton Dassett platform on the Banbury to Warwick Road. Slight gradients took it around 2½ miles to a fan of sorting sidings at the foot of the cable-worked incline, at the top of which the line ran for a very short distance to finish at an uncompleted cutting near the road to Ratley village. Also, there was a head shunt from the incline top and a few yards of track towards Nadbury.

The railway obtained small Manning Wardle 0-4-0ST No. 1088 of 1888 *Sankey* from its original employment on the building of the Manchester Ship Canal, from contractor Topham Jones & Company (which had built the Oxfordshire Ironstone line), in June 1922.

However, disaster struck on Tuesday, October 10, 1922, when the directors decided to inspect the incline mechanisms. In charge of running a rake of wagons was ganger John Brenchley, who had worked for Stephens as a construction hand on the East Kent Light Railway.

The rake ran away and ploughed into the sand drag at the bottom and the wagons on the counterbalancing rake came hurtling over the top. They struck Ferguson a glancing blow which proved fatal.



Saved on home terrain: LBSCR 'Terrier' No. 55 *Stepney*, a veteran of the Hayling Island branch and popularised by the Reverend Wilbert Awdry as a character in the *Thomas the Tank Engine* series, heads a VIP special at Kingscote in 2000 to mark the 40th anniversary of the Bluebell Railway, the first heritage line to open on a close former part of the BR network. ROBIN JONES



Above: John Brenchley by the track on the summit in June 1922. CSRM



Right: The incline: designed by Colonel Stephens, it was the biggest feature of engineering on the Edge Hill Light Railway, as seen in 1935. To the left are the linesman's hut and the spur line to the locomotive water reservoir. CSRM

The incline was not repaired, and commercial traffic on the line ceased, although there is a record of an ore load from the Edge Hill quarries at Burton Dassett yard on January 27, 1925. One man was employed by the EHLR as a caretaker from 1922 until 1937, but carried out no maintenance.

An article in *The Railway Magazine* in April 1931 found that all three locomotives were standing derelict on the railway, the 'Terriers' "partially covered with tarpaulins and in quite good repair considering that they have been for five years exposed to wind and weather".

It added: "Although the locomotives and rolling-stock are still in good condition considering the ordeal to which they have been exposed, time and weather have played sad havoc with the permanent way, which in several places is almost buried under falls of earth and subsidences of the rutting walls.

"Generally, however, the line does not give the impression of having been left derelict for nearly five years, and no doubt it could easily be reopened should such a fortunate eventuality be made possible by future trade developments."

Resurrection

That reopening would never materialise.

Early in the Second World War, consideration was given to the resurrection of the EHLR, but the nearby Oxfordshire Ironstone line was considered adequate.

In the autumn of 1941, the track from the lower part of the EHLR was requisitioned for the building of a vast military depot at Long Marston, off the Stratford to Cheltenham line near Honeybourne. The track and the associated earthworks had been removed by June 1942. The locomotives were therefore left isolated, unable to run to the SMJR.

A visitor to the site on July 8, 1945, recorded: "At the foot of the incline stood two 'Terrier' 0-6-0Ts. On the left hand side of No. 674, EHLR. 2 had been painted above the LBSCR lettering in white paint, but no such lettering was visible on No. 673.

"No. 673 was fitted with an extended smokebox, while No. 674 still retained its original shorter boiler. Most of the cab fittings on both locos had been removed, with the exception of the regulator handles, brake levers, sanding and damper control levers. The general condition of both locos was very poor, being almost entirely covered with rust, and it is certain that they will not be of any

Right: The northern end of the Edgehill escarpment at Knowle End. The trees to the immediate left of the white house in the distance mark the line of the Edge Hill Light Railway (EHLR) which ran up to the top of the hill via a rope-powered 1-in-6 incline at that point. NIGEL MYKURA*



further use except as scrap. The wagons are mostly in a most dilapidated condition, one or two being almost intact, but the remainder broken up, with their sides and wheels spread all around."

The stock might well have been cut up early in the war, but by 1943, the United States had entered the war bringing in vast amounts of military hardware across the Atlantic, so scrap metal was then no longer at a premium.

However, Britain was left bankrupt after the war ended, and scrap metal was again in high demand. Scrap dealer James Friswell & Son of Banbury cut up the locomotives during the spring and summer of 1946.

Those real-life ghosts of Edge Hill finally succumbed to the inevitable, and so ended one of the shortest-lived standard gauge railways anywhere.

It is often said in hindsight that this or that railway line should never have been built, and the Edge Hill Light Railway must be a prime example, if not the definitive article.

Due to a sharp fall-off in patronage, the SMJR had lost its passenger services by April 7, 1952. The South Wales ironstone traffic also declined and the severe operational constraints on the SMJR led to the diversion of traffic to other routes in 1964.

The SMJR was closed on July 5, 1965, except for the section between Burton Dassett sidings and Fenny Compton, which remains open to service the Ministry of Defence establishment at Kineton, and now its bridge over the River Avon at Stratford-upon-Avon carries the town's bypass – that in itself could serve as an epitaph to the Stephens era.

*Archive pictures supplied by the Colonel Stephens Railway Museum (CSRM), Tenderten Town station, Kent & East Sussex Railway. **HR**

KING OF THE LIGHT RAILWAYS

Colonel Holman Fred Stephens carved out a unique career of planning, building and managing budget railways to serve towns, villages and sparsely-populated rural communities long overlooked by the main line companies, but at a time when the curtain was failing on Britain's great railway building age and road motor transport emerged and began its ascendancy.

Using the provisions of the 1896 Light Railways Act, this larger-than-life engineer drew up schemes to construct rural lines 'on the cheap' with minimalist stations and infrastructure, and evolved an 'empire' of 17 light railways. However, innovative as each of them were, in the years that followed they found themselves by and large losing a battle to swim against the tide which was turning in favour of cheaper and more versatile road transport which hastened their demise and closure.

This new 132-page publication written by *Heritage Railway* editor Robin Jones looks in detail at all of the lines in Stephens' portfolio, which included the Kent & East Sussex, Ffestiniog, Welsh Highland and East Kent railways which are still very much with us today, albeit not for the purpose for which they were constructed, but as tourist attractions encapsulating the glories of times past.

➔ Order your copy of *King of the Light Railways* price £7.99, including free delivery from www.classicmagazines.co.uk or telephone 01507 529529, email info@classicmagazines.co.uk



STAR LETTER

Bodmin project will relive great days of Cornish clay trains

I WAS delighted to read the article in issue 270 on the plans to set up a heritage rake of china clay wagons at the Bodmin & Wenford Railway.

During the 1970s and 1980s, I worked at St Blazey as a guard and most of our freight diagrams involved trips in the china clay area between

the clay works and the Fowey jetties, with the (875) dedicated fleet.

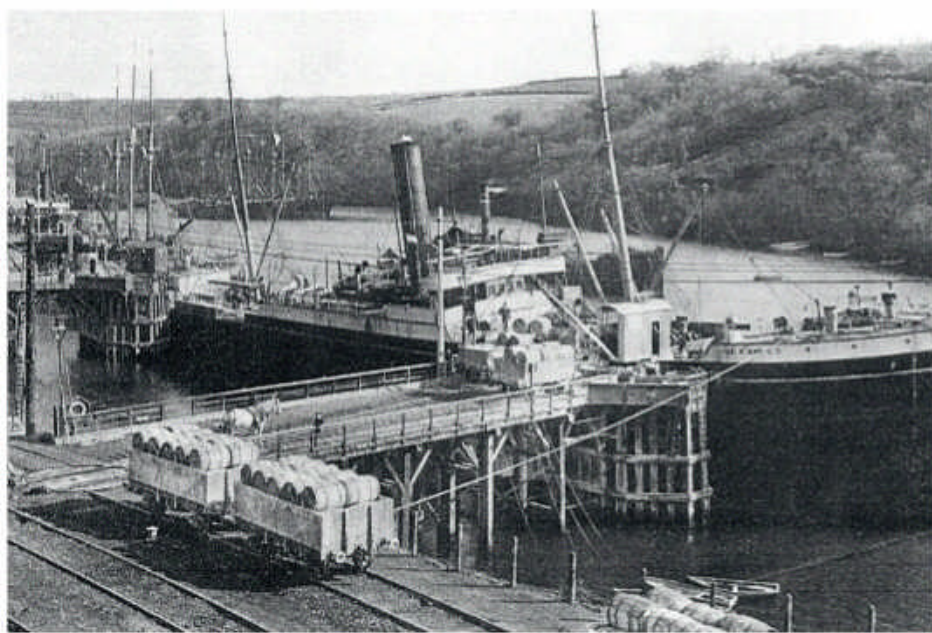
What is a bit frustrating is that modellers may not be aware that these wagons had a 9ft wheelbase, shorter than the standard 10ft, but this is discernible only to the observant.

