STEAM'S GLORIOUS APRIL 12: IS YOUR LINE RESTARTING?

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 278
March 19 – April 15, 2021

LLANGOLLEN IN CRISIS

MORTONS MEDIA GROUP LTD
PRINTED IN THE UK
£4.60
No. 278
PRINTED IN THE UK
9 771466 356178 78



LOCOMOTION NO.1 NOW IN SHILDON

Quick move after peace deal struck



TAKE STUNNING SPRING PICTURES



MOORSLINE IN HARMONY WITH NATURE

WORLD'S FIRST LOCOMOTIVE ENGINEER: 250TH ANNIVERSARY SPECIAL FEATURE

Hattons
MODEL MONEY

SELL YOUR PRE-OWNED LOCOS & ROLLING STOCK FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •

GET A FREE VALUATION ON YOUR COLLECTION

HORNBY · BACHMANN EUROPE Plc · dapol · GAUGEMASTER · PECO · HELJAN · GRAHAM FARISH by BACHMANN · KATO PRECISION RAILROAD MODELS · Lima · MAINLINE RAILWAYS · OXFORD RAIL 00 GAUGE RAILWAYS · ViTrains models



Get cash for your items in just four easy steps...



1. List
Prepare & submit a list of your items at **www.HattonsModelMoney.com** or send spreadsheets, documents or photographs via **www.HattonsModelMoney.com/upload**

2. Offer
Our expert staff will review your list and create your bespoke valuation.

3. Send
Once the offer is accepted, send your items to us.

4. Pay
Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal**.

Find out more at www.hattonsmodelmoney.com

Call us on 0151 305 1755 or email preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ

Phone opening times: Mon to Sun 9:30am - 5:30pm.



Following a watershed agreement between owner the Science Museum Group and Darlington Borough Council, *Locomotion No.1*, which hauled the debut train on the Stockton & Darlington Railway, the world's first steam-hauled passenger line, arrived at the Locomotion museum in Shildon from its long-time home at the Head of Steam museum in Darlington, 10 miles way, following an unannounced move on Sunday, March 7. Full story: Headline News, pages 9-10. NRM

EDITORIAL
Editor Robin Jones
rjones@mortons.co.uk
Deputy editor Gareth Evans
gevans@mortons.co.uk
Contributors
Geoff Courtney, Hugh Dougherty, Cedric Johns, Pete Kelly, Roger Melton, Brian Sharpe, John Titlow
Designer Tim Pipes
Production editor
Sarah Wilkinson
Publisher Tim Hartley
Editorial address
Heritage Railway magazine, Mortons Media Ltd, PO Box 99, Horncastle, Lincs LN9 6LZ
Website
www.heritagerailway.co.uk

ADVERTISING
Advertising representatives
Craig Amess 01507 529537
camess@mortons.co.uk
Fiona Leak 01507 529573
fleak@mortons.co.uk
Team leader
Tania Shaw
tshaw@Mortons.co.uk
Group advertising manager
Sue Keily
skeily@mortons.co.uk

CUSTOMER SERVICES
General Queries & Back Issues
01507 529529
Monday-Friday 8.30am-5pm
Answerphone 24H
help@classicmagazines.co.uk
www.classicmagazines.co.uk

DISTRIBUTION & PRINTING
Distribution
Marketforce (UK) Ltd, 3rd Floor, 161 Marsh Wall, London E14 9AP
0203 787 9001
Printing
William Gibbons & Sons, Wolverhampton

MORTONS MEDIA GROUP LTD
Sales and distribution manager
Carl Smith
Marketing manager
Charlotte Park
Commercial director
Nigel Hole
Publishing director
Dan Savage

ARCHIVE
Enquiries Jane Skayman
01507 529423
jskayman@mortons.co.uk

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

EDITORIAL CONTRIBUTIONS
Contributions to this magazine should be clearly typed and ideally sent by email. Photographs, which should be clearly marked with the contributor's name and address, are submitted at the owner's risk. Mortons Media Group Ltd cannot be held responsible for loss or damage, however caused. All postal submissions must include an appropriate SAE for the return of all material. Opinions expressed in this magazine are not necessarily those of the editor or his staff.

© Mortons Media Group Ltd.

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

ISSN No 1466-3560

Published
Every four weeks on a Friday.
Advertising deadline
April 1, 2021
Next issue on sale
April 16, 2021

MORTONS MEDIA GROUP LTD
Independent publishers since 1885

Just ask!
Having trouble finding a copy of this magazine?

recycle
When you have finished with this magazine please recycle it.

We must act now to save this beautiful line

THE response of supporters of the heritage sector, including our readers, to public appeals to counter the multiple challenges presented by the Covid-19 pandemic has been both magnanimous and magnificent. However, the parlous state of Llangollen Railway plc, which has just declared itself insolvent as a result of previous problems with the contract engineering side compounded by it being unable to generate income from public services during lockdown, presents a new mountain for the movement to climb.

Any reduction or loss of this stunningly-beautiful line would not only be a massive blow to the local tourist economy, as both the local MP and Welsh assembly member have rightly highlighted, but to the sector as a whole, especially in a year when the completion of the Corwen extension would almost certainly further heighten its appeal and boost visitor numbers along the Dee valley.

Fresh boards of directors are now in place both on the plc and the line's supporting trust, and they are determined to pull out all the stops to remedy the situation – and they deserve our full support, if they are to save the fruits of half a century of sheer effort to rebuild the line.

As a first step, as outlined in Headline News, pages 6-7, they have launched a public appeal to buy the coaching stock owned by the plc to save it from being sold off and taken elsewhere – and I urge everyone to get behind it.

We are told that staycations will by necessity be the order of the day this summer, and that many destinations that were hugely popular in the days before cheap overseas package holidays may well expect a marked resurgence. Llangollen Town Council has already voiced its support: other local authorities must take heed and do everything they can to rescue the railway, for their locality needs it.

Elsewhere, I am relieved that a gentlemanly agreement has finally been reached over the future of *Locomotion No.1*, and one that appears to offer much to both parties.

There are those who nonetheless have expressed their disappointment that the pioneer engine has left its permanent Darlington home, but if nothing else, the debate over the issue which has raged for the past year has had the effect of raising local public awareness and interest in railway heritage, and as a by-product, that cannot but be welcomed.

At *Heritage Railway*, we strive to bring you the widest news coverage of the sector, and at no time in our 22-year history is that role more vital than in the current climate, with circumstances changing by the day. With many readers shielding from coronavirus and not wanting to risk mixing with other people at the shops, here is the opportunity to order the next issue, either by telephoning our customer services team on 01507 529529 or online at mrtns.uk/pre-order-hr

Unlike a subscription, there is no minimum commitment: you order in advance and the copy is delivered to your door, so you don't miss out on essential news while staying safe.

Robin Jones Editor

CONTENTS

ISSUE 278
March 19, 2021 – April 15, 2021

News



Headline News 6
- 'Insolvent' Llangollen Railway heads into administration
- Glorious 12th of April as heritage lines target restart date!
- *Locomotion No.1* moved from Darlington after sharing deal reached
- Orenstein & Koppel 0-4-0WT back in steam at Butterley after 50 years
- Sentinel is first to steam beneath new Wallingford canopy



News 12
- Five steamers ready for Middleton Railway action this year
- Severn Valley Railway ends photo charters and lineside passes
- *Green Arrow* in 'surprise' Doncaster Sunday homecoming
- Cleethorpes duo add Scarborough to their rail portfolio
- First cylinder cast for new Churchward 'Night Owl' No. 4709
- 'Forgotten' Shropshire engine shed rediscovered
- Early days of railwayana sales recalled by Collectors' Corner founder
- Local MP backs £100k appeal to help secure future of KESR



Main Line News 58
- No. 71000 *Duke of Gloucester* appeals for support coach funding
- In tribute to Alan Davies, *Clan Line's* unsung hero
- No. 60103 *Flying Scotsman* set to open Steam Dreams season
- 'Staycation Express' to return this summer – with HSTs!
- No. 6201 *Princess Elizabeth* booked for six more 'Northern Belles'





CONTENTS: Former Penrhyn Quarry Railway Hunslet 2-4-0STT No. 590 of 1893 *Linda* bowed out of Ffestiniog & Welsh Highland Railways service on March 6 pending its heavy overhaul. Its last duty was a works train from Boston Lodge (pictured) to Dduallt and return. *Linda*, which arrived on the line on July 14, 1962, will undergo work on its boiler and chassis, while the tender will need new frames and a new water space. CHRIS PARRY
INSET: *Linda* heads up the line towards Dduallt with a ballast train on March 6. CHRIS PARRY
COVER: In happier times for the Llangollen Railway, WR 4-6-0s Nos. 7820 *Dinmore Manor* and 7822 *Foxcote Manor* display Cambrian Coast Line magnificence as they double-head a seven-coach rake of crimson and cream-liveried BR Mk.1 coaches on April 13, 2016. DAVE BOWLES

Regulars

Subscribe Today 30



Centre
Summertime – and the living should be steamy! GWR Saint No. 2999 *Lady of Legend* is seen at its Didcot Railway Centre home on July 26. Didcot's Steam Days are expected to resume on April 14. That weekend however, the Saint is to star in the Severn Valley Railway's gala.

Railwayana 70
Geoff Courtney's regular column.

Off the Shelf 73
Latest book and DVD releases.

Platform 88
Where your views matter most.

Next Stop 98
A lighter, quirkier look at events.

Features

Spring in focus

Photography is a superb medium of telling a story, explaining an event or describing a point in history. All of this is certainly true in the railway industry, and one photographer who currently excels in making the most of an 'alternative viewpoint' is Jack Boskett. In his own words and pictures, he guides readers through his thoughts on photography, and how to stand out from the crowd.





64

The living lineside

Gareth Evans discovers how the North Yorkshire Moors Railway is managing its lineside effectively for the railway, but also enhancing it for biodiversity and wildlife as part of its National Lottery Heritage Fund-back Yorkshire's Magnificent Railway project.



82

The Cornishman who reshaped the world

Each year the heritage sector celebrates a host of anniversaries. April 13 marks what should be the biggest of them all – 250 years since the birth of engineer Richard Trevithick, who gave the railway locomotive to the world.

Speed to the west

David Bownes, the author of several books on poster history and director of dealership Twentieth Century Posters, outlines the history of railway posters and how to collect them, including values, which range from a few pounds to over £5000 for a classic prewar design.



90

Models



Model News 76
Preserved locomotives and railcars aplenty in Bachmann's latest releases – including BR Standard 4MTs Nos. 75029 and 75014.



The not-so-gripping tale of Thompson's A2/2 78
Hornby's all-new LNER A2/2 models remind Pete Kelly of the debate which has surrounded these locos for decades, and of the P2 Steam Locomotive Company's new version of the Gresley 2-8-2s from which they were built.

SUBSCRIBE FROM JUST £42*
*THAT'S JUST **£3.23 AN ISSUE** IF YOU PAY BY DIRECT DEBIT EVERY 12 MONTHS
See page 30



Find the latest news, images and discussion online only at:

Like us facebook.com/heritagerailway

Follow us @HeritageRailMag

Connect with us heritage-railway-magazine

‘Insolvent’ Llangollen Railway heads into administration

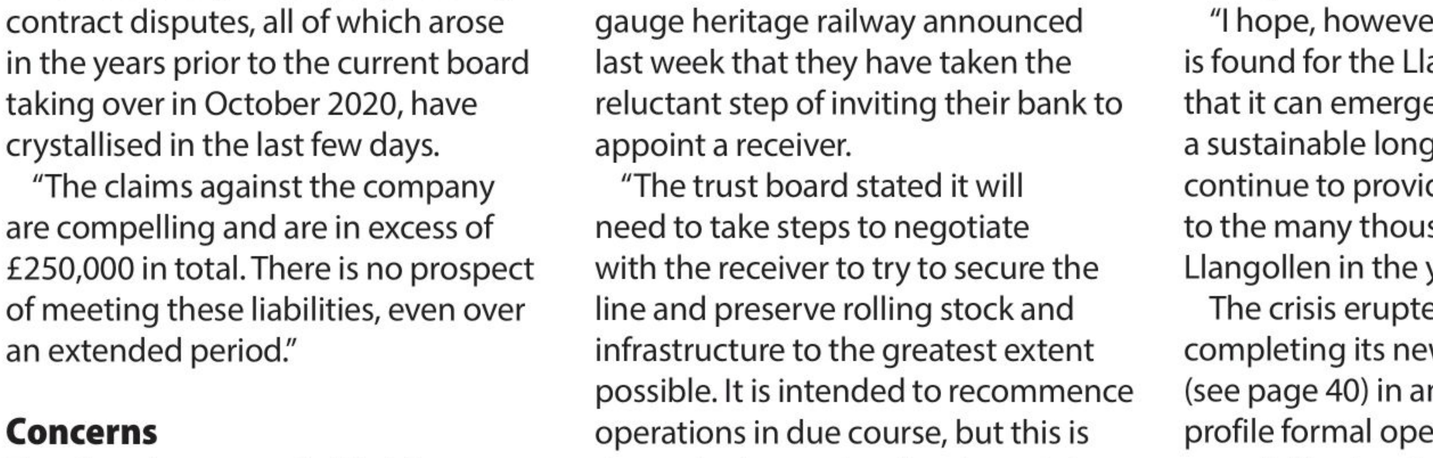
By Robin Jones

THE Welsh Government has been asked to save the Llangollen Railway from closure.

In a March 1 statement which sent shock waves through the UK heritage sector, the Llangollen Railway plc said that it was insolvent to the extent of £350,000, and could no longer legally continue to trade. Accordingly, the directors have had to take the “reluctant step” of inviting the bank to appoint a receiver/administrator.

The company’s losses were said to stem from the contract engineering side of the business, where problems predated lockdown, and had seen owners remove their locomotives from the Llangollen workshops, including the Scottish Railway Preservation Society’s LNER D49 4-4-0 No. 246 *Morayshire* (see separate story).

The plc statement said: “The company’s accounts show pre-tax losses of £330,601 in 2018, £329,175 in 2019 and £258,804 in 2020 (pre-audit).



The line’s flagship WR 4-6-0 No. 7822 *Foxcote Manor* passes Glyndyfrdwy on October 1 in what was the penultimate train to run on the Llangollen Railway the last day it operated. GEORGE JONES

A number of significant engineering contract disputes, all of which arose in the years prior to the current board taking over in October 2020, have crystallised in the last few days.

“The claims against the company are compelling and are in excess of £250,000 in total. There is no prospect of meeting these liabilities, even over an extended period.”

Concerns

Fears have been sounded that the administrator will have to offer assets owned by the plc – including rolling stock – for sale, to meet the liabilities.

On March 9, the separate Llangollen Railway Trust, which owns the lease to the line and therefore the buildings (apart from those privately owned atr Glyndyfrdy and Carrog stations) and trackside furniture, issued a statement which said that the trust directors will be considering the options over the next few days and weeks.

The trust launched the first of its own SOS initiatives to rescue the line (see separate story), stating that “the plc was not yet formally in administration but that is simply a question of timing.”

The same afternoon, North Wales Member of the Senedd (MS) Mark Isherwood raised the dire plight of the railway in the Welsh Parliament and called for a Welsh Government statement of support for it.

Mr Isherwood, who has long championed the line and worked with it over many years, said: “The directors of this wonderful Welsh standard gauge heritage railway announced last week that they have taken the reluctant step of inviting their bank to appoint a receiver.

“The trust board stated it will need to take steps to negotiate with the receiver to try to secure the line and preserve rolling stock and infrastructure to the greatest extent possible. It is intended to recommence operations in due course, but this is dependent upon legal and regulatory approvals, including licensing, all of which will clearly take time.

“The impact this will have on their staff, volunteers, customers, suppliers, locomotive owners and their organisations, and anyone else with connections to the railway, is potentially serious, as is the wider impact on the visitor economy in Llangollen and throughout the Dee Valley.

“I have therefore been asked to raise this in the Welsh Parliament and alert the First Minister, and request a Welsh Government Statement accordingly.”

In her response, the Trefnydd (leader), Rebecca Evans MS, told Mr Isherwood to write to the deputy minister for culture, sport and tourism, which he was doing as we closed for press.

Clwyd South MP Simon Baynes, also a longtime supporter of the line, said: “I am very sorry that they have had to invite their bank to appoint a receiver, but the combination of Covid and past engineering contract disputes has put an intolerable burden on the railway.

“I hope, however, that a way forward is found for the Llangollen Railway so that it can emerge from this crisis with a sustainable long term future and continue to provide great pleasure to the many thousands of visitors to Llangollen in the years to come.”

The crisis erupted as the railway was completing its new Corwen terminus (see page 40) in anticipation of a high-profile formal opening this year. The new station has been hailed as having the potential to deliver major benefits to the local tourist economy.

As reported in issue 273, new boards for both the plc and trust were appointed on October 3, following mass resignations the previous week.

Reaction

Llangollen mayor Coun Austin Cheminais said: “The potential loss of such a valued company would be tragic – a heritage railway which has been restored and run by the endeavours of so many volunteers.

“For years, the railway, as well as being a treasured tourism attraction has provided valuable employment through its engineering works and has also had a positive effect on the careers of local youngsters who have benefited from their apprenticeship scheme.

“The council itself has limited funds to be able to offer any direct assistance, but will do whatever it can to ensure prosperity of the railway in the future and wishes the new board of directors well in their endeavours.”



Despite the financial problems, progress has been made in replacing the track on the three-span Dee Bridge after essential work to replace the baulk timbers was completed (issue 276), so that the railway is ready for service. LR

SOS APPEAL TO SAVE LLANGOLLEN’S COACH FLEET

THE Llangollen Railway Trust immediately launched a dedicated fund – initial target £50,000 – to buy the plc’s rolling stock from the administrator/receiver in due course, to prevent coaches being moved elsewhere and services being unable to resume. The first goal will be the purchase of the railway’s accessible-adapted coach.

The quickest way to donate is online llangollenrailway.enthuse.com/ and click the Donate button. For taxpayers, the railway can apply for 25% Gift Aid.

You can also make a transfer to Llangollen Railway Charitable Trust: sort code: 53.81.03 account number: 23423455

Alternatively, supporters are invited to send cheques payable to Llangollen Railway Trust Ltd to The Station, Abbey Road, Llangollen LL20 8SN.

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

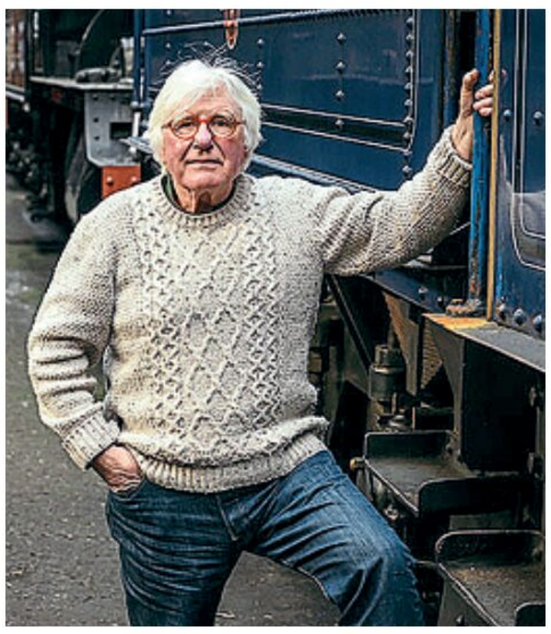
Top award for Didcot photographer Frank

DIDCOT Railway Centre's volunteer photographer Frank Dumbleton was named an 'Unsung Hero' at Tourism South East's prestigious Beautiful South Awards for Excellence, in an online ceremony.

Frank has been involved with the Great Western Society – the charity which operates the centre – since its formation in 1961.

He was recognised for his countless hours in taking photographs that contributed to the success of Didcot's image-led marketing strategy adopted last year, along with his efforts as a guide, museum steward and compiling the popular On This Day in History posts for the centre's Facebook platform, and his input into the successful online blogs that he launched on the organisation's website in 2020.

Like many other recent events, the awards ceremony switched to an online format – in his short acceptance speech, Frank (suitably attired in DJ and bow tie) thanked his fellow volunteers and the staff at the Railway Centre and said he is looking forward to helping to welcome back visitors when the centre reopens next month.



The Great Western Society's photographer Frank Dumbleton. GWS

Didcot's head of visitor experience and marketing Graham Hukins said: "We are delighted that Frank has received this accolade. It is extremely well deserved and a very welcome boost after a very difficult year.

"Frank is one of the 400 or so wonderful volunteers whose work is invaluable in running the centre. He typically puts in over 100 days on site every year and posts really informative historical snippets on our Facebook page every day."

➜ **See centre spread, pages 50-51.**



Orenstein & Koppel 0-4-0WT No. 7529 of 1914 undergoing a test run on the Golden Valley Light Railway on February 25, with ex-Ffestiniog coach No. 119. MRB

O&K loco back in steam at Butterley after 50 years

A LOCOMOTIVE has returned to steam at the Midland Railway-Butterley half a century after being imported to the UK.

Following a heavy overhaul that lasted more than 20 years, Orenstein & Koppel 0-4-0WT No. 7529 of 1914, which waited half a century to be rebuilt, is set to haul passenger trains at the venue's 2ft gauge Golden Valley Light Railway when Covid-19 restrictions allow.

Just before the outbreak of the First World War, the 50hp locomotive was supplied new to Bellefille Levau, which was developing a sand quarry at Sable et Gres de Nemours, France. It worked there until 1967 when it was bought by an enthusiast from Ripley in Surrey and was brought to England for restoration. It eventually moved to the now-defunct Cadeby Light Railway in Leicestershire, where it stayed in the ownership of another enthusiast until 1995.

It arrived at Swanwick Junction on January 28 that year and is now owned by Golden Valley members Eddie and Pat Draper.

One unusual feature is a steam-operated bell, which would have normally been fitted to locomotives that were required to operate on a roadside line. The line at Nemours did have some roadside running, but none of its other locomotives were equipped with bells.

Llangollen crisis stalls *Morayshire* overhaul dispute resolution talks

AMONG the orgnisations impacted by the situation at the Llangollen Railway (LR) is the Scottish Railway Preservation Society (SRPS).

A statement from SRPS vice-chairman Jim Verth said: "Since LNER D49 4-4-0 No. 246 *Morayshire* was moved off the Llangollen site, (February 2020), we have been trying to engage with the directors of the plc with our concerns arising from the overhaul of *Morayshire*, as part of a dispute resolution process.

"Recently, we were pleased to be able to meet with members of the new plc board. The discussions were set to continue once both sides had considered their position.

"The SRPS is disappointed to hear of the decision of the LR to invite the bank to appoint a receiver. That plainly has implications for the dispute resolution process on which we had embarked. We are considering what, if any, options we now have. This is a very sad day for such a fine railway, which many SRPS members have visited and shared good railway times.

"In the meantime, work continues on *Morayshire's* boiler to repair/replace key components before completing the hydraulic test. Our hope is that we can complete further work, and a partial reassembly, before returning the locomotive as an incomplete rolling chassis, and the tender in its dismantled state, to Bo'ness later this year.

"It will be one of the first locomotives to go into our new Steam Locomotive Engineering Facility now under construction. This work, within a wider project called Steaming Ahead, is being supported by the National Lottery Heritage Fund. Construction work on the 'shed' is due to be completed in July.

"Given the difficult financial position the SRPS is experiencing due to Covid-19, the extent to which we are able to complete the partial rebuilding of *Morayshire* will depend on the support we are able get from supporters who want the D49 back on the rails."

He urged supporters to make donations to the £100,000 D49-Back on the Rails appeal at tinyurl.com/Morayshire or send them to Alastair George SRPS grants officer 4 Baberton Mains Avenue, Edinburgh EH14 3EQ.

Hull & Barnsley coach appeal

THE Hull & Barnsley Railway Stock Fund (HBRSF) is asking for donations to aid its 1909-built six-compartment corridor lavatory brake third No. 58. As previously reported, the bogie carriage is currently under restoration at Hull College.

Fund spokesman Peter Cox said: "We will soon be at the stage where the carriage compartments will need to be rebuilt and needless to say, it doesn't come cheap.

"The good news is an anonymous benefactor has offered to match-fund pound for pound any donations raised up to £5000. This will help the HBRSF to achieve its goal of restoring this remarkable Edwardian carriage back to its former glory."

Donations can be made online at //gofund.me/5989fe66 – or post a cheque payable to the Hull & Barnsley Railway Stock Fund to: HBRSF, 6 Chequerfield Court, Pontefract, West Yorks, WF8 2TQ.

Budget funds new regular Exeter-Okehampton passenger services

CHANCELLOR of the Exchequer Rishi Sunak committed more than £40 million to reinstate passenger services between Okehampton to Exeter in his March 3 Budget.

Last year, the Government pledged to deliver on its manifesto commitment to spend £500 million to restore transport services previously lost in the 1960s Beeching cuts, including the former Southern Railway route, part of which is now the Dartmoor Railway.

The Chancellor's document states: "This Budget will also unlock more than £40 million of funding to reinstate passenger services on the Okehampton Exeter line, subject to final approval of costs and contracts. These investments will provide good quality transport links between communities, and improve employment opportunities across these areas."

Glorious April 12 as heritage lines target restart date!

By Robin Jones

SOCIAL distancing and swathes of other Covid-safe measures at the fore, heritage lines have geared up for the opening of the summer season following Prime Minister Boris Johnson's February 22 announcement of a new four-step plan to ease England's lockdown.

The plan, which began with children returning to school in March 8, could see all legal limits on social contact lifted by June 21 if strict conditions are met.

The second step sees major parts of the economy permitted to reopen from April 12, including non-essential retail, zoos, theme parks… and heritage railways. However, wider social contact rules will continue to apply in all settings – meaning no indoor mixing between different households will be allowed.

The date means that the heritage sector will miss the money-spinning Easter weekend. Despite increasingly positive national media reports about infection rates falling and vaccination levels far higher than first anticipated, the big question being asked was: will the public surge to tourist attractions once they reopen, or will there be just a cautious trickle?

The first line to announce a date for reopening was the Gloucestershire Warwickshire Railway, with April 13 – the 40th anniversary of the railway company being formed.

Trains will start and terminate at Toddington station, pre-bookable online at www.gwsr.com only.



A lockdown light engine move on the Severn Valley Railway sees Class 33 No. 33108 and Class 50s Nos. 50007 *Hercules* and 50049 *Defiance* at Highley. They are set to star in the May 13-16 Spring Diesel Bash. MATT ROBINSON/SVR

Six-coach services including five compartment carriages will run on Tuesdays, Wednesdays, Thursdays, Saturdays and Sundays, with heritage diesel days on Sundays May 25, June 23 and June 27, and Covid restrictions expected to continue until late June, depending on further Government guidance.

Galas

The day before, on April 12, the Severn Valley Railway plans to restart public services, and will hold its eagerly-awaited April 15-18 Spring Steam Up featuring star guest GWR Saint 4-6-0 No.2999 *Lady of Legend,* as we reported last issue.

The May 13-16 Spring Diesel Bash will feature four daily trains and two guests locomotives, as yet unnamed, booked to join home-based Class 33 No. 33108 and Class 40 No. 40106 on their trains.

SVR diesels committee chairman Jonathan Dunster said: "We're putting on a real feast of motive power, with an event that will feature Sulzers, English Electric and diesel hydraulics alongside the ever-popular No. 50007 *Hercules*, 50035 *Ark Royal* and 50049 *Defiance*."

April 12 will be a double special occasion for the Isle of Wight Steam Railway, as it restarts running on what is the exact 50th anniversary of its first train at Havenstreet.

The day will see a recreation of that first train being propelled to Woodhouse Crossing in 1971, when LSWR O2 0-4-4T No. W24 *Calbourne* hauled a three-coach service, with the locomotive, in its 130th birthday year, hauling the same carriages.

The Swanage Railway also plans an April 12 restart, taking bookings online at swanagerailway.co.uk from April 1, while on the day walk-up bookings will be able to be made at the Norden, Corfe Castle and Swanage ticket offices, depending on availability. Harman's Cross station and Herston Halt will remain closed until the Government lifts social distancing restrictions.

Subject to the lifting of restrictions, the railway hopes to reopen its Corfe Castle station museum, return catering facilities to Swanage and Norden stations and reintroduce its dining trains in a Covid-safe manner, from May 17.

The Romney, Hythe & Dymchurch Railway has announced April 12 as the earliest date for when services could run again.

Frequency

The North Norfolk Railway will reopen on April 12 and run until May 16 with a one-train service four times daily between Sheringham and Holt, the only two stations where passengers can board the train, with Weybourne and Kelling Heath remaining closed. From May 17 until July 23, a two-train programme will consist of three steam trains and three steam services.

Crich Tramway Village plans to reopen its outside areas from April 12-16, and thereafter Saturdays through to Thursdays, with limited trams running.

Waiting game over the borders

HERITAGE railways in Wales and Scotland were having to wait longer to see when lockdown restrictions would be lifted sufficiently to allow their services to restart.

As we closed for press, the next formal review of Welsh Government restrictions was due on March 12, but there was a growing feeling that the April 23 review might open the door.

The Talyllyn Railway is now selling tickets from May 1 onwards. It is planning to stage a private event on March 17 to commemorate the arrival of Corris Railway Nos. 3 and 4 to Tywyn 70 years ago. It is likely to be streamed online.

May 14 will mark the 70th anniversary of the first volunteer-run services on the line and therefore that of the operational heritage railway sector.

General manager Stuart Williams said some VIPs would be invited.

The Corris and Talyllyn railways have rescheduled their 100th anniversary gala events for Kerr Stuart 0-4-2ST No. 4 from May 8-9 to September 4-5.

The Corris gala weekend will see the return visit of the locomotive, named *Edward Thomas* after it moved to the Talyllyn, to its original line.

It will be the first time that it has headed passenger trains there since 1930. It will work a mixture of passenger and freight trains in company with the modern-day Corris No. 7, a 2005 recreation of the 1921 design.



Say it with flowers – if not steam! Baguley Drewry 4w No.11 *Trecwn* heads a Talyllyn Railway works train at Rhydyronen on March 6. TR

Following the event, Nos. 4 and 7 will visit the Talyllyn for a special birthday event on September 11 and 12. Both railways hope to announce further dates when No.4 will run before September 17, when its is due to be taken out of traffic for statutory boiler work.

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



LSWR O2 0-4-4T No. W24 *Calbourne* at Havenstreet with the first Isle of Wight Steam Railway public train on April 12, 1971. The locomotive and the same three coaches are scheduled to recreate that train 50 years to the day. IOWSR

The Avon Valley Railway aims to recommence on April 14 and run trains most weekends (diesel-hauled on Saturdays and steam on Sundays) until September, with additional Wednesdays during school half term and summer holidays. Its Bitton station cafe has already reopened, but only for takeaways.

Several lines will restart on April 17, including the Great Central Railway, from when its cafes will reopen for takeaway and patio service on running days, with on-train dining and inside cafes maybe returning in May. The first service will run south and back from Quorn & Woodhouse, using previous Tier 3-based system.

A First Hurrah of the season gala event is earmarked for June 4-6, replacing the similar cancelled events in January and November. Also being planned are a September 3-5 diesel bash and the September 30-October 3 autumn steam gala, plus the line's usual events, including the wartime weekend, beer festival, bonfire night, Santa specials and Winter Wonderlights, diesel running days, swapmeets, and fish and chip trains. Full details will be posted at www.gcrailway.co.uk

The South Devon Railway will offer free admission (donations invited) to Buckfastleigh station for the week commencing April 12, and then on every Tuesday, Thursday, Saturday and Sunday until May 16 - and will start running trains the following day, while the Dartmouth Steam Railway aims to relaunch its services on April 13.

Didcot Railway Centre will restart its Open Air Steam Days at weekends and Wednesdays from April 14, with rides on its standard gauge demonstration line.

The Keighley & Worth Valley and Dean Forest railways are also aiming for April 17, and the Leighton Buzzard Railway the following day.

The North Yorkshire Moors Railway, which has filming contracts in April, is planning to restart services mid-May.

Crossing

As reported last issue, although the West Somerset Railway must wait until Somerset County Council's £1 million replacement of Minehead's Seaward Way level crossing is completed before trains can run in and out of the resort.

The section from Bishops Lydeard to Williton will reopen on May 22, with some trains running on to Watchet. Services will later be extended to Dunster with a bus link to Minehead, which, it is hoped, will be reached by trains by July after the crossing reopens.

Work that has taken place over the past year means that from the point of view of infrastructure, locomotives and coaches, and staff training and updated safety systems, the line is othwerwise ready to run. However, to achieve social distancing on board and avoid crowding on platforms, services will operate – at least for the start of the year – as "excursion trains" - for which passengers must pre-book.

A 'late spring' return of standard travel was announced by the Mid-Hants Railway. Events are due to be held on April 30-May 3 for its spring steam gala; May 22-23 for its Vintage Vehicles Display; June 12-13 for War On The Line; and Days Out With Thomas on May 29-June 6 and August 7-15.

May 1 is the restart date for the East Lancashire Railway, with both steam and diesel trains working full timetables every weekend, and also for the Churnet Valley Railway

The Spa Valley Railway is to resume services on May 22, followed by a series of events. These include steam and diesel on May 30-31; a steam weekend July 17-18; a summer diesel gala on August 6-8; Gin and Steam on August 14-15 and a beer and cider festival on October 22-24.

Battle of Britain Pacific No. 34053 *Sir Keith Park* is due to operate during July 17-18, and be the centrepiece of steaming days on August 28-30, and September 12-13 and 19-20.

The Somerset & Dorset Railway Heritage Trust at Midsomer Norton has a May 22 start date for passenger journeys, while the Middleton Railway will reopen the day afterwards (see separate story, News, page 12).

The Foxfield Railway is due to reopen on July 1, offering rides in both its Knotty heritage steam train compartment carriages and its Class 142 'Pacer' DMU.

Rally

The Evesham Vale Light Railway is to reopen on April 12, running daily until April 18, then every weekend. It has scheduled its summer gala and historic vehicle weekend for July 10-11. Classic road vehicles and miniature traction engines will complement the intensive service on the railway. It was hoped to hire a visiting engine for the event.

➜ **Restart dates were being announced by more heritage lines as we closed for press on March 10, and would-be visitors are advised to check with their chosen venue for the latest information on running dates, as well as all social distancing requirements,**

Sentinel is first to steam beneath new canopy

WITH the Cholsey & Wallingford Railway planning to reopen to the public from May 30, GWR Sentinel 4wVBTG No. 6515 of 1926 was given a test firing on March 6 prior to its boiler inspection.

The opportunity was taken to pose the 1926-built locomotive under the recently-completed Brunel broad gauge canopy from Maidenhead station to provide the first steam beneath it.

It was posed alongside the nearly-finished platform extension with Edwardian lighting and GWR benches, all designed to vastly improve the appearance of Wallingford station for visitors.

Delivered new to the GWR, the Sentinel, similar to the LNER Y1 class, was given the number 12. Trialled for three months, it was based at Swindon for use on the Malmesbury branch.

It then worked the Brentford goods yard before returning to the Sentinel works.

After a period on the LMS, it was sold to Thomas E Gray & Co Ltd in Burton Latimer, Northamptonshire, where it worked successfully until 1958 and carried the number 2 and was named *Isebrook*.

The restored canopy recently featured in a Michael Portillo article in the Daily Telegraph, describing the seven 'must visit' heritage railways once lockdown is lifted.

When the heritage line reopens, the Sentinel, which was previously based by its private owner at the Buckinghamshire Railweay Centre, will be in use on some running days.

Later in the year it is hoped to run a gala with a short freight train and at least two Sentinel lorries to recreate a 1930s working railway scenario.



Wallingford steaming again! Sentinel No. 6515 of 1926 is back in action on the GWR as it runs beneath the newly-erected Maidenhead canopy at Wallingford station. DR TONY STEAD

Locomotion No.1 moved from Darlington after sharing deal struck

By Robin Jones

FOLLOWING a heated and acrimonious nationwide public debate lasting more than a year, *Locomotion No.1* – the pioneer engine which launched the Stockton & Darlington Railway (SDR) in 1825 – was taken from Darlington to the Locomotion museum in Shildon in an unannounced move on March 7.

The removal was carried out amid tight security two days after the Science Museum Group (SMG), which includes the National Railway Museum, announced it had reached a landmark agreement with Darlington Borough Council (DBC) over the future of the iconic locomotive.

Conservators watched as a metal carraige was built around *No.1* before being craned out of the Head of Steam museum, its home since 1975, and lifted on to a waiting low-loader outside.

Its tender joined it an hour later for the 20mph move by road.

Loans

Under the agreement announced on March 5, *No. 1* will return to the Head of Steam for six months in the first half of 2025 – the bicentenary year for the SDR, the world's first steam-powered public railway, when major celebrations will take place.

The deal also facilitates two further loans of *No.1* to Darlington, totalling 12 months between 2026 and 2030.

It has also been agreed that both DBC and SMG will actively seek opportunities for *No.1* to go on loan to DBC beyond 2030 for up to two periods of 12 months, or one period of 24 months, in each five-year period.

Signalling the determination of both organisations to work together for the best possible outcome for the region, SMG will renew 28 other current loans to the Head of Steam from the National Collection.

These include the SDR 0-6-0 No. 25 of 1845 *Derwent* (the oldest surviving locomotive built in Darlington), NER Tennant 2-4-0 No. 1463 of 1885, NER Raven T3 0-8-0 No. 901 of 1919, and smaller items which illustrate the rich railway history of the town.

Locomotion head Dr Sarah Price said: "*Locomotion No. 1* made the nine-mile journey to Shildon following several weeks of detailed planning and preparation.

"Our priority throughout with an object of this age and importance has not been speed, but to protect the locomotive and to work safely.

"Our brilliant team of conservators have worked closely with colleagues at Head of Steam and our move contractor, RSS, to manage the move.

"In the coming days we will begin asbestos remediation and conservation work as part of preparing the engine for public display and for a detailed, forensic investigation that will reveal so much more about the fascinating history of *Locomotion No.1*."

The move followed a Memorandum of Understanding agreed by SMG (owner of *No.1*) and DBC covering the period until 2030.

Both Locomotion and Head of Steam have ambitious plans to redevelop and grow their museums over the next five years.

At Locomotion, a £4.5 million new collections building will house about 40 vehicles from the National Collection.

Recent developments at Locomotion have seen the rejuvenation of its historic structures – a collection of unique Grade II-listed buildings, including the home of Timothy Hackworth (the first SDR locomotive superintendent), and workers' cottages and Soho Shed, the earliest surviving industrial building in Shildon and arguably the oldest goods handling rail building in the world.

Working with Tees Valley Combined Authority, DBC plans to create a major new £25 million free-to-enter museum around the North Road station site. Opening in 2024, it will be a central part of the SDR bicentenary celebrations.

Unique

No. 1 will be part of that celebration at the Head of Steam. The development will combine multiple listed buildings into a unique visitor experience, including major exhibition and interpretation space, a café, archive, study area, and function spaces.

Also on the site will be the purpose-built facility for the creation and maintenance of steam locomotives by The A1 Steam Locomotive Trust with public viewing facilities, and the 1861 Building, a facility for the repair, maintenance, storage and display of locomotives and associated rail artefacts.

The 1861 Building will be occupied and operated by the North Eastern Locomotive Preservation Group (NELPG) and Darlington Railway Preservation Society (DRPS).

NRM director Judith McNicol said: "*Locomotion No.1* is an extraordinarily important object to both Shildon and Darlington.

"It has spent most of the last 163 years in Darlington – a town rightly



Driven by George Stephenson, *Locomotion No.1* hauls a train of chaldron wagons crowded with passengers, and a horse-drawn carriage and spectators race alongside, in Terence Cuneo's classic 1949 painting, The Opening of the Stockton & Darlington Railway, 1825. NRM

MP: New agreement is an opportunity to boost visitor numbers

DARLINGTON'S Conservative MP Peter Gibson said: "***Locomotion No.1*** is an essential part of our town's identity, cast in steel on the pillars that hold our railway bridges up, carved in stone on memorials to our fallen, cast in bronze on the weathervane atop our market hall clock tower, and embroidered onto the strips of our footballers. We are and always will be the historic home of ***Locomotion No.1***.

"Just as it has travelled to exhibitions around the world in times past to tell our great railway story that began here, so too it now moves a short distance to Shildon, only to return in the future as part of exhibitions at our original museum.

"I understand some will feel disappointed but our place in railway history can never be erased.

"The agreement now reached by our council and the National Railway Museum represents an opportunity to work together to bring more visitors to our museums, work for the benefit of our local economy in the run up to 2025, and embrace the next chapter in our railways story as we welcome £105 million of investment in Bank Top station and £25 million in our rejuvenated rail heritage quarter."

Darlington Borough Council leader Heather Scott said: "I am extremely sorry that ***Locomotion No.1*** has left Head of Steam so soon, but the work that needs to be carried out on it was part of the agreement made and we would have to make arrangements to remove it when we start the work on the building in preparation for 2025 celebrations.

"I have been grateful to all those who have shown their support for our campaign to Keep The Loco In Darlo (more than 7000 people had signed the campaign petition).

"Now we look to the future, to working with NRM, Locomotion and other partners across the region and the rail heritage world, to celebrate together the ingenuity and significance of the Stockton & Darlington Railway as we approach the bicentenary in 2025."

Right: A hand-coloured early 20th century postcard of *Locomotion No.1* on long-term display inside Darlington Bank Top station. ROBIN JONES COLLECTION

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



Covered by a protective sheeting, *Locomotion No.1* is lowered on to a waiting low-loader outside the Head of Steam Museum on March 7. NRM

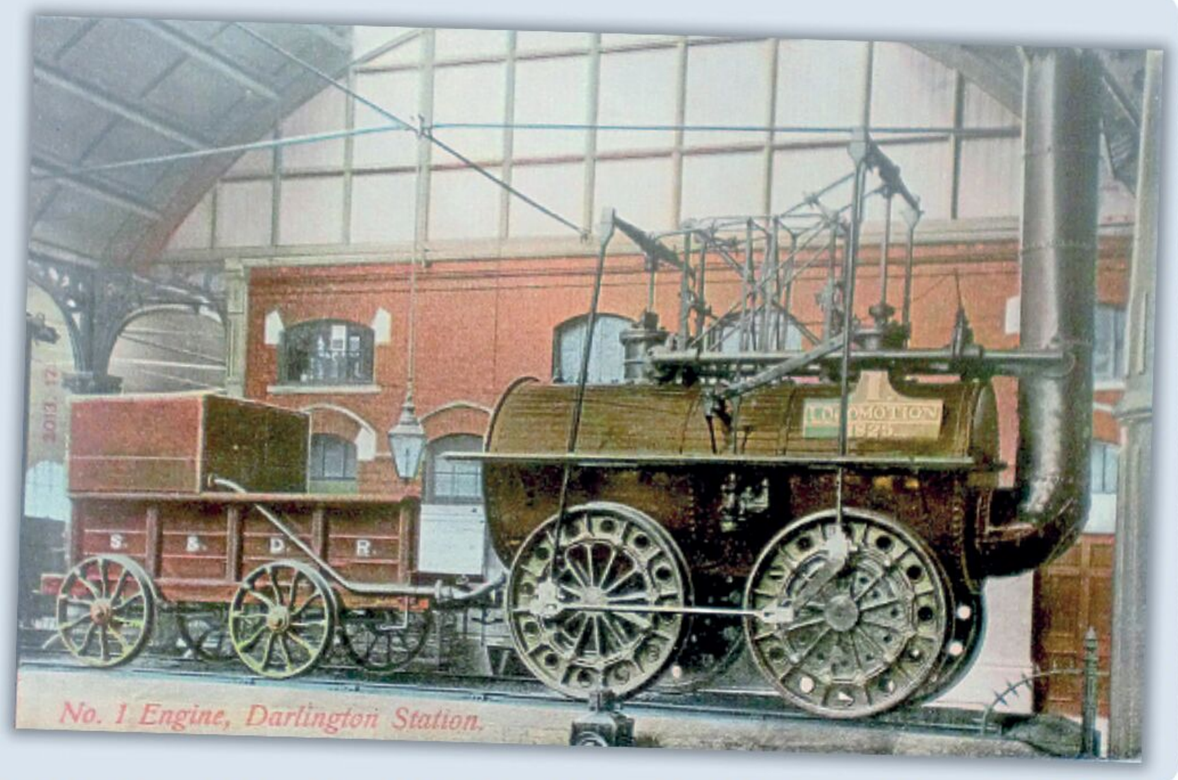


***Locomotion No.1* is seen being moved inside the Locomotion museum at Shildon on March 7 after its nine-mile journey from Darlington.** NRM

proud of its key role in the birth of the railways, and at Shildon it will be displayed just a few hundred yards from the spot where, in September 1825, it began one of the most important journeys in human history – the first steam-powered public passenger train journey in the world.

"*Locomotion No.1* has made an indelible mark on the history of the modern world and is an engineering marvel that the whole of the North East and this country can celebrate."

Shildon councillor Samantha Townsend said: "As we head towards the deeply-significant railway anniversaries of 2025, we want the whole of the UK and the world to turn their attention towards the North East where not only *Locomotion No.1*, but also the world's railway history, was forged. To do that, we need to work together: Locomotion, Head of Steam, and the many other towns, organisations, and enthusiasts of all ages along the 26 miles of the SDR."



Council buys pizza takeaway at centre of world railway history

By Robin Jones

DARLINGTON Borough Council has approved the purchase of a vacant pizza takeaway in the town because of its role in the birth of the world's first public steam railway.

The shop and upper storey rooms in Northgate were once part of the Quaker mill owner Edward Pease's home where, on April 19, 1821, he met Tyneside colliery engineer George Stephenson, maybe for the first time, when discussing the idea of a railway linking Stockton and Darlington.

Pease had originally considered horse traction for the proposed line, but Stephenson convinced him that a steam locomotive could do the job far better.

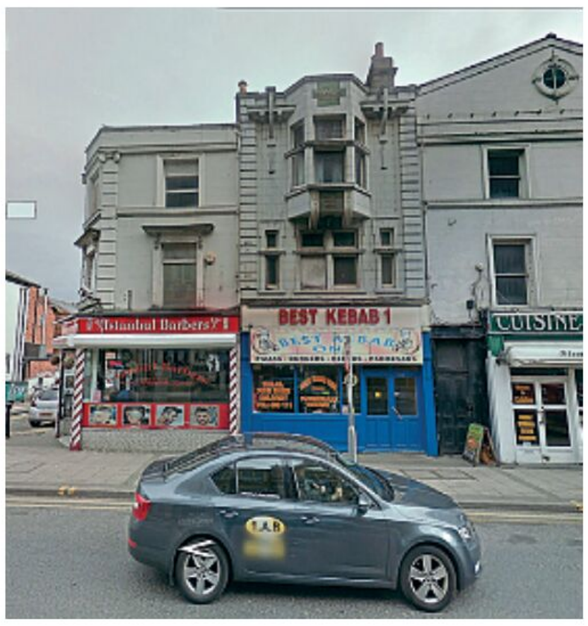
Not only did the talks change the fortunes of the town, but they led to the reshaping of the world through transport technology.

Experts from the local authority found that regardless of the property's very modern-day frontage, its first floor and upwards was in a good condition externally.

It will now form part of a railway heritage trail in the North Road area, being created in time for the bicentenary of the Stockton & Darlington Railway, taking place in 2025.

The council's resources portfolio holder, Coun Charles Johnson, said that Government funding had also been used to buy a terraced house near Morrisons supermarket in North Road, believed to be one of the world's first railway workers' cottages, and which will also feature on the trail.

As previously reported, the Friends of the Stockton and Darlington Railway were awarded £35,000 from the Government's Culture Recovery Fund to help preserve the trackbed of the historic railway.



The pizza takeaway in Northgate, Darlington, where world railway history was made in 1819. GOOGLE STREET VIEW

Meanwhile, Darlington residents and businesses were invited to take part in a consultation exercise to shape the future of the Head of Steam as a world-class visitor attraction.

It is planned to develop the North Road museum, as well as surrounding listed heritage structures, including the goods shed, carriage works and the 1861 building in time for the Stockton & Darlington Railway 200th anniversary in 2025.

The consultation ran until March 12. The plans will be considered by the project's designers as they draw up the final blueprint, which will be submitted to the borough council as the local planning authority for consideration in July.

Official: *Hengist* is now Made In Sheffield

NEW BR Clan Pacific No. 72010 *Hengist* is now officially a thoroughbred Sheffield product.

The Standard Steam Locomotive Company Limited (SSLC) project has been awarded the use of the world-famous Made In Sheffield mark, becoming the latest in a long line of high-quality engineering projects to be developed and built in the city.

Despite the ongoing impact of Covid-19, work on building the 1000th BR Standard steam locomotive has continued to take place at CTL Seal's factory in Ecclesfield, Sheffield – the only city in the UK whose name is protected thanks to its global reputation for quality in engineering and manufacturing.

Project chairman Allan Jones said: "We're delighted to be recognised by Made In Sheffield. We're proud to be part of the city of Sheffield's world-renowned history of engineering and manufacturing, and receiving permission to officially use the Made In Sheffield brand is a major endorsement of the work that we have done since the project moved to the city in 2017. We're looking forward to continuing to forge strong links with the local community in the months and years ahead."

➜ To become a member of the project or donate to its appeals, visit www.theclanproject.org

Five steamers ready for Middleton Railway action

By Gareth Evans

THE Middleton Railway (MR) in Leeds is on course to have five steam locomotives available for traffic in 2021 – one of which is to return after a 46-year absence, while another has not operated public trains in more than 20 years.

A milestone was reached on February 13 when a test steaming took place with Hawthorn Leslie 0-4-ST No. 3860 of 1935 *Swanscombe No. 6*. Withdrawn after four years of MR service in 1975, the locomotive was laid up in need of extensive repairs until the early years of the new millennium, when work began on its rebuild.

"It's fair to say it had a hard life," MR vice president Ian Smith said. "There was some loosening of the cylinders at the front and the frames had been bent at the back. The boiler also required extensive repairs, including a new smokebox."

The Associated Portland Cement Manufacturers of Swanscombe, Kent locomotive will re-enter service in its former operator's lined-out light green livery with No. 6 on the tank.

Also returning to action is the MR's Sentinel 0-4-0VBGT, which last operated more than 20 years ago. Built new for the LNER in 1933, it will return in its BR guise as No. 68153 with small crest.

"It's almost ready," said Ian. "It needs setting up. Sentinels are different – if you don't set the valves correctly, it won't go anywhere. That's still being worked on.

"With a Sentinel being unlike any other locomotives, additional training is required for crews. It will be running before long, however."

Certification

Another locomotive which could also be available is NER H 0-4-0T No. 1310. The boiler certificate is due to expire this year, but because it was not used in 2020, the railway is seeking an extension – which it is hoped will be granted upon passing a hydraulic test.

As we closed for press, Hunslet 0-6-0ST No. 2387 of 1943 *Brookes No. 1* was awaiting its annual boiler inspection. It is hoped the former Brookes Chemical Co, Halifax locomotive will be available for traffic this year.

Expected to be operating its last season, however, is Manning Wardle 0-6-0ST No. 1601 of 1903 *Matthew Murray*, the boiler certificate being due to expire in October.

The boiler ticket of Hudswell Clarke 0-6-0ST No. 1544 of 1924 *Slough Estates No. 3 will* run out in early April.

Progress continues to be made with the major overhaul of Manning Wardle 0-6-0ST No. 1210 of 1890 *Sir Berkeley*. Owned by Vintage Carriages Trust, much work has been done to the chassis. The overhaul has been assisted by members of the line's thriving youth group.

A four-wheeled pipe wagon recently purchased from the Llangollen Railway has been converted to a flat and has replaced two life-expired wagons. Painted in Oxford blue, it has been named *Dorothy* in honour of the mother of an MR member.

The line's 1923 built LMS 20-ton brake van is approaching completion of its restoration with the final coats of paint being applied. Mystery surrounds the vehicle's true identity, however.

"Officially it's No. 158760, but when it came to us – and we have the photographs – it didn't have the builder's plates," said Ian. "When we acquired it from Stourton wagon shops, inside the brake van were the numbers 158760, which was painted on and 158786, which was stencilled on. The question is, which one is it?

"Why it would have two numbers and why it was minus the builder's plates remains a mystery. Can any reader shed any light on it please?"

With a varied line-up of motive power and rolling stock on offer, asked whether the line would welcome photographic charters, Ian replied: "Organisers have only got to ask us."

The next vehicle to enter the workshop will be PMVY (Parcels & Miscellaneous Van) No. 2223, which was acquired from the East Lancashire Railway in August 2020. It is to be converted to become the line's fourth passenger carriage, providing greater operational flexibility.

"The idea is that we will then have two vehicles on the passenger train at all times, but we can then strengthen to three for certain situations," explained Ian. "The fourth coach will allow us to have one undergoing maintenance or overhaul at all times."

Enhancements

Over the winter, a mezzanine floor has been installed inside the railway's engine house display hall. Some fitting out remains to be completed, along with the lift and stairs from the engine house. It will be used initially as exhibition space.

"The longer-term plan is for it to be used to tell the story of Murray and Blenkinsop and the start of locomotive building industry," said Ian. "We are hoping to obtain grant aid to fund the displays. The project has been undertaken by a group of people led by our civil engineer, Mark Calvert."

It is hoped to reopen the railway on May 23.

Ian said: "We'll be running steam on Sundays and Bank Holiday Mondays 10.30am-3.30pm. We're planning to run a diesel service on Wednesday, June 2, which is half term, which will continue until the end of June. We'll then assess the situation, subject to Government restrictions. We hope to be able to run Saturdays by then too."

A new book authored by Ian about the history of the Middleton Railway Trust is expected to be launched at the spring bank holiday.

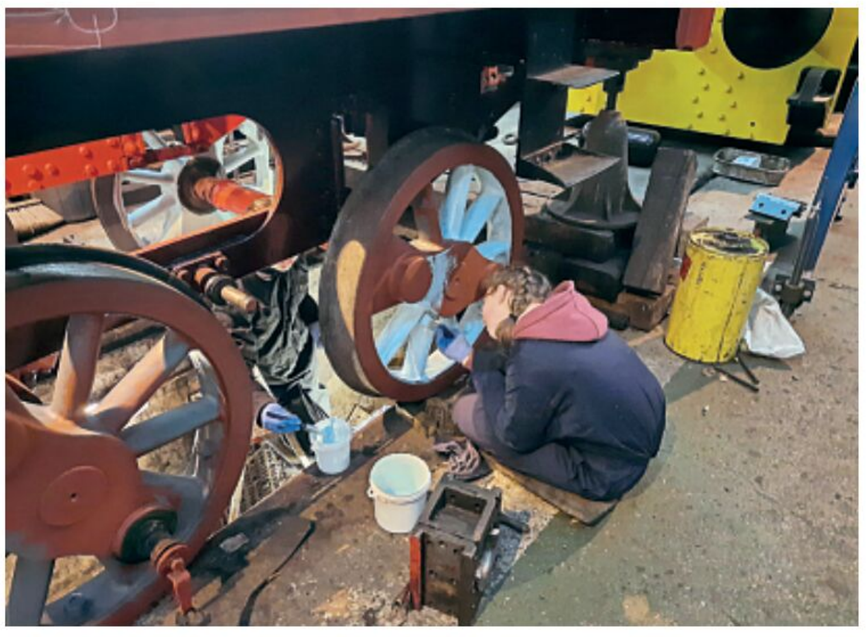
➜ **An 11-page feature about the MR in 1958-70 is in the March issue of *Steam Days* magazine, available from www.classicmagazines.co.uk/issue/SD or telephone 01507 529529.**



Left: *Swanscombe No. 6* is seen undergoing its test steaming on February 13. SAM BURLEIGH/MR



Left below: The line's Sentinel 0-4-0VBGT is to be back in action this year as BR No. 68153. IAN SMITH/MR



Below: The Middleton Railway youth group has been assisting with the overhaul of *Sir Berkeley*. Sisters Ellen, 19 and Ailsa Sayles, 13, are seen painting the wheels on December 22. JOHN LINKINS/MR

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



No. 34019 *Bideford* heads a Down Bournemouth express near Brockenhurst in the New Forest on June 28, 1957. A nameplate from the Pacific is to go on public display after being bought at auction by Bideford Railway Heritage Centre. RC RILEY/ TRANSPORT LIBRARY **Inset: The three original plates purchased by the heritage centre following a public appeal.** BRHC

Bideford nameplate comes home at last!

By Robin Jones

BIDEFORD Railway Heritage Centre has bought a set of nameplates from Bulleid West Country light Pacific No. 34019 for public display in the North Devon town after which it was named.

Centre curator Clive Fairchild said that Bideford was one of the few West Country towns that did not have its West Country nameplate and it had been the intention of the centre for many years to find one, to complete a missing part of the town's heritage.

On many past occasions, nameplates had been seen at auction, but the centre did not have the funds to bid.

However, this year its funds had improved considerably and a substantial grant was available from local charity Bideford Bridge Trust.

The public and members also contributed to appeals and the nameplates were bought for £40,000.

Built in 1945 at Brighton Works as Southern Railway No. 21c119, it worked across the whole of the SR system from Ramsgate to Padstow, on the 'Golden Arrow', the 'Atlantic Coast Express', on branch passenger services and on freight trains, and was a pioneer of oil firing.

Tender

It was withdrawn from service at Nine Elms shed in March 1967 and was cut up at Cashmore's in Newport the following September. However, its tender survived, having been exchanged with that of No. 34023 in May 1967. The tender frames are running with No. 21C123 *Blackmore Vale* and the tender body was with No. 34070 *Manston* until a few years ago.

The locomotive was unusual in that four nameplates were cast for it during its life, but there were only two crests. The purchase consists of an original nameplate and scroll, together with a replica crest – and as a bonus, the smokebox numberplate was included too.

Clive said that he has been in contact with the owners of the two complete original sets, both including an original crest, and said that they are in good hands for the future.

➜ A booklet that contains more information about No. 34019 can be bought www.bidefordrailway.co.uk for £5.

Early railways conference to go online in June

BOOKINGS are now being invited for delegates to participate in the seventh International Virtual Early Railways Conference to be held on June 10-13.

The conference is sponsored by the National Railway Museum (NRM), the Institution of Civil Engineers, the Newcomen Society, Railway & Canal Historical Society and the Stephenson Locomotive Society.

The host will be Firefly Audio Visual Solutions Ltd of Hunslet in Leeds, on behalf of the NRM, using its Airmeet seminar facility.

Amongst the many papers to be presented will be: the discovery of a copy of the judges' report of the Rainhill Trials; the opening of the Bodmin & Wadebridge Railway 1834; Kilsby Tunnel – new light on an engineering wonder of the early railway world; a Shropshire Railway in South Wales: The Gnoll Waggonway of Sir Humphrey Mackworth; and Community and Curzon Street: delivering heritage resources within the HS2 research framework. The keynote speech will be given by NRM assistant director Andrew McLean.

➜ The cost of participating will be £50 per delegate and £25 per delegate for students in full-time courses. To book, visit rchs.org.uk/early-railways-conference-combined

SUBSCRIBE TODAY!
GREAT RATES
SEE PAGE 30

The 13.20 from Paignton Queens Park will be calling at Goodrington Sands, Churston and Mars….



Above: The Dartmouth Steam Railway's latest views of a red sand terrain. DSRRC

By Robin Jones

THE Dartmouth Steam Railway & Riverboat Company has staked its claim to being the first heritage line to have a foothold on the red planet.

When NASA'S Mars 2020 mission touched down on Mars on February 18 after a journey lasting nearly seven months, its *Perseverance* rover carried a silicon chip with the company's name digitally inscribed on it.

Operating over a terrain where the colour of the sand is not altogether that far removed from that of some South Devon beaches, the rover is looking to uncover traces of ancient life and collect soil and rock samples for further examination.

Back in 2019, the public were invited to send their name to Mars via the mission, so a staff member submitted the name of the company to the NASA website. The railway instantly received a boarding pass to confirm that its name would be included.

Process

The name was then engraved into a chip by engineers at NASA's Jet Propulsion Laboratory using an electronic beam 'e-beam' machine that specialises in etching very tiny features less than one micron, or the width of a human hair, in size. The machine is normally used to make high-precision devices in its laboratory.

A railway statement said: "Your favourite steam train made it to Mars, but unfortunately, just like here on Earth, there are no steam trains running on Mars at the moment due to the pandemic. We're all hoping that things will open up as soon as possible and go back to normal!"

The Mars mission used science that is, of course, light years ahead of the steam locomotive. However, it was completed only with the aid of transport technology supplied by another Devon firm.

Heathcoat Fabrics of Tiverton, renowned as a manufacturer of incredibly strong and ultra-lightweight parachute fabrics, supplied the parachute which helped land the rover.

IN BRIEF

➜ **ANDREW Barclay 0-4-0ST No. 2201 *Victory* moved from the Pontypool & Blaenavon Railway to the Avon Valley Railway on March 4 after a change of ownership. It is intended to overhaul the 1945-built former Stewarts & Lloyds Newport tube works locomotive at Bitton.**

➜ THE Ecclesbourne Valley Railway has hired BR Standard 4MT 2-6-4T No. 80080 from the Princess Royal Class Locomotive Trust for an initial two years, ready for the line's post-lockdown reopening when it will run alongside on-loan WR 0-6-0PT No. 9466.

➜ **PLANS to convert a field into a holiday park in Upper Grove Farm, Rendham, Suffolk, using 10 converted carriages have been submitted to the local council.**

➜ SCHWARTZKOPF 0-4-0WT *Bonhilde* has been acquired by the Richmond Light Railway from fellow Kent private 2ft gauge line, the Bredgar & Wormshill Light Railway (BWLR). Purchased from the Norddeutsche Affinerie copper smelting works, Hamburg, by the late Allan Bloom for Bressingham in 1976, it was acquired by the late Bill Best in 1979 as the first 2ft gauge steam locomotive for the BWLR. It is the only 2ft gauge Schwartzkopf locomotive in the UK.

➜ **SIX boreholes and more trial pits have been dug as part of ground investigations on the route of the Lynton & Barnstaple Railway's westwards push to provide foundation design data for the new bridge 65 at Killington Lane, bridge 56 at Blackmoor Gate, and the planned workshop and yard at Blackmoor Gate.**

➜ AFTER more than 45 years of service, Mick York has retired as a director of the Severn Valley Holdings board. He joined the line as a member in July 1966, initially volunteering in working parties, which evolved into the Bridgnorth locomotive department. His place as a director will be taken by Phil Swallow, co-owner of Bulleid West Country light Pacific No. 34027 *Taw Valley* and several diesels.



Battle of Britain 4-6-2 No. 34081 *92 Squadron* departs Bewdley during a photographic charter on March 20, 2017. Many Severn Valley viewpoints will become impossible for photographers without lineside permits. JOHN TITLOW

Severn Valley ends photo charters and new lineside passes

By Robin Jones and Gareth Evans

THE Severn Valley Railway (SVR) has imposed a ban on future privately-run photographic charters and will not issue any new lineside passes.

The railway suspended passes last year because of the Covid-19 pandemic, and no photo charters took place last season or have been planned for 2021.

General manager Helen Smith: "I know that this news will disappoint some people. However, I ask you to step back and understand the extremely difficult position the railway faces.

