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ISSUE 279

April 16 –

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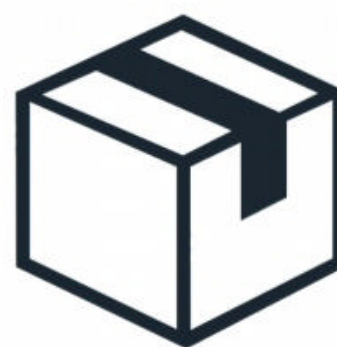
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In readiness for the new Gloucestershire Warwickshire Railway season, WR 4-6-0 No. 7820 Dinmore Manor undergoes a live steam test at Toddington on February 26. Dinmore Manor Locomotive Ltd has received £12,800 in the second round of grants from the Culture Recovery Fund for Heritage, announced on April 2. KEVIN JARVIS/G/WR

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www.classicmagazines.co.uk

DISTRIBUTION & PRINTING

Distribution

Marketforce (UK) Ltd, 3rd Floor,
161 Marsh Wall, London E14 9AP
0203 787 9001

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Wolverhampton

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SUBSCRIPTION

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

EDITORIAL CONTRIBUTIONS

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ISSN No 1466-3560

Published

Every four weeks on a Friday.

Advertising deadline

April 29, 2021

Next issue on sale

May 14, 2021

Now's the time we need you like never before

SCIENCE fiction writers aside, nobody would have predicted 18 months or more ago that we would be celebrating 70 years of the world's volunteer-led operational heritage railway sector in circumstances akin to a medieval plague.

A ray of light at the end of by far the longest tunnel in those seven decades has been the acknowledgement from the powers-that-be of the immense value of heritage railways to the nation's local and tourist economies. That fact is manifested in the £8 million in grant aid bestowed by the Department for Digital, Culture, Media & Sport to more than 60 lines, museums or other venues in England with a significant railway presence.

You might well look at the table of grant awards on page 9 of Headline News and think "Wow! They're in the money!" However, nothing is further from the truth.

The grants are intended to cover each venue's operating costs and overheads from now until the end of June, in the absence of sufficient revenue resulting from last year's lockdown periods, and must be spent by then. They are not megabucks lottery wins or windfall – but lifelines plain and simple.

Without them, there are lines that probably might not see the summer through – that is, if they even got started in the first place – and what a blow that would be to the local economies that have come to rely on income from their visitors.

As it stands, there will be no money left over from these grants in three months' time, and unless another round of awards comes along, the railways will have to return to funding their activities under their own steam.

So don't for a minute be fooled by the illusion of riches: by contrast, every tenner you might be able to donate to your chosen railway's SOS appeal will be

worth its weight in gold – several times over. The same is true for offers of volunteer labour.

We might well be in a clearing for the next three months, but we are a long way from being out of the forest, especially with reports of a worsening third pandemic wave from the other side of the Channel.

Again, I implore readers to give their full support to renewed attempts by the Llangollen Railway Trust to take over the survival effort for this superbly-scenic line. Yes, the root problems which caused it to go into administration appear to have preceded the pandemic, but those who are battling to save the line now face a double mountain to climb, with round-the-clock efforts largely unseen by the general public.

As supporters of the movement as a whole, we must not stand back and allow half a century of sheer graft – largely by unpaid volunteers – to be thrown away if we can do anything, no matter how small, to help the rescue package.

The conditions in which the heritage movement now operates are changing on a daily basis. However, at *Heritage Railway*, we pride ourselves on bringing you the latest news of the complete sector, and there has never been a time in its history that this service is surely as vital.

On pages 30-31, see how you can take advantage of our latest subscription offers. Alternatively, if you prefer to buy just one issue at a time and do not want to visit the shops, order the next one to be delivered to your door by telephoning our customer services team on 01507 529529 or online at mrtns.uk/pre-order-hr. Unlike an annual subscription, there is no minimum commitment. Ensure that you do not miss out on essential news while staying safe at home.

I hope to see you all when that first train rolls into the new Corwen station.

Robin Jones Editor

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INSET: *Witherslack Hall* making its second practice run of the day, as it approaches Beeches Road bridge at Loughborough. ROBIN JONES

COVER: BR Standard 4MT 2-6-4T No. 80104 heads eastwards from Corfe Castle with a Swanage Railway training trip on March 30. ANDREW PM WRIGHT



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Heritage under threat: Liverpool's Edge Hill Cutting

Publicity for the planned 2025 bicentenary celebrations of the Stockton & Darlington Railway, the world's first public steam-hauled passenger line, is gaining momentum by the week. At the same time, priceless remains of the world's first inter-city main line, the Liverpool & Manchester Railway, which opened five years later, have not only been forgotten but are now under threat, writes Anthony Sawson.

Sixty years of Bluebell memories

Bluebell Railway carriage and wagon department volunteer Keith Leppard has produced a second and expanded volume of his Bluebell Railway Recollections to mark the ground-breaking Sussex heritage line's 60th anniversary.



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Summer thrown an £8.8m

By Robin Jones

MORE than 60 heritage railways and tramways, museums, and other venues with a significant railway presence have been handed £8,844,000 in grant aid to back their spring reopening and fund post-lockdown operating costs until June.

Grants in round two of the Department for Digital, Culture, Media and Sport's (DCMS) Culture Recovery Fund For Heritage (CRF) grants, made through either the Arts Council or the National Lottery Heritage Fund/Historic England, were revealed on April 2.

Overall, almost £400 million in grants and loans have been given to more than 2,700 organisations, said Culture Secretary Oliver Dowden, aimed at helping them survive after suffering huge financial losses during 2020 due to the Covid-19 pandemic.

Among the biggest winners this time are the Great Central, North Yorkshire Moors, Nene Valley, Keighley & Worth Valley, North Norfolk, Bluebell, Churnet Valley and South Devon railways, London Transport Museum, and Beamish: The North of England Open Air Museum.

The delivery of the grants has been rapturously received by the railway heritage sector, although they are being seen for what they are – a lifeline to cover essential operational costs rather than windfalls to boost major development projects.

The latest round bring the

Government's total investment across grants, capital and repayable finance from the CRF so far to more than £1.2 billion for more than 5,000 individual culture and heritage organisations and sites.

Almost all of the original £1.57 billion from the CRF has now been allocated, with further grants to be finalised over the coming weeks.

Mr Dowden said: "Our record-breaking CRF has already helped thousands of organisations across the country survive the biggest crisis they've ever faced.

"Now we're staying by their side as they prepare to welcome the public back through their doors – helping our cultural gems plan for reopening and thrive in the better times ahead."

Boost

National Lottery Heritage Fund chief executive officer Ros Kerslake said: "Spring is definitely here, bringing not only sunshine but that sense of optimism and hope for the future.

"We are all looking forward to heritage places and other visitor attractions reopening.

"I am very pleased we have been able to support DCMS in delivering this vital funding to ensure the UK's heritage sector can rebuild and thrive, boosting local economies, creating jobs and supporting personal well-being."

London Transport Museum has been awarded £875,000 for its reopening on May 17 (News, page 47).

It was forced to close its doors in March 2020, and though more than 40% of visitors returned when it reopened in September, reduced ticket sales, shop sales, and venue hire income left it facing a total income shortfall of almost £7 million. Emergency support came in the form of a £1.75-million grant during the first round last autumn.

Museum director Sam Mullins said: "This essential funding gives us a realistic shot at long-term recovery. It puts us back on track as we welcome visitors again and kick-start the delivery of education and employability programmes in person."

The North Yorkshire Moors Railway has received a further £587,000, on top of the £1.94 million it received from the CRF in the autumn.

NYMR Trust chairman John Bailey said: "We are delighted – it will inevitably plug the gap from the latest coronavirus lockdown.

"We can now start to look ahead and plan to reopen, welcoming passengers and volunteers back along the heritage line this spring."

The Mid-Hants Railway Ltd and Mid-Hants Railway Preservation Society Ltd's grant, listed by the DCMS as £496,200, will help the Watercress Line to fund its April 12 restart, including the four-day steam gala running between April 30 and May 3, from which GWR 0-6-0PT No. 6435, from the Bodmin & Wenford Railway, has been

announced as the first visitor.

Mike Kerfoot, chairman of the Nene Valley Railway, which has received £479,765, said: "Nothing could have prepared us for the year we have just experienced.

"The challenges many of us have faced on many levels have been unimaginable.

"The Arts Council England Culture Recovery Grant is a step change for us, and we are very thankful for the award. Emerging into the daylight, we can face the challenges ahead with renewed confidence.

"Critically, we can move much faster to resume our operations and welcome back our staff, our volunteers and our visitors."

Awards

The biggest winner in terms of the sector's awards announced on April 2 was the Ironbridge George Museum Trust. The attraction includes Blists Hill Victorian Town, where a replica of Richard Trevithick's 1802 Coalbrookdale locomotive runs on a 3ft gauge line (News, page 20).

The South Devon Railway has been given £165,900, and has also been offered an additional award up to a maximum of £257,800. This is to reinflate its cash reserves to a value of eight weeks, based on average annual turnover and projected unrestricted reserves at July 2021.

The railway's chairman, Jon Morton, said: "It will certainly provide us with



Heading the afternoon run from Grosmont to Battersby on the fifth and final day of the North Yorkshire Moors Railway's crew familiarisation and training on the Esk Valley Line, NELPG's K1 2-6-0 No. 62005 looks at home in the surroundings of Comondale on Good Friday. The NYMR, which has received a further £587,000 in grant aid from the Culture Recovery Fund, plans to restart public services in mid-May; for details check www.nymr.co.uk SAM YEELES

Government lifeline

the additional vital financial lifeline needed for the railway's continued survival, and we are confident that all of the projects to gain support will help get the much-loved steam trains of the South Devon Railway running normally again very soon, hopefully in May.

"From all sources, including these latest grants, we have now raised or received a wonderful total, all told, of £1,325,194.03. We are still raising money to get to our next fundraising target of £2 million."

Gratitude

A delighted Greg Wilson, managing director of the Churnet Valley Railway, which received £283,000 and plans to reopen on June 23, said: "Not only does it reaffirm that we are a central part of the heritage scene in the Staffordshire Moorlands, but it also enables us to put the railway on a safe financial footing following the awful year that was 2020."

"Our volunteers will be relieved that years of hard work will not be wasted."

"The fact the Government has created this and other funds give us hope that heritage will continue to be a central part of British culture, and reaffirms what businesses like ours bring to the tourist economy."

Staffordshire Moorlands MP Karen Bradley added: "Covid-19 has affected us all, but the impact on our tourism and hospitality businesses has been most pronounced."

The Kent & East Sussex Railway

has been awarded £250,700 in the second round, having received £301,500 in the first last October.

Chairman Simon Marsh said: "This will provide us with vital support and will underpin the final stages of our Covid-19 recovery plan."

"Visitor numbers in 2020 were more than 80% down, and we were devastated that we had to cancel our Santa Specials."

"The fund has played a major part in ensuring we will be here for everyone to enjoy as restrictions are gradually eased, and it will set us on a firm footing for the future."

"We are all looking forward to welcoming passengers back on May 22."

Adam Dickinson, chairman of the Forest of Dean Railway Ltd, which received £115,800, said: "Behind the scenes, we have been continuing essential maintenance only, but many of our working volunteers have not been able to enjoy their 'outdoor gym' if they have needed to shield."

"The 2-month period of reduced income has therefore halted much of the railway's planned improvements."

"The most conspicuous absences from the Dean Forest Railway's

calendar have been the annual steam and diesel galas, murder mystery evenings, 'Royal Forester' dining trains, the afternoon cream tea services, and the fish and chip evening specials, all of which sell out consistently."

"Fortunately, the Santa Specials were able to run, but for reduced visitor numbers before they were

cut short by one week."

He said that the revenue loss had delayed the railway's major scheme to start building a dedicated carriage shed at Lydney

Junction, but that the new award will fill a significant funding gap and cover vital costs while the line reopens, as well as necessary repairs and maintenance."

"We are incredibly grateful for the support shown by enthusiasts, friends and visitors contributing to the emergency appeal which was organised by the Dean Forest Railway Society," he said.

"They targeted £50,000 and actually raised just over £75,000. This has been a huge help."

A3 No. 60103 *Flying Scotsman* custodian and locomotive engineers Riley & Son (E) Ltd of Heywood,

which also operates main line steam locomotives for private charters, has been awarded £281,900.

The sector's umbrella trade organisation, the Heritage Railway Association, has itself been awarded £34,900.

Chief executive Steve Oates said: "We anticipated a significant drop in revenue, principally from reduced sales of InterRail passes. That revenue historically represents around 40% of our total income."

Support

"InterRail passes are normally popular with heritage railway followers and railway volunteers."

"Faced with little opportunity to use passes in 2020, and contemplating a shorter-than-usual 2021 season, uptake of passes for 2021 has hit a record low."

"While operating costs remain as lean as possible, salaries, office costs and professional fees all still have to be paid."

Steve said that the award was "much less than our revenue shortfall to date, but every little helps."

He added: "Supporting our members' post-Covid-19 recovery efforts means we have a huge amount of work under way, with more to come."

In his March Budget, Chancellor Rishi Sunak announced a £300 million boost for the CRF. Details of the third round of the fund are set to be released in due course.

Double boost for Great Central

NOT only has the Great Central Railway been awarded £515,700 in the CRF's second round to cover its restart and operating costs from April until June, but the separate Money Match March fundraising drive to Bridge the Gap at Loughborough has itself raised more than £250,000.

An anonymous benefactor offered to match all donations during March up to £100,000.

But as we closed for press, more than £150,000 had been donated by the public.

Andy Fillingham, chairman of the Friends of the Great Central Main Line, said £750,000 has now been raised towards the £3 million cost of the next two phases of the Reunification project.

This is to link the GCR to the Great Central Railway (Nottingham), which will see a local road crossed on a bridge

and a viaduct built over a factory car park.

Further donations to the project are invited via the website www.gcrailway.co.uk/unify or cheques made payable to The David Clarke Railway Trust may be posted to: DCRT, Lovatt House, 3 Wharncliffe Road, Loughborough, Leicestershire, LE11 1SL.

Regarding the CRF grant, GCR plc managing director Michael Gough described his delight.

He said: "I cannot emphasise enough how much of a shot in the arm this is for us at such an incredibly difficult time."

"It will support us in the complex process of transitioning from months of lockdown and significant restriction and to return to the previous sustainable business model of welcoming over 110,000 visitors each year through our doors."



The Gloucestershire Warwickshire Railway, which is preparing to celebrate its 40th anniversary with an April 13 reopening, has been given a further lifeline of £71,800 in the latest round of CRF grants. In charge of its first public trains will be GWR 2-8-0 No. 4270, heading trains of six carriages comprising five compartment coaches. Each compartment can accommodate up to six people in a social bubble, and there is one open coach with limited seating for couples and individuals. During its anniversary, the line is planning a major exhibition and awards ceremony for the first volunteers from 1981 who are still with the railway. No. 4270, which was restored to action in 2014, is seen accelerating away from Winchcombe on May 27, 2017. MALCOLM RANIERI

Slowly but surely, Beamish returns

BEAMISH: The North of England Open Air Museum – recipient of a £585,000 CRF grant – has unveiled its plans for the phased reopening of its transport exhibits.

The phasing recognises the need to reach key milestones, including the easing of Covid-19 restrictions, the availability of resources and the progress that can be made with retraining and assessing staff for competence, as well as turning around deferred annual maintenance.

The County Durham museum will reopen its grounds on April 12. No buildings will be open but an historic fairground will be in operation. On May 1, the Colliery Railway will reopen with a mini-gala, featuring three standard gauge and two narrow gauge steam locos in action. Afterwards, the line will run at weekends and during holidays, using the 1877-built Stephen Lewin 0-4-0WT No.18 and the 150-year-old Head Wrightson 0-4-0VB *Coffee Pot*, plus the Seaham chaldron waggons.

Restrictions allowing, a 1950s bus service will run on the museum's road network from May 17. On May 28, the Pockerley Waggonway will restart with the *Puffing Billy* replica.

Due to the number of staff needed to run it, and that the team who worked on it are on furlough, the tramway will not reopen until early September.

The NER branch line at Rowley station will not operate in 2021. Chris Beet's Peckett 0-4-0ST No. 1370 will be relocated to the Colliery Railway and operate on some dates from May 1, giving a chance to see it in an industrial setting for the first time in many years.



S15 4-6-0 No. 847 heads a demonstration freight train on the Bluebell Railway on March 26, 2018. ANDREW STRONG/THARM/BR

Bluebell plans May 20 start and August 60+1

By Robin Jones

THE Bluebell Railway has been given a £272,400 Culture Recovery Fund grant to help it reopen on Thursday, May 20.

The award – which follows £727,000 given by the same fund on October 9, plus £250,000 from the National Lottery Heritage Fund – will cover the salaries of skilled staff, including those working in the locomotive and carriage and wagon workshops.

Bluebell Railway plc interim chairman Graham Flight said: "We can continue to provide customers with the high level of service for which the Bluebell is renowned. We can't wait to welcome passengers back to the line."

The railway, which last ran public services on December 24, is working

on a timetable of regular trains and special dining services after it reopens.

Some Covid-19 measures will remain in place and initially all trains will have pre-booked compartments until there is a further easing of the rules on gatherings of people.

Preparations

Staff have been busy during the most recent lockdown carrying out maintenance and repair work.

A major refit of the railway's shop at Sheffield Park station is nearing completion and will be ready for reopening. In the meantime, its online shop continues to stock railway-related items and other gifts.

The Diamond Anniversary steering group has been discussing plans for

the '60+ 1' celebrations scheduled for Friday August 6-8, after postponing its planned 60th birthday activities last summer. The Road Meets Rail event on July 17 and 18 will feature working traction engine displays, miniature engines, goods trains and a steam-driven children's fair.

Due to the uncertainty created by the pandemic, the model railway weekend has been moved from June until July 31 to August 1.

The popular annual Giants of Steam gala will run from October 8 to October 10, rather than in September, with visiting locomotives to be confirmed nearer the time.

The diesel gala scheduled for July has been postponed until 2022 to allow more time for preparation.

Phased restart for winner Worth Valley

THE £346,600 Culture Recovery Fund grant to the Keighley & Worth Valley Preservation Society has cemented the line's staged approach to its April 17 reopening.

It has been running essential maintenance trains and has carried out shadow running to refresh and reassemble crews, given that it is now more than a year since it operated as a 'normal' railway.

The first phase of running trains will involve using its BR compartment stock, including two Mk.1 SLO (Second Lavatory Open) coaches, which have been temporarily converted into full compartments to allow people to ride with their household bubble.

These trains will be for advanced booking only, and depart from Haworth or Keighley stations,

allowing visitors to start their journey at the north or south end of the line and once more enjoy a nostalgic trip in Bronte Country.

It is planned to run this service on weekends until May half term.

The second phase, at the end of May, will see the reintroduction of Mk.1 TSO coaches and turn-up-and-go ticketing, alongside advanced purchased compartment stock.

As well as stations reopening, this phase allows the return of events including the popular Diesel and Ale days, on-train catering (dining trains and the on-train bar service) and events including the Haworth Haddock. Operation will take place from the May half term and Wednesdays to Sundays in June.

The final reopening phase towards the end of June will be



USATC S160 2-8-0 No. 5820 'Big Jim' heads a practice train between Haworth and Oxenhope on March 31 as part of preparations for the return of services on the Keighley & Worth Valley Railway. TOM MARSHALL

based around the Worth Valley 'Railway Children Season', with an intensive summer operation using steam (Nos. 41241, 78022,

43924 and 5820) and diesels. The line's first generation DMU and diesel railbuses will also be back in operation.

Minehead: Why have we been overlooked this time round?

WEST Somerset Railway (WSR) officials are puzzled as to why the line's application for a second Culture Recovery Fund grant of £432,200 to help it recover from its enforced year-long closure has been refused.

Last October, the WSR was given £865,000 in the first round of the Department for Digital, Culture, Media and Sport (DCMS) funding.

This time, supporting charity the West Somerset Railway Heritage Trust Ltd, which manages the museums at Bishops Lydeard and Blue Anchore stations and restores heritage carriages for use on the line, was awarded £13,100 – but there was nothing for WSR plc.

The organisation has contacted all of the external stakeholders who provided letters and statements in support of the bid, including MPs and local authorities, plus partners in the tourism and leisure sector, to see if they can help gain an explanation.

WSR plc chairman Jonathan Jones-Pratt said: "Naturally, we

are very disappointed not to have gained this second round of grant support from the DCMS, for which we are seeking urgent clarification as to the reasons why and I am hoping for a change of heart.

"This funding would have provided a further and vital financial lifeline needed for the railway's survival.

"We are confident that all of the projects put forward for support were needed to help get the much-loved WSR running normally again soon.

"From all sources, we have now raised or received a total of financial help of an amazing £1,397,187.91 so far, including the earlier grant, and we are still raising money every week!"

→ Meanwhile, WSR plc is seeking two volunteer non-executive directors. The posts are for a director of human resources and a director of commercial services and marketing. Both roles will operate within the plc's new corporate structure.



While the first services of the year on the East Somerset Railway, which has just received a £49,200 Culture Recovery Fund grant, are due to will take place on April 14, a gala is planned for April 24/25. The line has confirmed it is set to feature BR Ivatt 2-6-0 No. 46447 and GWR prairie No. 4555 on public trains, while Barclay 0-4-0ST *Lady Nan* may be engaged on shunting duties. No. 46447 is seen arriving at Cranmore with a two-coach local on October 26 last year. ROBIN BOYLE/ESR

CULTURE RECOVERY FUND FOR HERITAGE

ARTS COUNCIL GRANTS

Beamish: The North of England Open Air Museum	585,000
Bressingham Steam Museum	43,075
Brunel Museum, Rotherhithe	89,628
Chatham Historic Dockyard Trust	384,144
Didcot Railway Centre	114,015
East Anglia Transport Museum	25,000
Ironbridge Gorge Museum Trust	1,140,000
Kidderminster Railway Museum Trust Ltd	19,025
Leighton Buzzard Narrow Gauge Railway Museum	37,832
London Transport Museum	875,000
Midland Railway Trust	38,548
National Tramway Museum, Crich	204,746
Nene Valley Railway Ltd	479,765
Tiverton Museum of Mid Devon Life	32,000
Wheal Martyn Trust, St Austell	47,996

NATIONAL LOTTERY HERITAGE FUND/HISTORIC ENGLAND GRANTS

Avon Valley Railway Heritage Trust	97,400
Bluebell Railway plc	272,400
Bodmin & Wenford Railway plc	144,800
Bure Valley Railway (1991) Ltd	188,000
Cambrian Heritage Railways Ltd	12,000
Chinnor & Princes Risborough Railway Co Ltd	70,000
Churnet Valley Railway (1992) plc	283,300
Colne Valley Railway Preservation Ltd,	34,000
Dean Forest Railway	115,800
Dinmore Manor Locomotive Ltd	12,800
East Lancashire Railway	100,000
East Somerset Railway	160,700
Ecclesbourne Valley Railway (WyvernRail plc)	42,300
Embsay & Bolton Abbey Steam Railway, (Yorkshire Dales Railway Museum Trust (Holdings) Ltd)	169,400
Epping Ongar Railway Holdings Ltd	61,900

Foxfield Light Railway Society Ltd	24,700
Gloucestershire Warwickshire Railway plc	71,800
Great Central Railway Plc	515,700
Heritage Railway Association	34,900
Hollycombe Working Steam Museum Ltd	133,600
Keighley & Worth Valley Railway Preservation Society Ltd	346,600
Kent & East Sussex Railway Co Ltd	250,700
Lavender Line Ltd	7,900
Middleton Railway Trust Ltd	36,300
Mid-Hants Railway Ltd & Mid-Hants Railway Preservation Society Ltd	496,200
Mid-Norfolk Railway Preservation Trust Ltd	401,800
Northampton Steam Railway Ltd	17,600
North Norfolk Railway plc	397,500
North Yorkshire Moors Historical Railway Trust	578,000
Peak Rail plc	114,000
Plym Valley Railway Co Ltd	13,900
Riley & Son (E) Ltd	281,900
Romney, Hythe and Dymchurch Railway plc	210,400
Rushden Historical Transport Society	12,500
Seaton Tramway (Modern Electric Tramways Ltd)	217,500
South Devon Railway Trust	423,700
South Tynedale Railway Preservation Society	33,100
Stainmore Railway Co Ltd	16,900
Swanage Railway Co	189,200
Tanat Valley Light Railway Co Ltd,	6,000
Tanfield Railway Co Ltd	65,400
The A1 Steam Locomotive Trust	11,100
The Great Dorset Steam Fair Ltd (which traditionally has steam locomotives on static display during the event)	136,000
Vintage Trains Charitable Trust	97,400
Wensleydale Railway Plc	45,000
West Lancashire Light Railway Trust	18,900
West Somerset Railway Heritage Trust Ltd	13,100
Wicksteed Charitable Trust (including Wicksteed Park Railway)	125,000

→ These figures are as supplied by the Department for Digital, Culture, Media & Sport as we closed for press.

Llangollen locked in limbo as trust builds takeover package

By Robin Jones

THE Llangollen Railway Trust is hoping to take over the line and begin running services later this year, with a public opening of the new Corwen station – but it must overcome several major hurdles first.

As we closed for press, Llangollen station remains locked up and the line in limbo after Llangollen Railway plc passed into the control of administrators Alan Coleman and Jason Mark Elliott, of Cowgill Holloway Business Recovery LLP, on March 26. The plc's employees were issued with redundancy notices the following weekend.

As reported last issue, the railway's plc is insolvent to the extent of £350,000 – including £250,000 of contractual liabilities from the engineering works – and cannot legally continue to trade.

Shareholders have been told their holdings are worthless. However, the trust, an independent body which holds the lease to the line, is solvent and debt-free.

Assets

One of the administrator's first tasks was to offer the plc and its tangible assets for sale to the highest bidder. They include: former ICI English Electric 0-6-0DE shunter *Davy*; BR Mk.1 coaches Nos. M4643, M4947, W1864, M4503, W4702, E4472, M15667, E18421, M4858, and Mk3A function coach No. M34584; the Road Rail Vehicle used at Corwen station; two rail-mounted cranes; various wagons; four road vans; and machine tools from the engineering and carriage workshops.

No bid for the entire plc was accepted, and after offers to buy

individual assets were considered insufficient by the administrators, it was decided to auction them.

The trust board was considering options to buy the intangible assets of the plc – including the website, key contracts, and information contained within IT systems – in order to ease the transition from the plc to the trust.

Trust directors have been preparing business plans and cashflow forecasts for a trust-run railway, and these will be used in support of meetings with potential funding bodies over the coming weeks.

A meeting with representatives of the National Lottery Heritage Fund was described as 'positive', but any support will be subject to a detailed application and approval in competition with other organisations also seeking assistance.

While hoping for a successful outcome of the talks with funding bodies, detailed commercial, operational and engineering plans for reopening the railway need to be compiled, and the board will be asking volunteers to get involved.

A major problem is the line's Safety Case, a non-tradeable item which lapsed with the plc demise. Under the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS), a railway operator must assess risk in all aspects of the business of running trains and write a procedure to deal with the identified risks. It could take considerable time to be sufficiently regulatory competent to satisfy the Office of Rail and Road.

"That is unlikely to be for three or four months, possibly longer," a trust statement read.

If its takeover gets the green light, the trust anticipates re-hiring at least



Work on the completion of the new Corwen terminus continues, as it is a Llangollen Railway Trust project outside of the administrator's remit, and manpower attendance has been within the Welsh Government's lockdown guidelines. This April 4 view shows the access path and fencing with the new stairway and renovated access porch for the former Weston Rhyn signalbox, and its new windows. The points and siding all need ballasting and tamping when operations can resume and a ballast train can work through. PETER NEVE/LRT

some of the former plc employees. The statement added: "The trust board is delighted with the response from members, shareholders and the general public to appeals for funds to acquire plc assets. Funds actually raised, together with promises, are approximately £150,000.

"Including working capital needs ahead of reopening, the overall 'fighting fund' needed will be approximately £250,000, so we appeal to everyone to help if you can.

Hope

"We hope to be able to run trains again later this year, but placing a timescale on that would be purely speculative.

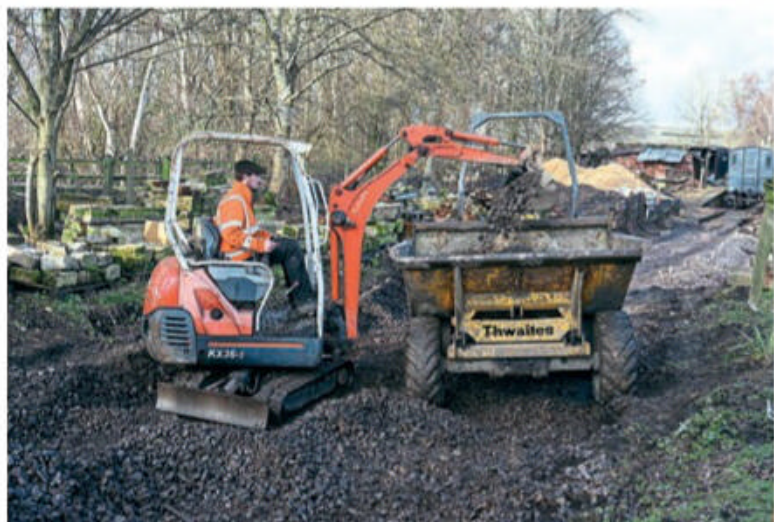
"The volunteers building Corwen station (a trust project) have made excellent progress, albeit necessarily

slowed by lockdown, and we do anticipate being able to run to Corwen when the railway reopens."

The trust owns three locomotives and passenger rolling stock which, together with the line's railcar and diesel groups, would be able to operate after the regulatory, legal and licensing matters have been resolved.

Support has been received from Simon Baynes MP and Mark Isherwood AM, Denbighshire County Council and Llangollen Town Council.

➔ To support the trust's bid to save the railway, donations are invited online at <https://llangollenrailway.enthuse.com> or via its Facebook page. Alternatively, supporters can send cheques payable to Llangollen Railway Trust Ltd to: The Station, Abbey Road, Llangollen, LL20 8SN.



The main lockdown projects undertaken at Didcot Railway Centre, recipient of a £114,015 CRF grant, have been the relaying of around 120ft of track at Oxford Road station on the main demonstration line and the redecoration of the gift shop. FRANK DUMBLETON

Thieves return for second haul of SVR signs

POLICE were hunting thieves who made trips on successive nights to steal 21 vintage signs from the Severn Valley Railway's Arley station.

Twenty restored original enamel signs advertising products such as Colman's mustard, Champion bread cakes and Spratt's, plus a replica cast iron or aluminium GWR gate notice, were taken overnight March 28/29.

A second cast-iron notice, an original GWR trespass and post was also taken, but later found abandoned under a hedge.

A white van was spotted near the station on the Sunday evening and may have been used to take away the signs, all of which were marked with SmartWater. Remaining enamel signs at the station have now been removed.

HRA awards ceremony to go online

THE Heritage Railway Association's annual awards presentation, long regarded as the national Oscars of the sector, is to be held online this year due to the pandemic.

The ceremony will be streamed online on

Wednesday, April 28, at 2pm.

Further details on how to watch it will be posted at hra.uk.com, and full coverage will be published in the next issue of *Heritage Railway*.

Betton Grange Society moves to Tyseley

NEW-BUILD GWR 4-6-0 No. 6880 *Betton Grange* is to make Tyseley Locomotive Works its permanent home in the wake of the problems on the closed Llangollen Railway.

The 6880 Betton Grange Society has also reached an agreement in principle to relocate its unrestored GWR 4-6-0 No. 5952 *Cogan Hall* from Llangollen to Tyseley.

The priority is to complete the final assembly of *Betton Grange*, which Tyseley has been commissioned to complete, with targeted steaming date set for this autumn.

The focus will then be to construct a replica Collett 3500-gallon tender on a chassis already acquired.

It is planned to cosmetically restore



The Wolverhampton and Birmingham Snow Hill to Leamington line, which Tyseley depot served, was a hotbed of Grange action, including the last decade of BR steam, and so the relocation of *Betton Grange* is certainly historically appropriate. No. 6861 *Crynant Grange* is seen in the long-demolished Tyseley roundhouse in October 1965 during its final months of service. Ten class members ended their days shedded at Tyseley. STEVE HEWINS/TLW

Cogan Hall for display at Tyseley, with the society inviting interest to help start the project.

A society statement said it "looks

forward to taking a fully-operational *Betton Grange* to Llangollen to haul trains there in the future," adding that it wishes to "record its appreciation to

the Llangollen Railway for providing a home for the project during its earlier stages, and wish the railway well for the future."

Somerset & Dorset Trust set to establish new Bitton museum

THE Somerset & Dorset Railway Trust is to relocate part of its rolling stock and museum exhibits collection to Bitton on the Avon Valley Railway (AVR).

The move follows the trust being given notice to quit Washford station, its home of 44 years, and an agreement to relocate other items to the Mid-Hands Railway.

It is intended to establish a display of Midland/LMS vehicles and artefacts at Bitton that will form the basis of a new museum at the station, part of the LMS route which led to the Somerset & Dorset Joint Railway (S&D) at Bath.

Displays

Several trust vehicles will be adapted to house a range of S&D exhibits which, with additional historical items belonging to the AVR, will together tell the story of the Midland lines terminating at Green Park, Bath, known as Queen Square until 1951.

With the unique collection of items assembled by the trust over some 50 years, it is envisaged that the story of the Midland's lines converging on Bath will become a popular attraction at Bitton. The AVR already has a service named 'The Pines

Express', after the train which was synonymous with the route via Bitton to Bath and over S&D line to Bournemouth.

Connection

The Midland line from Mangotsfield arrived at Bath in 1870 and was followed by the S&D line in 1874, the lines joining at Bath Junction.