It was noted on their body sides.

The reason for this was that the Fowey jetties had short turnplates which all vehicles had to pass over, from early days, to unload loose or barrelled clay, by shunting horse, as seen in the English Clays Lovering Pochin picture opposite. I recall

these still in situ in the early 1970s.

Over the following years, a more modern tipping arrangement from the sidings transported the clay by conveyor to the quay. A lot of white airborne dust across the river and train yard indicated that loading was taking place.



Above: The docks at Fowey, showing the turnplates and 9ft wheelbase clay wagons being unloaded and shunted by horses. ECLP

Right: Vic Millington sends on its way the last BR train to depart from Wadebridge station, a DMU charity run, on December 17, 1978. Hopefully Wadebridge will one day see trains again, if the long-term aims of the Bodmin & Wenford Railway bear fruit. VIC MILLINGTON COLLECTION



Process

This tipping frame was again replaced from the early 1980s by a more sophisticated tipper. This necessitated the whole of the remaining 875 clay wagons to be turned in the opposite way. With every train crew and available locos, they shifted 50 wagons at a time to Plymouth Laira triangle on the Saturday beforehand. I recall making two trips.

Meanwhile, the St Blazey Class 08 pilot tripped three at a time to the loco turntable, bless him!

As a trainman, the most noticeable sign of the shorter wheelbase of the wagons was that when empty, running down the bank from Pinnock Tunnel towards Par, and pushing all their weight forwards, it tended to cause them to waltz a bit, especially those with worn journals. I lived on this bank: Par Down distant signal by night shone its amber aspect on the bedroom wall!

Walkers benefit from enhanced historical railway trail

FURTHER to the article by Geoff Courtney in last month's issue about the Grosmont to Goathland line station of Beck Hole in North Yorkshire, I would like to draw attention to the work that has recently been carried out on the trackbed that is now a popular rail trail.

The work has been undertaken by the North York Moors National Park Authority as part of its National Lottery Heritage Fund-supported Land of Iron project, which tells the story of the area's role in the industrial growth in the 100 years following the opening of the Whitby & Pickering Railway in 1835-36.

Three historical former railway bridges between the site of Beck Hole station and Grosmont have been renovated to a very high standard, with the work including rebuilding the stonework using stone sourced from a quarry less than three miles away, and the installation of additional rock to mitigate erosion.

The site of the Esk Valley ironstone mine, which was adjacent to the line and one of the sources of goods traffic, has been cleared and the adjacent powder



Ready for the off: North Eastern Railway Class BTP (Bogie Tank Passenger) 0-4-4T No. 188, with footplate crew, station staff and passengers, waits to head its train to Whitby at Beck Hole in about 1910. The station was opened in 1836, closed in 1865, and was reopened for summer traffic in 1908, finally closing in 1914. The former trackbed forms a popular rail trail, parts of which have recently been renovated. TAMMY NAYLOR COLLECTION

store building restored. Furthermore, new information boards have been installed telling the trail's many walkers the history of the line and its associated industries.

All this work, which was carried out with protective measures for the important wildlife habitats in the river and woodland around the trail, has vastly enhanced the experience of walking

along this historical railway, which was one of the first to open in Yorkshire.

John Bruce, chairman, NYMR heritage committee, Goathland, North Yorkshire



LSWR Beattie 2-4-0 well tank No. 30587 heads a short clay wagon working along the Wenford branch, which served the china clay dries at Wenfordbridge, in a painting by Vic Millington. Vic recalled: "Bill Richards, an ex-Southern man from Wadebridge, was the travelling shunter for the last few years of the line, which closed in 1983. He often mentioned 'the old man of the woods' who would appear in autumn, asking 'how long before Christmas.' I regularly worked as a driver on the line, and in later years, if the driver on the return workings used the horn for the crossing generously, we were often met by the water bailiff's wife waiting for us at Helland crossing with a bag of hot yeast buns straight out of the Raeburn!" Now part of the National Collection, No. 30587, one of two survivors of the class, is based at the Bodmin & Wenford Railway.

Modellers please note that it was only in their last few years they these wagons became known as 'clay hoods.' They were previously sheeted by a tough standard pale blue plastic sheet with orange sheet tie.

During a shower, the water would collect in the corners: beware when shunting – you could get plastered with clay water! Domestic authorities would complain when you got home – the reply was that it was "clean dirt"!

Steam had by then long since gone!

Modellers also note that if you are running a 'preserved line', you are the manager. If only your *Flying Scotsman* is available, hitch it up to your clay wagons – BR would have done.

Art

Issue 146, which appeared in January 2011 carried an article by Geoff Courtney about me, 'Artistry from a career railwayman.' I constantly

paint, and am currently doing an illustrated history of the Leicester & Swannington Railway.

It was nice to see in issue 270 Robert Stephenson's lifting bridge, which was built for that railway, getting a mention. It has been moved to the Great Central Railway's Mountsorrel branch terminus and Leicester City Council, Leicestershire Industrial History Society and the Mountsorrel and Rothley Community Heritage

Centre have announced a new project to restore it. The bridge was previously on display at Snibston Discovery Park at Coalville which closed in 2016.

My father introduced me to it in 1948 and my family has been associated with it for several generations. I was delighted to read that "its future at last seems secure."

Vic Millington,
Stamford, Lincolnshire

What was the fate of this abandoned locomotive in Northamptonshire?

IT WAS in the 1970s that I discovered long-distance challenge walks of anything upwards of 20 miles.

They took me to many quite distant parts of the country until 2007 when, following some health problems, they had to be discontinued.

It was a surprise to see while walking in Northamptonshire in 1996 an apparently abandoned saddle tank in a field at Hardwick Lodges, near Wellingborough with no obvious connection to a nearby railway.

Is it possible that a *Heritage Railway*

reader can identify this locomotive?

Perhaps it has now succumbed to rust and vegetation, but hopefully it is now restored to running order or in a queue as a future project.

Ron Shackell,
Govilon, Gwent



The rusting kit of parts of an 0-4-0ST which the writer spotted near Wellingborough in 1996. RON SHACKELL

Is it time to look again at oil firing?

I REFER to the editor's Opinion comment in issue 272, regarding the threat to supplies of steam coal to the UK's heritage railways. It has been suggested before that one possible solution to the coal problem would be to investigate the possibility of oil firing.

I appreciate that this would be somewhat different to the traditional medium of coal, and for some would slightly dampen the romance, but surely this is better than not having heritage steam at all.

Secondly, I would like to pass on my commendation and encouragement to the teenage volunteers on the Keighley & Worth Valley Railway, as highlighted in Sally Clifford's article Worth Getting Involved, in the same issue. I hope they will encourage other young people to become involved in the railway preservation movement to ensure it continues for future generations.

Michael Hughes,
Grange town, Cardiff



Stunning mountain scenery greeted participants on that 1983 steam photographic charter in Eritrea featuring a Mallet 0-4-4-0. WESLEY PAXTON



Heritage steam in Eritrea 37 years ago held out the promise of so much which has yet to be delivered. WESLEY PAXTON

What has happened to steam in East Africa's Eritrea?

I ENJOYED the article on charters in issue 271, and was reminded that I was on the first photographic charter in Eritrea on its rebuilding up to Asmara in November 2003. Sadly, and to my surprise, I have read little of the railway since then.

As I recall, it was wanted to supplement the road from the port of Massawa as it was already being over-used by HGVs. I can only assume the loading gauge is tall enough for carrying containers on well wagons, but the narrow gauge of 95cm may be a challenge. We did not see any revenue trains in the entire week we were there, which was another surprise.

Eritrea since 2003 has been in the news for all the wrong reasons. The mountain scenery is dramatic, and with a railway as well, they ought to have been importing tourists by the planeload. Instead, it has been exporting refugees by the boatload, some of

which get as far as the English Channel.