"The income we receive from lineside passes and privately-run photo charters is insignificant when compared to the potential risk these activities naturally contain. This means that to continue them makes little financial sense.

"As the landowner, train operating company and infrastructure provider, if SVR Holdings continues to permit such activities we also hold liability for any accidents or injuries that the participants may have.

"The Office of Rail and Road (ORR) has ceased its 'light touch' approach to heritage rail and is beginning to apply more rigorous standards to all heritage operations. The SVR is of particular interest to the ORR because of two fall-from-height incidents which have happened in less than a year. One involved a volunteer at Bewdley yard last July, and the other a paid member of staff at Bridgnorth motive power depot in February.

Risk

"Put these factors together and you will see why it would not be in the SVR's interests to allow these high-risk activities to continue. Only a handful of heritage railways currently do so, and I expect that soon there will be none."

Holders of existing SVR lineside passes will be able to use them until they expire, and the railway will remove the temporary ban that was imposed because of the pandemic. However, once expired, lineside passes will not be renewed. The railway has asked anyone with a valid pass to use it responsibly in the meantime.

The SVR plans to establish a small group of official volunteer photographers who will have lineside access and will undertake rigorous and regular safety training in return for giving the railway full and free access to their work for internal use and publicity purposes.

Martin Creese, of 30742 Charters, said: "We would like say a massive thank-you to the SVR's staff and volunteers who made us so welcome and appreciated our contributions for 22 years of fabulous memories which are truly priceless.

"All good things come to an end and hopefully, in time, we can find ways to collaborate again. I especially look forward to seeing the return of No. 4930 *Hagley Hall*, which received many donations from our events, as well as new-build BR Standard 3MT 2-6-2T No. 82045 in more recent times."

Help the Nene Valley build a new engine shed – in 5in!

THE Nene Valley Railway (NVR) is appealing for support to help complete the engine shed for its new 5in gauge Wansford Miniature Railway.

Expected to open during the 2021 season, the line will connect the play area with the NVR's workshop, providing a welcome additional attraction on site as well as a training aid.

Trackwork is in place on the miniature railway and rolling stock is to hand, with further additions in the pipeline.

"To help us raise the final £2000 required to wooden-clad our metal container to protect and secure it, and create a traditional looking locomotive shed, we're running a prize draw for an experience money cannot buy – to be a railwayman for a day," said NVR locomotive department manager Paul Roe.

"The winner will spend a day on the NVR, including the opportunity to enjoy breakfast cooked on the shovel with our locomotive crew, a guided tour of the locomotive sheds and Wansford signalbox, a 15-mile footplate ride, a tour of the miniature railway, a round trip in the carriages, and a souvenir certificate to remember the day."

➜ **To enter, give a contribution of £10 or more at https://nvr.org.uk/article.php/119/wansford-miniature-railway. The draw will take place on March 31. The winner, who must be 18 years old or over, will be contacted and a date arranged.**

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Severn Valley tests new main line class doyen

NEW classes of locomotives are nothing new to Bridgnorth.

As highlighted in our feature, The Cornishman Who Reshaped The World on pages 82-87, the town's Hazeldine Foundry was the birthplace of Richard Trevithick's *Catch-Me-Who-Can*, which in 1808 became the world's first passenger locomotive.

On February 15, the Severn Valley Railway began testing No. 69001, the first of the new Class 69 diesels, a collaboration with Electro-Motive Diesel Ltd (EMD) and GBRailfreight (GRf).

Class 69 freight locomotives are converted from Class 56 diesels, their original power unit being replaced with the same model of General Motors/EMD engine fitted to Class 66 diesels. Due to the latest emissions standards, it is no longer possible to build new Class 66s, however, old locomotives can be fitted with their engine as long as there is an improvement in emissions from their previous power units.

No. 69001 towed from EMD's Longport works by GBRf No. 66702. Hauling a Shark brake van to aid staff in social distancing, on its first day on the heritage line, No. 69001 ran under its own power to Highley. Indeed, for Covid-19 security reasons, only four SVR staff members were involved in the testing.



On test: The first Class 69 freight diesel, No. 69001, goes through its paces on the Severn Valley Railway. MATT ROBINSON/SVR

Load

On its second day on the line, engineers set up No. 69001's traction package, slow speed equipment and automatic sanding. Testing began with full power standing starts on gradients in both dry and wet conditions.

The trailing weight was provided by the SVR, calculated to 833 tons, comprised of 22 wagons loaded with ballast, used sleepers and rail, with Class 50 No. 50049 *Defiance* from the Class 50 Alliance, which carries GBRf livery, at the rear.

Sections of the line between Eardington road bridge and Pig Bridge were used for the 'on bank' testing, and Waterworks for the 'flat track' testing. On February 24, EMD and GBRf directors visited to see the progress of the testing for themselves.

No. 69001 will return to Longport for further tests, before going to Eastleigh for painting by Arlington, and will then be based at Tonbridge.

Meanwhile, the working replica of *Catch-Me-Who-Can* is making progress at Bridgnorth Works.



The flatpack Bossall station on its way to secure storage for assessment in June 2020. ANTHONY COULLS

Last Sand Hutton station to be restored

A BID to restore the last surviving building from the 18in gauge Sand Hutton Light Railway near York is being made by the Friends of the Thorpe Light Railway.

The 5¼-mile Sand Hutton Light Railway serving the estate of Sir Robert Walker, the 4th Baronet of Sand Hutton, linking the main house with the LNER's Warthill station and the village of Bossall, and originally 15in gauge, was converted to 18in after the First World War and closed almost 90 years ago.

The 15in gauge Thorpe Light Railway (TLR) in County Durham, formerly the Whorlton Lido Railway, five years ago acquired Bossall station, which survived as a garden shed before being stored on a farm.

The building is currently a 'flatpack' set of walls and roof, and bears much graffiti scratched into its framework from former passengers. One set of initials are 'SW'. Could these be from Sir Robert's former wife, Synolda, after whom he named his 15in gauge locomotive?

The Friends, a registered charity, would love to have the shelter restored and placed on the station platform for the 50th anniversary of the current TLR, and maybe reunite it with the last surviving Sand Hutton locomotive, *Synolda*. The group would like to hear from anyone who might be interested to help, either practically or financially; around £2000 is needed.

➜ Email the chairman of the Friends, Anthony Coulls, at ajcoulls@yahoo.co.uk

Bullhead is still best for Buckfastleigh!

THE South Devon Railway has just taken delivery of a consignment of new bullhead rail rolled by British Steel Scunthorpe.

The 22 lengths of 60ft 47kg/metre rail marked the start of a five-figure contract to renew heritage-era track on the line.

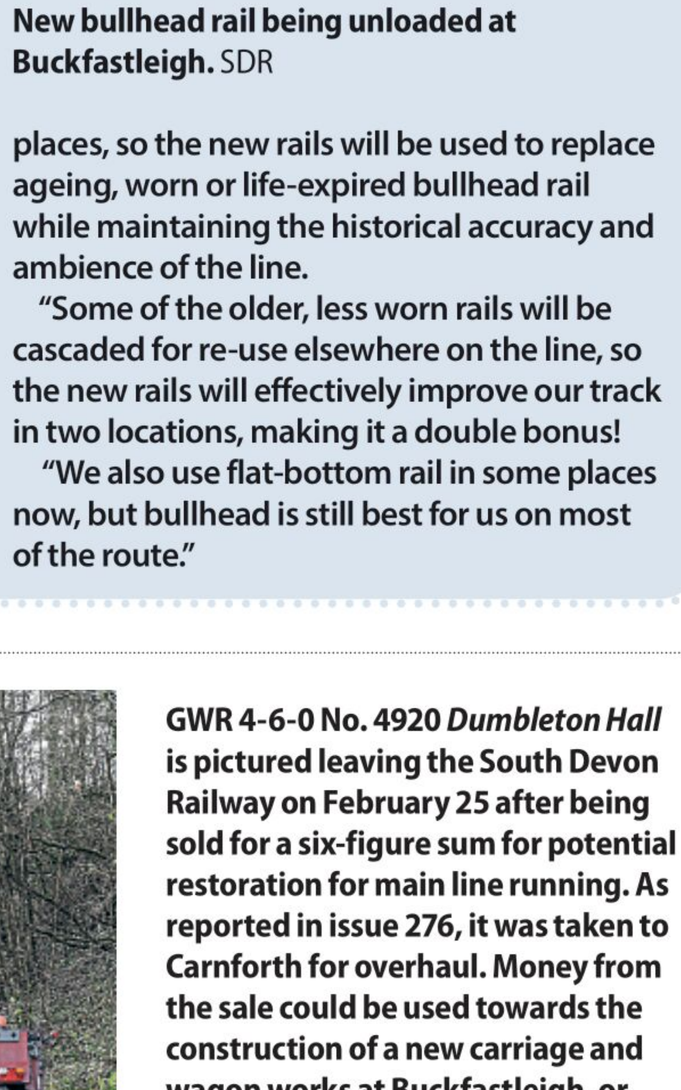
South Devon Railway Trust finance director Chris Williams said: "The South Devon Railway Trust is a registered charity and so we aim to educate people about the history and development of our lovely railway and older rail systems through the preservation, operation and exhibition of railway vehicles and equipment.

"It's therefore essential for us to maintain our own track in a way that is sympathetic and sensitive to its history. British Steel's bullhead rail allows us to maintain our authenticity in key places as it's very similar to the double-headed rail produced from the 1830s.

"British Steel has provided an exemplary service in supplying the South Devon Railway with a significant quantity of prototypical bullhead rail to enable our regular winter track replacement and renewal programme to be completed on time. Over the last 50 years, our track has become quite worn in places, so the new rails will be used to replace ageing, worn or life-expired bullhead rail while maintaining the historical accuracy and ambience of the line.

"Some of the older, less worn rails will be cascaded for re-use elsewhere on the line, so the new rails will effectively improve our track in two locations, making it a double bonus!

"We also use flat-bottom rail in some places now, but bullhead is still best for us on most of the route."



New bullhead rail being unloaded at Buckfastleigh. SDR



GWR 4-6-0 No. 4920 *Dumbleton Hall* is pictured leaving the South Devon Railway on February 25 after being sold for a six-figure sum for potential restoration for main line running. As reported in issue 276, it was taken to Carnforth for overhaul. Money from the sale could be used towards the construction of a new carriage and wagon works at Buckfastleigh, or returning other locomotives to traffic. MICK MEDLEY/SDR

Local MP backs £100k appeal to help secure future of KESR



On track: The Kent & East Sussex Railway's £100,000 'Keep Us On Track' appeal logo features the line's WR 0-6-0PT No. 1638 with the Grade I-listed Bodiam Castle providing the backcloth. The 14th century moated castle is close to the railway's southern terminus. KESR



Class A1X No. 32678 heads a Kent & East Sussex Railway hop festival train of five vintage coaches in September 2016. From behind the 1880-built 0-6-0T are: LNWR four-wheeler No. 7965, built at Wolverton in 1911; SECR No. 2947, built at Ashford 10 years earlier; Metropolitan District Railway No. 100, believed to have been built in 1864; GER six-wheeler No. 197, dating from 1887 and whose body was used as a holiday home in Cambridgeshire for 50 years; and SECR birdcage brake No. 1100, built at Ashford in 1910 – making the total age of the loco and its five carriages an astonishing 773 years. The railway, which is set to reopen on May 22, has launched a £100,000 appeal to ensure its post-Covid survival. STUART KIRK

By Geoff Courtney

ASHFORD MP and former government cabinet office minister Damian Green has backed a newly-launched appeal by the Kent & East Sussex Railway to raise £100,000 that the 10½-mile heritage line needs to recover from the Covid-19 pandemic.

Mr Green, whose constituency includes Tenterden, where the KESR is based, has posted a video on social media stating that the railway plays an important role in the lives of people in the town, and also Ashford and across Kent.

The line was closed by BR to passengers in January 1954 and freight in June 1961, and 60 years ago, in 1971, preservationists formed the Tenterden Railway Company to reopen the line.

In his video, Mr Green says: "It is really important that, as we recover from Covid-19, the railway is here for another 60 years for people to enjoy.

"That is why I am so keen that the sustainability appeal that the railway is now launching is a success. I am happy to support it."

Target

André Freeman, the railway's commercial manager, said the £100,000 target for the appeal, branded as 'Keep Us On Track', is the amount required by July to aid recovery from what he described as the "devastating" effects of the pandemic.

"We are determined to continue to operate for another 60 years," he said. "Tens of thousands of families enjoy visiting us each year, and we want to ensure it will still be here for future generations to enjoy.

"If each visitor gave £2 – less than the price of a coffee – our target would be met and out future secured."

He continued: "We were, quite simply, devastated when lockdown restrictions forced the cancellation of our entire Santa Specials programme, which we had taken pains to prepare in a robust and Covid-secure way.

"The tier 4 restrictions, followed by the national lockdown, meant the programme was cancelled with an unexpected and significant effect on our finances, which will continue into the spring."

Helen Douglas, the railway's sales and marketing manager, said the endorsement of the appeal by Mr Green was significant as Bill Deedes, who was MP for Ashford from 1950 to 1974 and thus one of Mr Green's predecessors, also supported the preservationists, which led to them gaining permission to reopen the line.

Kevin Boorman, manager of 1066 Country Marketing, a private and public sector partnership responsible for promoting the East Sussex region, said: "The railway is one of our most popular attractions, and one of the 'must-do' days out that many of our visitors enjoy. It is vital that attractions such as this continue."

Support

Readers who wish to support the appeal may do so in a variety of ways:

➜ Online via kesr.org.uk/help-keep-us-on-track-2021/

➜ Text KESR and the amount to 70085 (e.g. to donate £2 text KESR 2 to 70085)

➜ Cheque payable to KESR and posted to: Keep us on track, KESR, Tenterden Town station, Tenterden, TN30 6HE.

Meanwhile, subject to any change in restrictions, the railway plans to restart operations on May 22 with Tenterden-Bodiam services every weekend and on selected mid-week dates.

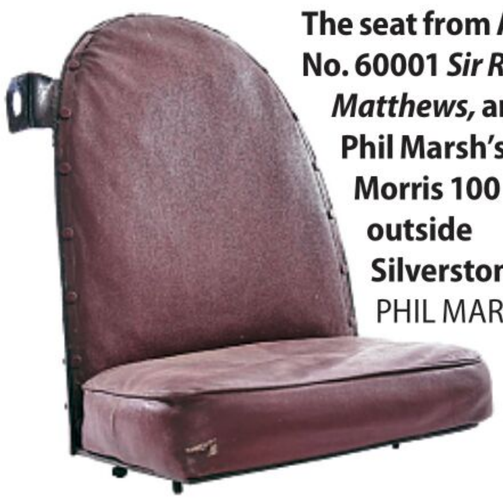
The trains will be steam-hauled and supplemented when required by the railway's Class 108 heritage DMU.

The Morris 1000 with Gresley 'Streak' appeal!

YOU might drive your Morris 1000 to Silverstone, the home of British motor racing, but would you ever be able to drive it around the circuit at a speed topping LNER A4 Pacific No. 4468 *Mallard's* world record feat on Stoke Bank in 1938?

Definitely not, but without ducking the issue, car owner Phil Marsh has just bought the driver's seat from long-scrapped sister A4 No. 60001 *Sir Ronald Matthews* at auction, and plans to fit it inside his prized automobile as its driving seat.

Before it was renamed in March 1939, that locomotive was originally No. 4500 *Garganey* – after the species of migratory dabbling duck, a smaller cousin of the mallard, so who knows…



The seat from A4 No. 60001 *Sir Ronald Matthews*, and Phil Marsh's Morris 100 outside Silverstone. PHIL MARSH



Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Hargreaves Steam Railway Coal

Hargreaves Services will again have available through 2021 the Low Smoke emission Ffos-y-fran Welsh Steam Coal for the UK Heritage Steam Railway market, and we have good remaining stock levels of UK mined Garleffan Scottish coal & of Shotton English coal for the coming Steam Season.









We have also just imported a large shipment of Russian sized coal which is now available in the UK for 2021

To secure all your 2021 Steaming Coal needs simply contact us by Tel on 01530 510303 or E-mail steamcoal@hsgplc.co.uk

SOUTHERN LOCOMOTIVES LIMITED

Over the past 35 years Southern Locomotives Ltd has restored five Bulleid Pacifics: Port Line, 257 Squadron, Eddystone, Sir Keith Park, Manston, Standard tanks 80078 and 80104, and ex-WD Austerity Norman. With four operational Bulleids this summer we plan further restoration of 35025 Brocklebank Line along with 34010 Sidmouth.



We're a not-for-profit company with over 700 shareholders, a core of skilled employees and a willing band of volunteers.

Shareholders have the opportunity of occasional footplate rides and driving and firing turns on their locomotives. To continue this work in Dorset and Kent we need your support. Please email Simon Troy at: southernlocos@btinternet.com

Or at: 16 Arcadia Road, Istead Rise, Gravesend, Kent, DA13 9EH or call 01474 833263



Green Arrow in 'surprise' Sunday Doncaster Sunday homecoming

By Robin Jones

LNER V2 2-6-2 No. 4771 *Green Arrow* has returned to its Doncaster birthplace after being unveiled as the second locomotive to go on static display in the rail heritage centre at the town's new Danum Gallery, Library and Museum.

On Sunday, February 22, *Green Arrow* took its place alongside 1902-built GNR Atlantic No. 251, which was moved into the new museum from the Locomotion museum at Shildon on January 24, as reported last issue.

Since the summer, it had been widely speculated that 1898-built GNR 4-4-2 No. 990 *Henry Oakley* would be the second locomotive to be placed in display inside the new showpiece venue. However, it was *Green Arrow* – beleived to require less preparation for the move – that eventually arrived by road, a result of a partnership between its owner, the National Railway Museum (NRM), and Doncaster Council.



***Green Arrow* takes its place alongside GNR Atlantic No. 251 inside the Danum Gallery, Library and Museum in Doncaster.** CHARLOTTE GRAHAM

Operation

However, the NRM stressed that the loan of 1936-built *Green Arrow,* the first of its class and the last surviving UK 2-6-2 tender locomotive, will not alter the long-term plans to return it to traffic.

In a move carried out under social distancing and Covid-19 guidance, *Green Arrow* travelled the 90 miles from Locomotion.

Several main roads in Doncaster were sealed off to allow it to reach the heritage centre, where a team of specialist conservators and rail operations staff physically manoeuvred it into place in an operation that took 48 hours.

Both locomotives have taken up several months of preparation and more than 1000 hours of conservation from collection services, rail operations, engineering, and Locomotion. The work included corrosion treatment, a deep clean and the sensitive repainting areas of paint loss by colour matching the livery. This information, including an inventory of all parts of the locomotive such as the gauge glasses, lubrication pots and the whistles, have also been recorded onto the NRM object database.

The pair are being loaned to the new centre for an initial three years, but during this period another National Collection locomotive will take the place of *Green Arrow* alongside No. 251, according to a museum statement. Atlantic No. 990 could yet be moved there in its place.

Artefacts

The heritage centre will also display rare artefacts from the Doncaster Grammar School Railway Collection and other rail exhibits, and is scheduled to open later this year, subject to Covid-19 pandemic restrictions.

Welcoming *Green Arrow* to the new venue were former Doncaster Grammar School pupils Chris Barron and Simon Ward, who attended it in the Sixties and both served as secretaries of its railway society.

Designed by Sir Nigel Gresley, the V2 class was derived from the Class A1/A3 Pacifics but had smaller driving wheels and a shorter boiler. A total of 184 locomotives were constructed between 1936 and 1944 at Doncaster and Darlington, and during the Second World War they earned a reputation as a versatile and powerful locomotive.

Green Arrow was named after the freight train for which it was built to haul. As No. 60800, it was withdrawn by BR in 1962 and preserved as part of the National Collection, subsequently being returned to steam and running on both the national network and heritage lines. Before its boiler certificate expired in 2008,



***Green Arrow* hauls the 'Scarborough Spa Express' in 1986.** NRM



Carefully does it: *Green Arrow* is moved at slow speed through Doncaster's streets on February 21 towards its new temporary heritage centre home. CHARLOTTE GRAHAM



LNER V2 2-6-2 No. 4771 *Green Arrow* is seen near Potters Bar in 1937. NRM



Masters of the East Coast Main Line together again in the town of their birth, *Green Arrow* and (right). No. 251. CHARLOTTE GRAHAM



Locomotion volunteers Rachael Appleby and Brian Goodfellow with *Green Arrow* at Shildon. NRM

it developed tube problems. Worse still, en route from York to Shildon, its monobloc cylinder casting cracked, and the firebox was deemed to be in need of replacement – leaving it with a potentially very expensive overhaul bill.

However, in March 2019, the NRM released its 15-year strategic plan, known as the operational vehicle strategy, listing some of the locomotives set to return, including *Green Arrow*, which was earmarked for a potential return to the main line.

Reaction

Doncaster Mayor Coun Ros Jones said: "The incredibly-popular *Green Arrow*, together with No. 251, will spearhead a remarkable display of our great railway heritage, with many enthralling items going on public display for the very first time. They tell a compelling story of the golden age of steam and the major contribution Doncaster has made to the rail industry.

"In March, we plan a special online preview of Danum Gallery, Library and Museum to give people a taste of what they can experience once it's safe and legal for us to open the building. It will be a community asset packed with cutting edge services, and local and national collections of significance and importance.

"It's a great achievement to have delivered this public building during these difficult economic times and signals our intent and ambition for Doncaster. It will be a joy to behold."

Coun Nigel Ball, cabinet member for public health, leisure and culture, said: "Having worked at Doncaster Plant in the past, I look at *Green Arrow* and the other exhibits with great fondness. Our heritage is a treasure we must remember by sharing our many achievements."

NRM assistant director and head curator Andrew McLean added: "We are thrilled to be working alongside Doncaster Council to share the story of this fascinating locomotive.

"In the longer term we still see an operational future for *Green Arrow*, as outlined in our operational vehicle strategy. For now, however, to see this locomotive to return to where it was built is a sight to behold."

The Doncaster Grammar School Railway Collection began in the 1930s when pupils and teachers at the school, now called Hall Cross Academy, set up a railway society. In the years that followed, members created one of the biggest and most important collections of its kind, packed with signs, nameplates, lamps, signal posts and thousands of other rail related gems.

They were moved from Hall Cross Academy last year and are now archived in the former Doncaster Museum and Art Gallery. A selection of this remarkable collection will feature in the new heritage centre and will be regularly refreshed to bring more historical items into the public gaze.

School collection spokesman Chris Barron said: "This is the culmination of what we have worked on for several years. The new centre gives the opportunity for everyone to see this unique and important collection for the first time. We have been grateful that Hall Cross Academy has continued to house the collection for over 70 years, but the problem was that few people ever got to see it.

"This collaboration between the council and the NRM means two great Doncaster-built engines will provide a setting for these treasures.

"Our aim is to make this centre a recognised place of discovery for railway heritage, something that has been missing from this railway town for too long."



Above: Tender-ly does it: *Green Arrow* is shifted the last few yards into Doncaster's new heritage centre. CHARLOTTE GRAHAM



Right: Doncaster's new Danum Gallery, Library and Museum. NRM

➜ Watch a video of *Green Arrow's* move to Doncaster on The Railway Hub at tinyurl.com/GreenArrowClip

P2 steaming ahead through times of adversity

By Robin Jones

LOCKDOWN has failed to halt progress on building Gresley P 2-8-2 No. 2007 *Prince of Wales* – the heritage sector's most powerful steam locomotive – with construction forging ahead on all fronts in recent weeks, not to mention its renowned fundraising drive essential to make this ground-breaking project happen within three years.

Progress on boiler construction at DB Meiningen (DBM) in the former East Germany means that its delivery is on target for the end of this year.

Builder The A1 Steam Locomotive Trust said all the basic components have been manufactured, so uniting of the main sub-assemblies is underway, and the first boiler is beginning to look like one.

Back in the UK, Darlington Locomotive Works is manufacturing the regulator cross shafts and stuffing boxes, which are needed to set up the regulator mechanisms inside the boilers and to conduct the hydraulic tests.

The regulator cross shaft has been welded onto the crank and subjected to nondestructive testing.

Melted sifbronze has been applied on working surfaces of both regulator cross shafts and machined to a required size; the radii where the crank meets a shaft has been polished-ground, which has resulted in a perfect fit when inserted into machined stuffing box castings.

Boiler

The next steps will be the full assembly of boiler barrels and firebox shells, fully machining two sets of stuffing boxes and trial fitting them onto regulator cross shafts, therefore making two final assemblies of stuffing boxes, glands and regulator cross shafts, ready to be sent to DBM.

The Boiler Club was founded in October 2017 to fund the design, modification and manufacture of the boiler, with a target of raising £600,000 plus Gift Aid from 300 supporters each donating £2000 in up to 16 payments of £50.

To date, it has attracted 216 members who have donated more than £425,000, excluding Gift Aid – and the target is 300 members in 2021.

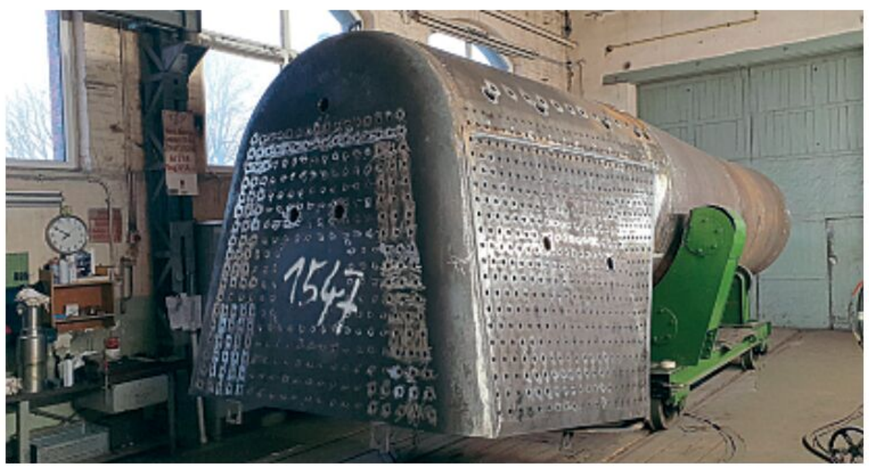
Elsewhere, all heavy motion has been ordered from Stephenson (Engineering) Ltd of Atherton; the intermediate and leading coupling rods delivered to DLW in 2020, as previously reported, have been fettled and polished to a mirror finish.



Fitter Ian Matthews at Darlington with a colourised image of class doyen P2 No. 2001 *Cock o'the North* in the background. A1SLT



Boiler sections of No. 2007 prepared for fitting together at DD Meiningen's works in Germany. DB MEININGEN



The *Prince of Wales* boiler shell in the DB Meiningen X-ray room. DB MEININGEN

Motion

The inside connecting rod and strap and outside connecting rods have been forged; trailing coupling rods have been heat treated prior to machining, and all bronze white metal lined bushes have been pressed in intermediate coupling rods.

The next steps here include the machining and heat treatment of the remaining rods; the drawing of the leading rod bushes including a drawing of a knuckle pin which serves to connect leading and

Bala Lake Railway urgent extension appeal target is smashed in a month!

PLANS by the Bala Lake Railway (BLR) to build a £2.5 million local economy-changing extension are steaming ahead after a public appeal for £50,000 towards flood defence works raised £71,000 within weeks.

As reported last issue, the railway needed to raise the money as its final contribution towards the cost of Natural Resources Wales carrying out extra work in order to allow the construction of the trackbed over around 400 yards of Bala's defences, on the shore of Lake Bala, for a third of the extension into the town.

Railway chairman Julian Birley said: "When we first embarked on building of the extension to the BLR we knew how important it was for the railway, the local economy of Bala and the surrounding area. However, we never expected that this importance and, now urgency, would be so greatly demonstrated from the situation we find ourselves today in this current crisis.

Rebuild

"Natural Resources Wales (NRW) is about to embark on a £6.5 million scheme to upgrade the flood defences of the town. Thanks to their tremendous support, NRW agreed to incorporate the additional work required to build the railway. Due to the economies of scale, they were able to keep the cost of the railway's contribution down to £277,000, providing we were able to commit to them by the end of February 2021.

"To miss this opportunity would have put the whole project in jeopardy and send costs spiralling into the millions.

"Fundraising had gone well, but the deadline was fast approaching, so a target to raise £50,000 in one month was set.

"We held our breath, hoping that people would also appreciate the urgency and importance.

"That month has now passed and I can announce that people have supported us and not only has that target been met, but it has been absolutely smashed it raising £71,000.

"This is beyond our wildest expectations. We have been bowled over how wonderful people have been.

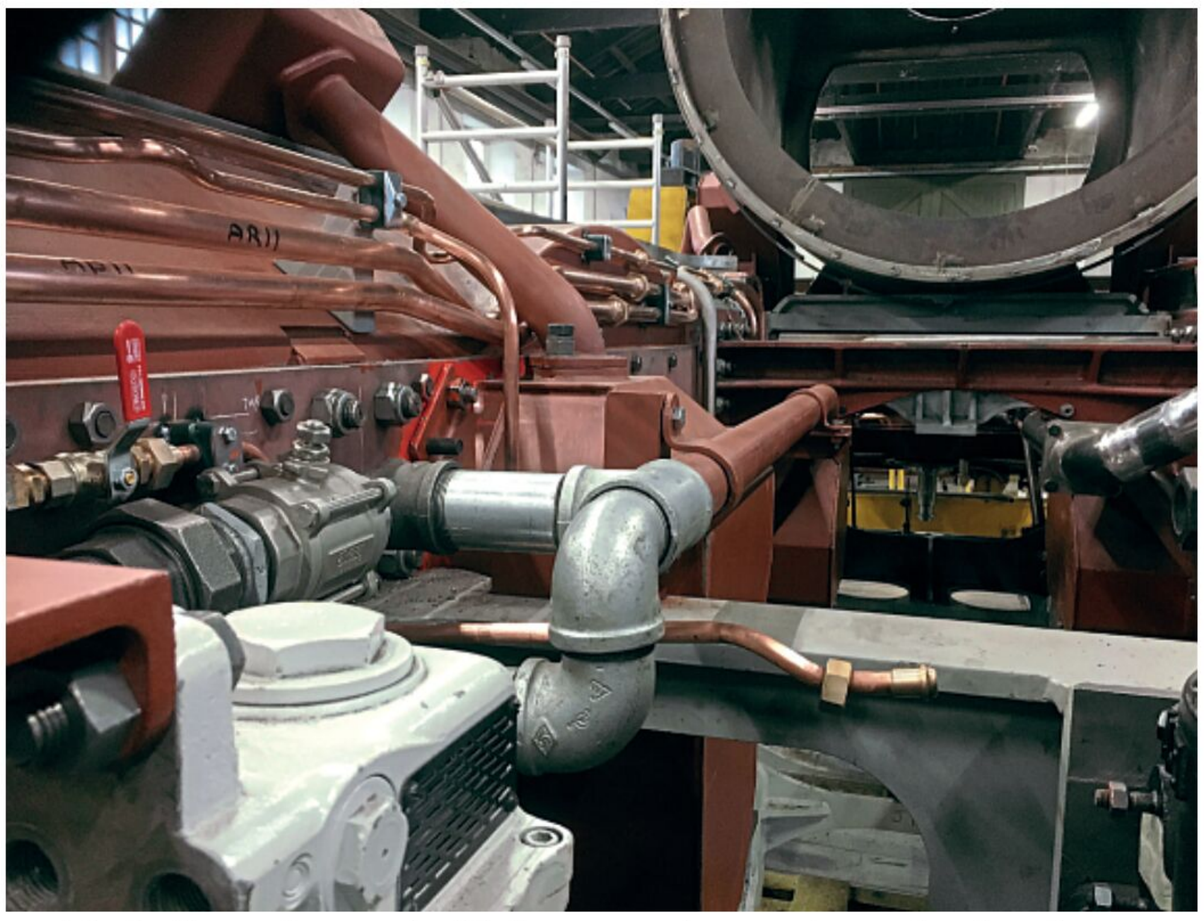
"We have had support not only from the town of Bala, but from all over Wales. This support has extended throughout the entire UK and as far away as France, Switzerland, South Africa, and the United Arab Emirates.

Heartfelt thanks

"The BLR Trust, all the staff and volunteers of the railway, the businesses and residents of the town of Bala would like to express their heartfelt thanks to each and every person who has supported us and donated. You are now forever part of this railway.

"Not only did this enable us to make our commitment to NRW, we can begin to press ahead with the next phase of designing and costing the building of the embankment that will run down on a 1-in-120 gradient

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



The Darlington Locomotive Works construction team is now deep into the installation of pipework and electrical conduit – an incredibly time-consuming operation. A1SLT



Coupling rods machined and ready for the day when they will be fitted. AISLT

intermediate coupling rods; ordering of the bronze rod bushes for leading coupling rods; altering the design of the oil lids and commencing their machining; and ordering material for small plain bushes for the intermediate coupling rods.

The Motion Club was founded last May with the aim of raising more than £210,000 including Gift Aid from 175 supporters each donating £1000 in up to eight payments. The club has reached the initial target of 175 members, who have donated over £200,000.

The design of the main circuits for the electrical system is complete, while work on documentation has continued.

The new turbogen start-up circuit has been tested on A1 Peppercorn Pacific No. 60163 *Tornado*, taking the opportunity while it was in steam at York at the end of its annual maintenance period, and found to work as intended. The turbogen start-up control circuit design will now be completed and incorporated into the Turbogen Switch Box schematic.

The Turbogen Club was launched last July and the fundraising campaign has already generated 34 members (it has a target of 40), each contributing £1000.

The Tender Club now has 93 places taken up – just over a third of the initial target of 250.

In order to keep on schedule to complete No. 2007 within three years, the project team needs to complete the manufacture of the tender frames.

Target

The Pony (Truck) Club has galloped past its initial £20,000 target, while the project's newest fundraising campaign, The P2 Support Coach Appeal – launched in August 2020 to acquire, overhaul and convert BR Mk.1 BSK No. E34547 into the P2's support coach for No. 2007 by raising £100,000 from 100 supporters each donating £1000 – has already recruited 42 supporters.

Since The A1 Steam Locomotive Trust launched its project to build the seventh example of Sir Nigel Gresley's P2 Mikado class in 2013, more than £2.5 million has been spent and £3.8 million raised of the required £5 million to complete No. 2007.

More than 940 supporters have signed up as covenantors for No. 2007 *Prince of Wales* from as little at £2.50 per week (the price of a pint of beer), and are now donating more than £205,000 annually, including Gift Aid.

The A1 Steam Locomotive Trust aims to pass the 1000 regular supporters mark by the end of July, which could take place on the 60th anniversary of the scrapping of the last of the former P2s.

Individual components can be sponsored from between £30 to £15,000. The Dedicated Donations scheme has already raised more than £400,000. Anyone who would like to sponsor a component is invited to email: dedicated.donations@p2steam.com

➜ **To become a covenantor or join any of the clubs, visit www.p2steam.com, email enquiries@p2steam.com or telephone 01325 460163.**



G5 project engineer David Elliott cutting his 70th birthday cake. G5

New-build pioneer engineer celebrates his 70th birthday

THE A1 Steam Locomotive Trust's director of engineering, David Elliott, is also project engineer with the Class G5 Locomotive Company Ltd, whose secretary Tim Taylor presented him with a cake at its Hackworth Industrial Park unit in Shildon to mark his 70th birthday.

David has been involved as the G5's engineer from the outset, and his knowledge, skills and enthusiasm have been pivotal to the success of the scheme to build a new NER O (LNER G5) 0-4-4T.

G5 chairman Mike Wood said: "It would have been fabulous to surprise David with a large gathering of supporters and volunteers, but unfortunately the lockdown scuppered those plans.

"We couldn't let this special birthday pass, so Tim stepped in to present the cake to David."

To join the G5 project as a 'Superfriend' from as little as £5 a month, visit www.g5locomotiveltd.co.uk

from the flood defences towards the new station.

"There is a long way to go and fundraising will continue apace to fund other facets, like final land purchases, building of the engine shed, station building and signalling.

"To quote a previous prime minister: 'Now this is not the end. It is not even the beginning of the end. But it is, perhaps, the end of the beginning.'

"If we carry on at the same pace we could have half of the entire route built within the next year.

"Remember, this is back to Victorian pioneering engineering, of 150 years ago, in building a brand new railway serving Bala. This is not the restoration or reinstatement of an old railway."

➜ See also Platform, page 88.



Bala Lake Railway chairman Julian Birley admires the view of Lake Bala from the west, which will also be enjoyed by passengers once the line's extension into Bala town centre is built. BLR

Cambrian boosts muscle power

CAMBRIAN Heritage Railways (CHR) has purchased an O&K MH5 Road Rail Vehicle (RRV) from Plant Hire Ltd of Stafford.

The machine, which looks like an excavator, arrived at Oswestry on March 3 and is expected to significantly enhance the range and speed of tasks undertaken by CHR permanent way volunteers.

CHR trustee Pete McCracken said: "This RRV is a huge step forward in our capability and will allow mechanical assistance to areas which previously were limited to manual work."

Like us facebook.com/heritagerailway

Second major Government grant boost
Moorsline's Magnificent Journey

By Robin Jones

THE North Yorkshire Moors Railway has been celebrating a second award from the Government's £1.57 billion Culture Recovery Fund for their Yorkshire's Magnificent Journey (YMJ) project, delayed by the Covid-19 pandemic.

The Capital Kickstart Award of £296,000 announced on February 19 means it can now fulfil one of the major elements of the project by continuing the renewal of Goathland station's bridges. Bridges 24 and 25 will now be replaced by January 2022.

The impact of Covid-19 has meant the NYMR has had to defer some of its YMJ match funding.

NYMR general manager Chris Price has welcomed the extra money.

"Our spirits have been completely lifted thanks to the news that we've successfully been awarded this additional grant," he said.

"In January we announced that our own emergency appeal to raise vital funds during the pandemic raised an incredible £440,000.

"These funds helped retain our people and ensured that the railway could operate in the future.

"We knew, however, that although we had overcome such an enormous hurdle, more was needed to keep projects like YMJ steaming ahead, which is how the Capital Kickstart Award will support us.

Significance

"This project is significantly important as, in addition to the major restorations of the Goathland station bridges, it enables us to continue with building our conservation and heritage apprenticeship programmes, our lineside ecological conservation work, offer fuss-free access for disabled visitors, grow our learning offer at Pickering and Goathland, and, of course, reach out to individuals, groups and communities to share our passion for the history of the region through steam travel.

"From the whole team at the railway, and all 300,000 of our annual visitors, thank you!"

The latest award comes in the wake of £1.94 million Culture Recovery Fund grant highlighted in issue 274, and which has enabled the line to continue its busy programme of restoration and maintenance projects during lockdown in readiness for when day services are allowed to restart.

The line's traction and rolling stock manager, Paul Middleton (aka Piglet), said: "Even though we're not open to the public right now, the work doesn't stop for NYMR's team of 40-plus fitters and engineers – including 12 in the carriage and wagon team at Pickering.

"As well as the major ongoing restoration work, there's the annual programme of winter maintenance, which this year is complicated by the challenges of Covid-19.

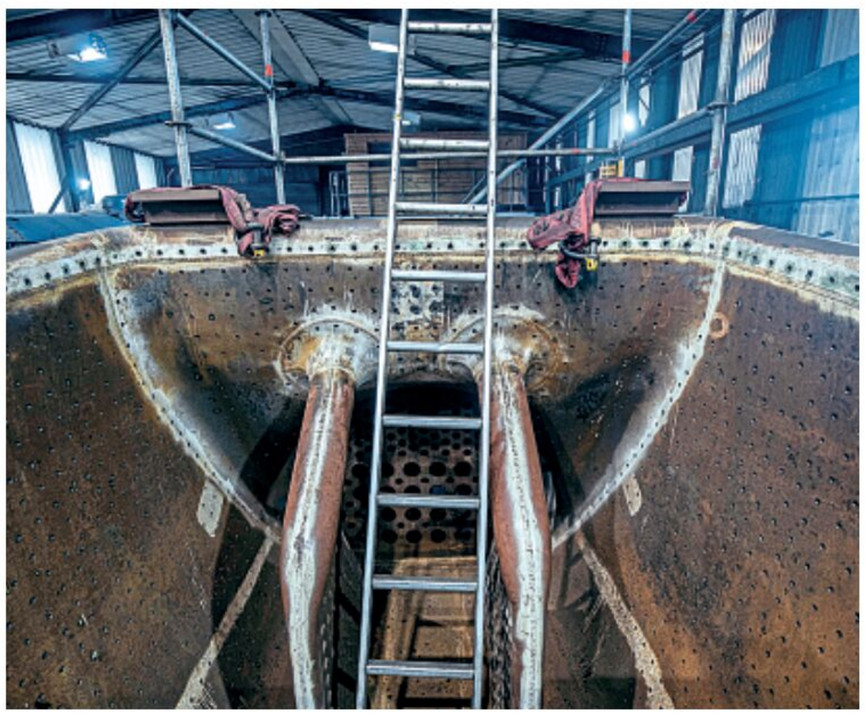
Challenges

"As you can imagine, carrying out engineering work while observing all the necessary social distancing guidelines is challenging to say the least.

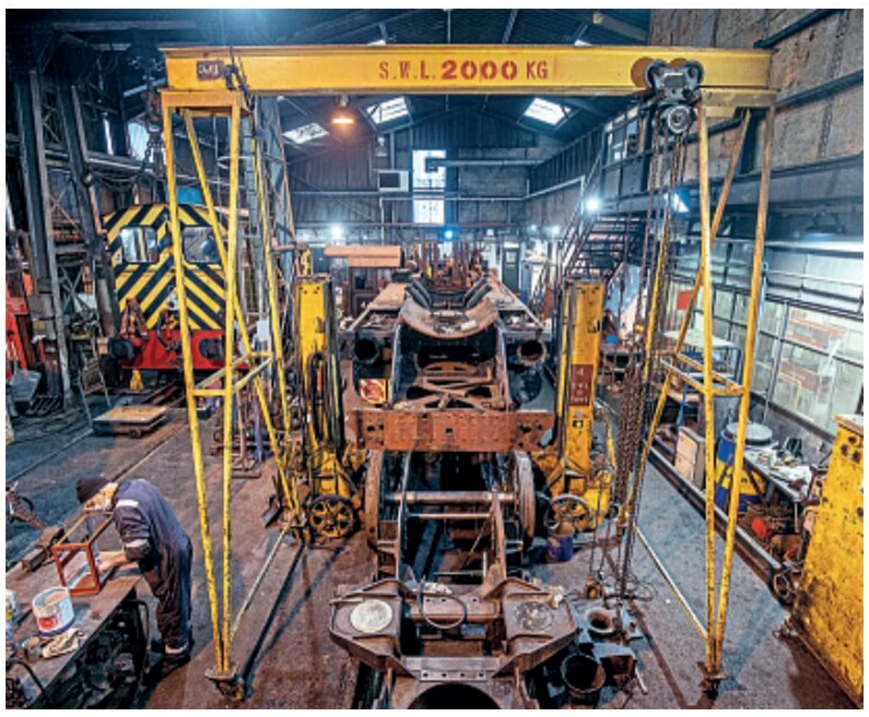
The shed is split into two smaller bubbles, working in separate areas with staggered start times and split tea breaks and lunchtimes.

"We're not as efficient as we'd like to be and were pre-Covid, but everyone's doing the very best they can under the circumstances."

LMS 'Black Five' 4-6-0 No. 44806, formerly known as *Magpie*, is undergoing a full restoration.



SR Pacific No. 34101 *Hartland* has a new firebox and will return to traffic in 2022. CHARLOTTE GRAHAM/NYMR



The chassis of LMS 'Black Five' No. 44806 undergoing maintenance at Grosmont. CHARLOTTE GRAHAM/NYMR

Another cash lifeline to assist the completion of Remaking Beamish

By Robin Jones

BEAMISH has received a second Government lifeline to help it survive the pandemic.

The Country Durham museum has received a Capital Kickstart Fund award of £975,500 from the £1.57 billion Culture Recovery Fund (CRF) to restart its major Remaking Beamish project, delayed by Covid-19.

The award from the National Lottery Heritage Fund (NHLF), on behalf of the Department for Digital, Culture, Media and Sport, was announced on February 19.

It follows the earlier but unconnected CRF grant of £970,000 announced in October (see issue 273), to support the tourist attraction's operation and recovery, and an earlier Arts Council England £425,000 Emergency Response Fund grant.

The Kickstart award is specifically for Remaking Beamish. The museum – which receives 95% of its income from visitors – was able to apply for it because it is part-way through delivering a capital project funded by the NHLF.

Remaking Beamish aims to create 31 new immersive exhibits exploring local life into the 20th century.

Expansion

The funding will be used for the restart and completion of the project, which includes a 1950s town and farm, and an expansion of the 1820s area. The town includes houses, shops, a café, cinema, and playground, and an aged miners' homes will provide a centre for people living with dementia, older people and their families and carers.

In addition to attracting more tourists to the region, the project is expected to create 95 permanent jobs and more than 40 construction jobs, as well as opportunities for volunteers and apprentices.

Support

Beamish's deputy director, Rhiannon Hiles, said: "The Covid-19 restrictions and ongoing closure continue to have a major effect on the museum, and this funding support is absolutely fantastic.

"The Remaking Beamish project is the biggest development the museum has undertaken in its 50-plus years and aims to increase and broaden the visitor experience, moving forward in time to the 1950s and also bringing overnight accommodation and further development in our 1820s area.

"The funding is crucial in enabling us to complete the project and to continue to tell the story of everyday working life in the North East for generations to come."

Also included in the 22 heritage organisations, plus 33 independent cinemas, awarded a total of more than £18 million in the final grants from the first round of CRF awards are the Black Country Living Museum (BCLM) in Dudley (£3,740,000), which has an operating 3ft 6in gauge street tramway, and Wicksteed Park near Kettering (£302,700), home since 1931 of the 2ft gauge Wicksteed Park Railway.

Development

The award for BCLM, which follows £2.56 million received in October to help keep it going during the pandemic, will fund the Forging Ahead project, a new development focusing on the 1940s to 1960s.

It includes a new visitor centre and car park, and is creating opportunities for jobs in the locality.

BCLM chief executive Andrew Lovett said: "As the biggest single

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



Above: BR Standard 4MT 2-6-4T No. 80136 was not used last year, but the winter maintenance from 2019 is nearly completed, and it is seen raising steam on February 12.
CHARLOTTE GRAHAM/NYMR



Right: LMS 'Black Five' No. 5428 *Eric Treacy* heads from Goathland on the North Yorkshire Moors Railway on October 28, 2019.
CHARLOTTE GRASHAM/NYMR

As reported last issue, the boiler has gone away to Riley & Sons at Heywood, while the chassis is at Grosmont, where Andrew Jeffery and his team of young fitters have completed the first part of the bogey overhaul, repairing the axle boxes.

No. 44806 is scheduled to run again running in 18 months' time, returning to traffic in spring/summer 2023.

Meanwhile, in the boiler shop, Phil Naylor and James Newton are busy fitting a new copper tube plate, new half copper door plate and half copper sides to BR Standard 4MT 4-6-0 No. 75029 *The Green Knight*, which is also undergoing a chassis high bottom-end overhaul and will return for summer/autumn 2022.

Chassis work on Bullied West Country light Pacific No. 34101 *Hartland* has been completed, but work on the boiler continues.

A new firebox has been pressed and 2500 holes now need to be to drilled, reamed and tapped, ready for the stays. The locomotive is due back in traffic in 2022.

Overhaul

The North East Locomotive Preservation Group is undertaking a major overhaul on LNER Q6 0-8-0 No.66395 (2238) with the NYMR's help, with the bulk of the work being carried out on the chassis. The boiler has been removed for overhaul and is ready to be steam tested.

A major 10-year restoration of Class 24 No. 5032 *Helen Turner* still has two years to run, with the line's small diesel team carrying out work in between repairs and maintenance on locomotives that are in traffic.

The project has involved many new bodywork panels, a bogie and engine overhaul and a complete rewire. The generator has been sent away for overhaul.

Alongside these major projects, the running fleet is undergoing essential annual winter maintenance.

Work on SR Schools 4-4-0 No. 926 *Repton* includes repairs to the super heater header and a full set of super heater elements, while the cracked chimney is also being welded.

LMS 'Black Five' No. 5428 *Eric Treacy* is to be fitted with a new horn guide before the new season opens.

NELPG's J27 0-6-0 65894 (NER P3 2392) is having new motion bushes, cylinders bored and other mechanical repairs.

Class 25 D7628 *Sybilla* is due to have its tyres turned and Class 37 No. 37264 is having new batteries fitted.

development in our 43-year history, Forging Ahead gives us the momentum to thrive once again for our community following the unprecedented difficulties presented by the pandemic.

"Forging Ahead is not just about exploring the past – it's also about making a positive difference to the future of this community too."

The BCLM, like Swindon's STEAM – Museum of the Great Western Railway (see pages 44-45), is currently operating as a coronavirus vaccination centre.

Many attractions at Wicksteed Park have been closed since the pandemic began last year, and it had been hoped to reopen it this spring.

Oliver Wicksteed, chairman of the park owner, the Wicksteed Charitable Trust, said: "We are incredibly grateful that the Government understands the importance of the park and its heritage, and is backing us in this way.

"This grant funding highlights just how important ongoing financial support, coupled with fundraising and donations from the local community, is to help secure the long-term future of the park."

Protection

National Lottery Heritage Fund chief executive Ros Kerslake said: "These are all ongoing major refurbishment and restoration projects, funded by us, which have been threatened by the pandemic.

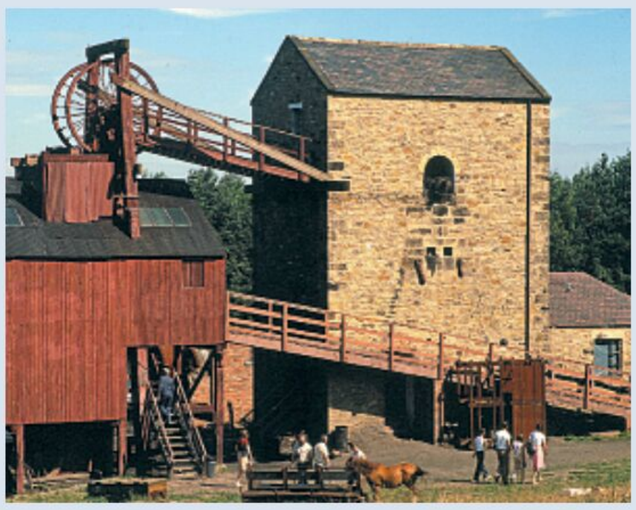
"From the oldest surviving outdoor swimming baths to a Victorian pier, and from a much-loved park to an historic abbey, these are all places that will enrich hundreds of lives when they reopen.

"We are delighted this extra funding from the CRF will ensure that these exciting projects will go ahead."

Culture Secretary Oliver Dowden added: "Our CRF is helping to save the places people can't wait to get back to when it is safe to do so.

"All over the country, this funding is protecting the venues that have shaped our history and make us proud of our communities, while safeguarding the livelihoods of the people that work in them."

The NHLF, the British Film Institute, Historic England and Arts Council England are currently assessing applications for the remaining £400 million of CRF funding, which was held back to allow the Government to support organisations throughout the spring and the summer of this year.



Left: The colliery at Beamish, The Living Museum of the North, which has just been awarded £975,000.

Right: The canal boat dock at the Black County Living Museum's site off Tipton Road, Dudley.
BOTH: NHLF



Cleethorpes duo add Scarborough to rail portfolio

By Robin Jones

JOHN Kerr, who ran the closed Kerr's Miniature Railway in Arbroath, has now added a new line to his portfolio.

John, who together with Peter Bryant bought the Cleethorpes Coast Light Railway in 2014, has purchased Scarborough's North Bay Railway from retiring owner David Humphreys, founder of new-build experts North Bay Railway Engineering Services (NBRES) in Darlington. The new owners took possession as from March 1.

Opened on May 31, 1931, the 20in gauge line which runs for three-quarters-of-a-mile between Peasholm Park and Scalby Mills was for many years run by Scarborough Borough Council until David bought it in 2007, successfully adding new rolling stock, station buildings and lakeside attractions.

John said: "The railway in Scarborough is an extremely important asset to the town and wider region. Before his retirement, David has done a fantastic job of revitalising this much loved attraction and we are looking forward to working with his dedicated team to further this.

"We can't wait to take the railway to its centenary and beyond."

The railway and other attractions plan to reopen on April 12.

John's grandfather Matthew originally built a line at his father's dairy farm in Dundee in 1934, but moved it to Arbroath the following year, laying it alongside the Aberdeen-Dundee main line, and installed a wider gauge in 1937.

Experience

His family ran Kerr's Miniature Railway for three generations before it closed on October 11 (issue 273). He had been in talks with Angus Council about bringing back the 10¼in gauge line on a new site elsewhere in the town's West Links Park, where a £200,000 nine-hole crazy golf course had been pencilled in, and had offered to invest his own money to make it happen, while operating miniature buses and fire engines from the same location.

However, John said that in February, he was contacted by the council and told that it had now been decided to increase the crazy golf from nine to 18 holes and that the miniature railway would not be included in the scheme. "We would have liked to have seen the railway in Arbroath survive because it has been in the town for 85 years, but the council is not showing any interest," said John.

The purchase of a second line in England and the scope to develop its attractions has, however, opened new horizons.

John added: "We are now running the major attraction in Cleethorpes which has been a massive success and now have the fourth largest attraction in Scarborough. I don't think that's bad going by the age of 25.

"We are now hoping for a bumper summer season. Everyone will take a holiday in Britain this year, and Scarborough is one of the country's biggest resorts."



John Kerr (left) and Peter Bryant have taken over the North Bay Railway from the retiring David Humphreys (right) who will now concentre on new-build steam projects in Darlington. NBR

Development

The North Bay Railway's four Hudswell Clarke steam outline diesels – *Neptune, Triton, Poseidon* and *Robin Hood* – have been in service since the early 1930s. Two of them used to operate on the now-defunct railway at Golden Acre Park in Leeds and were later used at Woburn Safari Park.

Under David's ownership, new-build Bagnall Sipat 0-4-0ST *Georgina* was built and added to the fleet, and the move led to the formation of NBRES.

Historic Casserley photographs throw new light on La'al Ratty operations

A NEW window into postwar life at the Ravenglass & Eskdale Railway (R&ER) has been acquired by the associated Ravenglass Railway Museum.

Last December, an auction lot consisting of negatives taken by legendary railway photographer Henry Cyril (H C) Casserley came up for sale.

The museum was keen to purchase the lot, consisting of 44 negatives in total, due to the unique perspective on life at the railway these would offer.

Collections assistant Claire Winter-Moore said: "We are thrilled to have acquired this collection of negatives, which gives us a more detailed and representative view of the railway during a decade that was to signal great change for the R&ER."

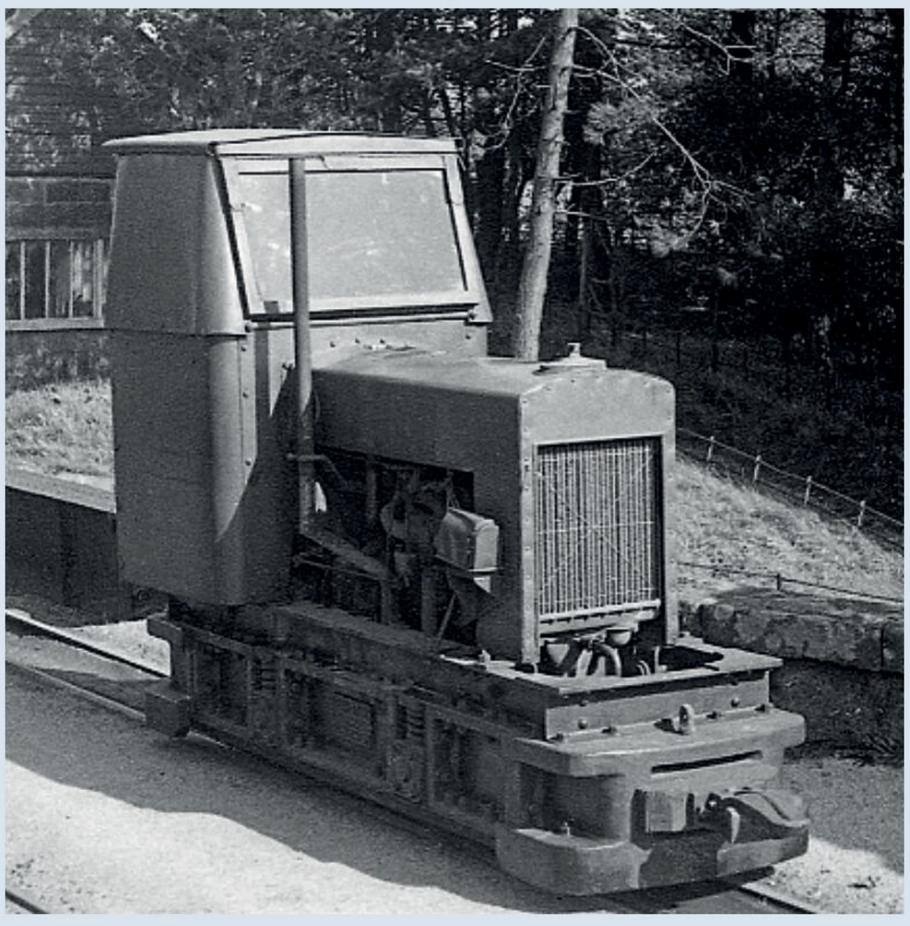
Taken on a visit during September 14, 1950 Casserley visited the line at a difficult time for the operating company – when money and materials were scarce and the future was uncertain.

The negatives offer a unique view in terms of their physical viewpoint from the train, with half of the images being taken, unusually, from the back of locomotive NG39 *Passenger Tractor* (nicknamed *Pretender*), the second Muir-Hill Fordson tractor to be bought by the railway for quarry traffic.

The museum's volunteer photographic archivist Dave Simpson said: "One of the future projects we wish to do at the museum is to show the tremendous changes in the valley, with vegetation creeping up on the line, almost hiding it from view in places. This will contrast to modern views of the line in very good condition."

Railway photographer Alfred Croughton was on the same trip as Casserley. Already holding some of Croughton's photographs in its archive, the museum has been able to identify eight of his pictures which complement some of the newly-obtained Casserley images.

Until 1955, standard gauge tracks straddled the narrow-gauge line as far as the Murthwaite stone crushing plant. The stone, quarried from further up the valley at Beckfoot, would be loaded onto standard gauge locomotives, where it was then transported to the mainline station at Ravenglass and beyond. Also included in the collection are four images of the Kerr Stuart standard gauge locomotive at work, now preserved at the Foxfield Light Railway.



The Ravenglass & Eskdale Railway's first Muir-Hill quarry tractor, *Quarryman*, arrived in 1926 for use on the Beckfoot Quarry, and it continued there until 1953. It also hauled on passenger trains on busy days. Pictured on September 14, 1950, its last scheduled passenger run was a special for the Cumbrian Railways Association in 1979, although it has operated informal after-hours specials on occasion since. H C CASSERLEY

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

TRANSPORT AUCTIONS of LONDON

TRANSPORT AUCTIONS *of* LONDON

The South of England's Specialist Auction House for

RAILWAYANA & TRANSPORT COLLECTABLES

Totems, Targets, Nameplates, Worksplates, Shedplates, Posters, Timetables etc



Clearing your loft? Take advantage of the record prices being achieved at our quarterly sales!



We are now welcoming entries for our Spring sale



- 4 sales a year, live on the internet
- Professional, efficient & expert service
- 3,000+ on our free catalogue emailing list
- Free advice & valuations without obligation
- Top prices, average 90%+ lots sold
- Prompt payments to vendors
- Collections can be arranged















2021 dates: 8th May, 31st July, 30th October

enquiries@transportauctionslondon.com
Tel: 01737 237505
www.transportauctionslondon.com
Also on Facebook and Twitter

Transport Auctions of London Ltd,
Registered Office: Hamilton House, 87-89 Bell Street, Reigate RH2 7AN
Registered in England & Wales. Company No. 9773357

Help see new Corris steam loco running in 2022

A COMPLETION date for the Corris Railway's new Falcon 0-4-2ST has been agreed with builder Alan Keef Ltd, provided that another £100,000 can be raised.

Alan Keef Ltd holds open days in the late summer and early autumn every two years at its works near Ross on Wye, with the proceeds going to charity.

The next one will be in 2022 and will mark the firm's 50th anniversary since it was first established in Oxfordshire.

Target

Following the ordering and cutting of the metal for the cab, it has been agreed that the aim is now to have the newly-completed Falcon as the centrepiece as part of the planned celebrations.

After the event, the locomotive would be moved to its new home in the locomotive shed at Maespoeth Junction and, subject to successfully being run, could enter traffic on the 2ft 3in gauge line before the end of the 2022 season.

Future

Its debut will be the first time since 1930 that two steam locomotives owned by the Corris will be in service in the Dulas Valley. It will be partnered by the 2005-built Tattoo 0-4-2ST No. 7.

However, all now depends on raising to finance the construction between now and then.

➜ Donations to the Corris Railway Society for the Falcon can be made via the website www.corris.co.uk. Alternatively cheques can be sent to: Peter Guest, 38 Underwood Close, Callow Hill, Redditch, B97 5YS (cheques should be payable to Corris Railway). Peter can also supply standing order forms for any supporters who would like and are able to make regular payments.

Like us facebook.com/heritagerailway

Follow us @HeritageRailMag

Connect with us heritage-railway-magazine



Peckett 0-4-0ST *Uskmouth No.1* launched Dean Forest Railway passenger services by hauling break van rides at the revivalist society's original base at Parkend on October 23, 1971. DEAN FOREST RAILWAY MUSEUM TRUST

Councils boost to resteam Dean Forest's first loco

By Robin Jones

THE Dean Forest Railway is on track to return its first-ever steam locomotive to traffic after two local councils backed its restoration fund.

The awards of £10,000 from West Dean Parish Council's Yorkley Solar Farm Section 106 Grant Scheme and £5,000 from Gloucestershire County Council's Growing Our Communities Fund will see Peckett R4 0-4-0ST No. 2147 of 1952 *Uskmouth No.1* set on course to run again, marking 50 years since it hauled the heritage line's first passenger rides.

Uskmouth No.1 was supplied new for the Central Electricity Generating Board's Uskmouth A power station (also known as Fifoots Point) at the mouth of the River Usk, near Newport, for hauling coal wagons brought via the main line from the South Wales collieries.

It gave relentless service for two decades before diesel shunters took over, and its retirement came at an opportune moment for it to be purchased by members of the Dean Forest Railway's (DFR) original preservation society, complete with a full boiler certificate.

Role

As recounted in our special feature last issue to mark the 50th anniversary of the DFR, *Uskmouth No.1* gave brake van rides at the society's original base at Parkend, running on the Marsh branch siding under a local arrangement with BR.

Uskmouth A was closed in October 1981 and demolished in 2002, now the site of the gas-powered Severn Power Station, while Uskmouth B, built in 1959 to be coal-fired, is now fuelled by biomass and waste.