Both routes lost their passenger services in March 1966, which emphasises the close relationship between the two heritage groups.

An appeal for volunteers to help establish the exhibits has been made in advance of the arrival of rolling stock in the coming weeks.

AVR chairman Roger Eynon said: "The AVR is really pleased to be forging this new link with the Somerset & Dorset Railway Trust.

"Our joint heritage has such a local resonance and we look forward to being able to share more stories about the history of our line."

Trust chairman Ian Young said: "We have been looking for new partners to display some of our historic rolling stock and museum objects. The AVR has been looking to create a new museum area, and the opportunity to work together comes at a good moment for both organisations."

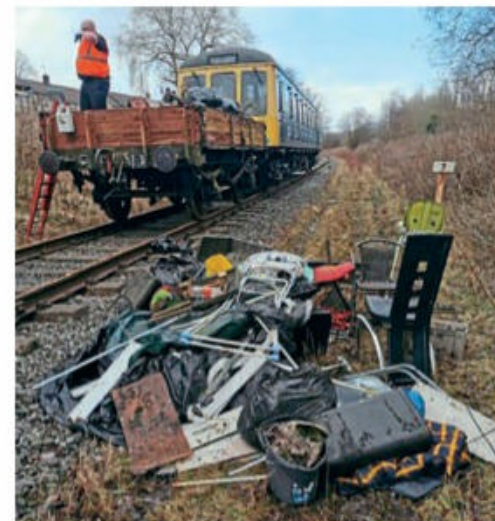
East Lancashire runs litter-picking trains

LOCKDOWN is a load of rubbish for East Lancashire Railway volunteers – who have been mounting regular patrols to tackle fly-tipping and vandalism along its 12 miles, running special trains to collect heaps of litter.

The patrols have already collected six wagon-loads of rubbish – including sofas, mattresses, garden furniture and children's toys – and the problem has prevented volunteers from concentrating on their main task, that of preparing the railway for the resumption of services on May 1.

Chairman Mike Kelly said: "The upsurge in anti-social behaviour has put further strain on our already fragile finances. As we are forced to collect and remove all this waste, we have to run special services and hire skips which costs the railway several thousand pounds we cannot afford to spend.

"As well as the litter, we've also suffered extensive vandalism to fences



One of the East Lancashire Railway rubbish-collecting trains. ELR

from the individuals who have been using the railway tracks as a dumping ground during lockdown."

Its two station pubs, the Trackside at Bury and Buffer Stops at Rawtenstall, were scheduled to reopen on April 12 for outside service.

Exmouth miniature line is back

EXMOUTH'S miniature railway is set to return to the town this summer.

The 10¼in gauge diesel operated line closed in 2017. East Devon District Council wanted the land in Queen's Drive for a regeneration programme, and owners Keith and Sara Southwell bought Cornwall's Lappa Valley Railway.

The Exmouth rolling stock remained in storage at the Lappa Valley until Romy Langley and Henry Mock bought it over a year ago, and reached agreement with the council to occupy space in Queen's Drive for the 2021 season from May 1.

The new owners are marketing it as a portable miniature line for events.

IN BRIEF

→ THE Lincolnshire Coast Light Railway has been given a £5,000 grant by Lincolnshire County Council's Business Recovery Fund to help it recover from the effect of the first year of the pandemic. The line was unable to operate any passenger services during what would have been its 60th anniversary year and so lost a summer season's income from fares and a planned series of special events.

→ CLASS 20 No. D8110 arrived at the Battlefield Line on March 17. Formerly based at the South Devon Railway, the Type 1 has more recently resided at Worksop. Since its arrival at Shackerstone, the Harry Needle-owned 'Chopper' has received a thorough exam and handled works trains. It is hoped it will operate on passenger trains this season.

→ CLASS 207 'Thumper' DEMU No. 1305 has departed the East Lancashire Railway for storage at MOD Bicester, joining vehicles previously at Finmere. The three-car set has been out of use for several years.

→ VOLUNTEERS at the Caledonian Railway, Brechin, have completed the restoration of the line's 'Hyfit' four-wheeled 13T open wagon No. B495394. The wagon was in a very poor condition before works began, having been sat out of use at Rosyth Dock for many years before it was saved for preservation.

→ THE Lynton & Lynmouth Cliff Railway was scheduled to reopen on April 13 following lockdown closure.

→ WHILE the Derwent Valley Light Railway hopes to resume passenger trains later in the season, it plans to operate freight trains and shunting demonstrations on Sundays and Bank Holidays from April 18.

Now Wales lifts lockdown on its heritage lines

By Robin Jones

FOLLOWING the announcement by Welsh Government First Minister Mark Drakeford that outdoor attractions and hospitality venues in the principality can reopen from April 26, several of the country's heritage railways have announced restart dates.

The Ffesiniog & Welsh Highland Railways has announced a set of four new services for spring and summer, and will restart some passenger trains on May 1.

The timetable will begin with basic services and then, as restrictions are eased, further trains will be announced.

'Woodland Wanderer' is a heritage carriage service running between one and six times a day on similar lines to a service operated in 2020. The destination from Porthmagog Harbour is Tan-y-Bwlch, where there is a tearoom and woodland walks.

An extended version will be 'Mountain Prince', which will start on May 1 and run up to five times a day, and will head to Dduallt and around the spiral to Barn Cutting, offering spectacular views. There will be a heritage diesel added to the back of the train from Tan-y-Bwlch, where the train stops on the return journey to allow time for refreshments.

The second of two trains to start on May 1, the 'Gelert Explorer', will run four days a week on the Welsh Highland Railway from Caernarfon to Beddgelert. Complete with its hamper service and time to explore the village, it offers a day out.

Perspex screens have been installed between seating bays and the train

will have a Pullman observation carriage on each end for the first time.

The 'Glaslyn Venturer' is a Welsh Highland Railway trip running later in the year from Porthmadog to Beddgelert, using modern carriages and an observation carriage at each end. It will also have Perspex dividers.

The line's catering outlets at Spooner's, Tan-y-Bwlch and Caffi De Winton will reopen when train services resume, but probably as takeaway-only service at first. Harbour station's shop will remain closed until lockdown restrictions are further eased, but the line's online shop is open.

A Ff&WHR statement said: "With spring on its way, we are moving forward with renewed hope that 2021 will be a brighter year for our railway."

Resumption

As outlined on pages 24-25, the Tallylyn Railway will also start public services on May 1, with a special event to mark the 70th anniversary of its first train run by volunteers on May 14 being planned.

Its café at Tywyn Wharf station will open with outdoor seating on April 26.

May 1 has also been named as the restart date for the Welshpool & Llanfair Light Railway (WLLR), the Bala Lake Railway and the Ponypool & Blaenavon Railway.

A Bala Lake statement said: "Our shop at Llanuwchllyn will reopen at the same time, as will our café for takeaway. Customers can use a new covered picnic area to consume their own meals or purchased food."

"The heritage centre will remain closed until the Welsh Government

lifts restrictions on indoor attractions, which is expected to be towards the end of May."

On various days of the week, the WLLR will be offering a selection of one-hour trips from Llanfair Caereinion to Castle Caereinion and a two-hour trip to Welshpool (Raven Square), with the opportunity to travel on both trains first class in the 1961-built Sierra Leone Railways Independence Coach. May 4 will see the first one-hour breakfast train which will run on selected dates in the month.

Visiting Austrian U class 0-6-2T No. 2 *Zillertal* will be in operation on all trains.

Running steam

The Snowdon Mountain Railway will restart with steam trains running from Llanberis from May 7 until September, and diesel services every 30 minutes from 9am until October 31. However, for 2021, the trains will run to Clogwyn station, the three-quarters point on the line, for a 30-minute stopover.

There are no facilities at Clogwyn or on-board the services, and passengers must return on the same train. The stopover does not allow enough time to walk to the summit and back and travel down on a return ticket, and single tickets down from Clogwyn are only available on a standby basis at the station.

The first of the Welsh lines to recommence public services will be the Fairbourne Railway, on April 27. As with last year, passengers do not need to book beforehand.

The Corris Railway aims to restart passenger services on Sunday, May 30.

Ugly on display at Tunbridge Wells

RSH 0-6-0ST No. 62 *Ugly* is being prepared for display at the Spa Valley Railway's Tunbridge Wells West headquarters following the expiry of its boiler certificate earlier this year.

The bunker has been emptied of coal, the brick arch and grate removed, the cab cleaned, and parts of the smokebox removed to enable the tubes to be removed.

It is hoped to get the boiler inspector inside the pressure vessel when he next visits, so he can have a closer look at the firebox as part of building up an overhaul plan.

In the medium term, it is hoped that visitors will be able to access the locomotive's footplate once the current work is complete.



Peter Best's NGG16 articulated Beyer Garratt No. 130, the latest locomotive to be restored to steam in Wales, undergoes running-in on the Welsh Highland Railway on March 25, all set to enter traffic in the new season. CHRIS PARRY

Fight to save Bridge 234 goes on as council looks towards demolition

By Robin Jones

CAMPAIGNERS fighting to protect the Midland & Great Northern Joint Railway's (MGNJR) Bridge 234 in Bourne have vowed to continue their battle despite a council decision paving the way for its removal.

On April 1, South Kesteven District Council gave conditional approval to plans by developer Bellway Homes to build 373 new homes to complete the modern-day Elsea Park estate, on the south side of the Lincolnshire market town.

The scheme involves the demolition of the Victorian brick overbridge, which Bourne History Group says is an important part of the heritage of the town that was once a four-way railway junction, and is also of national heritage significance.

The Saxby to Bourne line it crossed was closed to passengers on February 28, 1959, along with most of the MGNJR network, almost two years before the appointment of Dr Richard Beeching as its axe-wielding chairman. Its loss shocked the public, as it was the first time BR had closed a complete system, leading to fears that far worse was to follow in its wake.

The group has collected more than 1100 signatures on a petition calling for the retention of the bridge as part of the planned open space in the new development, stating a case for the preservation of all surviving structures on the route, including Toft Tunnel to the west.

Decision

Endorsing a decision made by its planning committee on March 17, the council ordered the completion of an ecological appraisal report to establish the presence of wildlife on the site – including bats, reptiles, great crested newts, badgers and breeding birds – to ensure that the proposal does not have an unacceptable impact on biodiversity and protected species.

It also demanded that prior to any demolition of Bridge 234, a Level 4 Historic Building Record must be undertaken and approved in writing by the local planning authority, before the committee gives a final green light to the plan.

Group spokesman Steve Giullari said the battle to save the bridge would continue while it was still standing, and he remained hopeful that some of the conditions imposed by the



Will the sun permanently go down on Bridge 234, or will campaigning local historians yet be able to save it? ROBIN JONES

council could work in its favour. He believed that the rare barbastelle bat, which has been found in the tunnel, might also live around the bridge, for instance.

He praised Coun Ian Selby, one of the committee members who voted for the bridge to be preserved.

"Bourne is so lucky to have the bridge and if you take away the shrubs and graffiti, it could be something magnificent," said Coun Selby. "There's so much that could be done with it for the community, with a little bit of imagination."

However, Steve, who spoke at the meeting, said it was "really disappointing" that those councillors representing Bourne did not support their constituents who signed the petition, and the town's heritage.

He said 80% of the signatories to the petition were local and by no means a majority of railway enthusiasts from across the country, as has been claimed.

Bellway Homes has agreed to create a tribute to Bridge 234 in a park on the site, with a play area with railway themed equipment and a piazza made from reclaimed bricks from the bridge.

It is also proposed to name the park after Charles Stansfield Wilson, an engineer who supervised work on the line from Saxby.

Recognition

The ideas were suggested by local Conservative MP Gareth Davies, who said it was right to recognise the significance of Bridge 234 "as a local landmark which represents Bourne's special role in the fantastic age of steam".

The campaigners, however, argue that the best tribute of all would be to preserve the structure intact.

→ The petition is still open and may be signed at <https://tinyurl.com/BourneBridge>

→ See Next Stop, page 98.

Gloucester C&W museum begins the move to Carmarthenshire

THE Gloucester Carriage and Wagon Museum has moved to Cynheidre on the Llanelli & Mynydd Mawr Railway (LMMR) as an added free attraction for visitors.

The museum was founded in March 2016 by Aaron Matthews, Leo Tomos-Matthews and Paul Matthews to preserve the history of the Gloucester Railway Carriage and Wagon Company (GRCWC).

Its collection includes Hudswell Clarke 0-4-0DM D1012 of 1955 Cadbury No. 14 – which worked at the chocolate maker's Moreton plan until 1952 when it went to the Llangollen Railway, and was later displayed at Cadbury World in Bournville, a four-wheel goods van, and a large collection of small artefacts such as a large scale Gloucester Patent Bogie, a long service medal, model dioramas, and Gloucester wagon plates.

The GRCWC was formed in Gloucester in 1860. During the 1880s and 1890s it had more than 600 depots and outposts in the UK and overseas.

From the early 1900s to the 1930s, the company built buses and trolleybuses and trams, along with the very first London electric cab, horse-drawn carts, hand carts and ambulances for the First World War effort. During the Second World War, GRCWC manufactured 764 Churchill tanks for the army and torpedo wagons for the Royal Navy Propellant Factory and other various items.

The last carriage rolled out of the works on Bristol Road in 1963/4, followed by the last wagon in 1968, and later the company was taken over by Wingets of Rochester and subsequently by Powell Duffryn of South Wales. The GRCWC closed down in 1986.

The LMMR's under-restoration Class 122 'Bubblecar' No. 55019 was built by GRCWC.

A museum group spokesman said: "We've raised the funds to transfer our goods van to the railway and will shortly commence fundraising for the transfer of our Cadbury No.14."



Cholley & Wallingford Railway volunteers have been completing work on the platform extension, installing items such as spear fencing, GWR benches and boundary markers. Sentinel 4wVBTG No. 6515 is being lined out and several wagons, as well coaches, are undergoing a repaint. The line plans to reopen to the public from Sunday, May 30 – 40 years since the last BR trains ran on the line. The official opening of the Maidenhead canopy is scheduled for June 25-27, with a visiting GWR locomotive. DR TONY STEAD

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Heritage rail sector 'must become carbon neutral'

By Marcus Robertson
Founder and former owner of
Steam Dreams

IT IS very positive news that, despite mine closures in the UK, the supply of steam coal looks assured for the foreseeable future. One dark cloud has lifted from our horizons – but, potentially, an even bigger related threat is not far away.

For a year, Covid-19 has largely swept away other items normally top of the media and national agenda. The eventual passing of Brexit attracted relatively little comment compared to the all-pervasive bitter national and international in-fighting that dominated the news from the referendum until March 2020.

However, once the pandemic retreats and the remaining post-Brexit squalls die down, climate change will become the world's number one agenda item.

Environmental campaigners, some of them very proactive, will be fighting to reduce emissions, and governments around the world will be under pressure to meet their own targets.

Many parts of life will change rapidly as new technologies – which are already evolving – will ensure vast swathes of commerce and domestic life will become carbon-free.

For coal-fired steam this is simply not an option currently, so we need to start thinking now.

The good news is there are very real solutions out there. It can be done relatively quickly and easily – and it needn't be expensive.

Approach

To protect its future, the steam movement should agree that we need to develop a well thought-out, proactive, industry-wide plan – not just on how to rebuff objections, but genuine practical plans to reduce and eventually reverse our carbon footprint and build a sustainable future.

This is entirely possible, but what won't work is hoping it will go away or that it doesn't matter. 'China's emissions dwarf the rest of the world'... no, that is not an answer. Saying that X or Y behave much worse than we do is not a reason for not doing what we can.



The visibility of coal smoke makes the heritage movement a prime target for environmental groups. GARETH EVANS

What helps is that steam is so evocative in terms of sight, sound, historical resonance, and general nostalgia. It is easy to capture the media's attention; the sheer majesty of steam makes great photographs and soundtracks. The flipside is that the very same visibility of coal smoke and the ability of the public to see the magnificent machines makes us an easy target for environmental groups' attacks.

The majority accept that climate change is real, and that something must be done – at the very least to protect steam's reputation. However, I believe we should do this because it is right, and do so in the spirit of optimism and with a fervent, genuine willingness to preserve our planet. If we do so quickly, we will almost certainly engender enough goodwill to carry on with our passion that gives so much pleasure.

Consultation

Before we set up Steam Dreams, we talked to environmental consultants. The opinion back then in the 1990s was 'any train is better than any car'.

I doubt they would be so sanguine now. At the time it felt like a green light, and we opened up the regulator with our first train to Salisbury in 1999. A full 'Cathedrals Express' programme followed in 2000.

It soon became clear that climate change concerns were growing. In

2005 we began offsetting our carbon footprint and, along with Eurostar, we became one of the first train companies in the world to do so.

A company called Carbon Clear looked at every aspect of our business – not just coal burned, but also our own travel to and from our trains, and emissions from our water tanker and coal lorry – even down to the office and the amount of paper we used and told us how much it would cost.

Mitigation

Offsetting was achieved through tree planting and supporting renewable energy projects in Kenya, Sudan and India. Interestingly, the voluntary passenger contribution, around 1% of the ticket price, was initially taken up by fewer than 50% of passengers, but over the years it has become almost universal as passengers wanted to do their bit.

Steam Dreams' new owner, David Buck, has retained the carbon neutral programme and is going further. The company's new production kitchen is eschewing gas power, instead being fitted with solar panels and a wind turbine.

With more than 100 organisations involved in steam in the UK – whether heritage railways, locomotive owners or main line promoters – if we take action collectively, we can justify our continued existence and potentially do something amazing. Assessing

emissions can be done using a carbon offsetting organisation. This could easily be done, perhaps through the good offices of the Heritage Railway Association (HRA) and maybe involving Network Rail, without requiring massive bureaucratic effort from each part of the industry.

Looking further into the future, who's to say that within our very diverse and brilliant engineering ranks there isn't the potential inheritor of the genius mantle of Gresley, Bulleid, Stanier, or Churchward, who will design the first standard gauge locomotive to run on a fully-renewable fuel like biomass!

The steam movement can't hope that this goes away. So, as the Covid-19 crisis begins to slip into fish and chip wrapping territory, let's prepare for our next great endeavor – making UK steam carbon neutral, not by 2050, not even 2040, but far earlier, at some time in this decade.

As with climate change in general, there is no time to waste, so let's open that regulator right up and get on with it – full steam ahead!

'Important role'

Network Rail chairman Sir Peter Hendy CBE commented: "I strongly support decarbonisation. However, I'm concerned about the future for steam locomotives and heritage railways which play such an important role in our history and tourist economy."

"With UK-mined coal likely to no longer be available after 2022 or possibly even sooner, this presents a significant problem. The immediate solution is to import, which is even more environmentally damaging than mining in the UK. We must look at new ways of operating steam locomotives while becoming greener and more sustainable."

"Network Rail is doing what it can in helping the HRA with an initiative to create biocoal suitable for steam engines. While this is still at the research and development stage, trials suggest biocoal may be suitable and achievable – hopefully made within the UK in due course."

"If we all work together, we can keep steam traction alive."

Book now for East Lancashire Railway summer *Flying Scotsman* trips

TICKETS have gone to sale for trips to be hauled by A3 No. 60103 *Flying Scotsman* on the East Lancashire Railway on August 29/30 and September 3-5.

Priced at £29.90 for an adult and £18.60 for a child, tickets and seats must be booked in advance, and are valid for one return journey between Bury and Rawtenstall on

the train specified. Ticketholders who booked *Scotsman* for the cancelled Easter runs will be contacted directly and offered a priority transfer to the new dates.

The Summer Diesel Spectacular will be held on July 1-3 and the autumn diesel gala on September 17/18. Both events will also feature guest locomotives.



March saw Hunslet Austerity 0-6-0ST No. 1752 of 1943 – originally War Department No. WD75091, later named *Robert* and now masquerading as BR-liveried J94 No. 68067 – undergo test runs on the Great Central Railway (GCR). The locomotive, which took part in the May 1980 Rocket 150 celebrations at Rainhill while it was working at the NCB Bold Colliery, was withdrawn two years later. In 2007 it was bought by Roger Hibbert and moved to the GCR, where it was restored and returned to service in 2017, playing a starring role in the line's Last Hurrah of the Season event that November. The J94 that originally carried the number 68067 was No. WD71474, which was scrapped in 1971. GCR

Sourcing steam coal in the UK is a 'private matter'

By Gareth Evans and Robin Jones

AMID concern from the heritage sector about the availability of steam coal in the UK, a Government minister has said it is a matter for the individual organisations to source.

The comment arose in a written answer on March 23 after Paul Maynard MP (Conservative, Blackpool North and Cleveleys) asked the Secretary of State for Business, Energy and Industrial Strategy what the policy is on maintaining domestic coal supplies for the heritage rail sector.

Anne-Marie Trevelyan, Minister of State (Business, Energy and Industrial Strategy) (Energy and Clean Growth), (Conservative, Berwick-upon-Tweed) replied: "In line with our Net Zero target, the Government is committed to phasing out unabated coal-fired electricity generation by 2025 and recently consulted on moving this date forward to 2024. This policy applies to coal-fired power stations only – it does not apply to other coal consumers, such as heritage railways.

"Although coal will soon no longer be part of our electricity system, it will continue to be used as a fuel by a wide range of other industries, such as the iron, steel and cement industries. We are confident that heritage railways will continue to have the option to tap into this significant domestic market. The decision on where to source coal for use in heritage railways and other industries is a private matter for the companies involved."

Policy

Meanwhile, Liz Saville Roberts, the MP for Dwyfor Meirionnydd, has warned that a new Welsh Government policy intending to end the extraction and use of coal in Wales risks the future of the country's heritage railways.

Commenting on the policy statement, published on March 22, the Plaid Cymru MP – who is chairman of the All-Party Parliamentary Group on Heritage Rail and has called for specific exemptions to the use of coal for the industry – said: "There needs to be greater scrutiny in policy formation by Welsh Government to ensure that it is properly thought through before being implemented.

"The policy as it is makes no mention of heritage railways, or indeed other heritage transport such as traction engines, steam lorries or steamboats. However, it does acknowledge that, in exceptional circumstances, further extraction could be permitted on a case by case basis.

"The crisis for heritage railways and tourism can only be averted if Welsh heritage railways are treated as exceptional, both for coal extraction and burning."

Mid-Norfolk needs £25k for vital crossing and track upgrade

THE Mid-Norfolk Railway has launched a £25,000 public appeal for funds towards the rebuilding of its Kimberley level crossing.

The essential work on the crossing over the B1108 Norwich-Watton road follows on from the successful rebuilding of the one at Yaxham Road.

Mid-Norfolk Railway Preservation Trust chairman Charlie Robinson said: "This work is essential to maintain and upgrade our operating line and must be done this year."

The rails and road deck will be renewed utilising the new state-of-the-art technology that was installed at Dereham.

In addition to the level crossing itself, the line through Kimberley Park station will be replaced, along with the short section from the level crossing to the end of the running line over Danemoor Bank that was recently relaid as part of the contract with Greater Anglia.

The the gradual process of replacing the wooden sleepers with concrete on the running line will continue, while the crossing itself will remain gated and operated by a MNR volunteer crossing keeper.



Kimberley Park station and crossing looking south. MNR

→ Donations can be made online via www.mnr.org.uk/kimberleyappeal or directly by bank transfer to MNRPT at NatWest bank, sort code 60-07-47, account number 52109003, using the reference 'Kimberley Appeal', or by cheque made payable to MNRPT to: Mid-Norfolk Railway Kimberley Appeal, The Railway Station, Station Road, Dereham, NR19 1DF.



The Great Western Society's new-build GWR 4-6-0 No. 2999 *Lady of Legend* arrived at Bridgnorth on March 31, all set for its historic starring role in the Severn Valley Railway's April 15-18 Spring Steam Up gala, its first visit to another heritage line. Attention in the works was given to brakes and adjusting springs, and the locomotive was weighed prior to a light engine test run to Kidderminster for turning and the collection of stock. Pictured inside Bridgnorth shed on April 4, *Lady of Legend* will face south for the gala. JOHN TITLOW

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Field of vision:
A normally quiet field in rural Lancashire is a hive of activity as *Flying Scotsman* steams past during the filming of a Lloyds Bank advertisement running throughout 2021. The horse nearest the camera is nonchalantly eating while the LNER Pacific passes by, but a second horse just beyond the barrier is showing great interest in the locomotive.
ADAM&EVEDDB

Behind the scenes of ‘fabulous’ *Flying Scotsman* bank advertisement

EXCLUSIVE

By Geoff Courtney

A TOP London communications agency has revealed behind-the-scenes details of an acclaimed prime-time TV advertisement featuring *Flying Scotsman* that is set to run throughout the rest of 2021.

The Lloyds Bank advertisement, which includes shots of a horse running alongside No. 60103, has captured the imagination of railway enthusiasts and the public alike, with one social media post saying it reminded the user of “nostalgia in Great Britain”. Another described it as “absolutely fabulous”.

It was created by adam&eveDDB, whose account director Betsy Bluer told *Heritage Railway*: “*Flying Scotsman* is an iconic piece of British

engineering, and was chosen for its power and grace, similar to that of the Lloyds Bank brand icon, the black horse. Running side by side, they work together to promote a message of strength and stability.”

Process

She said that from briefing to going live, the whole process took six months. The A3 is based at the East Lancashire Railway, and a field near the railway’s Irwell Vale station was chosen as the location for filming, which was completed in one day. “Our film production partner, Rogue, liaised with the railway, who were really helpful, and it was their team and carriages we used,” Betsy explained.

“The field was large and open for the horse to run alongside the

track, and the advert was filmed on cameras mounted on moving vehicles and on drones.

“The location had a large bank of grass that kept the horse and train separate, and we had exclusive use of the track for the day.

“We work with a company called The Devil’s Horsemen, who train horses for use in professional productions.

“They are treated extremely well, and we always have a vet present to ensure their wellbeing.”

Despite the inevitable Covid-19 restrictions, which led to a reduction in the number of personnel on site, never mind the involvement of a horse and a steam locomotive, filming went without a hitch.

“Shooting in the midst of the pandemic was always going to be

more difficult logistically, but the planning was meticulous,” Betsy said.

Feedback

The advertisement had been well received within Lloyds Bank and adam&eveDDB, and by the public, she said.

“The *Flying Scotsman* scene is definitely a favourite with all at our company, and the sheer power and force of the steam engine seen travelling alongside the horse is really resonating. We have also had some really great feedback from the public.”

Although the finished 60-second advertisement features just one horse, known by the bank and agency as the ‘hero horse,’ there was a number of others on set, which allowed multiple takes, set-up shots and rehearsals without tiring them.

Dartmouth’s Sereny becomes an Unsung Hero of Devon

By Robin Jones

THE Dartmouth Steam Railway & River Boat Company’s sales and marketing executive, Sereny Damon, steamed into an Unsung Hero Award at the Devon Tourism Awards 2020/21 online ceremony.

Sereny’s railway story starts back in the 1970s when her grandfather, Bob Saunders – who founded the company in the 1960s and helped turn the Paignton to Kingswear branch into a heritage line – would recall fascinating stories of steam engines and civil engineering projects. So, at a young age, a model railway to play with was the highlight of her day!

Career

In 1992 she joined the then Paignton & Dartmouth Steam Railway, first

working in the station shop and café, then in 1995 progressing to the office side of things, covering secretarial duties, bookings and marketing.

For the last few years she has been focused on sales and marketing and 2021 will be her 29th year with the company.

On March 11, Sereny was recognised for her work in the industry by being presented with the award. She initially had no idea of her nomination, and only heard in January that she had reached the final.

“It was an absolute honour to be part of these awards and I was elated to win, but people will know my main saying is that it is a team thing!” said Sereny. “I work with the most vibrant group of people and I am proud to be part of this company.”

She said the highlight of her career so far was creating (with her “shy colleague”) the illuminated festive Train of Lights, which first ran in December 2018.

Concept

“It was an amazing moment. We had both separately thought of the idea but did not say anything to each other until a special convened meeting to discuss new ideas for the Christmas season that would supplement the already popular Santa Express,” she explained.

“So there we were, sat all excited ready and to announce our thoughts and ideas and wow... we had both drawn up something different to our current event – but the same magical experience! Amazing.”

The Train of Lights was a first for



She’s a winner! Dartmouth Steam Railway’s Sereny Damon with her Unsung Hero Award. DSRBC

Britain and several other heritage lines have added their own versions to their Christmas calendar.

The ceremony saw seven awards were presented in 24 categories.

South Devon Railway spokesman Dick Wood was a finalist in the Business Leader of the Year category.



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STEAM ROARING BACK TO THE SEASIDE!

By Robin Jones

THE UK's coastal resorts have been gearing themselves up for possibly the busiest summer in many years, fuelled by the Government's restrictions on overseas holidays and the relaxation of lockdown restrictions in our country.

The 'Sunny South' and south west of England, traditionally Britain's favourite destination for high-season summer holidays, has seen accommodation bookings soar, as several continental countries struggled to contain the latest wave of the pandemic as we closed for press. We may well see a resurgence in traditional resorts for the first time since cheap package holidays siphoned off their regulars to the sunny Mediterranean in the late Seventies and afterwards.

Our heritage railways, who have all excelled in implementing social distancing measures (and will continue to do so as required), are also bracing themselves for, hopefully, what at this stage promises a very brisk trade to offset some of the financial losses they incurred during the 2020 lockdown.

Several heritage lines have been having to work within strict Covid-19 rules not only to carry out essential winter maintenance, but to prepare for the coming season – whatever extra demands on them it may bring.

The West Somerset Railway (WSR) is set to emerge from the longest period that the GWR Minehead branch line has been closed in its 45-year history as a heritage line – after spending much of 2020 closed due to carrying out a major necessary track upgrade.

Operations

Prior to the reopening to passengers, several trial and test trains will operate in order for safety critical staff to have refresher duties and receive updated operational information. These trains are expected to start running in mid to late April.

Public services are rescheduled to start on May 22, but as reported last issue, only between Bishops Lydeard and Williton, not stopping at intermediate stations.

As restrictions are gradually eased, the line expects to extend the services on Saturdays only to Watchet and Blue Anchor.

Extensive key infrastructure works between Williton and Minehead, including the rebuilt Seaward Way level crossing at the resort, have yet to be completed, but are on track for a July opening when all

of the Covid-19 restrictions will hopefully have been lifted.

In order to enhance the passenger offering, a range of at-seat catering options will hopefully be made available on Wednesdays and Saturdays, including morning tea, coffee and cake, lunchtime fish and chips, and afternoon cream teas.

The railway now has to generate enough money to get it through next winter.

WSR plc chairman, Jonathan Jones-Pratt said: "By far, this has been the longest enforced period of closure for the WSR since the full reopening of the whole heritage line from Minehead to Bishops Lydeard in 1979, apart from the short exception of our 2020 pre-Christmas period.

Effort

"Much hard work has been undertaken in the background by our dedicated teams on all aspects of our working steam railway. Now, we are all greatly looking forward to welcoming passengers back again this coming summer, to enjoy our wonderful railway running through the Somerset countryside."

During the most recent lockdown on the Swanage Railway, essential maintenance work has been taking place on the New Barn rail over road girder bridge, two miles out of the Purbeck resort.

Southern Railway U 2-6-0 No. 31806 also received the boiler of No. 31874 in a boiler exchange carried out at the Norden road-rail interchange.

A new quarter-mile underground cable for the signalling system and lineside telephones has also been commissioned between Quarr Farm crossing (east of Harman's Cross) and Harman's Cross station, replacing a lineside one on wooden telephone poles. The £223,000 Culture Recovery Fund for Heritage grant received last year has largely been used to improve its passenger reservations systems and support Covid-19 requirements, such as stock sanitisation and providing extra seating dividers as required.

The Dartmouth Steam Railway, which last year excelled in its social distancing measures to the point where it even extended its platform at Paignton to facilitate longer trains to accommodate the same number of passengers being seated further part, has been busy with track and infrastructure maintenance in time for what could prove to be a sell-out season, with crowds not only flocking back to the beaches but wanting to savour unrivalled views of them too.

→ See also centre spread.



When the 10¼in gauge Hastings Miniature Railway resident 0-4-2T *Edmund Hanney* failed during its annual boiler test, help came from the Eastleigh Lakeside Railway, which loaned 4-4-2 *Ernest Henry Upton* for several weeks while repairs were completed. The Hastings line was scheduled to reopen on April 12 and it was hoped to run the pair together before the welcome visitor returns home. MELISSA HARMONY



Class 33 No. D6566 (33048) waits with an empty ballast train at Watchet before returning to Williton station on the West Somerset Railway. NEIL SMITH/WSR





**BR Standard 4MT 2-6-4T
No. 80104 undergoes a test
run at Corfe Castle on March 25.
ANDREW PM WRIGHT**



**Reporter Steve Humphrey
interviews Swanage Railway
trustee Trevor Parsons on March 19,
for a feature on BBC South Today
about A Covid Year in Swanage –
and the line's plans for reopening.
ANDREW PM WRIGHT**



**Cutting the closure rail on a switch
panel refurbishment at Churston
station on the Dartmouth Steam
Railway. STEWART MACKENZIE/DSRRBC**



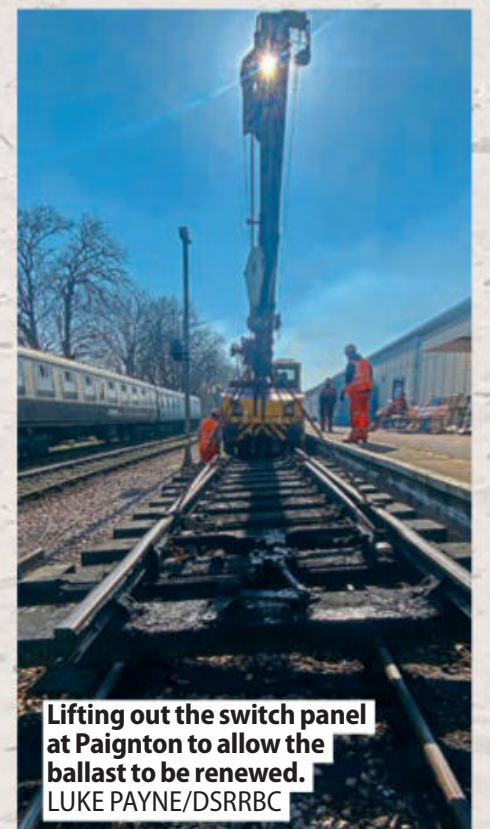
**Graham Cole consultants carrying out
winter bridge inspections between
Bishops Lydeard and Williton on
the West Somerset Railway. WSR
INFRASTRUCTURE ENGINEERING**



**There were plenty of temporary tie
bars holding failed sleepers on the old
concrete section of the West Somerset
Railway, which have been replaced
with new timber sleepers. WSR
INFRASTRUCTURE ENGINEERING**



**U 2-6-0 No. 31806 undergoes a March 26
test run at Furzebrook on the
Swanage Railway following its boiler
exchange. ANDREW PM WRIGHT**



**Lifting out the switch panel
at Paignton to allow the
ballast to be renewed.
LUKE PAYNE/DSRRBC**

Sentinel *Ann* back in steam after marathon overhaul

By Robin Jones

ANOTHER steam locomotive has joined the East Lancashire Railway's (ELR) operational fleet, six months after new owners brought it to the line for restoration.