The area is again in the news also for the wrong reason, this time its neighbour Tigray, also at war with Ethiopia. It was only around the turn of the millennium that the end of Eritrea's decades-long war with Ethiopia, which annexed it in 1952, despite local objections, that the railway was rebuilt, but only as far as Asmara. The rest going downhill towards Sudan, formerly ending at Biscia, is still abandoned.

History

While most of the Horn of Africa, including Eritrea was colonised by Italy, France, and Britain, Ethiopia/Abyssinia was the only country on the continent not colonised by European nations.

It has had a somewhat chequered history for most of the last 100 years, and still had a slave economy in 1935 when Mussolini invaded it over a border

dispute. Mussolini lost, but border disputes have continued on and off and in different locations since.

The emperor was deposed in a communist coup and then there was famine. Older readers may recall Bob Geldof and Band Aid in 1984.

The other railway in Ethiopia was built by the French from Addis Ababa down to the coast at Djibouti, then in French Somaliland. Despite its avoidance of European colonialism in the 19th century, it has embraced Chinese colonialism in the 21st, by allowing them to build another railway from Addis down to Djibouti in what Beeching would have called 'wasteful duplication' as it largely follows the route of the original line.

Gauge confusion was created, as the French built to metre gauge, and the new one is standard. One hopes this will have a more prosperous existence

than China's other quasi-imperial railway venture, the Tanzam.

Type

Elsewhere, Nigel Gresley's V4 was mentioned at the end of the P2 'Greatest Achievement' feature in issue 272, noting that "all two of the class" were scrapped as early as 1957.

I have formed an opinion Thompson did not rate all of his predecessor's work. Could this be why there were only two V4s, and then no less than 409 B1s? Is this an uncharitable view?

I have never had explained the virtues of a 4-6-0 vs a 2-6-2, or vice versa, noting the V2 has been called 'the locomotive that won the Second World War' – despite there being only 184 of them. Obviously, the GWR and Stanier liked the 4-6-0, but the prairie was much used for tank engines.

Wesley Paxton, email

Bessie was a real winner for me

I WAS very pleased to read the information and see the photograph of Bessie Jones on the Ffestiniog Railway in issue 275.

She sold me our tickets and a guide book when I made my first journey on the railway from Tan-y-Bwlch station in 1959. Her courtesy and the sight of the grass-hidden 2ft gauge tracks heading off through a cutting was the spark

for my interest in railways.

This interest has stayed with me ever since and I made my career in the railway industry as a result.

So I have a lot to thank her for and it's amazing to think that she began her activities when Colonel Stephens was in charge.

Trevor Griffin,
Belper, Derbyshire



Wearing her traditional Welsh costume, Bessie Jones greets the driver of double Fairlie Merddin Emrys at Tan-y-Bwlch in a Thirties view. FR ARCHIVES



Derailed Austerities big and small

I ENJOYED reading Pete Kelly's informative article 'War horses of steam' in issue 275. However, it looks like he was a bit rushed taking his pictures of the model locomotive as the tender of the Dean goods is derailed in the picture at the top (middle) of page 74.

Likewise the pictures of the tender

of the ROD 2-8-0 (at the bottom of the same page) where the tender is also derailed.

I'd like to chip in this photograph by AJB Dodd of a couple of WD Austerities (one of which is also derailed!) at Granville colliery in Shropshire.

Phill Timmins, emailed



Improved Precedent No. 790 2-4-0 *Hardwicke* is seen on display inside the Locomotion museum in Shildon. Overhauled in 1976, it worked main line excursions, one of which was double-headed with A3 Pacific No. 4472 *Flying Scotsman*. It also made a special run on the Settle to Carlisle line, double-heading with Midland compound 4-4-0 No. 1000.

Hardwicke in model form

I'VE JUST received the latest edition of *Heritage Railway* (No. 275), and it is as splendid as always. Thank you to Robin Jones, Gareth Evans and the team for keeping us all amused during these trying times.

I always look forward to reading the modelling news section, although I have now retired from the trade.

I saw with interest that there is to be a ready-to-run model of the famous Improved Precedent No. 790 2-4-0 *Hardwicke* in OO-gauge. Nearly 50 years ago I bid for a model of this engine in 4mm scale, but the reserve of £125 was too high for anyone at that time. A new Triang Hornby Pacific would be around £3.50 to show how high that reserve was!

Just before that Christmas, the engine reappeared in a sale of models at the

same auction house, in Kensington I think, with no reserve. The weather was appalling so most buyers stayed away and I bought the model for £20!

It was built by Bernard Miller for the Philo layout, illustrated over two issues of the *Railway Modeller* in about 1959. My memory is vague. It is very rare as Miller mainly built in 7mm scale. The engine is scratch built, including the wheels and has a seven pole Reidpath motor.

A few years later, I was offered another scratch built 4mm scale *Hardwicke*, this time built by Ken Keyser and illustrated as the frontispiece of the *Model Railway News*, 1952 possibly. It is a superb model with full rivet detail but commercial wheels.

Peter Jonathan Hunt,
email

German model shunter named after Major Poyntz

WITH REGARD to the obituary for the late Major John Poyntz in issue 274, he was, as the article suggests a complete enthusiast for all aspects of railways.

For example, on one occasion the night before a planned inspection he rang me up and asked if it would put me out to collect him from Kemble station rather than Swindon main station. He told me he had heard that the station was attractive and would like to take some photographs. He duly arrived and took the pictures he was after before joining me in my car.

I then informed him I had a present for him – at which he laughed and said: "I hope this is not a bribe young man."

Actually, we were nearly the same age. I said no, but I had found him something special.

The specialist German model manufacturer Tillig Modellbahnen had produced a V36 0-6-0 diesel shunter with his name on a plate, including the British Army badge. Clearly, the



The model of a diesel carrying the name of John Poyntz. TILLIG MODELLBAHNEN

powers that be in Germany must have appreciated him as much as we did!

He said he had never had anything like this before and thanked me profusely. Talking over technical issues, we spent a good and productive day, leaving me only a small list of jobs to complete before dropping him back at the station.

He was a very decent man and an asset to all of us. I certainly will not forget him.

Thank you John for everything.

Clive Thompson,
retired permanent way manager,
Wroughton, Swindon.

Nitrogen helps kill corrosion

I WOULD like to start by thanking you for your very interesting article on the 'protective laying-up' of *Tornado* (issue 268) during the Covid-19 pandemic.

I certainly do not want to be appearing to 'teach my grandmother to suck eggs' but I thought that I had to mention the use of nitrogen to avoid any damp-type corrosion (rusting) to the inside of any non-s/s vessel while in static storage.

I have been working with reasonably high pressure steam (250-350 psi) for many years – this has been with industrial applications and sadly not steam engines. However, the issue of routine maintenance with steam boilers and condensate return tanks has always been part of the job.

Whenever we have a piece of kit that is watertight, we always try to fill the vessel with nitrogen gas to remove any chance of lingering or accumulating moisture collecting and leading to corrosion inside the vessel. This is especially important to the areas of the equipment that it is not possible to view, such as tanks and plumbing.

Nitrogen is not expensive and is very easy to purchase, store and use since it is normally handled in high pressure steel 'bottles' (like oxyacetylene sets).

Anyway, I hope you do not mind my 'sticking my nose in'.

Please thank everyone for your superb *Heritage Railway* magazine.

John Neate,
Biddulph, Staffordshire.

How will future generations fund heritage trackwork?

IAIN Harris is quite right to draw attention to the need for capital spending on heritage railways (Platform issue 272).

A normal business will set aside profits for spending by making provision for depreciation. This must come before distributing a dividend to shareholders. My understanding is that most lines can cover their day-to-day spending from fares income, but there is not enough profit to provide for renewals.

There is enough enthusiast interest to pay for steam engine repairs, but one does wonder about the longer term as the trainspotting generation passes away and the number of legacies declines. More difficult are permanent way renewals and carriage repair.

One could lay a 60ft panel of bullhead track on a plinth. It could be argued that this is sufficient for historical purposes. General renewal of bullhead track is expensive, but I would like to see the Heritage Railway Association do something about supplies of bullhead rail while it is still available. A stockpile with

Government funding would be needed.