Theanks to grant aid from two local councils, all the funds are now in place for *Uskmouth No.1* to be returned to traffic and celebrate the 50th anniversary of its landmark moment in the heritage line's 50-year history. ADAM DICKENSON/DFR

Uskmouth No. 1 therefore holds a very special place in the history of the DFR, but has been out of service for many years. Other DFR fleet members have taken precedence, thanks largely to their GWR heritage and being capable of hauling five-carriage trains, now a typical scene at the DFR.

Society chairman Alastair Clarke said: "We have been building up funds over the years to renovate *Uskmouth No. 1* through annual draws, and now these funds have been substantially boosted thanks to two extremely welcome grants.

"This additional funding comes thanks to the society's charitable status and will not only enable *Uskmouth No. 1* to steam again, but in doing so, we can provide our local community – of all ages – with volunteering opportunities in heritage conservation and hands-on engineering work. The locomotive's boiler requires professional, skilled repairs, so the railway can now at last afford this to be done by contractors in the fairly near future. We can't wait to see *Uskmouth No. 1* back in action."

Progress

Society treasurer Tim McLennan said: "The Covid-19 pandemic has delayed many projects at the railway due to the huge impact on revenue, but even before these grants were announced work has been progressing in the background with the 'Thursday Gang' under Ed Freeman's guidance.

"Outside lockdown, our brake van rides became very popular as they gave very useful in-built social distancing for our visitors.

"Thanks to this funding boost, the DFR now plans to celebrate the 50th anniversary of those first public brake van rides at Parkend with a return to service – in its original role with us – of its much-loved pioneering locomotive, *Uskmouth No. 1*."

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Boughton crossing set for first trains this year

NORTHAMPTON & Lamport Railway volunteers continue to make steady progress on the new southern terminus at Boughton despite the pandemic.

The main platform wall was completed last summer and now has a finished platform surface for an initial distance equivalent to two coach lengths. The remainder is due to be infilled with surplus material from elsewhere on the railway and surfaced later this year.

As reported in issue 275, in early November 2020 the heritage line obtained a lease for some additional land from the adjacent Windhover pub, owned by Mitchells and Butlers. This land will enable the construction of a bay platform with associated trackwork and, one day, a permanent station building.

This new station is intended to be in a replica LNWR style, appropriate to the line's history. In the interim a temporary booking office and shop will be provided within a Mk.3 buffet coach in the bay.

Progress

Since the start of December, volunteers have cleared the land of unwanted vegetation and prepared the trackbed for the bay. They have also dug and concreted the foundations for the bay platform, constructed the blockwork walls, and started on laying the brickwork, including some corbelling to the ramp at the end of the main platform.

An initial bed of ballast has also been laid into the bay (27 tons, all dug by hand and moved by wheelbarrow), and work has begun on constructing the points that will connect into the bay road.

Fencing has been constructed along the new boundary with the pub, and includes direct access from the pub garden to the station.

On February 16, a large load of concrete sleepers was delivered. They will mainly be used for laying track into the bay in the coming weeks.

Achievements

The line's infrastructure director, Graham Peacock, said: "The efforts of our loyal and dedicated volunteers are amazing. We've managed to make great progress in recent weeks, all the more remarkable when you consider that we only work at weekends, have no heavy plant to assist us, and have to abide by Covid-19 restrictions. Our aim is to hopefully still open the extension later in 2021."

The new station at Boughton will give the line a much higher profile main road presence alongside the A5199, which runs from Husbands Bosworth to Northampton via a junction with the busy A14 dual carriageway.

At Pitsford and Brampton, the doors and cladding on either end of the new locomotive running shed have just been completed, making the building secure and weather-tight.

➜ **Anyone who would like to volunteer on the Boughton project is invited to email memberships@nlr.org.uk. Donations to help the line finish the work are welcome at www.goldengiving.com/fundraising/boughton-extension**





Above: On course to be the newest terminus in the heritage sector, the completed platform at Boughton on the Northampton & Lamport Railway. NLR

Right: Constructing the points at the new Boughton station on February 14. NLR



***Bradley Manor's* new cylinders and wrapped valve liners at Tyseley in February.** TERRY JENKINS/ EMF

New cylinders delivered for *Bradley Manor*

A MAJOR watershed moment in the return of Severn Valley Railway-based GWR 4-6-0 No. 7802 *Bradley Manor* has been marked by the delivery of new cylinders to Tyseley Locomotive Works.

The cylinders and associated parts are now at the stage where further work, followed by testing and fitting to the popular 1938-built locomotive, owned by the Erlestoke Manor Fund (EMF), will be undertaken.

Fitting the cylinders will require the removal of the cab roof and boiler, plus a complete rebuild of the front end of the locomotive.

Their arrival is seen as an enormous boost for the whole project, which has been beset by many challenges including a foundry closure, Covid-19 lockdowns, machine breakdowns and transport delays.

Background

The repairs to the locomotive, involving complete replacement of the cylinders, was made necessary due to extensive damage resulting from the failure in service of the right-hand piston rod. This occurred while working on the West Somerset Railway in 2019.

EMF trustee Terry Jenkins, who is in charge of the project, paid tribute to all the support the fund has received, from the Great Western Society at Didcot Railway Centre providing the original GWR Swindon drawings for the parts, to advice from Bob and Alastair Meanley at Tyseley and contract engineer Mike Solloway, and the wide array of suppliers in getting the cylinders to the point of delivery.

Process

The cylinders were first 3D-modelled by Stafford Road Design Ltd. The polystyrene patterns were made by Premier Patterns, and the cylinders cast by Shakespeare Foundry.

Heat treatment of the cast cylinders to stress relieve the castings was carried out by Thermofax Heat Treatment Ltd and then machining was undertaken by Roach Precision Engineering Ltd. New valve liners were also machined by Roach using material provided by Abbey Spuncast.

Formed in 1973, the EMF bought GWR 4-6-0 No. 7812 *Erlestoke Manor* from Barry scrapyard the following year and, initially intended as a kit of spare parts, *Bradley Manor* was also acquired in 1979.

The fund then decided to restore *Bradley Manor* in its own right, and achieved it in 1993.

Since then, each locomotive has covered more than 100,000 miles in the heritage era, mainly on the Severn Valley Railway.

'Phenomenal' response to *Mallard* record driver memorial appeal

AN appeal to restore the unmarked grave of Joseph 'Joe' Duddington, who drove LNER A4 No. 4468 *Mallard* at 126mph to set an all-time world steam railway locomotive speed record on July 3, 1938, raised £5000 within a week.

Doncaster's Friends of Hyde Park Cemetery wanted to raise £2000 to pay for a headstone on the grave where Joe was buried in 1953, alongside his wife Mary Alice, who died in 1921.

However, the target has twice been smashed, and now the Friends group, which described the public response as "phenomenal," plans to use the extra money that has been donated to add kerbing and decorative stones, plus an interpretation panel to explain the circumstances of A4 No. 4468's world-beating run down Stoke Bank on the East Coast Main Line in Lincolnshire.

The campaign was backed by Matt Delaney, Joe's great grandson, who told the local Doncaster Free Press: "Everyone knows of Donald Campbell and Bluebird.

"It should be the same with Joseph Duddington and *Mallard*. I felt he should have some sort of recognition."

Oldest line gets newest traction!

By Gareth Evans and Robin Jones



THE 'newest' traction item to enter the heritage sector has found a home on the successor to the oldest public railway in the UK.

The modern-day Llanelli & Mynydd Mawr Railway (LMMR) company, based at Cynheidre, Carmarthenshire, aims to restore part of the original Llanelly & Mynydd Mawr Railway, initially known as the Carmarthenshire Tramroad, a horse-drawn 4ft gauge plateway that ran its first trains in May 1803 after being established by an Act of Parliament the previous year.

The current heritage line at Cynheidre is based on the colliery reception road, on or near the line of the original tram-road. This fact is reflected in a blue plaque on the overbridge at the railway.

Now the LMMR is home to the final Welsh Class 142 'Pacer' – No. 142006 being the sole example to be preserved with an Arriva Trains Wales interior.

The Class 142s were withdrawn from service in the South Wales valleys in December 2020 and during early January, the units were driven to Landore depot in Swansea for storage. No. 142006 made its final journey on the main line from Cardiff Canton depot to Landore on January 6.

Following a decision to send most units for scrap at Sims Metals, Newport, No. 142006 was moved by road to Cynheidre in fully operational condition on February 15.

After both cars were coupled together, a test run was successfully carried out on February 20. A list of small jobs is now being worked through to prepare the set for public service.

Survivor

"No. 142006 was considered one of the best of those stored at Landore and will now become a long term member of our operational fleet," LMMR spokesman David Mee told *Heritage Railway*.

"In the short term, it will hopefully allow the railway to offer socially distanced train rides in a safe environment.

"No. 142006 is now unique. It's the sole surviving example equipped with the lower density Arriva Trains Wales 2+2 configuration interior. We are going to launch an appeal for the 'Pacer' to be professionally repainted into the green, red and white Valley Lines livery – the first variant to be applied to the Class 142s in pre-Arriva days.

"Along with the newer Class 143 'Pacers' and Class 150 'Sprinters', the Class 142s have been the mainstay of services in South Wales for more than 30 years. The preservation of this unit at Cynheidre ensures that their legacy is celebrated and continues into the future.

"We would like to thank operator Transport for Wales (TfW) and leasing company Angel Trains for their help in the donation of this set. We are also grateful to rolling stock service supplier Chrysalis Rail at Landore for all its assistance and the staff from haulier Alleys, which were excellent, as they always are in our experience."

In due course, the LMMR hopes to run a 'Pacer' gala day, along with driver experience courses.

A further boost for the LMMR has come from Alliance Transport Technologies, which has donated one of its own-brand battery jump packs.

It is expected the device will prove invaluable in starting the line's diesel rolling stock.

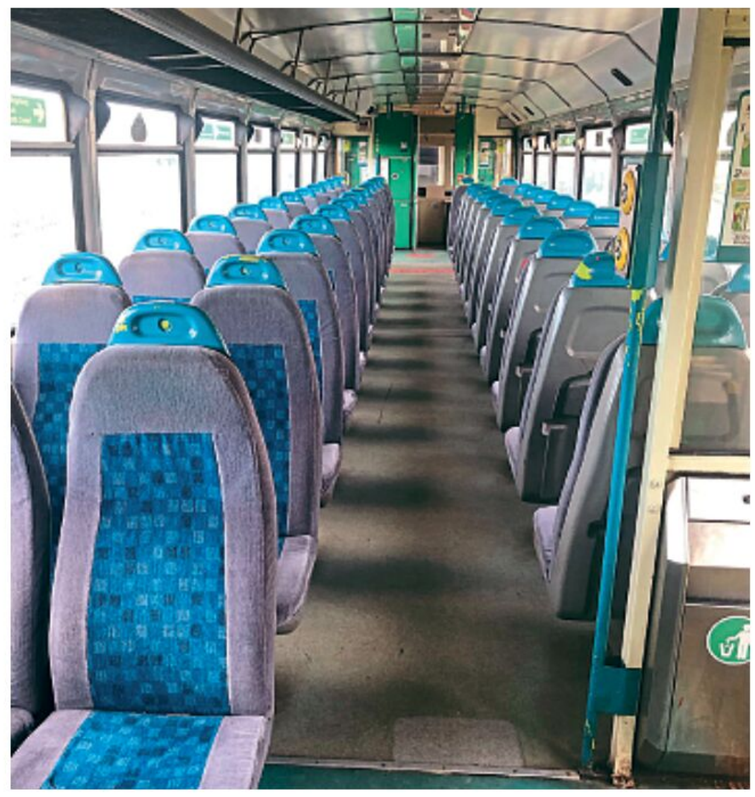
David continued: "We wish to offer massive gratitude to Alliance Transport Technologies for its kind donation. The support of businesses to our charity during the pandemic has been a huge motivation for us to push our project forward."

A new group has been established at the LMMR to promote and support the DMUs based on the line. A sub-group of the LMMR, the South Wales Railcar Group, aims to raise funds and also to aid the acquisition of the expertise, volunteers and spares necessary to safeguard their future.

Made up of passionate and enthusiastic individuals, the group is seeking similarly motivated people to assist in returning the DMUs to their former glory and keep them running for many years to come.

All support is welcomed, including financial donations, skilled or unskilled volunteers, and applications for membership.

A start has been made on renovating the interior of the LMMR's Class 122 'Bubblecar' No. 55019/122019. The single-car heritage DMU lost its interior after it was converted for Departmental use. Replacement seats are to hand, and work is underway on repanelling inside.



Above: While the branding applied to the bodyside by the unit's former operator Transport for Wales referred to the impending introduction of new trains, 'The start of a new journey' seems highly appropriate for the future of Class 142 'Pacer' No. 142006, in preservation at the Llanelli & Mynydd Mawr Railway.

Right: No. 142006 is the sole surviving example of the class with an Arriva Trains Wales interior.
BOTH PICS: DAVID MEE/ LMMR

Restoration

"The unit's external condition is excellent," said David.

"It's had the benefit of undercover storage for many years. We expect to paint it in BR green with speed whiskers. The engines are operational – some work remains outstanding on the cabs."

On the steam front, the line's Avonside 0-4-0ST *Desmond* remains at the Flour Mill workshop at Bream, in the Forest of Dean.

The 1906-built locomotive has been partially dismantled as part of an assessment to determine the work required to complete its ongoing restoration.

It is hoped that reassembly can begin shortly. The main tasks include the retubing of the boiler and the fitting of the cab and pipe runs.

An £18000 grant was secured in 2020 from the Association for Industrial Archaeology (AIA), which promotes the study and appreciation of industrial archaeology. The grant is to complete the final tasks of painting, as well as the fitting of vacuum brake equipment to haul passenger trains, boiler tube replacement and final testing.

It is intended that the overhaul will be completed at the Flour Mill.

Work has also been progressing on exploring opportunities to extend the line northwards towards Tumble.

Such a move would offer a journey of just over a mile – and in the longer term, it is hoped to head south towards Llanelli.

➜ **For more details, including membership applications and donations for both the LMMR and the railcar sub-group group, visit the railway's website, www.llanellirailway.co.uk, or telephone 07956 082305.**

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Remembering John Copeland – restorer of the Bluebell's 'Chesham set'

JOHN Anthony Frederick Copeland sadly passed away on February 8, having been diagnosed in 2020 with terminal cancer.

He will be remembered as a loving husband, dad, grandfather, cousin, friend, true craftsman and a heritage railway enthusiast.

As a master craftsman, learning and working alongside his own father, John joined the Bluebell Railway Preservation Society on February 15, 1998, to combine his passion for trains and carpentry.

He spent 17 years volunteering at weekends and on many weekdays on Bluebell restoration projects, most notably the four teak Metropolitan coaches originally built in the late 1890s – the oldest matching set of mainline carriages running in the UK.

Proudly stating he "rode" 'the Chesham set' on the day of its withdrawal from public service in the 1960s, he was able to ride them again in 2013 when the London Transport Museum featured the carriages in the London Underground 150th anniversary celebrations.

The efforts of John and his fellow volunteers were rewarded when the carriages won the Heritage Railway Association's carriage and wagon award in 2006.

An only child born to Agnes and John, of Thornton Heath, Surrey, on January 9, 1938, he was an incredibly modest and proud man.

John attended Ingram boys' school in Norbury, South London, and Topplesfield School, Essex, as a wartime evacuee.

His lifelong passions were honed from an early age, making scale models of trolley buses and trams from balsa wood and matchsticks.

He often took his younger cousin, Carol, to stand on the railway bridge waiting for steam trains to go under.

John joined the Norbury Transport and Model Railway Club, where his interests in logbooks, tickets and memorabilia from the great tram and steam train era thrived.

An electrical engineer for 35 years at Muirhead & Co Ltd of Beckenham, he met his future wife, Josephine, there. They had two daughters, Lorraine and Sharon. Holidays included trips to model railways, trolley bus and tram museums, and working steam railways.

For his 70th birthday they visited the Silver Stream Railway in New Zealand.

Father Christmas even delivered a Hornby train set with points and station to his girls in the mid-1980s.

His daughter, Sharon Pillai, said: "He defined his own legacy through his contribution to heritage railways, which will enable the preservation of an important part of British history – providing future generations the opportunity to experience the wonder and beauty of the Metropolitan carriages and steam era at the Bluebell Railway."



The Bluebell Railway's 'Chesham set' at Edware station on January 10, 2013, during a test run for the London Underground 150th anniversary celebrations. ROBIN JONES



John Copeland at the wedding of his daughter, Sharon. COURTESY SHARON PILLAI

Holden F5 tank now has cylinders fitted

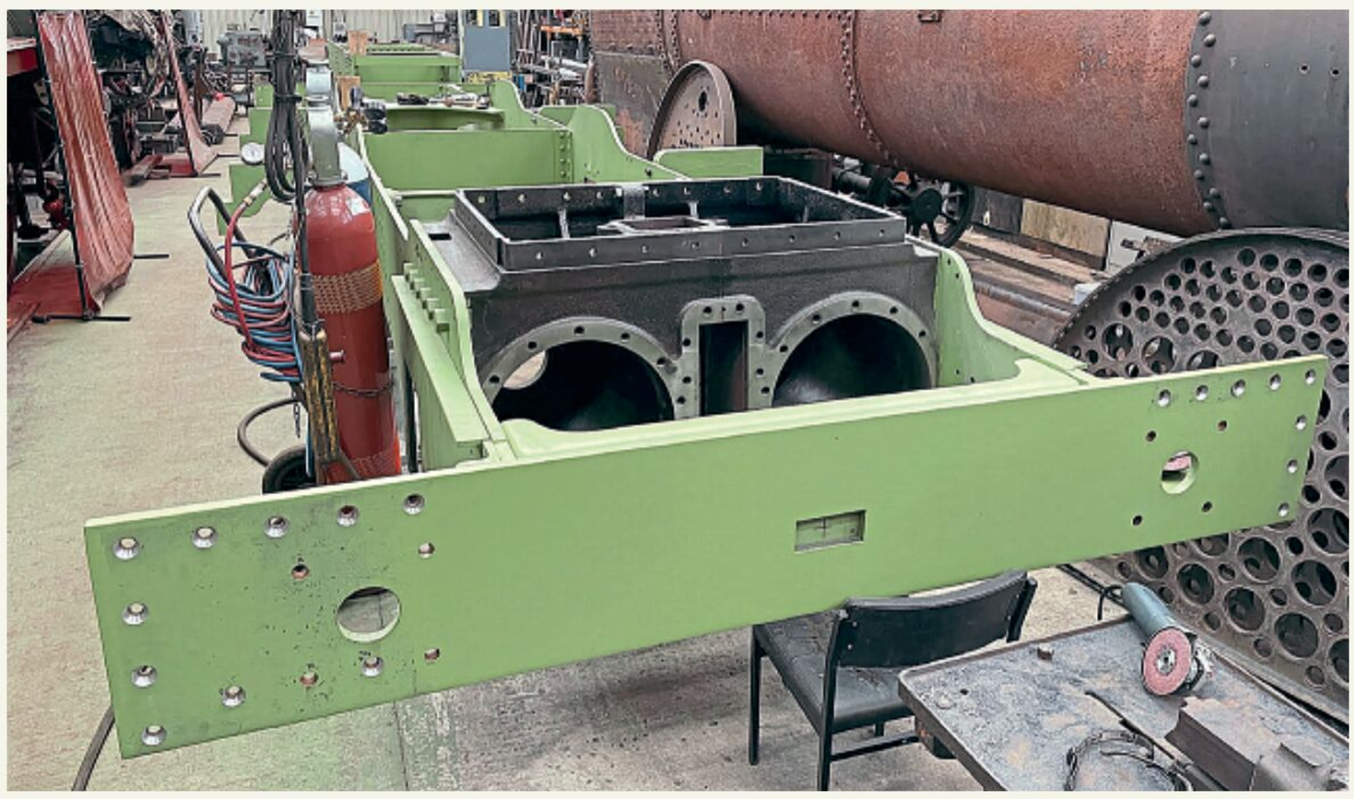
THE Holden F5 Steam Locomotive Trust has passed a major milestone is its bid to recreate GER 2-4-2T No. 789 with the fitting of the cylinders to the frames, seven years after the project moved from Essex to Tyseley Locomotive Works.

The frames entered the Tyseley workshop for final assembly during late October. All castings were removed from storage and prepared for fitting to the frames assembly.

Meanwhile, the trust has received a substantial legacy that will enable Tyseley to complete all that is necessary to cater for No. 789's rolling chassis.

The trust's original plan was to reconstruct BR No. 67218 as its was withdrawn from service on the Epping to Ongar branch, where steam ended on November 16, 1957.

However, in 2013, it was agreed that the striking GER livery would make the locomotive visually more attractive, standing out from the many BR livery locomotives currently operating in the heritage sector.



The cylinders fitted to the frames of GER James Holden 2-4-2T No. 789 inside Tyseley Locomotive Works, marking a watershed with construction. DENIS CHICK

Tanfield Railway on track enhance its infrastructure

THE Tanfield Railway (TR) is benefitting from the support of two sources to upgrade and maintain its civil engineering.

The County Durham heritage line has received more than 20 tons of redundant trackwork from local passenger transport authority Nexus. A raft of surplus material including sleepers and points was kindly made available after the £70 million project to replace at Gosforth Metro depot got underway.

Civil engineering firm VolkerFitzpatrick is rebuilding the Metro depot, which will provide a modern home for the new train fleet being manufactured by Stadler, due to enter traffic on the light rail rapid transit system in 2023.

Preservation

TR general manager David Watchman said: "The new Metro fleet is an exciting project for the future of transport in the region. It's great to see that it's also helping to preserve some of the north east's unique heritage. We are grateful to Nexus, Stadler and Volker for this donation, alongside contractor Trackwork, which arranged the delivery.

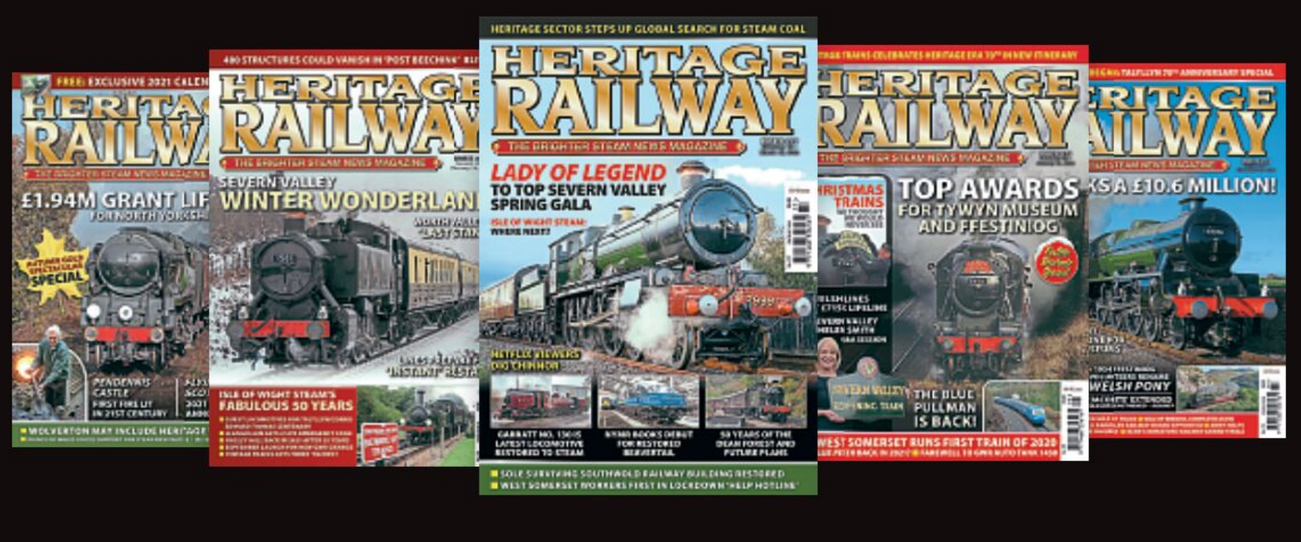
"Equipment like this is often very hard to obtain new, and, of course, re-using it in this way is much better for the environment. Our volunteers are looking forward to putting it to good use for many more years to come. The donated equipment will be essential to ensure we can continue to operate the railway in the future."

Meanwhile, part of the TR's £245,500 grant from the Government's Culture Recovery Fund – intended to help weather the storm of coronavirus and come back stronger – is being used to enhance some of the line's public outdoor space. Tarmac road surfaces have been laid on the main visitor access routes to Marley Hill sheds and Andrews House station.

HERITAGE RAILWAY

Pay just £3.23 per edition

That's a 28% saving when paying by direct debit



Great reasons to subscribe

>> Free UK delivery to your door or instant download to your digital device

>> Save money on shop prices >> Never miss an issue

>> Receive your issue before it goes on sale in the shops

FIVE GREAT OPTIONS TO CHOOSE FROM…

PRINT ONLY

1 year direct debit for **£42**

1 year credit/debit card for **£45**

2 years credit/debit card for **£85**

DIGITAL ONLY

6 issues credit/debit card for **£15.99**

12 issues credit/debit card for **£28.99**

Didcot Railway Centre's roving ambassador, GWR large prairie No. 4144, is again available for hire by other heritage lines during the summer and autumn, as well as for visits to galas and special events. The 1946-built locomotive underwent a cold visual exam in February, the first part of the yearly boiler certification process, as a precursor to its annual steam test. No. 4144 proved itself capable of hauling heavy trains at the Severn Valley Railway in 2019, and handled the stiff gradients of the Keighley & Worth Valley Railway and Kent & East Sussex Railway last year. Lines wishing to book No. 4144, pictured in action on Didcot's demonstration line on December 7, should enquire at info@didcotrailwaycentre.org.uk.
FRANK DUMBLETON

classicmagazines.co.uk/HRDPS

01507 529529 and quote HRDPS

Lines are open from 8.30am-5pm weekdays

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk/hr-overseas. Subscriptions will start with the next available issue. Offer closes 23/04/21. Direct debit payments will continue at the price you paid, on this offer, every 12 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms. Quoted savings are based on a 13 issue direct debit subscription when compared to the cost of 13 full price printed issues

Early days of railwayana sales recalled by founder of BR's Collectors' Corner outlet

EXCLUSIVE

By Geoff Courtney

CAREER railwayman Chris Osman has spoken publicly for the first time of his ground-breaking concept that more than 50 years ago helped spawn the railwayana collecting movement.

Chris, who is 74 and lives in Eastbourne, joined BR as a junior clerk at Marylebone in 1962, and in 1966 was promoted to the LMR stores controller's department at Alperton, near his then home at Neasden.

Origin

At that time, BR staff were allowed to buy guards' obsolete oil lamps for 2s 6d (12½p), and the employees sometimes sold them on to a shop in Harrow-on-the-Hill, which sold railway collectables. The shop, in turn, sold them to the public, also for a profit.

"Being an enthusiastic young clerk I spoke to the stores controller, Major WW (William) Kirby, suggesting we could make some money for the department by selling them direct to the public," Chris told *Heritage Railway*.

The major, who won the George Medal in Palestine in 1947, agreed to Chris's suggestion with the proviso that there was no additional cost to the department, including out-of-hours work.

"My colleagues Mike Keever, Roger Solomon and Derek Godwin were in favour, and we decided to give it a go," said Chris.

Major Kirby instructed Robert Lawrence, the region's general manager – who was the major's batman during their Army service – to tell station and area managers and engineering departments that all unwanted railway items were in future to be sent to Alperton for sale. Chris and the team were allocated an unoccupied office, which became waist-high in handlamps within a few weeks.

It was around this time, in 1968, that Chris devised the name Collectors' Corner, and this was used in advertising in railway magazines.

"Following the general manager's directive, many items other than lamps were coming in, including such signs as bridge restrictions, trespass, beware of trains, and totems, and there were even signalbox nameboards," reminisced Chris. Prices for the handlamps began at 7s 6d (37½p), with old lamps such as Midland Railway and LNWR selling for more.

Premises

Lack of space at Alperton soon became a problem, and Major Kirby issued instructions to Robert Lawrence to find alternative accommodation. "The directive was once again surprising due to the general manager being the major's superior, but the GM had of course been the major's batman," said Chris. "Times didn't change in the Sixties."

The answer was found in Cardington Street, close to Euston station, in a two-storey former



Nameplate discovery: LMS Jubilee No. 45603 *Solomon Islands* emerges from Knighton Tunnel south of Leicester with the 7.22am from Nuneaton on July 21, 1962, five months before its withdrawal. A nameplate from the 4-6-0 was one of the early sales at Collectors' Corner after being found behind a bench in Crewe Works. TRANSPORT TREASURY/HORACE GAMBLE

New push to Cricklade begins

THE Swindon & Cricklade Railway began the next stages of its push north towards the second 'half' of its name on February 8, with major vegetation clearance and ground works.

Once the vegetation has been cleared from the Midland & South Western Junction Railway trackbed, work on the drainage and boundary fencing can begin, followed by the laying of ballast. Once the ballast is down, tracklaying to Fairfield Lane can start.

This year marks the 60th anniversary of the final departure from Cricklade station.

Railway vice chairman Allan Bott said: "It's so good to see substantial progress being made to reach the northern destination of our line, and soon we'll be able to fully embrace our namesake, the Swindon & Cricklade Railway.

"This work doesn't come cheap and the de-veg alone cost several thousand pounds, however, it was well worth the money.

"To complete the works, we need to raise a lot more money and while we have submitted grant applications, any further donations will be greatly appreciated.

"Once the ballast is on site, we can begin laying track and finally reach our intended destination."

The railway has issued an appeal to raise more funds for the extension. For more information, visit www.swindon-cricklade-railway.org



A quantity of rails have been amassed next to the cleared trackbed in readiness for extending the Swindon & Cricklade Railway northwards to Fairfield Lane and then beyond. SCR

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



Early days: Derek Godwin (left) and Roger Solomon man a stall of railwayana during an open day at Quainton Road station, near Aylesbury, in October 1969, shortly before Collectors' Corner was opened near Euston station. The Quainton Railway Society was also formed that year to restore the station, which is now the Buckinghamshire Railway Centre working museum. PETER LEIGH

railway stables containing a fully-working lift that was water-operated and thus almost silent, so as not to upset the horses.

On the first floor Chris discovered stacks of old railway posters, the premises having been used by the PR and publicity department for storage after horse-power ended.

The stock at Alperton was transferred to Cardington Street, and the lift soon proved its worth as it meant heavier or bulky items didn't have to be carried up the stairs.

Major Kirby decided the media should be invited to the official opening in December 1969, and it proved to be a huge success despite, said Chris, one of the most frequent questions asked by journalists being: "Who's going to buy all this junk?"

That question was soon answered. One of the early items sold at the store was a nameplate from LMS Jubilee No. 45603 *Solomon Islands,* priced at £130. It had been discovered behind a bench in one of the Crewe workshops.

Another early success was when an American gentleman paid a visit. "He wanted to buy everything, and we agreed a price of £3000," said Chris. "It turned out that he owned a chain of railway-themed restaurants in the US called Victoria Station."

Another landmark was the success of a stall at an open day at Cricklewood depot which raised £7000, and further open days were attended at Quainton Road, Tyseley, Toton, Carlisle, Blackburn, Carnforth, Blackpool North and Allerton in Liverpool.

Signal

In contrast, a large amount of signalling equipment from the Leicester area, stacked high in the store, didn't attract much interest. "We were thinking of scrapping it when a gentleman arrived and expressed his delight, as he was involved in the recreation and preservation of signalbox equipment. He said he had many friends who would be interested, and we soon sold it all."

Chris, who retired from the railways in 2008, said that from the start, Collectors' Corner was a massive success for him and his colleagues, Mike Keever, Roger Solomon, Derek Godwin, Peter Leigh, Pat Harrington and Robert Warburton. "I left in 1970 after relocating to Crewe, and I understand Collectors' Corner was the only BR department to make a profit every year up to privatisation in the mid-1990s. That is something I will always be proud of."



The impressive Five Sister Bings at West Calder are one of the most visual reminders of the shale oil boom, and mark the start of the trail. HUGH DOUGHERTY

New Scottish shale trail opens

By Hugh Dougherty

THE West Lothian Shale Trail, a 16-mile walking and cycling path linking West Calder and Winchburgh, opened at the start of February, having been delayed by Covid-19 from its planned opening in May 2020.

Recalling the life and times of Scotland's almost-forgotten shale oil industry, the path is supported by public information boards and on-line content.

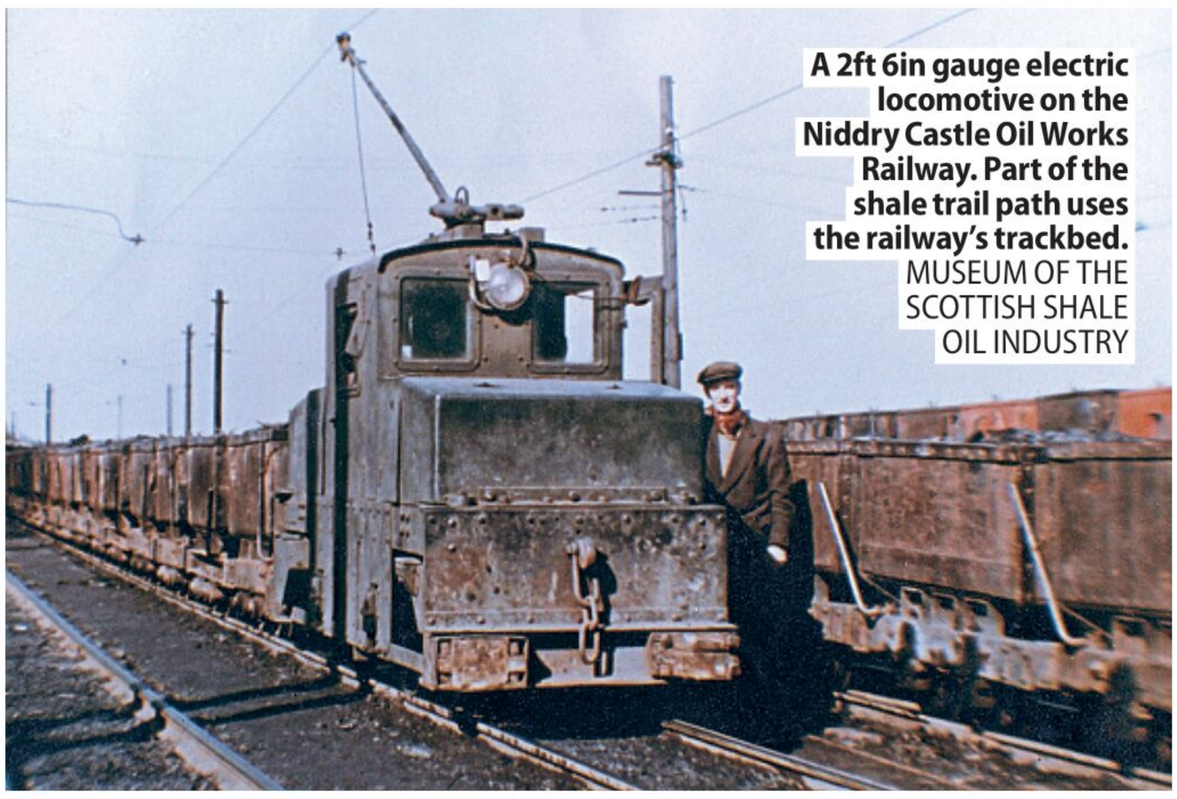
It brings the area's shale oil mines, works and railways back to life, ensuring that the heyday of the West Lothian oil boom, which ran from 1860 to just after the First World War, is not forgotten.

Parts of the trail use the trackbed of the former 2ft 6in gauge railways that served the oil works, bringing shale from the mines and taking away the waste 'slag' which was tipped on to heaps known locally as bings, and are now features of the landscape.

Almond Valley Heritage Centre director Dr Robin Chester, who is on the trail steering group, said: "The trail brings the villages, people, factories and railways of what was once a thriving industrial area, employing 40,000 miners at its height, to life. Without the railways, the shale oil industry would not have been able to function and expand.

"We operate the 2ft 6in gauge Almond Valley Light Railway at the centre to provide a living link with the shale lines, and we're delighted to have been part of the process of developing this trail. Once Covid-19 travel restrictions are lifted, I hope as many people as possible will use it to connect with the industrial heritage of this area."

Full details of the Shale Trail are at www.shaletrail.co.uk



A 2ft 6in gauge electric locomotive on the Niddry Castle Oil Works Railway. Part of the shale trail path uses the railway's trackbed. MUSEUM OF THE SCOTTISH SHALE OIL INDUSTRY

Williton depot's 'Teddy Bear' overhaul forges ahead

THE overhaul of the Diesel & Electric Preservation Group's (DEPG) Class 14 No. D9518 has taken a positive step forward.

All six springs have been sent to a locomotive spring manufacturer for refurbishment and testing.

Upon their return in the coming months, DEPG volunteers will be able to build up the rolling chassis and then start to re-install the major subsystems, including the brake frame that was restored last autumn.

Fully dismantled at the DEPG's Williton headquarters, all parts on the 'Teddy Bear' are gradually being refurbished or renewed.

Dilapidated

Built by BR at Swindon in 1964, No. D9518 was sold to the NCB's North East Area after withdrawal, becoming No. 7 at Ashington Colliery in Northumberland.

Withdrawn in 1986 due to severe wear and being in a dilapidated condition, the locomotive moved to the Rutland Railway Museum (now known as Rocks by Rail), where it became a static exhibit, before moving to undercover storage at the Nene Valley Railway in 2006. While at the Wansford, parts were recovered to help restore sister locomotive D9555.

The 0-6-0 moved to Williton in 2011. Being a long-term project, there is no date set for a return to service. The DEPG's other Class 14, No. D9526, remains operational on the West Somerset Railway.

Are you a user of online professional networking website LinkedIn?

If so, follow the recently launched *Heritage Railway* magazine page on LinkedIn at **www.linkedin.com/company/heritage-railway-magazine/**

Like us facebook.com/heritagerailway

Follow us @HeritageRailMag

First cylinder cast for new 'Night Owl'



The latest milestone in a new-build project launched in 2010. The first of the two cylinders for 47XX 2-8-0 No. 4709 stands outside Boro Foundry. 4709 GROUP

By Robin Jones

THE first of two cylinders for the new Churchward 47XX 'Night Owl' 2-8-0 No. 4709 has been cast – giving renewed hope that the locomotive could be ready by the builders' target of 2023/4.

However, the landmark success has followed a series of delays caused by the Covid-19 pandemic, compounded by technical issues. Indeed, the day when the patterns arrived at the foundry to be cast, that company went into receivership – leaving the project team to search for a replacement to do the job.

Paul Carpenter, chief engineer of the Great Western Society's (GWS) 4079 Group, which is building the 10th example of the class, said: "Premier Patterns in Smethwick produced the polystyrene patterns, which were completed and inspected during February 2020, then dispatched to the Shakespeare foundry in Preston for casting.

"This foundry had successfully cast locomotive cylinders using poly patterns for several other projects, but luck wasn't with us. On the day our patterns arrived at the foundry, the company was placed into receivership.

"We were fortunate to be able to extricate the patterns from the receiver and the search began for another foundry. We quickly discovered that in our modern manufacturing world, the number of suitable candidates is significantly less than a century ago, when 47XX cylinders were first being cast.

"We contacted every foundry currently producing cast iron products, only to discover little enthusiasm for the project. Either the sheer size and volume of the casting, or concerns centred around the specialist knowledge required to work with poly patterns, caused most to decline to bid for the contract.

"Months were spent in detailed discussions with one foundry, only to have them decide at the last moment that they too could not deliver the castings.

"Background enquiries identified one specialist – a man who had worked successfully with polystyrene patterns to produce locomotive cylinders.

Determination

"From the first discussion with Alan Boulton, it was obvious that he was a man with both the specialist knowledge and a genuine enthusiasm to deliver this work. He clearly possessed the 'can-do mentality' required, and on his recommendation, Boro Foundry (in Sour Vale Road, Lye, West Midlands), was contracted to deliver our castings.

"This foundry has often undertaken work for our parent GWS, and are currently machining the coupling rods for the County 1014 Project. With a full team and the necessary skills and experience on board, Boro Foundry's Sam Edwards, Alan, and the 4709 Group engineers started on the research and development work necessary to ensure the casting process would succeed. Working as a single unit, the team re-engineered the casting process for steam cylinders with poly patterns from first principles.

"It's taken a year of hard learning and steely determination, but finally, at the end of a tough year, the first casting is complete.

"The success of this project represents an important development for the casting of locomotive cylinders for our heritage world. Without doubt, Boro Foundry is now the centre of excellence for this specialist work, and we are grateful to both the team there and to Alan Boulton for their commitment to the challenge.

"We are also grateful to our good friend Mike Solloway who, on our behalf, has made regular site inspections. His experience and knowledge from casting cylinders for his own engine has been invaluable."

Group treasurer Richard Croucher said: "Bob Meanley was invited to produce drawings for the cylinder block redesign and his drawings would surely have delighted Churchward himself. In addition to his work as a first-class locomotive engineer at Tyseley Locomotive Works, Bob is also an excellent draughtsman. On top of his work on the cylinders, he has also produced detailed drawings to allow new front and rear cylinder cover patterns to be made.

"The pattern for the second cylinder block is now being prepared at Boro Foundry and a date for the cast is anticipated shortly. Once both blocks are completed, they will be stress relieved in a furnace before being delivered to our machining specialist, who is ready to start work."

The new cylinder blocks have been redesigned and manufactured to bring the width and height within the current Network Rail loading gauge – essential for future main line running and similar to the design adopted for GWR 4-6-0 No. 6024 *King Edward I*.

Components

Bob has also produced an assembly drawing to show how to best fit the donor 41XX pony truck to No. 4709. This last drawing was essential to support the work on the pony truck by Leaky Finders, in Exeter, and ensures that all the many critically important interface details have been addressed.

Timber patterns for the new cylinder covers, as well as the two huge compensating beams, have now been ordered.

The 47XXs were designed and built between 1919 and 1923 to haul overnight fast vacuum-fitted food trains into London from the west and the Midlands, but quickly found use on freight duties across the GWR network. They were called 'Night Owls' because they were primarily designed to work during the night and could be seen simmering in the daylight awaiting nocturnal duties.

Their reliability, power and route availability later saw them hauling holiday passenger services with great success. In recognition of this latter-day role, class members were outshopped in fully-lined express passenger green livery from about 1957 onwards. All nine were withdrawn between 1962 and 1964 but none were preserved.

➜ Donate to the 'Night Owl' project at https://didcotrailwaycentre.org.uk



The casting team outside Boro Foundry, from left to right: Kevin Shakespeare (finish fettler); Andy Hinsull (moulder); Mike Solloway (4709 Group); Craig Rollinson (foundry manager/moulder); John Rollinson (foundry manager's assistant/moulder); and Sam Edwards (operations manager/sales). 4709 GROUP

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

King and Saint head up collection of live steam models set for April auction

By Geoff Courtney

FOUR exhibition-quality live steam models from a major Midlands collection will be going under the hammer in a Dreweatts auction on April 20 at estimates of up to £25,000.

All are in 5in gauge, and comprise GWR trio Nos. 6026 *King John*, 2921 *Saint Dunstan*, and 7825 *Lechlade Manor*, and Standard 2MT No. 78019.

The £25,000 top estimate is carried by the model of the *King*, which was constructed in 1974 and rebuilt in 2007. Its features include a silver-soldered copper boiler with stainless steel superheater, a detailed cab that includes a steam pressure gauge set at 90psi, water sight glass, and regulator, and a chassis having twin outside and twin inside gunmetal cylinders and Stephenson's valve gear.

The six-wheeled tender has a fitted water hand-operated feed pump, and the model is finished in 1934 GWR livery with polished brightwork.

No. 6026 was built at Swindon in July 1930 at what is by today's standards the unbelievably low price, including tender, of £7175. It ended its days at London's Old Oak Common shed (81A) in September 1962 – the year in which the entire class was withdrawn – with 1,622,350 miles on the clock, giving it a monthly average during its 32 years in service of more than 4200.

The models of the *Saint*, which has a top estimate of £18,000, and the *Manor* (£12,000), have features similar to those of the *King*, including the 1934 livery. From a more modern era of locomotive design comes the fourth model, of 2-6-0 No. 78019. Its mechanical details are similar to the GWR models, and this too is estimated at up to £12,000.

Origin

All four are from the collection of the Hewell & Tardebigge model steam garden railway near Redditch, Worcestershire. It is reducing its stock 20 years after being set up by retired chartered surveyor Michael Price and live steam scale model engineer John Glaze. John has won a number of awards for his models, and his father and grandfather both worked for the GWR.



The time is approaching 10.30am on an unrecorded date, but probably mid-1950s, and No. 6026 *King John* was ready for departure from Paddington's platform 8 with the 'Cornish Riviera' express non-stop to Plymouth, and then onward to Penzance, where it was due to arrive at 4.55pm. A 5in gauge live steam model of the Plymouth Laira-based 4-6-0 will be going under the hammer with an estimate of up to £25,000. TRANSPORT TREASURY

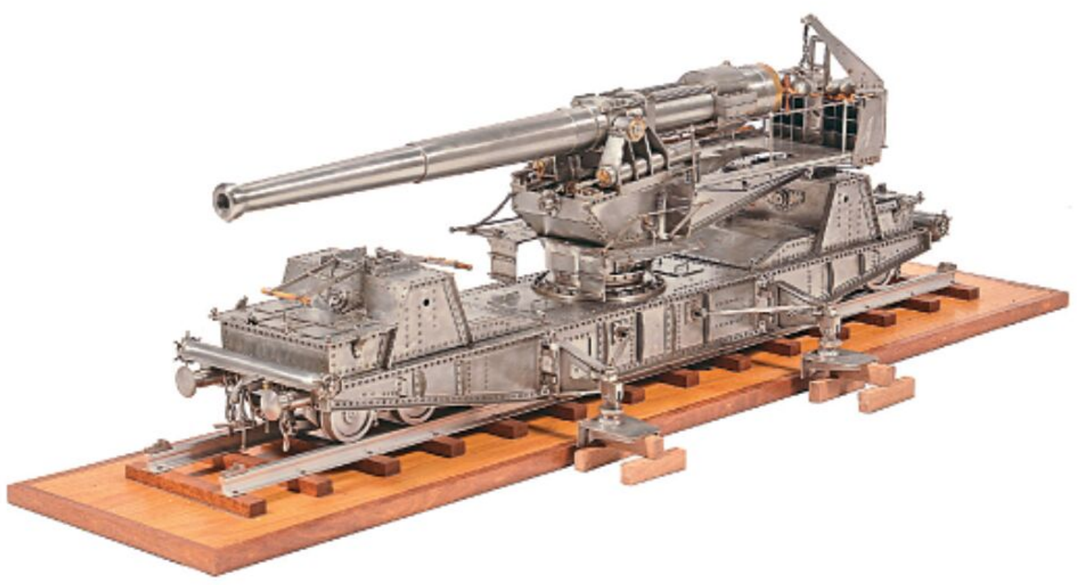
Dreweatts' steam and model engineering consultant, Michael Matthews, said: "These models were built to the very highest standards, and are being sold with full engine and boiler histories, all having been recently run on the railway."

In addition to these locomotives, 21 other lots from the collection will be included in the auction, comprising 16 handbuilt private owner wagons, two Southern Railway luggage vans, two United Dairies milk tankers, and a rake of six GWR coaches, the last of which is expected to sell as a set for up to £6000.

Although not from the collection, another eye-catching model is a 3½in gauge First World War railway gun which, after completion by Mr D Swan, of West Lothian, in 2010, won the best exhibit award in the Harrogate Model Engineering Exhibition.

Estimated at up to £5000, it is almost 4ft long and features detailed rivet-work, stabilising arms with adjustable ground supports, a 9.2in bore gun, direction control wheels, and a polished steel finish with brass bearings and mounts.

The auction, to be conducted by Dreweatts managing director Jonathan Pratt, starts at 10.30am, and bidding will be live online or by telephone or commission.



Fire power: The award-winning 3½in gauge model of a First World War railway gun being sold at Dreweatts' April 20 auction with a top estimate of £5000. DREWEATTS



Elegance in miniature: The 5in gauge live steam model of GWR No. 2921 *Saint Dunstan* that will be one of the highlights of Dreweatts' April 20 auction. DREWEATTS

Down but not out – Bodmin & Wenford all set to restart operations

DESPITE the Bodmin & Wenford Railway not having run a revenue-earning passenger train for a year and Covid-19 restrictions having hit hard, the Cornish line is still busy – and is aiming to reopen as soon as it is allowed.

During the winter, the track gang has replaced a worn out-point at Bodmin Parkway. On January 28 work began on a similar project next to the Bodmin General signalbox.

In the workshops, with GWR panniers Nos. 4612 and 6435 away at the Nene Valley and Spa Valley railways respectively, the emphasis has been placed on carriage repairs and restoration.

Six decades of corrosion, wood rot, wear and tear, and exposure to the elements have taken their toll on the line's fleet of BR Mk.1 carriages.

There is much work to be done, not just to the coach bodies but also underneath to the frames, the brake gear, and bogies.



A section of the Bodmin General point being lifted out under the supervision of infrastructure manager Chris Hatton. Under restoration in the background is the boiler of the line's flagship GWR 2-6-2T No. 5552 – details of which can be found at https://bodminrailway.co.uk/support-us/the-flagship-engine-appeal/ Sheeted and similarly in the process of restoration is Bagnall 0-4-0ST *Judy*. IAN HIGGINS/BWR

‘Forgotten’ engine shed rediscovered

By Gareth Evans

THE remains of an old steam locomotive shed have been discovered by Cambrian Heritage Railways at its Gobowen station site.

The small depot’s remains were found by CHR volunteers on land located a short distance south of the station, which is in the organisation’s possession.

The Shropshire-based educational charity is appealing for information about the servicing facility, which closed almost 100 years ago.

Henry Thomas, one of the CHR volunteers, said: “Railway boundaries are traditionally marked by post and wire fences. However, we found a section that was formed of an old stone wall and realised it was a surviving part of the engine shed shown on historical maps.

Information

“Steam engine sheds, as well as being a vital part of the railway system, were places which had an irresistible attraction for enthusiasts.

“They were the subject of numerous photographs over the years, and many of their names became legendary. It is therefore surprising that so little is known about the single-road shed at Gobowen – and as far as I know no images of it exist.

“Therefore, we are appealing for anyone who knows the whereabouts of further information or images to email henry@henrythomas.co.uk



The stone wall which enclosed the shed yard also remains, with ‘cock-and-hen’ capping. HENRY THOMAS/CHR

“Fortunately, another CHR volunteer recently acquired at auction a copy of a drawing dated 1912, which provides some interesting detail, including the presence of inspection pits both inside and outside the shed.

“Another useful source has been the large-scale Ordnance Survey maps, which show minor changes to the shed layout over the years.”

The shed was about 120ft long and 18ft wide, and built of 18in thick stonework with a slate roof, and the smithy building was of similar construction. When the facility was demolished, the lower part of the smithy gable wall was retained as a boundary wall.

Henry continued: “The only written description I have found is in An Historical Survey of Great Western Railway Engine Sheds 1837-1947 by E Lyons and E Mountford (Oxford Publishing Company).

“Some doubt is cast on the date of the shed’s construction, but the authors assume it was built for the opening of the Shrewsbury and Chester Railway in 1848 to serve the Oswestry branch, and that the building was possibly extended in about 1860 to 1864.

“The book gives the locomotive allocation in 1901 as 0-4-2ST No. 547 – constructed at Wolverhampton in 1869 and later rebuilt with side tanks; and 0-6-0STs Nos. 2010 and 2711 – a standard design, later rebuilt with pannier tanks.

“The official closure date was December 4, 1922, following the Great Western’s absorption of the Cambrian Railways and the availability of locomotives from Oswestry shed to operate the branch. However,



The east wall of the shed now lies on CHR’s boundary with Network Rail. It has been taken down to the chamfered plinth stones just above ground level. HENRY THOMAS/CHR

demolition did not take place until January 1937.

“The book’s layout plan labels the side building at the south end as ‘smithy’, and at the north end as ‘tank over pumphouse’ and ‘messroom’.”

Future

Unfortunately, there can be no prospect of rebuilding the shed as the CHR running line to Oswestry will have to follow more or less the same alignment as the former shed road.

Henry added: “However, we plan to stabilise and protect what remains of the shed masonry, tidy up the site, and excavate carefully to discover whether much has survived of the floors, inspection pits, etc.

“Work is now being carried out to cut through the ivy and kill it off so that it can be removed later with less damage to the masonry, and to cut back vegetation before the nesting season starts in March.

“This will allow more detailed clearance, exploration, and recording during the summer.

“Then the site will be available for laying new track as soon as the resources are available.”

World’s final English Electric locomotive now safe in museum hands

By Robin Jones

THE last locomotive built by English Electric has been preserved on the far side of the world.

English Electric produced nearly 1000 diesel and electric locomotives of nine different classes for BR as part of the 1950s Modernisation Plan. In 1968, the company’s operations were merged with GEC.

With the construction of a new 3ft 6in gauge line from Launceston to Bell Bay, Tasmanian Government Railways placed an order for four Co-Co diesels with English Electric.

The last two were delivered in 1976, ZA6 being the final locomotive built not only by GEC Australia; until 2014 the last new locomotive built for Tasmania, and the last constructed by English Electric anywhere in the world.

Milestone

The 150th anniversary of the opening of Tasmania’s first railway, which ran between Launceston and Deloraine and was operated by the Launceston and Western Railway Company, was marked by ZA6 – later TasRail No. 2118 – being delivered to the Tasmanian Transport Museum in Glenorchy on January 14. It was brought 125 miles by lorry from TasRail’s East Tamar site in Launceston.

The locomotive has been out of service since July 2005, when it was sidelined with traction motor faults.

Much of the impetus for saving ZA6 came from the founding management committee of Diesel Traction Tasmania, the creation of which in 2011 was prompted by the increasing withdrawals of the large English Electric locomotives and fears that they would be scrapped because they were too large for heritage groups to accommodate them.

The museum’s initial aim is to cosmetically restore ZA6, which will include a full repaint into the Australian National green and gold livery which had been applied in 1988, with special logos applied as part of the Australian Bicentennial celebrations.

Several missing electrical and mechanical parts will be replaced to allow ZA6 to run again.

Ownership

The museum also owns X1, the very first government main line English Electric locomotive to operate in Australia.

The president of the museum, Rod Prince, said: “We are extremely grateful to TasRail for entrusting us with the preservation of such an important and historic locomotive.

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Money Match March drive towards 'super' GCR

By Robin Jones

AN unnamed benefactor is backing the scheme to join two heritage-era Great Central railways at Loughborough – by matching all donations pound for pound up to £100,000 made during March.

The offer has come after the reunification project raised a total of £500,000.

Scope

To link the Great Central Railway with the GCR (Nottingham) via the bridge that has already been rebuilt over the Midland Main Line and the refurbished bridge over the Grand Union Canal, more than 500 yards of the original line needs to be constructed in Loughborough at a cost of £3 million – including the 'Factory Flyover', crossing a factory car park and a road.

Regarding the match funding offer, Andy Fillingham, chairman of the Friends of the Great Central Main Line, which is arranging the fundraising drive, said: "It's an incredible moment for the project. We already have good news to share, because our totaliser has reached half a million pounds. As much as we would like to, we can't build the next stages until we have the vast majority of the funding in place. That's why Money Match March is so important.

"We can take the half a million already raised and supercharge our fundraising thanks to this amazing offer. Every contribution takes us closer to building again and delivering the benefits of reunification.

"The completed railway will be used not only for heritage trains and boosting tourism, but to attract more commercial work to the line, including testing and training for other rail companies. This will help secure the GCR's long term future as well as bringing income to the East Midlands economy.



The bridge over the Midland Main Line in Loughborough will link two heritage railways, creating an 18-mile steam highway between the outskirts of Nottingham and Leicester. FoGCR

"These are really exciting times for the reunification scheme, which was once described as impossible. People power is making it happen though and if everyone gets behind Money Match March, we'll really have some momentum going."

Design

The latest plans for the next section have just been published by the GCR. Developed by engineering consultants Cass Hayward, they show concrete beams being used to construct the car park and road crossing. A reclaimed bridge deck donated by Network Rail will also be used.

➜ Donations online are invited at www.gcrailway.co.uk/unify while cheques, made payable to The David Clarke Railway Trust, can be posted to: DCRT, Lovatt House, 3 Wharncliffe Road, Loughborough, Leicestershire , LE11 1SL

Double track returns to the GC in Rugby as part of arts trail

A SECTION of the formation of the Great Central Railway's London extension through Rugby is set to be turned into an arts trail, with track relaid on one part after half a century.

Rugby Rotary Club has unveiled plans for a Railway Art Heritage Trail on a three-quarters-of-a mile section of the Great Central Way, a footpath and cycleway created on the trackbed after Rugby Borough Council bought it in 1970.

Working with the council and leaseholder Warwickshire Wildlife Trust to upgrade the section between Hillmorton Road and Abbey Street, the club has asked for £15,000 of Arts Council funding for the trail, which will see commissioned local artists in areas such as metalwork, woodwork, sculptors and graffiti collaborating with schools in a competition to produce unique artwork, interpretation boards and murals, some of which may be painted on the bridge walls.

In September, panels of double track was laid under Hillmorton Road bridge after Network Rail donated 200ft of redundant sleepers and rail.

The Rugby Group Benevolent Fund is set to install three benches funded and designed by Cawston artist and former Rotarian Eric Gaskell.

The bench design features trains, pedestrians, a cyclist and wildlife on the back.

Interpretation boards will be designed by local blacksmiths to a traditional BR-like, outlining the history of the Great Central Way.

The section of the original Great Central Railway between Rugby Central and Nottingham (Arkwright Street), used only by local DMU services in its latter days, closed on May 5, 1969.

The club has been undertaking improvements to the Great Central Way, including the removal of vegetation in a four-year project in advance of its centenary in 2020.

In late January, members installed 20 bird boxes made from scrap wood.



Double track on another part of the Great Central. Rugby Rotary Club laid these panels in September as the first part of its planned arts trail along the redundant main line. RUGBY ROTARY CLUB

"Some 275 locomotives were built at the English Electric (later GEC) factory in Rocklea, Queensland.

"Not only was ZA6 the last English Electric locomotive built there, but it was also the last English Electric diesel locomotive built in the world.

"It marks the first V12 English Electric locomotive in Tasmania to be preserved in a museum."

A GoFundMe page to raise money for the restoration has been launched, which can be found at https://www.gofundme.com/f/help-us-restore-za6

Meanwhile, preservationists fear for the future of TasRail's remaining stored English Electric locomotives, which could face scrapping.



Safe at last. The historic Tasrail English Electric Co-Co No. 2118 (ZA6) is unloaded at the Tasmanian Transport Museum in Glenorchy on January 14. TTM

Swanage needs £65k to resume work on new carriage shed



An artist's impression of the new Herston carriage shed. KEVIN WILLIAMSON



LSWR T9 4-4-0 No. 30120 passes the site of the new Herston carriage shed while work was underway in February 2020. ANDREW PM WRIGHT

By Robin Jones

SWANAGE Railway volunteers have launched a fresh appeal to raise £65,000 so that work can resume on building a much-needed £225,000 carriage storage shed east of Herston Halt.

The volunteers hope to hit the appeal target by the end of June so that the steel structure of the building can be ordered before being delivered to the site and erected in November.

Work on the structure began in January, 2020, but stopped three months later, when the Government introduced the first national Covid-19 lockdown. However, by then, contractors had managed to complete the foundations for the steel structure that will span two tracks and be capable of storing 10 carriages.

The railway's fundraising chairman Randy Coldham said: "This appeal is for a critical project to protect some of our historically-important heritage carriages, the youngest of which dates from the 1930s.

Protection

"The Swanage Railway doesn't have any undercover storage facilities for its carriages which have to be stored outside in all weathers. Keeping 10 carriages under cover in a dedicated storage shed will protect the vehicles from the weather and also reduce the costs of maintaining the carriages.

"We are hopeful that the public will help us to close the funding gap and allow the carriage shed to be completed by the start of 2022 so it can protect some of our historic carriages from the ravages of winter weather."

The relaunch of the new carriage shed appeal comes after the line's Save Our Service Appeal reached its total of £360,000 in less than a year.

Randy, a volunteer signalman, added: "I would like to thank everyone who has worked so hard to reach – and surpass by £5,000 – the Save Our Service Appeal target. It has allowed the Swanage Railway to survive the winter.

"Now, we can return to the Herston carriage shed project which has seen us raise £160,000 towards the building costs thanks to successful fundraising efforts as well as generous legacies and bequests."

The new shed at Herston will be 131 metres long, 6.5 metres high, 9.2 metres wide and cover nearly 1000 square metres.

Delivery

A challenge for the contractors building the shed is that the site has no road access so all materials have to be delivered by train.

The project manager for the Herston carriage shed is railway trustee and operations department volunteer Nick Coram and the consulting engineer is Jim Peters of Such Salenger in Bournemouth.

➜ To donate to the Herston Carriage Shed Appeal, visit www.swanagerailwaytrust.org/carriage-shed-appeal

Watch out for that wagon!

BOOKING a staycation in West Cornwall this summer and plan to hold a picnic in the sand dunes at Gwithian near Hayle? If so, you might be advised to bring an extremely strong umbrella with you!

Recent coastal erosion following vegetation clearance two years ago has brought this 2ft gauge tipper wagon, and a length of track on which it ran, clearly into public view, perched on a cliffside 40ft above the very inviting surf-lapped sands.

Experts believe that the wagon, which appears to be all but fossilised, is around a century old – and sits waiting for a liberal dose of heavy wind and rain to bring it crashing down – so beachcombers beware!

The wagon is believed be a rare survivor from the Gwithian Tin Works, which in the first half of the 20th century recovered and sifted tin-rich sands from the beach, by which flows the Red River, a mineral-laden stream visibly discoloured by mining waste from the Camborne-Redruth mining district. At first, the operation, set up in 1913 by Cornish Sands Limited, trading as the Beach Tin Operating Company (Gwithian) Ltd, constructed an aerial ropeway on pylons to lift sand to a sifting site on the clifftop above.

The ropeway, remains of which can be seen in the rocks, was subsequently replaced by a narrow gauge railway running through a tunnel carved, presumably by local miners, through the cliff to take the sand from the beach to the clifftop more efficiently.

The operation closed in the late Thirties and nature was left to reclaim the site which is prone to cliff falls. However, in 2019, the Carbis Bay Crew, a group of cavers, divers and climbers, cleared away the vegetation so that the wagon could be more clearly seen.



It has been conjectured that the tipper wagon in the cliff above Gwithian Sands in Cornwall is a standard production item from a firm such as Robert Hudson of Gilbersome, Leeds. TREVITHICK SOCIETY

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Diesel traction will get Wensleydale back on track after lockdown

By Robin Jones

THE Wensleydale Railway, recent recipient of two redundant Class 142 'Pacer' DMUs, seems set to rely on diesel traction in the immediate future as it returns from lockdown.

A statement from the railway regarding traction and rolling stock said: "Our primary focus is as a heritage tourist attraction combining the natural appeal of a train ride through glorious scenery with the historical aspect of showcasing the railway through the ages.