Sentinel 0-4-0VBGT No. 7232 of 1927 *Ann* arrived on July 28 and, following a fast-track overhaul, moved under its own power for the first time on February 27 – 214 days later.

Believed to be the oldest original example of a Sentinel locomotive, earlier ones turned out by the Shrewsbury manufacturer were rebuilt from engines that had been turned out elsewhere.

Ann was delivered new to British Tar Products at Irlam, near Manchester, and worked there until 1969.

Preservation

It entered preservation that year on the Embsay & Bolton Abbey Steam Railway, but lay derelict until a metalwork teacher took it to his school as a project for pupils in the 1980s. Some restoration was carried out before *Ann* was returned to the line, whose treasurer, Ian Douglas, restarted its rebuild in 1995.

Three years later, *Ann* steamed again and was used to heat carriages on winter mornings. It was given the fake identity of a Sentinel which ran on the LMS as No. 7164.

Out of service and waiting another overhaul, it was moved to Bury following a change of ownership and work started immediately.



Ann working for British Tar Products at Irlam in 1960.

The engine unit underwent considerable work, including lapping in all the tappet valves, the overhaul of all the cylinder relief valves and oil changes.

Ann's bottom end was all in good order; new axlebox pads and a spring overhaul proved to be the main tasks here.

The chassis was repainted from red into black, and the chains and sprockets were freed up and cleaned.

The boiler presented a much sterner job. When the inner and outer shells were split, it was discovered that the inner firebox was the wrong shape.

By a stroke of luck, joint owner Callum Porter was approached by a friend who works at a Land Rover garage which has a Sentinel steam wagon. The garage was having

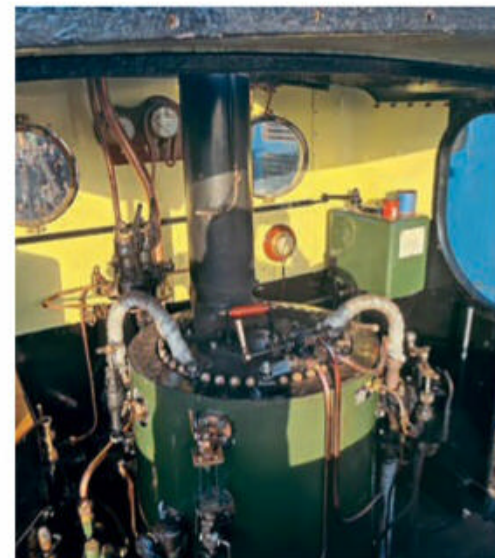
a replacement boiler made, but the inner shell of the old one was still serviceable and fitted *Ann's* outer shell.

Boiler

Callum and the boiler contractors cut the bottom six inches from the new inner firebox and replaced that using the same from the firebox which has been removed from *Ann*.

Finally, the boiler was filled and it passed a hydraulic examination on February 19. A fire was lit in it for the first time later that day. The following week, the boiler was clad and all the fittings and pipework fitted, before it was lifted back into the frames.

Ann's initial steam test took place on February 27, and another test on March 4 saw the boiler inspector issue a 10-year ticket. March 14 saw



Ann's immaculately restored interior cab. CALLUM PORTER

Ann steamed to test the by-then complete vacuum system, and the brake valve was found to be working. *Ann* was then taken out for seven hours' shunting.

Callum said: "It's been a superb project. I've worked on steam engines for 10 years now, but have never worked on anything like this."

"It surprised me just how advanced the design is and how powerful and controllable it is to drive."

"It's unbelievably efficient when it comes to coal and water, happily doing a eight-hour day shunting on no more than a quarter ton of coal and less than 150 gallons of water."

Having lost its fake LMS livery, *Ann* has been repainted into the bronze green of British Tar Products.

It is hoped that its public duties will include brake van rides.

Shunting duties for Sentinel *Ann* as it raises a head of steam at Baron Street on the East Lancashire Railway. CALLUM PORTER



Major upgrade planned for Buckley Wells works

THE East Lancashire Railway has announced plans for a major restoration and development of its Buckley Wells locomotive and carriage works site.

An application for planning permission lodged with Bury Metropolitan Borough Council includes the restoration of the Grade II-listed works and carriage shed building.

The heritage line also wants to build a new running shed and heavy maintenance workshop on the site of the original engine shed demolished by BR in the 1970s.

It is hoped that the upgraded facilities will attract more prestigious locomotive visitors to the line.

The plans for the scheme have been drawn up by Equilibrium Architects Ltd, and also includes a new 'green' energy carriage shed and an amended track layout for rail access to the proposed new buildings.

There would also be new vehicular access routes, and parking areas for staff and volunteers.

A statement from the architects said: "Buckley Wells locomotive and carriage works houses more than 250 heritage locos, carriages and wagons, and forms the essential locomotive and carriage operational, maintenance and restoration facilities necessary to successfully operate the rail services and events on the heritage railway.

"In brief, the proposals are designed to secure a managed expansion and enhancement of the operational, maintenance and restoration capacity of the site in order for further managed growth as a premier visitor and heritage attraction on a long term sustainable basis."



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/

Just £10k will see world's first passenger steam locomotive replica in operation

By Robin Jones

A £10,000 APPEAL to return the replica of the world's first steam locomotive to haul passenger trains has been launched to coincide with the 250th anniversary of the birth of its designer.

In the summer of 1808, Cornish mining engineer and inventor Richard Trevithick demonstrated his *Catch-Me-Who-Can* on a circular track in London, and charged a shilling for a ride. It had been built for Trevithick by John Rastrick at Hazledine's foundry in Bridgnorth.

In 2006, Dave Reynolds, a staff member at the Severn Valley Railway's Bridgnorth Works, proposed building a working replica of the locomotive in the town to mark the bicentenary of that event, and the Trevithick 200 charity was established in January 2007.

A £10,000 grant from the National Lottery Awards For All fund and £2300 from Bridgnorth District Council allowed work to start, and a Friends of Trevithick 200 scheme raised local donations.

Israel Newton & Sons delivered the boiler in January 2008. The axles were contracted out, as were the wheels, which were not cast but bought as blanks, flame cut from 6in thick steel plate.

The patterns for the cylinder top casting and other parts were borrowed from the Trevithick Society's *Puffing Devil* replica. The boiler feed pump castings were made using Beamish Museum's *Puffing Billy* patterns. Virtually everything else was made in Bridgnorth Works.

Construction

The boiler was wheeled and undergoing steam tests by the end of June 2008, just in time to be unveiled (without any of the motion) at the Trevithick 200 bicentennial rally in Bridgnorth in July 2008 – which also featured the replica of Trevithick's 1802 Coalbrookdale engine from the Ironbridge Gorge Museums, *Puffing Devil* and Tom Brogden's replicas of Trevithick's 1902 London Steam Carriage, and Hancock's Steam Omnibus Enterprise.

By October 2008, the crosshead, the connecting rods and valve gear had been added, and from then on it was possible to demonstrate the engine running with the driving wheels jacked just clear of the rails. By this stage, funding for contracted work had been used up, and subsequent progress has been achieved on a voluntary basis.

By early 2010, the riveted well tank, boiler feed pump, and its linkage were in use. The wooden boiler lagging was finished by the middle



The *Catch-Me-Who-Can* replica at Brignorth station in 2015. The builders have launched a £10,000 appeal to complete the locomotive to running order so it could run on heritage lines everywhere. TREVITHICK 200

of 2012, the temporary chimney had been replaced with a riveted one by the same time, and a drag box fitted.

Over the following winter, the oak frame for the footplate was made and fitted in spring 2013, and a start made on the railings. Since then, work has concentrated on the brakes.

Although unfinished, the 21st-century version is well travelled, having visited Barrow Hill in September 2008, the Bridgnorth bicentenary follow-up Rally in the Valley events several times, and the Black Country Museum in Dudley in July 2012. It spent summer 2014 at the Dutch national railway museum in Utrecht, as part of their celebration of 175 years of Dutch railways.

Money needed to complete the engine will fund: numerous parts made for the handbrake arrangement; items for the air brakes; a pressure vessel for the exhaust steam feed water heater; an injector and associated valves and pipework; a cylinder lubricator and a whistle; a surge vessel for the pump; a large dished sheet metal cover for the boiler front (a job for a panelbeater); a 'tool box' to disguise the brakes; lamp irons; and a front drawbar.

Once completed, the engine will need to be taken into Bridgnorth Works for a complete strip down, thorough boiler insurance examination, a minor overhaul,

reassembly, and a repaint.

In the meantime, the Trevithick 200 group will complete the approval processes necessary for running a locomotive that is new in both design and construction.

Group spokesman Charles Lamont said: "As far as we know, a single cylinder locomotive with direct drive has not been built since the 1808 original, so it is something of an unknown quantity.

"Funds raised will support the final push to get the engine completed much sooner than the group can achieve with limited volunteer time."

Commemoration

Meanwhile, the Trevithick 250 anniversary (see special feature, issue 278) will be celebrated at the Ironbridge Gorge Museum Trust's Blists Hill Victorian Town when it reopens following lockdown with a steam-themed weekend on April 17-18. The 1802 Coalbrookdale engine replica will be in action, along with the town's Wallis & Steevens steam roller *Billy* and five visiting full-size portable road locomotives, including a steam car.

→ To contribute to the appeal via Paypal, visit the 'Support us' page at www.catchmewhocan.org.uk and click the donate button. Alternatively, post cheques to: Trevithick 200, 70 Well Meadow, Bridgnorth, WV15 6DE.



Above: CCTV images of the vehicle runaway. MNR/RAIB

Left: An aerial photograph of Dereham station showing where the vehicle was being unloaded, the siding, Norfolk Road level crossing, and the road haulage unit. MNR/RAIB

Mid-Norfolk had begun moving 'problem' spur before runaway

By Robin Jones

THE Mid-Norfolk Railway (MNR) was already taking steps to remove a loading siding at Dereham before the centre car of a newly-delivered Class 144 'Pacer' DMU was involved in a runaway incident.

The vehicle crashed into a level crossing by Dereham station eight seconds after a pedestrian had walked over it. The near-miss, which occurred at 3.52pm on December 10 after 'Pacer' No. 144018 had been delivered by road from Worksop, blocked the Norwich Road crossing.

Details of the incident, reported in issue 275, are contained in a Safety Digest just published by the Rail Accident Investigation Branch, though a full-blown formal investigation was not launched.

Describing the circumstances which led to the incident, the digest said: "The road haulage unit driver (the driver) and the driver of the accompanying escort van worked together while unloading.

"The driver operated the winch using a remote control, while at the same time observing the 'Pacer' vehicle. He had attached the winch rope to the vehicle using a length of chain.

Incident

"After the winch had taken the initial load, the escort van driver released other chains that were securing the vehicle to the road trailer. The driver allowed the vehicle to gradually roll off the inclined trailer. Around 70 seconds later, the driver heard the attachment chain drop and the vehicle ran away towards the level crossing.

"It was unbraked and there was no means of stopping it. The vehicle ran uncontrolled for over 30 seconds, passing a stop board, running the wrong way through, and damaging, trailing points (which possibly slowed it down) and onto the running line, where it collided with the level

crossing gates. It came to a stop blocking the road.

"No one was injured. However, CCTV shows one pedestrian crossing in front of the vehicle eight seconds before it arrived at the level crossing.

"Altogether, around 250 pedestrians and cyclists and 150 cars, vans and buses had used the level crossing during the time that the vehicle was being unloaded.

"The accident occurred because the winch rope was connected to the 'Pacer' vehicle by a chain in a manner that did not provide a secure means of attachment and, as a result, became free. There were no suitable arrangements for mitigating the consequence of this hazard.

"The MNR's Safety Management System (SMS) manual describes the use of operating procedures and work instructions for controlling key activities. However, the railway had no documents covering delivery and unloading of vehicles onto its infrastructure by a third party.

"The railway explained that the siding in Dereham station yard had been used as a place for unloading vehicles for over 20 years without incident. However, it had defined no rules, guidance, supervision requirements or safety precautions relating to this use.

"Health & Safety Executive guidance explains that, while contractors have their own legal duties, anyone engaging a contractor has a health and safety responsibility for both the contractor themselves and anyone affected by the work the contractor does.

"This includes making sure everyone is provided with relevant information, understands their part in identifying and managing the specific risks from the planned work, and that the associated control measures are agreed prior to the work starting."

Measures

As a result of its own investigation into the accident, the MNR has suspended vehicle loading and unloading operations on the siding.

However, it had already begun a project to remove the siding to remove its direct access to the running line.

A statement from the heritage line said: "The MNR welcomes the findings of the investigation into this incident. The railway will be fully implementing the recommendations made.

"Even prior to the incident and for purely operational railway reasons, the unloading spur at Dereham station was going to be moved to simplify the loading and unloading of

railway vehicles. This work has already commenced.

"With regards to the incident itself, the railway has loaded and unloaded vehicles for 20 years without incident and always uses reputable specialist contractors.

"Clearly, as the Safety Digest reports, there were failings but the general public can rest assured that rail safety is of the highest priority to the MNR and the measures that are being taken will guarantee a similar incident cannot happen in the future, as the trackwork involved in the incident will be removed."

Points for the trackwork adjustment have been donated by Sonic Rail Services following work completed at Clapham Junction. The post-World War Two Arcon Building, a prefabricated structure, has been cleared by a specialist contractor to free up space for the new siding.

The line-up to the goods shed line will be re-laid with a second siding running to the long-hidden old permanent concrete buffer stop by the goods shed office.

This buffer stop has long been hidden. This second siding will be for loading and unloading and as such will guarantee that such an incident as the 'Pacer' situation physically cannot happen again.



Trackwork for the replacement siding, donated by Sonic Rail Services, is seen being unloaded at Dereham. MNR



The siding which once ran up to Dereham's goods shed is to be re-laid. MNR

New P2 locomotive now two thirds complete as pony truck delivered

WITH donations to the project approaching £4 million, the pony truck frame for new Gresley P2 2-8-2 No. 2007 Prince of Wales has been delivered to The A1 Steam Locomotive Trust's Darlington Locomotive Works after being fabricated by North View Engineering Solutions (NVES) in the town.

Meanwhile, the trust has approached five engineering companies to manufacture the P2's complex fabricated cylinder block, while commissioning Frewer & Co Engineers Ltd of Dorking, Surrey, to undertake a Computational Fluid Dynamics analysis of the inlet and exhaust steam passages of the block.

The trust's commercial director, Graeme Bunker-James, said: "When considering the award of this key contract, our decision-making criteria will focus on potential suppliers demonstrating previous experience of projects of this scale and complexity, their ability to manufacture to the specified tolerances and surface finishes, their capacity to deliver the project within the required timescales, the value for money of the proposal, and the long-term financial stability of the business.

"Along with the valve gear, the placing of the order for the cylinder block in April will be the last major hurdle to overcome in the construction of No. 2007."

Redesign

The pony truck redesign was one of the five principal areas identified by the project team before its 2013 launch. No. 2007 will incorporate a modified leading pony truck to avoid the issues which afflicted the original P2s in this area.

The wheelsets were assembled – using two 3ft 2in wheels cast by the trust's principal sponsor, William Cook Cast Products Ltd of Sheffield – by South Devon Railway Engineering at Buckfastleigh and delivered to



A 3D image of the P2 cylinder block. FREWER & CO ENGINEERING LTD/A1SLT

Darlington in September 2018. The next steps include continuing the Finite Element Analysis study for approval of the new design, the manufacture of spring gear details, final assembly of the cannonbox onto the wheelset, and the machining of the spring planks and bearer cup and spherical side bearers.

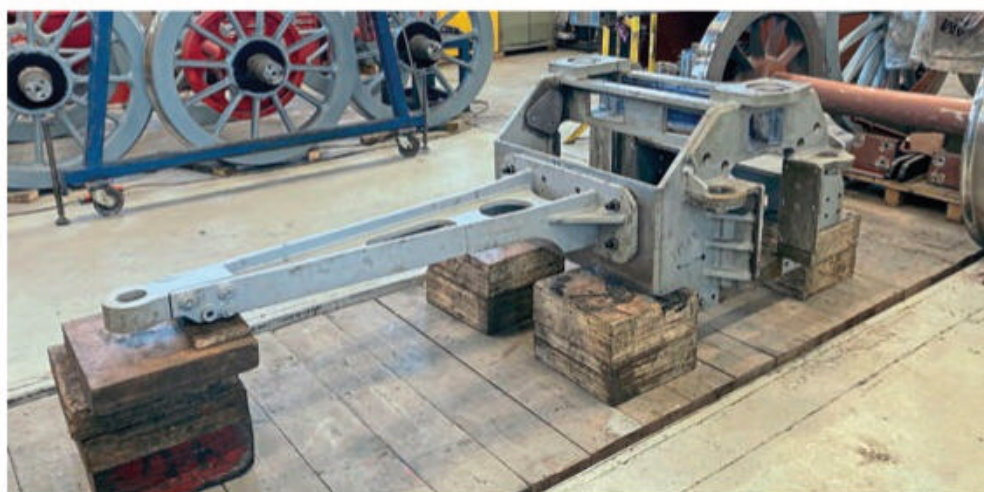
Trust chairman Steve Davies MBE said: "The delivery of the pony truck frame to Darlington Locomotive Works is yet another key milestone.

"It is a testimony to the forward thinking of our engineering team that some of the original research was conducted during No. 60163 Tornado's testing on the Great Central Railway in 2008, five years before the formal launch of the project.

"Fundraising is also moving forward well. The 'P2 for the price of a pint of beer a week' covenant scheme has already attracted 940 covenantors, and with over £3.4 million spent and more than £3.8 million donated to date of the estimated £5 million required, the project remains on track for completion within three years.

"We are still seeking to recruit an additional 60 regular donors or covenantors in time for the 60th anniversary of the disposal of the last P2 No. 2002 Earl Marischal – as Thompson class A2/2 No. 60502 – in July this year."

→ Help the P2 project at www.p2steam.com, enquiries@p2steam.com, or on 01325 460163.



The pony truck frame for P2 2-8-2 No. 2007 Prince of Wales is now at Darlington Locomotive Works. A1SLT



The carriage toilet retention tank apparatus. NYMR

Moorsline early with carriage retention tank project

THE North Yorkshire Moors Railway is on course to completing a £1 million project to install Controlled Emission Toilets (CET) across its fleet of coaches two years early.

Having worked on designs with Network Rail, which is fully funding the project, the heritage line has incorporated the units to the carriages without losing any of their heritage appeal.

Railway staff have already fitted and commissioned the equipment to several heritage carriages, ending the traditional railway practice of toilets flushing directly onto the track.

The special retention tanks are being fitted to 13 carriages in total, including the Pullman dining carriages and two newly-refurbished fuss-free access coaches, which have been converted with grant aid from

the Heritage Lottery Fund. The installation takes approximately two weeks per coach to complete.

The project will also see the construction of pump-out stations at Grosmont and the new carriage stable facility at Pickering, and is now set for completion in May.

NYMR general manager Chris Price said: "Fortunately, due the pandemic we were able to bring this originally external funded project in-house, which has ultimately maintained a constant stream of work for our carriage fitters and allowed us to get ahead of the curve in ending what is an unpleasant practice.

"We are grateful for the support we have received from Network Rail, which is helping us to build a more sustainable railway for the future, and it's further proof of the work we're doing to preserve the past and protect the future."



Pullman dining car Opal with its new retention tank. NYMR



Corris Railway No. 3 at Abergynolwyn in 1951. TR ARCHIVE



The March 17 special anniversary train marking the exact 70th anniversary of the delivery of Corris Railway locomotives No. 3 and 4. As in 1951, Fletcher Jennings 0-4-0WT No. 2 *Dolgoch* hauled the new arrivals to Pendre Works. TR

Talyllyn replays arrival of Corris pair 70 years on

By Robin Jones

THE Talyllyn Railway has celebrated the 70th anniversary of a key historic event which pre-dated the dawn of the global volunteer-led operational heritage railway movement by two months – by the arrival of locomotives 3 and 4 from neighbouring sister 2ft 3in gauge line the Corris Railway (CR).

The Talyllyn Railway Preservation Society was formed in 1950 to take over the running of the railway following the death of its owner, Sir Henry Haydn Jones, who four years earlier had pledged to keep its passenger service running while he was still alive.

His widow reached agreement with transport historian Tom Rolt and the society for them to take over.

At that time, the line had just two locomotives: No. 1 *Talyllyn*, which was not in good working order, and No. 2

Dolgoch, the only one which was capable of hauling regular trains.

However, following local flooding, BR decided to close the CR, which it had inherited from the GWR, on August 20, 1948.

In a blinding flash of inspiration that, unknown to him, would have significant consequences for the future heritage sector, he decided to hide Nos. 3 and 4 in the lower yard at Machynlleth to save them from the national scrap drive. For years, he hid them behind rakes of standard gauge wagons in the hope that one day a saviour might come.

Indeed, the Talyllyn held talks with the CR about buying No. 3 in the 1890s but nothing came of them, and when Sir Henry Haydn Jones asked about them, he was quoted a price of £85 each.

The society, realising it would be desperately short of motive power,

negotiated a price of £25 each with Swindon. However, the eventual bill of sale was £30, 12 shillings and nine pence.

Arrival

The pair arrived at Tywyn by rail on March 17 and off-loaded onto the Talyllyn tracks by crane from the original BR slate transfer siding that still runs alongside the heritage line's slate offload siding – at what is now Wharf station.

Had it not been for Campbell Thomas, the pair would not have been survived and the Talyllyn may well not have become the beacon of light from other revivalists around the world to emulate.

His feat would be later mirrored by that of Oliver Veltom, the BR Oswestry District traffic superintendent, who saved the two original Welshpool & Llanfair Beyer Peacock 0-6-0Ts No. 1 *The Earl* and No. 2 *Countess* by

keeping them safe in Oswestry Works from 1956 to 1962 until that line was ready to welcome them back to restart services.

At Tywyn, the newcomers were coupled up to *Dolgoch* and taken to their new base in the engine shed at Pendre Works. They were to keep their CR numbers, but No. 3, which was built in 1878 by Hughes Loco & Tramway Engineering Works Ltd of Loughborough, was named *Sir Haydn* and No. 4, which was built in 1921 by Kerr Stuart, was named *Edward Thomas* after the Talyllyn's former manager.

No. 3 made its first trip on the Talyllyn in July 1951, but due to the precarious state of the track it was little used in that first year until modifications were made for it to run securely. No. 4 entered service in 1952 after repairs were carried out by Hunslet.



New lease of life: Corris Railway locomotives Nos. 3 and 4 at Tywyn Wharf station following their delivery from Machynlleth in 1951. TR ARCHIVE



Former Talyllyn Railway chief engineer John Bate, who joined the line in 1951 and was a guest at the private 70th anniversary event. TR

The Talyllyn Railway celebrated the arrival of Nos. 3 and 4 exactly 70 years to the day, with a re-enactment of the pair being hauled to Pendre behind *Dolgoch*.

Because of Covid-19 lockdown restrictions, it was a private event with no members of the public admitted. One of a handful of guests present was the Talyllyn's former chief engineer John Bate, who became involved with the line in 1951 when he gave up part of his summer holiday to help with track laying, and has been involved ever since.

He moved to Tywyn in 1963 to become chief engineer and remained in the post until he retired in 1994, thereafter continuing to offer his expertise and experience as a volunteer.

He was heavily involved with repairs to a major landslip on the line in 1957 and the railway's extension to Nant Gwernol, as well as overseeing major overhauls of its locomotives. He was also involved in the design of Barclay 0-4-2T No. 2263 of 1949, which in 1991 became No. 7 *Tom Rolt*.

The re-enactment of the arrival of the CR pair was arranged as a live Facebook stream. View it on the Talyllyn Railway YouTube channel at www.youtube.com/user/TalyllynRail

Following the Welsh Government's move to allow outdoor attractions to reopen from April 26, the railway is to resume public services on May 1, after running private members-only test trains on April 29-30. Pre-bookings for trains between May 1 and July with full refund guarantees are offered at www.tallyllyn.co.uk

A special VIPs-only train with *Dolgoch* heading a rake of original carriages will mark the 70th anniversary of the first heritage-era train and the line's Founders Day on May 14. John Bate will cut the tape to send it on its way, and public trains will also run the same day. The event will be streamed on the line's Facebook page.

Later in the year, to celebrate the 100th anniversary of the building of No. 4, it will visit Corris as a guest locomotive as part of a joint venture with the CR, returning to Tywyn for its own birthday celebrations over September 11-12.



Above: The boiler of Bagnall Austerity *The Duke*, ready in March for hydraulic testing. EVR

Left: Reboilered Hudswell Clarke 0-6-0ST *Cathryn* is set for its heritage era debut at Wirksworth this summer. EVR

Ecclesbourne set to resteam pair this year

By Robin Jones

TWO locomotives are set to return to steam on the Ecclesbourne Valley Railway (EVR) this year – one for the first time in the heritage era.

Hudswell Clarke 0-6-0ST No. 1884 of 1955 No. S102 *Cathryn* has just been reboilered.

First designed for the Port of London Authority in 1915, this class of engine continued in production until the end of steam locomotive building at the Leeds firm.

Supplied new to the NCB's Newmarket Colliery at Stanley in Wakefield, it worked there until 1969 with sister No. 1864 of 1952 No. S013.

After repairs at the NCB central workshops at Allerton Bywater, it was then drafted to St Johns Colliery, Wakefield, and it alternated between there and the town's Park Hill Colliery until the end of its working life in March 1977.

Several of these locomotives were converted by the NCB to the gas production system, which entailed them being provided with underfeed stokers, and this also required the conversion of the funnel to a characteristic conical design which

Cathryn now has.

The Railway Executive plate which can be seen on the tank sides is a licence plate indicating that the locomotive is authorised for main line working. Therefore, it is likely that one of the collieries at which *Cathryn* worked had main line exchange sidings, requiring it to make short journeys onto the main line to despatch or collect wagons. Though powerful, the class was not renowned for its smoothness of operation.

Preservation

First stored at S Harrison, Tinsley, it then moved to the South Yorkshire Railway Preservation Society at Penistone and Meadowhall, and then the Elsecar Steam Railway, before finally arriving at Wirksworth.

Of the four sister engines in preservation, one is at the Embsay & Bolton Abbey Steam Railway, and one (No. S100, possibly also from Stanley) is at the Chasewater Railway. Another is at the Buckinghamshire Railway Centre and one went to the Llangollen Railway.

It is hoped to have *Cathryn* resteam by mid to late summer, by which time Bagnall Austerity 0-6-0ST No. 2746

of 1944 *The Duke* may be close to running again. The railway could then have as many as seven locomotives in steam by the end of 2021, said a spokesman.

Built for the War Department, some time after the Second World War it was sold to the NCB and ended its working days at Featherstone Colliery. A group of Peak Rail members bought it in 1983 and moved it to that line's former Buxton site.

Restoration was completed in 1988 and after moving to Peak Rail's then-new Darley Dale site in 1990, it was used on passenger trains, carrying a BR livery and number as J94 No. 68012. It moved to Wirksworth in November 2010 and is undergoing routine boiler work, aided by the 48624 Locomotive Company Limited.

→ The EVR is planning to restart services on April 15 with *Escape to the Countryside Bounce Back* trips using compartment stock for social distancing runs from Wirksworth on selected dates. No tickets are available over the counter on the day but can be booked online right up to departure time at www.e-v-r.com subject to availability, or in advance by telephoning 01629 823076.

Foxcote Manor is to stay at Minehead for five years

LONG-TIME Llangollen Railway flagship WR 4-6-0 No. 7822 *Foxcote Manor* will become part of the West Somerset Railway fleet until its boiler ticket expires in five years' time.

Owned by the Foxcote Manor Society, the locomotive has been a regular performer on the West Somerset since late 2017, clocking up more than 150 days of action in 2018 alone.

It has undergone a programme of winter maintenance at Minehead, which included the manufacture of a new spark arrestor, chimney cowl, cab floor, ashpan spray and



WR 4-6-0s No. 7822 *Foxcote Manor* and the West Somerset Railway's own No. 7828 *Odney Manor*. BAILEY MAXWELL

feedpipe cladding covers. Fittings and mechanical jobs have also been given attention.

Foxcote Manor is poised to enter service on the line this year alongside

residents WR No. 7828 *Odney Manor*, WSR mogul No. 9351 and GWR large prairie No. 5199.

Its ticket is due to expire on March 22, 2026.

New era as Dartmoor Railway moves from heritage to main line

By Robin Jones

THE Dartmoor Railway Supporters' Association (DRSA) has expressed its delight at the £40.5 million Government grant to finance the reinstatement of regular main line services between Okehampton and Exeter.

The 15½-mile single-track route between Coleford Junction west of Crediton and Meldon Quarry is a surviving remnant of the Southern Railway's Exeter-Tavistock-Plymouth main line owned by quarry operator Aggregate Industries Ltd, and previously ran as the Dartmoor Railway, a heritage line formed in 1977.

Both the Dartmoor and Weardale railways were taken over by Ealing

Community Transport (ECT), a London-based social enterprise founded in 1979. When ECT pulled out of rail operations in 2008, the lines were acquired by British American Railway Services (BARS), a subsidiary of US-based Iowa Pacific Holdings. BARS hosted the UK's first 'Polar Express' trips on the Dartmoor and Weardale railway.

Background

As highlighted in issue 263, Iowa Pacific went into receivership in 2019, and the Dartmoor Railway Community Interest Company (DRCIC), which also ran cream tea services and other commercial event trains from Okehampton, went into administration in February 2020.

The last scheduled BR passenger train from Okehampton to Exeter ran on June 5, 1972, although there has been a summer Sunday service since 1997.

The grant is the first to be awarded under the Government's Restoring Your Railway Beeching reversal fund announced by Transport Secretary Grant Shapps on January 28 last year, following the Conservative Party's landslide election win.

The route will be operated by Great Western Railway and branded as The Dartmoor Line. Initially the service will be two-hourly (eight trains a day), upgrading to hourly in 2022.

Ironically, the line is making the transition from being a heritage railway to part of the main line passenger network half a century after Dart Valley Railway plc began operating the Paignton to Kingswear branch, which was bought directly out of BR service, making it the first part of the UK passenger network to be privatised.

The investment announcement coincided with the 150th anniversary of the railway first arriving in Okehampton in 1871

DRSA secretary Jon Kelsey said: "DRSA is delighted about the announcement of the reinstatement; the culmination of a campaign which has always had our support. It is tremendous news for Okehampton and the surrounding

'railway desert' of West Devon and North Cornwall."

The association – which was unconnected with the DRCIC and has no responsibility for commitments made by it – is now looking into the possibility of running a shorter heritage service between Okehampton and Meldon Quarry.

However, Jon said it was too early to comment on the possibility.

"While it is an aspiration for DRSA, currently it depends on third party decisions beyond our control," he said. "We are in communication with the major players, and eager to explore any opportunities which may arise."

Fleet

The DRSA owns four vehicles, a Mk.1 BSK, a Mk.2 FK, a 1942-built LMS brake van and a 1948-built SR brake van, all of which will be staying on the line. DRCIC stock is being sold by RMS Locotec, and details can be found on the website www.rmslocotec.com/for-sale

They include Class 205 'Thumper' DEMU and Class 411 EMU vehicles, some described as operational, and several Mk.2 and Mk.3 vehicles and wagons. Aggregate Industries owned two diesel shunters, while there were other privately owned vehicles on the railway.

Since the beginning of 2020, working in partnership with Great Western Railway, Network Rail



Okehampton will see a return of regular passenger services to Exeter by the end of the year following confirmation of £40.5 million Government funding. NETWORK RAIL

L&B asks for study grant

THE only narrow gauge outfit to submit a bid to the Government's Restoring Your Railway fund is the Lynton & Barnstaple Railway Trust.

The trust has submitted an application for a £50,000 grant for a feasibility study into restoring the whole line from Lynton to Barnstaple.

While the 2ft gauge line closed in 1935 – when Dr Richard Beeching was working on his PhD, a quarter of a century before his name became linked to railways – and the bid might be considered a 'long shot,' North Devon MP Selaine Saxby has been very supportive, said a trust spokesman.