It would be useful to know more about the availability of second-hand track components. In particular, there is a concrete sleeper called the F10 which can be used for both bullhead and flat bottom rail as it has a flat top.

My concern is that there will be a lack of cash to keep up with renewals and that services will have to be discontinued. I recall this did happen to the Northamptonshire Ironstone Railway Trust. As I understand it, this had a lot to do with the closure of the County Donegal railway in 1960. I suspect it was also an important factor with the Res a u Breton, the Midland & Great Northern and the Somerset & Dorset. No doubt the Office of Rail and Road will keep a benevolent eye on the situation.

There must be a proper system of track inspection but I doubt if there really is a need for a modern system of paperwork or computer records.

Paul Gibbons,
Alfreton, Derbyshire

Ingatestone gatehouse

THANK you for publishing the article on the Ingatestone Gatekeeper's Cottage in issue 275, which has generated interest in the project.

The Great Eastern Railway Society has asked me to correct the caption credit to the black and white photograph, which should have read "Copyright: Great Eastern Railway Society, (Windwood Collection 1604) and published here with their permission."

David Bateman, email



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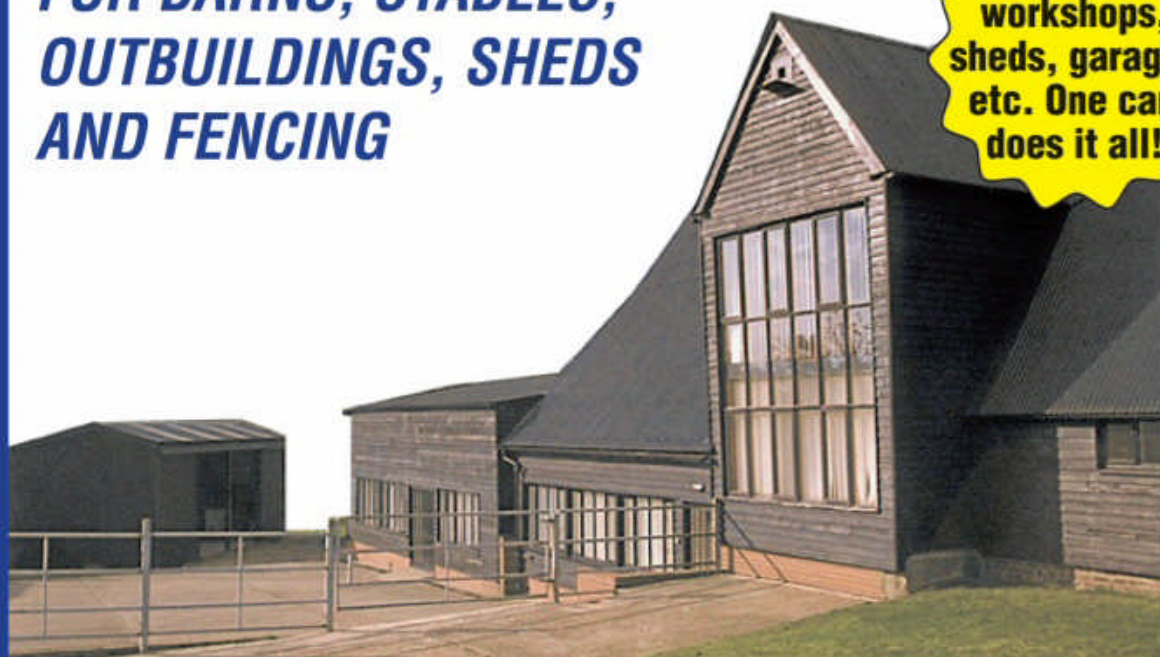
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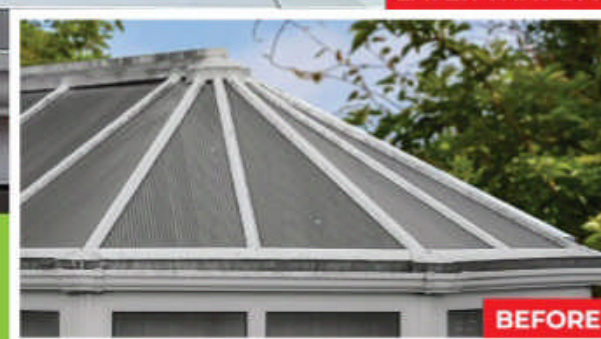
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THE STEAM ENGINES OF WARTIME EUROPE

The UK and Germany planned the construction of new steam engines during the late Thirties to haul supplies for a war that was seen as inevitable. The history of these heavy freight locomotives is explored by **Philip Horton** in his new fully-illustrated 144 page hardback *The Steam Engines of World War II in Europe*, published by Silver Link.

By the late 1930s, a second war in Europe was becoming inevitable. Preparations in both Germany and Britain included the construction of new steam locomotives. Initially both countries adapted an existing heavy freight design for their chief war engines. In Germany, this was the Deutsche Reichsbahn Gesellschaft (DRG) Class 50 2-10-0 and in Britain, the LMS Stanier 8F 2-8-0.

Large numbers of them were soon being produced for military use in Europe. Both classes were to evolve into 'Austerity' engines, built from 1942 using the minimum amount of materials and labour.

However, the war did not progress as expected by either side. Following the evacuation of the British Expeditionary Force from Dunkirk in May/June 1940, the 8Fs were not needed in Europe and were instead loaned to the 'Big Four' railway companies, numbered in the LMS 8F sequence.

Although no 8Fs went straight from Britain to Europe, several War Department (WD) engines did and were captured and used by the Nazis. These included eight LMS 'Jinty' tanks, five of which were returned to the LMS/BR after the war. The 8Fs were later reclaimed by the WD, renumbered and sent to the Middle East. In all, 258 8Fs were used by the WD during the conflict.

The German Austerities

After its defeat in the Battle of Britain in September 1940, the following June Germany instead invaded the USSR in Operation Barbarossa. A critical shortage of motive

power led to Hitler demanding 15,000 new steam locomotives within a year.

A series of 'Austerity' engines were designed accordingly.

Initially the DRG's Class 86 2-8-2T and Class 44 and Class 50 2-10-0s were selected as 'transitional war locomotives' or 'Übergangskriegslokomotiven'. Non-essential features such as pre-heaters, feed pumps and smoke deflectors were omitted, while the usual spoked leading wheels were replaced by disc ones.

The next stage comprised the even more radically-simplified 'War Steam Locomotives' or 'Kriegsdampflokotiven' (KDL). The Class 50s were further simplified to create the Class 52 Kriegsloks, classified 'KDL1'. Despite the War, this was reported in *The Railway Magazine* a year later in August 1943. The KDL1s were soon followed by the Class 42 (KDL3), a simplified version of the Class 44 2-10-0. Although 3000 engines were planned, only some 930 were built from 1943. The last of them, ordered from Floridsdorf in Vienna, were not built until 1949. These engines were to work in Austria, Bulgaria and Luxemburg.

In all, 13 classes of KDL engines were planned, although not all were built. Several narrow gauge designs were involved, including the KDL 11 0-8-0Ts built in Belgium for the German and Austrian 750mm & 760mm gauge networks. Ultimately, around 13,000 KDL engines were built, although the last were not delivered until 1949.

The locomotives were constructed in factories throughout occupied Europe, from

France in the west to Poland in the east, many using slave labour. In Germany the engines were operated as part of the DRG and were numbered consecutively with its existing locomotives.

The Allied Austerities

Anticipating the arrival of the Americans and the invasion of Europe, the first British 'Austerities' were designed and delivered from 1943. The WD chose a Hunslet 0-6-0ST design for its 'Austerity' shunter, 377 of which were built between 1943 and 1947 by a number of British manufacturers. Next came 935 WD 'Austerity' 2-8-0s, built by North British and Vulcan Foundry, simplified versions of the Stanier 8F. These were followed by 150 enlarged versions all built by NB: the WD 2-10-0s. Pending the D-Day June 6, 1944 invasion, these engines were used at home. The 0-6-0STs were used at the Longmoor Military Railway and other WD facilities along with ports, coal mines and other industries.

Like the earlier Stanier 8Fs, both 2-8-0s and 2-10-0s were initially lent to the 'Big Four' companies, although the 2-10-0s, the first to be built in numbers for home use, were at initially regarded with some suspicion.