"For the railway to operate we need a range of reliable traction and rolling stock, that we can maintain to a budget and use flexibly

Ideal

"For off-peak services the first generation DMUs and 'Pacers' are ideal, with low costs and simple operation on the line. We also need units that can maintain our timetable; the line is almost constantly graded from Leeming Bar westward and that means some lower-powered classes of units are not suitable. In addition to the Class 121 railcar No. 55032, we can deploy one, two, three or four-car trains depending on the perceived level of demand using either first generation DMUs or 'Pacers.'

"For our reopening post Covid-19 we will almost certainly be heavily reliant on our' Pacers'. We can start to introduce more appealing traction once our passenger numbers start to climb.

"Our diesel locomotive fleet, consisting currently of a Class 14, 20, 33 and 37, covers our immediate needs and are all very suitable for use along the line. Looking forward we would consider adding suitable locomotives such as classes 25, 26, 27 or 31."

Regarding steam, the statement added: "While we fully understand that steam sells tickets, we also understand that the costs of steam are orders of magnitude greater than diesel traction, both in hire/ownership and running costs.

"Our long-term plan is to acquire suitable steam traction, but we need to ensure that we can properly maintain and service it first and that we have the passenger numbers to make it pay before taking the plunge.

"Until that happens, we will continue to hire in where there is proven demand, such as during the high summer months, as we have successfully demonstrated in the past.

"In the shorter term we need to ensure that we can provide suitable servicing for any steam locomotive on the railway. Our maintenance shed is not really suited to be a steam running shed as well. Therefore, we need to clear space around Leeming Bar to be able to add the servicing facilities we need, such as an ash pit, watering arrangements, coaling area and covered accommodation.



Leeming Bar station a century ago – and how it may look again, with volunteers in period costume. WR

"Our long-term plan is to acquire suitable steam traction, but we need to ensure that we can properly maintain and service it first..."

Strategy

Graham Harris, owner of several diesels, along with unrestored BR Standard 9F No. 92219, was last year given six months' notice to remove them from the line, freeing up valuable siding space for new stock arriving. Other privately-owned long-term residents are also set to leave. No. 92219 has been moved to an industrial unit in the former goods yard at Tebay station.

The statement said: "If there is no long-term plan or if the item of rolling stock/locomotive has no position in our strategy, then maybe its best option would be at another site where renovation would be more practical."

Meanwhile, an appeal has been issued for volunteers to help with the heritage education project at the restored Leeming Bar station house – which aims to give visitors a taste of what life in the station was like a century ago – dressing up in 1920s station uniforms, suits and waistcoats, dropped waist tea dresses and cloche hats.

After receiving a £368,000 grant from the National Lottery Heritage Fund to restore the building, it will be presented as it would have been in the 1920s. Costumed volunteers will bring the story to life by showcasing the ticket office, kitchen, stationmaster's parlour, waiting room, post office room and wash house.

➜ Would-be volunteers are invited to contact Carrie at volunteercoordinator@wensleydalerailway.com or telephone 01677 425805.

Spirit of Sandringham building underway again

PROGRESS on building new LNER B17 4-6-0 No. 61673 *Spirit of Sandringham* has resumed following the project's move to CTL Seal Ltd in Sheffield and delays caused by the Covid-19 pandemic

By the end of 2020, design work on the B17 Steam Locomotive Trust project had produced a revised arrangement for the main leaf springs on each of the coupled axles to suit the larger axleboxes containing roller bearings.

Progress

The redesign of each of the three cylinders has commenced, converting the original cast iron designs, requiring expensive patterns, to a fabricated design, and therefore reducing costs.

Eight hornblock castings have been produced from new patterns, to reflect a further design improvement to the project. The castings will be sent to CTL Seal, where two will be used for setting up the machining and fitting, and the manufacture of the hornblock linings.

As soon as the Coronavirus restrictions allow, the cannonbox and the coupled axlebox patterns will be moved from their location at The A1 Steam Locomotive Trust's premises in Darlington, along with the wheel pattern, from storage at the Head of Steam museum in Darlington, to William Cook's premises in Sheffield, for casting.

Once the wheels and the axleboxes have been cast and released, the next tasks will be to machine the cannonbox and coupled axlebox castings, and manufacture the horn stays. The modelling of the two outside cylinders was completed towards the end of 2020 and the modelling of the inside cylinder has started. Detailed design work on all three cylinders will be combined to produce fabricated structures using appropriate welding techniques and materials, providing greater strength compared with traditional castings.

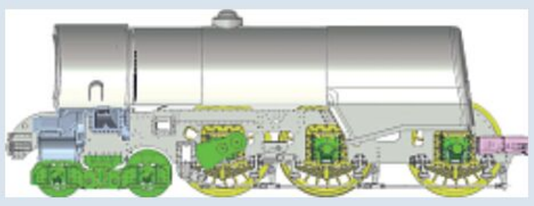
Detail drawings of the springs are currently being reviewed by Owen Springs Ltd of Rotherham, to provide a quotation. This company is considered experts in its field for the heritage sector, having acquired much of the manufacturing kit, test equipment and technical data including drawings and material specifications from the BR workshops at Eastleigh and Derby on their closure in the 1960s.

Education

The B17 Trust has established contact with two schools in the Sheffield area who are interested in its Spotlight on Specifics Teaching and Learning Materials programme currently being trialled in Essex as part of STEM (Science, Technology, Engineering and Maths) studies.

Also, the trust is set to start its first group design project with third-year University of Sheffield engineering undergraduate students and will work with them on ideas for the tender design for main line use.

Several new members have joined from the defunct B17 No. 61662 *Manchester United* project, which donated its B1 tender to the project.



A CAD sectional drawing of B17 No. 61673 showing the springs. B17SLT



The B17 hornblocks after casting, heat treatment and initial fettling and cleaning. WILLIAM COOK

Weston Rhyn signalbox reborn as Corwen East



An artist's impression of the likely position of a bracket signal. The picture has been created for discussion and the signal is not yet on site! LR



Corwen East signalbox as seen on February 2, with the new steps in place. LR

By George Jones

BEFORE the March 1 announcement that Llangollen Railway plc has declared insolvency and applied to enter administration, its new western terminus at Corwen continued to make rapid strides towards competion, with the signalbox project viaibly taking shape both inside and out.

Ever since its momentous journey down the road from Carrog on October 26, 2018, the former Weston Rhyn signalbox cabin has stood sentinel on top of the previously-prepared two-storey base at the east end of Corwen station loop.

The recovered cabin was placed in store at Carrog in 1991. The 2017 excavation of the embankment on the approach to the new station site made way for the laying of the foundations for the Corwen East 'box, with concrete poured in to provide the reinforced walls as the basement, followed by the reinstatement of the surrounding embankment.

In 2018, blockwork for the ground floor level section to form the locking room was completed.

Preventative maintenance and painting apart, further progress with it was left mainly on the back burner pending completion of the station platform, although the main window frames were renovated. Fully-glazed panes were installed during 2020, giving the cabin a 'cared-for' look.

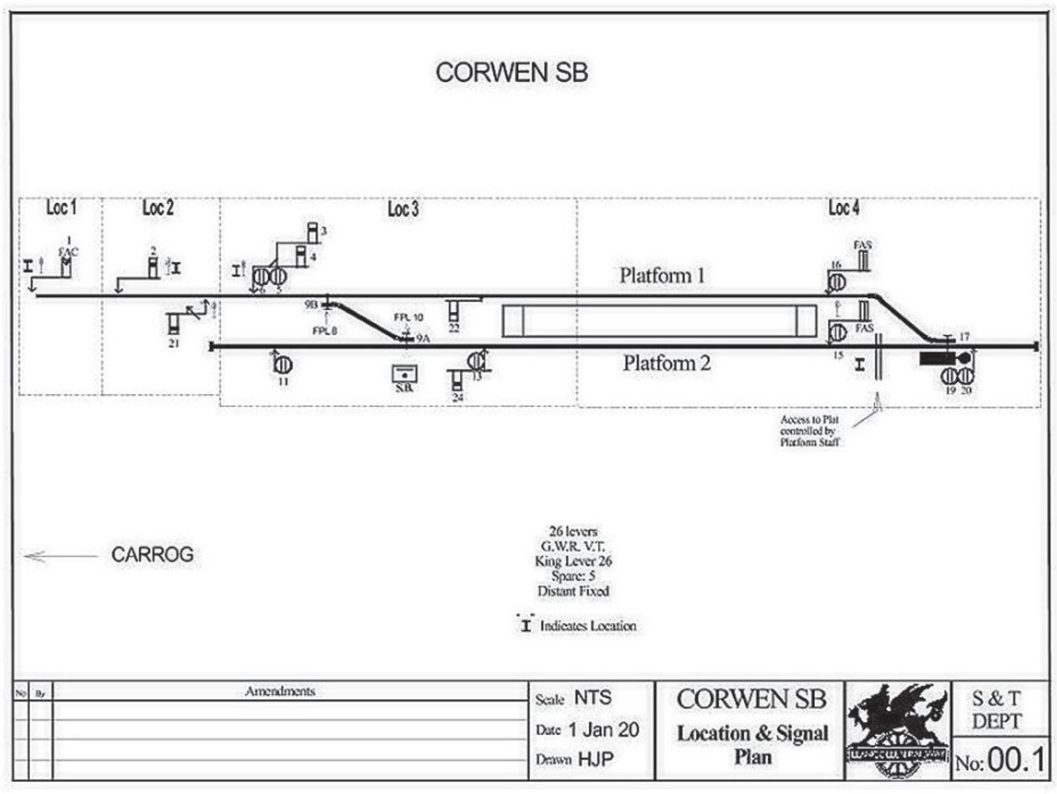
Since completion of the platform work, the volunteer team was able to move on to the 'box during late summer last year and provide the foundations for the supporting columns to secure the entrance porch and a base for the new set of steps.

The joinery challenge for a new veranda and stairway was let to local contractors to construct off site, while the completion of the permanent walkway from the embankment to gain access to the locking room (middle floor) was constructed, also giving access the rear of the 'box to aid with future maintenance. The scaffolding around the Carrog end has been dismantled, and the entrance to the basement is now formalised with steps.

Delivery

The next major step forward came on January 28 when the joinery contractors delivered their product to the Corwen station site and, with the aid of the Road Rail Vehicle, the parts were transferred to the 'box. The contractors were then able to assemble the kit of parts and install the veranda and steps in the course of the day.

Corwen project leader Richard Dixon-Gough said: "We are delighted with the product supplied by our contractors, Wynnstay Sawmills & Joinery of Ruabon, as a kit of parts, designed and built off-site. Their installation of the parts at the 'box eased the whole process for the project team members. With only balustrade parts needed to complete the assembly, easier access to the interior will now allow for renovation of the internal operating floor to begin when circumstances permit."



The draft signalling diagram for Corwen will involve 15 signals, one crossover, two facing point locks, one point motor, one King lever and six spares from a 26-lever frame. It will allow for the receipt of Down trains from Carrog and the despatch of Up trains from Corwen, as well as access to the siding. The locking design is complete but to allow for the final installation, the project team would love to hear from anyone who has experience of installing or maintaining GWR three-bar horizontal tappet frames, or who has drawings or photographs, to assist in its reassembly. LR

The installation of a signalling frame and interlocking has always been seen as a long-term project, pending the acquisition of a suitable frame to provide for a fully-signalled Corwen station. Meanwhile, initial operations were scheduled to be handled by ground frames now being prepared for connection to the points when the track ballast and tamping is completed.

The situation changed in January when a frame was found and readily available for purchase. As highlighted to supporters on Facebook, the need for funding here was a major issue.

However, such was the interest that Llangollen Railway Trust fundraiser Paul Bailey announced that, thanks to generous donations, £3000 had been quickly made available for the purchase and transport of the parts to secure storage at Llangollen.

The frame was previously at Dorchester Junction 'box, which closed in 1986. It originally had 36 operational levers, reduced to 30 prior to closure and is described as a GWR Horizontal Tappet frame, that had been stored at the South Devon Railway as a kit of parts.

Corwen signalling project leader Huw Parker said: "I have progressed installing the necessary equipment to deliver phase one of the signalling scheme to allow trains to access Corwen when this section of the line reopens from Carrog. The initial plans to provide the first phase of signal and telegraph works to enable the opening of the Carrog to Corwen section are almost complete. The ground frame, operated using the One Train Working Staff, is installed, and the associated rodding and cranks are in position. Once the track has been ballasted and tamped into the final alignment and level, the final connections can be made without too much effort."

Planning

Speaking before the line's current financial crisis erupted, he said: "A great deal of planning and discussion is ongoing to deliver phase two. The signal sighting scheme and 'box design have been agreed alongside the method of operation for the Glyndyfrdwy-Carrog-Corwen section.

"Planning is well underway for the detailed designs to deliver the full signalling scheme, including the locking design for the lever frame and the detailed electrical designs for the location cabinets, which provide information and controlling circuits back to the 'box.

"The outline designs for the Corwen scheme commenced as long ago as 2015. During lockdown in 2020, many designs have been updated and refreshed. The locking tables have been drawn up and are in the process of being checked and refined to ensure that all appropriate movements can be fully signalled to enable all likely operations when the 'box is commissioned.

"As time and resources permit, some further progress may be visible at Corwen, but the bulk of the work involving the erection of signals and location cabinet installation will only start in earnest after the current Goods Junction resignalling scheme has been completed and commissioned, since this involves the same small group of volunteers."

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

A second window opens on to pioneering days

By Robin Jones

ANOTHER collection of previously-unseen colour photographs of the Lincolnshire Coast Light Railway (LCLR) – the world's first heritage railway to be built on a greenfield site by enthusiasts – has been discovered.

In issue 269, we published a series of pictures of the 2ft gauge line unearthed by Peter Bryant, a director of the Cleethorpes Coast Light Railway, during a Kingsway office sort-out during the lockdown.

The publication led to Mike Swift, one of the founding supporters and earliest shareholders in the LCLR Company and the former secretary of the Narrow Gauge Railway Society, recalling having taken colour slides on the opening day, on August 27, 1960, and it prompted a search for more.

Mike has now passed to the LCLR's Historic Vehicles Trust a series of unpublished colour photographs taken on visits in 1961, 1962, and 1970 by colleagues Trevor Dodgson, a retired metallurgist from Stockbridge, near Sheffield, and the late Gordon Green, also a metallurgist, from Tinsley, Sheffield.

As first built, the LCLR ran from North Sea Lane, in Humberston, south of Cleethorpes, and was used as public transport taking holidaymakers to the nearby beach and the Fitties holiday camp.

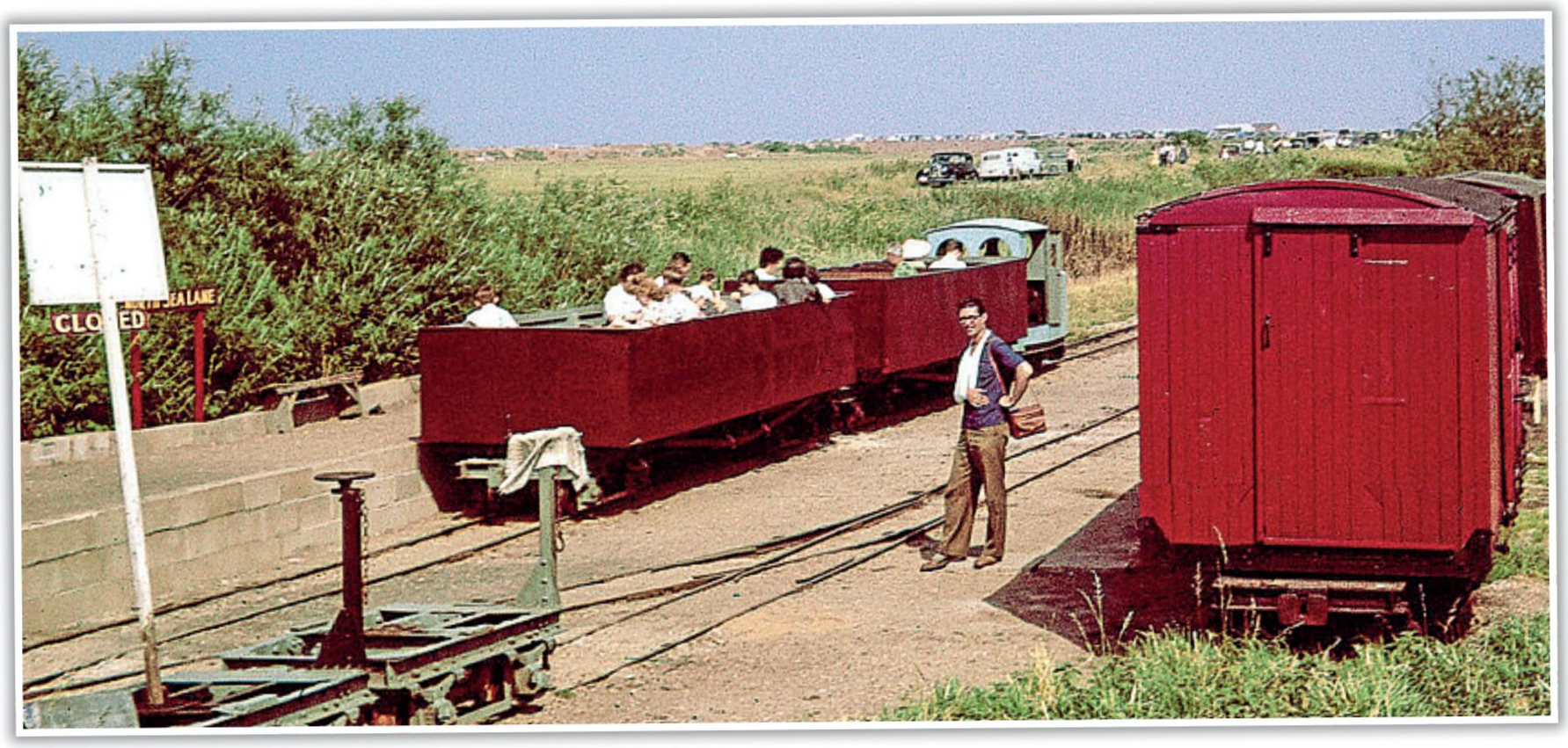
However, changing holiday patterns and the after-effect of the 1984/85 miners' strike led to the line's closure in 1985.

The LCLR collection went into store at Burgh-le-Marsh, from where it was eventually relocated 42 miles south to the Skegness Water Leisure Park in Walls Lane, Ingoldmells, and reopened in 2009.

LCLR spokesman John Chappell said: "These wonderful old photographs help us record the history of our pioneering railway and its place in demonstrating the history of the world's narrow gauge railways.

"We hope that when lockdown restrictions are eased, we can again let people sample the experience of riding trains dating back to the trench railways of the First World War battlefields and before.

"We are very grateful to everyone who has sent us these photos, and especially to our friends at Cleethorpes and in the NGRS for initiating this."



It's a sunny June day in 1961 and the LCLR has been open for less than a year but is developing rapidly. A train of two open carriages converted from First World War Class D bogie wagons is ready to depart for Beach station behind the line's first locomotive, Motor-Rail Simplex No. 3995 of 1926 *Paul*. On the right are former First World War ambulance vans that once carried potatoes on Lincolnshire's Nocton Estates Railway, while spare bogies can be seen on the left. GORDON GREEN



To allow its landlord, Grimsby Rural District Council, to use the site for the burgeoning caravan trade, the Lincolnshire Coast Light Railway was relocated from 1966 onwards 50 yards to the south, and extended on a new formation to a new Beach station via a halt at Anthony's Bank Road, and then to a new terminus in the Fitties, known as South Sea Lane. Ironically, its original route was very close to what is now the 15in gauge Cleethorpes Coast Light Railway, which has a station called North Sea Lane and hopes to extend further towards the original LCLR terminus. Peckett 0-6-0ST No. 1008 of 1903 *Jurassic*, supplied new to Kaye & Co's cement works, later Rugby Portland Cement, at Southam, Warwickshire, stands at the line's second North Sea Lane headquarters alongside Motor-Rail Simplex bow-frame 4wDM No. 1935 of 1920 *Nocton*, ready for the day's duties in August 1971. TREVOR DODGSON

For many years, Hunslet 0-4-0ST No. 705 of 1899 *Elin*, which was owned by an LCLR director, the late John Burdett, of Louth, was based on the LCLR but proved too heavy for the track. *Elin* was built for Penrhyn Quarry in north Wales and, after closure of the Humberston site, was moved first to the Yaxham Light Railway in Norfolk. It is now on the Richmond Light Railway in Kent. TREVOR DODGSON



Under lowering skies, a reminder of why so many holidaymakers deserted British resorts for Spanish sunshine, *Jurassic* and its train head to Beach station and the Fitties camp in 1970. TREVOR DODGSON



In 1962 at the original North Sea Lane station, recently acquired and rebodied Motor-Rail Simplex No. 7481 of 1940 *Wilton* is ready to depart for Beach station with one of the former Ashover Light Railway carriages, restored by the LCLR after years as a sports pavilion at Clay Cross, Derbyshire. TREVOR DODGSON

The long wait is over as flagship Pacific set for main line return

By Geoff Courtney

THE long wait is over. After being removed from railtour duty in 2007 for an overhaul that was expected to be completed by 2011 but controversially dragged on for another decade, former New South Wales (NSW) Government Railways' No. 3801 – one of the world's flagship preserved locomotives – was due to return to main line service on the weekend of March 13 and14.

Known as Australia's '*Flying Scotsman*' because of its popularity and high profile, the streamlined Class C38 Pacific's relaunch weekend was to comprise three 20-mile return journeys on each day on the South Coast Line from Sydney Central to Hurstville, with a series of further trips to other destinations planned up to May.

Background

The iconic engine was built by Clyde Engineering of Granville, west Sydney, in 1943 and received instant acclaim for its bold design.

Such was its status that after withdrawal in 1962, it was saved for preservation by the NSW state government and became a hit with the travelling public, lineside photographers and enthusiasts. At the end of 2007 it was taken out of service for a major overhaul, but the expectation that it would return in 2011 proved to be a false dawn due to a variety of problems.

The most shattering of these was a brand-new £600,000 boiler built for the locomotive by DB Meiningen of Germany being rejected by Australian officials as unfit for purpose after its delivery in October 2010.

After much soul-searching it was decided to instead restore the boiler fitted to No. 3801 when it was taken out of service in 2007, resulting in a delay that was exacerbated when the engineering company commissioned to carry out work on the boiler missed the contracted completion date.

Against a background of agitated NSW taxpayers who were funding the restoration and frustrated enthusiasts who feared the iconic Pacific may never steam again, officials at Transport Heritage NSW (THNSW), the locomotive's custodian, became even more determined to repair not only the engine but also their reputation.

As work progressed in the works in Chullora, near Sydney, where the overhaul was being carried out, a distant glimmer could be seen at the far end of the tunnel at the beginning of last year – but then the lights went out again when the Covid-19 pandemic rocked the world, halting plans for an official relaunch.

Earlier this year, THNSW began planning the locomotive's eagerly-awaited return that would respect Sydney's ongoing Covid restrictions, and on March 13 the train guard was due to wave his green flag to signal the rebirth of the Pacific's railtour career.

THNSW chief executive Andrew Moritz told *Heritage Railway* at the end of February: "The engine was ready to go exactly a year ago, but was delayed by the pandemic, and we took the opportunity to perform further trials and undertake extensive crew training.

Achievement

"We are now very pleased to finally be in a position to return No. 3801 to heritage service. It has been a long wait, and we're really looking forward to returning it to the people of New South Wales with an extensive programme of main line activities throughout this year."

Hailing the return of the Pacific as an "achievement to be celebrated," he said it would be a big occasion for the staff and volunteers who have contributed to the restoration.

Trust steps in with £300k loan after East Lancashire faced bankruptcy

By Robin Jones

THE East Lancashire Railway (ELR) has been thrown a £300,000 Covid-19 survival lifeline by its landlord.

The ELR Trust – which owns the land and leases the railway line to the ELR – has given it a £300,000 interest-free loan to cover its overheads for the remainder of the winter period, while providing moral support to its staff and volunteers.

A charity made up of four groups of trustees including the three local authorities the railway runs through – Bury, Rochdale and Rossendale – the ELR Trust has been overseeing the successful development of the line for more than 30 years.

The railway turned to the trust for support after lockdown measures resulted in an extensive number of cancelled services and events. Apart from a short few days leading up to Christmas, it has been closed since November.

Furthermore, it was unable to run its popular Santa specials in December due to local coronavirus restrictions, depriving it of its most important income source of the year.

Railway chairman Mike Kelly said: "We're incredibly proud of the timeless experience the ELR provides for hundreds of thousands of visitors a year thanks to our dedicated staff and volunteers.

"However, the coronavirus pandemic has forced us into an extremely challenging financial situation. Successive lockdowns and tier restrictions have taken their toll and deprived us of crucial visitor income.

"Restrictions also meant we were unable to run our Santa special trains, an enormously popular event, which was extremely disappointing, and without this income we were reduced to facing the prospect of bankruptcy.

"As we enter 2021, with no certainty on when we can reopen, significant financial challenges still persist.

"Therefore, we are incredibly grateful for the support from the ELR Trust and this precious lifeline of a timely and generous £300,000 loan, which gives hope for the future."

ELR Trust chairman Brian Davies said: "Covid-19 has devastated charities like the ELR right across the country. However, for the trustees there is only one ELR, and we will do whatever we can in our power to make sure this beloved railway survives.



The East Lancashire Railway Diesel Group's WR Class 42 Warship diesel hydraulic D832 *Onslaught* running as scrapped sister D818 *Glory* in BR blue livery. ELR

"The loss of the railway's Santa specials was devastating to the ELR's sterling fight for survival.

"Throughout the past 12 months, the trust has been kept fully informed of the huge efforts being made by the staff and volunteers in seeking external support through grants, loans and securing donations. Now it's our turn to step in and show our support and confidence in the future of the ELR, especially its loyal staff and many hundreds of volunteers.

"The trustees were very pleased that some of their funds could urgently be made available to get the ELR through these difficult next few months until it can reopen and do what it does best – offering a unique glimpse into a bygone era of the north west's industrial powerhouse through steam and diesels trains."

Coun Jane Black, cabinet member for the cultural economy at Bury Council, added her praise. She said: "This is great news. The ELR is a marvellous attraction enjoyed by many people of all ages.

"I hope this loan will enable the railway to get through the next few months and plan for the future."

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



Tour of duty: Class C38 No. 3801 near Cobar on a days-long railtour from Sydney in 2006. The prized Pacific was taken out of service for restoration the following year, and was due to return to the main line on March 13. DAVID MATTHEWS

Other return trips for the Pacific, based at the NSW Rail Museum in Thirlmere, will be on March 20 and 21 from Sydney to Bowral and Moss Vale in the Southern Highlands; over the April 3-5 Easter weekend from Albury to Gerogery; from Wagga Wagga to Uranquinty on April 10 and 11; and Sydney to the Blue Mountains on May 8 and 9. It will also be on display at Junee Roundhouse Railway Museum, near Wagga Wagga, on April 6 and 8.



Carrying on the legendary Vic Mitchell legacy through his Middleton Press are Ray and Deborah Esher. MP

Next generation carries Middleton Press baton

MIDDLETON Press will survive the sad passing of its owner Vic Mitchell (as reported last issue), and will continue to evolve and complete the Ultimate Rail Encyclopedia in his memory.

The company will now be run by Vic's daughter, Deborah Esher, her husband Ray and production editor Cassandras Morgan.

A statement from the company said Deborah acknowledged that they face an enormous task and are hugely thankful for the invaluable input from Middleton Press's band of existing authors and contributors, as without them and her father's vast historical and technical knowledge, they "have an almost impossible challenge on their hands".

She has invited local railway historians and anyone with material/photographs on areas not already covered (mainly northern England and west Scotland and the Highlands) to get in touch at info@middletonpress.co.uk



BR Class 8 Steam Locomotive Trust

Join 'The Duke' Family

Become part of the '*Impossible Dream*'

The Trust is the custodian of The Duke and is on target to return this unique locomotive to steam this autumn. We are inviting you to be part of the completion of a 48 year old '***Impossible Dream***' and part of the completion of a scrapped prototype which was intended to be the final development of BR express locomotive design and the first of a class.

Join the Trust and become part of the family. Benefits of membership include: Informative monthly *Duke News*(letters), access to free downloads and more in the Members Only area of The Duke website. You will also receive a certificate to record the part you have played in this historic and unique achievement upon the Duke's return to steam.

Members of the Trust will be eligible to ride behind The Duke for only £10 when he emerges from Tyseley Locomotive Works on his loaded test run.

Join the BR Class 8 Steam Locomotive Trust **TODAY.**

For an application form e-mail membership@TheDuke.UK.com, phone 07986559777 or write to us at the address below. More details at www.TheDuke.UK.com.

Follow us @71000Loco at both

THE DUKE

BR Class 8 Steam Locomotive Trust, Aurora House, Deltic Avenue, Rooksley, Milton Keynes, MK13 8LW

Stradbally needs help to run again

IRELAND'S oldest volunteer-run heritage railway has launched a Covid-19 recovery appeal under the banner of SOS: Support Our Steam to cover the losses it suffered as a result of total closure from March last year.

The 3ft gauge Stradbally Woodland Railway in County Laois, part of the Irish Steam Preservation Society, was left without any income to cover overheads during the year, which also saw the cancellation of its annual event, the National Steam Rally – the biggest one in Ireland and held for decades.

A statement from the railway, which began operating in 1969, said: "Our steam locomotive, Andrew Barclay 0-4-0WT No. 2264 of 1949 *Róisín* has been locked up in its shed all year and we're counting down the days until it can pull trains for the public again.

"In a different shed in England, another engine of ours is waiting to come home to Stradbally in steam for the first time in years.

"The Mann engine, No. 1216 of 1917, is a steam tractor belonging to the society, and it's return to steam on home turf is imminent.

"In order to make sure that *Róisín* can leave its shed and that the Mann engine can come home, we are appealing to the public for donations to make up for our losses in income during 2020."

➜ Donations to the appeal are invited by visiting the dedicated website: www.idonate.ie/5832_irish-steam-preservation-society.html

Stainmore better equipped

THE Stainmore Railway Company's plans to develop its own engineering facilities at Kirkby Stephen East have taken a big step forward with the acquisition of a Colchester Master 6½in centre lathe and a Town radial arm drilling machine.

Refurbishment of the lathe has been underway, including the purchase of a new four-pole three phase motor which will be fitted in due course.

NRM's latest exhibition honours rail heroes of the Covid-19 pandemic

By Robin Jones

THE National Railway Museum has launched Railway Heroes, a temporary exhibition celebrating the vital role played by rail industry key workers during the Covid-19 pandemic.

From transporting vital medical supplies to setting up Nightingale hospitals and even sewing personal protective equipment, many rail workers have gone the extra mile during the pandemic, as well as working to keep passengers and freight moving around the clock in their day jobs.

The exhibition will feature 16 portrait photographs from renowned photographer Charlotte Graham.

The first six 'Railway Heroes' will star in a special exhibition hosted online at www.railwaymuseum.org.uk/whats-on/railway-heroes from February 15, with new profiles added each week.

Once lockdown restrictions are lifted, a physical exhibition featuring all 16 people will open simultaneously at the NRM in York and the Locomotion museum in Shildon.

NRM director Judith McNicol said: "This exhibition is an opportunity to say 'thank you' to the thousands of railway key workers who have kept the country going over the last year.

"From delivering essential supplies and transporting NHS workers to selfless volunteering, the stories featured in the exhibition are an inspiration and fully deserving of wider recognition."

One of the featured heroes is Network Rail's Gareth Mallion OBE, who played a lead role in creating the NHS Nightingale Hospital North West in Manchester inside the former Manchester Central station, as highlighted in issue 266.

Logistics

Part of the NHS mobilisation plan to deal with the growing number of Covid-19 cases, the temporary hospital – once the terminus for Midland Railway express trains to St Pancras and which closed to passengers on May 5, 1969 – has up to 1000 beds and has been an essential resource in helping to treat patients in the area.

Gareth, who works for Fleet and Engineering, Route Services, managing a team of operators who deliver track renewals, said: "I'd heard from our director that the Army had been asked to support the creation of the new Nightingale Hospital in Manchester.

"An emergency request was sent out at 9.30am on a Monday, and by 10.30am I was at the site helping out with logistics.

"It was daunting at first – it was like going into a lion's den – but fortunately I'm reasonably fit and healthy and just knew that I needed to help. I live nearby, and I was very aware that a relative or someone I knew could end up needing that hospital.

"I took a lead role in logistics, organising how we would get everything into a hospital that was still under construction. We decamped to a warehouse close by as there wasn't anywhere that was built yet on site.

"From there, we set about coordinating the medical equipment, packages and boxes that were arriving every day. At one point, 750 beds arrived from Turkey and Bulgaria, and we had to get 30 soldiers to lift and shift them.

"The hardest thing to manage was the arrival of medical kit. It needed a clean environment, but we were in the middle of a construction site. We also had no idea what was arriving or when, or even where it had to go to inside the hospital. It was a real team effort in making sure things were getting to the right department and where they needed to be.

"Physically, it was intense. I ended up walking about 30,000 to 40,000 steps each day.

"The big positive was the collaborative way in which all departments on site built the hospital in such a short time frame. Everyone worked so well together and the camaraderie was incredible. We had to do everything at the same time in order to meet the Easter bank holiday deadline.

"It was amazing to see the shell of a building transform into a proper hospital. You'd see an empty room in the morning, and by the afternoon a new ward had been built or shower block installed. I felt a huge sense of pride to have been a part of that."

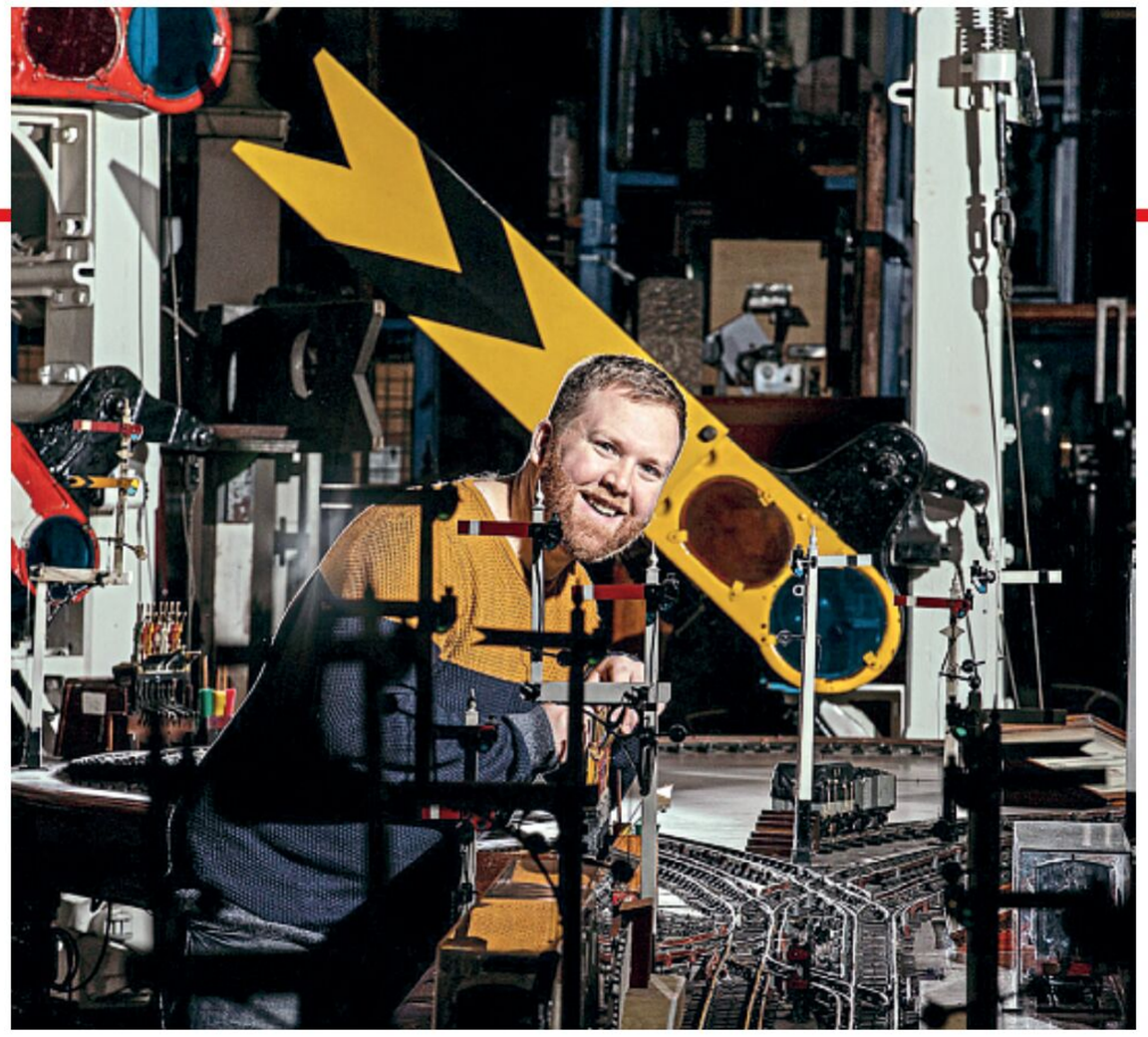
He added: "Obviously, building a hospital comes with a sense of reality. I remember when they were installing the oxygen tanks and the pipework to feed the hospital. I was thinking how devastating this virus is and that this oxygen is going to keep people alive.

"We also had to help set up and furnish a temporary morgue, and that really brought home the magnitude and reality of the pandemic.



Network Rail's Gareth Mallion OBE played a lead role in converting the former Manchester Central terminus into Britain's third Nightingale hospital for Covid-19 patients. The project has been hailed as an excellent example of collaboration across all construction disciplines, local government, the military and the NHS. CHARLOTTE GRAHAM/NRM

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



Network Rail route freight manager Rory Higgins gets to grips with the Lancashire & Yorkshire Signalling School model railway in the Warehouse at the National Railway Museum. The model uses authentic period signalling instruments to show how trains negotiate around the rail network safely. More than a century old, it is unique and still used by Network Rail today. CHARLOTTE GRAHAM/NRM

"We were praying that they didn't fill it."

Another hero of the exhibition is Jolene Miller, from Stockton-on-Tees, who spent her time during the first lockdown in 2020 working as a train driver for Northern while volunteering as a paramedic, her previous career.

Despite the challenges of juggling two jobs, Jolene spent lockdown driving trains one week and working on wards the next.

She said: "There's still lots of people I know working in the NHS and fighting coronavirus day in, day out while I spent a few months working back in a hospital. I just wanted to use the skills I had."

Lifeline

Also in the exhibition is LNER's Penny Bond, from Grantham, who organised a letter writing campaign called Letter To A Friend as part of the LNER Reserves initiative, creating a vital lifeline for hundreds of isolated older people living in care homes and affected by the pandemic.

Both Jolene and Penny were awarded a British Empire Medal for their achievements in October 2020.

Another hero is Rory Higgins, a route freight manager for Network Rail's Eastern Region, whose role acquired a new vital strategic importance after lockdown.

Rory said: "Passenger numbers disappeared overnight. Suddenly, the most important thing on the network was freight. We went from being the thing that fits in around everyone else to top billing.

"I started identifying the key freight flows and prioritised the essential ones we had to keep open. This included flows such as power station fuel to ensure we kept the lights on, and essential medical and food supplies so they could reach their end destinations.

"And then there were the really unusual supply lines that continued, like nuclear tank flasks or sand to manufacture glass bottles for the medical industry. In fact, glass production across the country went through the roof with the demand for thermometers and cupboard goods.

"I was proud that everything was delivered well for customers, and we all worked together to keep freight running. I found it heartening that the rail industry was heads-down and getting on with the job. We kept the railway open, and we ensured our goods got to where they needed to be."

Network Rail chief executive Andrew Haines said: "Rail workers have played a vital role during the pandemic, maintaining and operating a safe and reliable railway so key workers can continue to get to work, and keeping Britain connected by moving critical goods such as food and medicine across the country.

"Many rail workers have also gone above and beyond their day jobs over the past year, helping to set up Nightingale hospitals, donating much-needed equipment to the NHS and delivering food parcels to vulnerable people in their local communities.

"The exhibition is a fitting way to recognise the outstanding efforts of railway workers in such challenging times. I am incredibly proud of their contributions to the railway and communities."

The exhibition is produced in partnership with LNER, Avanti West Coast, Network Rail, Northern and Laing O'Rourke and J Murphy joint venture and HS2 Ltd.



Inside the coronavirus vaccination centre at Swindon's STEAM museum, which has impressed local residents. Inset: The entrance to the vaccination centre in part of Brunel's great works. BOTH: STEAM

Brunel continues to save lives again - 166 years on!

By Robin Jones

IN *Heritage Railway* issue 267, we highlighted how GWR engineer Isambard Kingdom Brunel designed the world's first Nightingale hospital to treat sick solders during the Crimean War in 1855.

Answering a call from the War Office, Brunel took just six days to design a 'flat pack' hospital kit to be despatched to the Dardenelles in Turkey, where nursing pioneer Florence Nightingale had expressed her horror at the lack of adequate medical facilities.

Fast-forward to today, and the part of his Swindon Works which was converted into STEAM – Museum of the Great Western Railway has become a Covid-19 vaccination centre.

North Swindon's Conservative MP, Justin Tomlinson, was recently given a tour of the centre to see the vaccination programme in operation and had nothing but praise for it.

He said: "I was blown away by the STEAM vaccination centre, how well it was set up and how efficient it was.

"I managed to speak to a few people who had just received their vaccine. It was actually quite moving to see the pure joy and relief that was felt – for most, it felt like we were finally beginning to venture out of a very dark tunnel."

Welcome

Mr Tomlinson was heartened to see the gratitude of local residents to heathcare workers, leaving gifts and chocolates and biscuits for them.

A museum statement said: "STEAM is proud to be one Swindon's Covid-19 vaccination centres.

"Following government guidance, the museum is currently closed to the public. We look forward to welcoming visitors back to STEAM in the future."

While the museum remains closed to visitors, the public can explore STEAM from home using its 360-degree virtual tour at www.steam-museum.org.uk

Online visitors can explore galleries, see iconic GWR locomotives and access other resources.

Anniversary

Furthermore, 2021 marks 150 years since the GWR's Medical Fund Hospital opened. It has been said that this fund was a precursor of the NHS 101 years later.

To mark this anniversary, STEAM will be launching a special exhibition programme when the museum reopens, exploring the wide range of ground-breaking healthcare benefits that the fund offered to employees of Swindon Works.

The GWR had a long history of providing amenities for the benefit of its workers, which began with building Swindon's Railway Village for housing the earliest employees.

Swindon Works was the centre of GWR locomotive design and construction, and so the company was keen to attract the most skilled engineers. To help persuade workers from across the country, the GWR provided what they could to tempt people to move to what was then a sleepy, agricultural Swindon.

Planned exhibition displays for 2021 will uncover the medical provisions made for the railway's workers and their families, and the social and leisure facilities provided to them by the GWR.

Villagers stage protest to save Wycombe Railway bridge

By Robin Jones

A COUNCIL leader has vowed to fight any plans to demolish a disused bridge on the route of the Wycombe Railway.

South Oxfordshire District Council leader Sue Cooper is backing the residents of Horspath, near Cowley, who want to keep Cuddesdon Road bridge intact.

On February 24, villagers gathered on top of the bridge to peacefully protest against its potential demolition, only to be told by police that they faced fines if they continued.

Highways England has responsibility for the bridge at part of the Department for Transport's Historical Railways Estate (HRE) collection of around 3800 bridges, tunnels and viaducts that are no longer needed for the national network.

Route

The broad gauge Wycombe Railway ran between Maidenhead and Oxford, and was connected to the GWR at both ends. It opened for passenger services on August 1, 1954, was taken over by the GWR in 1867, and converted to standard gauge three years later.

Passenger services were withdrawn between Oxford and Princes Risborough from January 1963, and the track between Thame and Morris Cowley was lifted in 1969, largely because of the allegedly deteriorating condition of Horspath Tunnel.

Highways England stated that the emergency road closure beneath the bridge on February 22 was implemented merely to remove dangerous parapets. However, the bridge still remains on its list (issue 276) for future demolition or infill.

Coun Cooper said while Highways England did not need permission to remove the dangerous parapets at short notice, it would need permission from her council to demolish the bridge completely.

Disused railway trackbeds make good cycle tracks, she said, adding: "I am really quite keen for the route to be kept as intact as possible and the bridge to stay in place."

Meanwhile, the HRE Group, recently formed to oppose Highways England plans to demolish or infill structures which are of historic value or which could be given a fresh use in the future (as reported in issue 276), said its campaign has been taken up by Historic England, the Victorian Society and SAVE Britain's Heritage, while several MPs are lobbying the Department for Transport on behalf of constituents.

The group's initial appraisal of the 134 bridges and tunnels currently earmarked for demolition or infilling revealed that 19 structures (14%) are already proposed for reuse, 22 (17%) have identified potential for future reuse, 54 (40%) have no obstructions to reuse, and 39 (29%) have no realistic value.

It has been claimed that nationwide, six proposed cyclepaths would be blocked by Highways England's infilling plans, while potential extensions to heritage lines in Angus, Cumbria and Norfolk could also be affected, together with the reopening of a strategic north-south railway through west Wales and the Penrith-Keswick branch. In Dorset, the demolition of a bridge would impose additional costs of £750,000 on the construction of a new light railway and active travel route, a group statement said.



The Wycombe Railway bridge over Cuddesdon Road, in Horspath, which villagers want to save. MOTACILLA/CREATIVE COMMONS

Powers

"Further work has revealed that in 33 of the 63 cases examined, the disused railways spanned by bridges proposed for infilling are safeguarded from development under policies set out in the relevant council's Local Plan," added the statement. "However, Highways England is seeking to overcome this difficulty by using Permitted Development powers which don't involve planning permission and are only applicable in emergency situations presenting the threat of death."

As we closed for press, more than 11,000 people had signed the group's petition – at www.change.org/p/highways-england-protect-our-railway-heritage-from-highways-england-s-wrecking-ball – against the Highways England plans.

As reported last issue, Highways England has appointed outside contractors NPX to manage the HRE.

Standard 3MT makes progress at Severn Valley

PARTS continue to be made for new-build BR 3MT No. 82045 at the Severn Valley Railway.

Staff at Bridgnorth have been machining the injectors and the water control valves, while progress with the firebox is ongoing.

Stephenson Engineering (SE) has completed its work on both valve spindles and both crosshead arms which connect the union link to the crosshead.

SE has also made the tapered washers for the ends of the transverse stays which protrude through the outer firebox.

Fairbourne goes green

AS part of a recovery grant from the Welsh Government's Economic Resilience Fund Phase 3, the Fairbourne Railway has installed solar photovoltaic panels on the roof of its Rowen Centre building.

The panels will generate around 12kw of electrical power at peak times and are expected to cut the railway's electricity bill by around 50%. They are also anticipated to save around 3000Kg of CO_2 emissions over a year.

At times, the system's generation capacity exceeds the demands of the railway and could export to the National Grid, but is not yet set up to do so because the railway's energy supplier is not registered to accept it, so any excess is being diverted to provide hot water in the cafe and workshops.

Other work funded under the recovery scheme has included shortening the separate former office building (now used as a store) by moving the rear wall forward, reducing the depth of the building. In turn, this has allowed the carriage siding alongside Beach Road to be extended past the building back to the current museum, which will allow exhibits such as out of ticket locomotives to be moved in and out easily.

The carriage siding is dual 12¼in and 15in gauge, so could provide a home for a 15in gauge locomotive, should anyone wish to exhibit one there.



Fairbourne's Rowen Centre building being converted. MURRAY DODDS

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



BR Standard 5MT 4-6-0 No. 73049 awaits the Down train before moving off from Shillingstone station with the 3.40pm Bournemouth to Bath service, on a date unknown. KEITH BARRETT COLLECTION/COURTESY OF ALAN HAMMOND/NDR

Join the North Dorset Railway!

BASED at Shillingstone station, the North Dorset Railway plans to hold a volunteers' recruitment weekend in August.

The group, which aims to create a heritage line service over part of the Somerset & Dorset Joint Railway main line, boasts a membership base of more than 500, and more than 100 working volunteers. During the weekend, anyone is welcome to come along to see how the plans are progressing and join the team.

The date is subject to Covid restrictions. More details are available at www.northdorsetrailway.co.uk



Work at the Gwili Railway continues on the Heritage Lottery Fund-supported restoration of GWR five-compartment third class four-wheel carriage No. 216 of 1888. The compartment interiors have been stripped of fittings, and the sides brought up to an undercoat finish. When the weather gets warmer, the compartments will be glossed and scumbled. The Lottery grant has enabled the line to order some of the finishing touches, such as glass for the gas lights, and luggage racks and brackets, and window blinds and holders. GR





The overhaul of Robert Stephenson & Hawthorns 0-6-0ST No. 7849 of 1955 *Moorbarrow* (NCB No. 47) at the Gwili Railway is now in its final stages. The backhead fittings are being replaced, and the carriage and wagon department team has been busy painting the cab and tank. Since being acquired for preservation in 1973, the locomotive has been based at the East Somerset, Embay & Bolton Abbey, Llangollen and North Yorkshire Moors railways, where it acquired the name *Moorbarrow*, the fictitious name of Goathland station in books and plays by Pat Wilson. GR

Second track windfall for Gwili projects

THE Gwili Railway has received a second major donation of track materials.

As reported last issue, recycling company Mekatek Business Group has given the line trackwork from a 500ft run round loop and headshunt at its Rhyymney site for use in the Gwili's northern extension at Conwil.

Now DB Cargo has donated track from its Burrows Yard in Swansea, once one of three substantial marshalling yards for the city's docks.

Extensive remodelling over the years had changed the original layout of the yard, but retained a link to the Ford factory, which has now closed. As a result, this link line was truncated east of the Gower Chemicals warehouse (a former Rhondda & Swansea Bay Railway engine shed) to allow the new Ffordd Amazon road to be built.

Many of the points that were rendered redundant include original GWR components, including a loose heel three-way switch that is now destined for reuse at the heritage line's Abergwili southern terminus.

The gifted track has been assigned for replacement of worn rails on the current operating line, much-needed extra siding capacity at Abergwili, and for the Conwil extension.

MP wants to see entire Weardale line reopened

NORTH West Durham Conservative MP Richard Holden has launched a campaign to look at extending the Weardale Railway to its original length of 25 miles from Bishop Auckland to Wearhead.

He is working to support The Auckland Project, which bought the heritage line in 2020.

Mr Holden, who was elected in 2019, would also like to see the reinstatement of a branch to Crook via Howden-le-Wear over which a passenger service could run.

He said: "I am delighted to announce the launch of my new campaign to look at reopening the Weardale line as both a passenger and freight railway.

"This would be a huge boost for local businesses, employment and educational opportunities and would increase tourism in our local area."

"This is part of my wider campaign to level up transport in north west Durham," he added.

"I will be pushing Government Ministers and my Parliamentary colleagues to give our area the support it deserves."

Landslip on Moorsline

THE North Yorkshire Moors Railway (NYMR) has become the latest railway to suffer a landslip, which has led to the temporary suspension of movements along the full route – though it is reported to be not severe.

It has occurred around the 22¾ milepost on the straight before Beck Hole bridge, in a similar spot to the major landslip of 1986.

Dealing with the slip is set to involve improvements to drainage, a ballast drop and tamping back to the correct level. However, it is anticipated that it will have no effect on the line's current plans to reopen to the public in early May.

Meanwhile, work is underway on laying track into the carriage stable at Pickering, with the points from the Long Siding which feeds the pointwork serving the shed, now installed.

Celebrations planned for 200th birthday of world's 'first successful steam railway' in autumn 2022

By Robin Jones

A MAJOR event to mark the bicentenary of the Hetton Colliery Railway (HCR) is being planned for late 2022.

The eight-mile line which was opened in 1822 by the Hetton Coal Company at Hetton Lyons in County Durham, was the first in the world to operate without the use of animal power.

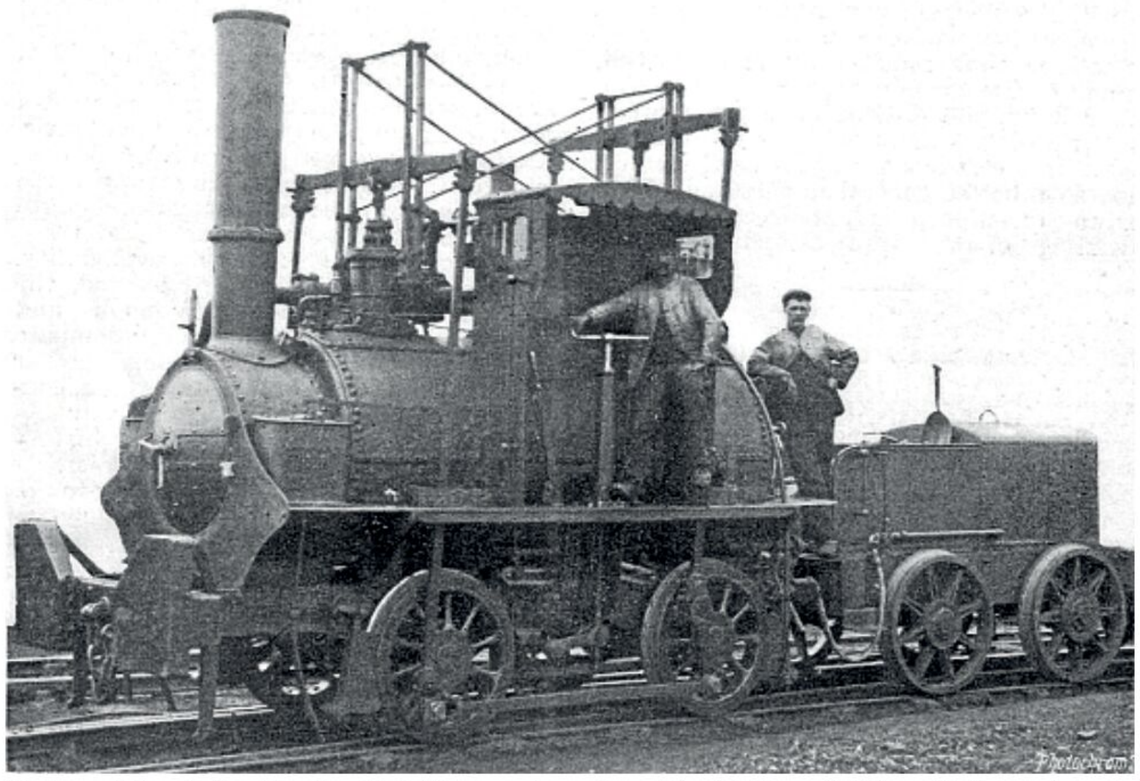
It was also the first completely-new railway to be developed by George Stephenson, pre-dating the Stockton & Darlington Railway (SDR) by three years.

It was built to his standard gauge of 4ft 8in, which has been used for the waggonways at Killingworth and Wallsend, with an extra half-inch added to facilitate free movement to reduce binding on curves on the Liverpool & Manchester Railway and lines thereafter.

George's brother Robert was the resident engineer who oversaw its day-to-day construction.

Running between Hetton Colliery and a staithe on the River Wear at Sunderland, it was the oldest mineral railway in the UK when it closed in 1959.

The colliery itself is also historically significant because it used ground-breaking technology to successfully sink a pit shaft through permeable limestone for the first time, and was also a forrunner of the joint stock companies which dominated the railway age in early Victorian Britain.



Not as old as it first looks: 0-4-0 *Lyon* at work on the Hetton Colliery Railway in 1905. *Lyon* is now based at the Locomotion museum in Shildon. THE RAILWAY MAGAZINE

A locally-based HCR200 committee has been set up to plan the bicentenary event. Its spokesman Vic Branfoot said: "The HCR committee accepts that the HCR lacks the charisma of the SDR, which opened in 1825. The SDR was the world's first successful passenger railway. However, in technical terms, the HCR and not the SDR was the world's first successful railway."

In advance of announcing concrete plans for next year's big event, the committee has produced a booklet, Hetton Coal Company bicentenary, which outlines the history of the mine and the myth surrounding the line's famous surviving locomotive.

As highlighted in issue 270, experts who carried out a forensic-like examination of the 0-4-0 *Lyon* and its tender alongside detailed archival research, found that it was not built by Stephenson as long believed, but was one of three sisters built at the colliery in 1849, to an unusually-antiquated design for the times with vertical cylinders, set into the boiler crown, and a vertical motion – and is therefore far from being one of the oldest in the world. It had been named *Lyon* after John Lyon under whose land, Hetton Colliery won much of its coal.

However, erroneous press claims made in 1902 about its vintage led to *Lyon* being preserved when withdrawn from service in 1912. Watched by more than 100,000 people, *Lyon* led the 1925 SDR centenary cavalcade after the LNER restored it at Darlington North Road.

The HCR system passed to the National Coal Board at nationalisation in 1947, and was closed on September 12, 1959. Several stretches of the trackbed have been converted to form the Stephenson Trail walking and cycle route.

World's fastest passenger diesel donated to National Railway Museum

THE High Speed Train power car which holds the world speed record for a diesel train carrying passengers, has been repainted in its original Intercity Swallow livery for presentation to the National Railway Museum (NRM).

Class 43 No. 43002, which is operated by East Midlands Railway (EMR) and owned by Porterbrook, has been restored to its original identity of No. 43012, in which it set the record of 148.5mph on the East Coast Main Line between Northallerton and York on November 1, 1987, trailed by No. 43159.

HSTs are being withdrawn from the Midland Main Line after 39 years and when No. 43102 comes out of service in May, it will be donated to the NRM, joining power car No. 43002 *Sir Kenneth Grange*, which on October 21, 2019, was presented to the museum by Angel Trains and Great Western Railway.

It was officially named after the train's designer who created the iconic wedge-shaped nose cone.

EMR fleet director Neil Bamford said: "The team at our Neville Hill depot in Leeds has been working hard behind the scenes to strip unit No. 43302 of its current livery, repaint it in its legacy colours and reinstate its original number in homage to the 'end of the HST' era.

"What an incredible way to pay tribute to the HSTs and the magnificent efforts from all our staff, who have operated and maintained the fleet over the years.

"I personally remember as a 19-year-old, way back in 1980, going on HST commissioning runs from Derby to Darlington, putting the trains through their paces and doing various tests before they entered into service – such happy memories.

"This is a fitting way to recognise the end for this iconic machine; a massive slice of railway heritage and history."



Back in its original Intercity Swallow livery as record-breaker No. 43012, the HST power car will be preserved once withdrawn in May. EMR

Porterbrook fleet services director Neil Foster said: "These trains are much loved by the millions of passengers they have carried over the decades. With their reputation for comfort and speed these icons of British engineering reinvigorated rail travel between Yorkshire, the East Midlands and London."

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



Steam returned to Taiwan's 2ft 6in gauge Alishan Forest Railway to haul logging trains in late February. The first section of the 53-mile system in Chiayi County was opened by the Japanese Colonial Government in 1912 to facilitate the logging of cypress and Taiwania Wood, and passengers were first carried in 1918. Initial motive power was provided by a Shay locomotive purchased second-hand from the Kiso Forest Railway in Japan. Later, the railway acquired 20 Shay locomotives. Today, timber is carried once or twice a week, although the railway is mainly used for tourists. Normally diesel locomotives haul today's logging trains, but on this occasion 1917-built Lima Shay two-truck No. 31 was used for a short film. The logging train runs on the Shuishan branch line for about 1½ miles, with the timber transported to the nearest road and transhipped on to a road truck. AFR

Farewell to John Clemmens, author and passionate photographer of India's Darjeeling railway

TRIBUTES have been paid to acclaimed international railway photographer John Clemmens who died in Victoria Hospital in Kirkcaldy on February 6, aged 86.

Born on October 16, 1934 in Palmers Green, Middlesex, his interest in railways was sparked during trips to the Kent coast to see an aunt in Margate during the Second World War, using a special permit to travel from Victoria during the school holidays.

Aged 11 or 12, he began using a Box Brownie to photograph trains, regarding the London termini as "an absolute paradise for young spotters".

He first visited India in his late teens and later became a regular visitor with his Hasselblad cameras, capturing a portfolio of iconic images of the Darjeeling Himalayan Railway (DHR), the 'Toy Train'.

His book, Half a Century of Photographing the Darjeeling Himalayan Railway, was published in 2013.

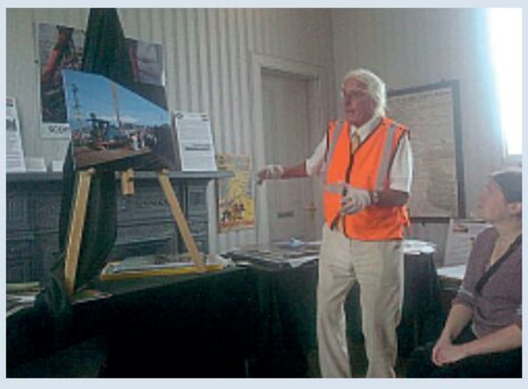
Career

In 1951, John began an apprenticeship with the de Havilland Engine Company at its historic Stag Lane, Edgware, establishment, and he became involved with the latest gas turbine engines, the Goblin which powered Vampire jets and the Ghost which powered the Venom and the early Comets. He was a member of the Institution of Mechanical Engineers for more than 50 years.

After de Havilland, John joined the Exxon Corporation and was posted to Libya and other parts of the Middle East. He also worked in the North Sea oil industry and ended his career at the Exxon petrochemical plant at Mossmorran.

He moved from Wokingham in Berkshire to North Queensferry and every year, from 1972, he travelled to the DHR, spending every Christmas New Year at Darjeeling's Windamere Hotel. His photographs are displayed on its walls and when staff heard of his passing, prayers for him were chanted in the hotel's DHC Club.

John, who retired in 1999, was a founding member and trustee of the North Queensferry Heritage Trust (NQHT) and used his engineering skills in the restoration of model yachts, woodwork and metalwork, and the world's smallest working light tower, machining a full-scale working replica of the light's Argand lamp.



John Clemmens explaining one of his photographs in his workshop in 2015. JOHN YELLOWLEES

Built by Robert Stevenson on North Queensferry's Town Pier, the light tower was relit by Princess Anne in 2010 for the first time in 120 years.

John joined the Darjeeling Himalayan Railway Society in 2000 and his photographs regularly appeared in its journal, the Darjeeling Mail.

Contribution

When in 2015 the Forth Rail Bridge was declared, like the DHR, a Unesco World Heritage site, North Queensferry station was transformed into Darjeeling for a celebratory weekend in September. Transport Scotland allowed the DHR Society and the NQHT to decorate the station with Indian flags and signage in Hindi. For two days John gave talks about the DHR and photography tutorials.

NQHT chairman James Lawson said: "John will be sorely missed by all his friends here in the village, but also by his wider circle of friends throughout the world who shared his passion for railway photography and steam trains

"I am sure our friend John would echo the words of a song from one of the world's great entertainers... I've lived a life that's full, I travelled each and every highway and more, much more than this I did it my way…"

John's wife Frances died in 2010 and he leaves stepdaughters Ruth and Jane, niece Christine and nephew Peter.

Can you help South Tynedale restart?

THE South Tynedale Railway has renewed an appeal both for cash donations and new volunteers to help it reopen after lockdown.