A BR Standard 4MT 2-6-4T, its identity obscured by the typical grime of the period, heads north of Bridgnorth towards Ironbridge and Shrewsbury with a local service in 1962, the Severn Valley cross-country branch's last complete year of operation. MICHAEL MENSING



BR Pacific No. 70000 *Britannia* at Okehampton with the first stage of the return leg of Steam Dreams' 'Atlantic Coast Express' on September 4-6, 2011. ROBIN JONES



has been conducting detailed investigations to understand what infrastructure and railway control system improvements are needed to bring the line up to the required standards.

Now that the green light has been received and investigations have been completed, Network Rail engineers have begun undertaking a range of works including drainage, fencing and earthworks, and will relay more than 11 miles of track, replace 24,000 concrete sleepers and install nearly 29,000 tonnes of ballast before running test trains.

Improvements will also be made to Okehampton station, including installing a ticket vending machine, a help point, public address system, information screens, CCTV and free WiFi.

A pay-and-display car park will be introduced with dedicated disabled bays, and the station building and platform will be made fully accessible.

Grant Shapps said: "The return of all-year services to the picturesque Dartmoor Line for the first time in half a century is a milestone moment in our efforts to restore our railways.

"Reversing lost railway connections breathes new life into our high streets, drives tourism and investment in businesses and housing, and opens new opportunities for work and education."

Christian Irwin, Network Rail's industry programme director, said: "We are excited by the numerous benefits the reopening of this railway will bring to Okehampton and surrounding areas, and we are now fully focussed on undertaking the necessary engineering work required to prepare this line for the return of regular passenger services.

Delivery

"We are grateful to our partners and supporters who are helping make this a realisation and would like to thank residents living near the railway for their patience while we ramp up activity."

GWR expects to introduce passenger services by the end of

2021 with trains running every two hours, seven day a week.

Great Western managing director Mark Hopwood said: "We are pleased that the case we made to Government for this important local line has been so compelling that this is one of the first of the Government's Restoring Your Railway reopening projects to get the green light.

"Returning regular, daily services to this line has been a long-held ambition of ours."

A separate bid under the Restoring Your Railway programme has been lodged by the Tavistock Okehampton Reopening Scheme (TORS) to fully reopen the line from Exeter via Tavistock and

Okehampton to Plymouth, thereby providing a second main line to south Devon and Cornwall, which would combine with local bus services radiating from a transit hub in Okehampton.

Journeys

TORS claims that connecting buses to and from Okehampton will cut public transport journey times from Padstow to Okehampton by more than two hours, and almost 2½ hours to Exeter.

There would be additional journey time savings to towns such as Bideford and Great Torrington, Holsworthy and Bude, Camelford and Wadebridge, as well as by rail to Torbay, with a 62-minute saving between Tavistock and Paignton.

Bid for funding to re-link Ironbridge to Bridgnorth by rail

AMONG the list of 85 schemes competing for investment under the Department for Transport's third and final round of the Restoring Your Railway fund is a widely-supported bid to restore closed northern sections of the original GWR Severn Valley branch between Ironbridge and Bridgnorth.

The Ironbridge Railway Trust's bid for feasibility study funding has been sponsored by MPs Lucy Allan, Phillip Dunne, Mark Garnier and Daniel Kawczynski, whose constituencies cover the railway corridor.

It is supported by Shropshire Council, the Marches Strategic Rail Group of local authorities, Worcestershire County Council and Wyre Forest District Council.

Building on the one-off opportunity presented by the

redevelopment of the closed Ironbridge Power Station site, the trust envisages re-opening a community railway from there to the Iron Bridge and across the World Heritage Site to Bridgnorth, where it would link with the modern-day Severn Valley Railway (SVR).

Opportunity

The proposals would complement plans by the Telford Steam Railway to expand its services on to the Ironbridge-Coalbrookdale-Madeley Junction line, as outlined in issue 255.

Trust chairman Peter Lyons said: "The Restoring Your Railway fund is a real opportunity for the trust and its stakeholders to assess the potential for rail public transport to grow the Ironbridge and Severn Valley corridor's tourism and visitor economy, while protecting precious

historic and natural environments which highway-based growth could damage."

The reopened route would offer new public transport capacity and a testbed for modern 'green' rail technology, as well as heritage trains forming part of historic attractions of the gorge and the valley.

The line between Buildwas and Bridgnorth was closed by BR in 1963.

SVR general manager Helen Smith said: "The SVR has not entered into any discussions about operational engagement with the proposed project at this very early stage.

"We await the outcome of the current funding bid with interest and look forward to understanding more about how the project might proceed."

New frame for Hotchley Hill

VOLUNTEERS at the Great Central Railway (Nottingham) have obtained a replacement lever frame for Hotchley Hill signalbox.

The acquisition is said to be an excellent match for the original LNER device and is described as being in very good condition.

The frame is now stored securely, ready for when it is required.

The Art Deco LNER signalbox replaced the original GCR structure in the late 1940s when the sidings were extended.

Located opposite the Gypsum works at East Leake, it was chosen as the prototype for Bachmann's models in both OO and N gauge.

Heritage lines in queue for £50k study grants

By Robin Jones

MORE than 20 bids for £50,000 feasibility study funding among the 85 schemes listed in the third round of the Restoring Your Railway 'ideas fund' involve existing and proposed heritage lines or associated routes.



Firstly station served the junctions for the lines to Skegness and Spilsby. In the Victorian era, most holidaymakers travelled by train and Firsby was one of the busiest stations on the East Lincolnshire line, directly or indirectly employing several hundred people. Falling usage caused passenger services to be suspended in 1939 as the Second World War began and they were never reinstated. Goods services ended in 1958, and today the station is a private house, but a bid is afoot to rebuild the line to Louth. ROBIN JONES

The Peaks and Dales Railway aims to reinstate the Midland Railway main line between Chinley, Buxton, Matlock and Ambergate, part of which has been restored by Peak Rail, with 8½ miles including Headstone Viaduct and six tunnels used as the hugely-popular Monstal Trail footpath and cycleway.

All applications must go through the local Member of Parliament, and this bid is sponsored by MPs Robert Largan (High Peak) and Nigel Mills (Amber Valley), supported by the Manchester and East Midlands Rail Action Partnership, Railfuture East Midlands and the Goodshelter Group.

Peak

Nottingham South MP Lilian Greenwood, who until recently chaired the Transport Select Committee, said: "Many people in Nottingham would love to get out into the Peak National Park, but without a car it can be very difficult.

"Reopening the Peaks and Dales rail line would bring my constituents closer to some of the UK's most beautiful countryside and provide better public transport links to Manchester and the north west."

A Peak District National Park Authority spokesman said any proposal must ensure that a rail line was "not detrimental to the

landscape features of the national park," as well as providing a cycling and walking trail.

Lewes MP Maria Caulfield has submitted a bid for the reopening of the Lewes to Uckfield link, which is partly occupied by the Lavender Line, as part of the Brighton Main Line 2 scheme. Also included would be the reinstatement of main line services over the Spa Valley Railway from Eridge to Tunbridge Wells.

MPs Richard Holden (North West Durham), Dehenna Davison (Bishop Auckland), Paul Howell (Sedgefield), and Peter Gibson (Darlington), have written to the chief of the Auckland Project, which now owns the Weardale Railway, to show united support for a bid for revitalising the line (formerly owned by British American Rail Services).

It would see new stations and connectivity with the Newton Aycliffe Industrial Estate, plus the possibility of reconnecting Crook and Howden-Le-Wear. There would be improved cycling and walking links along and around the route, especially into Bishop Auckland.

The mothballed 18-mile Anglesey Central Railway between Gaerwen and Amlwch, used by freight until 1993 and a long-standing goal of revivalist group Lein Amlwch, is the subject of a bid lodged by Ynys

Môn MP Virginia Crosbie, following advice from Menter Môn, the Welsh Government, Transport for Wales and Anglesey Council.

Options include its restoration as a railway or conversion into a cycleway and footpath, which could open up a route from Newborough to Amlwch and link with the Anglesey Coastal Path.

Virginia said: "This line is a major island resource which is lying in ruins and we need to find the best way to bring it back to life to boost transport links to our communities and promote tourism."

There is also a bid to rebuild the Bangor-Caernarfon-Afon Wen line, supported by local Welsh Government member Llyr Huws Gruffydd. Part of the formation on the western side of Caernarfon carries the modern-day Welsh Highland Railway.

Potential

Bids have been lodged to reinstate the Helston branch and its main line connection (Helston Railway); the reopening of the Sharpness branch (Vale of Berkeley Railway); Oswestry to Gobowen (Cambrian Heritage Railways); the Stoke to Leek line (Moorlands & City Railways Ltd/Churnet Valley Railway); and, as previously reported, the Upper Wensleydale Railway.

Bid for regular daily trains between Rushcliffe and Leicester via GCR(N)

RUSHCLIFFE MP Ruth Edwards and Loughborough MP Jane Hunt are supporting the Reconnect Ruddington bid from the East Midlands Railway Trust to upgrade the Great Central Railway (Nottingham), to be used for passenger services from Ruddington to Leicester, and also freight via the spur to the Midland Main Line at Loughborough.

The scheme proposes two return trains in each direction daily between Ruddington and Leicester, connecting housing and services with Ruddington village, Rushcliffe Country and Business Parks, East Leake, and the Nottingham Transport Heritage Centre.

The trust's first priority is the Bridging The Gap project linking the line to the Great Central Railway at Nottingham. It would also investigate plans to link up with transport systems that provide commuting links between Nottingham and Leicester.

A key aim is to lay a new south chord from the GCR(N) over a realigned Asher Lane level crossing into Ruddington Heritage Centre to save trains having to reverse at Fifty Steps Bridge, just south of the original Ruddington station – in advance of the completion of the proposed 18-mile heritage route to Leicester North.

There is also the prospect of connecting with the Nottingham Express Transit (NET2) route to central Nottingham, which currently finishes 1½ miles short of Ruddington.

New trust patron Ruth Edwards commented: "This scheme would provide fantastic benefits at a time when our region seeks to recover after the pandemic.

"It will attract employment and apprenticeship training in building and rail maintenance, centred on the scheme's proposed new terminal station at Ruddington."

Dartmouth plans would risk viability of heritage services

A PROPOSAL to return main line services over the Dartmouth Steam Railway has been given the cold shoulder by the heritage line.

A Restoring Your Railway bid has been lodged by Conservative MPs Anthony Mangnall (Totnes) and Kevin Foster (Torbay).

Their bid for the restoration of main line trains after half a century includes access from Goodrington and Churston stations. Mr Mangnall has also submitted a bid for the reopening of South Brent station (which closed in 1964) on the Exeter to Plymouth line.

He said the proposals are an opportunity to improve the transport network in South Devon in an environmentally friendly way, reducing pollution and road

congestion, with better links for commuters and visitors.

However, the Dartmouth Steam Railway & River Boat Company (DSRRBC) fears it would cost millions to upgrade to main line standards, possibly doubling the track to increase capacity, and it would impact on its heritage services, which run every 35 minutes in July and August, with a six-week annual closure for maintenance.

DSRRBC managing director John Jones said: "Regarding the application to Restoring Your Railway Fund, I can assure people that, as we own all of the line and associated assets, we are 100% in control with regard to supply of permission or otherwise for access or operations and any proposal that

Class 33 No. 33111 heads a pre-season test train through Harman's Cross on the Swanage Railway on March 19. The Restoring Your Railway fund will consider a grant towards a study into the potential for regular services between Swanage and Wareham.
ANDREW PM WRIGHT

A bid to restore Isle of Wight branch lines covers the reinstatement of the Island Line south of Shalston to Ventnor, and a regular service from Ryde via Smallbrook Junction to Newport by extending the Isle of Wight Steam Railway.

Among applications from existing heritage lines are the introduction of regular heritage trains and a potential year-round passenger service between Swanage and Wareham over Swanage Railway; the introduction of main line services between Wymondham and Dereham on the Mid-Norfolk Railway; a daily service on the Keighley and Worth Valley Railway; and increasing service provision between Bodmin General and Bodmin Parkway (Bodmin & Wenford Railway).

There are also bids to introduce a passenger service to Shepton Mallet via the East Somerset Railway, and to reinstate the nearby Radstock to Frome line.

Louth, to which the Lincolnshire Wolds Railway is extending from its Ludborough base to the north, could have a second rail link, this time from the south, if an application for funding for a study into rebuilding the 16 miles of the East Lincolnshire main line, which closed to passengers throughout on October 5, 1970, from Firsby proves successful.



The application from East Lindsey District Council has been driven by its portfolio holder for planning, Coun Tom Ashton, and Coun Adrian Benjamin, and is supported by MPs Matt Warman (Boston and Skegness) and Victoria Atkins (Louth and Horncastle), with the aim of encouraging economic growth and opportunities. The bid calls for "further consideration" for the reinstatement of the Willoughby to Mablethorpe loop line.

Catchment

A reinstated route would serve Louth, Legbourne, Alford and Willoughby; a population of more than 20,000, and if the Willoughby to Mablethorpe section was to follow, another 13,000 residents would regain rail access.

The Great Central Railway main line could one day be rebuilt to again serve Leicester but from the south, if Sustainable Transport Northamptonshire's bid to reinstate the route from Rugby proves successful.

The proposal would see a rebuilt line following its original formation adjacent to the M1 motorway before linking up with the Birmingham to Leicester line near the existing Narborough station. There would be new passenger stations at Lutterworth, which has a population of 10,000 but no rail link since 1969, Cosby and possibly Broughton Astley.

Services could run between Northampton and Nottingham with a plan to link up the Magna Park logistics hub near Lutterworth.

The bid is supported by South Leicestershire MP Alberto Costa, who said that the scheme would "revolutionise the regional transport system we have in south Leicestershire and would meet one of the Government's core objectives in moving HGV haulage to the much more sustainable rail freight network."

Decision

An application has also been made by pro-rail campaigners for the complete rebuilding of the Stratford-upon-Avon to Honeybourne Line, previously a target of the Stratford & Broadway Railway Society.

The Government is set to make a decision on which of the 85 feasibility study funding bids are successful by the summer.

introduces any financial risk at all (no matter how small or unlikely) will not be entertained.

"As an aside, while nothing is impossible, I am of the opinion that allocating public funds to even a feasibility study on this project would not be a wise use of taxpayers' money."

Torbay Council's Liberal Democrat leader, Coun Steve Darling, has written to Transport Secretary Grant Shapps to voice his own doubts, warning that the DSRBC felt the restoration of main line services was a 'non-starter'.

He wrote: "The Dartmouth Steam Railway is a significant attraction in Torbay, valued both by visitors and residents alike.

"The steam railway fears that it will only take a marginal number of passengers to switch from the heritage trains to main line trains for its financial model to be unviable."

Easier access to heritage line at Bishop Auckland

IN ADVANCE of any potential boost from the Restoring Your Railway fund, steps are already being taken to improve the connection of the Weardale Railway to the main line at Bishop Auckland.

Network Rail is bringing the redundant section of its platform at the County Durham station back up to standard.

Once that work is complete, the Weardale Railway Trust, in partnership with Weardale Railway Limited, will start to install the connecting path between there and the Weardale Railway platform at Bishop Auckland West, 420 yards away.

Accessibility

The previous route involved a circuitous walk around the B&Q superstore and Post Office sorting office over uneven ground. Access to the new connection will be via the Bishop Trains Travel Centre at Bishop Auckland.

The footpath project – a major achievement that has been on the



revivalists' wish list since the railway was reopened to Bishop Auckland in 2010 – has also involved the Bishop Line Community Rail Partnership.

A spokesman for the heritage line said: "We are confident that this much-needed connection will be of enormous benefit to the users of the Weardale Railway."

Looking from Bishop Auckland west to east, the track in the foreground is the connecting line to the national rail network. The Weardale Railway and Network Rail buffer stops will remain in place for now. The alignment of the tracks are laid such that they could eventually be connected.

JOHN ASKWITH/WR

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A blue steam locomotive with red lining is shown on a railway track. The locomotive is facing right, and its reflection is visible in a puddle on the track. The background shows trees and a clear sky.

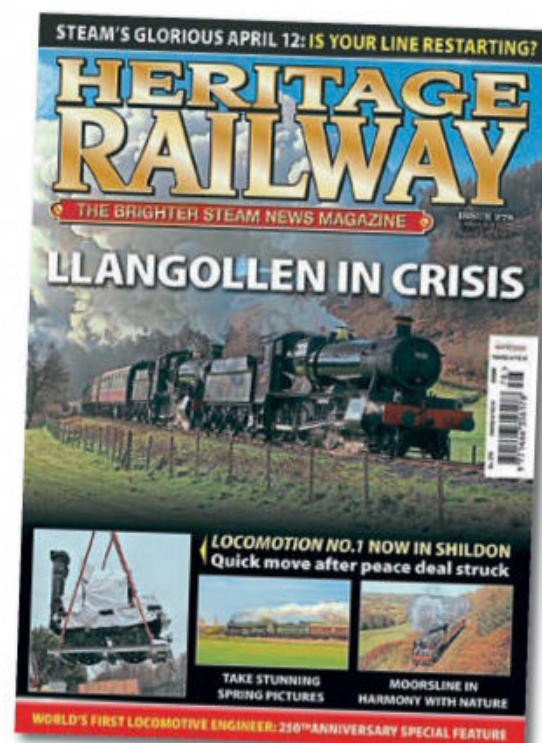
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GER Y14 0-6-0 No. 564 is seen preparing to return from Holt to Weybourne on a light engine test run on March 19 as part of the build-up to the North Norfolk Railway's planned resumption of services on April 12. Between then and May 16, public trains will operate between Sheringham and Holt four times a day, consisting of coaches with individual compartments, ensuring that families and groups can travel in safety without having to mix with others. A compartment will be priced at £40 for four people and if Government restrictions allow, an additional two persons can be added at £10 each, with bookings available at www.nnrailway.co.uk. From May 17 until July 23, a two-train service will include three trips hauled by steam and three DMU diagrams. Special events planned for this year include a mixed traction weekend on July 24/25, a steam gala on September 3-5 featuring the return of the Gresley Society's N2 0-6-2T No. 1744 (69523) and the last gala appearance of B12 4-6-0 No. 8572 before its major overhaul. September 17-19 is due to feature a scaled-down 1940s event. The Norfolk Lights Express is planned to return from November 15 through to January 2, with a Christmas break, and Santa specials from November 27 until December 24. NNR



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Identity change: The replica *Brentor* nameplate, West Country class scroll, and smokebox number and shedcode plates which the Spa Valley Railway is due to temporarily fit to No. 34053 *Sir Keith Park* at the request of Phill Brentor, a retired driver and steam enthusiast. PHILL BRENTOR



West Country class No. 34095 *Brentor* near Shawford between Winchester and Eastleigh on May 22, 1960. The Southern Railway designed/BR built Pacific, which had its distinctive air-smoothed casing removed eight months after the photograph was taken, is to be recreated by the Spa Valley Railway in June at the request of former railwayman Phill Brentor. TRANSPORT TREASURY/DR T GOUGH

Brentor to be revived at 75F!

By Geoff Courtney

PRESERVED Southern Railway 4-6-2 No. 34053 *Sir Keith Park* is to undergo a temporary change of identity at the request of a former railwayman whose surname was carried by a member of the identical West Country class.

For a weekend in June, and possibly for a subsequent photo charter, the Bulleid light Pacific is to become No. 34095 *Brentor*, complete with West Country class scroll, the appropriate shedplate, and smokebox numberplate.

Jonnie Pay, commercial manager of the Spa Valley Railway, where the locomotive is based, agreed to the change after an approach from retired train driver Phill Brentor, of Peterborough, who had planned to get married in the railway's home town of Tunbridge Wells. The wedding plans have been thwarted due to the Covid-19 pandemic, but steam railway enthusiast Phill remains undeterred.

Phill said: "My father's family name was Markovitch, which is of Romanian

origin, but he wanted a more English name and decided to change it by deed poll to Brentor after visiting the village in Devon – this was before marrying my mother and before I was born. As far as I can ascertain, we are the only Brentors in the world.

Occasion

"I am getting remarried, and my sister Jane and I each have replica *Brentor* nameplates made by Newton Replicas, and West Country Class scrolls, and I also have a replica No. 34095 smokebox numberplate and Eastleigh shedplate 71A, the engine's last shed.

"With *Sir Keith Park* operational on the Spa Valley Railway, my future wife Betty and I thought we could marry in Tunbridge Wells, and had planned to hire the railway on June 28 for our reception and to travel on a train, hauled by the engine which would be fitted with our nameplates, West Country Class scroll, and smokebox and shedplates. We contacted the railway and Jonnie agreed. However, finding a register office in the vicinity

that was available proved extremely difficult, due to them having to clear backlogs caused by the lockdowns, and it became impractical to try to make it happen.

"An added complication was that my son Adric and his wife Jen are flying to the UK from Alaska, where they live, to join us on the day, which will be their tenth wedding anniversary, and they had planned a renewal of vows on the platform."

Phill, who is 64, joined BR as a shunter at Eastleigh in 1988 and subsequently became a driver of Southern electrics out of Guildford.

He was determined to make the weekend special despite his wedding to Betty being postponed, and Jonnie agreed to still convert *Sir Keith Park* into No. 34095 *Brentor*.

So, on June 26 and 27 there will still be a Brentor party at the Spa Valley's Tunbridge Wells West station, attended by Phill and Betty and their guests – Jane and husband Graham, Adric and Jen, daughter Devon and her fiancé Daniel, and son Tarran and

daughter Kess. The following day, Adric and Jen will renew vows on top of the 1082ft high Brent Tor itself on the western edge of Dartmoor.

Dream

"The Spa Valley Railway jumped at my idea and I will be eternally grateful to them," said Phill. "I have dreamed of this for many years."

Jonnie added: "While we are disappointed for Phill and Betty about having to postpone their wedding, we will be delighted to recreate long-lost West Country No. 34095 *Brentor*, and I am sure it will attract plenty of interest among visitors on the two days as well as photographers."

No. 34095 was one of the class members that worked up to the end of steam on the Southern Region on July 9, 1967, when it was allocated to Eastleigh where, coincidentally, it had been built in October 1949 and had its air-smoothed casing removed in January 1961.

It was cut up at Cashmore's of Newport in April 1968.

New marketing manager recruited for Cotswold line

THE Gloucestershire Warwickshire Railway (G/WR) has marked its 40th anniversary year by appointing its first paid marketing manager.

Catherine Johnson, BSc (Hons), CIM, of Solihull, is only the eighth employee within the heritage line, which is run by an army of 950 volunteers and achieves a healthy £2 million turnover.

Catherine has previously held marketing management or director positions within industry, the Birmingham Chamber of Commerce. Latterly, having gained her Post Graduate Certificate in Education at Worcester University, she has been teaching in Solihull and Coventry. At present she is reporting to Janet Gough, the

railway's volunteer resources director and acting marketing director, following the recent resignation of Graham Radband for family reasons.

Janet said: "As we emerge from a series of lockdowns which have significantly curtailed the railway's business, the board has taken the opportunity to rethink the railway's management structure.

"It is clear marketing is a crucial discipline that needs professional input to help grow our railway's business into the future."

Catherine said: "My first task is to audit the range of marketing and communications activities on the railway and recommend a marketing plan which co-ordinates

these and firmly places the G/WR in the top echelon of the Cotswolds tourism market.

"Our railway is well placed to become top-of-mind for families looking for an enjoyable day out.

"I'm really impressed with the railway and all that it has achieved over four decades – and almost entirely by volunteers. It's a truly astonishing story that needs to be told.

"People who visit our railway also spend money at other attractions, support local businesses such as shops, pubs, restaurants, B&Bs and hotels.

"As our railway develops, so does the local economy. Our growth will play a vital part in



Gloucestershire Warwickshire Railway's new marketing manager, Catherine Johnson, is based at the line's registered office in Churchward House, at Winchcombe station. G/WR

helping the region to recover from the coronavirus pandemic by attracting new as well as returning visitors."

Crich tramcar celebrates its centenary in 1930s condition

CRICH Tramway Village-based tramcar No. 345 celebrated a centenary of public service on March 27.

In 1939, the tram was rebuilt by Leeds City Transport, which involved a conversion from an open balcony car with reversed stairs into a fully enclosed tramcar with direct stairs, platform doors, and added vestibules. The original trolley pole was replaced by the current bow collector and new faster motors were also installed. The upper deck bulkheads were removed, and seats upholstered at the same time.

Officially withdrawn from service on September 17, 1948, while still in operational condition, the tram was converted into a joiners' shop for use at Swinegate Depot, the headquarters of Leeds City Tramways.

In 1959, it was acquired by Leeds Transport Historical Society, which saved it from the scrapyard and transported it to Crich on December 18 that year. In 1963, No. 345 was intended for restoration in its original

condition as an open-balcony tramcar, but then in 1978 it was resolved to restore it as a 'Convert' car, so demonstrating the changes made in 1939 to make it look more modern and more comfortable.

After a period in off-site storage, it returned to Crich in 2002 and entered service in 2006 after a full restoration in the museum's own workshops.

Malcolm Wright, a volunteer at the tramway museum since 1964 and museum board member, said: "It is a delightful tram for visitors to enjoy a journey, just as the citizens of Leeds did in the 1930s."

Subject to a successful commissioning examination, the tram is planned to be in operation during the 2021 season.

In line with current Government guidelines, Crich Tramway Village will open its outside areas with limited tram rides from April 12 to May 16, and then internal areas from May 17 with Covid-19 measures in place. Visit the website www.tramway.co.uk for details.



Leeds tramcar No. 345 at Crich Tramway Village in 2020. CTV

St Rollox Works inertia sparks union frustration

By Hugh Dougherty

THE Scottish Trades Union Council, Unite, and the Rail Maritime and Transport union have written jointly to Michael Matheson, Scottish Government Cabinet Secretary for Transport, Infrastructure and Connectivity, to express their anger and disappointment of his failure to act in finding an alternative use for the historic former Caledonian Railway's St Rollox Works at Springburn, Glasgow.

Interest

Closed by Hansteen in 2019, the site was the focus of great media interest in late 2019 and early 2020 after Jeremy Hosking's Locomotive

Services Limited (LSL) made a bid to take over the works as a heritage steam locomotive maintenance and train care depot.

There was widespread public disappointment and hopes for the site and for railway jobs on it were dashed when Hansteen rejected LSL's bid. Now the 279,000 sq ft site – which includes railway workshops and equipment, and remains rail connected – continues to be marketed, so far without success, on behalf of Hansteen by property agents CBRE and JLL on a lease or sale basis.

The unions accuse Mr Matheson of inertia and reneging on a pledge to form a task group to look at ways of developing the site, hopefully

returning railway maintenance to it, but say the task group has not met in the year following closure.

The signatories to the letter are demanding that the site be brought under public control.

History

St Rollox is the former Caledonian Railway works, opened in 1854. After various changes of ownership after 1923, including LMS and BR, it finally closed in 2019.

Still known locally as The Caley, the site and its buildings, some of which date from its earliest days, represents the last link with the once powerful railway manufacturing industry in Springburn. The original office



The locked gates at the former Caledonian Railway's St Rollox Works. HUGH DOUGHERTY

buildings, in which many of the Caledonian Railway's locomotives were designed, are listed and carry a plaque recalling their historical significance.



Stepping back to the 1940s at the Severn Valley Railway. PAUL HASTIE/SVR

Severn Valley wartime weekends are back

THE Severn Valley Railway's renowned 1940s weekends are set to return this summer after being cancelled last year due to the Covid-19 pandemic.

The Step Back To The 1940s events, a prominent feature of the railway's diary for more than 20 years, will take place on June 26-27 and July 3-4.

The weekends encourage visitors to dress in period costume and relive the era through music, dance, and a variety of interactive displays with a team of re-enactors, celebrating the best of Britain on the home front.

Visitors will be able to experience a 1940s wedding, rifle training, vintage vehicles, marketplaces, living history displays, military encampments and more.

Changes have been made to this year's event to ensure Covid-19 safety for all visitors. Parties will be allocated a compartment or socially-distanced table on all services.

The Engine House Visitor Centre at Highley, and all the line's pubs and cafes, plan to open in line with the expected lifting of Government restrictions.

SVR general manager Helen Smith said: "We know how popular this event is and we can't wait to see a whole host of returning faces, along with some new ones, all looking for an exciting day of vintage discovery.

"Although we've had to change slightly to ensure a Covid-safe experience, we can guarantee a 1940s adventure to remember.

"The moment you step onto the railway, you'll be transported back in time to a world of George Formby, Laurel and Hardy, cold beer and spam sandwiches!"

Tickets cost £35 per person for a full-day experience departing from either Kidderminster or Bridgnorth, and are available at www.svr.co.uk

Manors on way back thanks to appeal success

MORE than £15,000 has been received by the Erlestoke Manor Fund in donations and share purchases in response to its '2 for 2020' appeal.

With both its locomotives out of action from the second half of 2019, fund trustees decided to launch an appeal for the whole of last year to speed up the return of GWR 4-6-0s Nos. 7802 *Bradley Manor* and 7812 *Erlestoke Manor* to work from their base on the Severn Valley Railway.

The appeal, boosted by Gift Aid, ensured that the repairs continued in testing circumstances, at a time when much of the usual volunteer engineering input was unavoidably curtailed due to Covid-19.

The appeal raised a significant part of the funds required for the new piston heads and piston rods for both locomotives, along with enabling contract engineering staff to continue with aspects of No. 7812's overhaul, which is now at an advanced stage. The machined cylinder blocks for 7802 were delivered to Tyseley Locomotive Works in February.

Technology 'containing' Severn Valley landslips

THE Severn Valley Railway has invested in electronic technology used on the national network to monitor the landslips at Sterns and Alveley Woods.

Using 'tilt monitoring' at both locations, sensors attached to sleepers feed back to a central solar-powered trackside unit.

This unit sends a text alert to designated recipients if indications are that a serious land movement has occurred.

Red stop lights located at each end of the slip will alert train crews if anything appears amiss.

At Sterns, a solar-powered 4G remote-accessed camera has been installed as an added measure. In the longer term, physical remedial measures have been designed for tackling the Alveley Woods slip, for which funds will need to be raised.



County Donegal Railways 2-6-4T No. 6 *Columbkille*, built by Nasmyth Wilson in 1907, is one of the prize exhibits at the Foyle Valley Railway Museum. HUGH DOUGHERTY



Among the museum's exhibits is County Donegal Railway Walker-Gardner railcar No. 12 of 1934. HUGH DOUGHERTY

Development plans announced for Foyle Valley Railway Museum

By Hugh Dougherty

DESTINED, the charity for children and adults with learning difficulties which took over the Foyle Valley Railway Museum from Derry & Strabane District Council in 2016, has published details of how it will develop the narrow gauge railway museum over the coming year.

The charity's plan – backed by a £242,100 grant from the National Lottery Heritage Fund Northern Ireland, announced in March 2020 – states that Destined will reopen the museum as soon as lockdown restrictions are eased, and that it hopes to welcome 5000 visitors annually.

Preparation

Repairs will be carried out to the building and railway exhibits, which include former County Donegal Railways (CDR) 2-6-4T No. 6 *Columbkille*, CDR railcar No. 12, and the only surviving Londonderry & Lough Swilly Railway (L&LSR) coach, No. 6, which was presented to the North West of Ireland Railway Society by the L&LSR company.

CDR 2-6-4T *Meenglas*, cosmetically restored by the Railway Preservation Society of Ireland at Whitehead and returned to Londonderry in 2019, is on display outside the museum.



This 1960s picture of the Foyle Road ground signal light having its oil topped up is one of many now being handed in to the museum, which is certain that many more exist and wants to see them. FVRM

Museum guides are being trained by Destined, and memories, images and artefacts of the Great Northern Railway of Ireland's Foyle Road station and goods yard, situated on the area now occupied by the museum, are being sought for display and use in a new railway heritage interpretative centre, due to open in summer 2022.

An initial local appeal has unearthed long-lost pictures of staff and trains at the station, which was

closed in 1965 by the Ulster Transport Authority. Now, Destined – which is also committed to working with local railway groups and to reopening the mothballed 3ft gauge Foyle Valley Railway – would be pleased to hear from members of the public, former railway staff and enthusiasts with memories, photographs or relics of the station for inclusion in the interpretative centre.

Objective

Part of the aim of the project is to capture memories of older people who remember working or travelling on the railway, and to ensure that these are passed on to younger people and remain accessible to all.

Foyle Valley Railway manager Caroline O'Hara said: "We would like to hear from as wide a range of people as possible about their memories of Foyle Road station, and that includes enthusiasts."

"The opening of an interpretative centre will help make the museum and its collections available to as wide a section of the community as possible, and is a very exciting project."

If you have anything of interest, connect via www.facebook.com/FoyleValleyRailway



The museum has recently received this picture of GNR(I) staff at Foyle Road station. FVRM



The Foyle Valley Railway Museum is to reopen as soon as Covid-19 restrictions allow. HUGH DOUGHERTY

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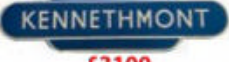
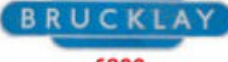
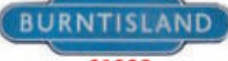
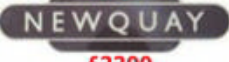
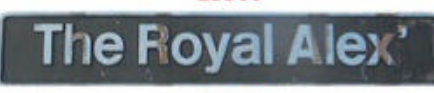
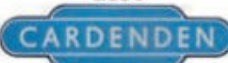
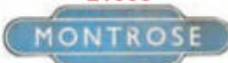
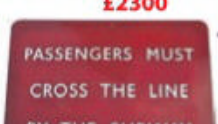
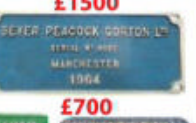
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 £250	 £300	 £750	 £700	 £800	 £400
 £550	 £420	 £600	 £700	 £800	 £1100
 £250	 £240	 £3500	 £150	 £1100	 £800
 £280	 £200	 £2100	 £850	 £400	 £2000
 £350	 £120	 £1800	 £600	 £1100	 £550
 £230	 £200	 £1700	 £950	 £1100	 £2000
 £150	 £260	 £2300	 £1000	 £1100	 £1400
 £350	 £150	 £1200	 £1500	 £550	 £800
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South Devon announces comeback loco roster

By Gareth Evans

THE South Devon Railway (SDR) has announced details of its first services for 14 months, made possible by a marathon lockdown fundraising effort.