During this period Crewe Works continued to produce Stanier 8Fs for the LMS. In addition, 388 more 8Fs were ordered by the Ministry of Supply for home use from 'Big Four' workshops. The Southern Railway also built 40 Q1 'Austerity' 0-6-0 heavy freight locomotives for its own use, while the LNER introduced Thompson's B1 4-6-0s.

The USA entered the war in December 1941 and the United States Army Transport Corps (USATC) S100 0-6-0Ts and S160 2-8-0 freight engines were soon arriving on our shores in large numbers, both classes built to the British loading gauge.

The first of the Class S100s were used and modified by the WD at Longmoor and were also used at both military and civilian facilities. The S160s went on loan to the 'Big Four' with many later concentrated on the GWR. Later arrivals of both classes were stored in South Wales.

As D-Day approached, all five classes were returned to the WD and USATC and were made ready for shipment to Europe. Once there, the first of the engines quickly entered service, some following the advancing Allied armies into Germany itself. Later arrivals were either loaned to the French SNCF, the



In March 1990, Poland was still using war locomotives on the mountainous line from Chabowka to Nowy Sącz, including No. Ty2-632 (ex-German No. 52.6027), seen being turned at Nowy Sącz on March 13, 1990, with five further Kriegsloks on shed. It was withdrawn in July 1991.

Belgian SNCB, the Dutch NS or were stored. As the war progressed and fewer engines were needed, these stores grew rapidly in size.

Meanwhile, other Allied war engines were arriving in Southern Europe, either from the Middle East, or direct from the USA. These included many S100s and S160s. Some later went to Greece and Italy and remained there to be used on their national railways. Sixteen WD 2-10-0s also went to Greece, while 15 Stanier 8Fs became Italian Railways (FS) Class 737. Many other engines remained in the Middle East.

At the end of 1959, 25 of the 348 S160s in Italy went to Greece where they joined those already working there.

Postwar distribution

In Europe only the Dutch NS retained all three classes of British war engine after 1945, while all others in North West Europe returned to the UK. Of these, 75 0-6-STs, 733 WD 2-8-0s and 25 WD 2-10-0s later worked for BR, along with 42 Stanier 8Fs which returned from the Middle East.

The last of these, BR Nos. 48773, 48774 and 48775, did not arrive until 1957. All were allocated to Polmadie shed in Glasgow, but in July 1968 Nos. 48773 and 48775 went south to Rose Grove and Lostock Hall sheds respectively. Here they worked to the end of BR steam a month later. The last 2-10-0 had been withdrawn in January 1962, while the last of 2-8-0s were not withdrawn until end of 1967.

After the war a handful of S100s remained in France, Holland and Belgium, but from December 1945 most of the stored USATC engines were distributed to countries in Eastern Europe under the auspices of the UN Relief and Rehabilitation Administration (UNRRA). These included Austria, Poland, Hungary, Czechoslovakia and Yugoslavia. Apart from Austria, all these countries were soon under the control of the USSR behind the Iron Curtain.

At the end of the war, 42 S100s which had remained in Britain for use by the WD were stored at Newbury: 12 were purchased by the Southern Railway for use in Southampton Docks, becoming BR USA Class Nos. 30061-73. At the docks they joined what became BR No. 30074 which was already there on loan. The others were selected by UNRRA for distribution in eastern Europe, mainly Yugoslavia.

Those USATC engines sent to eastern Europe found themselves in the company of thousands of German Kriegsloks. Although many had been either damaged during the war or were taken to the USSR via its Ministry of Transportation as 'war trophies', numerous examples remained in East and West Germany, Austria and elsewhere.

Once the USSR had established its Warsaw Pact group of allies, it began returning some of the engines, particularly the Kriegsloks, and so by the early 1950s the 'war engines' of both sides were forming a significant part of the motive power of Europe's state railways and industries. These included Britain's Stanier and WD 2-8-0s, along with the WD 2-10-0s and both Hunslet and S100s. Hunslet saddle tanks were widely used in industry, especially by the NCB, and were built until 1964. They also continued in use by the Ministry of Defence.

The ex-WD and USATC engines in North

West Europe were soon withdrawn, although a handful of Hunslet and S100s remained in industrial use. SNCF used both ex-DRG Class 52s and 44s, many of which had been built in France. The 52s were soon withdrawn and the 44s sold to Turkey, which had been neutral during the war and received engines from both sides: Stanier 8Fs, Class S160s and Class 52s, all of which were used into the 1980s. The WD 2-10-0s and S100s and S160s also lasted into the Eighties.

Overall, the most widespread engines were the Class 52s, which in the 1950s could be found in use in Belgium, Luxemburg, Norway and Austria plus all the countries of the Warsaw Pact, including the USSR. The S160s were also widely distributed through Eastern Europe where they could be found working alongside them.

With the exception of Austria, where they lasted into the 1970s, the railways of the West rid themselves of Kriegsloks during the 1960s, but in the East they lasted up to three decades longer. In East Germany, 200 were totally rebuilt and equipped with new welded boilers, becoming Class 52.80, while 208 Class 50s were similarly treated, becoming Class 50.35.

Both classes remained at work until the late 1980s, after which many were retained in working order until the East German Deutsche Reichsbahn was absorbed by the West German Deutsche Bundesbahn to become today's Deutsche Bahn.

In Poland the unrebuilt class could be seen working service trains into the 1990s, while a handful were still at work around Bosnian coal mines until at least 2019.

Preservation

Many preserved examples can now be found working on the heritage railways of Britain and Europe. The fact that examples of all five classes of engine built for the WD/USATC are preserved in Britain is only possible because they were retained longer by other state railways.

One notable BR engine preserved by the Stanier 8F Society is 8F No. 48773, a Severn Valley Railway resident now displayed in the Engine House Museum at Highley as The Royal Engineers Memorial Locomotive.

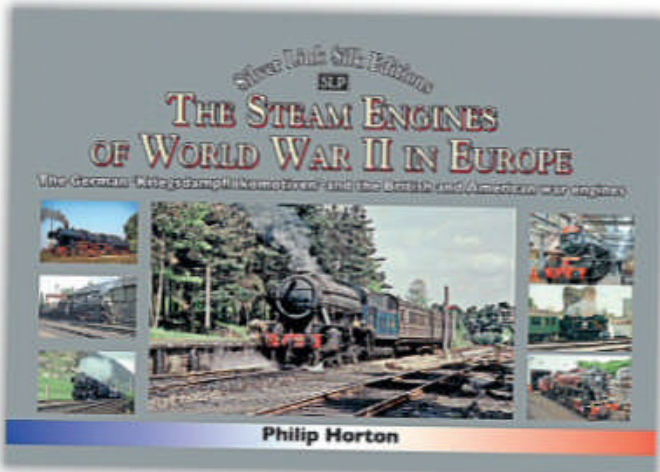
Several 8Fs ordered by the Ministry of Supply for home use are also preserved in Britain, but all of the country's WD 2-8-0s and 2-10-0s were scrapped after withdrawal. The only surviving 2-8-0, WD No. 9257, worked in The Netherlands and was then sold to Sweden where later it was retained as part of their strategic reserve. It was brought back to the UK and, after receiving a new tender, is now on the Keighley & Worth Valley Railway as BR No. 90733.

Two WD 2-10-0s stored in Greece have also returned home. No. 3652, has been restored as BR No. 90775 on the North Norfolk Railway, named the *Royal Norfolk Regiment*, while the other, WD No. 3672, is based on the North Yorkshire Moors Railway and named *Dame Vera Lynn*.

Three ex-KDL engines have also been preserved in the UK, including ex-Norwegian Railways No. 5865 (ex-DRG No. 52.5865) at Bressingham and ex-Polish Ty2.7173 (ex-DRG No. 52.7173) on the Nene Valley Railway. The latter was initially taken to the USSR, but was later returned to Poland for industrial use. It was the only Kriegslök to work on a British heritage railway but is now in Belgium.