The 2ft gauge Cumbrian line ceased services at the start of the first lockdown in March 2020, and like other heritage railways, launched an SOS survival appeal after finding itself devoid of income throughout last year. In late summer, its trading company went into administration with the loss of five jobs.

However, the South Tynedale Railway Preservation Society plans to keep the railway open and in October received an £84,300 lifeline from the Government's £1.57-billion Culture Recovery Fund. The grant will cover costs only until the end of March so it can prepare for the coming season. However, because of current restrictions, the line's volunteer groups are not operating.

Society chairman David Granath said: "We are likely to be even more reliant on volunteers when we reopen. There are volunteering opportunities on all parts of the railway. These include train crew, signallers, retail in our shop and infrastructure work including trackwork, gardening etc."

Anyone who is interested can contact volunteering@south-tynedale-railway.org.uk

Preparations

Biofuel-powered Hunslet 0-4-2T No. 16 of 1937 *Green Dragon* and Thomas Green 0-6-2ST No. 441 of 1908 *Barber* will be undergoing annual boiler tests in early March, while behind the scenes work is being carried out on the railway safety management system and preparation for recertification of operating crew competencies.

Infrastructure inspection work and maintenance renewals are being carried out in a socially distanced manner and all the major structures on the line are being inspected by an outside civil engineering firm before passenger trains recommence.

The target for resuming passenger services is July 3. The railway is expecting a visit from the industry regulator, the ORR over the summer.

Work is being carried out on carriage screening to aid Covid safety in preparation for the coming season. Carriage heaters are also being installed to add extra passenger comfort.

➜ **You can donate to the South Tynedale Railway via bank transfer: sort code 09-02-22, account number 10568232, South Tynedale Railway Preservation Society, or by cheque payable to South Tynedale Railway Preservation Society and sent to Station House, Alston, Cumbria CA9 3JB.**

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

Summertime – and the living should be steamy! Following the relaxation of lockdown restrictions in the wake of falling Covid-19 infection rates and the success of the national vaccination programme, the Severn Valley Railway is set to go ahead with its showpiece Spring Steam Up gala on April 15-18, at which, as we reported last issue, the star guest will be new-build GWR Saint 4-6-0 No.2999 *Lady of Legend,* pictured running on the demonstration line at its Didcot Railway Centre home on July 26 last year, as a family enjoys a picnic while savouring the view. The event is already more than 60% sold out, with passengers booking travel in their own private compartments – theirs for the whole day. Meanwhile, Didcot's popular Steam Days will resume on April 14 and take place at weekends and on Wednesdays, again with compartment carriages allowing each group of visitors to be accommodated in their own individual spaces for the trips on the demonstration line. FRANK DUMBLETON


LADY OF LEGEND

SPRING IN FOCUS

Photography is a superb medium of telling a story, explaining an event or describing a point in history. All of this is certainly true in the railway industry, and one photographer who currently excels in making the most of an 'alternative viewpoint' is **Jack Boskett**. In his own words and pictures, he guides readers through his thoughts on photography, and how to stand out from the crowd.

The question most frequently asked of me is: 'What camera do you use?!' My equipment has varied over the years, but I have always worked with full frame cameras. I learnt the hard way, using film as a youngster with a 35mm Pentax K1000 body and later in my teenage years with a medium format Mamiya 645 camera. It was a brilliant learning curve.

Today I use a Nikon D5 and D6, along with a host of suitable Nikon lenses that are used depending on the job in hand. Throughout the digital era I have used Nikon D200, D3, D3S, D4, D4S and D850 bodies. Every single camera has produced the quality I was looking for at the time. What makes a huge difference is that I change shutter speeds, aperture and focal points manually; I don't like to rely on automatic functions.

For the majority of the population, modern-day life has automatically placed a camera in their hands, giving the ability of capturing moments without a second thought. For others, photography is more artistic. It allows you to tell a story through the pictorial means of a camera, be that a top-of-the-range digital SLR or a low-cost mobile phone.

Remember that it is the photographer's eye and knowledge which comes up with the concept, not the camera. Although the quality of the body is important, that's just the tool for the job. It's like complimenting a mechanic on fixing a car to a high standard and then asking: 'What spanners do you use?'

Considerations

Where railway photography is concerned, the varying uses of cameras are immense. It may be sharing some of the signs of a day out with like-minded individuals through photo-sharing website Flickr, social media or a forum. It may be photographing a particular scene, location, or aspect of the railway industry for use in publicity, or it could simply be the act of recording the scene for posterity. Today's photograph is tomorrow's archive.

Some photographers seek to use the photographic medium in different styles, moving away from the standard front-three-quarter views to capture similar scenes but from a different point or perspective. One of the advantages of photography is that while there are some basic rules of thumb, the whole medium and what makes a good or bad photograph is subjective – after all, the world would be a dull place if we all thought and acted the same!

Personally, photography has always been about expression and creativity. I enjoy the challenge of planning, setting up and then executing the shot. My reward comes with capturing an alternative view of an ordinary scene that other photographers have not produced before, purely through changing perspective.

Photographic charters on heritage railways provide opportunities to think outside the box. The general consensus is that there is one angle where you can achieve the 'perfect' picture in the best light. Once one photographer spots it, others tend to follow and, as a result, they can all be seen huddling together to get that 'perfect picture'.

There is nothing wrong with this way of working, and it will undoubtedly produce a stunning shot. But for me, I often wander away from the pack and look at how the landscape or surroundings can be used to my advantage. This way, I aim to capture the whole scene that simply features the chartered train, rather than making it the sole purpose.



↑ "Blackout"

On October 4, 2017, GWR Manor 4-6-0 No. 7812 *Erlestoke Manor* erupts into life between Bewdley and Kidderminster on the Severn Valley Railway. This dramatic volcanic effect was caused by a build up of slack from the tender. You wouldn't have wanted your washing out on that day! Crouching down on the ground and looking up at the locomotive clearly has a striking effect.

Nikon D5 with Nikon 24-70mm F2.8 lens at 24mm. 1/400 sec F/5.6 ISO 400



↑ "Poetry in Motion"

You can feel the power and hear the beat of the cylinders just by looking at this photograph of WR 4-6-0 No. 7029 *Clun Castle* as it works a Vintage Trains excursion through Lower Moor near Pershore on the Cotswold Line. The train was travelling at around 75mph and panning this movement was tricky with a shutter speed at 1/25 second, handheld. What I love about this photograph is the perfect mound of coal in the tender – it's higher than the GUV coach roof behind it!

Nikon D5 with Nikon 70-200mm F2.8 lens at 105mm. 1/25 sec F/22 ISO 400

↑ ‘Gate, please!’

I had the idea to recreate a hunting scene, which backfired slightly as the horse we intended to use that morning refused to go into the horse box – and they say, never work with children or animals! However, it didn’t stop me from putting my creative hat on to come up with an idea with the hunting uniform on the model. The weather conditions were perfect and the old dead tree loomed over the scene at Didbrook on the Gloucestershire Warwickshire Railway as WR 4-6-0 No. 7820 *Dinmore Manor* travelled through the landscape en route to Cheltenham Racecourse.

Nikon D5 with Nikon 24-70mm F2.8 lens at 32mm. 1/640 sec F/10 ISO 320



↑ “Steam in Action”

An evening shoot with Timeline Events at Didcot Railway Centre saw GWR 4-6-0 No. 4079 *Pendennis Castle* on the pit in the main shed. A lot of work went into creating this photograph as I set the scene with a black and white classic shot in mind. The locomotive was lit with two lights on the front and rear three quarter angles by Neil and Peter. I sprinkled coal on the floor and placed props in the scene to create the sense that the engine had just been prepped and the shed foreman had popped over to have a word with the driver before departing. The headboards and headlamps were found in the stores cupboard in the main shed, and it would have been rude not to use them in the photograph. I even used a broken headlamp that was missing quite a few parts; you can just make out the silhouette of it on the floor. It is important to remember that although the engine sheds were tidy(ish!) during steam days, it was a busy working environment and they frequently had coal and ash littered across the floor. It required some human interest to complete the authenticity. Ten points goes to anyone who can guess how I took the shot and feature as a silhouette on the locomotive at the same time!

Nikon D5 with Nikon 24-70mm F2.8 lens at 35mm. 0.8 sec F/5.0 ISO 400



↑ ‘The next train to 'Uddersfield…’

A photographic charter on October 4, 2017, with GWR 4-6-0 No. 7812 *Erlestoke Manor*, on the Severn Valley Railway, organised by Matt Fielding. Permission was granted by the nearby farmer just south of Hampton Loade for photographers to roam his field full of cows. One of the photographers in our group jokingly challenged me to take a shot through a cow’s legs, to which I replied, “challenge accepted” – and off I went. I made sure that the cow was happy for me to be in its vicinity and subsequently lay on the floor waiting in anticipation for the call to be made for a run past with the train. I was keeping all fingers, eyes and toes crossed for the cow to remain still and capture the locomotive in between its legs. It was imperative that my focussing was accurate as I needed the full picture to be sharp throughout. To gain the greater depth of field, I set the aperture to F/8 on the camera and placed my single focus point on the underbelly of the cow. As soon as I noticed that the full length of the Manor was within the frame, I pressed the shutter. I wouldn’t want to milk it with any jokes, so we shall moooove on!

Nikon D5 with Nikon 24-70mm F2.8 lens at 24mm. 1/320 sec F/8.0 ISO 800

QUICK-FIRE QUESTIONS

What's your camera gear of choice?
I am a Nikon Man with the latest D6, D5 and D850 full frame cameras in the bag, along with a host of Nikon lenses to suit each job that I go on.

How old were you when you started taking railway photographs?
There is photographic evidence of me when I was five years old, holding a camera on a photographic charter on the Gloucestershire Warwickshire Railway. One of the photographs I took under supervision of my father was of No. 4920 *Dumbleton Hall* leaving Toddington, which was taken at the age of five, but I submitted and subsequently won a photographic competition in the under-18 category when I was just seven!

What are your top three favourite locations for steam?
I don't particularly have a favourite location as such, as I am always looking for something different each time I take a photograph. However, an incline or gradient such as The Lickey or the Stroud Valley play host to numerous vantage points for any steam locomotives attacking the hills, resulting in lots of steam and whistles!

What's your preferred time of the year for steam photography?
From late September through to March is the best time. You cannot beat photographing a steam engine working hard along the line on a cold crisp morning with a frost on the ground and the sun making an appearance. During the summer you will not see much – if any – steam out of the front of the locomotive, so the summer time is diesel weather, unless you're undertaking an evening shoot.

Briefly outline what advice you can offer a would-be steam photographer?
Plan your photograph, look at the weather and work out where the engine is likely to work hard so you capture the exhaust out of the chimney. The wind direction is also very important, as there is nothing worse than standing on the side the smoke blows down on, resulting in the exhaust hiding the full locomotive and length of the train.

Endeavor to be at a location where you are not standing with a community of photographers. Why would you want the same photographs as everyone else? Put your creative mind to the test and come up with something completely different, use props if necessary, and check your surroundings to frame your photograph, such as a beautiful tree.





↑ "Fag Break"

I wonder how many engine men sneaked out the back to have a quick fag break back in the day? I spotted this scene at Didcot Railway Centre during a Timeline Events night shoot. Matt Toms was about to light up anyway, so I took the opportunity to capture this moment, his shovel resting up beside the open shed door, leading your eye to the warm glow on the side of GWR Castle No. 4079 *Pendennis Castle* inside the main building. I left this photograph in colour so you can see the orange glow on Matt's face, and I love the cold tints on the brickwork and shed door. They just bring the photograph to life.

Nikon D5 with Nikon 24-70mm F2.8 lens at 24mm. 1/20 sec F/3.5 ISO 1250

Having said that, these ideas do not always work! It can be a case of looking at the shot later and deciding what I'd do differently next time if the opportunity arises.

I am fortunate that, through my work as a professional photographer, I have been able to access locations and environments which are normally out of reach. These have presented me with photographic achievements, both in and out of the rail industry – many of which have not only been a pleasure, but an immense privilege.

I am humbled to say I have worked on exclusive jobs with railway companies, the national press and even with members of the Royal Household.

Opportunities like these make all of the hard work worthwhile and for that I am extremely grateful.

It may be reassuring to know that my skill set is entirely self-taught. I have not completed a photography degree or attended any course. My learning has come from encouragement and constructive criticism from my father, who put that camera in my hand at the age of five. From then my approach has turned into a 'learn by doing' method, improving through reflection and practicing further.

Approach

Photography is very personalised, so just because one friend, individual or magazine does not like a particular image, it doesn't mean it is incorrect.

The best thing to do is consider their view and reach your own conclusion as to what works best for you.

The selection of images here span the past couple of years, and in all cases have not needed special access to achieve. Each photograph was obtained either out on the



← "The race is on…"

Panning is difficult at the best of times, but two modes of transport moving simultaneously in the same direction holds its own challenges. Matt Fielding organised this particular photographic charter on the Severn Valley Railway, with Mid-Hants Railway-based BR 2MT 2-6-2T No. 41312 on a mixed passenger/freight train. Matt kindly asked the owner of an Austin A40 Somerset to come along to take part in a fleeting photo session during the day. Our location was Northwood Lane near Bewdley, where the road runs quite nicely alongside the railway on different levels to one another, and we attempted to run the car adjacent to the locomotive. No surprise, the engine was ahead of the car for the first three run pasts! After the fourth and final attempt before heading in to Bewdley station for water, the car managed to keep up and I achieved my goal.

Nikon D5 with Nikon 24-70mm F2.8 lens at 32mm. 1/100 sec F/6.3 ISO 100

↑ "Steaming into Autumn"

SR Merchant Navy Pacific No. 35006 *Peninsular & Oriental S.N.Co* is seen working through the Cotswold countryside at Didbrook on the Gloucestershire Warwickshire Railway, with a Broadway to Cheltenham Racecourse passenger train on October 21, 2018. The colours on the trees were just coming through and I simply had to use them to frame the engine pulling away from Toddington on a glorious morning.

Nikon D5 with Nikon 24-70mm F2.8 lens at 45mm. 1/500 sec F/8.0 ISO 200



↑ "Brunel's departure"

The famous cigar and top hat silhouette of Isambard Kingdom Brunel (IKB) sets the scene at Didcot Railway Centre, this time on the Broad gauge section of the museum. The replica steam locomotive of 1840-built *Fire Fly* is artificially backlit with LED lamps and carries a smoke machine in the firebox to create the atmosphere. The rising smoke from the machine travels through the tubes of the engine and out of the chimney, replicating real steam. I asked the re-enactors on the footplate as well as IKB to stand still for the time exposure of three seconds. My challenge here was to block the lighting with the Burlescombe station sign and use the IKB re-enactor's hat to prevent the light shining into the lens.

Nikon D850 with Nikon 24-70mm F2.8 lens at 24mm. 3 sec F/5.6 ISO 1000



↑ "Hello Driver!"

This classic scene as depicted on the Southern Railway poster of the young boy looking up at the engine driver was replicated at Kidderminster on the Severn Valley Railway during a 1940s war weekend in 2019. Tom Clarke and his son Teddy worked together to make this photograph come to life. I asked them to look at each other and waited for the split second I needed to take the shot. Teddy was being bribed with sweets and fish and chips by his dad to persuade him to stand still and smile. This scene was all over in less than 20 seconds.

Nikon D850 with Nikon 24-70mm F2.8 lens at 70mm. 1/320 sec F/2.8 ISO 160



↑ “Delivering the Goods”

Churchward 2-8-0 tank No. 4270 works a typical GWR unfitted freight train along the Gloucestershire Warwickshire Railway during a 30742 photographic charter near Toddington. The day was gloomy and cold, and to me that only means one thing – it’s a monochromatic day! At just 1/15th second handheld, I captured the locomotive travelling at around 20mph, giving the impression of 45mph – the maximum speed for an unfitted or partially fitted freight train. A burst of photographs were taken to enable the chance of a one-off pin-sharp image, as it is particularly difficult to work out whether a frame you have taken is ‘the one’. That’s the beauty of digital cameras!

Nikon D4S with Nikon 24-70mm F2.8 lens at 70mm. 1/15 sec F/7.1 ISO 50



↑ “Not to be Moved”

The railway is surrounded by a plethora of props and I do my best to use them during a photoshoot if I can, as I feel they can often complete a photograph. Locomotive headlamps are common in the stores at Didcot, and I lit the wicks on three and placed them in the scene with the view of reflecting one of the aspects in the water on the ground. Driver Jack Haynes, from the Swanage Railway, was re-enacting that evening and kindly walked away from the camera so I could silhouette him in the rising steam – otherwise known as smoke from the smoke machine resting in the pit being controlled by Neil from Timeline Events. With the culmination of the light, props, grit and grime, the black and white transformation of this photograph makes it completely timeless.

Nikon D850 with Nikon 24-70mm F2.8 lens at 26mm. 1/25 sec F/4.0 ISO 1250

line side from a public vantage point, or during a photographic event.

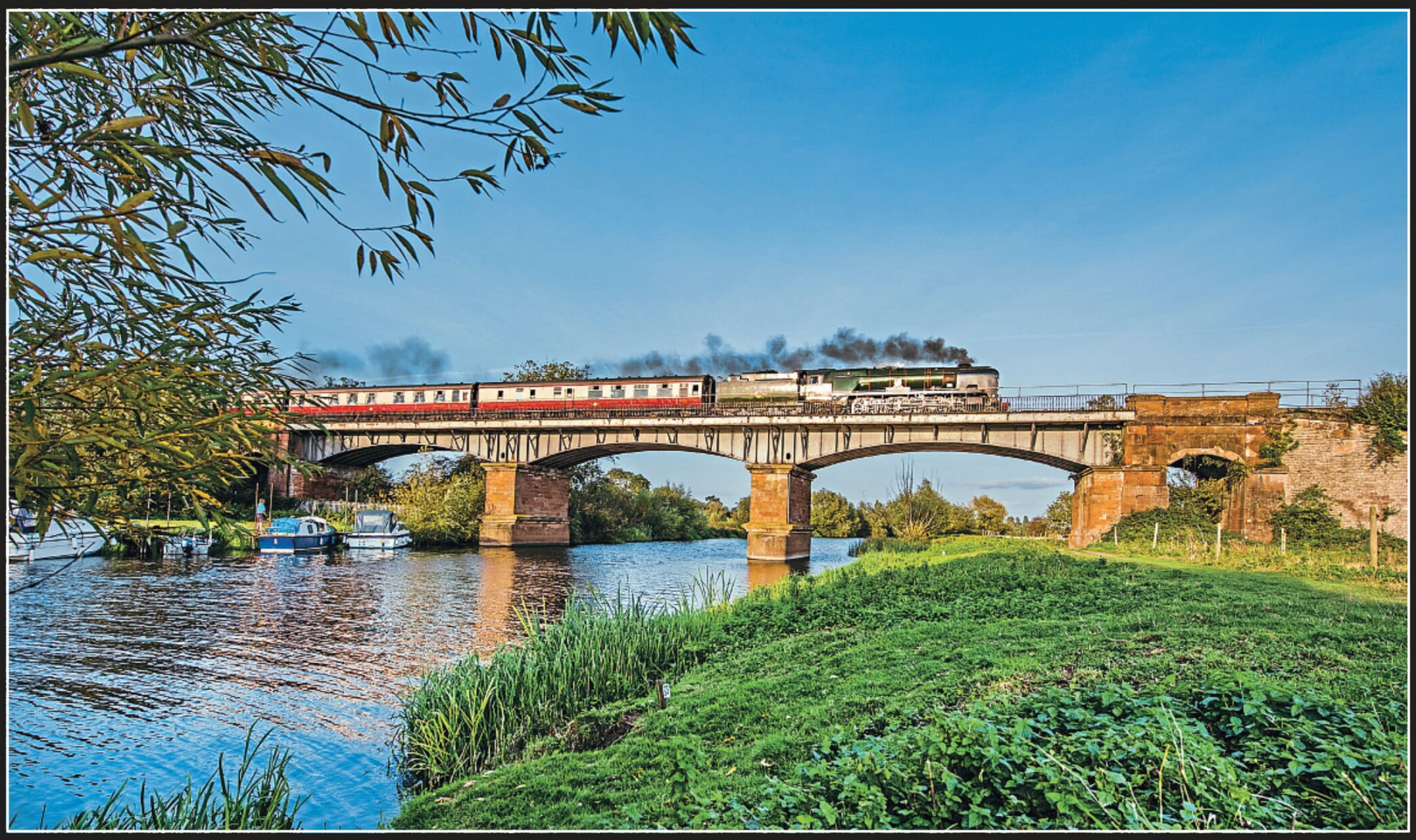
Several individuals and organisations operate a number of these events at various heritage railways and museums around the country.

I hope that this feature will inspire other photographers to be more creative behind the lens. Do not be afraid to come up with something different and make use of the landscape around us. HR

↓ “Bridging the Avon”

SR Bulleid Pacific No. 34046 *Braunton* crosses the Avon at Eckington, in Worcestershire, on a beautiful late summer’s afternoon on September 12, 2020, with a return excursion from Worcester to London Paddington. While the majority of photographers were at the back of the field behind me (which meant they only saw half of the bridge due to tall trees), I decided to go closer for a different perspective of the river and bridge. I used my wide angle lens to capture the whole scene. Driver Lewis was on the regulator that particular afternoon and kindly tooted the whistle as he passed by. A framed print of this now hangs on the wall in his house.

Nikon D5 with Nikon 14-24mm F2.8 lens at 17mm. 1/1250 sec F/6.3 ISO 400



↑ “A moment to Reflect”

Checking the weather forecast is a regular part of my job. Perseverance is key. A lot of people look at my photographs and tell me that I always get lucky with the weather. That’s because a lot of planning goes into it. On this particular day – December 5, 2020 – it had been raining for most of it. I ventured out at about 11am in the pouring rain thinking ‘what on earth am I doing’… I had only cleaned the car the day before, so I was gutted that it was getting wet and muddy. Little did I know that later that afternoon, the clouds were to part and the sun was going to light the clouds up like a Christmas tree as it set behind the hill. I sat in the car for 2½ hours in a lay-by near Winchcombe keeping dry, eagerly awaiting the 2pm Santa special departure on the Gloucestershire Warwickshire Railway. The rain had passed and the sun was out. Upon stepping out of the vehicle, I caught a glimpse of the golden scene in my damp roof, and that is when the lightbulb moment struck. Coincidentally, there was some polish and a towel in the boot, so I spent 15 minutes cleaning the bodywork until I had a perfect mirror image. A departing whistle from Winchcombe station was heard just as I dried off the excess polish and 30 seconds later GWR 2-8-0T No. 4270 trundled across the bridge and into the frame. Click!

Nikon D6 with Nikon 14-24mm F2.8 lens at 14mm. 1/640 sec F/10 ISO 250



← “Broken down again…”

My 51-year-old Austin 1300 has played the part of ‘breaking down’ for a couple of years now in my period photoshoots. I have even mimicked the Basil Fawlty scene where he gave his own Austin a ‘damn good thrashing’. On this particular day (February 10, 2018) I asked my cousin Luke to put on his old suit and flat cap to look under the bonnet as Britannia No. 70013 *Oliver Cromwell* thundered along the main line behind him at 75mph. My challenge was the lighting. Unfortunately it was getting dark quite rapidly; the train was held at Worcester for a little longer than usual due to trespassers on the line in the area. This resulted in some final tweaking in the settings and cranking the ISO to 10,000. The beauty of the Nikon D850 sensor is that it is designed for low light, and these conditions didn’t faze the camera one bit. The final image has some grain to it, but that adds detail and also makes it look like the photograph was taken in the 1970s using a film camera. You could argue that Luke was using his lighter to see whether there was any petrol coming through the pipes!

Nikon D850 with Nikon 24-70mm F2.8 lens at 48mm. 1/400 sec F/6.3 ISO 10,000

Special set to celebrate 'Bournemouth Belle' 90th anniversary

By Cedric Johns

TO mark the 90th anniversary of the Southern Railway's all-Pullman 'Bournemouth Belle', a special train has been arranged using Northern Belle stock to usher passengers from London to the south coast in luxury.

According to spokesman Mal Tattersall, champagne corks will pop for 250 passengers travelling on the steam-hauled train which is planned to depart from London Victoria, at 8.45am on Monday, July 5, arriving at Bournemouth at 12.50pm. Motive power for the £399 Pullman Special will be a 'Black Five' 4-6-0.

Bulleid Merchant Navy Pacific *British India Line* is lined up for two visits to Bournemouth before and after the Northern Belle version departs Waterloo.

On July 3, Railway Touring Company plans to run its 'Bournemouth Express' direct from Waterloo behind No. 35018, then on July 9, the end of steam on the Southern is due to be marked by *British India Line* heading a trip to Weymouth via Yeovil Junction.

The Pacific is due to come off at Yeovil for turning and servicing at the railway centre and after running tender first to Weymouth, takes its train back to London.

The *Duke* appeals for support coach funding

By Gareth Evans



With completion of its overhaul at Tyseley Locomotive Works set for later this year, No. 71000 *Duke of Gloucester* will be available for hire from quarter one of 2022. DENIS CHICK

WITH BR Pacific No. 71000 *Duke of Gloucester* on course to return to main line action later this year, the need to have an operational support coach to accompany the powerful locomotive is becoming ever more pressing.

The BR Class 8 Steam Locomotive Trust had planned for the work to upgrade its Mk.2 BFK (Brake First Corridor) coach No. W17041 to main line standard to be carried out in-house by its volunteer working parties at Tyseley. However, this has not been possible due to Covid-19.

"The support coach ideally needs to be available when the *Duke* returns to traffic so that it may take on any charter work which might come our way," said trust chairman Trevor Tuckley.

"It is estimated that to bring our coach up to mainline standard will cost £40k. Therefore, we are relaunching the Support Coach Appeal. The work will be carried out by a third party contractor – we're currently in the process of obtaining quotes."

Trevor added: "To remind everyone, the Support Coach Appeal was to sponsor each foot of its 64ft length for £500. This will raise £32k, but with Gift Aid could reach the £40k needed. So far, we have 18ft sponsored, which is just over one quarter.

"Well-wishers do not have to sponsor their foot length in one payment. If preferred, 10 monthly payments of £50 is more than acceptable."

As for the locomotive itself, the crank axle is now due to return to Tyseley from South Devon Railway Engineering by the end of May. At Tyseley Locomotive Works, all boiler tubes have now been fitted. Machining is in progress on the piston heads and piston rods, along with the new front and rear cylinder covers.

Response

Progress on the locomotive has been boosted thanks to the generosity of well-wishers. Following the addition of Gift Aid, the Boiler Tube Appeal has raised close to £20k – and for the first time, the trust's annual income has topped £90,000 including Gift Aid. A further 22 members have recently joined the trust too.

"We can now look forward to 2022 with increasing optimism and start thinking about the *Duke's* return to the mainline," enthused Trevor.

"While we have an agreement with Vintage Trains, our locomotive will also be available for hire during the first quarter of 2022 to other tour operators – plus heritage lines which are main line connected.

"This is something we can all feel proud about and look forward to see the *Duke* working in the condition Riddles intended when his prototype had been fine tuned. It will have taken almost 50 years of dedication to complete the 'impossible dream' so what a celebration that will be seeing our unique locomotive once again gracing the UK's railways!"

➜ More details of how you can help No. 71000 can be found at www.theduke.uk.com – or by post from: The Duke Aurora House, Deltic Avenue, Rooksley, Milton Keynes MK13 8LW.

Vintage Trains' excursions programme set for July restart

VINTAGE Trains' (VT) plans to restart main line running with a Stephenson Locomotive Society 70th anniversary special to Swindon, behind Great Western 4-6-0 No. 7029 *Clun Castle* in March, have been cancelled, to be replaced by a new programme yet to be confirmed.

Spokesman Denis Chick said that the existing programme has been scrapped until the end of June.

"We are in the process of discussing a new programme that will probably not begin until July as restrictions regarding social distancing have a big effect on train loadings and profitability," he said.

"As we are using visiting engines, we will have to talk again with owners to see if they can be available later in the year."

Considering that June 21 is expected to see the lifting of restrictions on summer festivals, limits on social gatherings indoors and outdoors and the limits on the number of people allowed at weddings and funerals, it is very likely that the 'Shakespeare Express', originally scheduled to begin running from Birmingham Snow Hill to Stratford-upon-Avon via Henley-in-Arden and returning nonstop via Solihull on July 18, will begin the 2021 VT steam programme.



The retubing of the boiler of GWR No. 5043 *Earl of Mount Edgcumbe* is seen underway inside the Tyseley workshops. DENIS CHICK



During lockdown, Vintage Trains' Mk.2 TSO No. 5177 has had a major refit, including the renewal of the gangway end pillars, vestibule end panels, toilet floors and lower bodysides. All windows have been removed and resealed, and new glass fibre end doors have been fitted, while new interior panelling and reupholstered seats await refitting. The carriage will then be repainted into chocolate and cream to match the rest of the fleet. DENIS CHICK

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



LMS Princess Royal Class Pacific No. 6201 *Princess Elizabeth* worked several Northern Belle trains in 2020 – something which is to take place again this year. The 4-6-2 is seen at Jack Green foot crossing on September 19, 2020. KALLUM BUCKLEY

'Lizzie' booked for six more 'Northern Belles'

OPERATOR Northern Belle has doubled the number of planned steam-hauled trips to cope with a surge in public demand following the promised easing of lockdown restrictions.

With confidence returning to the home travel market, owner David Pitts and his team acted quickly following Prime Minister Boris Johnson's announcement of his 'roadmap' out of the Covid-19 pandemic.

Northern Belle is to run six additional journeys over the Settle to Carlisle line using its Pullman carriages – all of which are booked to be hauled by LMS 4-6-2 No. 6201 *Princess Elizabeth*.

The extra dates will be: May 20 – from Liverpool, Warrington and Preston; July 30 – from Birmingham, Wolverhampton, Stafford, Stoke and Crewe; August 8 – from Glasgow; August 11 – from Crewe and Preston; August 18 – from Grimsby, Scunthorpe, Doncaster and Leeds, and October 23 – to be announced.

David said: "After kicking their heels in lockdown for so long, the British people are desperate to get out again, so we have quickly arranged a whole raft of new trips to cope with the demand."

Recently featured on Channel 5's World's Most Scenic Railways programme, actor Bill Nighy described the Northern Belle as "the grand duchess of luxury trains" and told viewers: "Our plush grand tour has been the experience of a lifetime."

➜ Fares for each passenger, including a champagne brunch and a five-course dinner, are £390. More at northernbelle.co.uk

Enhanced 'Staycation Express' to return this summer – with HSTs

By Gareth Evans

THE 'Staycation Express,' Rail Charter Services Limited's (RCS) summer tourist service which was piloted in 2020, is to return this year – but will be extended along the full length of the Settle-Carlisle line.

While last year's trains ran only between Skipton and Appleby and used heritage main line diesel traction, including Classes 20, 47 and 37, plus a Class 40, with first class former Greater Anglia Mk.3 carriages, the 2021 operation is to utilise a High Speed Train.

Dedicated ex-Great Western Railway trailers for the HST belonging to Locomotive Services Ltd (LSL) are undergoing refurbishment by Arlington Fleet Services at Eastleigh. When complete, the set will operate in a 2+5 configuration – the power cars being former East Midlands Railway vehicles.

The five carriages will be fitted with leather reclining first class seating and power points. Other onboard facilities will include an enhanced buffet counter and single premium 'at seat' dining coach, while Covid-secure Perspex screens will be fitted between each bay of seats.

It is envisaged that two return trips between Skipton, Settle, Appleby and Carlisle will run daily except Fridays for eight weeks from mid-July to mid-September. The dates and timings remained to be confirmed as this issue went to press. RCS has however, said the trains will travel at a maximum of 60mph.

RCS director Adrian Quine said: "A lot of work has been going on behind the scenes to build on the success of the 'Staycation Express' last year. We are working closely with our partners and stakeholders, with innovation at the heart of everything we do, and look forward to announcing further initiatives soon."

Driver training for the service has already started. Power cars Nos. 43058 and 43059 operated back to back from Crewe to Carlisle and return on March 2, via the Settle-Carlisle line.

RTC cancels 'Great Britain XIV' trip

THE Railway Touring Company (RTC) has been forced to cancel its flagship 'Great Britain XIV' tour for the second year running because of Covid-19 restrictions.

However, the nine-day excursion has been rescheduled for April 20-31 next year – with, it is hoped, the original itinerary which was due to be repeated this year, as was the locomotive line up.

Other excursions postponed include the 'Edinburgh Flyer' from York to the Scottish capital on March 20 with A1 Pacific No. 60163 *Tornado,* and the 'Wensleydale Railway' from Carnforth to York and on to Leyburn and Redmire on March 27.

Unless the situation changes, May could be a busy month for RTC, starting with 'The Jolly Fisherman' trip from King's Cross to Skegness via Peterborough and Boston, on May 15 with A3 No. 60103 *Flying Scotsman* leading.

On May 22, a 'Cumbrian Mountain Express' is set to leave Euston with the usual Class 86 electric locomotive to Carnforth, where steam takes over for Carlisle via Shap returning over the Settle and Carlisle line.

Heading for Plymouth, the 'South Devon Explorer' on May 29 unusually begins the trip from Woking and is diesel-hauled to Bristol. There, *Tornado* comes on and is also booked to haul the return as far as Taunton.

SUBSCRIBE TODAY!
GREAT RATES SEE PAGE 30



'The Jacobite' is ready to roll

PLANS by West Coast Railways to run its Fort William-Mallaig 'Jacobite' service from Good Friday remain fluid – with the operator ready to mobilise quickly when Covid-19 restrictions are eased.

The customary 'Black Five' 4-6-0s, plus the North Eastern Locomotive Preservation Group's K1 2-6-0 No. 62005, are set to be in place in the coming weeks, ready to haul the trains this season.

Elsewhere, West Coast's 'The Dalesman' which runs from York and separately from Chester, begins operating on May 20 and June 3, both dates being within reach of the promised easing of restrictions in England.

Similarly, the 'Scarborough Spa Express' is due to depart Carnforth for York or the seaside on May 27, and on June 10 the 'Express' leaves from Carnforth travelling via Preston and Wakefield.

Finally, the 'Pendle Dalesman' is booked to depart Lancaster for Carlisle via Preston on several dates starting on May 18.

Saphos tours rescheduled

DUE to the ongoing Covid-19 restrictions, Saphos has modified its tour programme.

The 'Welsh Marches Express' East Midlands Parkway to Cardiff, which was due to run on March 27, has been cancelled, while the April 14 'Boston Spa Express' from Hereford to Buxton has been postponed until September 29.

The 'Great Western Envoy' trip that was due to depart from Bridgnorth to Bath and Bristol on April 28, has been rescheduled for October 6.

The 'Midland Pullman' two-day trip from London to Inverness and the Kyle of Lochalsh due to run on April 26-28 has been changed to October 31 to November 2, while the 'Whitby Jet' trip from Finsbury Park will now run on November 12.

Scotsman set to open for Steam Dreams season

By Cedric Johns

UNLESS the overall Covid-19 pandemic situation changes, Steam Dreams owner and chairman David Buck said that the first of this year's trips will now be opened by A3 4-6-2 No. 60103 *Flying Scotsman*.

Departing London Victoria, it will head a luncheon train over the Surrey Hills route on May 20 and follow this later in the day with an evening 'sunset' diner running on the same 80-mile route via Reigate and Dorking.

Paddington to Oxford direct sees *Scotsman* departing on May 23. A local trip is timed to leave Oxford Parkway at 12.55pm, returning at 5.25pm.

On May 27, the Pacific is booked to depart from Paddington for Salisbury via Reading West, Worting Junction and Andover. A local tour is due to depart Salisbury at 3.05pm, returning at 5.30pm.

The A3 heads for Southampton on June 6, followed by a local tour of the Hampshire countryside.

Departing King's Cross for Cambridge on June 17, an afternoon circular tour of East Anglia is due to take place before the morning train returns to London.

Portsmouth and the Isle of Wight are destinations on June 20, with the tour including a local trip around surrounding countryside.

Circulars

Finally, *Scotsman* makes its last trip this season under the Steam Dreams banner with three outings in Scotland on June 25. The first is a morning tour and the second an afternoon trip. The A3's visit concludes with an evening diner.

All three trains make a circular tour via the Forth Bridge into Fife heading towards Kirkcaldy, before returning to Edinburgh Waverley. It is understood that some of these trains are fully booked.

Different locomotives will be rostered for other late spring and summer tours, including a June 6 trip to Southampton and the Isle of Wight running direct from Paddington. A local tour of Hampshire leaves Southampton at 2.30pm arriving back at 4.30pm.

A trip to Weymouth on July 31 calls at Reading, Basingstoke and Southampton. As is usual practice, the train will be diesel-hauled back to Southampton, where steam takes over for the return journey via Romsey, Laverstock, Andover and Basingstoke.

Motive power for these trips is due to be B1 4-6-0 No. 61306 *Mayflower* or locomotives provided by the Carnforth fleet.

The 'Windsor Steam Express' departures from London Victoria are due to commence on Tuesday, June 1 and are booked to run weekly on Tuesdays until September 21. The 'Sunset' diners run on the Tuesday evenings taking the Surrey Hills route from London Victoria.



Class 37s Nos. D6851 and D6817 are seen on March 4 at Allerwash woods, near Fourstones on the Tyndale line, with a Locomotive Services Ltd empty coaching stock working from Crewe to Berwick. The move formed part of a four-day working to Fort William and Oban. A sleeping coach and Pullman dining coach were included in the middle of the train. DAVE COLLIER

No 'legacy motion components' for LMS Patriot

By Gareth Evans

THE LMS-Patriot Project continues to progress the boiler and chassis of its new new-build 4-6-0 No. 5551 *The Unknown Warrior*, which is being constructed for operation on the main line.

At the Princess Royal Class Locomotive Trust's (PRCLT) West Shed, in Butterley, the motion has now had all the bushes pressed off and the condition of all components has been fully assessed.

Following discussions with the PRCLT, it has been decided that using the legacy motion parts obtained for No. 5551 could have a hidden risk of failure. It has been found that one of the radius rods has a previous repair which has weakened the component to the point of being unsuitable for further use. The group will therefore be sourcing two new outside combination levers, one union link and two outside radius rods.

While the driving wheel weld repairs have already been completed, repairs are under way on cracks discovered in one of the wheel pans. It is looking like there will be a delay in returning the repaired wheelsets to West Shed, due to the effects of the Covid-19 pandemic at the South African plant manufacturing the new axle material.

The main reverser shaft, intermediate reach rod and intermediate reverser shaft have been trial-fitted successfully. Preparatory work has started on the cylinder covers prior to refitting them to the cylinders.

On the boiler, contractor Heritage Boiler Steam Services in Liverpool is continuing its work on securing the firebox stays; and has purchased material in preparation for manufacturing and fitting the boiler slides.

Two new brass Ross Pop safety valves have been machined by Locomotive Maintenance Services at Loughborough. This is part of a larger order for other locomotives which use the same 'Horwich' design of safety valve.

Spokesman Andy Laws said: "We are very much working towards main line running with No. 5551 and have appointed Ricardo Rail as our approvals body for certification of the locomotive."

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

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

In tribute to Andy Davies, *Clan Line's* unsung hero

By Alan Rawlings and Don Benn

THE late Andy Davies is likely to be unknown to most people, but his work has been appreciated and admired by railway enthusiasts for 40 years.

Over that time and as the chief engineer of the Merchant Navy Locomotive Preservation Society (MNLPS), he has been responsible for the maintenance and successive overhauls of No. 35028 *Clan Line*, which is recognised as a consistently reliable performing locomotive of the preservation movement.

Andy served his early years in the Admiralty Dockyard at Chatham, where he developed his engineering and machine skills in the building of submarines and later as a tool room manager for a leading company serving the military and aerospace.

He joined the society at a time in the 1970s when *Clan Line* was being prepared for main line operation under the guidance of a team of former BR mechanical engineers, fitters and a boilersmith. As he took on more and more responsibilities, he also developed what has become both the ethos and the trademark of the way in which *Clan Line* is maintained, serviced and operated.

Under his leadership and as a superb engineer, Andy has ensured that *Clan Line* has remained a fine example of excellence in heritage steam and his loss will be immeasurable. Never one to seek the limelight, his worth as an engineer and trainer of others has never really been appreciated outside of the society, although the locomotive itself is testimony to that.

Andy stepped down in 2015 and handed over to Chris Ellick in whom the quality and tradition lives on.

Andy passed away just before his 80th birthday.

From the MNLPS point of view, he was a classic case of 'cometh the hour, cometh the man' and someone who will be much missed by us all – both as an engineer, and as a friend.



The late Andy Davies is seen preparing No. 35028 *Clan Line* for the return from Ropley to Stewarts Lane on October 15, 2019. MNLPS

Tornado is raring to haul tours!

By Gareth Evans

TORNADO is fit and ready to operate main line tours this coming season as soon as Government Covid-19 restrictions permit.

That was the message from the A1 Steam Locomotive Trust (A1SLT), which owns and operates the Pacific – after No. 60163 was safely recertified for another 12 months of operation on the national network in mid-February.

The 4-6-2 and its Mk.1 support coach have remained at the National Railway Museum in York over the winter. Full-time staff from the A1SLT have ensured the locomotive and carriage were safely stored through the cooler months by draining the boiler and coach water systems and ensuring the motion and other brightwork were greased and oiled to reduce corrosion as much as possible.



A1SLT staff member Ian Greenan checks *Tornado's* mechanical lubricators on February 21 at the National Railway Museum in York. A1SLT

Recertification

During the very cold weather in January, the team visited to ensure all was well. In February, members of the A1SLT conducted annual exams on the support coach and *Tornado* prior to recertification. This included inspections on the boiler and key locomotive systems such as the On Train Monitoring Recorder (OTMR), Train Protection and Warning System (TPWS) and Global Systems for Mobile Communications – Railway (GSMR). The battery in the OTMR unit was replaced, which required the whole unit to be sent away, as this must be completed, and the unit bench tested before being refitted to the locomotive.

During its enforced period out of traffic due to the lockdown, the locomotive has been moved every week to prevent 'brinelling' of the axlebox roller bearings. Moving No. 60163 also allows oil to be spread around the other bearings and working surfaces to prevent things drying out and corroding.

Duties

Tornado's first railtour of 2021 is set to be May 22's 'The Pennine Explorer' from Leicester to Carlisle, organised by the A1SLT's Tornado Railtours. A week later, the Pacific is booked to haul the Railway Touring Company's (RTC) 'The South Devon Explorer' from Woking to Plymouth.

After working two further excursions for RTC in June, the locomotive is scheduled to be employed on Tornado Railtours' programme through to mid-September.

For more details about A1SLT tours, visit a1steam.com

Great Central Auctions

website: www.gcrauctions.com email: enquiries@gcrauctions.co.uk



Sold on 20th February for £700

2021



Sold on 20th February for £5600

Programme of Events

Live online with easyliveAuction.com

Live webcast auction of 200 lots of top quality railwayana (temporarily replacing our flagship Stoneleigh sales) every month, held on or around the first Saturday of each month. Visit our Great Central Auctions website for further information.

Further events include our Bloxham-style auctions of general railwayana on line with easyliveAuction.com also railway and bus and tram tickets at regular intervals throughout the year and a special auction of railway ephemera including photographic negatives and slides in Spring 2021.
This sale will include a superb selection of historical material and classic publicity items.

Dispatch of items is now undertaken in-house, a unique service, buyers can receive their purchases within seven to fourteen days of the auction closing.

ENTRIES NOW BEING ACCEPTED

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.
Items can be delivered by appointment, an insured in-house collection service is also available.



Sold on 20th February for £1550

Great Central Railwayana Ltd

14, SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS, NN11 3RL
TEL: 01327 263633 / 262193 (MONDAY TO FRIDAY 10.00 – 5.00)
PERSONAL CALLERS BY APPOINTMENT ONLY PLEASE.



Sold on 20th February for £5000

Valuations for insurance and probate, impartial advice on selling or buying railwayana.

RAILWAY MAGAZINES YOU'LL LOVE

GREAT OFFERS AVAILABLE ACROSS THE RANGE



SUBSCRIBE TODAY AND SAVE UP TO 24%

VISIT: WWW.CLASSICMAGAZINES.CO.UK/RAILWAY21 CALL: 01507 529529 QUOTE: RAILWAY21

SILVER CREST
models

MARKET LEADER IN LARGE SCALE, READY-TO-RUN, LIVE STEAM

5” GAUGE CORONATION CLASS

80% OF BATCH ALREADY SOLD!



£14,995.00 + p&p

The Coronation Class

Designed by Sir William A. Stanier the first locomotives out of Crewe works were originally built as streamliners. Later some were built without streamlining.

All of the streamliners were finally re-built in un-streamlined form, and all eventually featured double chimneys. The model offered here is representative of the class as re-built. The locomotives were produced in a variety of liveries in BR days including maroon, blue and lined green.

“This is an exceptional model in so many respects. It is the largest 5” gauge locomotive we have manufactured to date and has the benefit of four cylinders to re-create that distinctive exhaust beat. It will be available in a variety of BR liveries and a wide choice of famous names to include Coronation and Duchess of Hamilton. A challenging model, but well worth the extensive development effort. As an award winning professional model maker I am delighted to have been involved in this very special project”

Mike Pavie



Request your free brochure today

Request your free brochure today by e-mail, telephone, or by returning the coupon opposite.

Telephone: **01327 705 259**

E-mail: **info@silvercrestmodels.co.uk**

Find more information at **www.silvercrestmodels.co.uk**

Summary Specification



Approx length 80”

- Stainless steel motion
- Boiler feed by axle pump, injector, hand pump
- Etched brass body with rivet detail
- 4 Safety valves
- Choice of liveries
- Painted and ready-to-run
- Coal-fired live steam
- 5” gauge
- 4 Cylinder
- Piston Valves
- Walschaerts valve gear
- Drain cocks
- Mechanical Lubricator
- Silver soldered copper boiler
- Superheater
- Reverser

Approx Dimensions:

- (L) 80”x (W) 10”x (H) 14”
- 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.

VISA MasterCard

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 April 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 2021in advance of shipping from our supplier.

FREE BROCHURE REQUEST FORM

Please send, without obligation, my free full colour brochure for the 5” gauge Coronation Class.

Name: _____

Address: _____

_____

_____ Post Code: _____

Please send to: Silver Crest Models Limited, 18 Cottesbrooke Park, Heartlands Business Park, Daventry, Northamptonshire NN11 8YL **HR**

Company registered number 7425348

LIVING LINESIDE

THE

Grosmont station group has embraced the concept of 'planting for pollinators' –designed to encourage invertebrates, as seen here.

Gareth Evans discovers how the North Yorkshire Moors Railway is effectively managing its lineside, but also enhancing it for biodiversity and wildlife as part of its National Lottery Heritage Fund-backed Yorkshire's Magnificent Journey project.

The North Yorkshire Moors Railway (NYMR) is part and parcel of the North York Moors National Park, but as one would perhaps expect, the focus for many years has been on the conservation and successful operation of the railway itself. The line's £9.7 million Yorkshire's Magnificent Journey (YMJ) project includes several elements which aim to set the NYMR up for the future.

As previously reported, the lion's share of £4.4 million has come from the National Lottery Heritage Fund (NLHF), with the remainder from local organisations and private donors, plus £1.75 million from the Rural Payments Agency, an executive agency of the UK Department for Environment, Food and Rural Affairs.

"The YMJ planning team identified the need to place a focus on the railway's primary environmental asset – its 18-mile corridor of managed and protected landscape – to be seen as an asset to the National Park within our bid to the NLHF," explained Bryan Orange, NYMR – YMJ – lead – apprentice & lineside.

Agenda

"The objective is to raise public and customer knowledge, understand the location and habitats of the flora and fauna, raise our land management skills and perhaps, importantly, drive up species biodiversity by the education of paid and volunteer staff, as well as the public, and also by driving through specific biodiversity raising project initiatives. We want this to become a straightforward part of our conservation and heritage management agenda in its own right. Building closer liaison with conservation organisations already working in our vicinity will bring rewards for all and particularly for the long-term sustainability of the National Park."

Since its opening in 1835, the railway has run through a corridor fenced off to exclude the public and grazing animals. The route includes more than nine miles of a nationally designated site; Newtondale Site of Special Scientific Interest (SSSI) is designated for its geomorphology and wildlife habitats, including mires, heathland, ancient woodland and species-rich grasslands, comprising almost eight hectares of a European designated site at Fen Bog, which is a special area of conservation. Additionally, the line

As part of its £9.7 million Yorkshire's Magnificent Journey project, the North Yorkshire Moors Railway is carefully considering its lineside, which is home to a plethora of wildlife. Pictured here is SR Schools class 4-4-0 No. 926 *Repton*. JOHN HUNT

runs alongside Beck Hole SSSI, an area of ancient woodland.

The lineside habitat supports nationally rare species, including populations of the Duke of Burgundy and small pearl bordered fritillary butterflies, and rare wildflowers such as globeflower (a particular feature of the lineside and otherwise little seen in North East Yorkshire), meadow thistle and meadow rue. Adders enjoy the mixed habitat of undergrowth and railway ballast.

Habitat

Bryan continued: "We've managed the corridor primarily against an agenda driven by the needs of railway operation and safety.

"Grazing animals are excluded by fencing and casual access for the public is discouraged for obvious safety reasons.

"While the lineside is seen by every passenger, it is protected from casual use and thus forms a very particular range of habitats.

"After 50 years, we believe we should now increase the emphasis on the lineside's own conservation agenda."

Historically, railways operated a regime of cutting back all trackside vegetation to help avoid lineside fires caused by sparks from steam locomotives, and to provide clear sightlines for train drivers to see signals and observe obstructions on the line.

On the NYMR, priority is given to ensuring good visibility of signals and track for train crews.

Drainage channels are kept in good order, and deterioration of the track and structures from invasive plants and tree roots is minimised.

In some areas, controlled burning of lineside vegetation takes place to minimise the risk of uncontrolled fires.

Wooden fence and dry-stone wall boundaries are maintained to minimise intrusion from sheep and cattle. One consequence of this minimalist approach has been an increasing lack of visibility of the wonderful scenic views for passengers.

Even more importantly, the NYMR now actively considers the broader environmental conservation agendas.

"While the NYMR fully understands the railway operating requirements of managing the lineside, until recently it did not have the specialist knowledge or the in-house capacity to manage the conservation and ecological implications of its operations," Bryan said.

Consultation

"Therefore, during the development phase of this project, the NYMR consulted extensively with Natural England, the North York Moors National Park, the Yorkshire Wildlife Trust, the Forestry Commission, Butterfly Conservation, and several local natural history societies on aspects of the conservation agenda, and with Askham Bryan College on the

"Even a small patch is a valuable stepping stone – the wildlife is desperate for it. As soon as you put it in, it will appear. Every ounce of nectar and pollen is needed. You're helping to conserve the next generation of bees, hoverflies and butterflies. All those invertebrates and wildflowers are the foundations for other wildlife – they feed the bats, birds etc. through the animal kingdom."



Pictured working on the adder wall are Owen Reece (front) and Steve Young (back). NYMR





Above: Adders enjoy the mixed habitat of undergrowth and railway ballast. NYMR

"Specific habitat identification work along the railway corridor has been undertaken, along with a professional ecology survey to identify flora and fauna species and locations..."

Left: A wooden bird box carefully built into a restored stone wall.

training elements. We feel that by taking this approach we have taken on board the views and proposals of these ecology partners, who have more specialist knowledge than we do, in deriving suitable work plans to address the ecological and conservation needs of the line."

Natural England has provided in-depth advice on lineside conservation needs and opportunities, and is working with the NYMR on common aims and objectives in Newtondale and the SSSIs generally.

Natural England and the NYMR are also working with the National Park on following up the recommendations of the Fen Bog Ecohydrological Assessment to improve water level control, through a programme of joint action on watercourse management.

The Forestry Commission is a neighbour over several miles of boundary, and is supporting the NYMR on the delivery of projects of common interest within Newtondale.

Butterfly Conservation has provided advice on railway and lineside maintenance approaches to support butterfly conservation.

"We have also consulted with the Yorkshire Wildlife Trust, the owners of Fen Bog and other neighbouring landowners to ensure that our new lineside management regime meets the needs of all stakeholders," said Bryan.

"A particular issue at Fen Bog is the need for active management of the drainage regime around the railway and the bog itself to ensure optimum water levels are maintained for the care of both bog and railway infrastructure.

"Furthermore, we have also consulted with

Meet the NYMR's conservation officer

Heritage Railway (HR): What attracted you to the role?

Kerry Fieldhouse (KF): There were several things. I know the area reasonably well as my in-laws have lived there for more than 10 years.

I have visited frequently – the railway has always been a feature of that, especially once I had children. Standing on the platform watching the trains depart was hugely exciting for little Thomas fans!

My passions and my work have tended to flip-flop between the ecology and engaging people with the outdoors. This job is the perfect combination of those two things.

It's very much about managing the lineside effectively for the railway, but also enhancing it for biodiversity and wildlife. Equally, it's about engaging our visitors, all our stakeholders, partners, neighbours and other heritage lines in understanding and appreciating what the landscape is, what the wildlife is and how we work to conserve it. It's not just about getting on with managing our habitats well. It's really about teaching people about that process and helping them to appreciate it.



Kerry Fieldhouse, the NYMR's lineside conservation officer.

I doubt many visitors really understand the diversity of the habitats they move through when they're on the train. That's our primary focus – once you're on the train, you've actually got quite a long wildlife corridor through the window. It would be nice to understand what it is you're staring at.

The project is a lovely mix of that. It's about wildlife and conservation, and it's about community and people. I really like that, so that drove me to it.

Also, I like the fact it's brand new. Together, as a team, we can forge where we're going – I find that exciting!

HR: When did you start in the post?

KF: The end of November 2019. I was just beginning to work out what it was all about in terms of walking the lineside, looking at maps, figuring out how a railway works and what the key needs of a lineside are from a health and safety perspective, as well as the key concerns – then Covid-19 struck.

While the pandemic has paused elements of the project, we've still managed to make progress. In terms of getting to understand the lineside and the people that work the line, it's really starting to blossom.

HR: What's been the highlight of you role so far?

KF: Two things spring to mind. One is how incredibly receptive everyone has been to the project. That's been really lovely. I expected there to be some resistance along the line of 'we've happily done it this way for 50 years – why do we need to do it differently now?!' It hasn't happened yet.

The extent of the habitats and diversity of the species is even more varied than I imagined. From the lichens and the ferns to the rare butterflies and the adders, slow worms and lizards, and the gorgeous birds, such as the buzzards... it's just beautiful!

Being on a railway is also exciting – it feels quite naughty. For someone who's not used to railways, you're told never to walk off the end of a platform, yet now with my my Personal Track Safety competency certification and orange jacket I get to walk along it as part of my job.

Because the wildlife at the lineside is not very used to seeing people, it's quite calm around you.

HR: Tell us briefly about your career to date. I believe your experiences shape your attitudes and beliefs.

KF: When I was younger, I loved being outside. My parents took us out all the time. We were always visiting places or playing outside somewhere. We all had a natural draw to the outdoors. I knew from a young age that that's where I wanted to be – sitting an office full-time would not be for me.

I think I was aged 11 when my mum told me about nature conservation. I was hooked – I wanted to be a conservationist.

I've had many different jobs, but they've tended to vary between either conservation, being out in the countryside monitoring and observing things, or engaging people and taking part in conservation. Any job that blends both of those is my favourite.

I enjoyed working for Leeds City Council for many years as its species conservation officer. That involved surveying and understanding where the protected or rare species were and then advising my colleagues if there were any works planned in how to do it in the least disturbing way.

I spent the last five years teaching schoolchildren about seabirds for the RSPB. It involved engaging children and their teachers in the wildlife around the coast.

I guess what I really wanted was – back to my kick – ecology, getting back close to nature. This role involved ecology, surveying, wildlife-focused work, and also engagement with people.

Scarborough Field Naturalists Society, Whitby Naturalists Club and Ryedale Natural History Society, whose volunteers have extensive knowledge of the area and have, from time to time, undertaken piecemeal surveys of parts of the railway corridor.

"Volunteers from these groups will work with us more closely in future, and some will receive the necessary safety training to allow trackside access."

Role

A pivotal role in this element of the YMJ is that of lineside conservation officer, a salaried position held by Kerry Fieldhouse (see separate panel). Friendly, down to earth and easy to talk to, her passion for the work is immediately apparent.

In partnership with the NYMR's Permanent Way team, Kerry is developing and implementing a programme of improvements and planned maintenance to support the long-term protection of the railway's peripheral infrastructure and ecological heritage.

Apprentices have been recruited, along with the volunteers, to support the delivery of these programmes and management of six countryside worker apprentices on the lineside.

In order to facilitate this work, the National Park team manager has received NYMR training in railway site safety and access.

In addition to NVQ standard apprentice training delivered by Askham Bryan college, the countryside worker apprentices are learning all aspects of conservation and lineside management, with a range of general conservation and specialist railway skills. This work crosses over with National Park activity in the delivery of wildlife connectivity initiatives.

Specific habitat identification work along the railway corridor has been undertaken, along with a professional ecology survey to identify flora and fauna species and locations, to identify work required that is being carried out by our countryside workers and volunteer teams as a part of their training activities.

Asked whether she has a typical week, Kerry replied: "Not really. Quite a lot of my work while they're working with us involves managing the countryside worker apprentices. They have their leaders, who deliver the practical training and oversee them on a day-to-day basis.

"I've delivered training involving discussions and going out on site about bats in trees and how to manage trees while considering the needs of bats, for example, what the law says about managing bats in trees, but also from an ecological and ethical perspective on how we can best manage our trees and woodlands.

"If you need to take a tree down, how you carry out a bat survey and how you take that forward.

"We have tried to enrich their practical training with more ecology-based thoughts, such as considering the repercussions of what they plan to do and whether it could be done better with greater knowledge of the wildlife around us. That's something I'd like to roll out to all lineside volunteers. We plan to do more of that this year – including looking at wildlife in our waterways and how to manage streams, nesting bird season, watervoles, otters and butterflies and managing habitats.

Education

"With Covid-19 limiting face-to-face contact, I've thought about creating a series of five-minute videos about how to manage a species in a particular way to raise awareness, which people can watch from home.

"Also, the videos could be shared with other heritage lines and partners in future – which is another aspect of our project.

"I've been working with some of the NYMR volunteers who have been out and about maintaining stations and the lineside, chatting to them about how we can manage habitats and why we can do so in a particular way."

Other aspects of Kerry's role include writing the management plan for the lineside, which includes the involvement of stakeholders such as Natural England, the National Park, NYMR lineside volunteers and management, plus trying to embed the concepts of conservation on the lineside into the railway's culture.

"It also involves a lot of thinking about education and interpretation, so our messaging is integrated.

"There's plenty of variety. Most days are a bit of everything," she added.

Explaining the need to consider the line as a corridor, Kerry said: "Before I tell you more

Kitson 0-6-2T Lambton No. 29 arrives into Goathland station with the morning 'Railtrail' service from Grosmont on October 8. SAM YEELES

about our 'living lineside' – as I have dubbed it, let me first ask you to consider 'boxing' as a concept. Humans like to box things. It may be concepts, art, music, other people or even landscapes. Look out on a view and what do you see? Do you see the individual elements of fields, woodland, moorland, rivers, villages, paths, roads and railways – or do you see a living, breathing, moving landscape of potential?

"I don't believe animals and plants see the world in boxes or even habitat types. They don't care for drawn boundaries.

"Instead, they see the world for its potential and for its connections – how can they disperse, find their own space, find food, a new mate, a home, survive?

"Whether you are a tiny leaf miner living out most of your life in a single leaf, or a goshawk soaring and sky-dancing across miles, connectivity is what you are looking for – the landscape level pathways for movement, communication, water, food and nutrients that necessitate survival.

"It has been known for some time now that an isolated nature reserve affords little sustainable benefit to its inhabitants.

"Despite these small oases of life, however lovely they are, our species and habitats are declining at an alarming rate, and those small oases are themselves vulnerable to disease, pollution and development. Instead, it seems to me, our nature reserves are acting as a type of 'Noah's Ark.'

"There must be corridors for species to flow along, from and to. In nature conservation we call those corridors 'green corridors' or 'living landscapes'.

Corridors

"Certain landscapes lend themselves immediately to the vision of a 'living landscape' and 'green corridors'. The North Yorkshire Moors is an obvious living landscape and so are the dales and valleys among it.

"Those treasures persist along the railway lineside in part because the line has been necessarily isolated from its neighbours.

"Fenced off with only a few lucky people able to traverse its track, its management has not been that of a commercial woodland or farmland, but instead remains much as it was 50 years ago.



Brian Williams, a lineside volunteer, is seen conserving grassland by brash control. JOE STACEY



Rare wildflower: The globeflower is a particular feature of the lineside and otherwise little seen in north east Yorkshire.



A small copper butterfly.

"Low maintenance, hand-tooled management techniques have sustained a magical green corridor forming a link between the lower valley habitats in Pickering and the upland habitats of the Moors and boasts woodland, grassland, fen, valley mire, marsh and moorland edge. Newtondale, home to the 18 miles of steam railway linking Pickering to Grosmont, is packed full of treasures.

"This lineside, together with neighbouring habitats and nature reserves, support a huge range of species, many of them scarce or even downright rare in much of Britain today.

"This is truly a living lineside, and you can explore it from the relaxing position of the train and in many places, by foot."

While living landscapes and green corridors sound grand, and something for ecologists and land managers to get stuck into, the reality is we're all part of the connection.

Kerry has been talking to Grosmont Station Group; she'd not got onto other stations at the time of writing due to Covid-19 constraints.

"Some volunteers at Grosmont who maintain the station have embraced the concept of 'planting for pollinators'," she said.

"Each pot and corner can be a valuable habitat and they are looking at how they can be a stepping stone for invertebrates – and the birds and beasts that follow them – by planting the right kind of plants and providing a much-needed boost of food and shelter.

"I suggested other ways of enhancing the pollinators' stepping stones, such as inviting donations from supporters of lavender, sage and rosemary – be a bit more proactive in asking what you want in your donations, and not being shy about that.

"In reality, people will have those in their gardens and will gladly donate them, especially if they think we're being proactive.

"The team at Grosmont already had that concept of plating for pollinators, but now they know it's not just a nice thing to do – it's essential.

"I've also talked about minibeasts. Our wildlife corridors for invertebrates are so blocked. We need to open up not just the corridors, but the stepping stones too.

"Even a small patch is a valuable stepping stone. The wildlife is desperate for it. As soon as you put it in, it will appear. Every ounce of nectar and pollen is needed. You're helping to conserve the next generation of bees, hoverflies and butterflies.

"All those invertebrates and wildflowers are the foundations for other wildlife – they feed the bats, birds etc. through the animal kingdom."

Not to be forgotten are the railway's historical features, such as the huts once used to provide shelter for track workers – an aspect of railway preservation which is perhaps inevitably overlooked across the sector.

A boundary audit forms part of the project. That involves walking all 36 miles of boundaries and mapping it, including recording what it is, where it is and what it needs to be. Funding to restore each hut is not in place as yet.

Kerry said: "I'm part of the infrastructure department, which includes permanent way, signal & telegraph, the estate manager, buildings etc. I don't pretend to know how to conserve these structures.