As reported last issue, the Buckfastleigh site was scheduled to reopen the 12-acre grounds on April 12, with trains on course to operate from May 17.

Following a similar format to those successfully staged last summer and autumn, the site's open days will be held every Tuesday, Thursday, Saturday and Sunday until May 16.

Attractions include gardens, a workshop viewing area, riverside picnic spot, children's playground, the Lee Moor Tramway museum, north signal box, and a gift and model shop. Take away food and drink will be available from the volunteer-run kiosk in Buckfastleigh car park.

Many of the SDR's steam and diesel locomotives and historic coaches will be on display, while the miniature and garden railways will open on weekends from April 12 until May 17.

However, it is hoped some midweek running may also be possible. Would-

be visitors are advised to check www.southdevonrailway.co.uk and social media feeds in case this happens.

While entry to the site is free, the SDR will ask for a donation at the gate, which can be gift-aided – and there is plenty of free car parking.

Operations

When trains restart from May 17, a timetable of four daily trips will operate, leaving Buckfastleigh at 10.30am, 12.10pm, 2.15pm and 4pm, and returning about 1¼ hours later. Tickets, which must be pre-booked, will be available online from April 12.

The line's passenger train diagrams are due to be handled by GWR prairie No. 5542 and 0-6-0PT No. 1369.

Furthermore, three members of the resident steam will be out on hire to other heritage lines this year.

GWR 2-6-2T No. 5526 will attend the Mid-Hants Railway's April 30-May 3 spring steam gala, where it will head to Paignton to spend the season on the Dartmouth Steam Railway (DSR) as standby loco.

As reported, London Transport-liveried GWR 0-6-0PT No. L92 (5786) will spend the season at the Gwili



Attractions at Buckfastleigh station include the miniature railway. SDR

Railway, and pannier No. 6412 is running on the Chinnor & Princes Risborough Railway during the year.

Meanwhile, class sister privately-owned No. 6430, a former Buckfastleigh resident, is to receive contract repairs. More recently based at the Llangollen Railway, No. 6430 was bought by the Dart Valley Railway for spares for Nos. 6412 and 6435 (now resident at the Bodmin & Wenford Railway) – and never ran at Buckfastleigh. Sold to current owner Hugh Shipton as a kit of parts in 1989, it underwent a substantial rebuild and returned to action in 2003.

In a separate development, the SDR has agreed a carriage exchange with the 1957-built DSRs. Mk.1 SO No. W4802 will leave for Paignton, to be replaced by 1958-built CK No. W16071.

SDR marketing director Peter Treglown said: "This is excellent news for both lines as the DSR was looking to strip out the CK, while a new compartment vehicle is an ideal addition to our fleet. The carriage, which hasn't run for some years, is currently in BR blue and grey and is in good all-round condition, and we

very much hope that it will be seen in service this season."

With the last SDR steam trains having run on March 17, 2020, it is the longest period that the quintessential former GWR branch line has been closed in its 52-year history, after reopening as a heritage line in 1969 following closure by BR in 1962. Considerable necessary planned maintenance and improvement works have been carried out along the line.

The railway has raised about £1.2 million to safeguard its future. This includes its SOS appeal for donations, which now stands at £311,069.58, and sizeable grants from the National Lottery Heritage Fund, the Department for Culture, Media & Sport's Cultural Recovery Fund for Heritage, Teignbridge Borough Council, 2020 site open days donations and income, an insurance rebate, and the sale of an asset in GWR 4-6-0 No. 4920 *Dumbleton Hall* for an undisclosed six-figure sum.

All money raised to date is needed for survival, but the appeal continues to bring in weekly donations, even after running for a year.

Funding

The next funding target is £1.5 million, though the railway still has an eye on the anticipated share issue launch of its planned move to become a Charitable Community Benefit Society this year, delayed by Covid-19, but which will give the SDR a new structure.

The financial hit is evident by figures showing 1750 passengers travelled last year compared to 83,527 in 2019 – a drop of 98% with an overall £2 million revenue loss.

It is hoped 2021 will allow the return of two of the line's hugely popular Days Out With Thomas events on July 2-4 and September 24-26. At Christmas, the inaugural Polar Express is set to operate, having been cancelled in 2020.

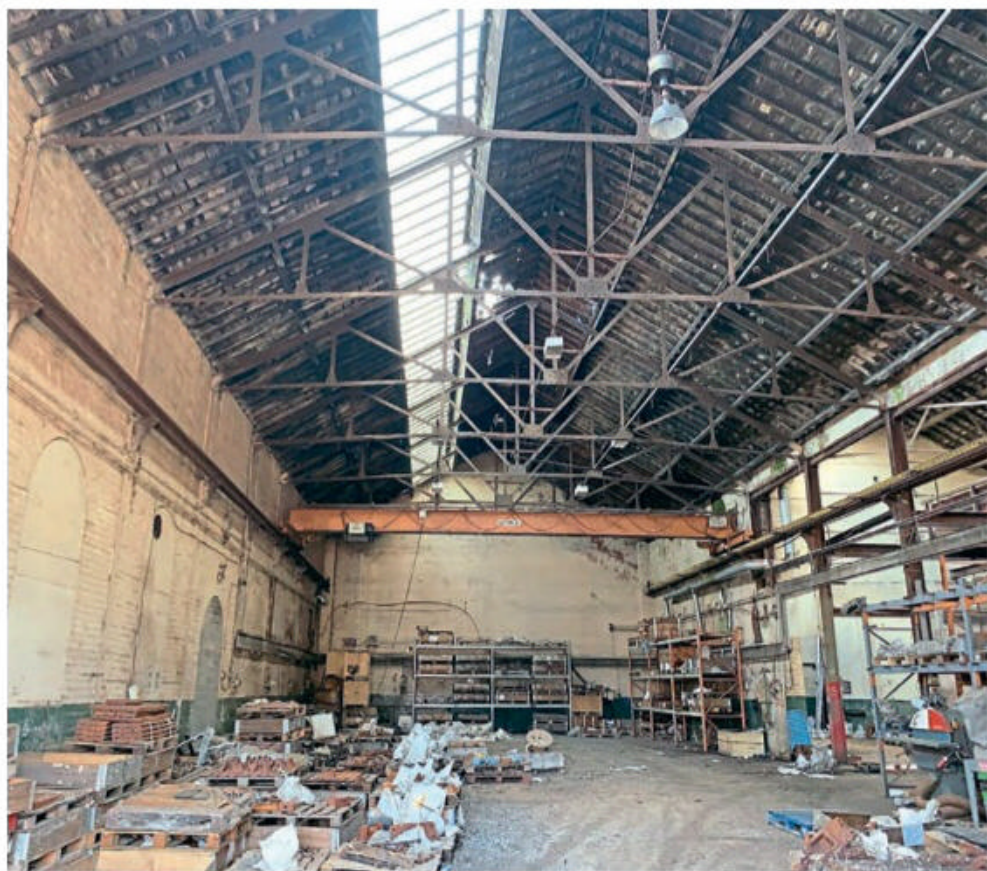
Peter said: "The whole SDR team is excited to welcome people back – it's the news we have been waiting for. We are now on the rails to recovery.

"We have much for visitors to discover and we are making use of the whole 12-acre site to ensure there is plenty of room for them to relax and enjoy a gentle stroll as they explore.

"We'll have the steam trains running again soon in May, which will be a real red letter day for the whole railway!"



While GWR prairie No. 5526 (pictured) is to spend the season on hire to other heritage lines, sister No. 5542 and GWR 0-6-0PT No. 1369 are booked to haul South Devon Railway trains when they resume on Monday, May 17. ANDY LOCK/SDR



The exterior and interior of the building in the Hetton Lyons Industrial Estate, said to be the last one surviving from the ground-breaking Hetton Colliery Railway, is facing demolition a year before the line's bicentenary celebrations. STUART PORTHOUSE

'Last' surviving building from 'world's first' steam railway in County Durham given reprieve by council

By Robin Jones

CAMPAIGNERS battling to save one of the last surviving buildings of the Hetton Colliery Railway (HCR) in County Durham have been boosted by Sunderland City Council's decision to refuse permission for it to be demolished.

As reported last issue, a major event to mark the bicentenary of what has been dubbed the world's 'first successful steam railway' is due in the autumn of 2022.

However, the line's 1910-built locomotive and waggon shed on Hetton Lyons Industrial Estate, erected on the site of an earlier 1800s building, is threatened with demolition.

Modern-day specialist rail infrastructure engineering company Trackwork wants to pull it down because it has fallen into a state of disrepair.

However, the Hetton Colliery Railway 200 group (HCR200), a charity set up to mark the 200th anniversary next year, and Hetton Town Council have lodged objections as both want it saved because of its historical importance.

Trackwork had applied to the city council for a notice giving it the power to demolish the shed, stating there were no plans to build anything on the site but that "this may change in the future".

The town council had called for the application process to be halted and expert opinion sought from the city council's heritage officer.

It also wanted Trackwork to justify need to demolish the shed. A town council spokesman said the shed "represents an important aspect of the town's railway heritage and is a rare example of such a building."

HCR 200's Stuart Porthouse, a former city councillor for the St Chad's

Ward and Mayor of Sunderland, said: "We want it preserved in some manner, and while it's been allowed to deteriorate, the building itself is solid – it's just the roof.

"It's important we look after our heritage. This is the only reminder of what was a huge industrial concern."

Campaigners have suggested it could be donated to Beamish: The North of England Open Air Museum.

On April 1, the city council, as the local planning authority, refused Trackwork's application for consent to pull the building down.

The city council issued a statement which said: "The proposed notification as submitted fails to satisfy the conditions in Part 11 Class B (Demolition of buildings) of The Town and Country Planning (General Permitted Development) (England) Order 2015."

Permission was refused, it said, "owing to the lack of information

relating to method of demolition and restoration."

An application by the campaigners for listing status to Historic England for the shed has just been refused by the Department for Digital, Culture, Media and Sport. Stuart said he was "disappointed" by that decision.

The eight-mile railway opened in 1822 and was built to 4ft 8in gauge. It was the first all-new railway to be developed by George Stephenson and the first in the world to operate without horse traction. It transported coal from Hetton Colliery, to be shipped out of the River Wear.

The railway was closed by the National Coal board on September 12, 1959, and several lengths have been converted into the Stephenson Trail walking and cycling route.

→ HCR 200 is planning to hold a conference about the railway from November 18-22, 2022. Further details about HCR 200 are at www.hcr200.org



Mark Ashton, of North Bay Railway Engineering Services of Darlington, is seen examining the excellent exterior finish of the new *Mountaineer's* right-hand cylinder on March 23. NBRES

Cylinders cast for new-build Ffestiniog *Mountaineer*

NEW cylinders for the £250,000 working replica of original Ffestiniog Railway small George England 0-4-0T+T *Mountaineer* have been delivered.

The right-hand cylinder and valve chest casting were collected from Peak Pattern of Sheffield on March 23, with the left-hand cylinder being cast around the same time.

The Ffestiniog & Welsh Highland Railway loaned the casting patterns to the 1863 *Mountaineer* Locomotive Company.

The all-welded boiler for the locomotive, being built at North Bay Railway Engineering Services in Darlington, is, as reported in

issue 273, been complete and is now in store. Once finished, the new *Mountaineer* will complete the line-up of Ffestiniog England locomotives, representing the type as originally delivered to Boston Lodge in 1863.

Named after a local stagecoach and built with square tanks and open footplates, the original *Mountaineer* ran for 16 years before it was declared worn out and used as a spares donor for *Prince*, *Princess* and *Palmerston*, which are all still with us today. *Welsh Pony*, representing the larger class of England locomotives on the line, returned to steam last year after

an 80-year absence, so the new *Mountaineer* will plug a void in the UK's heritage steam fleet.

Mountaineer's wheels were set to be delivered imminently.

Meanwhile, the 1863 *Mountaineer* Locomotive Company has appealed to supporters to donate to the fund for machining the castings. So far, £1400 of the required £9000 has been raised.

→ Anyone wishing to donate is invited to visit www.1863mountaineerloco.co.uk, or go directly to 'Paypal.Me 1863 locomotive company' or email David Wood at davewoodmc@btconnect.com

Tornado encounter leads to multiple railway roles

By Geoff Courtney

A CHANCE encounter almost a decade ago with Peppercorn A1 No. 60163 *Tornado* has led mother-of-four Joanne Crompton to becoming a volunteer fireman on the East Lancashire and Llangollen railways and treasurer of the Bury Standard 4 Group.

And next month she is set to add another string to her bow – by becoming treasurer of the Friends of the Settle-Carlisle Line.

Joanne, who is a member of the Institute of Certified Bookkeepers and works in an accountancy practice in her home town of

Darwen, Lancashire, told *Heritage Railway* of the day she was bitten by the railway bug.

"On September 20, 2011, I had a chance encounter with *Tornado* at Leyland station, and I followed it to Preston where it stopped for water," she said. "I had never seen a full-size steam engine before and watched the whole scene in absolute amazement. At the moment I saw the fireman 'putting a round on', I decided I wanted to become a steam locomotive fireman."

The following year, Joanne joined the Ribble Steam Railway as a cleaner, and also visited the East

Lancashire Railway, where she was invited onto the footplate of one of the engines.

"The fireman planted the idea of me joining the steam department, but I didn't really follow it up until I visited again early in 2013," she said. "It was bitterly cold and snowing, and Nos. 44871 and 45407 were running, and I was offered a footplate ride and given a go on the shovel. That was it – I was hooked."

Firing

Within weeks, Joanne had joined as a cleaner, made the grade as the railway's first female passed cleaner in 2015, and

by the end of 2017 was made up to fireman. "I have been very fortunate to have fired many different locomotives, from little Peckett saddletank *May* to *Duchess of Sutherland* and *Flying Scotsman*," she said.

Joanne, who is 44 and married to Mark, a joiner at the East Lancashire Railway and also a volunteer fireman there, visited the Llangollen Railway in 2018, which she joined shortly after as a cleaner after falling in love with the railway and its beautiful scenery. By August the following year, she became a passed cleaner there too, and 12 months later a fireman.

Toddington gets first choice over new GWR County

By Robin Jones

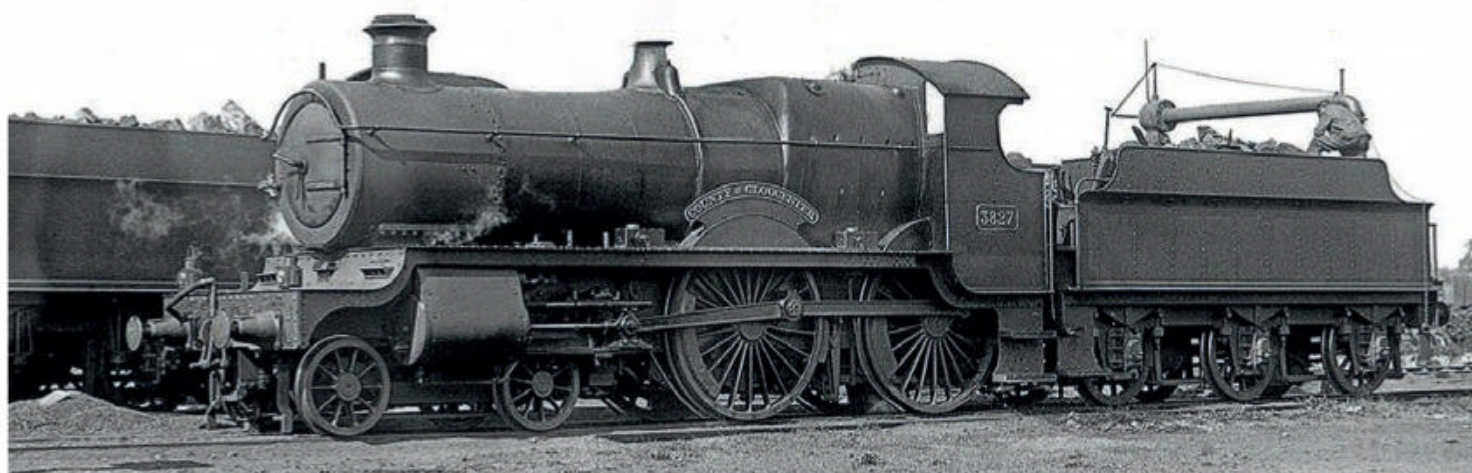
GWR Churchward 4-4-0 No. 3840 *County of Montgomery* could be based on the Gloucestershire Warwickshire Railway – once a regular haunt for the class.

A new agreement between the Cotswold heritage line and locomotive builder the Churchward County Trust gives the railway the first option to be the home of No. 3840 when it is completed at Tyseley Locomotive Works.

The agreement, which supersedes an earlier 'agreement in principle' between the two, would see the engine based at the railway's Toddington workshops, where it would become part of the fleet.

The railway's plc chairman, Richard Johnson, said: "While we clearly don't know what our railway's locomotive requirements will be in 10 or 15 years, which is when the new County is likely to be available, I'm thrilled that we are being offered first choice for the engine's future base."

The original County express 4-4-0s, which were introduced in 1904, had



Original Churchward 4-4-0 No. 3827 *County of Gloucestershire* at an unknown location. The 41st class member may now make its debut in that county. RAIL ARCHIVE STEPHENSON/G/WR

a particular association with the GWR Stratford-upon-Avon to Cheltenham route, over 14 miles of which the heritage line operates on today.

Members of the 40-strong class used to haul Wolverhampton-Penzance express services, thanks to a weight restriction over Stonehouse viaduct which, prior to its later strengthening, precluded the use of larger locomotives. Superseded by more powerful 4-6-0s, Churchward's

Counties were withdrawn by 1933.

Trust chairman Gary Boyd-Hope said: "The line will – hopefully – make the perfect home for *County of Montgomery*, as not only is the route an historically appropriate one for the County class, but the Gloucestershire Warwickshire Railway today remains a stronghold for beautifully restored and maintained Swindon-built locomotives. I hope we will see *County of Montgomery* proudly

steaming out of Toddington station with its first train in 2033, in time to mark 100 years since the last of the original class was withdrawn."

The main frames of No. 3840 have now been erected at Tyseley. The work has included the assembly of the main frame plates which were cut in November 2018, the installation of the supporting stretcher plates with associated brackets, and the fitting of the horn blocks and spring hangers.

The new rear dragbox has now been welded up and after final machining to achieve an exact fit. It is expected to be installed in the frames during early April.

The next phase of work on the frames will involve having the cab, splashers and running plate with supporting brackets manufactured, while work on the new cylinders and coupled wheels takes place with suppliers in Halifax and Sheffield.

Machining of the front end extension frames, meanwhile, is on hold until the new cylinders have been cast and allowed to de-stress



The main frames for *County of Montgomery* erected at Tyseley Locomotive Works. GARY BOYD-HOPE



The wooden pattern for No. 3840's coupled wheels has been loaned to the Churchward County Trust by the Great Western Society. CCT

By then, she had another role within the railway preservation movement, as treasurer to the Bury Standard 4 Group.

"In June 2019, No. 80097 had just become operational after a 35-year overhaul and they were looking for a treasurer," recalled Joanne.

"I had fired the locomotive on some of its test runs and I felt kinship and wanted to help out, using my finance skills and passion for steam to support the volunteers in maintaining No. 80097 and the restoration of BR Standard 2MT 2-6-0 No. 46428."

Despite her active and busy life, Joanne is now relishing the prospect of becoming treasurer of the Friends of the Settle-Carlisle Line.

"During my time at the East Lancashire Railway I became involved with the support crew of No. 45690 *Leander*, based at Carnforth. On one trip I was lucky enough to be on the footplate

travelling northbound on the Settle and Carlisle line.

"I was blown away and later became a member of the Friends. The line is important to its surrounding townships and businesses. Its heritage must be preserved, so when I saw the role of treasurer come up, I had to apply – I had to be part of it."

Involvement

The Friends' current treasurer, John Ingham, is retiring at the organisation's annual general meeting on May 22, and Joanne, who has been co-opted onto the committee, is already assisting him.

"I am passionate about railways and the heritage that surrounds them," explained Joanne.

"My journey through the railway world and firing links has not been easy, but my drive, positivity and determination have got me over a lot of hurdles, with the right support. I am also passionate about

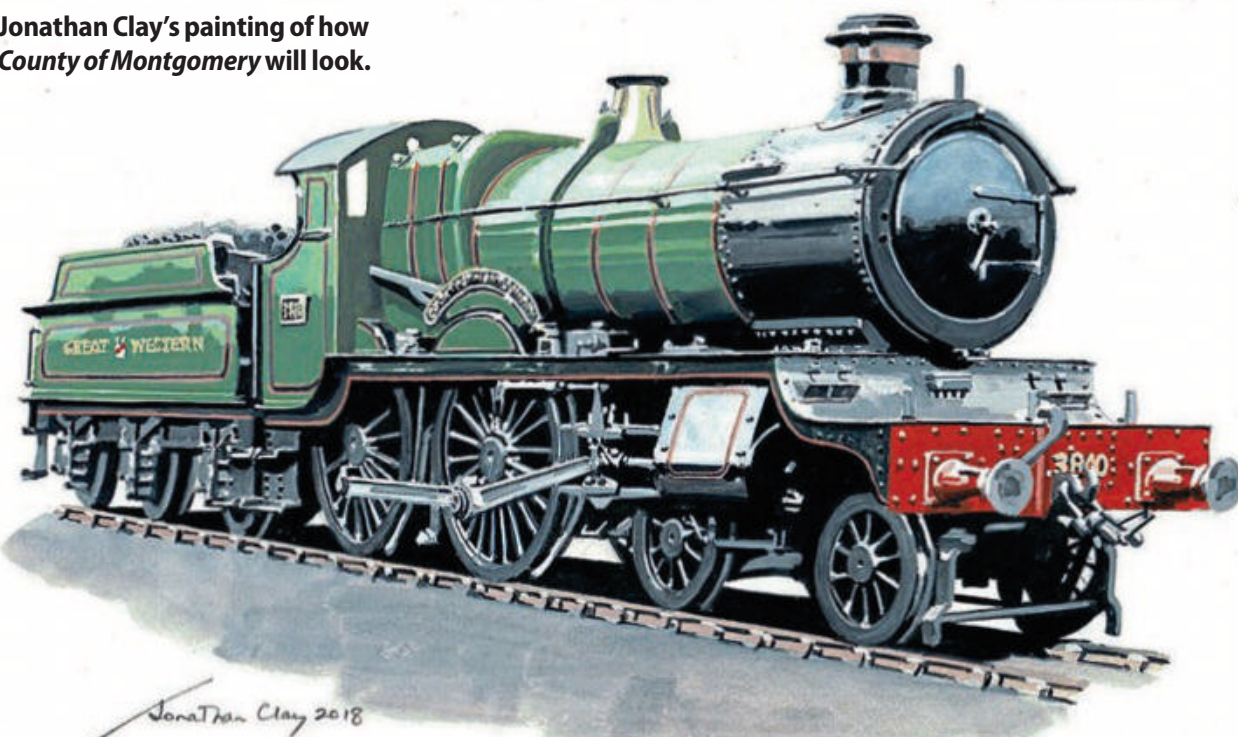


Standard bearer: Joanne Crompton with BR Standard 4MT 2-6-4T No. 80072 at the Llangollen Railway's Carrog station on May 12, 2019. Joanne, a volunteer fireman on the line and also the East Lancashire Railway, is set to become treasurer of the Friends of the Settle-Carlisle Line. MARTYN SOAMES

getting young people involved, teaching them skills, enabling them to progress, and ensuring the survivability of the heritage skills. I am also keen to show young

girls and women that they can do anything they set their mind to – anything can be overcome. The future of railways depends on equal inclusivity for all."

Jonathan Clay's painting of how County of Montgomery will look.



naturally. This will enable the final machining of the extension frames and cylinders to be carried out simultaneously.

A standard Swindon No. 4 boiler of the type used by the class and currently carried by unrestored 2-8-0T No. 5227 has been set aside by the Great Western Society (GWS) at Didcot Railway Centre. A large number of components have also been obtained via the GWS, including the bogie wheels, axleboxes, horns and a suitable Churchward 3500-gallon tender chassis.

The trust has now ordered the four 6ft 8½in coupled wheels to be cast by Trefoil Steel in Sheffield using the pattern loaned by the GWS, which was previously used to cast the wheels for Saint 4-6-0 No. 2999 *Lady of Legend* – identical to those of the Churchward Counties.

Each wheel will be made of high-quality cast steel, with those for the

leading axle differing slightly from those of the trailing wheelset.

The Counties and the Saints had two different designs of wheel; the leading driven wheels having a 5¾in centre boss and the rear wheels a 4¾in centre boss. The pattern as loaned has the smaller boss, and therefore the first two wheels for No. 3840 will be cast from the pattern as it is. But it will then be altered to allow for the larger 5¾in boss. The modification work will cost £2700.

Funding for the wheels has been provided via the trust's Forty 4-4-0s Club, set up in early 2019 to raise the £40,000 for the casting of the wheels and their assembly onto axles.

The club allows supporters to 'adopt' one (or more) of the original 40 County 4-4-0s, all named after British and Irish counties with which the GWR had connections. More than half of the 40 locomotives have so far been adopted, paving the way for the

placing of the order.

Membership costs £1000 (payable in one lump sum or in eight payments of £125 by standing order) and comes with a package of incentives, including an invitation to the launch of No. 3840 and a seat on its first train.

Counties still available for adoption under the scheme are Nos. 3801 *County Carlow*, 3802 *County Clare*, 3803 *County Cork*, 3804 *County Dublin*, 3805 *County Kerry*, 3806 *County Kildare*, 3809 *County Wexford*, 3810 *County Wicklow*, 3812 *County of Cardigan*, 3813 *County of Carmarthen*, 3818 *County of Radnor*, 3822 *County of Brecon*, 3823 *County of Carnarvon*, 3828 *County of Hereford*, 3838 *County of Glamorgan* and 3839 *County of Pembroke*.

→ Visit www.churchwardcounty.org.uk or write to: The Treasurer, Churchward County Trust Ltd, c/o 4 Green End Barns, Ramsey Road, St Ives, Cambridgeshire, PE27 5RH.

Oldest GWR 28XX's boiler for Heywood overhaul

THE boiler of Cotswold Steam Preservation Limited's (CSPL) GWR 2-8-0 No. 2807 – the oldest surviving Churchward standard locomotive – is to be overhauled by Riley & Son (E) Ltd.

The Gloucestershire Warwickshire Railway-based locomotive requires the replacement of the front boiler barrel section and smokebox tubeplate, along with the backhead from below the fire hold door down to the foundation ring.

Sections of the smokebox and smokebox door plate also need replacing, while the foundation ring requires repairs. A new set of boiler tubes is also to be fitted.

CSPL restarted work on the heavy general overhaul on March 31. Prior to lockdown, a major stripdown of No. 2807 to its main frames was undertaken.

Completed in August 1905, No. 2807 is also the oldest surviving 28XX, the oldest locomotive saved from Dai Woodham's Barry scrapyard, and the oldest built by the GWR which is privately owned. It was withdrawn in March 1963.

CSPL chairman Brian Gamlin said: "With not being able to visit Ian and his team, the process has taken longer than expected."

A Riley spokesman said: "Covid-19 has meant that no face-to-face meetings around the boiler have been possible. CSPL and Riley's have worked together to overcome this, and we are very pleased to have agreed a scope of works that will enable us to start work immediately."

Locomotion No.1: “a symbol of pride for two railway towns”

By Andrew McLean
Assistant director and head curator,
National Railway Museum

ON MARCH 7, *Locomotion No.1* returned to Shildon for the first time in almost 164 years following a new agreement with Darlington Borough Council, as reported last issue.

The historic locomotive will now be based at Locomotion in Shildon but will travel to Head of Steam in the first half of 2025 and for two further loans between 2026 and 2030.

The return to Shildon is significant. It was from here that the famous engine steamed into history on September 27, 1825, the opening day of the Stockton & Darlington Railway (S&DR), making the first steam-powered public passenger train journey in the world.

Shildon was the world's first railway town. It was a town created by the S&DR, which made it (in the words of Ken Hoole, doyen of north-east railway historians) their 'main centre of operations', as this was 'where the locomotive headquarters were established from the very beginning of the railway'.

Evolution

It's fair to say that *Locomotion No.1* and its sister locomotives were temperamental beasts requiring regular attention in the workshops of Timothy Hackworth and his team. The work of these pioneering engineers in those early years led to Shildon being known in the 19th century as 'the Nursery of the Locomotive'.

It was in those works that Hackworth rebuilt *Locomotion No.1* after a boiler explosion in 1828. Almost 30 years later it was where William Bouch and his team restored it as a locomotive after a period working as a stationary pumping engine. Its appearance today owes much to those Shildon rebuilds.

However, *Locomotion No.1*, by its nature, has never belonged to any one place. Its daily routine began

at Shildon, from where it conveyed coal trains to Stockton via Darlington before returning to Shildon again with empty wagons. Newcastle, Bedlington, Darlington, Stockton, Heighington and Yarm all have deep associations with it too.

In retirement, *Locomotion No.1* has been displayed in various locations in Darlington – but it has travelled too: Newcastle, Edinburgh, Chicago, Philadelphia and Paris amongst others.

In 1875, *No.1* was a star attraction of the S&DR's 50th anniversary held in Darlington. In the centenary year of 1925, it was much in demand, featuring in the LNER-organised cavalcade but also appearing at Wembley, York, and – on the exact anniversary itself – in Manchester as the centrepiece of the railway worker's centenary celebration pageant. 50

years later it spent the anniversary date proudly on display at Stockton.

For the anniversary in 2025, *Locomotion No.1* will be at the centre of our transformed museum at Shildon. This isn't about one year however, it's about building a legacy for the widest public benefit.

Displays

With Durham County Council we have been restoring the important historic railway buildings across the site, and next year we plan to begin construction on a second display building which will bring further rail vehicles under cover and on display.

Locomotion No.1 won't be the only S&DR icon being put on display – we will also move George Stephenson's Gaunless Bridge from York to Shildon, just a few miles from where the structure was originally located.

Locomotion No.1 on display inside the Locomotion museum at Shildon following its move from the Head of Steam Museum after a sharing deal was reached between the Science Museum Group and Darlington Borough Council, as reported last issue. NRM



Darlington Borough Council too has plans to develop Head of Steam and to celebrate the town's significant contribution to railway heritage.

Through geography, through their people and through engineering, Darlington and Shildon are inextricably linked. That's as true today as it was in 1825. *Locomotion No.1* remains a symbol of pride for both of these railway towns, and we can now begin to work together to ensure that the engine captures the imagination of future generations just as it did when it steamed into history almost 200 years ago.

2025 offers us an extraordinary opportunity to come together to tell the rich and authentic railway stories of the North East of England and to celebrate the story of the railways that began there and would go on to touch the whole world.

NELPG remains 'in negotiation' over the future of its workshop in Darlington

THE North Eastern Locomotive Preservation Group (NELPG) said that no deal over a proposed move to the 1861 Shed on the Railway Heritage Quarter at Hopetown had yet been agreed, despite a press release to the contrary issued by Darlington Borough Council (DBC) on March 5.

The press release reporting the

compromise agreement reached over the move of *Locomotion No.1* also said that NELPG will be occupying and operating at the shed, along with the Darlington Railway Preservation Society.

A NELPG statement subsequently said: "In respect of NELPG, this is not the case. NELPG is in negotiation

with DBC to see if the 1861 Shed can be configured to meet our needs, but has, as yet, made no commitment to move into the building.

"DBC has acknowledged that to be the case, apologised for its error, and has given an assurance that a correction has been advised to

all recipients of the original press release. It would appear that the message did not get through to all.

"Members will continue to be advised of progress with the discussions with DBC, but if unsuccessful, the group will have to find a new base for its overhauls, after 20 years at Hopetown."



The replica of *Locomotion No. 1* in action on the Pockerley Waggonway at Beamish Museum. PAUL JARMAN

Head of Steam to overhaul replica *No. 1* in planned deal

By Robin Jones

A DEAL where the ownership of the working replica of *Locomotion No. 1* will be transferred to Darlington Borough Council in exchange for a grant of up to £150,000 to complete the overhaul of Beamish Museum's repatriated Sharp Steward 0-4-4T No. 4085 of 1895 *Dunrobin* has been recommended for approval by the local authority's cabinet.

Similar to the Highland Railway's W class, *Dunrobin*, which was built for the 4th Duke of Sutherland to haul private carriages over the main line from Dunrobin Castle to Inverness, it has been under overhaul in the Severn Valley Railway's Bridgnorth Works since Beamish repatriated it from Canada in 2011.

Under the deal it is planned that the currently out-of-ticket replica will be moved from its current home at the Locomotion museum in Shildon to the Head of Steam museum in Darlington in April. Head of Steam would then overhaul the replica to full working order following its arrival in the town, so it can play a central role in the Stockton and Darlington Railway (S&DR) bicentenary celebrations in 2025.

Built to mark the 150th anniversary of the S&DR in 1975, the replica will meanwhile become a new exhibit at Head of Steam, which will reopen on Monday, May 17.

As well as the proposed restoration, it is also hoped that a train of chaldron wagons and a single-passenger carriage will be added to provide an authentic re-creation of the first train on the S&DR at the opening of the world's first steam-hauled passenger railway.