The first USATC to be brought back to Britain, from Poland, in the mid-1970s was 2-8-0 No. 5820. Restored on the Keighley & Worth Valley Railway, it is seen making a spirited departure from Keighley on October 11, 2014. STEVE FROST



The Steam Engines of World War II In Europe, by Philip Horton is available to order for £40 from www.mortonsbooks.co.uk

Finally, the Welshpool & Llanfair's 760mm gauge ex-Austrian Salzkammergut-Lokalbahn No. 699.01, now named *Sir Drefaldwyn*, is an example of a KDL11, which were built by Franco-Belge for the German Army in 1944. In all, nine of these have been preserved.

As already mentioned most countries in North West Europe disposed of their Kriegsloks during the 1960s, before their heritage railways had become established. Eastern Europe has in effect provided a giant 'Barry scrapyard' for the heritage railways of the West.

The purchase of these engines for preservation started before the end of communism and increased substantially afterwards.

Communist countries themselves were also responsible for the preservation of many locos. While most were plinthed as static exhibits, others were returned to steam and used on special workings. The countries involved included Poland, which also established a number of museum depots, the best known of which is at Wolsztyn, Romania, Bulgaria along with the some countries of the former USSR, Yugoslavia and Czechoslovakia. Sadly, even before Covid-19, the economic situation in these countries had resulted in some of these initiatives being abandoned, yet the number of war engines preserved in Europe still remains enormous. **HR**

CONTINUING SEVEN DECADES OF EXCELLENCE

The Narrow Gauge Railway Museum at Tywyn is expanding with the acquisition of rare H C Casserley images and, Covid-19 permitting, new displays, says **Robin Jones**.

SEVERAL hundred negatives from the collection of the late renowned railway photographer Henry Cyril (H C) Casserley have been added to the award-winning Narrow Gauge Railway Museum's archive at Tywyn.

The negatives of views taken by H C Casserley and his son Richard were purchased with the help of a 'generous' donation given to the museum for this specific purpose, and are currently being digitised to ensure their ongoing preservation.

Among the highlights of the acquired negatives are images of the Isle of Man in 1933 and 1950, the 2ft 3in gauge Campbeltown & Machrihanish Light Railway in 1930, the Corris Railway in 1948, the Eastwell and Waltham Ironstone Company in 1958 and the Snowdon Mountain Railway, including some fine shots taken in 1953.

Henry, who was born in Clapham on June 12, 1903, was the son of Post Office official Edward Casserley, who built a model railway in his loft. He married Sarah Turton in 1931 and lived beside the railway near Bromley South station. His first camera was a Kodak No.2 folding Brownie with f/8 Rapid rectilinear lens acquired in 1919, the year when he began contributing articles on railway and travel subjects. He became widely known for supplying photographs to *The Railway Magazine* and enthusiast society journals. His son Richard, born in the mid-Thirties, shared his interest in photography

and became custodian of his collection.

Henry retired from his day job at the Prudential in 1964 and devoted his time to writing and photography, producing around 20 albums for railway publishers. He died on December 16, 1991.

Winner

The museum at the Tallyllyn Railway's Wharf station, as reported last issue, has been awarded the Heritage Railway Association's Interpretation Award 2021 (sponsored by *Heritage Railway* magazine) for "seven decades of excellence in showcasing the rich variety of narrow gauge railway heritage." It is currently closed because of the pandemic lockdown, which has precluded many regular volunteers from working, but has used recent grant aid to recruit two museum assistants to enable it to reopen when Government restrictions are eased.

The museum collection aims to feature as many aspects of narrow-gauge railways as possible, not just the popular large exhibits, but also documents, tickets and photographs. The assistants have busy sorting, cataloguing and digitising donated items and recent acquisitions, including the Casserley negatives.

The recent closure has encouraged more use of social media to highlight items in the collection. To supplement its Facebook page, the assistants have recently started a Twitter feed and a YouTube video channel. Together,

these provide an insight into individual items as well as regular news updates while the museum remains closed.

As with all other heritage venues, the difficulties of last year have continued into the uncertainties of 2021. When will holidaymakers be able to return to the area and the Tallyllyn Railway, which is due to celebrate the 70th anniversary of its takeover by volunteers in May, be able to restart trains? Will the volunteers on whom the museum depends be able to travel to Tywyn and work without restriction?

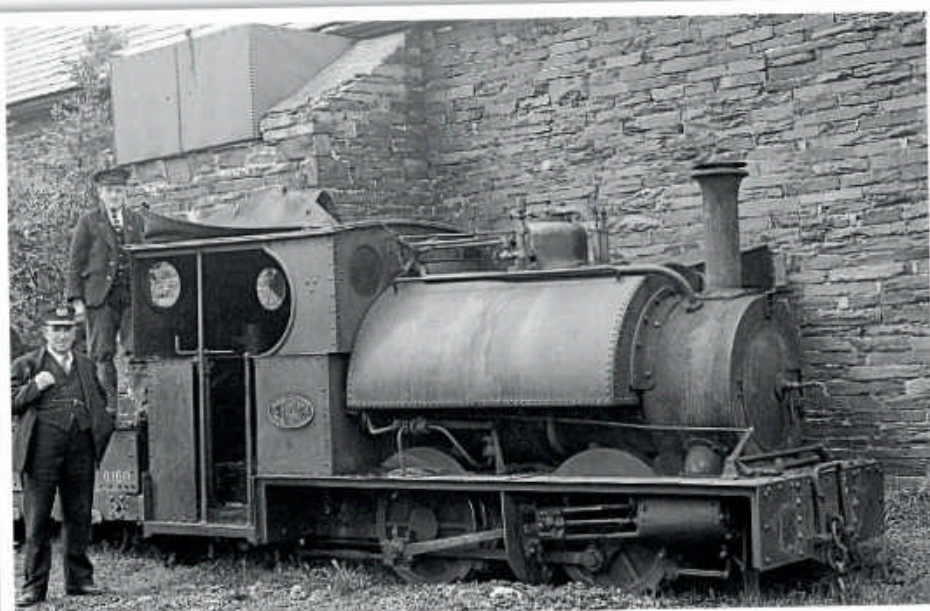
Temporary exhibitions focusing on particular topics in narrow gauge or local history have been a popular feature at the museum, and the programme is planned to continue in 2021, marking two centenaries.

The first is the centenary of the Abermule disaster of January 26, 1921, when two passenger trains – an Aberystwyth-Manchester express and a stopping service from Whitchurch – collided head-on, leaving 17 people dead. The crash arose from misunderstandings between staff which effectively over-rode the safe operation of the Electric Train Tablet system protecting the single line. A train departed carrying the wrong tablet for the section it was entering and collided with a train coming the other way.

The display will include a description of how single line operations on the Tallyllyn are controlled, a profile of guard Edward



Built by Beyer Peacock in 1887, 18in gauge 0-4-0ST *Wren* worked on the internal rail system at the Lancashire & Yorkshire Railway's Horwich Works until 1962. The strongbox on the tender was used to deliver wage packets around the works. The picture was taken on August 9, 1953. *Wren* has been displayed in the public entrance lobby at the National Railway Museum in York for many years.



Corris Railway Hughes 0-4-2ST No. 3 is seen at Machynlleth on August 23, 1948. The locomotive was stored there after the line closed that year until it was sold in 1951 to the Tallyllyn Railway, where it was named *Sir Haydn*. H C CASSERLEY



The Baronet was originally owned by the Cranford Ironstone Company, and sold to the Waltham Iron Ore Tramway in Leicestershire in 1935. It is thought to be standing out of use at the southern end of the line, which closed in 1958 and was lifted a year later. Corpet 0-6-0T No. 493 of 1888 *Cambrai*, now part of the Narrow Gauge Railway Museum collection and on loan to the Irchester Narrow Gauge Railway Museum near Wellingborough, worked on the same line. H C CASSERLEY



An Andrew Barclay 0-6-2T heads a Campbeltown and Machrihanish passenger train in Kintyre in 1930. Only three other passenger-carrying lines in the British Isles operated on 2ft 3in gauge, all of them in Wales – the Corris Railway, the short-lived Plynlimon and Hafan Tramway and the Talyllyn Railway. Opening in August 1906, the line was an immediate success, attracting 10,000 passengers in its first three weeks of operation and replacing the horse-drawn tourist charabanc traffic in Campbeltown. Like many others however, the railway fell victim to competition from motor buses and closed in May 1934.

Shone, who was among those who died, Cambrian Railways 4-4-0s which hauled the express, pictures of Abermule station over the decades, and details of the modern European Rail Traffic Management System (ERTMS) signalling that controls today's trains on the Cambrian line, its first application in Britain.