"Some of them are made from old wooden sleepers, while others are concrete prefabs and they perhaps don't look as aesthetically pleasing.

"However, they are part of the line's heritage – the living museum that we are.

"Most of them require minor roof repairs rather than a full renovation. One of them is known as a great adder hideout – its remote, where nobody accesses, so it's undisturbed. It's an old timber structure, so is in need of tender loving care.

"That will need careful thought, especially given where it is and the presence of the adders, a protected species.

"As part of the whole infrastructure review about what's on the lineside, we've recorded where the huts are, their condition and what we may want to get out of them for the future.

Understanding

"On the back end of them, for example, where you wouldn't see from passing trains, we plan to install boxes for birds and bats, helping to become part of the habitat.

"We're looking at ways we can highlight them to visitors, so they understand what those apparently strange little huts are.

"When you work somewhere, it's easy to assume everyone else understands what it is they're looking at.

"We are working on ways to help our visitors notice and understand heritage structures like the lineside huts on their visit, but also the different habitats along the line."

> "We want this to become a straightforward part of our conservation and heritage management agenda in its own right. Building closer liaison with conservation organisations already working in our vicinity will bring rewards for all and particularly for the long-term sustainability of the National Park."

One hut which has been restored to date is that at Levisham, thanks to the efforts of the station's group.

"It's called 'No Sheep' as it had a bit of wood placed across it to stop the sheep getting in," Kerry explained.

"Someone had painted 'No Sheep' on it. They have dutifully put 'No Sheep' back on it. There are plenty of stories to tell about the huts, but how we do that is still being thought about."

Asked what advice she would give to other heritage lines which might be considering following in the NYMR's footsteps and taking a fresh look at their environs, Kerry replied: "Although a lot of railways will be unable to afford an ecology survey in the first instance, you can certainty engage your local natural history groups, be it birding, reptile groups, wildlife trusts or naturalists unions.

"Invite them to have a look and give you advice. That's a good place to start. Some of their members are likely to have an interest in particular aspects or have the necessary contacts.

"When you know what you've got and you can feel how you're connected to your landscape, you can start to manage with a bit more of a careful eye.

"For example, imagine being a bird and you're jumping from one gorse bush to another to stay in cover – this is your last hopscotch you have to cross the line to the woodland on the other side.

"It's a fair distance. If you remove the final stepping stone before they take that plunge…

"At the same time, you may have adders in that area, so that bush could be the only bit of shade or cover for them. There's different things to consider."

"In short," she concluded, "it's about looking at your railway's lineside in a different way." HR



As part of its £9.7 million Yorkshire's Magnificent Railway project, the North Yorkshire Moors Railway is carefully considering its lineside, which is home to a plethora of wildlife. SR S15 2-6-0 No. 825 climbs past Green End with a Grosmont to Goathland shuttle on October 25. ROBERT FALCONER

BY GEOFF COURTNEY

Auctions with a saleroom audience or not? That is the question after GCRA success



COLLECTORS may have experienced mixed emotions when digesting the results of Great Central's first monthly 200-lot live online sale on February 20.

Their overall feeling was surely pleasure that one of the most respected auction houses in the movement achieved such excellent results that bode well for future health.

Allied to that, however, must have been a sense that the sale may have sounded the death knell for future live audience auctions, beloved by many collectors, although Great Central auctioneer and director Mike Soden was understandably hedging his bets afterwards.

Firstly then, the sale's highlights, which were headed not by a nameplate or any locomotive item, but by a BR(M) totem, Broad Street, from the former North London Railway terminus close to Liverpool Street that opened in 1865, and closed by BR in 1986. This achieved £11,200, and was one of 14 totems with realisations into four figures.

On another day, BR(Sc) Loch Awe (£5000) or BR(W) Machynlleth (£3000), might have expected the top slot, but it was not to be. Also in the station sign category, SR target Topsham went for £2100, and London Underground platform roundel Wood Green for £2300.

LNER A1 Pacific No. 60140 saved the steam nameplate category's blushes when one of its *Balmoral* plates fetched £6500, more than double the £3200 realisation for the runner-up, *Bingley Hall,* from GWR No. 5921. A non-seller was *The South Staffordshire Regiment,* from LMS Royal Scot No. 46143.

Modern traction plates flexed their muscles when *Queen Elizabeth II,* from Class 91 electric loco No. 91029 (later renumbered 91129), gave the A1 a run for its money by selling for £6000, and *Thunderbirds Tin Tin,* from Class 57 Co-Co diesel No. 57308, for £5600. *Eagle,* from Northern Ireland Railways Class 101 Bo-Bo diesel No. 101, went for £3700, and *Help for Heroes,* from Class 43 HST power car No. 43076, made £2700.



A 1928 William Beardmore & Co worksplate (works No. 406) from LMS Class 3F 0-6-0T 'Jinty' No. 47658 went under the hammer for £4100, GWR cabside numberplates from Scottish immigrant 0-6-0PT No. 1646 for £2500, and 6843 from *Poulton Grange* for £2000. A smokebox numberplate from GWR No. 7815 *Fritwell Manor* made £1550.

Clocks included an LBSCR 14in dropcase example from Forest Hill station booking hall in south London (£3400) and an ex-GER hotel free-standing regulator (£2500), and another pre-Grouping item was a 2d platform ticket machine (£2800).

Two other £2500 realisations were for a 1948 Terence Cuneo 'On Early Shift' poster featuring A4 No. 21 *Wild Swan* approaching Greenwood signalbox near New Barnet, and a GWR policeman's tipstaff.



Prices for signalling items included £1700 for a Middleton Top to Hopton Top single-line train staff from the Cromford & High Peak Line, and £1500 for a Tyer's single-line tablet Awe Crossing-Lochawe on the Callander to Oban route. A Llanbedr & Pensarn Signal Box nameboard from the Cambrian Line went for £1400.

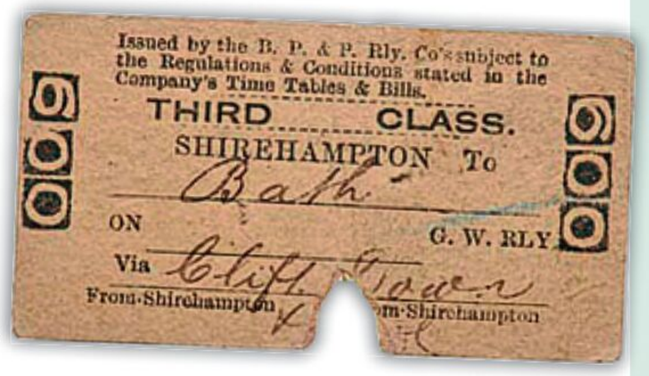
Final mention should be made of a BR(NE) Forster Square Station direction sign (£2200), and a bell and bridge wheel from BR(S) steamer *Maid of Kent* that worked the cross-Channel route from 1958 to 1972 (£1250). Prices exclude buyer's premium of 15%.

As he pondered over the results post-sale, Mike said: "I cannot believe some of the prices; we are most surprised. The result for the Broad Street totem was probably double what we expected, although that category is a growth area, and another is modern traction as the diesel generation comes to the fore. We had up to 60 bids on some lots, and at times it was quite intense.

"It would be difficult to identify the precise reasons for what we saw, although it's worth noting that probably half the audience was new to us, attracted perhaps by the live online bidding. There may also be pent-up demand among regular collectors due to the absence of live audience auctions.

"Will we ever return to a live audience auction? It is our intention to do so at some point. I hope that we do because I enjoy them, but if we did it wouldn't necessarily be at Stoneleigh, our regular venue."

Hong Kong and Japanese collectors boost Paddington ticket auction



WHILE a British ticket was the highest realisation for a single item in Paddington Ticket's postal auction that ended on February 2, a selection of Chinese and Japanese examples grabbed the attention by going under the virtual hammer for more than £10,000.

The 91 tickets, dating from pre-First World War to the early 1970s, were sold in 15 lots for a total of £10,760, thus averaging almost £120 per ticket.

"It is good to see a continuing interest from the Far East with a growing number of collectors taking part, predominantly from Hong Kong and Japan," said Dave Jones, from the auction house.

The British ticket that achieved the highest price, of £460, was a Bristol Port Railway & Pier third class journey from Shirehampton to Bath via Clifton Down. The railway, the first standard gauge line in Bristol, opened in March 1865 and was taken over jointly by the Midland Railway and GWR in September 1890.

Dave, who runs Paddington Ticket Auctions under the Great Central Railwayana umbrella, said the total realisation of £84,000 was the highest ever for one of his postal auctions.

"Prices were buoyant in all areas, such as a number of LSWR and LBSCR platform tickets making up to £300 each."

Prices exclude buyer's premium of 10% (+ VAT).

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Lord Nelson, Royal Scot and Jubilees in Great Northern top-of-the-table clash

GREAT Northern Railwayana's email and telephone auction, running from March 27 to April 9, will feature a Big Four top-of-the table nameplate clash between the Southern Railway and LMS – the former being represented by a Lord Nelson and the latter by a Royal Scot and two Jubilees.

The SR contender is *Sir Richard Grenville* from No. 30853, which was built at Eastleigh in September 1928 and withdrawn from its long-time home, Bournemouth (71B), in March 1962. The LMS contingent is led by *The Loyal Regiment* from No. 46158, a Derby August 1930 product withdrawn from the Nottinghamshire shed of Annesley (16D) in October 1963.

The Jubilee pair comprises *Nigeria* from No. 45619 and *Lord Rutherford of Nelson* from No. 45665, that emerged from Crewe in October 1934 and November 1935 respectively, and were withdrawn from Holbeck, Leeds (55A) in August 1961 and Corkerhill, Glasgow (67A) in December 1962.

Other locomotive items include a 1952 Gorton worksplate (works No. 1055) from Class EM1/76 electric Bo-Bo No. 26048/76048 *Hector*, and a smokebox numberplate from LMS Class 7F 0-8-0 No. 49557, a class which Great Northern boss Dave Robinson said was nicknamed 'Austin Sevens' by footplate crews because of the locos' reputation for unreliability due to frequent hot axle box problems.

The station signs selection includes BR(M) totem Gatley making its auction debut, and SR target Bagshot. The former was opened by the LNWR in 1909 and is still open today on the Styal Line between Manchester's Airport and Piccadilly stations. Bagshot, on the Ascot-Guildford route, was opened by the LSWR in 1878 and also survives.

From the pre-Grouping era comes a Lancashire & Yorkshire Railway nameboard Copy Pit, a 32-lever signalbox that operated from 1906 until 1973. Located on the Burnley Rose Grove to Todmorden line, it stood on a 749ft-high summit that has steep gradients either side of up to 1-in-67.

A menu featuring A4 No. 4489 *Dominion of Canada* – from the 'Coronation' King's Cross-Edinburgh Waverley streamlined express that ran from July 1937 to August 1939 – will recall the fierce Anglo-Scottish competition between the LNER and LMS, while two presentation items from earlier days are a smoker's cabinet and a decorative bracket clock.

The cabinet incorporates five drawers, two pipe racks, an air-tight porcelain pot for storing loose tobacco, and a plaque recording its presentation by the LMS carriage and wagon department foremen's association to Mr B Dutton, upon his retirement in 1928.

The clock was presented to Mr B Bunker by LNWR staff on his promotion from Milford & Brocton station on the Trent Valley Line in Staffordshire to stationmaster at another of the company's stations, Kenton, in north-west London.

A plaque on the clock dates the presentation as July 1912, and Mr Bunker would have been Kenton's first stationmaster, as the station had opened only the month before.





Railwayana Auction Calendar

- **March 20**
  Great Central Railwayana
  ('Bloxham-style' live online and commission)
- **March 26**
  Vectis (model trains)
  (Live online, email, telephone and postal)
- **March 27-April 13**
  Great Northern Railwayana
  (Email, telephone and postal)
- **April 3**
  Great Central Railwayana
  (Live online, email, telephone and commission)
- **April 14-May 4**
  Paperchase
  (Email, telephone and postal)
- **April 16**
  Lacy Scott & Knight (railwayana and model trains)
  (Live online, email, telephone and commission)

→ A PRE-WAR Hornby O-gauge model of LMS Princess Royal Pacific No. 6201 *Princess Elizabeth* achieved the highest realisation of £1500 in a Lacy Scott & Knight collectors' models and railwayana live online, email, telephone and commission auction on February 5. The price excludes buyer's premium of 20% (+ VAT).

→ PRESERVED Midland Railway Class 4P No. 1000 caught the eye in a Mitchells of Cumbria vintage toys and railway magazines online timed auction that ended on February 14, when an early 20th century gauge 1 model of the 4-4-0 made by Bing of Germany for Bassett-Lowke sold for £1200 (excluding buyer's premium of 22% + VAT).

→ DEUTSCHE Reichsbahn Class 99 No. 7222-5 was the winner of a live online Vectis model train and railway books auction on February 26, thanks to an LGB of Germany G-gauge model of the 2-10-2T selling for £620, followed by a Lawrence Scale Models' OO-gauge GWR Royal Mail carriage with net at £560. Prices exclude buyer's premium of 25% (inc VAT).

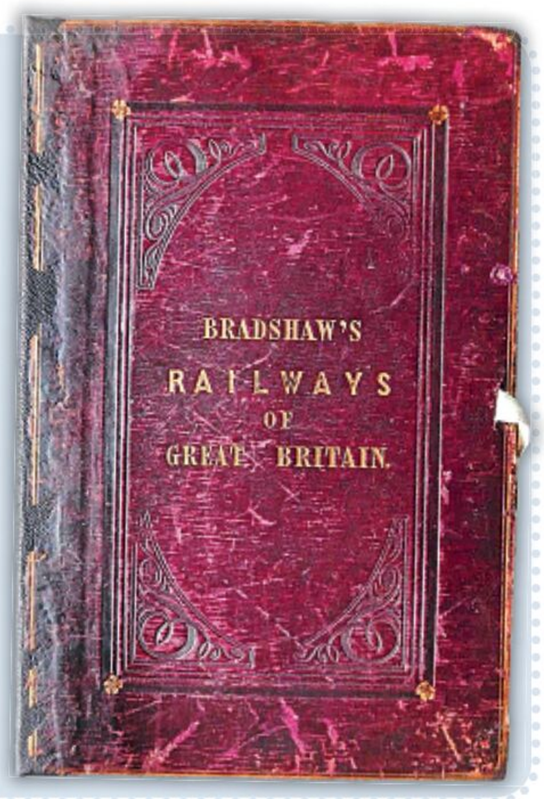
Early Bradshaw's, NER timetable and 1960s steam are Paperchase stars

AN early Victorian Bradshaw's Railways of Great Britain, a North Eastern Railway working timetable, and photographs of 1960s UK steam were the star lots in a Paperchase email, telephone and postal auction of paperwork and collectables that ended on February 2.

The Bradshaw's guide dated from 1839 and went for £260, a price matched by the NER timetable from 1915 and the images of steam. The timetable ran to 616 pages and, in the language of the day, stated that the contents were for the "information of the Company's servants only".

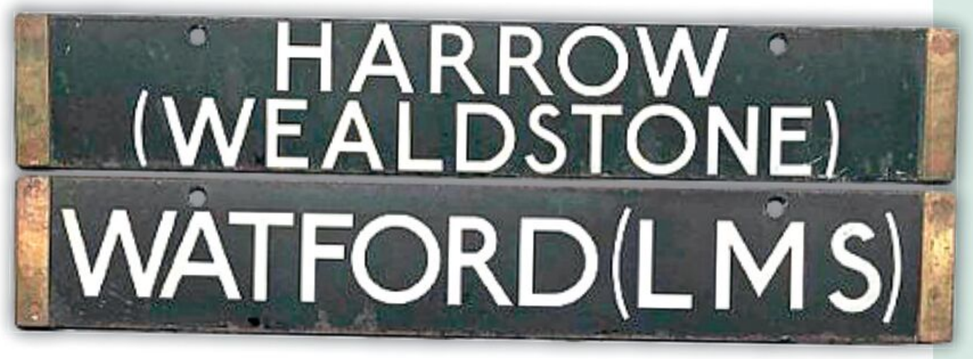
The cover carried the name of the railway's general superintendent, HA Watson.

The steam images comprised 94 black and white negatives of steam in the 1960s in various regions, and were among a selection of similar lots covering the 1950s and the following decade. Prices exclude buyer's premium of 12½%.



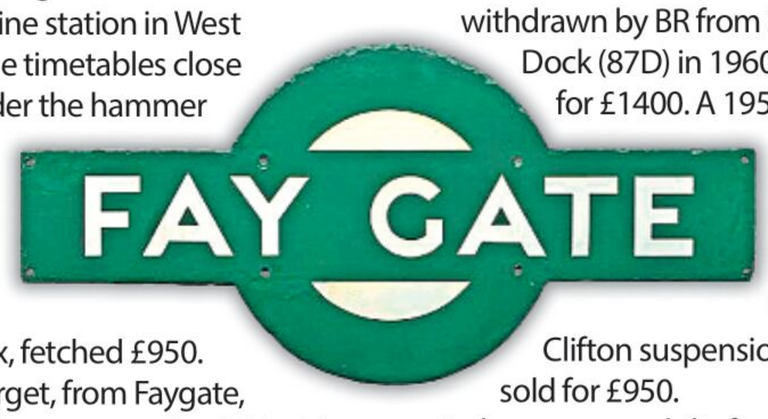
Like us facebook.com/heritagerailway
Follow us @HeritageRailMag
Connect with us heritage-railway-magazine

SR and Southern Region make their mark in TAL sale



ALTHOUGH they didn't achieve top spot in the Transport Auctions of London sale on January 30 – that honour went to a collection of 1932 Green Line Coaches' timetable leaflets which sold for £2600 – both BR Southern Region and the Southern Railway made their mark.

BR(S) totem sign Bramber from the Adur Valley Line station in West Sussex ran the timetables close by going under the hammer for £2200, while an SR target sign from Plumpton, in East Sussex, fetched £950.



Another target, from Faygate, also in West Sussex, went for £500, this being spelt by the SR in two words, whereas the station and the village are spelt as one. Still in southern pastures, a selection of approximately 800 black and white negatives of SR and BR(S) steam taken by the late Geoffrey Bloxam in the 1940s and 1950s sold in eight lots at prices from £500 up to £800.

From the GWR came an 8in dial clock that realised £1500, and cabside numberplate 1144, from an 0-4-0ST that entered service in 1909 and was withdrawn by BR from Swansea East Dock (87D) in 1960, that went for £1400. A 1952 BR(W) poster by Claude Buckle (1905-73) featuring Clifton suspension bridge sold for £950.

Railway memorabilia from London played a major part in the auction – the clue is in the auction house's name – and central to this was a selection of Underground platform roundels, led at £1200 by Earl's Court and including two from Bank, each making £800, and Tower Hill (£600).

A Harry Beck 1933 first edition Underground diagrammatic pocket map went for £1200. Two District Railway maps of London, one an 1880 second edition and the other a third edition from 1882, fetched £650 and £600 respectively. An Underground Metropolitan Line A-stock King's Cross destination box realised £650, and a 38-stock double-sided enamel destination plate that included Watford (LMS) sold for £500.

TAL boss Michael Wickham described prices as being strong across all categories, and gave his clearest indication yet that he may not return to holding auctions in front of a live saleroom audience even when restrictions were lifted.

"There is little evidence that either lockdown or the lack of room bidding is putting anyone off," he said.

"In fact, the opposite, as customers seem to enjoy following the auctioneer on their home screens, and to be mastering the art of 'click to bid.'

"Whether we return to room auctions must be open to doubt, although I would never say never at this stage."

Prices quoted in this live online, email, telephone and commission auction, exclude buyer's premium of 15% (+ VAT).

Swallow flies to the top ahead of NE Region signs

AN InterCity swallow emblem from HST 125 power car No. 43094 topped a live online railwayana and models sale held by Spicers Auctioneers of Driffield on February 12, with a realisation of £1850.

The emblem was introduced by BR in 1987 on the iconic Class 43 HST to symbolise 'grace and speed,' and has become popular among the diesel generation that is becoming an increasingly significant sector within the railwayana movement.

Two BR North Eastern Region enamel signs from an earlier era that each went under the hammer for £900 were a totem from Ilkley station and a waiting room sign, while the leading price among the OO-gauge models was £320 for a Hornby A4 No. 60007 *Sir Nigel Gresley*.

A collection of four 5in gauge garden railway petrol locomotives was headed at £700 by Class 23 'Baby Deltic' D5902 that was given the name *Sir Thomas Henry*. **The class on which the model was based was built by English Electric in 1959, and all 10 had been withdrawn by 1971.**

Prices exclude buyer's premium of 20% (inc VAT).

Pre-Grouping takes centre stage while identity crisis totem waits in the wings



A PRE-Grouping express locomotive is to take centre stage in Great Central's third monthly 200-lot live online sale on April 3, when nameplate *Herefordshire,* from LNWR No. 1455, goes under the hammer.

The 4-6-0, a member of the 105-strong Experiment class, emerged from Crewe Works in November 1909 and, after Grouping in 1923, was renumbered 5537 by the LMS and withdrawn in December 1933, at which point the number was allocated to newly-built Patriot *Private E. Sykes V.C.*

A totem sign from a station that has suffered a regular identity crisis since opening more than 160 years ago will also feature. It is Sidmouth Junction, which was opened by the LSWR in July 1860 as Feniton, but the following year became Ottery Road. In 1868 it was renamed Ottery St Mary, which was five miles away, but that lasted just two months before it reverted to Ottery Road.

In 1874 it was renamed Sidmouth Junction on the opening of the branch to the seaside town, but closure to passengers came in 1967. However, the station was reopened in May 1971 and named Feniton, which the LSWR had opted for more than a century before. Is four different names, and the use of two of them twice, a record for a British station?

Tyndrum Upper is another totem in the sale from a station that has suffered a similar, but slightly less severe, fate. On being opened by the West Highland Railway between Crianlarich and Bridge of Orchy in August 1894, it was simply Tyndrum, but BR renamed it Tyndrum Upper in 1956 and then – wait for it – Upper Tyndrum in 1988, apparently to avoid it being confused with Tyndrum Lower, which had opened in 1873. Both Upper and Lower are still open today.

An early artefact estimated to be at least 150 years old and may even pre-date the Victorian era is a seal from the Newcastle & Carlisle Railway, which began operating mineral traffic in 1834 and passenger trains in March the following year, and was absorbed by the North Eastern Railway in 1862.

Also in the sale is a Southern Railway lamp tablet from Launceston that, despite being made of glass and mounted outside on the lamppost, has survived from pre-Nationalisation days and so defied the odds, including the demolition of the entire site, for at least seven decades. The broad gauge station was opened by the Launceston & South Devon Railway in June 1865 and closed to passengers in October 1966. In addition to being live online, bids in the auction, which starts at 10am, can be made by email, telephone or commission.

Two weeks before the auction, on March 20, Great Central is holding a 'Bloxham-style' sale of general railwayana which will also be live online. Among the 500 lots will be a 14½in high porcelain bust of George Stephenson made by Wedgwood in 1858, 10 years after the death of the man who became known as the 'father of railways'.

Another lot will be a complete initialled and upholstered 6ft long North Staffordshire Railway waiting room bench, while locomotive items include a cabside numberplate from GWR 0-6-2T No. 5630, built at Swindon in August 1925 and withdrawn from Abercynon (88E) in December 1962.

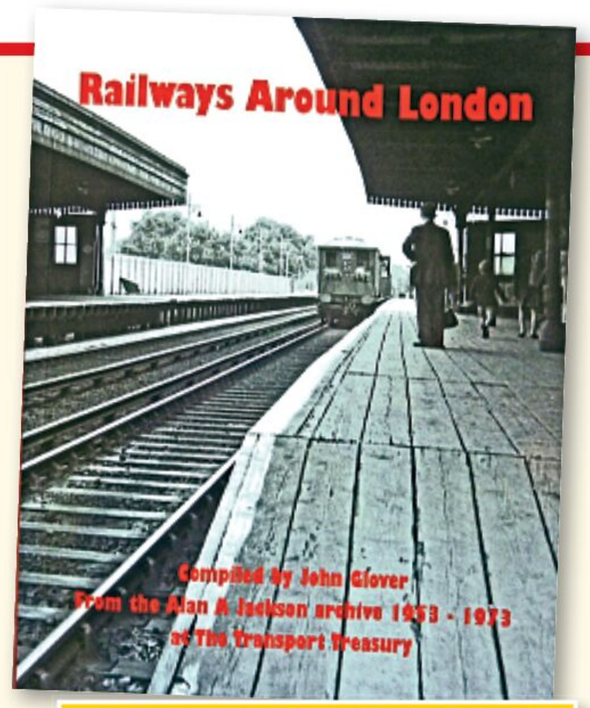
The auction starts at 10am, and bidding will be available live online and by commission. There will be no telephone bidding, and few reserves.



Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Railways Around London

Compiled by John Glover (Transport Treasury Publishing, softback, 112pp, £14.50, ISBN 978-1-913251-15-4). Cheques payable to Transport Treasury, 16 Highworth Close, High Wycombe, HP13 7PJ.



EDITOR'S CHOICE

THERE are railway publications that delve into the memory bank, others which tap into a specific interest, and others that are painted with a broader brush. Just once in a while, however, along comes one which burrows into the core of one's trainspotting days, hits the heart of what those days were all about, and fits snugly into one's reminiscences.

Just such an example emerged this month from the burgeoning Transport Treasury publishing house, writes Geoff Courtney, and as soon as it arrived on my doormat I was transported onto the former GER line into Liverpool Street and was metaphorically running, or diving onto Tube trains, between its posher fellow London termini.

Coverage

The book covers the period 1953-73 and features in black and white the work of former civil servant Alan Jackson, who died in 2009 at the age of 86. An authority on the capital's modern transport and social history and a prolific photographer, Alan was a Fellow of the Royal Society of Arts and a former president of the Railway & Canal Historical Society.

The cover image of 4-SUB EMU No. 4304 at the former London Chatham & Dover Railway station of Shortlands in Bromley, south London, may not ignite a sense of nostalgia with some enthusiasts, but the contents surely will.

The 112 pages are divided into geographical areas, comprising Anglia, Eastern, Midland, Western and Southern, followed by the London Underground, so finding one's pet location is easy.

Stations, more than trackside or locomotive depots, were obviously Alan's hunting grounds, and I was amused by the comment of John Glover, the book's compiler, in his introduction, that Alan had a "curious habit" of leaving his holdall on the railway platform and including it in his photographs. Rather like trying to trace artist Terence Cuneo's mouse in his works of art, I found myself looking for – and occasionally spotting – said holdall.

Not surprisingly, images of King's Cross feature prominently in the Eastern section, taken when it was a welcoming location for passengers – and trainspotters – before becoming the barrier-laden fortress it is today. I'm a bit miffed, however, by one of those photographs, of A3 No. 60082 *Neil Gow* of Newcastle's Heaton shed (52B) at platform 4 on August 27, 1958.

That was one of the few non-Scottish members of the class I failed to 'cop,' and on the day Alan took the photograph, I may well have been in the capital, notebook and Ian Allan ABC in hand. Maybe at that moment I was too busy chasing Princess Coronations at Euston or Kings at Paddington.

John Glover's detailed and informative captions add to the allure of the book, as does Alan's propensity to feature stations so prominently, for therein is one of the attractions of railway travel.

Passengers, architecture, signage – I enjoyed the 'Cartoon Cinema' direction sign in an image of the London Victoria concourse – and platform trolleys overloaded with the day's mail, are as integral to the book's theme as locomotives and rolling stock.

Underground

The section on London Underground is also a welcome inclusion, for this is often a subject bypassed in publications on the capital's transport system. One image is of London Transport's (LT) L91, an 0-6-0PT which started life in 1929 as GWR No. 5752 and was bought by LT in 1957.

In his caption to the photograph, which was taken at Neasden soon after the locomotive's arrival in London, John describes as "a little eccentric" the decision by LT to buy a fleet of ex-GWR pannier tanks, asking: "Why was a virtually all-electric railway wanting to buy superannuated steam locomotives in an era when the modernisation of motive power was a primary aim?"

Why indeed? A subject for debate on another day, but it did at least give us London trainspotters an opportunity to 'cop' ex-BR steam engines that would doubtless have otherwise eluded us.

LONDON SUBJECT, NATIONAL INTEREST

Union of South Africa: Stories from the Support Crew

Edited by Michael Mather (softback, Amberley Publishing, 96pp, £15.99, ISBN 978-1-4456-8275-4).

'NUMBER 9' needs no introduction to readers. One of six A4 Pacifics saved for the heritage sector, at first it ran on farmer John Cameron's long-closed Lochy Private Railway in Fife, and when BR relaxed its ban on steam, made a triumphant return to the main line.

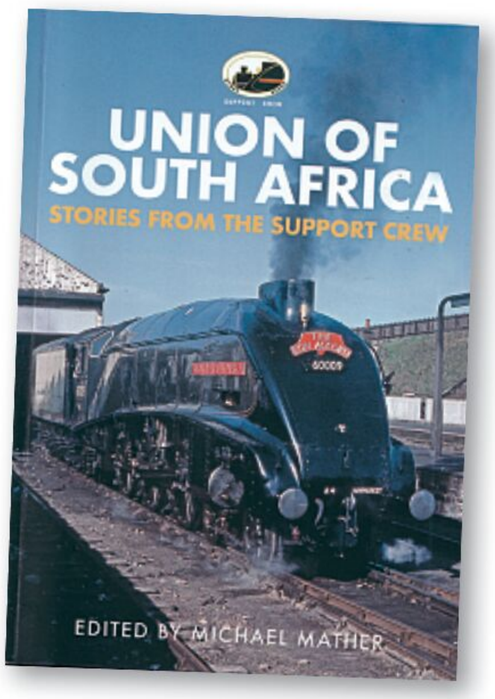
John has provided the foreword to this absorbing compendium of stories about No. 60009 from 1966 to the present day, in which it had been retired and earmarked for permanent static display at his proposed Fife visitor centre.

John recalled how his pride and joy, by then in private ownership, hauled the Scottish Region's 1967 'Farewell to Steam' special from Perth to Aberdeen, and then in 2015, it headed the Royal Train carrying the Queen from Edinburgh Waverley to Tweedbank for the opening ceremony of the Borders Railway.

The locomotive has regularly found itself at the backbone of the revivalist movement. On October 29, 1994, following repairs at Bridgnorth Works on the Severn Valley Railway, it hauled the first steam special since *Flying Scotsman* in 1969 out of King's Cross.

As John states, none of the many memories contained in the book could have been possible without the support of crew members, to whom he is eternally grateful.

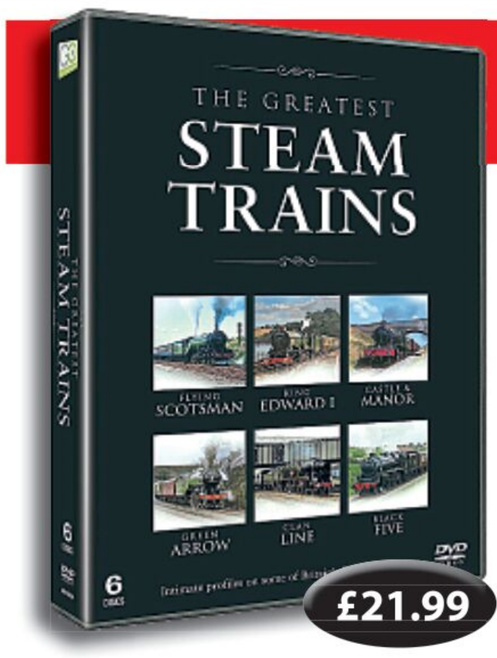
Well illustrated with colour photographs throughout, this is a lasting tribute to those crews and the machine they drove.



UNMISSABLE MAIN LINE HISTORY

£35 FOR 4 BOOKAZINES
classic magazines
SAVE 33% ON THE DIESEL BUNDLE
Using rare and exclusive photographs – both colour and black and white – the Diesel series covers the origins and operation of British diesel locomotives from their early beginnings in the 1950s to their (sometimes premature) withdrawal from service.
ORDER YOUR BUNDLE TODAY!
www.classicmagazines.co.uk/dieselbundle
Or Call: 01507 529529
FREE UK DELIVERY
Alternatively, these books are available to buy for £12.99 each. Individual copies are also on sale in major UK newsagents, plus other stores.

becks dvds
01948 770033



The Greatest Steam Trains 6 DVD set

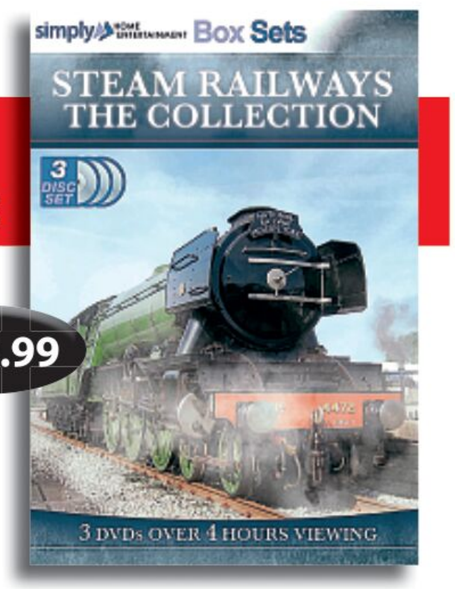
- Flying Scotsman
- King Edward 1
- Castle & Manor
- Green Arrow
- Clan Line
- Black Five

£21.99

Steam Railways – The Collection 3 DVD set

- History Of British Steam Railways
- The Flying Scotsman – Ultimate profile
- Steam At Work

£15.99



www.becksdvds.co.uk
www.gwpvideo.com



SCOTCH EXPRESS
NOW DEPARTING FROM PLATFORM 88
CASK88.COM/EXPRESS

DRINK RESPONSIBLY ~ PURCHASES ONLY AVAILABLE TO PEOPLE OF LEGAL DRINKING AGE IN THEIR REGION.

BLACK FIVE APPEAL

26B Railway Co Ltd originally rescued 45337 from the infamous Barry Island Scrapyard 36 years ago, with two previous restorations completed, we are pleased to announce that the third restoration has commenced, but your help is now required.

The objectives of our appeal are to raise both awareness and funds for 45337's third restoration.

This Black Five is currently out of service with the last 10-year boiler certificate having recently expired with the third restoration commencing.

If you would like to witness the spectacle of her steaming freely again, then we are appealing for your help to raise funds.

Within our website (shown below) and to help with this appeal, we are pleased to offer the sale of various Fine Art Prints showing 45337 on express 1960's passenger work, one being reproduced from the stunning "Bolton Trinity" painting completed by the renowned railway artist Rob Rowland GRA.

To help understand the work involved in restoring, steaming, and maintaining an ex-BR locomotive of this calibre, our website offers a photo and video gallery, a comprehensive history section an expanding shop, together with a description of the various funding methods available for our appeal.

In these difficult times we have all been experiencing, there seems to be no end to the number of financial appeals regarding many other worthwhile causes. However, when viewing our website and once our various funding methods are more understood, any help you can provide will be both appreciated and of great value.



'Bolton Trinity'
from an original oil painting by Rob Rowland GRA

Please help us complement her 1937 LMS Heritage, by providing much needed funds to provide one of the best overhauls to date.

Thank you from 26B.

Your help can be provided in many ways, for more information please visit:
WWW.BLACKFIVELOCO.COM

SPECIAL OFFER

Order any 5 or more books
the Lowest priced book will be FREE

GO AHEAD AND TREAT YOURSELF

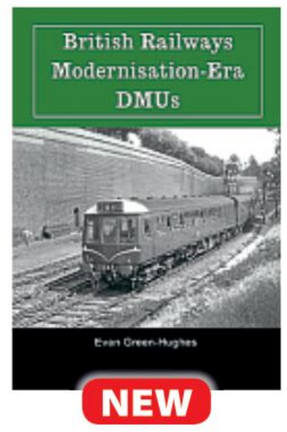
ORDER HOTLINE
01234 328792

RAILWAYS AROUND LONDON
112 Pages
B&W Photographs
SOFTBACK
£14.50



NEW

BRITISH RAILWAYS MODERNISATION - Era DMUs
112 Pages
B&W Photographs
SOFTBACK
£14.50



NEW

STEAM'S LAMENT
Bulleid's Merchant Navy, Q1, Leader & other works
208 Pages
B&W Photographs
HARDBACK
£35.95



NEW

STEAM'S LAMENT
Bulleid's Light Pacifics
208 Pages
B&W Photographs
HARDBACK
£34.95

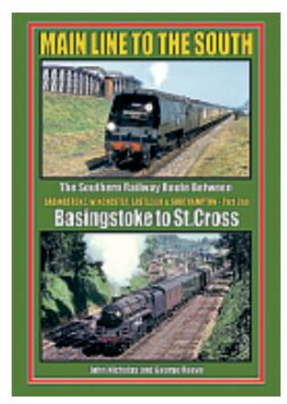


NEW

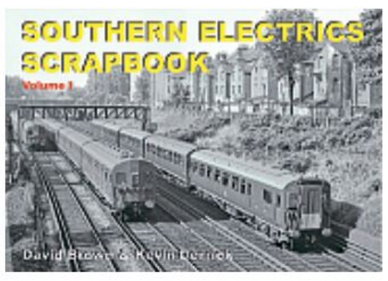
STEAM'S LAMENT
British Railways Standard Pacifics
128 Pages
B&W Photographs
HARDBACK
£25.95



MAIN LINE TO THE SOUTH
Part 1
296 Pages
B&W Photographs
HARDBACK
£34.95



SOUTHERN ELECTRIC SCRAPBOOK
Volume 1
176 Pages
Black & White
Photographs
HARDBACK
£34.95

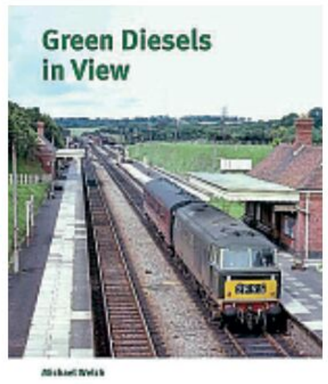


SOUTHERN ELECTRIC SCRAPBOOK
Volume II
176 pages
Black & White
Photographs
£34.95



NEW

GREEN DIESELS IN VIEW
112 Pages
HARDBACK
£21.95



Last Years of the Class 50s
1980 - 1994
96 Pages
Colour
Photographs
HARDBACK
£22.95



NEW

A Celebration of LMS CORONATION PACIFICS
128 Pages
B&W Photographs
HARDBACK
£25.95



Last Years of the DELTICS 1977-1982
96 Pages
Colour
Photographs
HARDBACK
£22.95

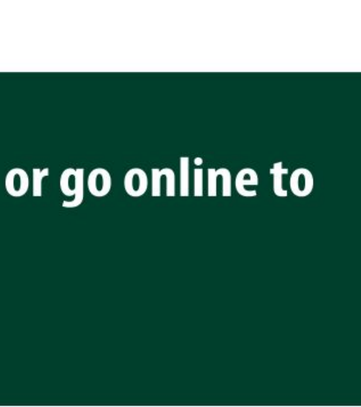


NEW

SOUTHERN ELECTRICS in Colour 1955-1972
96 Pages
Colour
Photographs
HARDBACK
£22.95



BLUE DIESELS IN VIEW
112 Pages
HARDBACK
£19.95



A Celebration of GRESLEY A1 & A3 PACIFICS
128 Pages
Black & White
Photographs
HARDBACK
£25.95

NEW

DIESEL DAWN
2 The Swindon Warships D800-D832, D866-D870
88 Pages
Colour and B&W
SOFTBACK
£12.99

NEW

SEVENTIES DIESEL & ELECTRIC DAYS REMEMBERED
160 pages
Colour Photographs
HARDBACK
£34.95

THE WESTERN WAY
Western Steam In The Sixties
128 Pages
Colour
Photographs
HARDBACK
£25.95

NEW

UK Only Post & Packing £2.95 per order

Strathwood Publishing, Unit 4 Shuttleworth Road, Elm Farm Industrial Estate, Bedford, MK41 0EP or go online to

www.strathwood.co.uk

Preserved rolling stock aplenty from Bachmann



BR Standard 4MT No. 75014 operates on the Dartmouth Steam Railway.



BR Standard 4MT No. 75029 is currently under overhaul at the North Yorkshire Moors Railway.



Didcot's No. 6998 *Burton Agnes Hall*. This rear three-quarter view provides a taste of the detailed cab.



No. 6990 *Witherslack Hall* is operational at the Great Central Railway.

BACHMANN Europe Plc's announcement of its new releases for this spring includes several models depicting preserved prototypes at some stage of their lives in OO-scale. Some are well known, others perhaps less so – but regardless, they are sure to be of interest to supporters and volunteers of the respective heritage owning groups.

Particularly welcome is the reintroduction of two popular 4-6-0 steam locomotives –the BR Standard Class 4MT and the WR 'Modified Hall' – the latter having received modifications to its tooling to more accurately depict the front end of the prototype.

BR 4MT No. 75029 is modelled in BR lined green with late crest – in its pre-preservation identity before it was named *The Green Knight*. The locomotive is currently under overhaul at the North Yorkshire Moors Railway's Grosmont works.

Variety

The second BR 4MT 4-6-0, No. 75014, carries BR lined black with early emblem. Now named *Braveheart*, the locomotive is operational at the Dartmouth Steam Railway (see picture on page 3, last issue).

Both the WR 'Modified Halls' depict preserved prototypes – No. 6990 *Witherslack Hall* in BR lined green with early emblem – and No. 6998 *Burton Agnes Hall* in BR lined green with late crest. No. 6998 is on static display, awaiting overhaul at the Great Western Society's Didcot Railway Centre, having last operated in 1996, while No. 6990 is operational at the Great Central Railway.

On the diesel front, of most interest is the all-new tooling on the Class 20/0 – a subject which is explored in greater detail on page 80.

Interestingly however, the variant modelled in BR Railfreight red stripe livery, No. 20227 survives in preservation at the North Norfolk Railway by the Class 20 Association, where it operates in London Transport livery and is named *Sherlock Holmes*. The BR blue model, No. 20057, is based at the Churnet Valley Railway.

Another main line diesel release is BR blue split headcode Class 45/0 'Peak' No. 45060 *Sherwood Forester*. The prototype is preserved as part of the Pioneer Diesel Locomotive Group's fleet and based at Barrow Hill.

Bachmann's Class 121 'Bubblecar' DMUs have been released as sound fitted versions, all three of which depict examples surviving in preservation.

Sound

Modelled in the revised version of BR's Network SouthEast livery, No. 55024 has been restored to operational condition at the Chinnor & Princes Risborough Railway.

The BR green with speed whiskers model, No. 55027 is located the Ecclesbourne Valley Railway, where it requires extensive restoration.

No. W55025, the BR blue and grey model, is owned by the North Somerset Railway and stored at Long Marston, where it is being restored to passenger use.

Sound fitted models are also being offered for OO9 narrow gauge modellers, with five Baldwin 4-6-0Ts now offered with this popular feature.

Also, development work is ongoing on Bachmann's previously-announced new additions to its range of OO9 rolling stock.

The eagerly anticipated Quarry Hunslet 0-4-0ST model is now 'in tooling' – the next stage will be to produce engineering prototype samples. The Ashover Light Railway coach model has reached the same phase.

Further behind – at the design stage – are the Baguley-Drewry 70hp diesel and four types of Royal Naval Armaments Depot wagons.



Above: The BR blue and grey liveried Class 121 model is numbered W55025, which survives in preservation under the ownership of the North Somerset Railway.

Right: Class 45 'Peak' No. 45060 *Sherwood Forester*, part of the Pioneer Diesel Locomotive Group's fleet and based at Barrow Hill, is available from Bachmann in BR blue.





BR green Class 121 No. 55027 is preserved at the Ecclesbourne Valley Railway.



Chinnor & Princes Risborough Railway-based Class 121 No. 55024 is modelled in revised NSE livery.

Support a Bulleid Pacific by buying models

CONTINUING the cooperation between the General Steam Navigation (GSN) Locomotive Restoration Society and the Medway Queen Preservation Society (a GSN shipping Co ship), a second limited edition OO gauge wagon has been produced to raise fund for both societies.

The model has been produced by Dapol and is based on its Conflat wagon in SR livery with the containers lettered General Steam Navigation, Blunsdon & Gillingham Pier (the locations of the two Societies) and with the number 11. The wagon is available with either red or blue containers.

The wagons cost £16.95 each and are available from the General Steam Navigation website online store at //35011gsn.co.uk



Two Dapol Conflats have been produced to support the restoration of Bulleid Pacific No. 35011 *General Steam Navigation* and paddle steamer *Medway Queen*.

Coastal DCC
www.coastaldcc.co.uk

Friendly advice, support and installation services
Tel: 01473 710946 Email: enquiries@coastaldcc.co.uk

DCC by modellers for modellers

Redcar Models & Hobbies

Stocking a wide range of '00' railways
by Bachmann, Hornby, Peco and Gaugemaster

Also Model Kits and Diecasts and all other modelling accessories
FREE PARKING FOR THE FIRST HOUR

130 High Street,
Redcar,
Cleveland

T: 01642 494 912 E: andrewnpaton@ntlworld.com

Kent Garden Railways

16mm and G Scale Specialists
LGB * Accucraft * Peco * Piko * Bachmann * Roundhouse * Pola * USA Trains and more



Great Stocks of OO, HO & N
We have large stocks from the leading manufacturers
Hornby * Bachmann * Peco * Gaugemaster * Metcalfe * Heljan * Graham Farish * Dapol *
Woodland Scenics * Kato * Walthers * Kadee * Expo * Noch * Oxford Diecast * Kestrel
Atlas * Broadway * Parkside * Ratio * Wills * Modelscene * Minitrains and more

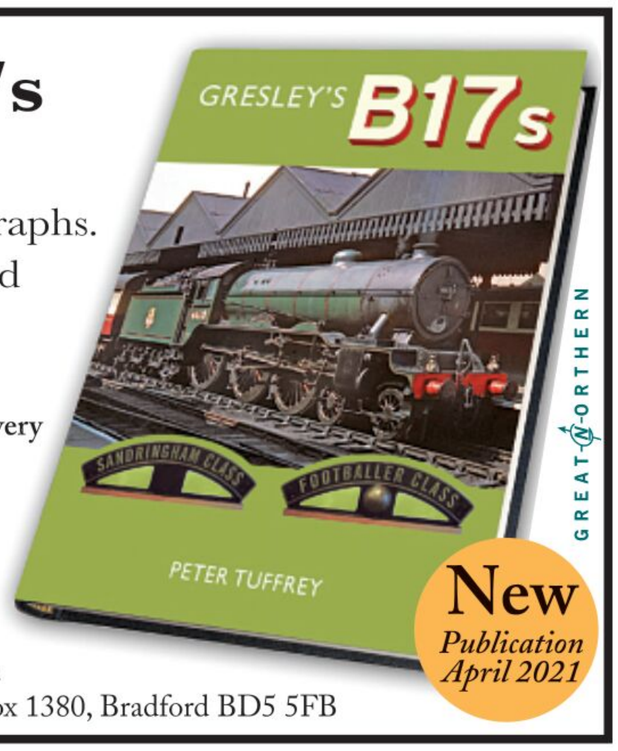
68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH
Tel 01689 891668 email sales@kgrmodels.com www.kgrmodels.com
Internet, telephone and exhibition sales only.

Gresley's B17s
by Peter Tuffrey

Over 180 excellent photographs.
Informative, well researched
captions. Large hardback.

Special offer: £20 inc UK delivery
with coupon code PDX5 (RRP £22.50)

Call **01274 735056** or visit
www.gnbooks.co.uk
Join us on Facebook @gloriousteam
Great Northern Books Limited, PO Box 1380, Bradford BD5 5FB



WEST SOMERSET RAILWAY

PLC Job Vacancies

The West Somerset Railway (WSR) is one of Britain's leading heritage railways. It operates preserved steam and diesel trains between Bishops Lydeard and Minehead to a timetabled service between April and October supplemented by Galas and special events. The PLC employs a small number of paid staff and together with the supporting organisations on the WSR, has over 1000 volunteers.

We currently have the following vacancies:

Chief Mechanical Engineer
Head of Infrastructure
Operations Lead

For an application pack to arrange an informal discussion prior to application, please contact:

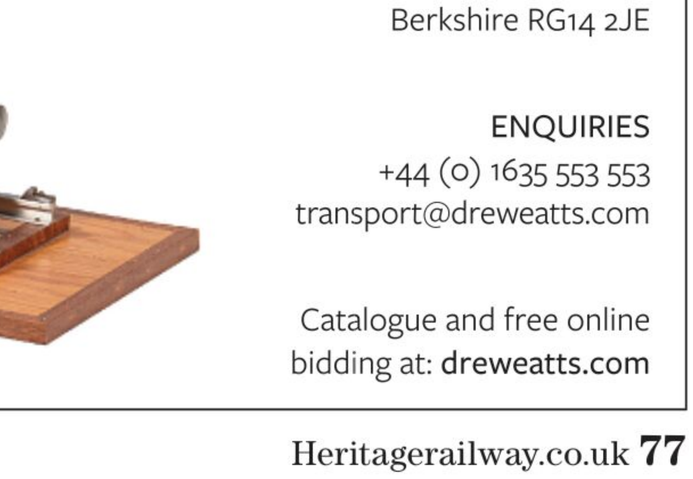
Sam Eastaugh, HR Administrator
Direct Dial: 01643 704996,
Email: hr@wsrail.net

Closing Date - 9th April 2021
Details of the WSR can also be found on www.west-somerset-railway.co.uk

ANTIQUE TOYS
JUNCTIONRAILWAYANA
& COLLECTIBLES

The UKs largest railwayana online shop and showrooms
Full restoration service for all Railwayana items
Complete collections of Railwayana items purchased

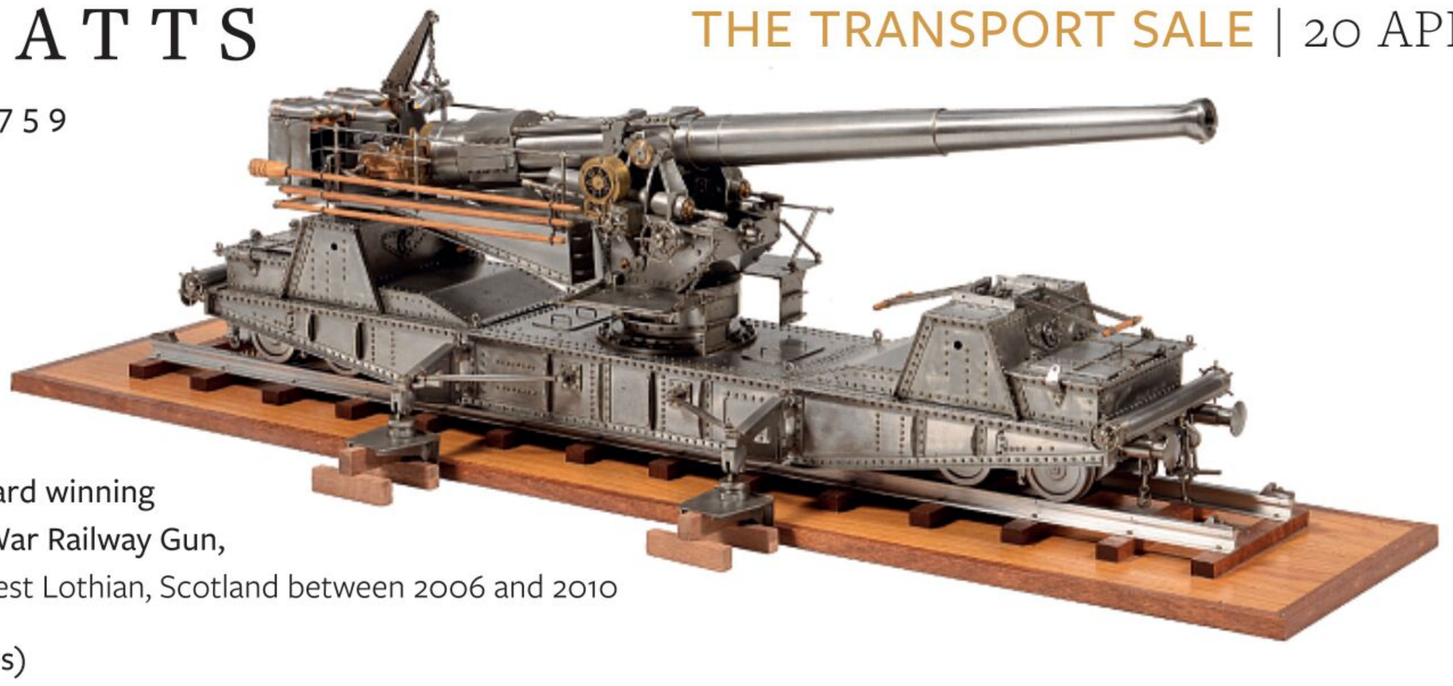
Tel: 07794 399335
01291 790354
joenemeth110@gmail.com
NEW WEBSITE:
www.junctionrailwayana.com
Bay 1 and 2 Spaceman
Business Park, Severn Bridge
Ind Estate, Portskewett
Caldicot NP26 5PS



DREWEATTS
EST. 1759

FREE ONLINE BIDDING
DREWEATTS.COM

THE TRANSPORT SALE | 20 APRIL 2021 | 10.30AM



A fine exhibition and award winning
model of a First World War Railway Gun,
built by Mr. D Swan of West Lothian, Scotland between 2006 and 2010

Est. £4,000-5,000 (+ fees)

AUCTION LOCATION
Dreweatts
Donnington Priory
Newbury
Berkshire RG14 2JE

ENQUIRIES
+44 (0) 1635 553 553
transport@dreweatts.com

Catalogue and free online
bidding at: dreweatts.com

THE NOT-SO-GRIPPING TALE OF THOMPSON'S A2/2

Hornby's all-new OO-scale versions of LNER A2/2 Pacifics remind **Pete Kelly** of the debate which has surrounded these engines for decades, and of the P2 Steam Locomotive Company's rapid progress in building a brand new and much-improved version of the Gresley 2-8-2s from which they were built. He also looks at Bachmann's new Class 20s.

WHEN the first of Sir Nigel Gresley's mighty P2 mikados, No. 2001 *Cock o' the North*, emerged from Doncaster Works in 1934, it made a truly astonishing sight with its eight 6ft 2in driving wheels and unbroken lines extending around its prominent eight-nozzle, double-chimney Kylchap exhaust.

With a larger firebox than the Gresley Pacifics, it also featured Lentz rotary-cam poppet valve gear, allowing for continuously-variable cut-off, although excessive wear later forced a modification to a stepped-cam arrangement with limited cut-off settings.

While the following five P2s – Nos. 2002 *Earl Marischal*, 2003 *Lord President*, 2004 *Mons Meg* (a huge cannon built in 1449 and located at Edinburgh Castle), 2005 *Thane of Fife* and 2006 *Wolf of Badenoch* – reverted to two sets of outside Walschaerts valve-gear with Gresley's derived motion to the middle cylinder, there were other differences too. Larger diameter fire tubes gave *Earl Marischal*, completed in 1935, a greater superheating area, and while visually the locomotive followed much the same design as *Cock o' the North*, smoke drift at lower cut-offs forced experimentation with an extra set of smoke deflectors.

The remaining four P2s, completed in 1936, appeared with A4-style streamlining whose wedge-shape front had no problem in lifting exhaust, and the two pioneers also became similarly clothed.

Background

Conceived with one major purpose in mind – working heavy express trains without the need for double-heading over the demanding main line between Edinburgh and the Granite City – individual members of the class boasted minor modifications of their own. With an outstanding tractive effort of 43, 462lb, they were certainly well up to the job, but even the P2 Steam Locomotive Company acknowledges that they encountered problems in service, the most serious of which was premature crank-axle failure on five of the six locomotives.

The first incident occurred when one of the class with 133,000 miles on the clock broke its crank axle at slow speed while leaving Stonehaven station in 1939, but to avoid this happening with the brand new P2, a modified crank axle made from the strongest A4T material rather than the standard A1T was assembled at the South Devon Railway.

While all Pacifics have a tendency to slip, the whole point of an eight-coupled express passenger locomotive is its superior adhesive performance with heavy loads, but as has been suggested by the A1 Steam Locomotive Trust and its P2 Steam Locomotive Co., excessive power has to find a weak spot somewhere – and in the P2s' case, rather than slipping the strain went onto the crank axle.

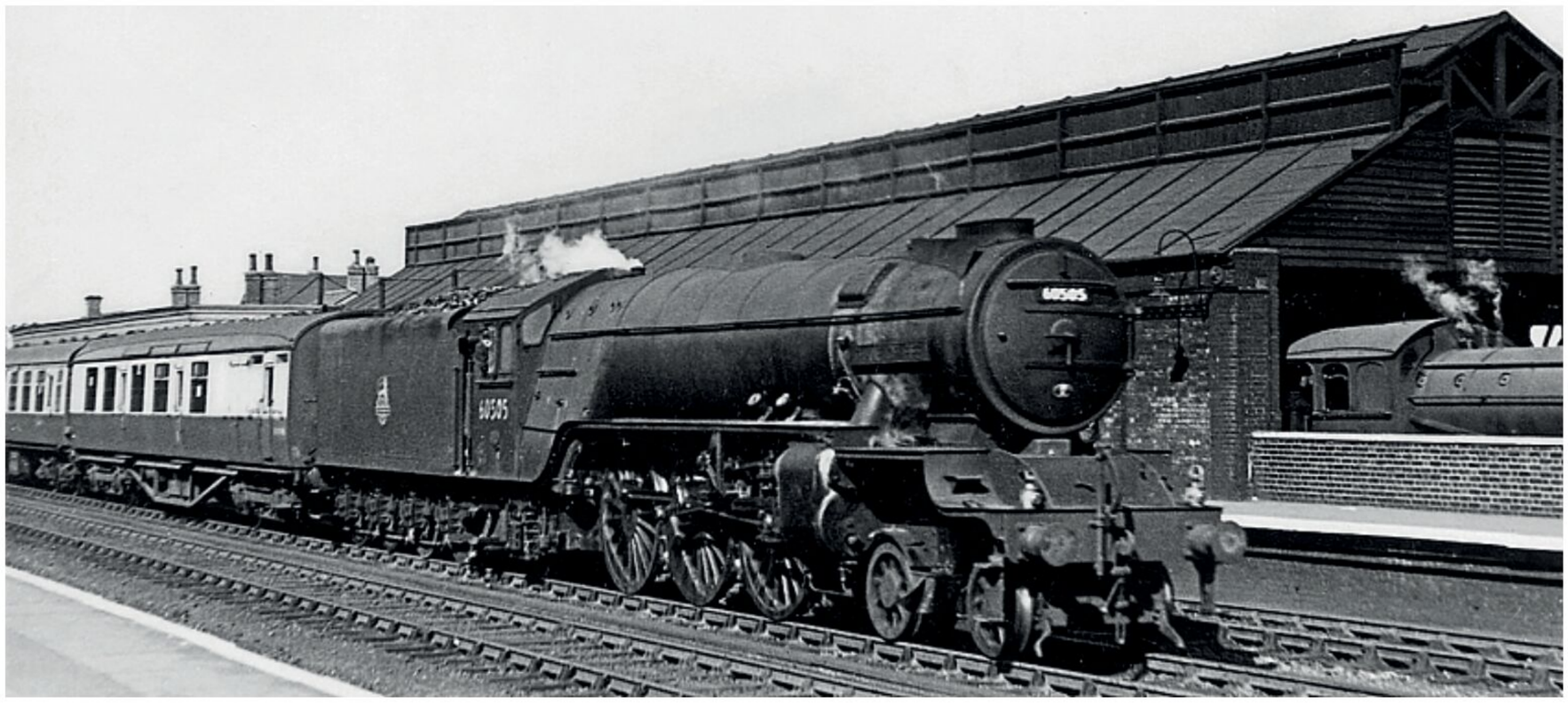
Evolution

While claims that the P2's long driving wheelbase caused track maintenance problems on the winding route to and from Aberdeen have been dismissed as highly exaggerated by several notables over the years, Edward Thompson decided to rebuild the 2-8-2s into Pacifics incorporating his own ideas, rather than put the mikados on straighter routes where track spread would have been much less of a problem. During the wartime conditions that prevailed, he probably saw the small class as opportune test-bed fodder on which to try out his ideas.

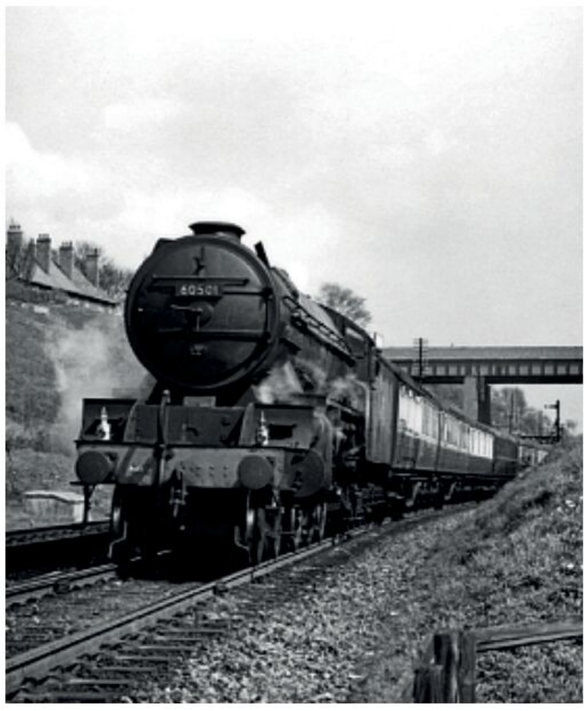
No. 2005 *Thane of Fife* was the first P2 to be rebuilt as an A2/2, spending 85 days in Doncaster Works between October 26, 1942, and January 18, 1943. The pony truck and first set of



In its original guise, P2 2-8-2 No. 2001 *Cock o' the North* bursts from Hadley Wood North Tunnel with the 5.45pm Kings Cross to Leeds express in May 1935. RAILWAY MAGAZINE ARCHIVE



This early 1950s photo shows a clean-looking A2/2 Pacific No. 60505 *Thane of Fife* at Hitchin with a 9.35am York to Kings Cross train of carmine and cream coaches. RAILWAY MAGAZINE ARCHIVE



In its A2/2 guise, No. 60501 *Cock o' the North* passes Durham at 35mph with the 8.35am ex-Glasgow on April 20, 1957. RAILWAY MAGAZINE ARCHIVE

driving wheels were removed and replaced by a new front bogie, the boiler barrel was shortened by just over 2ft, and, unlike the P2 design in which all three cylinders drove a single axle, Thompson decided to split the drive between two sets of driving wheels, with the inside cylinder acting on the first axle and the two outside cylinders on the second pair of driving wheels.

Retaining the original same-length connecting rods meant that the outside cylinders had to be placed right behind the front bogie, giving the front end of the A2/2s their notably odd look.

Thompson also decided to remove Gresley's conjugated set-up and instead fit three separate sets of Walschaerts to his engines, reducing the cylinder sizes from 21 x 26ins to 20 x 26ins diameter in the process.