"There is a significant amount of work required to bring the *Locomotion No. 1* replica back into working order and up to modern-day standards to enable it to run on the rail network," said a council report. "Once restored to working order and post 2025, there will be the opportunity to

operate the replica on regular event days at the Rail Heritage Quarter and to loan it out to partners. Through this new partnership with Beamish Museum, two locomotives – the replica and *Dunrobin* – will be brought back into operation. In addition, officers will continue to work with Beamish Museum on shared opportunities, particularly as part of the 2025 celebrations.

"An agreement for the acquisition of the replica will need to be formalised with Beamish Museum and in addition for the grant to Beamish enabling the refurbishment of *Dunrobin*."

Council leader Coun Heather Scott said: "The S&DR has been celebrated throughout the generations and I, along with many others in Darlington, still remember vividly the cavalcade marking the 150th anniversary in 1975, for which this replica was commissioned. Now the replica is a piece of history in its own right and it is fitting that, restored to working order, it will form a central part of celebrations for the forthcoming bicentenary.

"A new generation can experience the sights, smells and sounds of live steam and children from local schools can learn about the town's rail heritage and imagine what it would have been like to be in the crowds for the first journey in 1825.

"It would be wonderful if, on September 27, 2025, we could re-create with live steam the image of *No. 1* making its inaugural journey over the iconic Skerne Bridge – an image which featured for some years on the £5 note – so that 50 years from now, people will still talk about this replica and what it represents, and remember how we honoured the 200th anniversary of the S&DR."

→ Head of Steam reopens on Monday, May 17, summer opening being Tues-Sun 10am–4pm. Bookings to be made online via www.head-of-steam.co.uk For enquiries, call 01325 405060.

New rail art unveiled on a Darlington roundabout

A NEW art installation has been unveiled in Darlington to help celebrate the town's rich railway heritage. The piece of public art takes pride of place on a key route into the town centre, the Haughton Road roundabout.

Created by regional artist Andrew McKeown, the artwork features four signs depicting key locomotives from the town's past and present. The designs are influenced by an example of railway signage held in Darlington's Head of Steam museum and feature locomotives with particular significance to the town – Stockton & Darlington Railway (S&DR) pair *Locomotion No. 1* and *Derwent* and The A1 Steam Locomotive Trust's (A1SLT) new-builds A1 Peppercorn Pacific No. 60163 *Tornado* and P2 No. 2007 *Prince of Wales*.

Manufactured in metal and painted in traditional style, the signs include the names of the locomotives and the dates they came – or are set to come – into service. Special lighting has also been installed to enhance the artwork.

The project has seen the council's heritage and highways teams work alongside The A1SLT and the Friends of the Stockton and Darlington Railway Group from the initial concept and design to the finished product.

Pride

Council leader Coun Heather Scott said: "This exciting project sends out a positive statement to residents and visitors that Darlington is proud of its railway heritage, past and present.

"We need to look beyond the difficult times that the pandemic has placed us in and look ahead to a brighter future where we can celebrate our strengths as a borough, our rich railway heritage and our exciting future.

"This artwork will enrich our strong rail heritage offering and help to prepare the way to our local and regional celebrations of the bicentenary of the birth of the railways in 2025."

Tees Valley mayor Ben Houchen said:

"While we're investing more than £100 million in Darlington and are creating good quality, well-paid jobs for local people in the town, it's also important to recognise its rich heritage."

The A1SLT's Paul Bruce said: "Each of these locomotives in the installation shows how Darlington has been at the forefront and heart of locomotive development over the past two centuries. The A1SLT is committed to the continued production of cutting-edge design steam locomotives in Darlington and we welcome the chance to be involved in this project and to celebrate the success of our locomotives *Tornado* and *Prince of Wales*."

Reminder

Friends chairman Niall Hammond said: "The Friends are delighted that this project has taken shape as part of a significant and ever-expanding programme of work taking place in the lead up to the 200th anniversary of the S&DR, which opened on September 27, 1825 and marked the beginning of the modern railway age.

"We would like to thank everyone who made this possible, and, in particular, Friend Geoff Birse, whose carefully researched and accurate 3D drawings informed the *Locomotion No. 1* sculpture. These art works link railways past with railways present and future and will serve to remind people of their proud heritage every time they pass by."



The artwork depicting A1 Pacific No. 60163 *Tornado*. DBC



The unveiling of the Darlington railway sculptures: left to right with the *Derwent* artwork are Coun Mike Renton, David Elliott of The A1 Steam Locomotive Trust, council leader Coun Heather Scott, Ross Chisholm of the Friends of Stockton and Darlington Railway, sculptor Andrew McKeown, Tees Valley mayor Ben Houchen and Paul Bruce of The A1 Steam Locomotive Trust. DBC

Pacific's triumphant return brings end to restoration saga

By Geoff Courtney

ONE of the world's most iconic preserved express locomotives put more than 13 years of controversy and restoration woes behind it when it made a triumphant return to revenue-earning main line duty on March 13.

The streamlined Pacific, New South Wales Government Railways' Class C38 No. 3801, was withdrawn from railtour duty at the end of 2007 for a major overhaul that was expected to be completed in 2011.

It dragged on for a decade due to a variety of problems that included a brand new £600,000 DB Meiningen boiler being rejected by Australian officials as unfit for purpose and an engineering company missing a contracted completion date for the overhaul of an alternative boiler.

However, those woes were put behind it on March 12 when the locomotive – dubbed Australia's *Flying Scotsman* due to its popularity and crowd appeal – took state and local dignitaries on a trip to Rhodes in the western suburbs of Sydney, after an official relaunch at the city's Central station.

The passenger list on this inaugural journey illustrated the importance of the occasion to the state-owned locomotive's custodian, Transport Heritage NSW (THNSW), for among those on board were NSW state governor Margaret Beazley, minister for regional transport and roads Paul Toole, and THNSW chairman Rob Mason and chief

executive Andrew Moritz.

The following day was the public's opportunity to savour the delights of main line steam when they boarded their carriages for a 20-mile return run on the South Coast Line to Hurstville, one of six such trips held over the March 13-14 weekend that carried a total of 1500 passengers.

All six trains sold out within a week of tickets going on sale.

Interest

Speaking before the official relaunch, which received state-wide publicity, Paul Toole described No. 3801 as "a defining part of Australia's steam train history," adding: "No other steam engine in Australia has captured the imagination of rail enthusiasts and the public as much as No. 3801.

"It is an historic and much loved locomotive which, when launched in 1943, instantly changed the image of New South Wales Railways with its streamlined Art Deco style."

He said it was also famous for being the only steam locomotive to have travelled to all mainland Australian states and territories.

Other railtours planned for the Pacific – which was built by Clyde Engineering of Granville, west Sydney and saved for preservation by the state government on its withdrawal in 1962 – include Sydney to the Blue Mountains on May 8-9.

These too sold out within days, following demand that THNSW head of engagement David Bennett described as "truly unprecedented."



State occasion: Former New South Wales Government Railways' No. 3801 steams towards Rhodes in Sydney's suburbs with a train of state and local dignitaries after its relaunch on March 12. The streamlined Class C38 Pacific is flying the state governor's standard close to the smokebox door in recognition of one of the passengers being the state governor, Margaret Beazley. THNSW/STEVE BURROWS



With the locomotive itself providing the backcloth, Transport Heritage New South Wales' staff and volunteers celebrate the return of restored Pacific No. 3801 after it was relaunched on March 12. THNSW/STEVE BURROWS

The distinctive profile of NSW Government Railways' No. 3801 is shown to good effect as it crosses Cooks River, five miles into its first public train on March 13 after a 13-year restoration. Behind the Class C38, which was travelling from Sydney to Hurstville, is a water wagon known colloquially as a 'gin.' MICHAEL KEMP



GWR's Liverpool warehouse is transformed into £5m exhibition venue

By Robin Jones

A WAREHOUSE built for the GWR at the eastern terminus of the Liverpool & Manchester Railway has been reborn as the new £5 million Special Exhibition Gallery at the Science and Industry Museum in Manchester.

The museum is located on the site of Liverpool Road station, the world's oldest surviving passenger station, which opened on September 15, 1830. However, the Grade II listed New Warehouse itself was completed for the GWR in 1882 and originally used as a goods store, providing much-needed storage space for the freight coming into and leaving the station. The GWR had shared facilities at Liverpool Road with operator the LNWR from 1858 onwards.

Constructed from brick, cast and wrought iron, and sandstone, it was designed to support the weight of goods wagons entering the building and unloading cargo, which would have been moved through to the lower ground floor through ceiling hatches still visible today.

Thanks to a £3.8 million grant from the Department for Culture, Media and Sport – plus extra support from the Wellcome and Garfield Weston Foundation, the Kirby Laing Foundation and the Zochonis Charitable Trust – the lower ground floor of the warehouse, which was

used as museum stores until recently, has been transformed into a 725sm flexible public exhibition space, while the historic fabric has been revealed and restored.

Features

The conversion was designed by award-winning architectural practice Carmody Groarke, working alongside Manchester building contractor HH Smith & Sons.

It will allow visitors to experience the grandeur and scale of the original warehouse space while enjoying some of the world's best science exhibitions in the north of England.

Key features include beautifully-restored Victorian industrial architecture, such as thick red brick walls with blue brick detail, steel and brick 'jack arch' ceilings, including a focal high section beneath the historic platform above (now the Textiles Gallery on the upper level).

These historic features have been enhanced with high quality contemporary materials and design including signature illuminated fibreglass panels in the external and front-of-house areas, which light the space with a warm glow.

In the gallery, new walls house all of the necessary services for the space and are a blank canvas for exhibitions.

An improved outdoor welcome area in the lower courtyard of the

museum is fully accessible and provides stunning vistas under the adjacent historic viaduct (also known as the Pineapple Line after the Georgian period Pineapple Inn which stood beneath it until 1986), with its monumental round cast iron and square sandstone pillars infilled with brick jack-arching.

Museum director Sally MacDonald said: "We are dedicated to inspiring audiences with ideas that change the world."

"It is the first project in our long term multi-million pound restoration programme to conserve our historic buildings, open up new spaces for all to enjoy, play and learn in and to generate vital skills opportunities to support our innovators of the future."

Manchester City Council leader Sir Richard Leese said: "The impact of this transformational project on our city will be immediate."

"The incredible new experiences this spectacular gallery will bring will be integral to the cultural and skills recovery of our city through science, arts, technology and innovation for everyone."

Culture Minister Caroline Dinenage added: "This new gallery opens up a wealth of opportunity for the Science and Industry Museum and demonstrates the importance of not only the heart of Manchester but the whole of the North West."



The New Warehouse basement in 1987, when it was used as a museum store. SCIENCE MUSEUM GROUP



Waiting for its first event, the new special exhibitions gallery at the Science and Industry Museum. MOSI

"I can't wait to see what fascinating exhibitions they have in store."

Displays

The inaugural exhibition hosted in the new gallery once the museum reopens after lockdown will be Top Secret: From Ciphers To Cyber Security, curated by the Science Museum Group with the help of expert advisors GCHQ, the UK's intelligence and cyber agency.

Visitors will uncover the world of codebreaking, ciphers and secret communications by exploring over a century's worth of communications intelligence. From the First World War to the latest in cyber security, fascinating stories will be explored through handwritten documents, declassified files and artefacts from the Science Museum Group's and GCHQ's historic collections.



Ceiling detail preserved and restored in the new gallery. MOSI

Red Wheel plaque to honour Scotland's second oldest line receives high-level political backing in Holyrood

A NATIONAL Transport Trust Red Wheel plaque to mark Alloa's famous Waggonway as a site of historical importance is being given the thumbs-up in the Scottish Parliament.

MSP Keith Brown has lodged a motion to welcome the plaque, to be installed by the trust when Covid-19 restrictions allow.

The Waggonway, also known as the Alloa Railway, is believed to be the second oldest in Scotland.

It was opened by landowner John, 7th Earl of Mar in around 1768 and ran from Alloa Harbour through Sauchie, serving the colliery there, to Devon Colliery, north of Fishcross. The Earls of Mar owned extensive lands in the

hinterland of Alloa, and for several centuries coal had been produced from pits on the estate.

Edinburgh was the biggest market for local coal, which could easily be carried along the Forth by boat, but getting the mineral to the shore of the Firth of Forth was the problem.

Origin

Initially on wooden tracks, and replaced by iron rails in about 1785, the waggons were drawn by horses on the 3ft 3in gauge line.

Branches eventually served several collieries. Two tunnel-like bridges have survived.

Mr Brown said: "Schemes like the Red Wheel plaques are important

in reminding us – locals and visitors alike – how the places we know today were used in years gone by."

"The remaining paths of the Waggonway may now be used by pedestrians and cyclists, but they were once an important industrial artery along which coal-laden waggons were once pulled by ponies from the collieries to the docks."

"That hard work and industry helped to build the town we know today and deserves to be remembered."

Scotland's oldest railway is believed to be the Tranent to Cockenzie Waggonway in Lothian, which opened in 1722.

Couplings forged for new BR 3MT

NEW-BUILD BR Standard 3MT 2-6-2T No. 82045 at the Severn Valley Railway has made further progress.

Full-time staff have continued with firebox work and, as time allows, on machining injectors and water valves, plus oil trays for the pony truck lubrication. Stephenson Engineering has completed machining the valve spindles, while the coupling rods have recently been forged.

Apart from the firebox – the assembly of which is now well underway – the coupling rods constitute the biggest single item of expenditure still outstanding.

Spokesman Chris Proudfoot said: "I'm pleased to say that donations have continued to come in; £1300 in March alone."

➔ Support the project online at www.82045.org.uk

Volunteers push ahead towards Helston while planning June restart

By Robin Jones

HELSTON Railway volunteers battling to have their line ready to restart services in late June have stood defiant in the face of vandals who smashed the windows in its Class 103 Park Royal DMU.

A group of teenage trespassers also broke into buildings to let off fire extinguishers, sprayed graffiti over bridges and smashed a slate memorial to a past driver of the branch back in its BR days. They were caught on the railway's CCTV during the incident in March.

Rectification

General manager Colin Savage said the footage was handed to police, and the damage was rectified at little cost within days.

"Local police are very active and supportive, and are mounting spot patrols at various times," he said.

"They have visited schools to explain to pupils about danger on the railways and that trespass is a criminal act.

"Meanwhile we are trying to cover as much of the line as possible with CCTV and wildlife cameras. With money critical, it is an added cost we could do without, of course."

As reported in issue 273, the Helston Railway Preservation Society received a £76,100 lifeline from the Government's Culture Recovery Fund for Heritage in October, enabling the line to survive throughout the winter.

Colin said: "We had a complete shutdown last season. With just one suburban coach and a very narrow platform, the economics of trying to socially distance and run trains just didn't stack up.

"Hopefully this year, with the pandemic threat receding, things will work out a lot easier though, and we'll be able to run something like normal."

The Somerset & Dorset Joint Railway's Trust's Peckett 0-4-OST No. 1788 of 1929 *Kilmersdon* left the line in March after a three-year loan period to move to the Mid-Hants Railway for its 10-year overhaul.

The society was hoping to have former British Sugar Corporation Peckett 0-6-OST No. 2000 of 1942 on loan following its stay at Beamish: The North of England Open Air Museum. No. 2000 will give the railway the scope to expand its passenger services by two coaches by using one of the Class 127 DMU cars, which arrived on site last year from the Great Central Railway. A local access problem has prevented the arrival of the second car.

Progress

The grant has provided the finance for the line to undertake rolling stock, plant, equipment and infrastructure maintenance, obtain much-needed ballast, and carry out staff training.

Boiler tubes for Peckett 0-4-OST No. 2100 of 1949 *William Murdoch*, on loan from Portsmouth City Museum since 2015, have also been bought.

Volunteers are currently excavating the filled-in cutting at Prospidnick so track can be relaid, allowing the Class 103 DMU set moved from the



Pushing ahead despite the pandemic: Track-laying across Prospidnick bridge and along the alignment towards the old cutting. HRPS

running platform and into the main car parking area, where it will again serve as the line's buffet.

The planned new station will ultimately be constructed in this area. When legal agreements for bridge use have been reached, the railway will run trains from it rather than the old temporary platform currently in use. Also being installed will be a set of crossing gates acquired from Network Rail and formerly sited at Brandon station.

Colin added: "With limited numbers of volunteers due to the pandemic, it is quite amazing how much we've been able to do while still observing Government rules.

"As numbers return and income hopefully starts to return, we intend to push on towards Helston, and continue to grow and improve."



Above: The windscreen of the line's Class 103 DMU was smashed in a recent vandal attack. HRPS

Left: Helston Railway general manager Colin Savage's 1930 Richard Garrett & Co Type 4cd traction engine Lesley, the last one built, is an added attraction for visitors to the line when it is steam. Lesley is seen alongside Peckett 0-4-OST *Kilmersdon* during its loan period. HRPS

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Special club aims to raise £50k for T3 tender

By Robin Jones

THE Swanage Railway group overseeing the restoration of William Adams LSWR 4-4-0 No. 563 has set up a special club to raise money for the £50,000 overhaul of the tender.

Taking a leaf from The A1 Steam Locomotive Trust, which established separate clubs for the sponsorship of individual comments for its new-build projects with phenomenal success, the Swanage Railway Trust 563 Locomotive Group has formed the 563 T3NDER Club to fund the overhaul by volunteers in the line's workshops.

The work will include stripping the tender to the bare frames for inspection and protection, the replacement of the tank floor and the wrought iron brake components, assessment of the existing springs, minor frame repairs around the front dragbox, remetalling and machining of axlebox crown bearings and horn way faces, and non-destructive testing of wheelsets and spring hangers. Its water and coal capacity will be slightly

adjusted during restoration to better meet the requirements of heritage railway operations, but without altering the external appearance.

Support

In the new club, 100 supporters are being invited to donate £500 each, with an option to do this over 12 months.

Special benefits for members include opportunities to ride on the inaugural train behind No. 563 during its first official day in public service on the Purbeck line, and a visit to the workshops at the Flour Mill at Bream in the Forest of Dean and the Swanage Railway to view restoration progress.

They will be offered the chance to work on the tender overhaul and will receive a special T3NDER Club badge.

During the last two years, the restoration of the 1891-built locomotive has progressed at the Flour Mill, with its complete disassembly to a 'kit of parts' for full condition assessment and the fabrication of a new copper inner



From May to October 2011, T3 No. 563 was in Toronto, Ontario, on loan for use in a theatrical production of *The Railway Children* at Roundhouse Park, a role it reprised in January 2015 when the production was staged at King's Cross. The tender is pictured on the turntable in Toronto. S GARDINER/563 GROUP

firebox, along with four new girder stays and a new angle ring to join the boiler to the smokebox.

The frames, splashers and cab sides have been stripped, cleaned and painted, and the driving and bogie wheels have undergone non-destructive testing, and also been stripped and painted.

The intention is to initially restore No. 563 in LSWR green, but the group intends to show the engine in every past form and has been considering a future repaint into Southern Railway olive green – complete with appropriate modifications – after a 73-year absence.

During their working lives the T3s worked from Waterloo to Swanage, playing their part in the development of the thriving Purbeck seaside resort.

Ownership

In March 2017, custodian the National Railway Museum gifted No. 563 to the Swanage Railway on condition that if the Purbeck line ever decided that it no longer wanted it, it would offer it back.

➔ For more details about the T3NDER Club, visit swanagerailwaytrust.org or 563locomotivegroup.co.uk, or email 563locomotivegroup@swanagerailway.co.uk

New home urgently required for two historic LSWR dining cars

AN URGENT appeal for a new home for LSWR dining cars Nos. 70 and 76 has been made after the owner was given notice to remove them from the Pontypool & Blaenavon Railway by June 30.

The pair – long-term restoration projects which are mobile on their own wheels and fitted with goods van-type working brakes – have been in South Wales since 1993.

They are owned by Blaenavon enthusiast Captain Charles James MBE, who said the heritage line will charge him a £300 monthly rental to keep them at their current location from July. Both are being offered free of charge to any new owner.

The pair, both built at Eastleigh, are said to be the oldest survivors of their type still on wheels. Some restoration has been carried out, and both are stored under tarpaulins.

No. 70 was built in 1907 as a clerestory-roofed restaurant composite and was renumbered 4132 by the Southern, which removed the

clerestory and made several alterations to the internal layout in 1931. During the Second World War, it was commandeered by the army and converted to an ambulance car for use in casualty evacuation trains, based at Netley, near Southampton. Later transferred to the Longmoor Military Railway and converted to a cinema coach, it was bought by the Mid-Hants Railway (MHR) in 1978 and sold on to a private individual in 1993.

Origin

No. 76 was part of a train which carried passengers bound for the Titanic from Waterloo to Southampton in April 1912. It became No. 4138 under Southern ownership and in 1931 underwent similar alterations to those carried out on No. 70.

It too entered military service during the Second World War Two and was part of a train used to carry soldiers evacuated from Dunkirk to Dover to collecting centres all over the south and Midlands.

After 1943, it was used by the USA Transportation Corps and based at Netley. After the conflict, it was converted to a breakdown coach. In 1969 it was transferred to MoD Bicester, where it was used as a ferry vehicle, and in 1977 was also bought by the MHR, where it became a support coach for the S15 Locomotive Group. The same buyer acquired it in 1993.

Both were bought by Charles in 2000, and he sold No. 70 to fellow enthusiast John Down in 2002. John passed away in 2010, and Charles inherited the coach.

Charles was told the coaches will be scrapped if not moved, but he is no longer fit enough to continue their restoration. He said: "They are far too good to be burned or cut up, and are still mobile and transportable."

➔ To offer the coaches a new home, contact *Heritage Railway* at rjones@mortons.co.uk or write to editor Robin Jones at: *Heritage Railway*, Mortons Ltd, Horncastle, Lincolnshire, LN9 6JR.



Majestic Ribblehead Viaduct in February's snow, surrounded by huge scaffolding towers built for the repairs to take place. NETWORK RAIL

Ribblehead Viaduct found to need extra repairs

NETWORK Rail has discovered that additional work will be needed to safeguard the future of the Settle and Carlisle line's Grade II-listed Ribblehead Viaduct, which, as previously reported, has been undergoing a £2.1 million restoration.

Stone blockwork and drainage is being upgraded on the historic structure. While the expected repairs have been progressing well, further minor faults in the masonry have been found. Some of the blockwork on the viaduct's supports is cracked. When water gets inside and freezes in cold weather, it turns to ice and expands, making the damage worse.

Plans have been submitted to the Yorkshire Dales National Park Authority for consent to carry out the extra repairs to the newly-found cracks as soon as possible

Marc Vipham, route asset manager for structures at Network Rail, said: "We've found deeper issues which need attention to protect this structure for the future.

"Carrying out these extra repairs now, when the experts are in place and the scaffolding is already up, will save a huge amount of taxpayers' money and stop us needing to come back all over again."

Setting Standards at Loughborough: 'Forgotten' 4MT progress despite lockdown



Running tender first, BR Standard 4MT 2-6-0 No. 76077 heads the lengthy 11.34pm St. Helens-Warrington goods on June 10, 1964, at Winwick Junction between the Liverpool Lime Street-Manchester Central line and the West Coast Main Line. In the distant left background can be seen the Vulcan Foundry locomotive works. F&R HEWETT/STEPHENSON LOCOMOTIVE SOCIETY

By Ian Crowder

IN THE workshops of Locomotive Maintenance Services (LMS) at Loughborough, work has continued to slowly progress on the frames of BR Standard 4MT 2-6-0 No. 76077 in spite of the pandemic lockdown while several new components – including the chimney and smokebox door – have been manufactured.

This is the 'forgotten Standard' which arrived for restoration at Toddington in May 1987, having been purchased by Chris Hinton.

The locomotive was in a sorry state; as a late departure from Barry scrapyard in South Wales, much had been cannibalised for use on other locomotives – or components simply disappeared.

For example, the tender, motion and smokebox door were acquired for sister No. 76017 which left Barry more than a decade earlier in January 1974. After dismantling and some restoration, work ceased for various reasons and the locomotive's

components were loaded on to wagons and stored out of public view for the next 30 years.

Obtaining and manufacturing parts has therefore been a major undertaking and significant progress has been made by Toddington Standard Locomotive Limited (TSLL), the current owning company. After being extracted from storage, the major components were shotblasted and while the boiler remains at Toddington, the wheelsets were sent to the South Devon Railway for profiling and for machining of the journals and cranks while the frames went straight to LMS.

Components

Since then, a huge amount of new platework has been installed, including a complete new fabricated rear dragbox. Meanwhile, a component sponsorship scheme has been hugely successful.

TSLL chairman Chris Irving said: "This imaginative scheme has resulted in everything from the

builder's plates to the smokebox door and the chimney being sponsored, including a host of other items large and small. There still remain components – or shares of particularly costly components (such as the reverser gearbox) – available while we continue to add more. You can find details on our website www.standard76077.com."

It was hoped that by now the frames would have been reunited with the wheelsets for the first time in 33 years. That was originally scheduled to have happened by Christmas, but the lockdowns dashed that ambition as voluntary working parties have had to be suspended. However, rewheeling was due to take place imminently.

Time is one of the most important and costly aspects of any locomotive restoration when expert professional support is sought – in this case, thanks to the considerable skills offered by LMS. For that reason, TSLL is keen to recruit as many new shareholders as possible,

contributing a minimum of £10 per month. That way, a steady stream of income goes into the restoration and, clearly, the more time that is bought the more quickly the restoration can be completed.

Andrew Meredith, the very experienced engineering director of TSLL and also a member of LMS staff, said: "That this is a really worthwhile restoration project is without question. Yes, there are already three other Standard 4 2-6-0s restored and successfully thrilling those who see and travel behind them: No. 76017, which spent its BR life on the Southern Region is on the Mid-Hants; No. 76079 (which carries No. 76077's original boiler) at the North Norfolk Railway and No. 76084 on the North Yorkshire Moors – the latter two of which were shedmates of No. 76077 at Sutton Oak and latterly Springs Branch. I for one would love to reunite the three in years to come!"

Boiler

He said that the boiler is the single most costly component to overhaul.

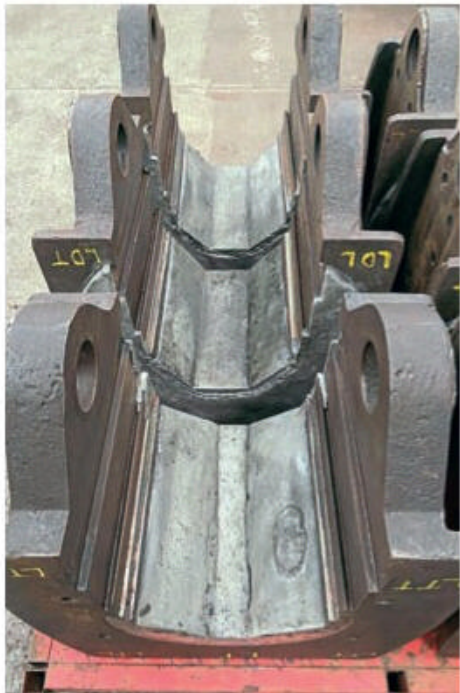
"We are planning to invite the boiler inspector to Toddington later this year so that we can fully assess the work necessary to return it to steam," Andrew added.

"It is one of the earliest of the Standard 4 boilers and has been on two members of the class before. It was first fitted to No. 76007 in 1951, and then in 1958 was transferred to No. 76012 at Eastleigh. When No. 76077 arrived at Eastleigh in January 1964 for its one and only general overhaul, it received that boiler, while its own was fitted to No. 76079, which followed No. 76077 through the works. That explains the large number of copper firebox stays – the originals were of monel metal."



Left: 'No. 76077' (in reality No. 76017 visiting from the Mid-Hants Railway) points the way to the future on the Gloucestershire Warwickshire Railway as it heads a Cheltenham Racecourse-Broadway service between Winchcombe and Toddington on May 28, 2017.

ROGER WASLEY



The axleboxes have been overhauled and new white metal applied. Machining to fit the axle journals is the next stage as the frames are rewheeled.
IAN CROWDER

The success of the operational engines underlines the usefulness of the Standard 4MT 2-6-0 as a heritage locomotive. They are economical, efficient, easy to maintain, much liked by footplate crews and more powerful than first sight might suggest – indeed, all the qualities sought in their original design.

Above all, unlike many other current projects, particularly new builds, the timescale for completion is relatively short.

Naturally, everyone asks ‘when will it steam?’ – and the simple answer is ‘as soon as practicably possible’. The true answer, of course, lies in the number of supporters who decide to swell the growing band of shareholders on the project. Provided the number of shareholders continues to grow, and therefore income with it, five years is not an unreasonable timescale to see the reward of that effort, both financial and practical.

And, although the Standard 4MT 2-6-0s only found their way onto Western Region stock lists in the dying days of steam and never worked over the Stratford-upon-Avon–Cheltenham route, the engine will be perfectly at home on the 14-mile Gloucestershire Warwickshire Railway.

One member of the class has already visited – No. 76017, which received such a positive reception that it was the catalyst for the project to revive No. 76077’s moribund fortunes. There is no doubt that it will thrill visitors to the railway just as its sisters have on their respective home railways.

→ **Heritage Railway publisher Mortons is now No. 76077’s media partner.**

Right: London Transport Museum’s Covent Garden site will reopen on May 17.
LTM



New TV series to highlight hidden Underground

LONDON Transport Museum is to reopen its doors in May – and is to be the subject of a new major TV documentary series later in the year.

Visitors to the Covent Garden museum will find refreshed galleries and can explore the award-winning Hidden London exhibition in the Global Gallery, now extended due to popular demand.

A new series of After Dark events will also be on offer, with opportunities for the public to show off their transport trivia knowledge and get creative.

The museum also plans to open its Acton Town depot during May half-term with a family trail for visitors to follow and the chance to discover fascinating facts about the vehicles on display.

One-way routes and social distancing signage are in place, with sanitiser stations located throughout both venues and an enhanced cleaning regime using anti-viral disinfectant that protects for up to 30 days.

UKTV’s new Secrets of the London Underground documentary, to be aired on the Yesterday channel, will see railway historian Tim Dunn (from The Architecture The Railways Built series) and the museum’s Siddy Holloway explore hidden areas of the Tube.

The pair will explore abandoned tunnels, secret bunkers and hidden staircases which have been concealed from public view for years,

and tell the story of London’s most clandestine Underground stations.

Other highlights include a track walk to two different disused stations in the middle of the night, and the exploration of the deepest point of the Tube to a lost station from 1906.

Tim said: “We’ve got special access to places that very few people have been, and I can’t wait to take everyone with us. Expect expertly-guided fact-packed tours around London’s hidden places, plus stories and tales that will surprise and fascinate. This project is a dream come true!”

Siddy added: “We can promise one thing – you’ll never travel on the Tube again without wondering what’s through that door at the end of the platform.”

The documentary has been commissioned for UKTV by deputy director of commissioning Hilary Rosen, ordered by Yesterday channel director Gerald Casey and produced by Brown Bob Productions, with Rob Dersley as executive producer.



Tim Dunn and Siddy Holloway to present Secrets of the London Underground on Yesterday. UKTV

IN BRIEF

→ **FFESTINIOG Railway England 0-4-0STT No. 1 Prince** is to visit the Statfold Barn Railway for its June 12-13 Trangkil 50 Gala. The event will celebrate the half centenary of Hunslet 0-4-2ST No. 3902 of 1971 *Trangkil No.4*, the last steam locomotive built in Britain for commercial (as opposed to heritage) purposes. Supplied to the Trangkil Sugar Mill, Pati, Central Java, it was repatriated to the UK in 2004 by Statfold founder Graham Lee. Tickets can be booked on www.statfold.com/trangkil50

→ **AMBERLEY Museum** is looking to strengthen and widen the membership of its board of trustees and would like to hear from individuals with a wide range of experience and perspectives. The Sussex venue is looking for trustees with a passion for heritage and the ability to think strategically, assess opportunities and manage risk, provide oversight of staff and volunteers, and with experience in any of the public, private, or voluntary sectors. For details, email chairman Richard Vernon on richard.vernon@amberleymuseum.co.uk

→ **THE restoration of Andrew Barclay 0-4-0ST No. 2201 Victory** took a step forward on March 18 when the boiler was lifted. It now awaits a clean-out in preparation for a visit from a boiler inspector. As reported last issue, the 1945-built former **Stewarts & Lloyds Newport tube works locomotive** moved from the Pontypool & Blaenavon Railway to Avon Valley Railway on March 4 after a change of ownership.

→ IN ISSUE 278, we reported the wrong price for the nameplate of West County Pacific No.34019 *Bideford* bought at auction by Bideford Railway Heritage Centre, due to a typographical error. The true price was £14,000. We regret the error.

Avon Valley Railway upgrades its infrastructure

THE Avon Valley Railway has been making the most of the enforced shutdown period arising from the third England-wide Covid-19 lockdown by carrying out a permanent way upgrade at its Bitton headquarters.

The old point at the southern end of the station was removed on February 14. The level crossing immediately south of Bitton station has been renewed, including the track within it. The previous asphalt surface has been replaced with a modern, more easily

maintained alternative.

Due to the need to close the Bristol to Bath cycle route to upgrade the crossing, after liaising with both South Gloucestershire Council and Sustrans, it was necessary to undertake some works during two night shifts in late March and early April.

All track material was removed from the bridge over the A431 Bath Road ready for its inspection. Track along the whole of the curve to the south of Bitton station has also been renewed, the previous former

industrial sleepers and lightweight track having been replaced with better materials.

The work forms part of a wider project to improve the track design and signalling system through the station to make it safer for visitors, volunteers and users of the path.

The next step of the project will be to install signalling, which will help reduce the amount of times trains stop on the approach to Bitton station when returning from the River Avon. The works are expected to be completed by April 16.

Landmark poster event for Winchcombe station

By Robin Jones

A MAJOR exhibition of the work of Laurence Fish – hailed as Britain's last great poster artist – is to be staged by the Gloucestershire Warwickshire Railway over July 10/11.