Displays

The second centenary celebrates the Talyllyn's former Corris Railway 0-4-2ST No. 4 *Edward Thomas* (Kerr, Stuart No. 4047 of 1921). The display will also include a brief history of the Kerr, Stuart company and profile a selection of other (mainly) narrow gauge locomotives built by the Stoke-on-Trent manufacturer.

Both displays will include some writings by author Tom Rolt, a pivotal figure in the volunteer takeover of the Talyllyn in 1951, by kind permission of his son Tim.

The museum is also working on an oral history project. The generation that pioneered railway preservation is now passing away, and the museum has placed importance on capturing the memories and experiences of volunteers to create a permanent record. The many restrictions in 2020 slowed down the project start-up, but with a combination of remote interviewing techniques and, it is hoped, fewer restrictions on face to face contact, it will be making up lost ground in 2021.

Visitors to the museum in 2021 will notice some changes. Most strikingly, a large glass panel by the fire exit onto Neptune Road

will open up a new view into the museum, showcasing Beyer Peacock 0-4-0ST No. 2817 of 1887 *Dot* in all its elegant glory, lit-up at night to make an eye-catching advertisement for the museum.

After being stood down for part of 2020, the volunteer working parties are busy again behind the scenes, and intend to make a real difference to the visitor experience.

A new locomotive headboard display is going up, and the small exhibit display cabinets are being reorganised so that each has either a geographic or subject focus. There will be some rearranging of smaller items to allow recent additions to the collection to be displayed.

Historic wagons are an important part of the collection, mostly on display in Wharf station yard and some are also available for use on Talyllyn photographic charter trains.

Keeping these wagons in top condition is a constant battle with the weather (and more recently with social distancing regulations). This year the museum plans to reassemble the covered wagon, No. 146, and do preventive maintenance on No. 117, the incline wagon (from the Abergynolwyn village incline), and the Corris Railway Mail Waggon.

Museum trustees look forward to welcoming many readers to the museum in 2021; up-to-date details of opening and access arrangements will be displayed at <https://narrowgauerailwaymuseum.org.uk/>  **→ All H C Casserley pictures courtesy of the Narrow Gauge Railway Museum Trust.**



Snowdon Mountain Railway 0-4-2T No. 3 *Wyddfa* is seen near Clogwyn climbing towards the summit on August 14, 1953. H C CASSERLEY



A southbound train of empty quarry wagons heading from Porth Penrhyn on the Penrhyn Railway in August 1952.

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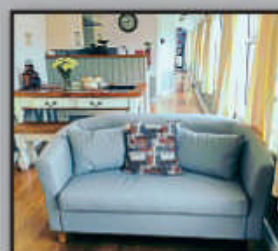
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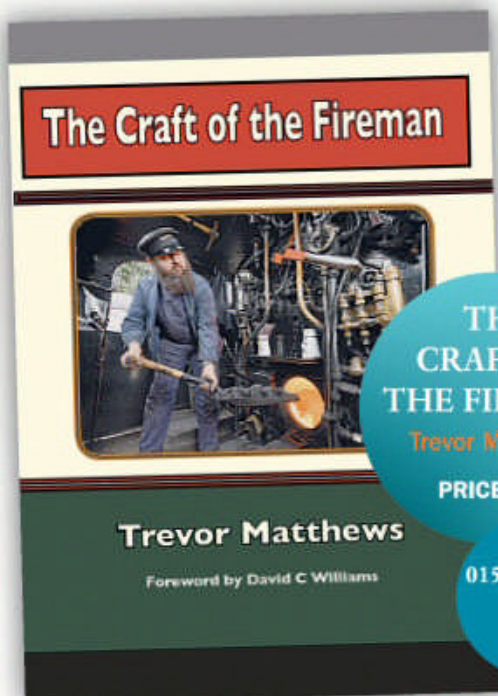
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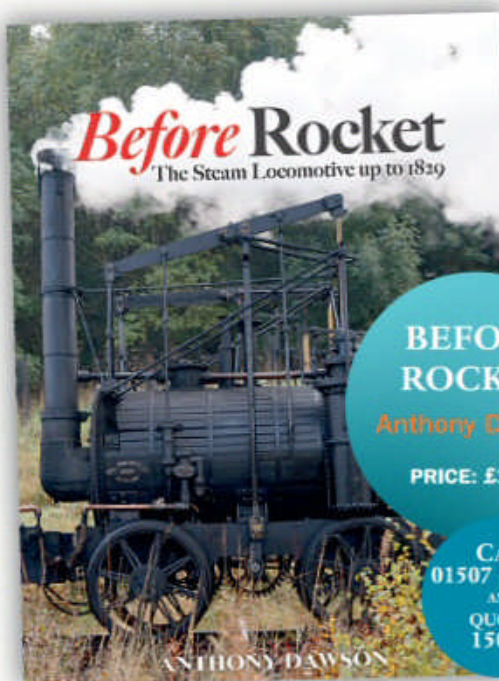


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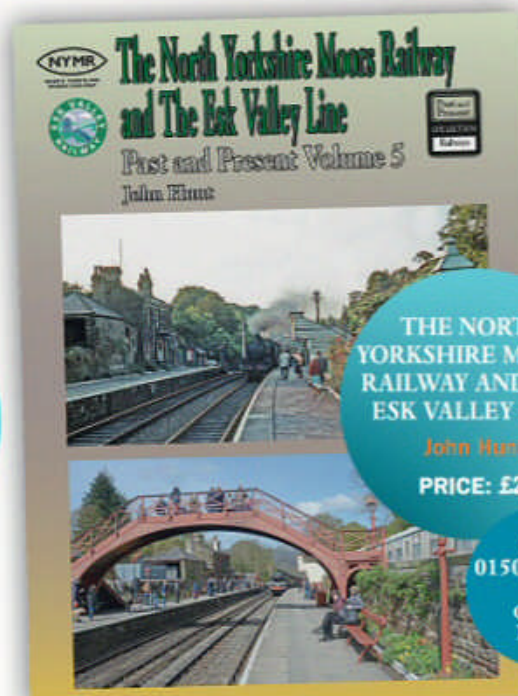


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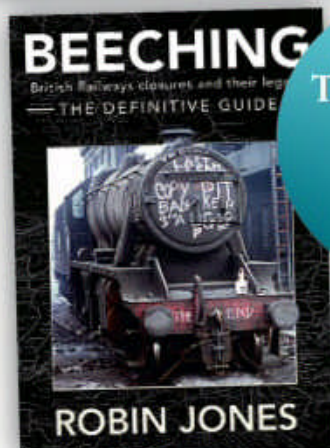


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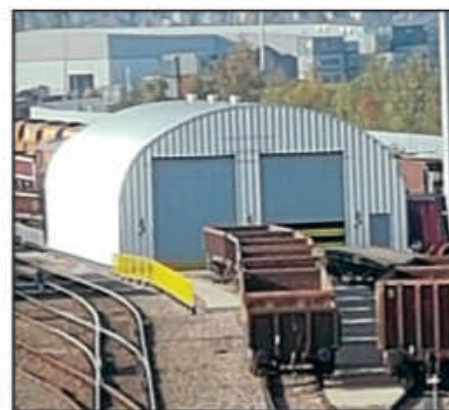


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Vol. 233 A Miscellany of Electric & Diesel Power No. 6

Continuing our theme on miscellaneous Classic Traction action, we have compiled this presentation using clips and films from all over the country. The film incorporates many Diesel & Electric classes across the UK network which were in operation during the 1960s, 70s and 80s and in some cases even earlier. The majority of this collection has not previously been seen. As before we have simply compiled this clips in no particular order and thus a few surprises will be in store as you progress through the film.

As on previous volumes we cover a myriad of locations, from Inverness & Edinburgh, all the way south to Paignton. In between we take a look at Cheltenham Race Day and action around Honeybourne Junction, nearby Gloucester and the Lickey incline are visited. The 1985 Crewe re-modelling work is covered as well as the Old Potts line oil terminal in Shrewsbury. At Weymouth we study the Channel Island Boat Train, hauled by a Crompton and see a rare shunter in operation along the Quayside. The ever popular Woodhead route gets an airing with EM1s, often-double heading. There are a few scenes on the Settle & Carlisle line and some very early film featuring the launch of the LMS 1000, the UK's first main line diesel. Something different is a section on the Sharpness Docks with Hymek action. There is film from the delightful Bourne End branch, we also visit the WCML & ECML as well as Great Eastern lines, a couple of accidents are also covered. A brief interlude features the London Underground Northern Line with 1938 stock in action. Also in the capital, we look into Kings Cross and Paddington.