Even though the second P2 mikado, No. 2002 *Earl Marischal*, with its two sets of Walschaerts valve gear, proved more efficient than *Cock o' the North* because of its lower cylinder clearance volume, the P2 Locomotive Co. is continuing with Gresley's pioneering spirit by sticking to rotary-cam poppet valve-gear path, this time with a redesigned Franklin version of the Lentz gear that has already been substantially modified to address the cylinder clearance volume issue. A 3D printed model of the redesigned modified cylinder block has already been completed.

So how did the A2/2s measure up, especially during the latter years of the war and the long period of austerity which followed? There is no doubting that, with their high power-to-weight ratio, the Thompson rebuilds, which were lighter by several tons and had excellent free-steaming boilers, were capable of fast main line work, but the Achilles' heel was their serious tendency to slip. Even though their tractive effort still exceeded 40,000lb, their diminished grip was in total contrast to the massive pulling power of the original P2s.

The only A2/2 I ever saw, during a loco-spotting visit to York in 1960, was a grimy No. 60502 *Earl Marischal* which arrived with a northbound train. I was struck by its brutish appearance compared with the many graceful Pacifics I'd seen that day, and when it set off it had a tough time getting to grips with the tight curve. Little did I know back then that Nos. 60503 *Lord President* and 60501 *Cock o'the North* had already been withdrawn and disposed of (on November 30, 1959, and February 28, 1960, respectively), and that the remaining four A2/2s would all be gone by the end of July 1961. Combining its two guises, *Earl Marischal* was the only one to clock up more than a million miles – 360,907 as a P2 and 673,947 as an A2/2.

Developments

How wonderful it is to see a brand new and much-improved P2 coming along so steadfastly in the shape of No. 2007 *Prince of Wales*. We simply can't wait, but there are still many ways to speed this exciting project along; visit www.p2steam.com to see how you can help.

Hornby has just introduced two newly-tooled versions of Thompson's A2/2 rebuilds, representing No. 60501 *Cock o'the North* in early-crest BR green (R3830) and No. 60505 *Thane of Fife* in later-crest BR green (R3831). These will be followed by No. 60502 *Earl Marischal* in late-crest BR green (R3977). All have a recommended retail price of £189.



Every Gresley P2 sported A4-style streamlining by the time Edward Thompson set about his wartime mission to rebuild of the class into A2/2 Pacifics. Here we see No. 2005 *Thane of Fife* leaving Kirkcaldy with an Edinburgh to Dundee train in the 1930s. RAILWAY MAGAZINE ARCHIVE

To many who remember the P2/2s, especially in their later years, the well-applied pristine paintwork seems at odds with their generally unkempt appearance, and for those who feel so inclined, a little professional weathering would definitely improve matters.

The models each have a five-pole skew-wound motor and are DCC ready. Well-detailed body shells and underframes, along with detailed cab interiors and NEM couplings, complete the picture, but just as with the real-life locomotives, quite a debate is going on among modellers about which detail features they might have preferred.

Numbers, works plates, tender crests and so on are crisply applied, and the models will fill motive power gaps on many early BR layouts with an Eastern or North Eastern Region bias.



Hornby's new OO-scale model of Thompson A2/2 Pacific rebuild of the pioneering P2 No. 60501 *Cock o' the North* (R3830) captures the locomotive's distinctive outline well, but many might prefer a weathered example to this clean and shiny early-crest BR look. The real-life version was withdrawn at the end of February 1960.



The retooled model of A2/2 No. 60505 *Thane of Fife* shows the locomotive in late-crest BR livery. The full-sized locomotive, along with No. 60503 *Lord President*, were withdrawn simultaneously at the end of November 1959.



In its smart BR green livery with a bright red front buffer beam, bonnet-front disc headcode and complete absence of yellow warning panels, Class 20/0 No. D8015 rekindles memories of the writer's chance sighting of the very first English Electric Type 1 Bo-Bo diesel-electric to emerge from the Vulcan Foundry in 1957.

Unassuming and revered – the English Electric Class 20s

IN the early summer of 1957, while spotting beside the West Coast Main Line just south of Winwick Junction in Lancashire, I was puzzled to see a small locomotive, gleaming in a new coat of BR green with a bright red buffer beam and white marker discs on its front end, approaching from the direction of Vulcan Foundry.

The driving cab was in the 'correct' position at the back, but I could see no chimney. As it drew closer I realised it was some kind of diesel locomotive, and as it went by I made a note of its small cab side number, D8000. At a time when steam still ruled supreme, I'd witnessed the very first 1000hp English Electric Type 1 Bo-Bo diesel-electric! Today, that locomotive forms part of the National Collection.

Interest

Little could I have imagined then that, well over 60 years later, the remaining members of a class that eventually numbered 228 would still be revered by enthusiasts from all over the country who had long-since nicknamed them 'Choppers'.

The unassuming diesel-electrics proved amazingly long-lived, and those which still survive in main line use or at heritage railways remain popular with diesel traction followers and railway modellers alike. The much-improved latest releases from Bachmann have come at an opportune time.

Originally announced a few years ago now, the OO-scale Class 20/3 models will be arriving in the shops between now and April, and will be followed soon afterwards by the Class 20/0s, with each sub-class offered in three distinct guises. The models have a recommended RRP of £179.95 DCC ready, or £279.95 sound-fitted.

The Class 20/3s are offered as No. 20306 in DRS blue (35-125 or 35-125SF sound- fitted), 20 311 in Harry Needle Railroad Company orange (35-126 or 35-126SF sound-fitted) and 20 312 in original DRS Compass livery (35-127 or 35-127SF sound-fitted).

The Class 20/0s will come as No. D8015 in late-crest BR green with disc headcode (35-351 or 35-351SF sound-fitted), 20 057 in BR blue with disc headcode (35 355 or 35-355SF sound-fitted) and 20 227 in BR Railfreight red-stripe livery and headcode box (35-357 or 35-357SF sound-fitted).

All these models have been produced from brand new tooling to represent the external shape of the locomotives more accurately, but during the various eras of their operation many detailed variations arose, which might give some idea of the research that has to be undertaken by model locomotive manufacturers these days.

Variety

The Class 20/3 models have fewer variations because of the small number that were so converted, but as for the Class 20/0s, the variations included disc or box headcodes; oval or round buffers; with or without nose-end ladder; two-piece or single right-hand-side handrail (single handrails were sometimes fitted once the ladders had been removed); English or Scottish buffer beams; divided or single-piece radiator shutters; with or without inspection light socket on solebar; four types of bogie equalising beam (plain, fluted-early, fluted-late or drilled); mechanical or electronic bogie speedometer; two or four sand boxes; original battery box or battery box with clips; and with or without cab-mounted high-intensity headlight.

Several other variants are not seen on these initial model releases, but are also catered for in the tooling.

All of the new Class 20 models feature a five-pole, twin-shaft motor, working head and tail lights (with day/night mode option on the Class 20/3s) and cab lights, and lighting can be controlled via chassis-mounted switches or via DCC. They also come with a Plux22 DCC decoder socket, pre-fitted speaker, sprung buffers and NEM coupling pockets. HR



Bachmann's new Class 20/0 models will also represent No. 20057 in BR blue with full disc-code yellow ends (35-355 or 35-355SF sound-fitted).



Just look at the detail along the right-hand side of disc-headcode, late-crest (of course!) BR green Class 20/0 No. D8015 (35-351 or 31-351SF sound-fitted).



With its beautifully rendered DRS blue livery and lots of intricate body detail, Class 20/23 No. 20306 (35-125 or 35-125 SF sound-fitted) is one of the first retooled Bachmann models of this revered class to arrive in the shops.

RAILS OF SHEFFIELD

railsofsheffield.com

HORNBY MODEL RAILWAY Awards 2019 | HORNBY MODEL RAILWAY Awards 2018

RETAILER OF THE YEAR!

TOP GUARANTEED PRICES PAID

ALL BRANDS FOR CASH

WE VALUE YOUR PRE-OWNED & SECOND HAND MODEL COLLECTION VERY HIGHLY!!

WANTED CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION.
DECEASED ESTATES - EX SHOP STOCK A SPECIALITY. FAST SERVICE WITH COMPLETE DISCRETION ASSURED. **ANY DISTANCE.**
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

LOCOS - WAGONS - DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS
TRACK-WORK - CONTROLLERS - ACCESSORIES - RAILWAYANA - AND MORE

CONTACT US
get in touch by email, phone or post with your list of items

STEP 01

STEP 02

WE MAKE AN OFFER
our friendly, experienced staff review your list and make an honest valuation and offer

BRING, SEND OR COLLECT
either visit the shop, send us your items, or for larger collections we will arrange collection for you

STEP 03

STEP 04

PAYMENT MADE!
we confirm the offer and make a fast, secure payment via your choice of payment method

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: HERITAGE21

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

info@railsofsheffield.com | railsofsheffield | railsofsheffield | railsofsheffield

Corporate Partners of RAILWAY MUSEUM

THE CORNISHMAN WHO RESHAPED THE WORLD

Each year the heritage sector celebrates a rich variety of anniversaries. April 13 marks what in theory should be the biggest celebration of them all – 250 years since the birth of engineer Richard Trevithick, who gave the railway locomotive to the world... a world that was never the same again.



The replica of the locomotive that publicly introduced the steam railway locomotive to the world, in action at the National Railway Museum during Railfest 2004. ROBIN JONES

In 2002, BBC TV broadcast 100 Greatest Britons, based on a public poll to see who the UK population considered to be the greatest figure of all time in the country's history.

The winner was wartime leader Sir Winston Churchill, with GWR engineer Isambard Kingdom Brunel second, Princess Diana third, naturalist Charles Darwin fourth and William Shakespeare fifth. A scan of the 100 reveals comedian Eric Morecambe at position 32, singer Robbie Williams at 77 and Sex Pistols punk rocker John Lydon (Johnny Rotten) at 87.

Yet what about the man who invented the effective self-propelled locomotive, paving the way for the railway revolution that shrank the globe like never before, and in turn shaping the world as we know it? Not a single mention.

His name, by the way, is Richard Trevithick.

Today, Cornwall is renowned as a prime UK holiday destination. The significant and sudden rise in holiday rental prices as a result of the Government's promised relaxation of Covid-19 lockdown restrictions is in itself testimony to that fact. However, 250 years ago, the delectable duchy had the same glorious sandy beaches, Atlantic surfing waves and rolling heather-clad hills – but the landscape was somewhat different.

The far south west of England was renowned for its mineral wealth, particularly tin and copper, since before Roman times, and in the 18th century was littered with the great hulks of engine houses and atmospheric engines as pioneered by Thomas Newcomen, pumping out vast amounts of water as the shafts went deeper and deeper in search of riches.

Education

Trevithick's father, also Richard, was a senior mine captain at one of the greatest copper mines, Dolcoath, near Camborne. Young Richard attended school in Camborne, where by and large, he failed to impress – and was said to be "disobedient, slow, obstinate, spoilt, often absent and frequently inattentive", possessing only basic written skills.

However, what was noticed as his remarkable ability with arithmetic. His practical and engineering skills were bestowed not by his schooling, but by his later work in the mines.

In 1765, Scotsman James Watt displayed his major improvement to Newcomen's engine, the separate condenser, which greatly increased thermal efficiency and led to a reduction in the use of coal, which had to be brought from South Wales.

Watt patented his engines and rebuked all who tried to improve them, especially those who suggested the use of high-pressure steam, which he condemned as outright dangerous.

Trevithick disagreed, and set about designing a boiler which could contain high-pressure steam. His invention, the Cornish Boiler, carried the world over a monumental watershed. In terms of the Industrial Revolution, this was a colossal step into the future at a single stroke.

His cylindrical boiler had the fire grate inside, with an internal flue. "I took the boiler out of the fire and put the fire into the boiler," he said.

In short, all later boilers are, to a degree, descended from the Cornish Boiler.

Evolution

Having ensured the safe and reliable production of steam at pressure, Trevithick turned his attention to the working of the steam engine itself.

He concluded that the expansive properties of high pressure steam meant he could dispense with the separate condenser and simply exhaust the steam to atmosphere, reducing the bulk of the steam engine and widening its possible functions and locations. If you could reduce the massive steam engines which drained the Cornish mines to a comparatively miniscule proportion, what other applications might they have? Could they, perhaps, be mounted on wheels and power a moving vehicle?

Trevithick did not build the world's first full-size self-propelled land vehicle. That accolade is normally bestowed on French inventor Nicolas-Joseph Cugnot (February 26, 1725, to October 2, 1804). In 1869, for use by his country's army, he built the 'Fardier à vapeur', described as the world's first automobile.

However, his bulky design was beset by poor weight distribution and boiler performance, and after it underwent a few trials, the experiment was abandoned.

A major expense in the Cornish mining districts was the conveyance of the extracted ore to the nearest harbour for export, and the importation of coal for consumption by the beam engines, with pack horses employed to do the job both ways. What if, Trevithick conjectured, a machine could do the job more effectively and cheaply?

In short, Trevithick's two most important innovations were first to recognise the power and potential of high pressure steam, and secondly to design and build boilers to contain it.

With these two key concepts realised, it was a relative leap forward to develop a steam vehicle which could propel itself.



Above: The statue of Richard Trevithick in Camborne. TIM GREEM/CREATIVE COMMONS

Right: John Linnell's classic 1816 portrait of Richard Trevithick.

Below: Trevithick's cottage at Penponds, near Camborne, is now in the care of the National Trust. ROBIN JONES





THE TREVITHICK STEAM FLEET THEN AND NOW

The basic concept of railway locomotive preservation and motor museums was decades ahead in the future when Trevithick built his first self-propelled steam vehicles for road and rail. However, the heritage sector has produced several working replicas.

Taking his engines in chronological order as built, they are:

■ **1801: The Puffing Devil.** Following experiments with models, Trevithick's first engine emerged after experiments with models at the end of 1801. Its boiler had a single return flue and the cylinder inset in the boiler.

Trevithick demonstrated it to the public on Christmas Eve with his cousin and fellow mine captain, engineer and inventor Andrew Vivian, at the controls, as it ascended the steep Beacon Hill, in Camborne. Onlookers jumped aboard for a ride – making it the world's first motor car!

Legend has it that a week later, its timber frame caught fire, the boiler having run dry after being left in a shed while Trevithick and Vivian had lunch at a nearby inn. Also, it overturned on a subsequent outing.

In 2001 the Trevithick Society constructed a replica of the engine on the basis of sparse information. The replica is a handful to control even on modern surfaces, so it must have been a real trial on contemporary roads.

It has appeared in the annual Trevithick Day celebrations, held on the last Saturday in April.

■ **1803: London Steam Carriage.** In Cornwall, Trevithick built a three-wheeled chassis with huge driving wheels and then sent it to London, where a classic carriage body was set on top of it. Standing 13ft high, trips from the city centre to Paddington and back were offered, with up to eight guests on board. It was the world's first motor bus, and the first official public run of a self-powered passenger vehicle. However, it left a left a trail of damage around London and the experiment was abandoned.

A magnificent modern-day replica exists, built as a private venture by Tom Brogden.

■ **1803: Coalbrookdale:** By this time, Trevithick was often away from Cornwall spreading the word about his engines for both stationary and mobile use. He developed relationships with foundries in Shropshire, at Bridgnorth and Coalbrookdale.

Because of the poor state of the roads in his day, he abandoned his experiments with road locomotives and at Coalbrookdale began to look at building machines to run on horse-drawn railways or tramway. His first railway engine is shrouded in mystery; there are references in letters and a drawing dated 1803. In 1804 we read of its "old cylinder cherished as a relic". If it was ever completed, clearly its life was short.

In 1987, a non-working replica was built in Birmingham by Task Undertakings Ltd, supported by the Manpower Services Commission at the Prince's Trust, and displayed at Telford Central station.

In 2012, it was moved to make way for new passenger seating areas and taken to nearby Hadley Learning Community School's engineering gallery, when it became a 'visual prompt' to discuss the local industry and how that has developed over the past two centuries.

In 1989, a working replica was built by apprentices at GKN Sankey in Telford. It now runs regularly on 3ft gauge track at Ironbridge Gorge Museum's Blists Hill site.

■ **1804: Penydarren:** The best-known Trevithick railway locomotive is the one that was first demonstrated in public.

In 1802, Trevithick built one of his high pressure steam engines to drive a hammer at the Pen-y-Darren Ironworks, Merthyr Tydfil. With the assistance of Rees Jones, an employee of the ironworks and under the supervision of proprietor Samuel Homfray, he mounted the engine on wheels and turned it into a locomotive.

In 1803, Trevithick sold the patents for his locomotives to Samuel Homfray, who was so impressed with Trevithick's locomotive that he made a 500 guineas bet with fellow ironmaster Richard Crawshay that Trevithick's steam locomotive could haul 10 tons of iron along the Merthyr Tydfil Tramroad (reportedly 4ft 4in gauge) from Penydarren to Abercynon – a distance of 9¾ miles.

On February 21, 1804, the locomotive successfully hauled 10 tons of iron, five wagons and 70 men the full distance in four hours and five minutes, at an average speed of 2.4mph.

The 1804 locomotive, which comprised a boiler with a single return flue mounted on a four-wheel frame, differed from the Coalbrookdale engine in that the cylinder was moved to the other end of the boiler so that the fire door was out of the way of the moving parts, and the crankshaft was placed at the chimney end.

At one end, a single cylinder with very long stroke was mounted partly in the boiler, and a piston rod crosshead ran out along a slidebar, an arrangement that looked like a giant trombone. As there was only one cylinder, this was coupled to a large flywheel mounted on one side.

The rotational inertia of the flywheel would even out the movement that was transmitted to a central cogwheel that was, in turn, connected to the driving wheels. It used a high-pressure cylinder without a condenser; the exhaust steam was sent up the chimney assisting the draught through the fire, increasing efficiency even more.

Homfrey won his bet. Trevithick proved that his locomotive could haul heavy carriages along a smooth iron road using the adhesive weight alone of a suitably heavy and powerful steam locomotive.

However, several of the tramroad's cast iron plates broke under the weight of the locomotive, as they were intended only to support the lighter axle load of horse-drawn wagons.

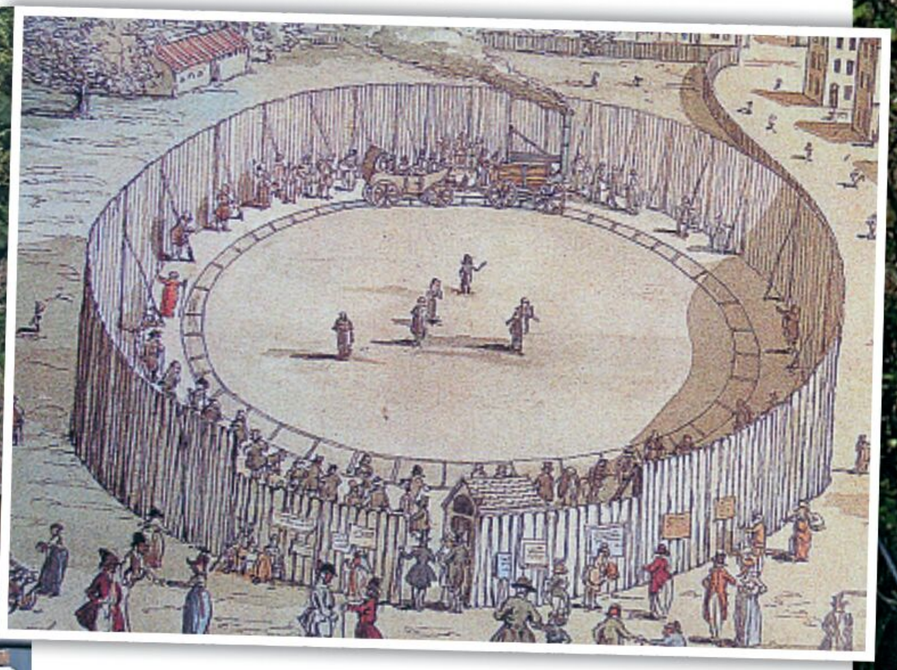
Therefore, the railway age would not start in earnest, and the tramroad returned to tried-and-tested horse traction. Trevithick's locomotive engine was placed on blocks and reverted to its original stationary job of driving hammers.

A full-scale working reconstruction of the Penydarren locomotive was commissioned in 1981 and delivered to the Welsh Industrial and Maritime Museum in Cardiff. When that closed, it was moved to the National Waterfront Museum in Swansea, where it is housed today and occasionally steamed.

In 2004, the locomotive was a star guest at the National Railway Museum's widely-acclaimed Railfest 2004 event, celebrating the bicentenary of the locomotive's run at Pen-y-Darren.

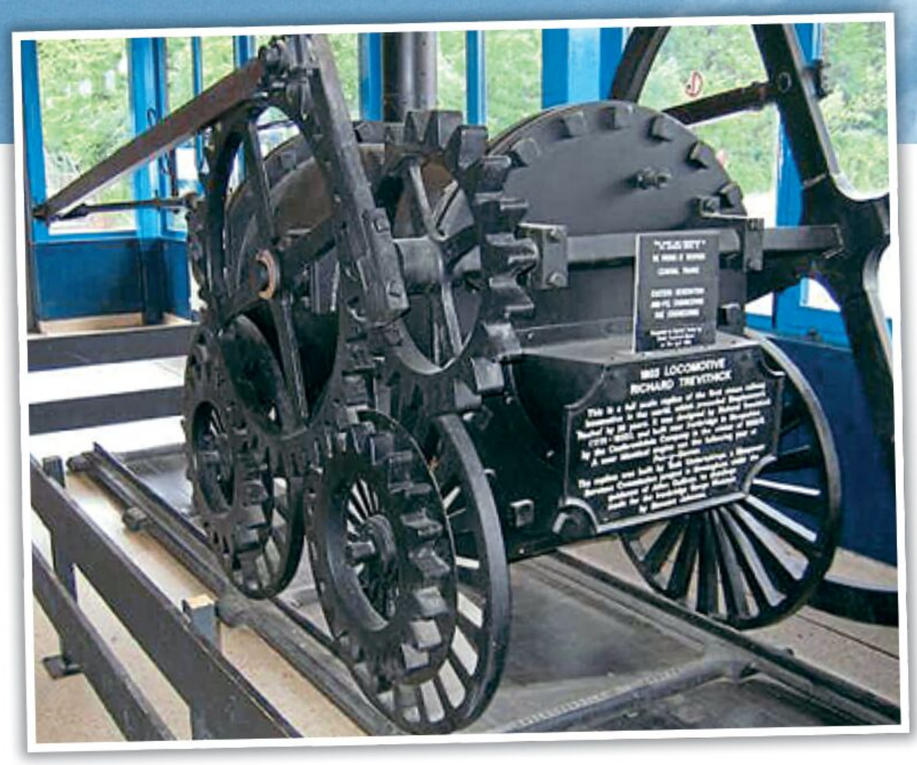
■ **1805: Gateshead locomotive:** Christopher Blackett, the proprietor of Wylam colliery near Newcastle-upon-Tyne, heard of the success





Above: Long hailed as the world's first drawing of a steam train, some experts say this painting of *Catch-Me-Who-Can* is a late 19th century fake based on earlier sketches.

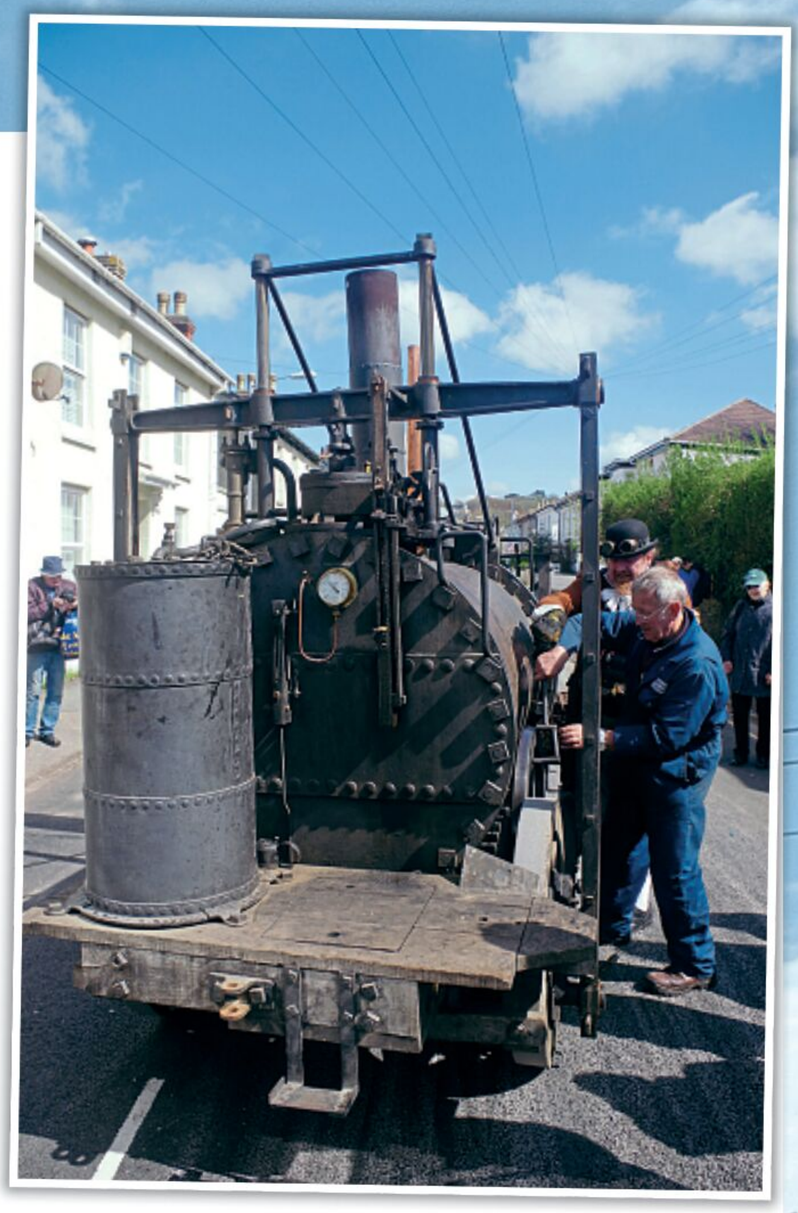
The working replica of Trevithick's locomotive of 1803 at Blists Hill Museum in September 2009. HUGH LLEWELLYN/CREATIVE COMMONS



The non-working replica of Trevithick's 1802 Coalbrookdale locomotive when it was displayed at Telford Central station.



The 1804 locomotive did not survive, but here is a section of the rail and stone block sleeper from the Penydarren Tramroad in the National Railway Museum at York. ROBIN JONES



The Trevithick Society's replica of Trevithick's 1801 steam road carriage, seen being prepared for a run through Camborne's streets during the annual Trevithick Day on April 28, 2018. Sadly, this year's event has been cancelled due to the Covid-19 pandemic. ROBIN JONES



Tom Brogden's replica of Trevithick's 1803 London Steam Carriage. TREVITHICK SOCIETY



Trevithick's 1804 locomotive was celebrated in this Isle of Man stamp of 2004, marking the bicentenary of its run on the Penydarren Tramroad.

Below: The replica of Trevithick's 1804 Penydarren locomotive at its home inside the National Waterfront Museum in Swansea. HUGH LLEWELLYN/ CREATIVE COMMONS



in Wales and wrote to Trevithick asking for locomotive designs. These were sent to John Whitfield at Gateshead, Trevithick's agent, who, in 1804, built what was probably the first locomotive to have flanged wheels.

However, Blackett's tramway comprised wooden rails, and, once again, Trevithick's machine was too heavy for its track and quickly destroyed it.

The track was replaced in iron, but the problems continued. Similar in design to the Penydarren engine, it had the cylinder at the opposite end from the chimney, removing the risk of the fireman being decapitated. After its short-lived railway career, the 1805 locomotive was used as a stationary boiler to blow a furnace.

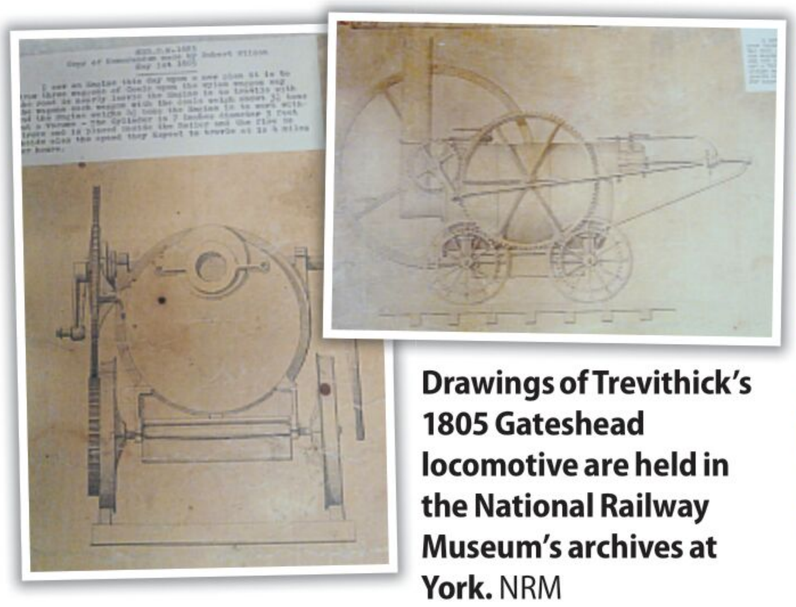
Despite the setbacks first time round, Blackett made enquiries about a second engine in 1808, but by then Trevithick had abandoned railway locomotives to pursue other projects.

■ **1808: *Catch-Me-Who-Can:*** Trevithick's last locomotive, *Catch-Me-Who-Can,* was Trevithick's last throw at steam transportation. All the engines that came before shared ancestry with his stationary engine, used in industry and agriculture.

A simpler design intended solely to haul loads, *Catch-Me-Who-Can* still weighed some 10 tons and was built at Hazeldine Foundry, in Bridgnorth, by John Urpeth Rastrick.

It briefly ran on a demonstration circle of track in 1808 near the site of the future Euston station. When coupled with an open carriage, the pair comprised the world's first steam-hauled passenger train.

The public could take a ride in the 'steam circus' for a shilling and experience 'Mechanical Power Subduing Animal Speed.' The experiment was Trevithick's last throw of the dice and intended to show that rail travel was faster than horse.



Drawings of Trevithick's 1805 Gateshead locomotive are held in the National Railway Museum's archives at York. NRM

Yet again, the temporary track – laid on wooden sleepers rather than granite blocks – gave endless trouble and eventually there was a serious derailment.

Catch-Me-Who-Can ended up being dismantled and installed in a Thames river barge.

The site in Bloomsbury has, in recent times, been identified by archaeologists as that occupied by the Chadwick Building, part of University College London.

The first decade of the 19th century appeared to view Trevithick's railway locomotives as a novelty, and so for commercial reasons he gave up on the idea.

It was only the outbreak of the Napoleonic Wars, and the colossal and endless demand for horses by the British Army that led to colliery owners in the north taking a second look at the Cornishman's invention.

In 1812, that twin-cylinder steam locomotive, built by Matthew Murray in Holbeck, successfully started replacing horses for hauling coal wagons on the edge-railed rack-and-pinion Middleton Railway.

Yet it would be not until 1829, a quarter of a century after the Penydarren Tramroad demonstration, that Stephenson's *Rocket* won the Rainhill Trials and established locomotives, not horses, as the premier form of traction – and itself as the world's first modern steam locomotive.

Unlike George Stephenson, Trevithick never envisaged his invention as a mainstay of a national rail network, but merely as a more efficient means of conveying freight over the hilly landscapes between the Cornish mines and nearest harbours.

After many further projects and adventures, including 11 years spent in South America during which timed he was accused of ignoring his wife Jane back home in Hayle, Cornwall, he died from pneumonia in Dartford on April 22, 1833. Penniless, he was buried in an unmarked grave.

The following year, Cornwall's first steam-operated line, the Bodmin & Wadebridge Railway, opened.

RE-ENTER BRIDGNORTH AND THE SEVERN VALLEY RAILWAY

Short-lived experiment that it was, there is no doubt that *Catch-Me-Who-Can* richly deserves its place on the timeline of railway history.

In 2001, a public meeting was held in Bridgnorth to discuss how best to mark the 2008 bicentenary of *Catch-Me-Who-Can*. The meeting was arranged by Chris Magner, who had already written a book on the locomotive. David Reynolds, an engineer at the Severn Valley Railway, proposed building a replica. Bridgnorth Low Town Action Group considered the idea, along with other proposals including a statue of Trevithick, but decided that it did not want to go down the replica road.

However, not everyone shared that view. In 2007 the charity Trevithick 200 was formed by local residents, for the express purpose of building, for the bargain price of £50,000, a replica of *Catch-Me-Who-Can* in Bridgnorth – the town where the original was built for Trevithick – and arranging a series of lectures, concerts and outdoor events to celebrate its bicentenary the following year.

The group's first Trevithick 200 Steam Rally at Severn Park in July 2008 saw a unique gathering of historic engines and replicas from across the country, attracting more than 5000 visitors, and was followed by the even larger Rally In The Valley in 2009. Now managed by another group, Rally In The Valley has become an annual event.

In September 2008, the group took its replica on the road and displayed it, part completed but with a fire in its boiler, at a gala weekend at Barrow Hill roundhouse. The following year, the new *Catch-Me-Who-Can* visited the Museum of Iron in Coalbrookdale, and the Black Country Living Museum in Dudley in 2012.

In 2014 the locomotive spent the summer on loan to Het Spoorwegmuseum, the Dutch national railway museum in Utrecht, to help mark the 175th anniversary of railways in the Netherlands.

Based at the Severn Valley's Bridgnorth Works, work on the replica by the group's volunteers has proceeded at a steady pace over the years, with wooden cladding, its chimney, footplating and bars fitted, so it appears increasingly like the original.

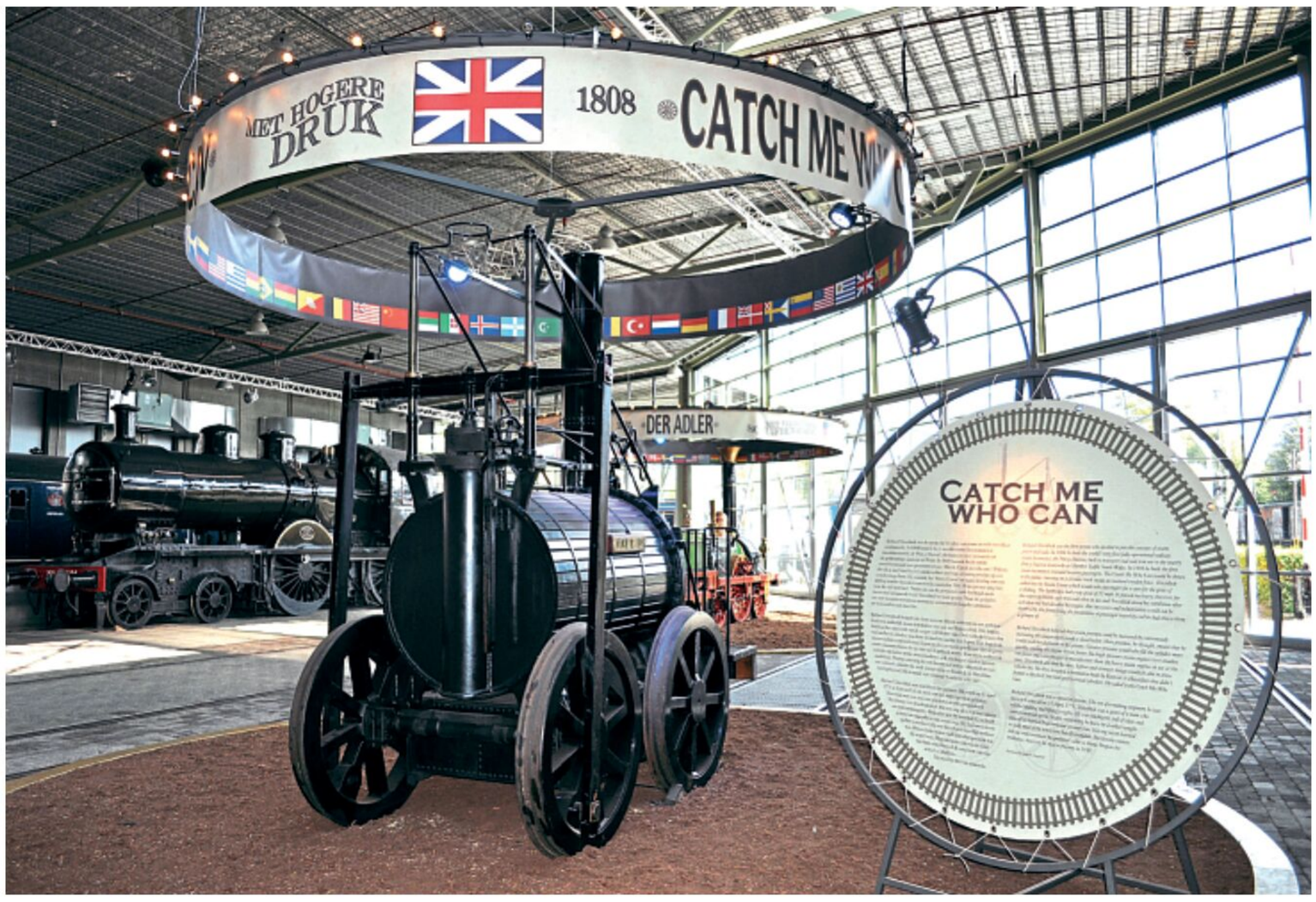
The group's current focus of attention is on completing the replica and having it approved for use. It goes without saying that the prospect of having it run on a full-length line, maybe with an appropriate replica coach, could become a major attraction at steam galas, not only in Bridgnorth but everywhere.

The project has been partially funded by Shropshire Council, which has provided a grant under the Local Joint Committee scheme.

As highlighted in issue 274, Bridgnorth Town Council has established a two-mile Town Art Trail, waymarked by a series of aluminium statues of *Catch-Me-Who-Can*, each designed by a local artist and cast by apprentices at Grainger & Worrall Ltd into a shape that pays tribute to Trevithick's locomotive.

The 13th statue on the trail was installed in the grounds of Bridgnorth Castle in October. Free maps can be downloaded at https://bridgnorth-art-trail.org.uk, to locate all of the statues while appreciating the finer points of the town's heritage.

➜ To support the Trevithick 200 project either by way of donation or volunteering, email mail@catchmewhocan.org.uk or write to: Trevithick 200, 70 Well Meadow, Bridgnorth, WV15 6DE.



The *Catch-Me-Who-Can* replica on display inside Het Spoorwegmuseum at Utrecht in 2014. TREVITHICK 200



Trial fitting of the railings to the 21st centry *Catch-Me-Who-Can.* TREVITHICK 200



The replica of *Catch-Me-Who-Can* alongside the National Railway Museum's working replication of Timothy Hackworth's 1829 Rainhill Trials entrant *Sans Pareil,* on a low loader bound for Utrecht in 2014. TREVITHICK 200



Braking is a necessary modern requirement and Trevithick 200 will be using inboard disc brakes on the group's *Catch-Me-Who-Can*. Here is one of the pair of commercial vehicle brake calipers, modified to mount the air actuator on the 'wrong' side, so as to fit in the space available. The other caliper will be adapted to serve as the handbrake. TREVITHICK 200



Small by comparison: The *Catch-Me-Who-Can* replica alongside BR Mk.1 coaching stock during a shunting move on February 28, 2015. TREVITHICK 200

THE TREVITHICK SOCIETY

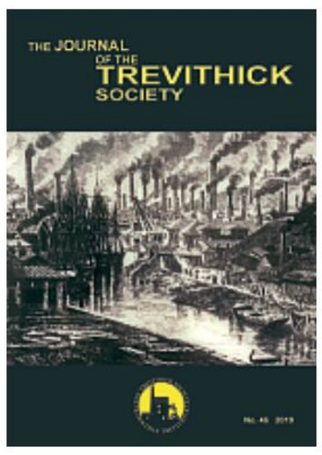
The Trevithick Society was established in 1935 when a small group of local engineers formed a Committee to preserve the Cornish engines at Levant Mine. The mine had closed in 1930 and the scrap merchants were about to move in.

The Cornish Engines Preservation Committee saved the winding engine at Levant and then looked to see which other engines might be preserved. This aim acquired a greater urgency when the Second World War broke out and scrap metal was at a premium.

By 1943, the committee had become a society and pursued its mission. The winding and pumping engines at East Pool Mine were acquired, as well as a small engine from a china clay pit, and the society was also instrumental in preserving the 80in pumping engine at Robinson's Shaft, South Crofty.

By the 1960s, the upkeep of this portfolio was clearly too much for a small society, so in 1967 the engines were transferred to the National Trust with a substantial endowment.

In 1970 the Cornish Engines Preservation Society merged with the Cornish Waterwheels Preservation Society, the combination taking the name of Cornwall's most celebrated engineer.



The Trevithick Society is now Cornwall's industrial archaeology society for 'the study of the history of industry and technology in Cornwall'.

Members receive a quarterly newsletter and an annual journal. More details can be found at trevithicksociety.info HR

TOP 10 RAILWAY AND INDUSTRIAL SITES IN CORNWALL

1. **Bodmin & Wenford Railway –** The surviving section of Cornwall's first public steam line, the Bodmin & Wadebridge Railway, opened in 1844.
2. **East Pool Mine (National Trust)** – Two beam engines preserved by Cornish Engines Preservation Society (CEPS), one pumping and one winding.
3. **Levant Mine & Steam Engine (National Trust)** – 1840 winding engine, the first preserved by CEPS and restored by Trevithick Society volunteers.
4. **Trevithick's Cottage (National Trust)** – Penponds, Camborne. One room only open on a restricted basis.
5. **Geevor Tin Mine Museum** – One of the largest mining sites in the UK.
6. **King Edward Mine Museum** – Former site for Camborne School of Mines, showing the full range of mineral processing.
7. **Hayle Heritage Centre** – Housed on the site of Harvey & Company, builders of Cornish Engines and Boilers. Henry Harvey was Trevithick's brother-in- law.
8. **Heartlands, Robinson's Shaft, South Crofty** – Robinson's 80in beam engine on site.
9. **Poldark Mine** – 18th-century tin mine, underground tour and preserved beam engine.
10. **Wheal Martyn China Clay Works** – Open-air museum for Cornwall's largest surviving mining industry. Includes the 1899-built 4ft 6in gauge Lee Moor Tramway's Peckett 0-4-0ST No.1.



East Pool Mine's beam engines. ROBIN JONES

TRACK TALK

➜ Top marks, *Heritage Railway!*

I ADMIRE the way that you and the team continue to pump out such interesting news each month.

How on earth you manage it, well – obviously loads of research and just hard slog.

I am pretty well stuck at home these days not just because of lockdown, but caring for my wife.

I have been a reader since the very early days, but I have to say I now look forward with great anticipation each month to the magazine. The heritage scene continues to amaze me and I wish I was in a position to be hands-on again.

Now an armchair member, I continue to help with the odd sub!

Thank you again, well done all.

Bob Lovell, email

➜ Inspirational railway top man at Bala

THOUGH unlikely to ever visit the Bala Lake Railway, I was so inspired by the reported words of chairman Julian Birley (issue 277) that I willingly made a small donation to their appeal.

I hope many others felt the same. He must be a credit not only to his own organisation, but to all of our railways in this dreadful time.

Phillip Crossland, Nafferton, Driffield, East Yorkshire.

Are you a user of online professional networking website LinkedIn?

If so, follow the recently launched *Heritage Railway* magazine page on LinkedIn at **www.linkedin.com/company/heritage-railway-magazine/**

Like us facebook.com/heritagerailway

Follow us @HeritageRailMag

STAR LETTER

Will steam preservation also move into the past?

WITH reference to Robin Jones's article, 'Finishing what Beeching began' (issue 276), I think railfans need to remember who we are and, in particular, that we will not live forever.

While this letter will not be favourably received by many railfans of my vintage (I'm 79), I believe the point needs to be made that the time will come when steam locomotives will be like square-rigged sailing ships and racing chariots – things of the distant (and largely forgotten) past.

Let's make no mistakes – square-rigged ships will never completely be forgotten. I remember taking the day off school and hitch-hiking to Brixham to watch the first Torquay to Lisbon tall ships race, and even my son going on a week-long educational trip on the Spirit of New Zealand in 1986. But what is capturing the public's imagination today? Americas Cup AC75 foiling monohull sailboats that can sail at three times the wind speed! Now they are exciting! If you don't believe me, go to YouYube and watch an Americas Cup from only 30 years ago and watch the latest one.

There will always be the sailing enthusiast who enjoys pottering about in their traditional sailing dinghy or even a Norfolk wherry, if that's what turns them on (although the number of Norfolk wherries today is considerably less than 100 years ago when they were working boats.) And I have no idea where I can go to see a quinquereme in action! Hollywood?

It is the same with railways. Thanks to preservationists who were still around when it was possible to get a steam locomotive and save it from the cutter's torch, there will be steam engines for many years to come, and some of them will even be operable if their saviours have sufficient funds to maintain them in working order. As time passes, however, that is only going to cost more and more.

At the same time, the number of people who remember them when they were an everyday part of life are, inevitably, going get fewer and fewer.

There are some preservationists who, I believe, sincerely think that they are 21st century businessmen who can run a steam railway as a profitable enterprise.

When you boil down the facts, they are really just enthusiasts who like 'playing trains' and are only able to do so as long as there are retinues of 'volunteers' who are happy to work for free.

However, it is inevitable that that is only going to diminish as time passes and more exciting occupations – especially for young people – take the place of it.

In particular, I refer to the number of heritage railways in Britain. Mark my words – some will close and, unfortunately, some of those that do shouldn't!

Hobbyists

Then there are the modellers who can't be satisfied with anything less than modelling at a scale of 12in to the foot and spend inordinate amounts of (mostly other people's) money building locomotives that they happened to personally like – if, in fact, they ever even saw them!

We are hobbyists and we need to remember that! Philatelists don't (to my knowledge) spend money producing 'replicas' of early stamps. They'd probably be prosecuted if they did!

Yes, there are still folk who put on suits of armour and stage mock medieval battles, but they are few and far between.

I, like some other enthusiasts, have, in the past, been critical of the National Railway Museum (NRM) for displaying 'stuffed and mounted' railway artefacts, but I am fast realising that as coal becomes more expensive and enthusiasts like me get less and less, the NRM may well become one of the very few ways that 150 brief years of history is remembered by the general public.

Fortunately, the advent of high-definition digital video has allowed some brilliant permanent records to be archived forever and so people in the distant future (when railway trains will all be maglev and travelling at over 500mph) will still be able to re-live the thrill of steam indefinitely.

Progress means making life better for majorities – not clinging to every little thing from the past just because it may be useful one day. Yes, there are some of Beeching's closures which have proved to have been very short-sighted as communities and industries have grown during the intervening 50 years, but by the same token, how much money would have been lost on unprofitable lines that were closed? You can't have it both ways.

The population of the world has doubled since Dr Beeching wrote his report and recommendations. The size and number of trucks on the roads has burgeoned beyond anyone back then's imagination and, for passengers, short-hop air travel has become much more accessible than it ever was. The time will come when people will own autonomous personal drones and the highways will be three-dimensional and a lot safer – but not yet! And, when that does happen, people will, no doubt, be offering rides in motor cars and charging for the experience!

David Holt, Queensland, Australia.

We all mourn the loss of *HR* reader Martyn McGinty

REGULAR Platform readers will have noticed the absence of letters from Martyn McGinty recently. Martyn passed away suddenly at his home, on Monday, October 26, aged 76 years. He will be greatly missed by all his family and friends.

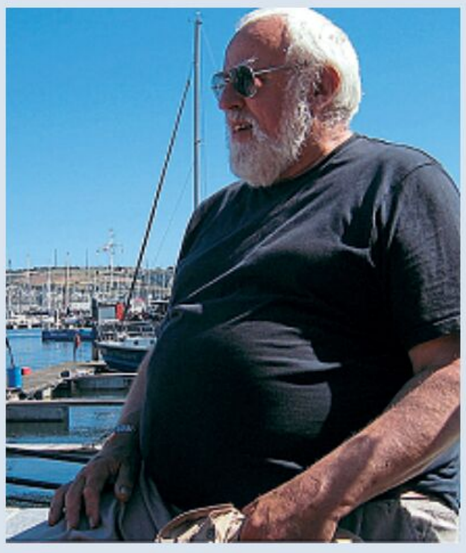
Martyn (Mac to his friends) and I were good friends for more than 30 years and went on a number of railway adventures together. I remember with fondness our steam trip to Carlisle, from Crewe via Euston, one Sunday morning after an early start from Bristol Temple Meads. During the return journey we ate some very basic cottage pie from the on-train buffet and then he produced a bottle of red wine from his duffle bag to make it fine dining!

On another occasion we were looking at the wrecks in Woodham's yard in Barry, and as I videoed it on my 'Dale Boy' machine which sat on my shoulder (it was the size of small suitcase), Martyn was making conversation in his usual manner, completely unaware that the machine recorded voice as well as pictures. I watched it back more than once and laughed at his innocent but colourful vocabulary.

At his home in Frome he had a vast library, and he was incredibly knowledgeable on all things railway. He was a great companion and made a day out enjoyable and memorable. I shall miss him.

Gerald Creed, Bristol

➜ Martyn was a regular and thought-provoking correspondent whom we miss very much, and our thoughts are with all those close to him – editor.



Regular Platform correspondent Martyn McGinty. GERALD CREED

Pre-order Issue 279: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Barber cab should remain low

AS you may be aware, information has recently surfaced on social media regarding proposed alterations to the South Tynedale Railway's (STR) Harrogate Gas Works 0-6-2ST *Barber*. Apparently the STR intends to increase the height of the cab roof.

Barber is one of only three surviving locomotives built by Thomas Green & Son of Leeds (No. 441 of 1908), and the only one in the northern hemisphere; it is therefore a locomotive of national historical significance. The low-height cab roof is a distinctive original feature of its design, reflecting its working life on a railway with restricted clearances.



Leeds duo at South Tynedale: Thomas Green 0-6-2ST *Barber* and Hunslet 0-4-2T No. 1859 of 1937. STR

Considerations

I quite understand that the railway needs to consider the health and safety of its volunteers, but given the historical importance of *Barber*, any decision to modify this locomotive should not be taken lightly, especially if those modifications will not be easily reversible. I have written to the STR to ask questions about their approach to this problem, namely:

1. When *Barber* was transferred to the STR by Leeds City Museums, did they stipulate any conditions regarding the locomotive's long-term conservation? If so, will the proposed modifications be compliant with these?
2. Will the proposed modifications be designed to be easily reversible, in line with standard conservation practice?
3. Has the railway assessed alternative options to reduce any risk to its locomotive crews?

I posed these questions in a letter to the STR but they have not responded to any of them directly, telling me only that a conservation management plan for the locomotive would be discussed at the next meeting of their trustees in March.

Given the historical importance of the locomotive and its status as a formerly publicly-owned artefact, I believe there is a strong public interest in ensuring that the locomotive is cared for in accordance with proper conservation practice.

Murray Tremellen,
Chalfont St Peter, Buckinghamshire.

➜ *David Granath, chairman of the trustees of the South Tynedale Railway Preservation Society, responded:*

"Barber is undergoing repair work on its bottom end with new cylinder liners and pistons/rings fitted. New springs are on order and new motion bearings are being made and fitted as needed. The chimney, which is out of line with the blastpipe, has been moved to its correct position. All this work is being carried out in house at Alston.

"A conservation management plan for Barber is being drawn up, which will take into account the safety of operation of the locomotive together with its heritage in relation to the cab modifications."

The plan was to be discussed by the trustees on March 8, he said.

New tower block would desecrate Grade II listed Stockport landmark

THE appearance of Greater Manchester's iconic Stockport Viaduct could be threatened if a tower block twice its height is constructed adjacent to it.

Plans are about to be submitted to Stockport Council's planning committee covering the rebuilding of the bus station in the valley below the viaduct, and refurbishing as flats an old mill at the Manchester end of the viaduct.

Most controversial, however, it is alleged that the whole project is not financially viable without the building of a 14-storey tower block (twice the height of the viaduct) right next to the viaduct, and slap bang in the middle of it, thus totally ruining the view from the nearby town centre of this 180-year old iconic structure – still one of the biggest brick structures in the world, and very widely photographed and painted (including by LS Lowry).

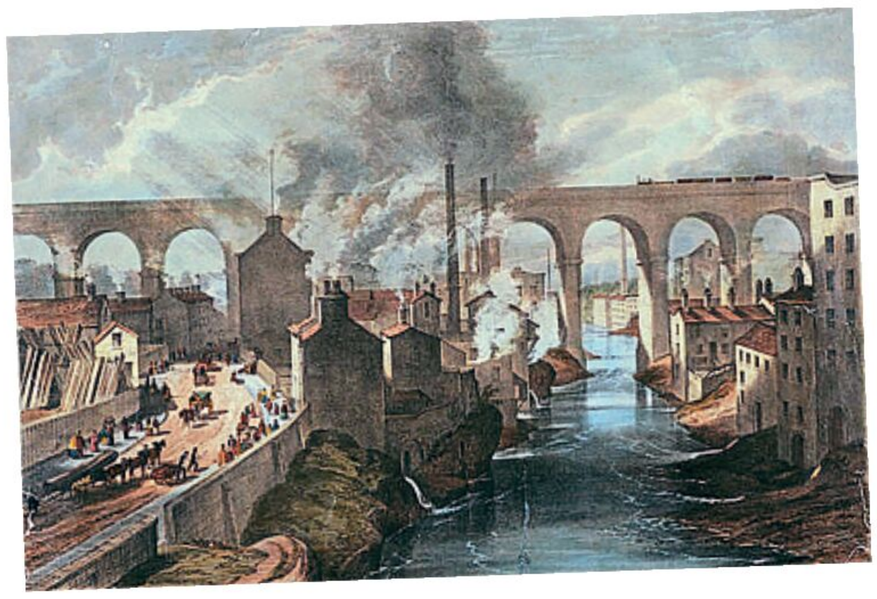
The council is apparently ignoring a 3,000-name petition against the tower block.

It appears that there are few, if any, dissenting voices against the rest of the proposed development, nor against the design of the tower block – just against the tower block in this position.

I can imagine the furore if such a building was planned for the middle of Ribblehead Viaduct, or Glenfinnan Viaduct, for example, but surely Grade II listed Stockport Viaduct is up there with the iconic structures created by the railway builders of the past, and its view deserves to be preserved for future generations to admire.

Emails of protest from your readers, please to the leader of Stockport Council: cllr.elise.wilson@stockport.gov.uk

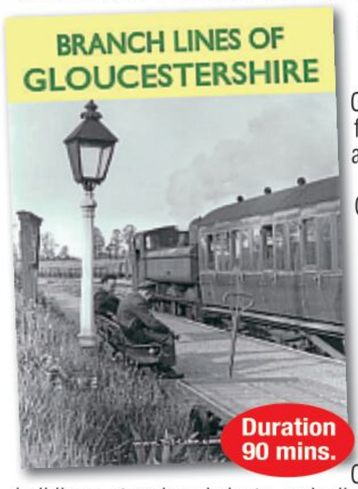
Keith Williams,
Cheadle Hulme,
Stockport



A 1900 view of 11ft-high Stockport Viaduct, which was built for the London & Birmingham Railway in 1839-40, and in its day was the largest in the world.

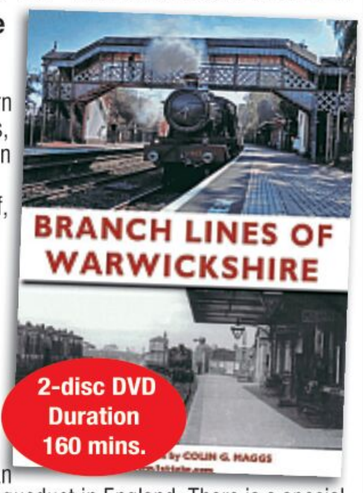
EXCLUSIVE DVD READER OFFER...

BRANCH LINES OF GLOUCESTERSHIRE....AND OF WARWICKSHIRE!



Branch Lines of Gloucestershire
The first film in our Branch Lines series is enhanced by informed commentary from Colin Maggs. You will enjoy stunning modern film, excerpts of archive footage and photos, and visits to the Dean Heritage Railway, Avon Valley Railway and the GWR Museum at Coleford. Locations include Avonside Wharf, Severn Beach, Mangotsfield, Westerleigh, Yate, Thornbury, Berkeley Road, Coaley, Dursley, Stroud, Gloucester, Cheltenham, Bourton-on-the-Water, Stow-on-the-Wold, Tewkesbury, Cirencester, Kemble, Tetbury, Lydney, Cinderford and Chepstow.

Branch Lines of Warwickshire
Our railway tour of Warwickshire extends from the big cities of Birmingham and Coventry to rural stations, including Victorian buildings, stunning viaducts, and a line which was crossed by the longest canal aqueduct in England. There is a special feature at Stratford-upon-Avon's railway museum. We take a ride on the Shakespeare Express, a steam-hauled train which runs from Birmingham Snow Hill to Stratford, and visit the charming Echills Wood Miniature Railway. We also enjoy an open day at Tyseley Locomotive Works.



£12.95 each (save £4.50)

***** BUY BOTH VOLUMES FOR £19.90 (Save over £10!) *****

Expiry: 31.05.21

Order by post: complete below and send to 1st Take, PO Box 1840, Yate, Bristol BS37 4WB
Order online: www.1st-take.com Use code 'HBGW321' at checkout
Order by phone: call 01454 321614, quoting 'HBGW321'

DVD TITLE	PRICE	QTY	£ TOTAL
Branch Lines of Gloucestershire (Duration: 90 mins.)	£12.95		
Branch Lines of Warwickshire (Duration: 160 mins.)	£12.95		
Claim Both DVD Volumes	£19.90		
Branch Lines of Gloucestershire (Duration: 90 mins.)	£14.95 Europe, inc. ROI		
Branch Lines of Warwickshire (Duration: 160 mins.)	£14.95 Europe, inc. ROI		
Claim Both DVD Volumes	£22.95 Europe, inc. ROI		
Branch Lines of Gloucestershire (Duration: 90 mins.)	£13.79 Rest of World		
Branch Lines of Warwickshire (Duration: 160 mins.)	£13.79 Rest of World		
Claim Both DVD Volumes	£19.60 Rest of World		
	Postage and Packing		FREE
	GRAND TOTAL		

YOUR NAME.....

DELIVERY ADDRESS .....

Post Code..... Tel No.....

Please accept payment by cheque made payable to '1st Take Ltd' to the value of .....

Or payment by MASTERCARD / VISA / DEBIT / AMEX CARD No. (delete as applicable)

Expiry Date ..... / ..... SECURITY CODE..... (Last 3 digits on back of card)

To see the full 1st Take DVD range visit www.1st-take.com

Ref: HBGW321

SPEED TO THE WEST!



Woodhall Spa, Andrew Johnson, London & North Eastern Railway, c.1935.

David Bownes, the author of several books on poster history and director of dealership Twentieth Century Posters, outlines the history of railway posters and how to collect them.

The railway poster transformed the dreary hoardings of the Victorian era into vivid outdoor art galleries, offering a new and exciting vision of 20th century Britain.

At stations across the land, a mesmerising range of travel possibilities was enticingly laid before the public in large full-colour sheets, offering escapism and entertainment for the cost of a return ticket. It was a strategy guaranteed to grab the attention of the weary commuter or passer-by.

Little-known coastal towns and historic sites were reimagined as destinations for refreshing days out or enjoyable summer holidays.

Whole landscapes were given the poster artists' treatment, with catchy slogans intended to characterise regional identity, such as the Cornish Riviera, the English Alps and the Sunny Side of Britain – not always very truthfully, it must be said. And then there were the trains themselves.

The most luxurious services, with fine dining and even cocktail bars, were marketed as the epitome of fashionable living, while stirring depictions of the latest developments in locomotive design raced across the British landscape.

Yet it was the destination, rather than the means of travel, which dominated railway



Speed to the West, Charles Mayo, Great Western Railway, 1939.



Summer breezes on the Wicklow Coast, F. Whatley, London & North Western Railway, c. 1910.



Central Wales, Norman Wilkinson, London Midland and Scottish Railway, c. 1930.

publicity, often tailored for the target audience.

Working class resorts like Skegness were invariably advertised as cheap, cheerful and fun, while more up-market getaways were presented as refined and stylish – think Harrogate or Woodhall Spa.

There was regional variation, too. Cornwall, parts of west Wales and Ireland were sometimes given a romantic, 'Celtic', airbrushing to appeal to the better-off seeking unspoilt scenery. In contrast, Brighton was typically depicted as a bit racy, York a tad staid, and Scotland ruggedly mountainous and historic.

Design

Whatever the subject matter, railway posters were printed to the very highest standards and often designed by the leading commercial artists of the day.

In retrospect they seem to encapsulate the values and aspirations of an earlier age, showing us how Britain saw itself – or, more accurately, how the railway publicity men wanted us to see it. Little wonder, then, that original vintage railway posters are so eagerly sought by collectors today, but how did they come about in the first place and what survives in the 21st century?

"Railway posters were printed to the very highest standards and often designed by the leading commercial artists of the day. In retrospect they seem to encapsulate the values and aspirations of an earlier age, showing us how Britain saw itself – or, more accurately, how the railway publicity men wanted us to see it. Little wonder, then, that original vintage railway posters are so eagerly sought by collectors today."

For much of the 19th century railway posters were confined to simple letterpress notices advertising basic travel information. Early on, the railways adopted a standard 'double royal' format (40 x 25ins) for these notices, which remains in use today. Despite improvements in colour printing, known as lithography, British railway companies were slow to catch on to the potential of the poster as a dynamic advertising medium.

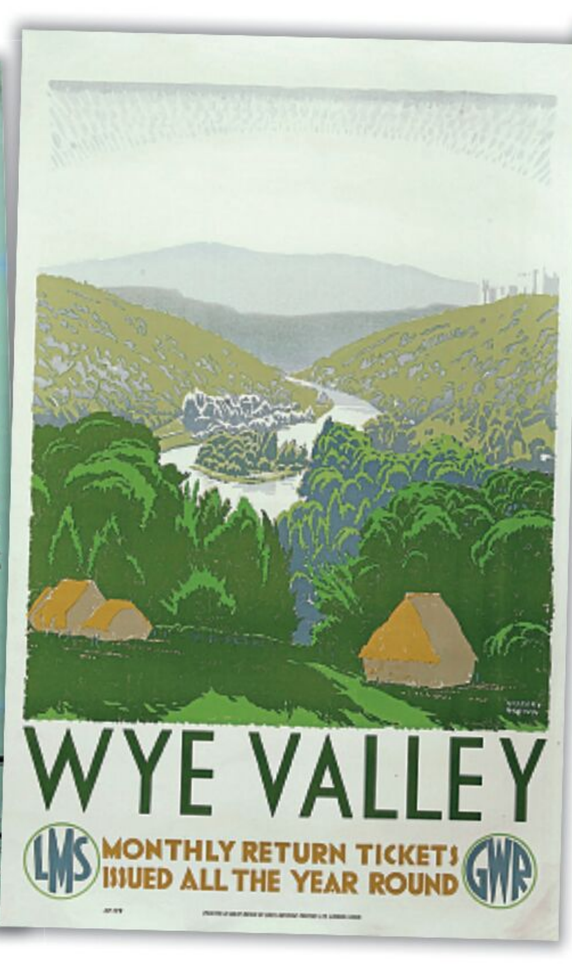
The first pictorial railway posters did not appear in England until the 1890s and most were painted by anonymous 'jobbing' artists commissioned directly by the printers. The results were uninspiring, typified by too much text and as many vignettes of a particular destination that the paper size would allow. It was also difficult to distinguish one company's publicity from another, as the concept of what we call 'brand identity' was still in its infancy.