The Posters from the Steam Age event is free to enter and will take place in the new Tim Mitchell building on Platform 1 at Winchcombe station. Three new short films by local cinematographer Richard Suckling, celebrating the railway and aviation art of the Gloucestershire artist, who lived in Winchcombe, will also be screened during the exhibition.

Laurence Fish was the last of a long line of celebrated artists commissioned to create art to promote compelling destinations served by rail, on outdoor posters.

His images, produced in the 1960s as the age of steam was coming to an end, are evocative reminders of the days when many families enjoyed travelling by train to their holiday resorts. They were displayed throughout the UK and Europe and are now sought-after collectors' items, often selling for four-figure sums.

Career

He started his artistic career designing coachwork for bespoke coupé and saloon cars for the likes of Alvis, Bentley and Delahaye. During the Second World War, his illustrative skills were sought after, particularly in counter-sabotage work for MI5 – producing sectional drawings showing the internal workings of lethal explosive devices and booby-trapped bombs to enable them to be safely detected and defused.

Some of these drawings, including an exploding bar of chocolate, will be displayed during the exhibition.

After the war, he became an acclaimed commercial artist, skilfully creating almost photographic-quality images of aircraft for magazines and aircraft makers, as well as scenes promoting industry including oil, civil engineering and rail travel. One of his posters

won the 1960 National Outdoor Advertising Award.

The late artist's wife Jean Bray, who is organising the event in conjunction with the heritage line, said: "It was in poster art for BR that Laurence perhaps made his mark with some stunning if idealised paintings of holiday destinations, frequently featuring attractive pin-up girls. That would never be permitted today!"

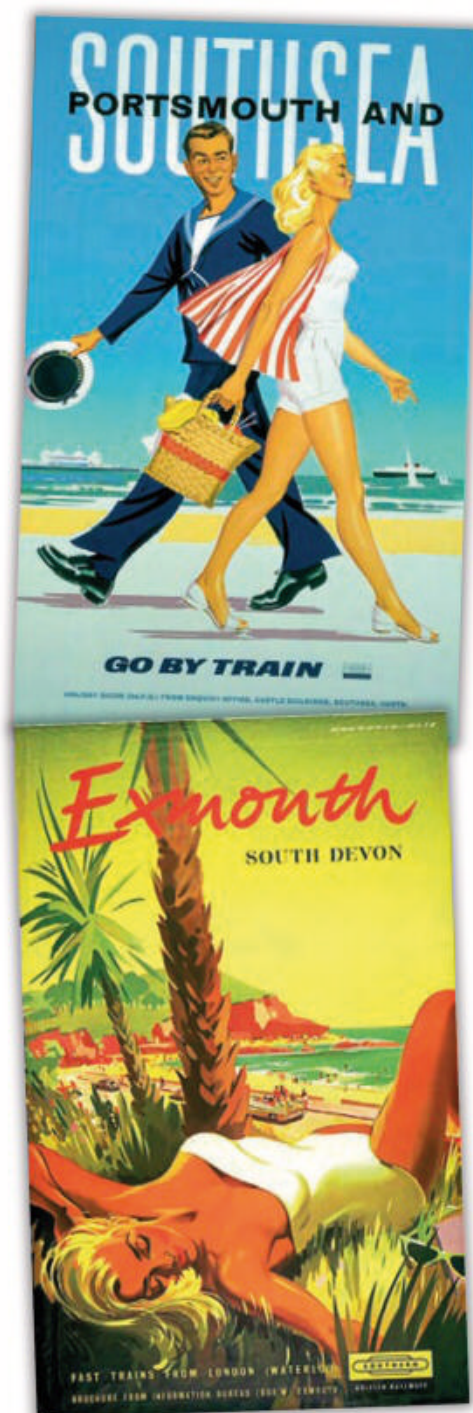
"Most were produced in full colour while he created compelling duo-tone images too, for example promoting the Pullman services of the Southern Region.

"Laurence was a romantic with an eager, inquiring mind which really translated into his art. Nevertheless, he was also quite a modest and private man which is perhaps why he isn't as well-known as he should be."

Jean has produced a fine-art book titled *Pick Up a Pencil*, containing hundreds of reproductions of Laurence's commercial as well as fine art in watercolour and oils, and will be signing copies of the book during the event.

Awareness

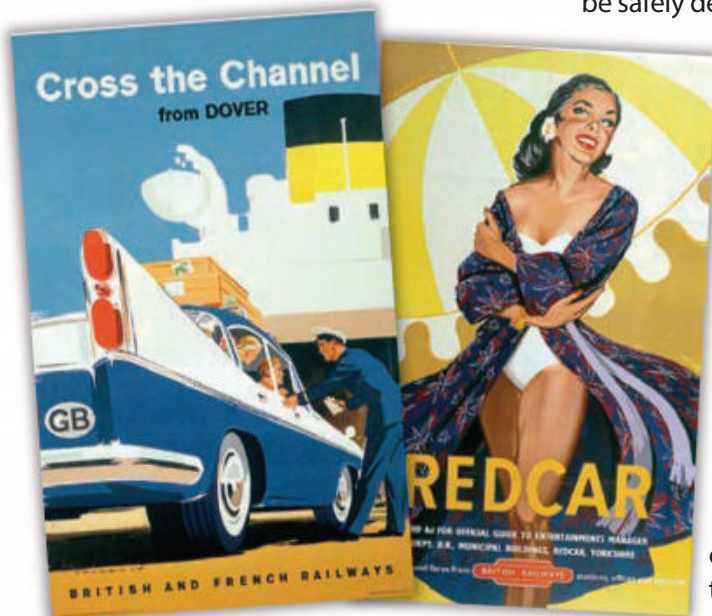
Railway chairman Richard Johnson said: "I'm thrilled that we can do a little to promote the work of Laurence Fish through the Posters from the Steam Age exhibition, especially as during his later years his studio was in Winchcombe. It's unlikely that his posters appeared on our railway stations as they had closed from 1960



just as Laurence's work was being widely commissioned by BR, so this is a chance to right that omission!"

The event was postponed last year due to the pandemic. As car parking is limited, it is best to travel by train to the station – just as Laurence's posters urged people to do – from Cheltenham Racecourse, Toddington or Broadway.

→ Full details of services are at www.gwsr.com



J21 locomotive and NER stores van rebuilds making headway

THE Locomotive Conservation & Learning Trust has been continuing its project to restore NER J21 0-6-0 No. 65033 despite Covid-19 restrictions.

Like BR Standard 4MT 2-6-0 No. 76077 (page 46), the locomotive is being overhauled at the Locomotive Maintenance Services Ltd (LMS) works in Loughborough. The overhaul has progressed almost unaffected because working from home on it was impossible, and therefore, following Government direction, activity has continued at the works, although several aspects were delayed by sub-contractors' Covid-19 mitigation actions.

Recent signs of progress are the expectation of driving wheels arriving back at LMS by the end of May and the new boiler backhead, costing £30,000, arriving at the works. Both of these parts of the overhaul were undertaken at South Devon Railway Engineering Ltd.

The trust still needs £40,000 to complete the

project. Details of its 876 Club and 1889 Club membership, both payable by instalments, can be found at www.lclt.org.uk

Meanwhile, at Kirkby Stephen East, headquarters of the Stainmore Railway, the trust's restoration of its unique 1902-built NER stores van was well underway before the pandemic struck and further progress was made inbetween lockdowns. However, its completion relies on volunteers to lay the new canvas on the recently-reinstated vehicle roof, hence a revised completion date of this autumn.

In the meantime, the trust has been able to accrue all the materials it needs for completion such as paint and the aforementioned canvas and has allowed the various specialist sub-contractors to 'catch up' so that when needed, the various metal fittings and even reproduction gas lamps will be on hand to go straight onto the vehicle.



The once-derelict NER stores van making visible progress at Kirkby Stephen East. LCLT

Right: The new boiler backhead for J21 No. 65033. LCLT



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Set to reopen on April 13, few heritage lines in Europe shout 'seaside' from the carriage rooftops anywhere near the same extent as the Dartmouth Steam Railway does, with its unrivalled views of Torbay. In issue 277, we pictured BR Standard 4MT 4-6-0 No. 75014 *Braveheart* undergoing test runs with cruise liners that were moored in the bay beyond, unable to sail because of the pandemic. Crossing Broadsands Viaduct, No. 75014 is here joined by Pete Best's 1943-built USATC No. 2253 *Omaha*, this time with Century-class cruise ship *Marella Explorer* taking centre stage offshore. No. 2253, previously based on the North Yorkshire Moors Railway and now preparing for its first full season on the Torbay line, is named in honour of the brave US troops who gave their lives at Omaha beach and RAF Radar personnel who suffered extensive casualties on D-Day. Dartmouth and Kingswear were both important embarkation ports for the American forces landing on Omaha and Utah beaches, and S160 2-8-0s would have been regular visitors to the line in the preparation and execution of the invasion. Ten members of the class were allocated to Newton Abbot shed at this time. Built by Baldwin in 1943, No. 2253 worked on the LNER from Neville Hill depot at Leeds, was shipped to France in September 1944 and later became Polish State Railways No. TR203-288. It was brought back to Britain from Poland in 1992. JEM SPICER/DSRRBC

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE





GLINT: A PERSONAL

In words and pictures, lifelong railway enthusiast and photographer **John Titlow**, who has contributed to *Heritage Railway* since its inaugural issue, shares his tips on how to capture glint in images, using a reflection of the sun bouncing off a train.



It was back in 1978 touring South Africa when a friend and I were walking around a steam shed using the last available light as the sun was setting that the locos turned red and gold; moving slightly to either side, it disappeared. From that day on, the glint has always been a source of fascination.

The glint is simply a reflection of the sun bouncing off a train or locomotive. The more colourful, lower and stronger the sun, the better the glint. Trying to use that reflection to its full advantage is difficult but can be very rewarding – it can show every rivet on the locomotive, which creates its own shadow.

Glints occur during the magic hour, one hour after sunrise and one hour before sunset. During winter when the sun is low, magic hours can stretch to most of the day, and this is the best time for photography.

No special equipment is needed but a lens hood is useful to stop flare, which can become a problem when shooting into the sun. First, you have to find the optimum position where the glint is at its best. A shed used to be the best place to start, but modern health and safety restrictions have made this difficult.

Start with stationary objects, especially around stations, as they are much easier than moving ones because the photographer can move around the subject to pick the optimum position. If you or the loco moves, the glint moves or disappears. Don't be afraid of taking the shot at the highest glint or even shooting into the sun, but beware of flare where the sun shines directly into the lens. Digital cameras do not like direct sun into the lens and find it difficult to cope with. Pick your location carefully and don't be afraid to experiment.

Settings

Exposure is the major factor which governs the intensity of the glint. This was critical with film because over-exposure bleached out the image. Taking several pictures with different apertures, known as bracketing, was the only way of changing the intensity, but it was always days before you could see the results, leaving no chance for correction.

With digital, however, the results are viewed instantly and can be corrected immediately – and a lot can be done afterwards using photo editing software.

Most modern cameras cope quite well regarding exposure, provided you do not point directly into the sun. That said, some people prefer to use the manual setting. Personally, I have found most decent cameras are quite capable of doing the job itself.

Moving trains are the most difficult aspect of the glint to capture as you do not get a second chance. Pick a location where the light is following the train. If that is impossible, move to the side and pan with the locomotive, allowing the glint to build, and fire the shutter when it is at its brightest. Don't wait, as the optimum glint is only there for a split second – if you wait, it will disappear.

The outside of a curve is often a good place; again, there is only a split second when it's at its best.

Use the reflection on the rails as an indication to where the glint is likely to be, but only as a guide as it can change – the circular boiler of a locomotive will reflect at a slightly different position.

It is always better to have the glint on the boiler rather than the tender. If a train goes in the opposite direction, this can help, but with

VIEW



the sun rising or setting, the position changes minute by minute. A train glinting working hard with a low sun can be one of the most stunning photographic conditions.

Equipment

A motor drive is very helpful and gives a greater chance of getting the best glint. Digital is so cheap as opposed to film and unsuitable images can be simply deleted, reducing space on SD cards. It is best this is done later on the computer, as things can look very different on the camera and you could delete the best shot.

When photographing side on with the sun over your shoulder, be careful of the long shadows, especially your own, as there is nothing worse than your shadow holding the camera in the picture.

Hide behind a post, or position yourself in other shadows to disguise this. Train timings are important and knowing sunrise and sunset times helps, but it can all go wrong when the train is late, the mist closes in, or a solitary cloud appears from nowhere obscuring the sun. ➡

↑ Sheds used to be the best place to start but modern health and safety restrictions have made this difficult. An organised photographic charter can often be the best way round this, giving you more freedom. With the sun setting, the Great Western Society's Didcot shed and some of its wonderful collection make a fine sight. Pictured in steam on June 29, 2013, from left to right are: 0-6-0PT No. 3738, 43XX Class 2-6-0 No. 5322, and King Class 4-6-0 No. 6023 *King Edward II*.

📷 Nikon D7000 with AF-S 18-105mm lens at 42mm. 1/100 sec F/4.8 ISO 250

➡ Another shed, this time Wansford on the Nene Valley Railway. On May 9, 2013, the morning sun illuminates LMS 4F 0-6-0 No. 44422, picking out all the detail as it comes off shed after being prepared for the day ahead. The station's signal gantry, platform lamp and brake van add to the atmosphere.

📷 Nikon D7000 with AF-S 18-105mm lens at 48mm. 1/125 sec F/5 ISO 200



QUICK-FIRE QUESTIONS



What's your camera gear of choice?

I have always been a Nikon person, though my previous D7000 had focusing issues on the right-hand edge so I upgraded to the D500 with an 18-200 zoom lens. This is by far the best camera I have used.

How old were you when you started taking railway photographs?

Around 12. My first picture was of an A4 Pacific on King's Cross shed in black-and-white. When my father saw it, he remarked: "What are you taking photos of those things for?"

What are your top three favourite locations for steam?

It's difficult to choose. King's Cross station; between Appleby and Ais Gill; and it's nice to walk in the Highley area searching for new angles, as I'm fortunate to now live there.

What's your preferred time of the year for steam photography?

Autumn and winter.

Briefly outline what advice you would offer a would-be steam photographer?

Buy the best camera you can afford; don't be too greedy by attempting too much; use the lowest ISO possible and a high shutter speed – a minimum of a 500th on the main line or 400th on a preserved line. Sharpness is everything.

What's your favourite locomotive?

Midland Compound No. 1000.

Be aware of a black smokebox against a dark shadowy background as this can remove the outline of the locomotive because the blacks tend to merge into one.

With a moving train, a small steam leak and with the wind in the right direction, the steam can, if lucky, silhouette and highlight the smokebox.

In the days of black-and-white, the fun part was in the darkroom when you had full control regarding light and dark over most of the photograph and were able to amplify the intensity of the glint by darkening the background. It is now so much easier, less time-consuming, and less hassle.

Enhancement

Once you have your image, the interesting bit begins with the photo editing software suite on the computer. I use Adobe Photoshop, though nowhere near its full capacity. Each image varies immensely, and it is all on a very personal basis.

Files in NEF/Raw format are much better to work with as they have a greater level of detail and it's possible to make adjustments before opening the file.

Before the image goes into Photoshop, check if the sky has bleached out; this can happen when shooting into the sun. Adjusting the exposure and darkening highlights at this point will pull in sky detail, but can darken the shadows.

These can be corrected using lighten shadows. Do not worry too much at this stage, as all can be adjusted later.

Sometimes, playing with the white balance drop-down tab can be an advantage, but it can do really strange things. Remember – it is always possible to return to by pressing the 'as shot' tab.

Upon opening, the first step is to use the enhance/adjust lighting/shadows and



↑ Even a dirty locomotive can reflect the sun when it is low enough. Stanier 8F 2-8-0 No. 48624 is on the 3.30pm departure from Loughborough and passes Woodthorpe on February 1, 2015, during the winter gala. A housing estate has since been built at this particular location.

📷 Nikon D7000 with AF-S 18-105mm lens at 40mm. 1/640 sec F/5 ISO 250

➔ South Africa was always considered the best place for lighting; the glint as the strength of the sun when it rose was instant. Evening light illuminates the 'Mountain Wanderer' on April 9, 2019, as it climbs up to Mooihoek at Sandstone behind two Garratts – No. 153 is seen at the front.

📷 Nikon D500 with AF-S 18-200mm lens at 36mm. 1/500 sec F/5 ISO 125



↑ Participating in a photographic charter can only guarantee being in the right place at the right time. Organised by the Battle of Britain Locomotive Society, SR Bulleid Pacific No. 34081 92 Squadron storms past Rifle Range on the Severn Valley Railway (SVR). Several run-pasts took place at this location on March 20, 2017, but sadly that is likely to be a thing of the past following the SVR's announcement that photographic charters will not run for foreseeable future, as reported in issue 278. The colours in this image have been tweaked in Adobe Photoshop to pull the reds for dramatic effect.

📷 Nikon D7000 with AF-S 18-105mm lens at 58mm. 1/800 sec F/4.7 ISO 200



↑ In this portrait every rivet, nut and bolt shine in the early morning sun at Swanwick Junction on No. 46233 *Duchess of Sutherland*, clearly showing its majestic lines – not forgetting the rods are down, catching the rays of the sun. This was a photographic charter on November 8, 2014, with the LMS Princess Coronation Class Pacific on the at the Midland Railway – Butterley, but sadly this was the only glimpse of sun during the day.

📷 Nikon D7000 with AF-S 18-105mm lens at 28mm. 1/500 sec F/5-6 ISO 200



↑ Sometimes late running can have an advantage. Departing Wansford 20 minutes late on the Nene Valley Railway, D49 4-4-0 No. 62712 *Morayshire* glints, heavily catching the last rays of the setting sun as it rounds the curve after crossing the River Nene heading for Peterborough on February 21, 2015. This locomotive was on loan from the Scottish Railway Preservation Society.

📷 Nikon D7000 with AF-S 18-105mm lens at 45mm. 1/640 sec F/9 ISO 200



↑ On March 29, 2014, a re-enactment took place on the Kent & East Sussex Railway of the Locomotive Club of Great Britain's 'Hayling Farewell' railtour. LBSCR 'Terrier' A1X 0-6-0T No. 32678 departs Rolvenden at Orpins Curve on the climb to Tenterden. With the setting sun, this makes a good location for a glint.

📷 Nikon D7000 with AF-S 18-105mm lens at 18mm. 1/200 sec F/5 ISO 200

↓ March 17, 2012 was one of those rare days on the main line when the elements came together – including the low sun, which had fortunately popped out. Returning the train from Kingswear to Bristol, No. 6024 *King Edward I* is seen approaching Teignmouth along the Teign estuary under a leaden sky. This was the King's last railtour before overhaul.

📷 Nikon D7000 with AF-S 18-105mm lens at 105mm. 1/500 sec F/7.1 ISO 200



↑ Being brought up near King's Cross and as a child remembering the A4s, they still hold a great attraction for me. The sleek racing lines of No. 60007 *Sir Nigel Gresley* are enhanced as it runs on foreign territory in South Devon, passing Cockwood Harbour between Exeter and Dawlish on April 19, 2014. A second later or earlier in firing the shutter, the glint was not there – a prime example of where the motor drive helps to get the best out of it, and with the locomotive's rods down. The boats provide added interest in the foreground.

📷 Nikon D7000 with AF-S 18-105mm lens at 92mm. 1/800 sec F/6.3 ISO 200



"Files in NEF/RAW format are much better to work with as they have a greater level of detail and it's possible to make adjustments before opening the file."



↑ The sun had dipped below the horizon creating a wonderful afterglow on September 29, 2018, as BR Standard Class 7 Pacific No. 70000 *Britannia* passes Rifle Range on the Severn Valley Railway. The smokebox has melted into the background trees, but the chimney is in the gap against the sky. A split second later, if the chimney had hit the trees, the shot would have been a 'bin job' – a term used with slides which do not make the mark.

📷 Nikon D7000 with AF-S 18-105mm lens at 70mm. 1/400 sec F/5.3 ISO 200

highlights tab. Using lighten shadows, adjust the image to what you think is the best exposure for detail in the darker parts of the image, then darken highlights, which pulls the sky detail in – but beware of the halo effect. Lastly, adjust the contrast.

Adjust colour next using the hue/saturation tab, pushing up saturation to a point where it does not look too fake. Tweaking the individual colours can be very interesting, but don't overdo it. Finally, use the spot healing brush to remove things you are unhappy with.

All this is personal and each image is different – there are no set rules. What works for you might not for others, and there are always plenty of people out there to criticise as it is so easy to do. If you make a mistake, it is easy to go back a step using the undo arrow or just start again. The image is always there unless you delete the original.

There are some good railways which provide a strong glint, with east/west lines often

providing the best, especially with trains running westbound at sunrise and eastbound at sunset.

Locations

Here is a small list of locations that work in my experience:

■ Severn Valley Railway at both ends is a particular favourite – at the northern end, climbing Eardington Bank, and the southern end climbing towards Foley Park Tunnel. They work extremely well, especially at the end of a winter's day.

■ Nene Valley Railway – departing Wansford on the embankment.

■ Gloucestershire Warwickshire Railway around Stanton early morning westbound, and the viaduct eastbound during winter. Also, Stanton eastbound at the end of the day from the other side and Chicken Curve at the end of the day.

■ Midland Railway–Butterley. Side-on over the reservoir.

■ East Lancashire Railway – Irwell Vale and Burrs in winter.

■ Bluebell Railway – Three Arch Bridge, approaching Horsted Keynes at the end of the day.

■ Kent & East Sussex Railway – Orpins Curve as the train starts the climb to Tenterden departing Rolvenden.

■ Great Central Railway used to be good side-on at Woodthorpe, but the new housing estate has ruined this location.

■ Didcot Railway Centre works well both at sunrise and sunset, but needs to be on a charter because the shed does not open early enough and closes too early on public days.

Needless to say there are many more, and we all have our own favourite.

Is it fake or just playing around? If it gives you pleasure as our hobby does, continue to enjoy it. You decide what is best for you and as long as you are happy with your results, keep at it. **HR**

➔ Rifle Range on the Severn Valley can give some very good glints depending on train timings and sunset. Stalwart GWR 2-8-0 No. 2857 climbs towards Foley Park on December 9, 2018, with a Santa special. It is a little too early for a full backlit shot. Panning side on with the locomotive and firing when the glint appears gives a nice effect. In this shot, the Santa headboard is not visible.

📷 Nikon D7000 with AF-S 18-105mm lens at 18mm. 1/500 sec F/5 ISO 250





↑ Just because the sun disappears behind a cloud, don't give up – it can be still bright enough to produce a small glint, which has happened in this case. The soft light and panning helps as GNR N2 Class 0-6-2T No. 1744 passes Woodthorpe on the Great Central Railway on December 12, 2014.

📷 Nikon D7000 with AF-S 18-105mm lens at 75mm. 1/60 sec F/8 ISO 200



↑ In the days of film and early main line specials, Carnforth was a Mecca and the place to meet up before the locomotives departed for their duties. With the coaling stage towering in the background, LMS 'Black Five' 4-6-0 No. 4767 *George Stephenson* prepares to work the 'Cumbrian Mountain Express' on January 24, 1981.

📷 Nikon F2 with 50mm lens at 18mm. 1/125 sec F/8 ISO 64 Kodachrome slide film

"The glint is simply a reflection of the sun bouncing off a train or locomotive; the more colourful, lower and stronger the sun, the better the glint. Trying to use that reflection to its full advantage is difficult but can be very rewarding – it can show every rivet on the locomotive, which creates its own shadow. Glints occur during the magic hour, one hour after sunrise and one hour before sunset."



↑ A freezing cold day, winter lighting, a misty background and with frost still on the ground, Irwell Vale had everything on the morning of January 16, 2016. The added low sun gives a nice glint along the smokebox of No. 13065 as it departs the rural East Lancashire Railway station.

📷 Nikon D7000 with AF-S 18-105mm lens at 18mm. 1/200 sec F/5 ISO 200

LSL's Crewe steam fleet gets ready for action!

By John Titlow

DESPITE the impact of the Covid-19 pandemic, including the fact that no main line excursions have operated for several months, work at Locomotive Services Limited at Crewe has continued in earnest.

Workers have stayed in bubbles to restore the steam locomotives for when restrictions are eased, allowing public trips to take to the rails once again.

Regular performer on the main line, SR Bulleid Pacific No. 34046 *Braunton* is

currently undergoing a valve and piston exam. The middle and right-hand valve chests are being bored true. Subject to test runs, *Braunton* is expected to join the operational line-up again this season.

Availability

At the time of writing, two steam locomotives are available for traffic – LMS 4-6-0 No. 46100 *Royal Scot*, following works completed at Bridgnorth on the Severn Valley Railway (as reported at the time), and LMS

'Black Five' No. 45231 *The Sherwood Forester*, which has recently undergone its routine 12-month exam (see images opposite).

A new tender tank is under construction at Crewe for Standard Class 7 Pacific No. 70000 *Britannia*. Interestingly, the rivets in the centre have been countersunk to enable the British Railways logo to sit flat – an easily overlooked detail. The tender chassis has been stripped and roller bearing thoroughly inspected, the horns have been shimmed, re-wheeling has



No. 60532 *Blue Peter*'s crank axle, showing the eccentric strap and sheave after fitting to the axle. LSL

taken place, and it has been painted in readiness to accept the tank once constructed. On the locomotive itself, the boiler tubes have been removed, while stay replacement is currently taking place on the firebox.

Tender

Another recipient of a new tender tank is Peppercorn A2 No. 60532 *Blue Peter*.

The Pacific's tank has been fitted to the frames which have been re-wheeled, while the pipe work is being refurbished and refitted. Four new buffer assemblies have been produced and fitted to the locomotive and tender. A new rear drag box casting has been machined and has been trial fitted. Work is continuing on the refurbishment of the last of the driving horn blocks. The eccentric strap and sheave have been machined and refitted to the axle as work continues on the firebox in the boiler shop.

Several test runs are expected to take place in the coming weeks, helping to facilitate running in and route training.



Above: No. 70000 *Britannia*'s new tender tank. LSL

Left: No. 70000 *Britannia*'s tender chassis. In the background is the tender of No. 60532 *Blue Peter*, clearly showing that it is at an advanced stage. One of the A2's new buffer assemblies can be seen fitted to the tender. LSL

Covid-19 puts A4 Pacific *Sir Nigel Gresley* overhaul on the 'slow line'

HALTED for a lengthy period last year when the National Railway Museum's workshop was in lockdown, work on the heavy overhaul of the Sir Nigel Gresley Locomotive Trust's A4 4-6-2 No. 60007 has recommenced on a 'slow line'.

Although access to the workshop is open, only a handful of volunteer engineers living locally are available, and they are limited to only one working day a week.

Eighteen months ago, the aim was to finish the A4's overhaul, sending *Sir Nigel Gresley* to the North Yorkshire Moors Railway for running in before working a mixture of main line trips for the trust and Saphos Trains excursions.

However, because of the Covid-19 pandemic delay, No. 60007 will probably not go main line this year, as the lead time to a ticket still requires more hands at York to speed up work.

The previously reported agreement with Locomotive Services Limited to base No. 60007 at Crewe for the benefit of both parties still stands.

Trust chairman Nigel Wilson said: "During the last 10-year boiler ticket, it became clear we needed a different arrangement for the main line operation for No. 60007.

"Our situation as a single locomotive owning organisation presented significant difficulties in achieving railtour programmes.

"The result was that for some years we didn't do any railtours at all.

"It is in our constitution that we must seek to maintain the A4 on the main line for as long as possible.

"So, during the present overhaul we have been investigating ways to address the problem."

"In essence, it meant a partnership with another organisation," Mr Wilson added.

Merchant Navy power for Pathfinder's Margate trip

By Cedric Johns

STEAM has been a comparative rarity in Pathfinder Tours' annual excursion programme.

However, an exception will be July 3's 'The Man of Kent' visit to Margate behind Merchant Navy Pacific No. 35028 *Clan Line*.

The train starts out of Newport, calling at stations including Gloucester, Stroud, Swindon, Didcot, Reading and Kennsington Olympia, before proceeding down the former East Kent line via Swanley, Faversham, Herne Bay and Birchington.

Many years ago, the firm's planning and operations manager, Peter Watts, said he would use steam only during the warmest of summer months to maximise day light, especially on return journeys.

Therefore, the usual fare of diesels and electrics trips have been reshuffled to commence on the new date of June 26 as lockdown eases, with the 'Mazy Day

Cornishman' running from Birmingham New Street to Penzance, via Bromsgrove and Bristol Temple Meads. Two Class 50s will work the train into Cornwall.

Routings

The 'Cumbrian Freighter' visits the Fells and the Settle and Carlisle line on July 17, starting from Banbury calling at Dorridge, New Street, Wolverhampton, Stafford, Crewe and both stations at Warrington.

On July 10, the 'Blue Boys Merry mixer' heads for the Midlands from Eastleigh via Reading West, Didcot, Banbury, Birmingham International and New Street to Crewe and Rugby, using a variety of Direct Rail Services traction over lines, including the Burton – Leicester freight route via Coalville and over the North Chord at Nuneaton, with freight loops traversed including Gresty Green Up loop, Shrewsbury Crewe Bank, Cosford Up goods loop and Oxley Up goods loop.



Storming away from Shrewsbury, 'Black Five' No. 45231 *The Sherwood Forester* and Class 20 No. D8107 pass the gravel pits at Bayston Hill on Friday, April 2, with a private train for Carmarthen. JOHN TITLOW

Right: LMS 'Black Five' No. 45231 *The Sherwood Forester* operated a number of driver training trips from Locomotive Services Limited's Crewe depot in mid and late March. The 4-6-0 is seen with a support coach passing beneath Beeston Castle, working from Crewe to Chester and return, on the morning of March 17. KALLUM BUCKLEY



Steam Dreams' *Flying Scotsman* trips are all sold out

STEAM Dreams' series of excursions behind LNER A3 4-6-2 No. 60103 *Flying Scotsman* have proved a sell-out.

Commencing on May 20, the A3 heads a Victoria-Victoria Surrey Hills luncheon train which, by the end of March, had sold out – as has the remainder of the *Scotsman* programme. That same day, the A3 will repeat the trip with an evening departure.

On May 23, the Pacific departs Paddington for Oxford, followed by a local afternoon tour.

Salisbury is the destination on May 27, the train travelling via Reading West, Basingstoke and Worting Junction. A local afternoon tour is, in keeping

with rest of the series, sold out. And a similar situation has been arranged on June 6, when a trip to Southampton is scheduled.

Itineraries

Starting from King's Cross on June 17, *Flying Scotsman* heads for Cambridge; a visit followed by an afternoon excursion to Norwich.

Finally, June 20 sees the National Collectio-owned A3 working to Portsmouth via the direct line, with a trip to the Isle of Wight.

Making its last scheduled trip for Steam Dreams, the 4-6-2 heads north to Edinburgh for June 24-27 and its three-

day tour from London to Scotland along the East Coast Main Line on the outward journey, and returning via the Settle and Carlisle line.

Steam Dreams plans to run three Fife Circular tours, with morning, afternoon and evening trains travelling over the Forth Bridge on June 25.

"It's a terrific way to recommence running trains," said Steam Dreams owner and chairman David Buck.

Regarding the 'Royal Windsor Express', he confirmed that this service will operate three weekly departures from London Victoria as from June 1. Leaving at 8am, 11.10am and 2pm, the trains will return from Windsor & Eton smokebox first. A

fourth departure, the Surrey Hills 'Sunset Steam Express', is now timed to leave Victoria at an earlier 6pm.

Roster

Motive power is likely to be in the hands of David's B1 4-6-0 No. 61306 *Mayflower*, with a 'Black Five' acting as standby engine. The remainder of the new railtour programme will include locomotives drawn from the West Coast Railways fleet as and when required.

A 'Cathedrals Express' trip to Southend is booked for July 10 and a visit to Weymouth on July 31. Both journeys will require part diesel haulage during the day to position the trains for steam.

'Jacobite' to run from April 26

By Cedric Johns

BECAUSE of ongoing Covid-19 restrictions, West Coast Railways (WCR) has slightly delayed the original start for this year's Fort William – Mallaig 'The Jacobite' services.

The commencement of daily services, one morning departure, the other in the afternoon is now on Monday, April 26, in line with the Scottish Government's relaxation road-map.

The morning train runs until Friday, October 29, while the afternoon train is currently planned to run until Friday, October 1.

An earlier Sundays to Fridays departure time of 12.30pm from Fort William has enabled season to be extended, although Saturday trains will remain in the previous 2.30pm departure slot.

Allocation

Motive power is to be provided by two of Ian Riley's 'Black Fives' and the North Eastern Locomotive Preservation Group's K1 No. 62005, the 2-6-0 being expected to return direct to Fort William from Grosmont on April 19/20 after a spell working on the North Yorkshire Moors Railway.

The K1 is due a heavy overhaul this autumn and is therefore set to bow out from the 'The Jacobite' for at least the 2022 season.

WCR will also be running its regular summer series of northern steam-hauled excursions, commencing with 'The Dalesman' from York on selected Thursdays from May 20 and Chester on Tuesdays from June 1.

On Thursday, June 27, the first of the season's 'Scarborough Spa Express' departs Carnforth for York, with steam haulage from York to the Yorkshire seaside and back.

On May 18, the first 'Pendle Dalesman' departs from Lancaster for Carlisle and runs, steam-hauled throughout, via the Settle and Carlisle line in both directions.



When its overhaul is complete at Tyseley Locomotive Works, No. 4936 Kinlet Hall may return to duties it is familiar with, such as 'The Shakespeare Express' which it is seen hauling on July 12, 2009. DENIS CHICK

Kinlet Hall on course

By Gareth Evans

GWR 4-6-0 No. 4936 Kinlet Hall continues to progress towards a return to main line action at Tyseley Locomotive Works, where it is under overhaul – and plans are now afoot for what work the 1929-built machine will undertake in due course.