In addition to the above locomotive types, we include hydraulic action with Warships, Westerns and Hymeks. English Electric classes include 37s & 40s, the latter working out of the Bayston Hill Stone Quarry, as well as at Crewe and other locations. There's a glimpse of a BTH Type and a Co-Bo. Most Brush types are seen in various liveries. Several Peaks feature and the fantastic Deltics, which operating on service trains and Charter work. EMUs & DMUs are seen working on various regions, including the Blue Pullman and Brighton Belle. The above offers you a brief scenario of what is in store in the film - there is plenty more. Authentic soundtracks & informative commentary accompany all the scenes, so we hope you will enjoy this miscellaneous tour around the UK.

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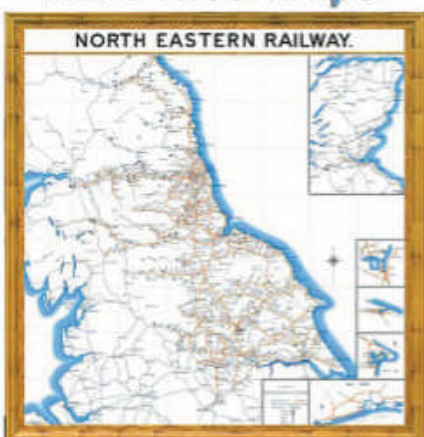
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If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email deputy editor Gareth Evans on gevans@mortons.co.uk

Keep warm with a railway fleece!

WHEN changing their vehicles, transport operators often like to describe the development as a 'fleet upgrade' – but in this instance your deputy editor says he's had a 'fleece upgrade.'

Having worn his trusty navy Ffestiniog & Welsh Highland Railways' (FfWHR) example for several years at home and to the office, he's been on the look out for a suitable replacement – preferably from the same source.

In addition to being a nod to his Welsh roots, which he's quietly proud of, the FfWHR logo, which includes the Welsh flag, complete with its red dragon has often proved to be a welcome talking point.

Particularly at a time when our railways are under immense pressure due to restrictions implemented in the name of Covid-19, raising awareness and supporting heritage railway organisations with branded clothing is something we can all do, wherever we are.

While browsing the FfWHR online shop, Gareth noticed the fleece was back in stock in his size and colour. The order was despatched promptly on the morning of Friday, December 18 and arrived at Gareth's home in Peterborough 24 hours later – and this despite the 'Christmas rush'. Top marks to courier DHL too.

→ Order yours from www.festrail.co.uk/shop/ or call 01766 516034.

Left: Gareth Evans shows off his new Ffestiniog & Welsh Highland Railways fleece



NEXT ISSUE

Issue 277 is out on February 19, 2020

HERITAGE RAILWAY



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Missing: Horncastle station

A railway station isn't normally the sort of thing that gets misplaced – whether full-size or a model. Full-size stations are sometimes closed, demolished, replaced, rebuilt or moved to another location – model ones can be either rebuilt, sold, incorporated in new layouts or binned. However, a model of Horncastle station in Lincolnshire – has, well – vanished!

The full-size station was opened to passengers on August 11, 1855. It was the terminus of a line just under eight miles in length, from Kirkstead Junction (later renamed Woodhall Junction) on the Boston to Lincoln 'Lincolnshire Loop' line, running on single track to Woodhall Spa and then to a terminus in Horncastle.

Operated by the GNR and later the LNER, passenger services were withdrawn by BR on September 13, 1954, although freight traffic lasted until April 6, 1971.

It is that 50th anniversary which the Horncastle History and Heritage Society is hoping to mark in 2021, though exactly how this significant event in the town's history can be commemorated depends on what Covid-19 containment measures permit in the year ahead.

An initial appeal for ideas led to the discovery of a photograph of a model of the station, which was once



An early photograph of the missing model, showing a scene set in the 1880s of a passenger train leaving for Boston. The granary still exists, but the station site is mostly covered by new housing and the buildings have been replaced by a tyre depot. HHHS ARCHIVES

exhibited in the erstwhile Horncastle Museum. It had been built by a solicitor in Horncastle, Mr Tweed, at a time when both the railway and the station were still at the heart of town's economy. It was complete with a model locomotive and carriages, which not surprisingly, proved popular with visitors.

The museum was located in the Trinity Centre in Horncastle and it was thought that upon closure in 2002,

the model of Horncastle station had gone to the Museum of Lincolnshire Life in Lincoln. However, checks with that venue have shown they had not accepted it.

Chairman of the Horncastle History and Heritage Society, Dr Ian Marshman, said: "The big question now is where is it? We would like to return it to Horncastle in 2021 to display in the town and perhaps offer it to the Woodhall Spa Cottage Museum, with whom we're working on anniversary commemorations.

"There is a suggestion it may have gone to a railway museum, which operated for a while at Burgh-le-Marsh until the death of its owner, when the collection seems to have been dispersed. We would really like to know where it is. We just hope it has not been broken up.

"Horncastle station has always been popular with people making railway models as the buildings and track layouts were perfect for reproducing on a small scale."

→ If you have any information about the lost model, please contact Dr Ian Marshman, Chairman of the Horncastle History and Heritage Society by email on horncastlecivic@gmail.com or telephone 07709 684104.

A friend in need is a friend indeed

By Gareth Evans

THE coach and bus sector frequently comes to the rescue of the rail industry, helping to move otherwise stranded passengers during times of disruption – but as is so often the case, there are exceptions to the rule.

The coach operating side of the road passenger transport industry has been hit particularly badly by Covid-19, with tours cancelled and private hire all but drying up – all while expensive coaches depreciate at an alarming rate whilst mothballed. In 'normal times', coach groups of course, provide invaluable business to many heritage lines – with some coach tour operators having regular slots, providing almost guaranteed revenue.

As the proverb goes, 'A friend in need is a friend indeed.' A prime example in this instance involves the Gloucestershire Warwickshire Railway (GWR) and Marchants, a 70-year-old Cheltenham-based coach, bus and holiday firm. The railway offered

storage space for some of the firm's 40 vehicles – and in exchange, Marchants returned the favour with some free 'bus back' advertising.

"When the coronavirus crisis really started to bite in March 2020, we had to take several of our vehicles off the road as business dried up," explained Craig Robb, transport manager at the friendly, family-owned operator.

"At the same time, the rent for our Cheltenham depot was doubled to a figure we simply couldn't afford. We needed to move out quickly, but the GWR – with whom we have enjoyed a long and fruitful relationship – stepped in and offered secure space on the former garden centre site at its Toddington station.

"It was a kind gesture, which has made a big difference to our business. Lockdowns and the continuing crisis has led many coach firms to go under, but the GWR is helping us through. Providing some free advertising space is the least we can do!"

The adverts, which are on four



The bus in front is a 'Manor' – or is it?! No. 7820 Dinmore Manor looks the part on the rear of a Marchants Optare Spectra double-decker. GWR

double-deckers and one coach, show a GWR train in a photograph taken by volunteer John Lewis and will be in place for the next 12 months.

Richard Johnson, GWR plc chairman said: "We have a close relationship with Marchants and they've helped us out on occasion. They're a highly respected local company that we're proud to be associated with.

"As Covid-19 has stopped us from developing the garden centre site, we were delighted to be able to help them in their hour of need."



Sold in Trains Galore in December for £1,100



A rare enamelled iron warning sign from the Weston, Clevedon & Portishead Railway, a rare early half-flanged BR totem and a Tyer's No. 9 aluminium 'A' key token from the West Somerset Railway, coming up in Glorious Trains

Our Trains Galore auction in December achieved excellent results for railwayana, including £4,930 for a group of Walker's Patent Train Describers that we found in a garage. Our Glorious Trains auction on 13 April includes these rare signs and other interesting railwayana. We are now taking in entries for ten sales in 2021, so do get in touch if you would like a visit, following government health guidance of course.

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