Origin

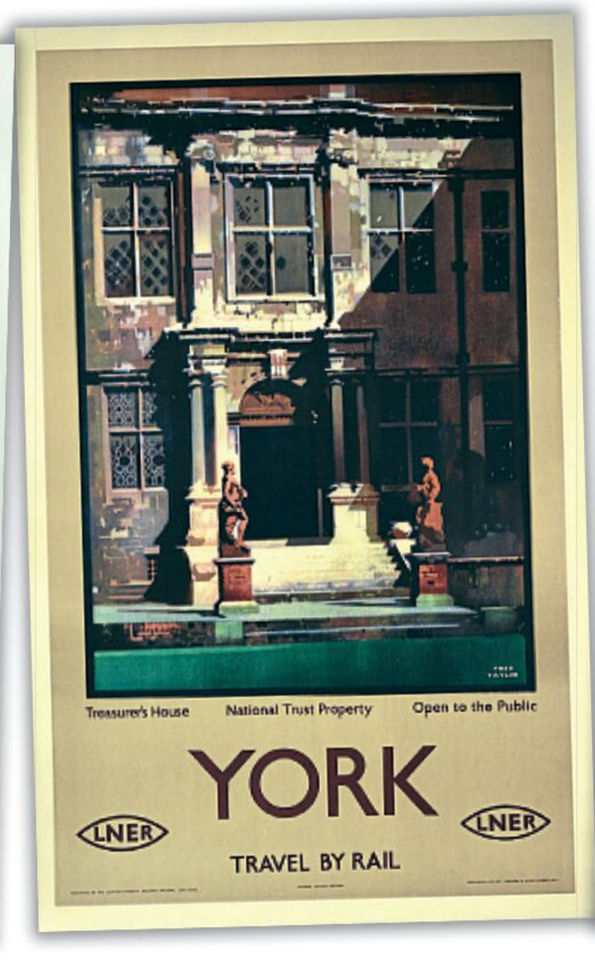
All this began to change in the 1900s. The outstanding marine artist, Norman Wilkinson, designed the first truly modern railway poster for the London & North Western Railway in 1906, depicting one of the company's steam ships crossing the Irish Sea. Published in the large 'quad royal' landscape



Band of Hope Gala Bradford, Midland Railway, 1876 (letterpress notice).



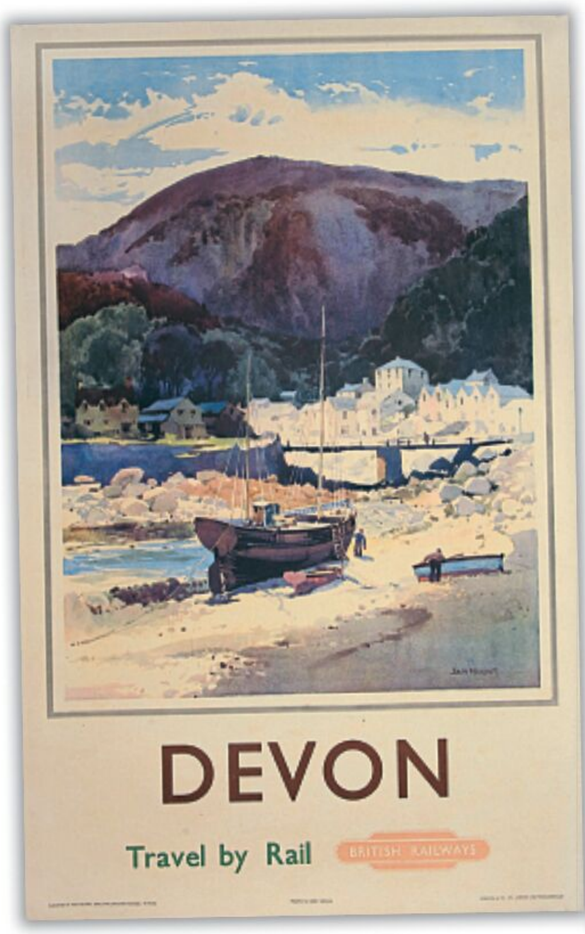
Wye Valley, F. Gregory Brown, Great Western Railway, c.1935.



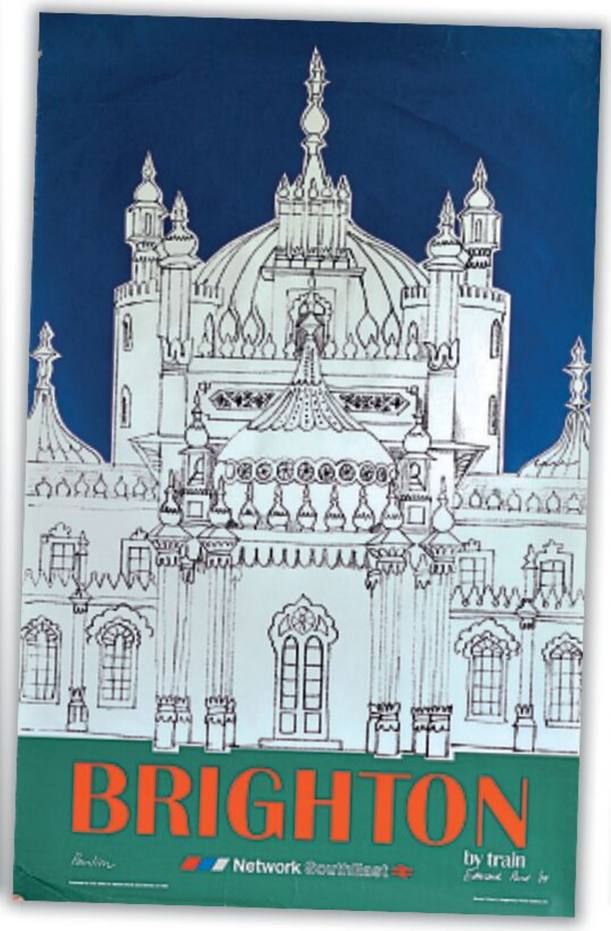
Treasurer's House, York, Fred Taylor, London & North Eastern Railway, c.1935.



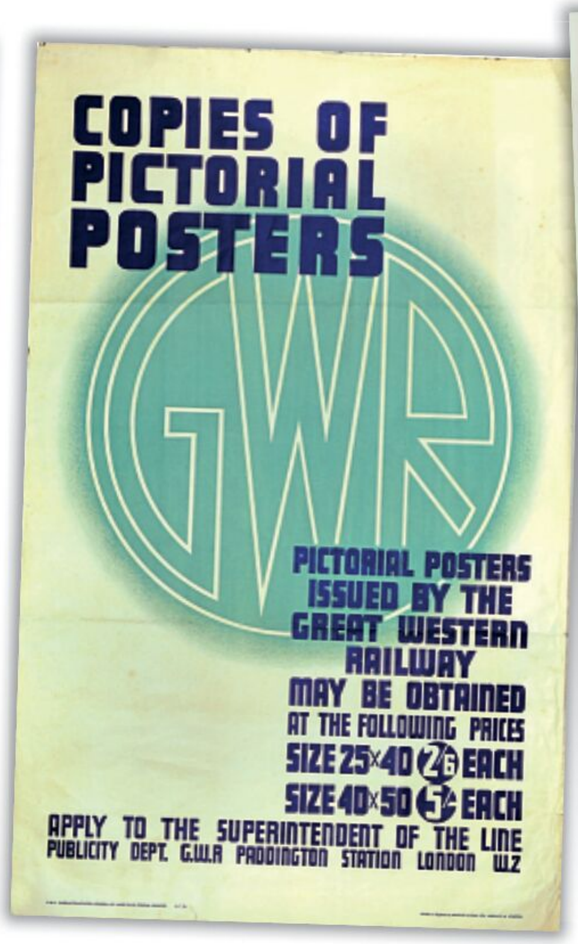
Devonshire, Edward McKnight Kauffer, Great Western Railway, 1932.



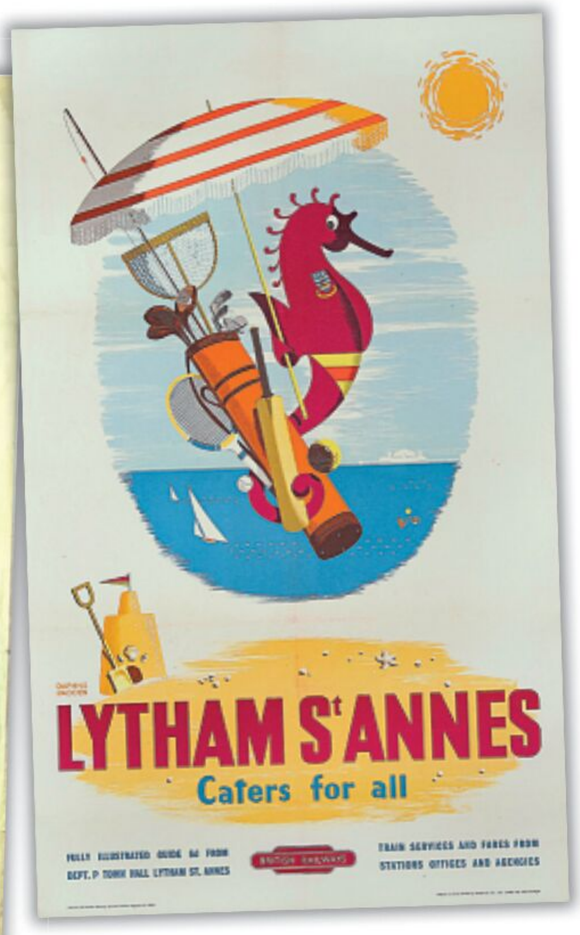
Devon, Jack Merriott, British Railways, c.1955.



Brighton, Edward Pond, Network South East, 1989.



Copies of Pictorial Posters, Great Western Railway, c. 1935.



Lytham St Anne's Caters for all, Daphne Padden, British Railways, c.1958.

format (40 x 50ins), Wilkinson's striking painting dominated the poster with only minimal text. It caused a media sensation and was quickly reissued by the publicity-savvy LNWR as a coloured postcard.

Other railway companies took note. Two years later, the Great Northern commissioned the 'poster king', John Hassall, to design what has become one of the most famous railways posters of all time – 'Skegness is SO Bracing!'

Periodicals like the Railway & Travel Monthly eagerly reviewed the latest additions to the hoardings; even society newspapers carried articles praising the work of up-and-coming 'posterists' such as Charles Pears, who effortlessly combined fine art with the demands of commerce. These new posters were bold and impactful, relying on a simplified image and a short, direct message.

As the First World War approached, the leading practitioner in railway publicity was the innovative London Underground. Under the tireless direction of Frank Pick, the Tube, as it was soon known, developed a reputation for the quality of its poster art and was an early adopter of both a recognisable corporate logo (the bar and circle, c1908) and a copyrighted typeface (1916).

Evolution

Pick's genius lay in his willingness to commission established and popular commercial artists like Hassall and Mabel Lucie Attwell, together with untried and more daring designers such as Gregory Brown, Walter Spradbery and the American Edward McKnight Kauffer, who became possibly the greatest poster artist working in Britain during the 1920s and 1930s.

The creation of the Big Four railways after the grouping of 1923 heralded a new era of poster publicity. Railway publicity departments now played a much more active role in improving the standards of poster art and creating a clear brand identity. Under the supervision of Norman Wilkinson, for example, the LMS commissioned leading members of the Royal Academy to paint a series of posters promoting destinations served by the company (1924) and continued to employ first-rate artist designers into the 1930s. Wilkinson's own series of landscape views for the LMS contributed greatly to the success of these campaigns.

Meanwhile, the LNER took a more overtly modernist approach, typically engaging specialist poster designers (rather than fine artists) to create a distinctive house style, given further unity from 1933 by the adoption of a new logo and typeface designed by the sculptor and calligrapher Eric Gill.

Unusually for the time, the LNER initially paid its star designers Frank Newbould, Fred Taylor, Austin Cooper, Frank Mason and Tom Purvis a retainer to prevent them from working for rival railways.

By the mid-1930s even the Great Western and Southern, who had been a bit slower off the mark to develop poster publicity, were hiring the biggest names in commercial art to sell their services, including Leonard Shoesmith and McKnight Kauffer. It was all a far cry from the ad hoc days of the Edwardian era, when the role of publicity officer scarcely existed and there were few professional poster artists to choose from.

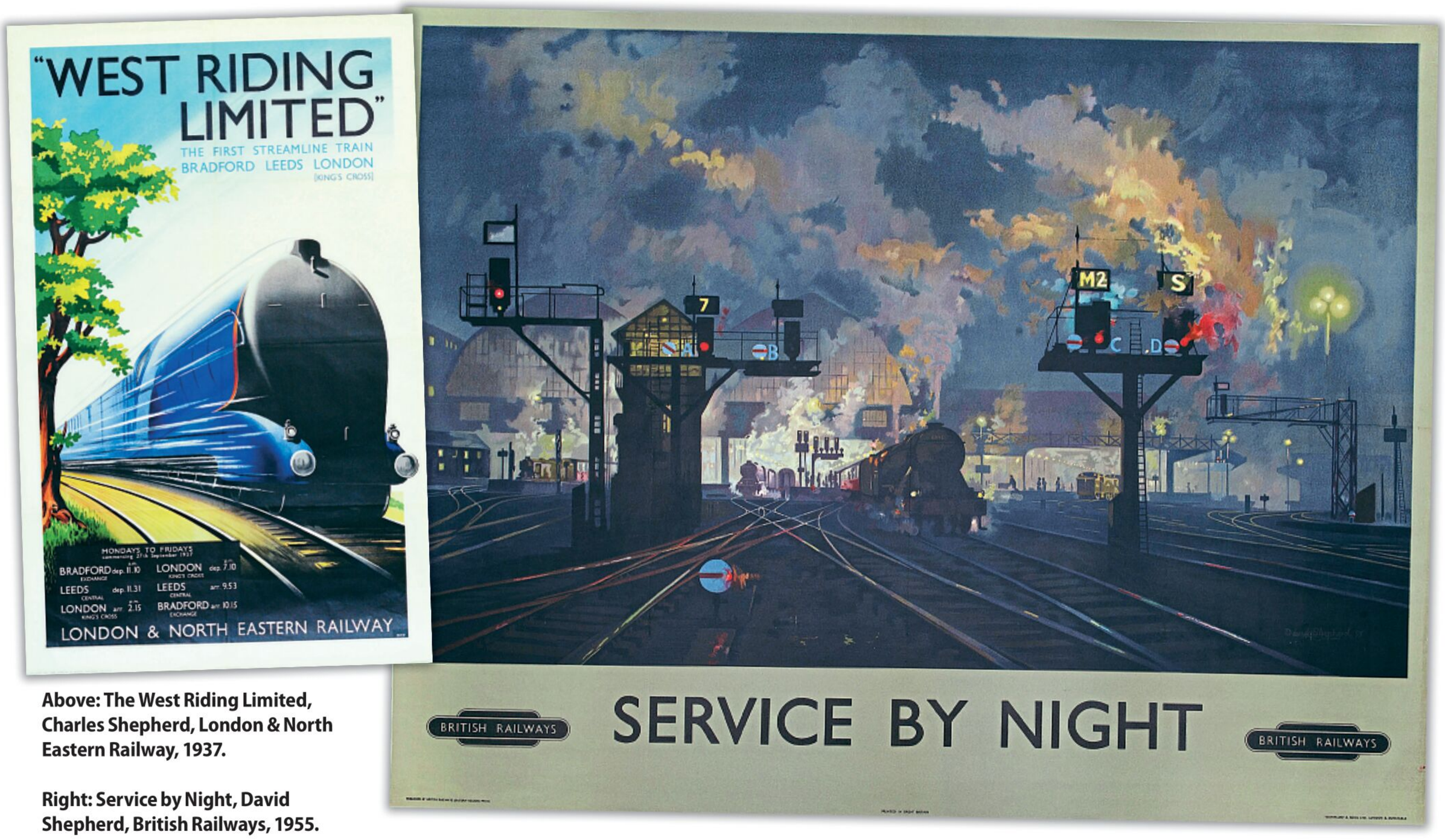
The range and styles of posters from this period is astonishing, but one subject has come to epitomise the aspirations and modernity of the interwar years above all others: the seaside holiday.

Despite the realities of British weather, resorts from the south coast to Scotland were depicted in a blaze of summer colour, invariably populated by 'bright young things' wearing the latest fashions and beaming youthfulness and health. In part this was because the seaside councils usually paid for half the printing costs and were keen to see their locality represented favourably. However, the quality of these dreamlike posters also reflects the importance of holiday traffic to the pre-war railways and explains why only the best artists were engaged on the task, bequeathing a stunning legacy for collectors today.

One reason why posters survive from this period is that railway companies recognised the publicity value in promoting their posters as modern works of art, and sold copies directly to the public or distributed spare copies to schools and regional art galleries.



'Royal Highlander' Approaches Aberdeen, Norman Wilkinson, London Midland and Scottish Railway, c. 1926.



Above: The West Riding Limited, Charles Shepherd, London & North Eastern Railway, 1937.

Right: Service by Night, David Shepherd, British Railways, 1955.

Prices were based on size rather than artist or subject, with a double royal typically selling for 2/6 and a quad royal for 5 shillings in 1933.

Trade was so brisk that London Underground opened a poster shop at St James's station, while the main line railways took out press advertisements and printed posters directing would-be buyers to their publicity offices.

The practice was encouraged in newspapers, with tips on which artists to look out for and how best to frame a poster for interior décor (most advised trimming off the text).

Survival

Another reason for survival is that both the designer and the printer would retain several copies for their portfolio or archive. Railway companies, too, tended to keep multiple copies of posters on file and several of these collections (such as the former Great Western archive at Paddington) have found their ways into private hands.

Posters remained an important advertising medium well into the 1960s. After the war, the newly nationalised British Railways promoted an even wider range of destinations than its predecessors, together with posters keeping travellers informed of improvements. Some of the best-loved posters of this period depict the railway in action, such as the dramatic paintings by Terence Cuneo and David Shepherd.

By contrast, posters for specific places tended to favour a nostalgic view of the British Isles, with scenes of historic market towns and family holidays dominating the hoardings. Most were executed in a painterly style, quite unlike the bold graphic treatment of the 1920s and 1930s.

Among the leading practioners of this approach were Jack Merriott and Claude Buckle. There were of course exceptions to the rule, with the graphic posters of Daphne Padden, Tom Eckersley and Abram Games adding humour and variety to station displays.

In more recent times, photographic advertising has tended to eclipse graphic design as the preferred medium for railway posters. In the 1970s and 1980s, this resulted in some cheerful, if artistically dubious, designs featuring pop bands and TV personalities, as well as some truly unappetising designs for Travellers Fare, BR's much mocked catering service. However, there have also been several outstanding campaigns over the last 30 years or so, most notably Eddie Pond's graphic series for Network South East in the late 1980s and the intercity posters of Virgin Trains in the 2010s.

Today, original vintage posters have an international market, with prices ranging from a few pounds to more than £5,000 for a classic pre-war design by one of the leading commercial artists.

Railwayana auctions and specialist poster dealers are the best source for buying authentic posters, although genuine examples can turn up in unexpected places. I have bought collections discovered in lofts and outbuildings and, on one occasion, even being used as carpet underlay!

The most valuable tend to be those from the 'golden age' of steam (c.1920-1940), especially ones showing holiday scenes in the bold graphic style of the age. Examples by well-known artists are typically more sought after than unsigned posters, while letterpress notices (even from the 19th century) remain surprisingly affordable.

Whatever your budget, though, beware of reproductions which have been printed since the 1960s. Original railway posters were almost always produced in standard Imperial sizes, with 25 x 40 and 40 x 50ins being the most common, and printed lithographically on non-glossy paper. This process creates blocks of solid colour which can be seen from the reverse of the poster.

Look out, too, for the printer's details at the base of the poster. These should be crisply printed and often contain date and print-run details. Reproductions generated from digital files sometimes omit these details, or they appear blurry on the printed copy.

For long-term preservation and ease of handling, posters can be laid onto linen or Japan paper backing using PH-neutral materials. This is a task best left to professional conservators, who can also repair damage and rejuvenate tired paper by washing the poster before mounting. Ideally, posters should be stored flat rather than rolled, with a plan chest offering the best protection.

When framing a poster for display, avoid acidic mount boards (which embrittle paper over time) and on no account glue the poster down – this can cause irreparable damage. A reputable framer will be able to advise on this.

Lastly, some collectors choose UV filtered glass or Perspex to reduce fading through light exposure. This helps preserve original colours, but the best advice is to avoid hanging the poster in direct sunlight.

Collections

If you want to find out more about the history of railway posters, there are no shortage of publications exploring the output of individual companies, eras and artists, published by the National Railway Museum (NRM) and London Transport Museum (LTM). Contemporary newspapers, graphic design periodicals and railway staff magazines are also useful sources for dating designs. The best publicly accessible poster collections are held by the NRM, LTM and the Victoria and Albert Museum.

Heritage railways are another good venue for seeing reproduction posters in-situ, while regional museums occasionally have poster shows about local places or artists, such as the retrospective of Charles Pears' travel posters set for Pontefract Museum later this year. HR

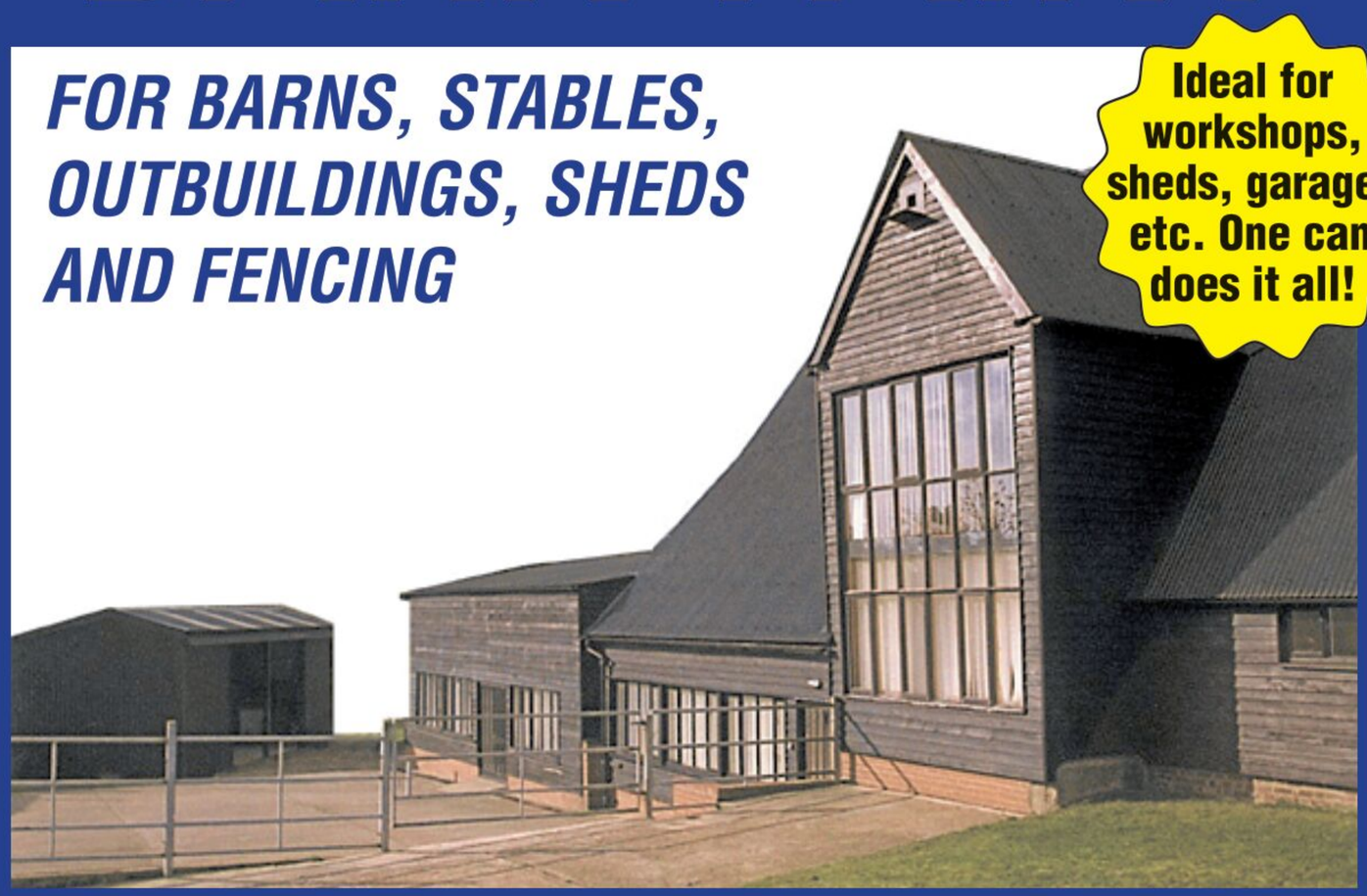
Are you inspired? Would you like further information?

→ Visit www.twentiethcenturyposters.com or telephone 07718 064205 for more information about Twentieth Century Posters. See advertisement on page 99.

BARN PAINT

FOR BARNS, STABLES, OUTBUILDINGS, SHEDS AND FENCING

Ideal for workshops, sheds, garages etc. One can does it all!









THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE

BEDEC THE PAINT COMPANY

BEDEC ACRYLIC WATERBASED BARN PAINT is a revolutionary product, ideally suited to the protection of exterior wooden, metal and plastic cladded buildings.

- Easy to apply
- Excellent colour retention
- Multi-surface application
- Use on: wood, galvanised steel, plastic, concrete, brick and cladding

For excellent resistance against:

- Cracking, blistering & flaking
- Rain and severe weather
- Rot and algal build-up
- Long lasting finish

ULTIMATE PROTECTION WITH THE ULTIMATE SURFACE COATING SYSTEM!

Available nationwide through Travis Perkins, Ridgeons, Brewer & Sons, Bromborough Paints, Dulux Decorator Centres and Ernest Doe & Sons Ltd.

Call 01279 876 657
Fax 01279 876 008
Email: sales@bedec.co.uk
www.bedec.co.uk

The RAILWAY Magazine

DIGITAL ARCHIVE

Access 120 years' worth of history from the nation's most authoritative and prestigious rail publication.

over

120 years **1300** issues **140,000** pages







ACTIVATE YOUR ACCESS TODAY

FROM AS LITTLE AS £6*

**This gets you three months' access to the Digital Archive. Magazine subscription rates start from £20 for six months.*

- FULLY SEARCHABLE CONTENTS
- KEEP SCRAPBOOKS OF YOUR FAVOURITE ARTICLES
- BONUS PREVIOUSLY UNPUBLISHED CONTENT
- MULTI-PLATFORM ACCESS

WWW.RAILWAYMAGAZINE.CO.UK/ARCHIVE

SHROPSHIRE

RIVER STEAM HOLIDAYS

Ship Inn Lane,
Highley
Nr. Bridgnorth,
Shropshire
WV16 6NU



Set within the heart of the Severn valley, a selection of six lodges and cottages sleeping 2-8 + occupants.



Offering stunning views of Locos as they pass in and out of Highley Severn Valley Steam Railway Station. Just twenty metres below the tracks. The furthest house from the station is sixty metres and the closest thirty metres. See, hear and smell the trains.

A bonus is the River Severn 20 metres below with barbel fishing a plenty.



07801 981629 • 01562 777563
www.riversteamholidays.co.uk

www.heritagerailway.co.uk

FFESTINIOG/WHR

B&B Trawsfynydd, Snowdonia

Not long now till Wales re-opens and our little trains are chuffing along



Plan NOW for your spring break in our safe, self-contained accommodation!

T: 01766 540397 www.oldmillfarmhouse.co.uk

WEST SOMERSET

BLUE ANCHOR
WEST SOMERSET RAILWAY



Traditional Great Western camping coach.

Updated to comfortable modern standards. Sleeps 6. Right by station, yards from beach, steam trains running by...

www.britishrailholidays.co.uk
or call 07718-896390

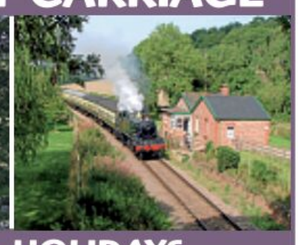
WEST SOMERSET

RAILWAY COTTAGE and THE RAILWAY CARRIAGE

* Fabulous views of West Somerset Railway
* THE RAILWAY COTTAGE - 3 bedrooms, 2 bathrooms, sleeping 6 in comfort
* Wood burning stove * 1 mile from great pub
* THE RAILWAY CARRIAGE - 2 bedrooms, 1 bathroom, sleeping 4 in comfort

BOTH HAVE: * Hot tubs * Wi-fi
* Plasma TVs etc * Allow well behaved dogs
* Enclosed gardens with views of the Quantock Hills and Exmoor.





LAVENDER HILL HOLIDAYS
Tel: 01984 656622 * kate@lavenderhillholidays.co.uk
* www.lavenderhillholidays.co.uk

KENT AND EAST SUSSEX

RAILWAY RETREATS

www.railwayretreats.co.uk
Tel: 07494 520867 / 01797 253850
Email: bookings@railwayretreats.co.uk





MK1 Plum & Custard



- Sleeps 6 • Two double bedrooms • Bunk bedroom
- Family bathroom
- En-suite bathroom • Open plan lounge and dining area
- Full kitchen with everything you need

The carriage also offers you the best view of the station, surrounding countryside and golden sunsets from the elevated glass balcony.

GWR TOAD Brake Van and Ammunition Wagon







GWR TOAD Brake Van (Sleeps 2)

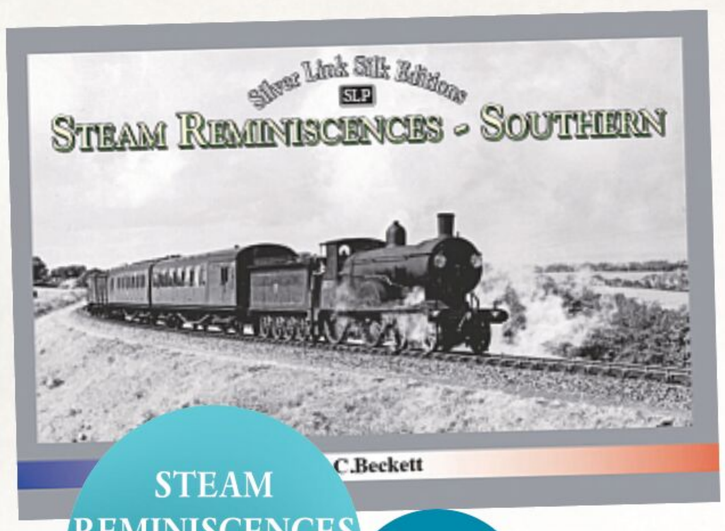
- Fitted kitchen/dining area • Double bedroom • Free Sat TV
- En suite shower room/WC • Fully insulated • Double glazed and heated

The fully glazed kitchen and balcony providing panoramic views of the station platform and Rother Valley

Guns & Roses Ammunition Wagon (Sleeps 2+2)

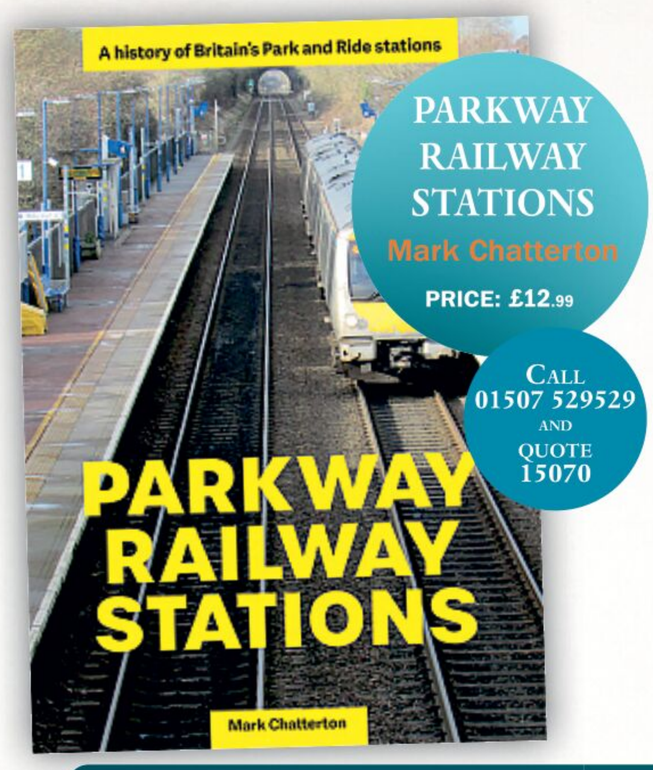
- Double bedroom • Sofa bed • Shower room/WC • Microwave • Fridge
- Barbecue • Individual garden • Fully insulated
- Double glazed and heated with great views of the station platform.

WE HAVE A RAIL READ FOR YOU!



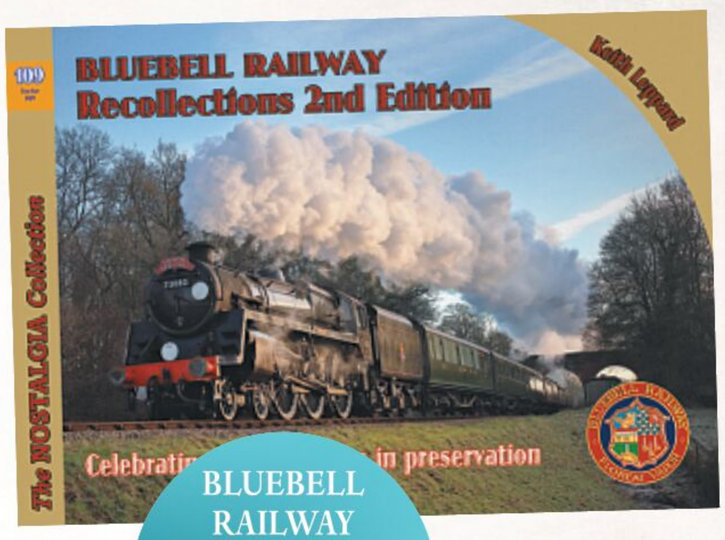
STEAM REMINISCENCES - SOUTHERN
John C Beckett
PRICE: £25.00

CALL 01507 529529 AND QUOTE 15043



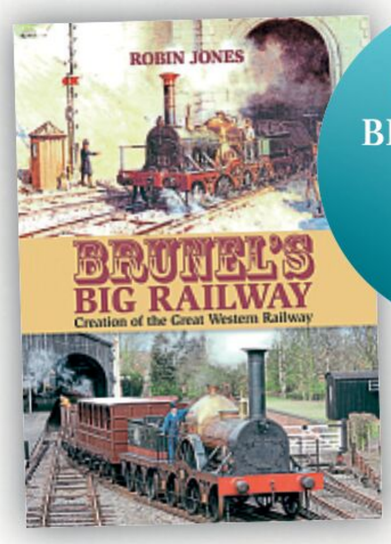
PARKWAY RAILWAY STATIONS
Mark Chatterton
PRICE: £12.99

CALL 01507 529529 AND QUOTE 15070



BLUEBELL RAILWAY RECOLLECTIONS (2nd Edition)
Keith Leppard
PRICE: £8

CALL 01507 529529 AND QUOTE 15050



BRUNEL'S BIG RAILWAY
Robin Jones
PRICE: £14.99

CALL 01507 529529 AND QUOTE 15020

ORDER NOW: www.mortonsbooks.co.uk

MORTONS BOOKS

WANT TO HEAR ABOUT OUR LATEST BOOKS? –

Mortons Books publishes a wide range of non-fiction books – from railway, military and aviation history to consumer issues, hobbies, crime and politics. If you would like to hear more about our upcoming book releases and special offers, sign up to our newsletter.

JOIN OUR BOOK CLUB!
AND GET 10% OFF YOUR FIRST ORDER!

VISIT: www.mortonsbooks.co.uk/newsletter
To view the privacy policy for Mortons Media Group, please visit www.mortons.co.uk/privacy

CLASSIFIED

EXPRESS GOODS

Contact Craig Amess on 01507 529537 • camess@mortons.co.uk

AUCTIONS

PADDINGTON TICKET AUCTIONS

GREAT CENTRAL RAILWAYANA LTD

14 SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS NN11 3RL

The market leaders in the auction of old railway tickets, bus and tram tickets, luggage labels and railway letter and parcel stamps

Due to Covid-19, Auctions will be held online.
Please refer to
www.paddingtonticketauctions.co.uk for further details

We are now accepting items in all categories for subsequent events. Contact us now for a speedy valuation and advice on how to enter your collection for auction.

A colour illustrated catalogue of at least 500 lots will be published on our website at **www.paddingtonticketauctions.co.uk** at least two weeks before the auction.

If you require a printed copy please send your name and address to enquiries@gcrauctions.co.uk or speak to us on
01327 263633 or 01327 262193

BOOKS

RAILWAY BOOKS

Rare and out of print 5,000+ to view at

www.nigelbirdbooks.co.uk

01974 821281

BATTERDALE BOOKS

We buy and sell British & overseas railway books. Also bus, tram, steam traction & canal books. Thousands of titles are always available on our web site.

Field House, 9A School Lane, Heslington, York YO10 5EE.
Web: www.batterdalebooks.co.uk
Tel: 01904 870 869

MP Middleton Press
EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

Published 27 March

NOTTINGHAM TO MANSFIELD

The MR & GNR Routes to today

RECENT
ALNMOUTH TO BERWICK
CHESTERFIELD TO ROTHERHAM
DONCASTER TO HULL
LEEDS TO SELBY AND GOOLE

Albums £18.95 FREE P&P (UK) MAIL ORDER
www.middletonpress.co.uk
Easebourne Lane, Midhurst. GU29 9AZ
T: 01730 813169 E: sales@middletonpress.co.uk

HERITAGE RAILWAY
THE BRIGHTER STEAM NEWS MAGAZINE

NICK TOZER
RAILWAY BOOKS

RAILWAY BOOKS BOUGHT AND SOLD
Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ
Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
web: www.railwaybook.com email: nick@railwaybook.com

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- Extremely cost effective
- Workshops/Garaging/Storage
- Widths from 20ft to 70ft
- Unlimited Lengths
- Buildings to BS 5950
- Finance available



Tel: 01709 578333

BLUELINE BUILDINGS LIMITED
e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

BOOKS

Relocated to new premises in Matlock, visitors are welcome.
Please call or email in advance before travelling.

BILL HUDSON
TRANSPORT BOOKS

FAMILY RUN BUSINESS SELLING NEW AND SECOND HAND RAILWAY BOOKS
To view our stock please call or email in advance
www.billhudsontransportbooks.co.uk Call: 07921 833469

DVD

RECALLING THE GREAT DAYS OF STEAM

B & R VIDEO PRODUCTIONS

ARCHIVE STEAM VIDEOS FOR THE ENTHUSIAST

Vol. 235 Cambrian Steam Miscellany No1

This volume has been compiled using much previously unseen footage from the B&R Video archives. It includes coverage along the coast route at Pwilheli, Afon, Wen, Criccieth, Portmadoc, Minffordd, Penrhyndeudracth and Harlech. At Barmouth we see the up bay platform opened by the GWR in 1923, Old Chapel Viaduct that had been rebuilt in the early, plus the world famous Barmouth Viaduct across the Mawddach Estuary. Continuing south we pass Morfa Mawddach, Fairbourne, Friog Rocks, Llwyngwril, stop off at Towyn for a few minutes and finally head up the Dovey Estuary. Time spent at Aberystwyth with 'manors' everywhere before heading inland through Bow Street with token exchange. Borth, Ynyslas and Glandyfi to Dovey junction. A number of visits are made to this famous isolated junction with no road access and includes the Pwellheli and Aberystwyth portions of the up 'Cambrian Coast Express' being combined together for the onward journey to Shrewsbury. Machynlleth is well covered and highlights are film at the shed showing the preparation of 82022 for duty, plus 'Dukedog' 9017 acting as pilot on both the up and down 'Cambrian Coast Express' in 1960. We continue inland via Cemmes Road coverage showing the ascent of the final stages of Talcrddig Bank battling their way up grade, also seen here is the final up 'Cambrian Coast Express' in March 1967. Although not Cambrian there is also film at Shewsbury, Hookagate, Llangollen, Llandderfel, Bala, Bontnewydd and Dolgellau (including what is believed to be last day services). The time period for this video is between about 1960 and 1967. The film runs off the photographers original cine reels, is mostly in colour and includes a commentary plus sound track.

Running time 86 mins *DVD £19.25 (Post Free)*

B&R VIDEO PRODUCTIONS (HR)
THE OLD SMITHY, UFFINGTON, Nr SHREWSBURY, SHROPSHIRE SY4 4SN
TEL: 01743 709680 Free catalogue available. Trade enquiries welcome.
www.bandrvideos.co.uk

THE RAILWAY HUB

The Railway Hub is a central point for all rail news past and present from *The Railway Magazine, Heritage Railway, Rail Express, Steam Days and Railways Illustrated*

Find news, authoritative features, great images, competitions, podcasts and reviews about the rail industry.

Includes a **FREE** easy to use app for on-the-go access



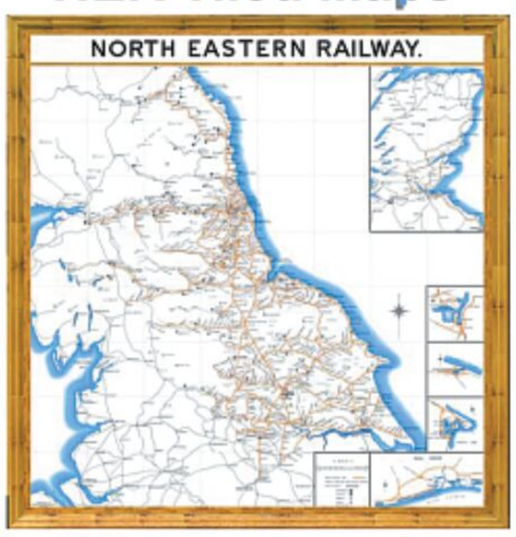
STEAM | DIESEL | ELECTRIC | MODELLING

www.therailwayhub.co.uk

The RAILWAY Magazine · HERITAGE RAILWAY · EXPRESS · STEAM DAYS · Railways ILLUSTRATED

FOR SALE

NER Tiled Maps



Handmade in full, three quarter and half size versions from £345

The North Eastern Tile Company
4 Foundry Cottages, Wrelton, Pickering, York YO18 8PF.
Tel. 01751 477216
www.northeasterntilecompany.co.uk

www.phototransport.com

Quality Photographs of Railways, Ships and Aircraft

Please send £3.95 for our list/sample print
Please state which list you require
(cheques payable) to:- MR D SMITH
18 Shotley Close, Clacton-on-Sea
Essex CO16 7LJ

10% off orders over £50
(exc P&P)

DIGITAL DOWNLOADS NOW AVAILABLE

If you're looking for a good home for your treasured pictures then please email us mail@phototransport.com or write to us at the above address.

PROCAST

MANUFACTURERS OF HIGH QUALITY
RAILWAY REPRODUCTIONS
IN BRASS AND ALUMINIUM

THE RANGE INCLUDES:-
Steam Locomotives
nameplates, train headboards, builders plates, shed plates, smoke box number plates and many more.
For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

RAILWAYANA

BARRY JONES

Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.
Model railway items always sought.
28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

TOTEMS

SUPERB QUALITY REPRODUCTION TOTEMS, (FULL OR HALF FLANGED) TARGETS, DOOR PLATES & PLATFORM SIGNS VITREOUS ENAMEL FINISH
Any name - any region, supplied to order
Suitable for indoor or outdoor locations.
Wide range of vinyl coach and loco signs including BR crests and other logos.
Full details and mail order on our website
www.tracksideltd.co.uk

SIGNAL BOXES

Signal Boxes Made to Order



For more information call Wayne on
07411 727650/01945 430833
or email: signalboxes@btinternet.com
www.signalboxes.co.uk

WANTED

ACHIEVE THE FULL MARKET VALUE FOR YOUR TRANSPORT LITERATURE & PAPERWORK VIA AUCTION

www.thepaperchase.co.uk

Let us sell your collection of rail, bus and tram items. Books, official publications, posters, timetables, maps, photographs, negatives, slides, badges, labels, tickets, small items of railwayana, models, etc.

Contact Brian on 01234 391545
email Brianmoakes@aol.com

RAILWAY TICKETS

The older the better

British & overseas, travel & platform
Established collector purchases interesting collections
Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL
Tel: 01494 762952

HERITAGE RAILWAY

To advertise here please call Craig on 01507 529537 or email camess@mortons.co.uk

SERVICES

ATEN LIGHTING

LED Bus Bulbs
with pearl glass bulb, 10-30V DC



Aten Lighting,
Unit 14 North St,
Melton Mowbray, Leics. LE13 1NL
01664 569457
info@atenlighting.co.uk
www.atenlighting.co.uk

HAWKINS INSPECTION SERVICES LTD

- *Boiler inspections carried out to current regulations*
- *Annual inspections*
- *Repairs assessed & overseen*
- *AIBI Member*
- *Specialist in heritage plant, rivetted boilers, loco type boilers, air receivers workshop & loco*
- *Modern plant also catered for*

T: 01243 554623 M: 07872 903401
www.boiler-inspector.co.uk
office@boiler-inspector.co.uk

RESTORATION

Supergears

part of Swallownest Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 6 • Nine Trees Trading Estate
Morthen Road • Thurcroft
Rotherham S66 9JG
Telephone 01709 702313
Fax 01709 701242
email info@swallownestgroup.com
www.swallownestgroup.com

WANTED

GENUINE COLLECTOR NEEDS

Great Western Cabsides and Nameplates

Contact Guy
jancollister@hotmail.com
01285 861378

WEB DIRECTORY

Railway Lamps



Original Specifications
Repairs & Bespoke Design
New build or refurbs, eg Midland, GWR or any new lamp from photos. Brackets and columns etc.
01484 456 456
email: 456@metroheritage.com
www.gaslamps.co.uk

Mercian Models

Visit our website
www.modelrailways.tv
High quality locomotives and rolling stock 0, 1 and Narrow Gauge
1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT
Telephone: 01562 884800

MORTONS

FOR ALL YOUR PRINTING NEEDS

From concept to door step

DESIGN
PRINT
PACKAGE
DELIVER

CONTACT
TELEPHONE: 01507 523456
WEBSITE: www.mortonsprint.com
MortonsPrint
Mortons Media Group Ltd

newsawards print+digital+business Regional Newspaper Printer of the Year 2017 & 2018
PrintWeek Awards Newspaper Printer of the Year 2017 & 2018

WANTED Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email deputy editor Gareth Evans on gevans@mortons.co.uk

Introducing Didcot's Marmalade

RATHER than something one might spread on a slice of bread, this story relates to an alternative interpretation of the headline – a sweet looking feline.



Marmalade enjoys the winter sunshine and a whole bench to herself. FRANK DUMBLETON

Marmalade is one of the Didcot Railway Centre's shed cats. The lack of visitors during the latest Covid-19 enforced shutdown has perhaps made her the only member of the team at the railway centre who thinks lockdown is a good idea.

Great Western Society (GWS) volunteer Frank Dumbleton writes: "I took this photograph of Marmalade on January 23. She was sitting on the station bench so she could keep an eye on Pete Gransden, a GWS volunteer who was working in the distance. Pete feeds her, so she likes to know where he is and when the next meal is coming.

"In the background is the set of driving wheels from No. 6023 *King Edward II* which were cut through when the locomotive derailed at Barry scrapyard, and a new set had to be made as part of the locomotive's restoration."

Do you enjoy making a fuss of a friendly cat or dog who spends a lot of time at a heritage line? If so, please send a high-res photograph and some details to gevans@mortons.co.uk – we'd be delighted to showcase them in our Next Stop column.

Like us facebook.com/heritagerailway

Follow us @HeritageRailMag

A bridge too far?

OVER the past year, some more mature readers have been trawling through their photographic archives to help mitigate Covid-19 lockdown blues. Among them has been *Heritage Railway* contributor Hugh Dougherty.

Hugh came across a long-forgotten slide of himself, aged 21, taken on Saturday, May 6, 1972, sitting rather dangerously on the track in the middle of the Tay Bridge.

"It was all legal and above board," explained Hugh. "As a member of the Glasgow University Railway Society (GURS), I was on a society organised walk over the Tay Bridge.

"We'd previously enjoyed a walk over the Forth Bridge, so a letter from our secretary to the old Public Relations and Publicity Department of BR's Scottish Region secured permission for a GURS walk across the Tay Bridge."

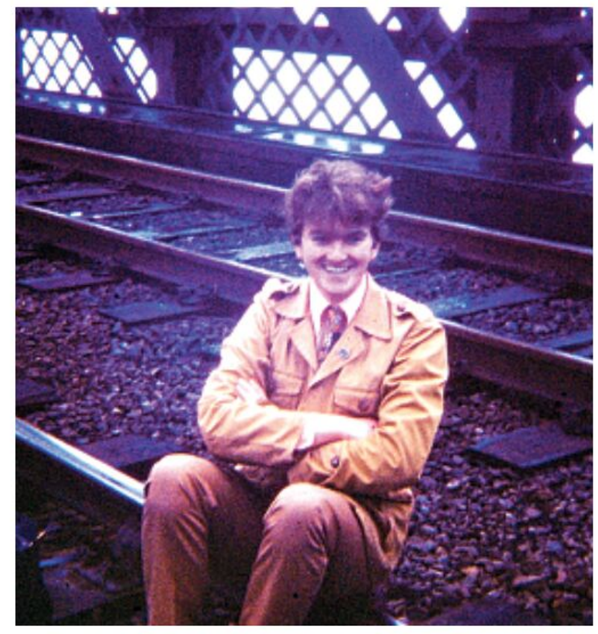
The GURS party met the bridge officer at Dundee station. As was then the norm, there was not a scrap of personal protective equipment in sight. The students set off along the side of the track in single file, the guide taking ghoulish delight in showing the lads the stumps of the original Tay Bridge.

"We had to really squeeze against the side of the girders as trains whistled past us," recalled Hugh. "Incredibly, our guide suggested that we might all like to have photographs taken sitting on the track – hence this pose, complete with safari jacket and psychedelic tie! We all survived what would be a bridge too far in terms of today's risk-aware safety regime. We went home to Glasgow the long way round, via Edinburgh, to get the maximum value out of our tickets."

For the record, Hugh did pass his 30 hours of exams in history and economic history and duly graduated, despite dicing with death on the high girders above the Tay.

As for the rest of the GURS bridge walkers, Hugh said: "Some of us have kept in touch over the decades. We've all become old and boring, but have never forgotten having a sit-down in the middle of the Tay Bridge on that fine, Saturday in May, now nearly half-a-century ago."

He concluded: "If you've not already done so, it's time to dig into your own archives –you never know what might turn up!"



Rightly considered taboo today, attitudes were different when this photo of Hugh Dougherty was taken in 1972

A Bulleid brought back from the dead?

IT'S easy to consider the practice of preserved locomotives masquerading as long-lost classmates being a modern phenomenon, but the reality is quite different.

Reader David White writes: "In the late 1980s I took this photograph at Margate station. It shows the Merchant Navy 4-6-2 No. 35017 *Belgian Marine* on a special excursion double-heading with No. 34027 *Taw Valley*.

"However, No. 35017 had been scrapped over 20 years previously – in 1966. I had a sense of disbelief as this 'ghost' train drew into platform 3 from the Ramsgate direction.

"It turned out to be a disguised No. 35027 *Port Line*. Today, such renaming is quite common; a prime recent Bulleid example being No. 34046 *Braunton*, which masqueraded as No. 34052 *Lord Dowding* for a while."



SR Bulleid Pacific No. 35017 – or is it? DAVID WHITE

For completeness, *Taw Valley* is operational at the Severn Valley Railway, while *Port Line* is now part of the Royal Scot Locomotive and General Trust fleet and is awaiting overhaul.

Does anyone remember more details about this double-headed charter?

NEXT ISSUE
Issue 279 out April 16
Don Benn covers classic runs by 'King of Sapperton' Ray Poole including aboard *Earl of Mount Edgcumbe* and *Holland Africa Line*

PLUS
GLINT IN FOCUS
John Titlow shares his tips on how to capture glint in photographs, using a reflection of the sun bouncing off a train.



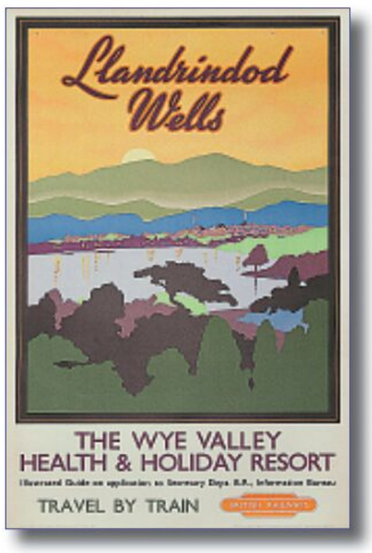
PRE-ORDER ISSUE 279
No need to pop to the shops in four weeks' time... simply order your next *HR* from **mrtns.uk/pre-order-hr** or call **01507 529529.**
SCAN ME WITH YOUR PHONE CAMERA!

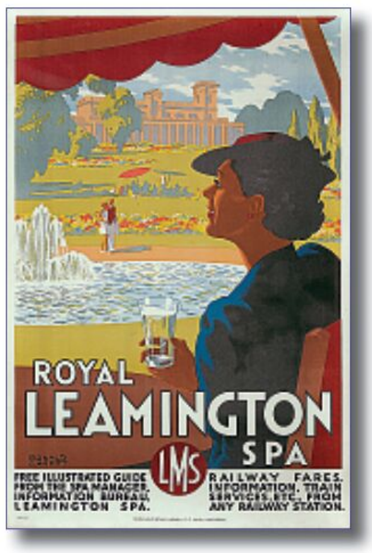
TWENTIETH CENTURY POSTERS

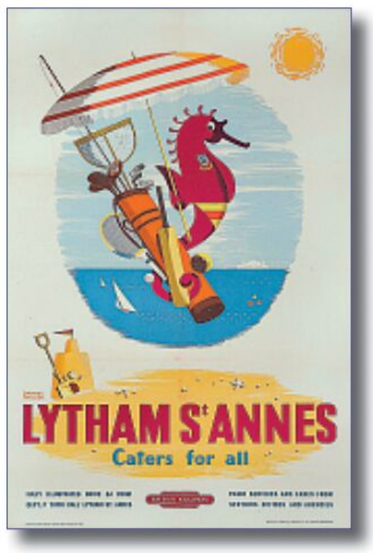
www.twentiethcenturyposters.com

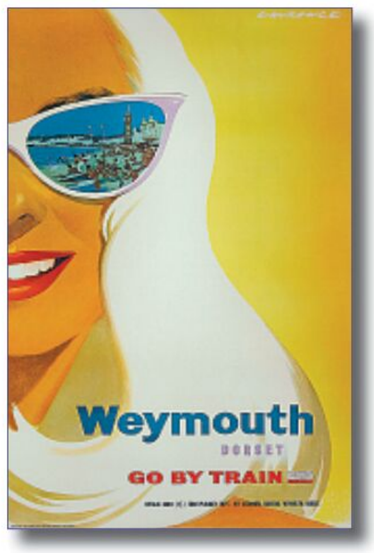
Dealer in original twentieth century posters

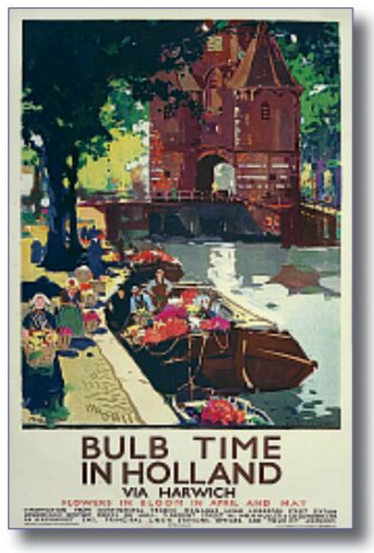
Search 'railway' on our online gallery to view our extensive collection of authentic British railway posters, poster-artworks and ephemera.

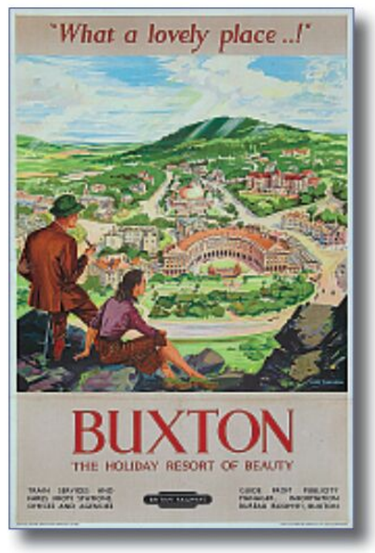






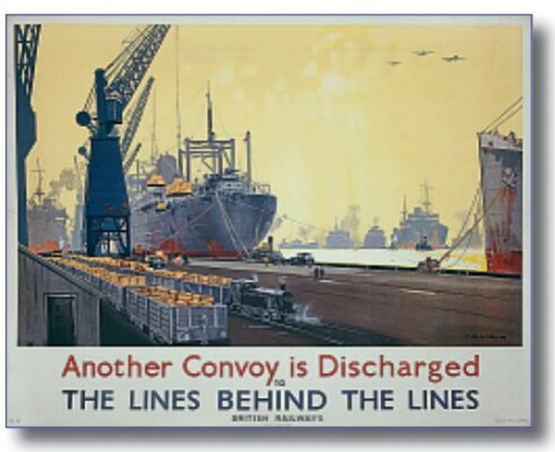














Or call/email David Bownes to discuss your requirements:

07718 064 205

info@twentiethcenturyposters.com

We ONLY deal in original, vintage, posters.

Regularly changing stock and blogs by poster experts.
Join our newsletter to be the first to hear of new acquisitions.

International delivery.

Twentieth Century Posters Ltd, East Finchley, London, N2 0SY

www.dreamsteam.co.uk

0800 022 4473

Visit Our Showroom in Aylesford KENT!

Open Monday-Friday 10am - 4:30pm
& Saturday 10am - 1pm

Loyalty points available on each online purchase
Gift Cards are available

We stock a large range of products for all your diorama needs!

We now stock plastic sheet material & profiles

Small Scale Modelling

Many other items are available online or in our showroom. Please call to enquire or to place an order.



Dapol N Gauge Class 52 D1035 Western
2D-003-012 - Yeoman BR Green SYP
2D-003-015 - Duke BR Chromatic Blue
2D-003-017 - Prince BR Blue FYE
£128 each



35-025A Bachmann OO Gauge GWR 94XX Pannier Tank 9405 GWR Green (GWR) £140



371-988 Graham Farish N Gauge GWR 64XX Pannier Tank 6419 BR Lined Green (Late Crest) [W] £155



R3863 Hornby OO Gauge LSWR, Class T9, 4-4-0, 120 Era 2 £165



R3811 Hornby OO Gauge LB&SCR, Terrier, 0-6-0T, 48 'Leadenhall', Era 2 £88



R3812 Hornby OO Gauge SR, Terrier, 0-6-0T, W10 'Cowes', Era 3 £88



31-999 Bachmann OO Gauge LMS 10000 BR Black (Early Emblem) £182



4S-018-005 Dapol OO Gauge B4 0-4-0T 30096 BR Late Crest £100



4S-018-008 Dapol OO Gauge B4 0-4-0T 100 Southern Black Green Lining £100



4S-018-009 Dapol OO Gauge B4 0-4-0T 87 Southern Wartime Black £100



4S-018-010 Dapol OO Gauge B4 0-4-0T Sussex Yellow £100



4S-018-011 Dapol OO Gauge B4 0-4-0T 30084 BR Black Early Crest £100



32-734C Bachmann OO Gauge Class 66/0 66100 'Armistice 100 1918-2018' DB Cargo £155



31-921A Bachmann OO Gauge LB&SCR H2 Atlantic 32425 'Trevose Head' BR Lined Black (Early Emblem) £215



31-911 Bachmann OO Gauge LB&SCR H1 Atlantic 2038 'Portland Bill' SR Malachite Green £215



31-922 Bachmann OO Gauge LB&SCR H2 Atlantic 422 LB&SCR Lined Umber £225



31-922SF Bachmann OO Gauge LB&SCR H2 Atlantic 422 LB&SCR Lined Umber Sound Fitted £315



31-921ASF Bachmann OO Gauge LB&SCR H2 Atlantic 32425 'Trevose Head' BR Lined Black (Early Emblem) Sound Fitted £305



31-911SF Bachmann OO Gauge LB&SCR H1 Atlantic 2038 'Portland Bill' SR Malachite Green Sound Fitted £305



R3774 Hornby OO Gauge DB Cargo UK, Class 67, Bo-Bo, 67024 'Belmond British Pullman' - Era 11 £150



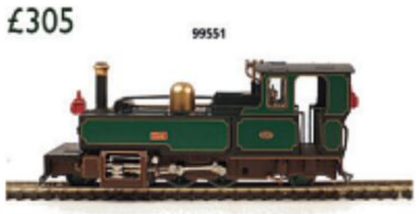
35-525SF Bachmann OO Gauge Class 121 Single-Car DMU BR Green (Speed Whiskers) Sound fitted £265



35-526SF Bachmann OO Gauge Class 121 Single-Car DMU BR Blue & Grey Sound Fitted £265



35-502SF Bachmann OO Gauge Class 117 3-Car DMU BR Network SouthEast (Revised) Sound Fitted £400



99551 OO-9 Gauge L&B 1362 EXE in L&B livery £200



99561 OO-9 Gauge L&B 1363 TAW in L&B livery £200



9960 OO-9 Gauge E188 'Lew' in - Southern lined green £200



9961 OO-9 Gauge Model 9961 - 190 'LYD' in plain black £200



9962 OO-9 Gauge model 9962 - 30190 'LYD' in lined BR black
£200



9963 OO9 model 9963 E190 'LYD' in Southern lined green £200



373-352 Graham Farish N Gauge WD 50T 'Parrot' Bogie Bolster B BR Grey (Early) £35

FALLER MODELMAKER GRAHAM FARISH by BACHMANN WOODLAND SCENICS HORNBY PECO dapol WILLS·KITS GAUGEMASTER model scene METCALFE SCENECRAFT by Bachmann BACHMANN EUROPE Plc

in stock as of 01/03/2021. Please note stock levels may change due to availability

VISA VISA VISA MasterCard Maestro JCB

Dream Steam Ltd, Ground Floor Suite, Vanguard House, Mills Road, Aylesford, Kent, ME20 7NA
Call us: 0800 022 4473 or Email to sales@dream-steam.com
www.dreamsteam.co.uk

PayPal