Withdrawn from service on the West Somerset Railway during October 2016 for an overhaul, the locomotive is owned by Kinlet Hall Ltd, part of JJP Holdings South West Ltd, owned by transport operator Jonathan Jones-Pratt.

Progress

"We are aiming to get No. 4936 back soon," he said. "We are well over 70% of the way now and pushing hard to get an end date so we can all enjoy seeing a popular Hall back out there again."

"The boiler requires one last push – we are ready to stay the boiler and then tube it. Of course, we will not wish to push on too far, as it will go out of sync. The bottom end has now had all of the

preparation work carried out and is ready to drop back onto the wheels.

"The good news is the machining has seen great progress and it's a case of a push to box it back together now."

"Our Hall is undergoing the most extensive overhaul since its first-time restoration, and I'm happy to confirm that the engine will be returned to Network Rail operational standards."

Turning to its duties post-overhaul, Jonathan said: "No. 4936 will operate as part of the Tyseley locomotive fleet for the future, but we also plan to do some of our own trips in the West Country under a JJP Holdings tour programme, as well as hopefully seeing it back on West Somerset Railway metals once we have resolved the axle weight restriction challenges."

Meanwhile, Kinlet Hall Ltd's former main line certified support coach, BR Mk.1 BSK No. W17015, has been sold to BR Class 8 Steam Locomotive Trust for use with No. 71000 Duke of Gloucester.

Commenting on the sale, Jonathan said: "It has not been doing this coach

any good to just be sitting around – it's a valuable asset and they all require effort to maintain them."

"We are also teaming up more closely with Tyseley Locomotive Works, and they have offered the use of their support coaches with No. 4936 for when its overhaul is completed."

Decision

"It was a sensible time to part with our support coach, and it allows the continued focus on our family's engine, Kinlet Hall."

"We wish to the Duke's team well with their purchase and thank them for using great business principles in the transaction, making it all very simple."

"It's important to recognise the great efforts which have been made over the years to maintain the support coach for No. 4936, of course, but, having spoken to those support group members involved, they appear to understand our thinking since our coach did require a lot of upgrades to allow for continued operation on the national network."



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Key components help progress the *Duke*

TWO milestones towards a return to main line operation have been reached for BR Pacific No. 71000 *Duke of Gloucester*.

The first half of the new crank axle is now finished – a component which is crucial to the project.

As reported, there were fears that the required type of steel could not be obtained, but it was eventually found to be available from a South African supplier. The process has, however, been beset by delays due to Covid-19.

The second half of the crank axle will mirror the first. When complete, the two halves will be joined together using a crank pin – a delicate, precise

operation which will be undertaken at South Devon Railway Engineering in Buckfastleigh.

Another milestone is the completion of one of the rear outside cylinder covers, from which the slidebars will be attached. This forms part of a number of modifications designed to improve the 4-6-2's reliability.

Sale

Following the acquisition of BR Mk.1 BSK No. W17015 from Kinlet Hall Ltd (see separate story), No. W17041, the Mk.2 BFK used as No. 71000's support coach for several years is now for sale. It is equipped with steam or electric heating,



Above: One of the machined new front cylinder covers for No. 71000 *Duke of Gloucester*, seen at Tyseley.

Right: The start of the re-assembly of the crank axle for No. 71000 *Duke of Gloucester* at Buckfastleigh.



a kitchen, worktop bunk beds and four compartments with first class seats.

Interested parties should contact Trevor Tuckley, the chairman of BR Class 8 Steam Locomotive Trust, by email on chairman@theduke.uk.com

The group's new Mk.1 coach requires some work to make it fit for use with

No. 71000. Therefore, donations for the Support Coach Appeal will continue to be welcomed.

➔ **For details of how you can help No. 71000, visit www.theduke.uk.com or write to: The Duke, Aurora House, Deltic Avenue, Rooksley, Milton Keynes, MK13 8LW.**

Multi-day 'Tractor' and 'Shed' haulage to aid charities

THE Branch Line Society (BLS) is offering opportunities to travel on the main line behind Class 37s, affectionately known as 'Tractors', and Class 66s, which are nicknamed 'Sheds', in the coming months – to help support good causes.

The BLS will be acting as booking agent on behalf of Railway Children for this summer's 'Three Peaks from a Seat 2021' trip, which is due to run from Thursday, June 10 to Saturday, June 12.

Each year, the charity operates a fundraising event, sponsored by Porterbrook, to transport walkers by rail between the mountains of Snowdon, Scafell and Ben Nevis.

Until now, there has been insufficient capacity to transport enthusiasts on the train.

Due to the postponement of the main event to September, however,

the charity train's itinerary has been amended, allowing more than 1200 miles of double-headed Locomotive Services Limited (LSL) Class 37 haulage from the comfort of a Mk.3 Inter-City liveried first class carriage.

Variety

On July 2 to July 5, 'The Summer Syphons' will raise valuable funds for Martin House Hospice, which provides family-led care for children with life-shortening conditions.

Operated by DB Cargo using SRPS Mk.1 coaching stock, the special train will feature across the weekend Class 66s provided by DB Cargo and Class 37s provided by Direct Rail Services.

Over the four days, the train will take in destinations as diverse as Glasgow, Worksop, Leeds and Hartlepool.

Another type of heritage diesel traction is expected to be on offer on July 31, when 'The Thanet Thunderer' will arrive in Margate. The BLS is acting as booking agent for Hanson & Hall Rail Services Solutions, and the trip features two Class 50 'Hoovers' in a mix of top-and-tail and double-headed formation, including No. 50008 *Thunderer*.

For the track enthusiast, a highlight is the use of Bramdean Sidings at Grove Park on the return journey, the Up Lee Spur at Hither Green, and the slow lines through Wymington. A photo stop is expected at Dumpton Park on the return journey, and double-heading will occur between Bramdean and Leicester. Profits from the buffet car will be donated to the Railway Children.

Full itinerary details can be found at www.branchline.uk



Locomotive Services Limited will provide 'Tractors' to haul the 'Three Peaks from a Seat 2021' charter. Class 37 No. D6851 paid a brief visit to Yorkshire on March 15 to collect HST trailer cars for the operator's expanding fleet. It returned to Crewe the following day, when it was photographed passing the old maltings at Milford Junction, close to its destination at Gascoigne Wood. CHRIS GEE

Patriot project forges ahead

PROGRESS is continuing on many fronts with LMS-Patriot Company's No. 5551 *The Unknown Warrior*, which is being built for operation on the main line.

A start has been made on new fittings for the cylinder covers. An active dialogue has continued with Riley and Son (E) Ltd over the reassembly of one wheelset after the weld repairs were undertaken at Heywood.

Because of the Covid-19 pandemic, delivery from South Africa of the replacement axle material for the second wheelset has been delayed.

Heritage Boiler Steam Services has continued to tool stays on the boiler. Leaky Finders has fitted the intermediate buffer housing and the rear drag box top plate for the tender. The rear buffer beam has also been trial fitted successfully.

➔ **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.**

Get in touch

editor@heritagerailway.co.uk



MAIN LINE ITINERARY



Ahead of its 'Jacobite' duties, K1 2-6-0 No. 62005 is seen at Danby station with the 2.35pm Grosmont to Battersby crew training run on March 30. MAURICE BURNS

May

18 'The Pendle Dalesman'

Lancaster, Carlisle & return.
Steam-hauled: Hellified, Carlisle, Carnforth.

Loco: TBA. WCR

19 'Belmond British Pullman'

London Victoria, Bath & return.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

19 'Snowdonia Statesman'

Hull, Blaenau Ffestiniog & return.
Diesel-hauled throughout.

Loco: TBA. SR

20 'The Dalesman'

York, Carlisle & return.
Steam-hauled: Hellified, Carlisle,

Carnforth.

Loco: TBA. WCR

20 'Cathedrals Express'

London Victoria, Shalford & return.
Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

22 'The Pennine Explorer'

Leicester, Carlisle & return.
Steam-hauled: Hellified, Carlisle, Chesterfield.

Loco: No. 60163 *Tornado*. A1SLT

22 'The Cumbrian Mountain Express'

Euston, Carlisle & return.
Steam-hauled: Carnforth, Carlisle, Preston.

Loco: TBC. RTC

25 'The Pendle Dalesman'

Lancaster, Carlisle & return.
Steam-hauled: Hellified, Carlisle, Carnforth.

Loco: TBA. WCR

26 'The Fellsman'

Crewe, Carlisle & return.
Steam-hauled: TBA.

Loco: TBC. ST

27 'The Scarborough Spa Express'

Carnforth, Scarborough & return.
Steam-hauled: York, Scarborough & return.

Loco: TBA. WCR

29 'The South Devon Explorer'

Woking, Plymouth & return.
Steam-hauled: Bristol, Plymouth, Bristol.

Loco: No. 60163 *Tornado*. RTC

31 'North Wales Coast Express'

Worcester Shrub Hill, Holyhead & return.
Steam-hauled: TBA.

Loco: TBC. ST

3 'The Dalesman'

York, Carlisle & return.
Steam-hauled: Hellified, Carlisle, Carnforth.

Loco: TBA. WCR

3 'Welsh Marches Whistler'

Lancaster, Bristol & return.
Steam-hauled: TBA.

Loco: TBC. ST

4 'Belmond British Pullman'

London Victoria, Shalford & return.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

3 'English Riviera Express'

Bristol Temple Meads, Kingswear & return.
Steam-hauled: TBA.

Loco: TBC. ST

5 'The Buxton Spa Express'

Ealing Broadway, Buxton & return.
Steam-hauled: Leicester, Buxton, Barrow Hill.

Loco: No. 60163 *Tornado*. RTC

5 'The Scarborough Flyer'

Manchester Victoria, Manchester & return.
Steam-hauled: Manchester, Manchester, Milford Loop.

Loco: TBC. RTC

6 'Cathedrals Express'

Paddington, Southampton & return.
Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

8 'The Pendle Dalesman'

Lancaster, Carlisle & return.
Steam-hauled: Hellified, Carlisle, Carnforth.

Loco: TBA. WCR

9 'Devonian Express'

Solihull, Plymouth & return.
Steam-hauled: TBA.

Loco: TBC. ST

10 'The Scarborough Spa Express'

Carnforth, Scarborough & return.
Steam-hauled: York, Scarborough & return.

Loco: TBA. WCR

12 'The Tynesider'

Cleethorpes, Morpeth & return.
Steam-hauled: Cleethorpes, Morpeth, York.

Loco: TBC. RTC

12 'The Cotswold Venturer'

Paddington, Worcester Shrub Hill & return.
Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. RTC

13 'English Riviera Express'

Bristol Temple Meads, Kingswear & return.
Steam-hauled: TBA.

Loco: TBC. ST

15 'The Pendle Dalesman'

Lancaster, Carlisle & return.
Steam-hauled: Hellified, Carlisle, Carnforth.

Loco: TBA. WCR

16 'Portsmouth Harbour Express'

Wolverhampton, Portsmouth & return.
Steam-hauled: TBA.

Loco: TBC. ST

19 'The Edinburgh Flyer'

York, Edinburgh & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. RTC

19 'The White Rose'

King's Cross, York & return.
Steam-hauled: King's Cross, York.

Loco: No. 60103 *Flying Scotsman*. RTC

Tour promoters

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NB	Northern Belle 01270 899382
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SR	Statesman Railway 0345 310 2458
SD	Steam Dreams 01483 209888
ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 01524 737751

June

1 'The Dalesman'

Chester, Carlisle & return.
Steam-hauled: Hellified, Carlisle, Carnforth.

Loco: TBA. WCR

Regular Steam

Daily from April 26

'The Jacobite'

Fort William, Mallaig & return.
Steam-hauled throughout.

Loco: TBC. WCR

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

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TABLE ONE: STONEHOUSE TO SWINDON

Date	Thursday, May 23, 2019				
Train	6pm Worcester Shrub Hill to London Victoria				
Loco	LMS Class 5 4-6-0 No. 44871				
Load	9 coaches, 315 tons tare, 340 tons full				
Driver	Ray Poole				
Fireman	Chris Birmingham				
Recorder	Don Benn				
Position	2nd coach				
Weather	Sunny spells				
	gradient	miles	mins	secs	speed
Stonehouse	300R	0.00	00	00	40½
MP 104	500F	0.94	01	04	47
Ebley Crossing	L/276R	1.31	01	42	46½
Cashes Green	620R	1.68	02	12	45
Downfield	272F	2.05	02	42	47½
MP 101½	234R	2.44	03	11	44
Stroud	200F	2.76	03	37	46
Bowbridge	250R	3.45	04	31	48½
Ham Hill	250R	4.19	05	22	46
MP 100½	250R	4.44	05	45	46½
MP 100	250R	4.94	06	23	48½
Brimcombe Bridge	100F	5.01	06	35	49½
MP 99½	185R	5.44	07	00	49½
MP 99	310R	5.94	07	36	50½
St Mary's Crossing	75R	6.14	07	52	48½
Chalford	70R	6.88	08	48	44½
Strawberry Cutting OB	74R	7.90	10	13	41
Frampton Viaduct Mid	Level	8.22	10	41	42½
MP 96½	75R	8.44	10	58	40½
Frampton Crossing	60R	8.53	11	06	38
Sapperton Long Tunnel	60R	9.01	11	53	36
Tunnel Exit Summit	90R	10.06	13	39	35
Sapperton Short Tunnel	94R	10.11	13	44	38
Tunnel Exit	94F	10.31	14	02	46
MP 93½	100F	11.44	15	20	57½
Severn Canal	Level	12.11	16	00	61
Kemble	Level	13.95	19	33	

Average speed through Long Tunnel: 35.66 mph

*brakes or speed restriction

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LOCOMOTIVE PERFORMANCE THEN AND NOW



In his latest column, **Don Benn** covers some runs with the recently-retired ‘King of Sapperton’ Ray Poole featuring ‘Black Five’ 4-6-0 No. 44871, GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* and LMS Pacific No. 46233 *Duchess of Sutherland*, plus the record-breaking run from Waterloo to Salisbury behind Merchant Navy No. 35023 *Holland- Afrika Line* in 1966.

AT the same time as Ray Churchill retired, one of the other footplate greats also hung up his greasetop hat. Ray Poole, also known as ‘the King of Sapperton,’ has given me many good runs over the last 10 years or so, and therefore it is appropriate to include details of three of his runs this time. I will start with the last run of his that I timed, which was the Steam Dreams trip to Worcester on Thursday, May 23, 2019.

In my view it was one of his finest efforts, coaxing a performance from LMS ‘Black Five’ 4-6-0 No. 44871 which was well above its power classification, and giving me the highest power figure I have ever recorded with a Class 5 locomotive.

The whole day was a delight as Ray was prepared to run the engine up to its revised rated maximum speed of 65mph wherever possible, giving some very good section times helped by storming starts. I am, though,

concentrating on the performance over Sapperton (Table One), which shows the running from passing Stonehouse to the Kemble stop on the return 6pm Worcester Shrub Hill to London Victoria.

Sapperton

Our train was over three minutes late away from the Cheltenham stop and so did not take the booked pathing stop in Gloucester Yard, but paid the price by being stopped by signals after Standish Junction as we had caught the 6.33pm Cheltenham to Paddington service, which was making its Stonehouse call. This would also stop at Stroud, so I was not optimistic about getting a clear road up Sapperton bank, but fortunately I was unduly pessimistic, as Table One shows.

Ray said he took it fairly easily from the signal stop so as not to catch adverse signals from the train in front, but



No. 5043 *Earl of Mount Edgcumbe* passes Ashchurch at high speed on May 25, 2013, with Vintage Trains’ ‘The Whistling Ghost’ from Tyseley to Minehead. DON BENN



Above: Driver Ray Poole (left) is pictured on the footplate of 'Black Five' No. 44871 at Kemble on the return leg of a Steam Dreams trip from London Victoria to Worcester Shrub Hill on May 23, 2019. DON BENN

Left: No. 46233 *Duchess of Sutherland* is seen at Bristol Temple Meads on June 17, 2017, with the return 'Whistling Ghost' from Minehead to Solihull. DON BENN

then really let fly at St Mary's. It was a truly superb climb and certainly in the top few recorded in recent years.

Fireman Chris Birmingham was clearly supplying enough steam to enable Ray to use full regulator and 60% cut off over the final mile of 1-in-60 to the tunnel.

The noise was deafening and speed only fell from 38 to 36mph on this stretch, which I calculate was worth 1690 equivalent drawbar horsepower (edbh). This is a very high figure for a Class 5 locomotive – it's up in the Class 7 category and possibly an all-time record.

When I talked to Ray at Reading after he had been relieved, he told me how the engine was being worked and that he was pleased with its performance. He added: "Mr. Churchill does it with the 'green one' (No. 5043) and I do it with the 'black one' (No. 44871)."

Earlier, the westbound climb to Sapperton was also very good, producing 1,480edbh, the high-end figure normally expected from a LMS Class 5.

Table Two shows Ray Poole with 'the green one', No. 5043 *Earl of Mount Edgumbe*, on the Vintage Trains 'Cotswold Explorer' of Saturday, October 8, 2016, on nine coaches – plus the water carrier for a total of 385 tons full.

Ray had Alistair Meanley firing, and the pair had a good path from joining the main line at Abbotswood Junction, so turned in an above par performance, running at or around the 75mph limit until the then new speed limit at Ashchurch. The Castle could be heard from nine coaches back, giving me my best steam run over this stretch and gaining seven minutes net to passing Standish Junction.

My photograph on page 64 shows No. 5043 *Earl of Mount Edgumbe* storming along in fine style at a foot crossing just south of Ashchurch in May 2013.

The continuation up the Golden Valley to Sapperton and on to Swindon will be covered in my next column.

The Vintage Trains 'Whistling Ghost' trip on Saturday, June 17, 2017, combined a run with Princess Coronation

No. 46233 *Duchess of Sutherland* with the West Somerset Railway, and the prospect of a heavy train being hauled over that line's fierce gradients by a big ex-GWR locomotive. There were some concerns ahead of the trip as the weather had been hot for a while.

In fact, though we didn't know it at the time, Gresley A4 Pacific No. 60009 *Union of South Africa* caused a series of eight lineside fires on the day of our trip due to being fired slack while running light engine, as the coal was well back in the tender and this resulted in sparks from the chimney. The reports in some quarters that the cause was a brake or lubricator fault were incorrect.

Traction

This resulted in the 'Torbay Express' of Sunday, June 18 running with a diesel pilot, and with hindsight it was surprising that the return run of our train was allowed to operate with pure steam. There had also been speed restrictions imposed on some lines in the south.

Therefore, with some trepidation we boarded the 6.27am Cross Country train from Southampton Airport to Banbury to make a comfortable connection into the 6.56am from Solihull 'Whistling Ghost' to Minehead.

This rolled in early with the Pacific on 10 coaches and REG, the water carrier, total about 415 tons gross and not a diesel in sight! Ray Poole and Alistair Meanley were in charge up front again. We settled down to time the first section to a water stop in the up loop south of Oxford (Table Three). We were on time away, and gained three minutes to the stop.

Ray soon had No. 46233 *Duchess of Sutherland* running easily into the seventies which got us better than even time by Kidlington, just 17.06 miles from the start. Although we heard the Pacific working from four coaches back, soon after the start Ray appeared to be exercising great care not to push the engine on this ➡

"It was one of his finest efforts, coaxing a performance from LMS 'Black Five' 4-6-0 No. 44871 which was well above its power classification, giving me the highest power figure I have ever recorded with a Class 5 locomotive. The whole day was a delight as Ray was prepared to run the engine up to its revised rated maximum speed of 65mph wherever possible, giving some very good section times helped by storming starts."

TABLE TWO: WORCESTER TO STANDISH JUNCTION					
Date	Saturday, October 8, 2016				
Train	Cotswold Explorer				
Loco	GWR Castle class 4-6-0 No. 5043 <i>Earl of Mount Edgumbe</i>				
Load	9 coaches plus water carrier, 346 tons tare 385 tons gross				
Driver	Ray Poole				
Fireman	Alistair Meanley				
Recorder	Don Benn				
Position	9th of 10 vehicles				
Weather	Sunny Spells				
	miles	Sched	mins	secs	speed
Worcester SH	0.00	0.00	00	00	
M5 Overbridge	2.45		04	37	49
Norton Jct	3.18	7.00	05	58	27*/20*
Abbotswood Jct	3.95	9.00	07	55	32½
Pirton Crossing	5.83		10	14	61½
MP 73	8.20		12	19	74/76
Eckington	9.78		13	34	73½
MP 77	12.20		15	36	71
MP 78	13.20		16	24	74/75½
Ashchurch	14.66	19.00	17	45	45* tsr
MP 82	17.20		20	42	60
MP 84	19.20		22	37	65½
Cheltenham	21.93	26.00	26	01	23*
Churchdown	25.03		29	44	71½
MP 92	27.20		31	34	73
Barnwood Jct	27.46	33.00	31	47	71½
Gloucester Yard Jct	28.28		32	29	69½
Tuffley Crossovers	29.52		33	33	70
MP 97	31.59		35	16	74
Haresfield Goods Loop	32.79		36	15	72/30* sigs
Standish Jct**	34.43	43.00	38	26	39
** passing times and speeds net time 36 minutes *brakes or speed restriction					

May 23, 2019. No. 44871 on 9 for 340 tons					
	distance	gradient	mins	secs	speed
Kemble	0.00	level	00	00	
MP 92	1.00	143R/L	02	53	40½
MP 92½	1.50	200R	03	36	44½
Severn Canal	1.83	200R/L	04	02	46½
MP 93¼	2.25	100R	04	35	46
MP 93½	2.50	100R	04	54	45½
MP 94	3.00	94R	05	34	45
MP 94½	3.50	94R	06	13	44½
Sapperton Tunnel	3.63	94R	06	24	44



SR Merchant Navy Pacific No. 35023 *Holland-Afrika Line* is seen at Weymouth shed on September 17, 1966. JOHN TILEY

stretch or indeed anywhere else, no doubt with the fire risk in mind.

Now for a very special something from the 1960s, but one which for family reasons I had to miss. Derek Winkworth was one of those closely associated with Southern steam and he arranged a special trip from Waterloo involving a 78-minute timing for the 83.7 miles to Salisbury with an eight-coach train.

This took place on Saturday, October 15, 1966, and Derek was on the footplate with driver Bert Hooker, fireman Alan Dedman and inspector Arthur Jupp.

It's not clear whether the high speed achieved on the run had been pre-planned, but Derek comments in his account of the run in his book 'Bulleid's Pacifics' that the fireman mentioned that this would be a 'special run' and Bert had replied, saying 'that he wouldn't go down to Salisbury any faster than on that particular day'.

Table Four sets out the detail of this extraordinary run, timed by my old friend Terry Jackson. The loco was modified Merchant Navy Pacific No. 35023 *Holland-Afrika Line* and the load was eight coaches for 280 tons

full. There had been a problem with loading the coal at Nine Elms, and clearing the mess on the footplate resulted in the locomotive not arriving at Waterloo until five minutes prior to departure.

Start

The start was very slow, no doubt due to the footplate crew sorting themselves out, so much so that time was lost to passing Clapham Junction.

A normal start with this load would probably have taken no more than six-and-a-half minutes, and even the recovery to Surbiton was no better than was expected to keep time.

Cut-off was set at 20% with only 105lbs of steam being used, so the regulator was about one third open, but increased somewhat to lift speed to 83mph in the Byfleet dip prior to a severe temporary speed restriction.

From this, cut-off was set at 25%, but with still only half regulator, speed reached 72mph at the summit of the mainly 1-in-314/298/304 climb from Byfleet and then 86mph after Fleet on mainly level track before another

severe temporary speed restriction.

By comparison, I have looked out a very good run of mine on the down 'Atlantic Coast Express' on April 18, 1964, behind No. 35016 *Elders Fyffes*.

Salisbury driver Cox had 12 coaches for 435 tons gross to contend with and, coincidentally, the inspector was Arthur Jupp.

We took just six minutes 53 seconds to pass Clapham Junction and 15 minutes 21 seconds to Surbiton, where speed was 70mph. Reaching 77½mph in the Byfleet dip was a prelude to 62½mph over milepost 31 and a very good 79mph after Fleet.

Back on the high-speed run, Bert Hooker now set about some time recovery and with the cut-off set at 25% again and with 200lbs of steam, the most of the journey, accelerated from a restricted 66 through Basingstoke to 68½mph up the 1-in-249 to Worting Junction and then, like lightning, to 92mph after Overton on the gently falling 1-in-550 down gradient.

Here the regulator was eased to reduce the steam being used to 120lbs in the Hurstbourne dip, where

LMS 'Black Five' No. 44871 is pictured with its support coach at Worcester Shrub Hill while working a Steam Dreams excursion from Worcester Shrub Hill to London Victoria on May 23, 2019. DON BENN



TABLE THREE: BANBURY TO OXFORD					
Date	Saturday, June 17, 2017				
Train	6.56am Solihull to Minehead				
Loco	Class 8P 4-6-2 No. 46233 <i>Duchess of Sutherland</i>				
Load	10 coaches plus REG, 391½ tons tare 415 tons gross				
Driver	Ray Poole				
Fireman	Alastair Meanley				
Position	Fourth coach				
Recorder	Don Benn				
Weather	Hot and sunny				
	miles	sched	mins	secs	speed
Banbury	0.00	0.00	00	00	
M40 bridge	1.15		03	04	47½
Kings Sutton	3.49		05	28	67
M40 bridge	4.26		06	08	70
Aynho Junction	5.05	09.00	06	46	71½
Aynho	5.86		07	30	72½/69
Oxford Canal	9.52		10	36	72½
Heyford	10.93	16.00	11	45	73
River Cherwell	12.42		12	59	70½
Tackley	13.56		13	58	68½/72
Bletchington	15.05		15	15	70
Kidlington	17.06		17	01	65½
Yarnton Lane XC	18.67		18	31	64
Wolvercote Jct	19.79	25.00	19	39	58*/17*sigs
Oxford North Jct	21.63		24	16	20*sigs/23
Oxford	22.68	29.00	27	06	11½*
Oxford Up Loop	23.10	32.00	28	59	
net time 25 minutes					
*brakes or speed restriction					

speed peaked at 95mph before being reduced to 89mph over the 1-in-275 up to milepost 62½. The regulator was then pushed up further so that 140/150lbs of steam was being used to achieve the magic ton just before Andover. What a thrilling experience this must have been, dashing down though the curves before the change of gradient before Andover – and what a sight it must have been from the platforms. That race down through Andover is still one of my best-loved steam experiences on modern-day steam trips. To quote a comment from a passenger in Derek Winkworth’s book when comparing with specially picked and prepared engines on another high speed trip where the engines failed to reach the 100mph mark: “The Southern just did it quietly with an ordinary engine.”

Record

Yes, they did, but the Bulleid Pacifics are not ordinary engines. With boiler pressure at a steady 240lbs, more steam was then taken to top Grateley at a minimum of 80mph and then with the regulator at about a quarter open to reach 98mph down Porton bank. The finish into Salisbury was quite slow due to using a platform unfamiliar with the crew. The time from Worting Junction had been just 25 minutes 21 seconds for the 33.36 miles, surely an all-time record and the overall net time just 71 minutes or 69 minutes allowing for a normal start and finish, also an all-time record with steam.

On my 1964 run we had checks at Hurstbourne and Tunnel Junction, so the overall time was 81 minutes and 2 seconds and the net time 76 minutes; very good with 12 coaches. Although I missed this 100mph run, I was on six others between 1965 and 1967, and all are set out in my book ‘The Twilight of Southern Steam’, published by Pen & Sword. Without in any way wishing to downplay that breathtaking run behind No. 35023, my run on the up ‘Club Train’ 5.30pm from Weymouth to Waterloo two months later on December 12, 1966, with 375 tons on a dark, damp night required the engine to be worked

TABLE FOUR: WATERLOO TO SALISBURY					
Date	Saturday, October 15, 1966				
Train	9.10am Special Excursion from Waterloo				
Loco	MN Class 4-6-2 No. 35023 <i>Holland-Afrika Line</i>				
Load	8 coaches, 260 tons tare 280 tons gross				
Driver	Bert Hooker				
Fireman	Alan Dedman				
Inspector	Arthur Jupp				
Also on footplate	Derek Winkworth				
Recorder	Terry Jackson				
Weather	Fine				
	miles	sched	mins	secs	speed
Waterloo	0.00	0.00	00	00	
Vauxhall	1.29		04	22	37
Queens Road	2.81		06	05	51/52
Clapham Junction	3.93	7.00	07	43	40*
Earlsfield	5.58		09	56	52
Wimbledon	7.24		11	44	58
Raynes Park	8.64		13	08	63
New Malden	9.78		14	14	66
Berrylands	10.98		15	16	68
Surbiton	12.04		16	12	72
Hampton Court Jct	13.34	17.00	17	16	74
Esher	14.39		18	07	75½
Hersham	15.91		19	18	78/77
Walton	17.08		20	10	79
Oatlands Box	18.10		20	59	76
Weybridge	19.15		21	45	80
Byfleet	20.40		22	42	83
West Byfleet	21.68		24	11	16½*
			tsr		11½*
Woking	24.29		30	50	54
Woking Jct	24.75	28.00	31	18	58
MP 26	26.00		32	31	63½
MP 27	27.00		33	25	67
Brookwood	27.99		34	18	70
MP 29	29.00		35	09	71
MP 30	30.00		35	59	71
MP 31	31.00		36	49	72
Strurt Lane Jct	32.20		37	46	78
Farnborough	33.20		38	32	79
Bramshot	35.70		40	19	83
Fleet	36.48		40	58	83/86
Winchfield	39.83		43	19	83
			tsr		*
Hook	42.16		45	46	16*/69
Basingstoke	47.75		52	11	67/66*
Worting Jct	50.30	50.00	54	25	68½
Oakley	52.38		56	09	78
Overton	55.55		58	28	89/92
Whitchurch	59.10		60	53	90
Hurstbourne	61.14		62	09	95
MP 62½	62.50		63	07	89/101
Andover	66.35		65	25	100
Red Post Jct	67.65		66	19	94/96
Grateley	72.70		69	39	82/80
Allington Box	75.60		71	45	88
Idmiston	77.65		73	05	90
Porton	78.29		73	29	94/98
Tunnel Junction	82.56	75.30	76	39	55*
Salisbury	83.66	78.00	79	46	
net time 71 minutes					
With normal start and finish: 69 minutes					

harder with the same cut-off to reach 103mph on 1 in-337 and level track compared to the 1-in-178 down to Andover. This, for me, makes it number one in the Southern high speed and power output stakes as it required not far short of 3,000 indicated horsepower. Detail over the Worting Junction to Farnborough stretch is show in the table. Next time I hope to include another run with Ray Poole in charge, plus one with No. 61306 *Mayflower* from 2015, something from the 1960s and a West German Pacific on an international train in 1971. **HR**

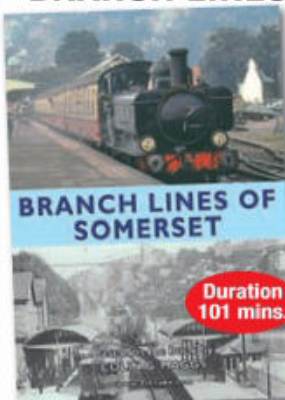


No. 35023 *Holland-Afrika Line* waits at Salisbury after its 100mph run from Waterloo on October 15, 1966. Inspector Arthur Jupp is standing on the running plate. JOHN TILEY

“Here the regulator was eased to reduce the steam being used to 120lbs in the Hurstbourne dip, where speed peaked at 95mph before being reduced to 89mph over the 1-in-275 up to milepost 62½. The regulator was then pushed up further so that 140/150lbs of steam was being used to achieve the magic ton just before Andover.”

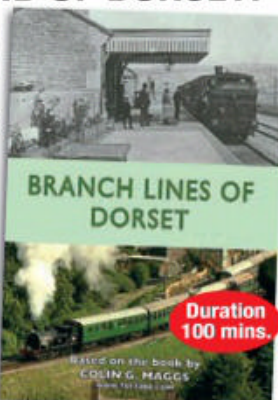
TABLE FIVE: SOUTHAMPTON TO WATERLOO				
■ DECEMBER 12, 1966 7.14pm SOUTHAMPTON TO WATERLOO DETAIL FROM WORTING JUNCTION TO FARNBOROUGH				
Date	December 12, 1966			
Train	5.30pm Weymouth to Waterloo			
Loco	MN Class 4-6-2 No. 35028 <i>Clan Line</i>			
Load	9 coaches + 2 bogie vans, 348 tons tare, 375 tons gross			
Driver	Gordon Porter			
Fireman	R Lee			
Timed by	Don Benn			
Weather	dark, damp, light rain falling, light SW wind			
	miles	mins	secs	speed
Worting Junction	28.98	38	05	62
MP 49	30.25	39	11	76
Basingstoke	31.50	40	07	83½
MP 47	32.25	40	39	86
MP 46	33.25	41	20	93
MP 45	34.25	41	59	92
MP 44	35.25	42	38	95
Newnham Siding	35.55	42	51	94
MP 43	36.25	43	16	92
Hook	37.08	43	48	93
MP 41	38.25	44	34	95
Winchfield	39.41	45	19	98
MP 39	40.25	45	49	99
MP 38	41.25	46	25	102/103
MP 37	42.25	47	00	101½
Fleet	42.76	47	18	100
MP 35	44.25	48	15	93
Farnborough	46.05	49	40	74*sigs
average speeds:- Winchfield to Fleet=101.35 mph MP 41 to MP 35=97.74 mph MP 46 to MP 35=95.42 mph Basingstoke to Fleet full regulator 20-25% cut off 210 lbs of steam in steam chest				

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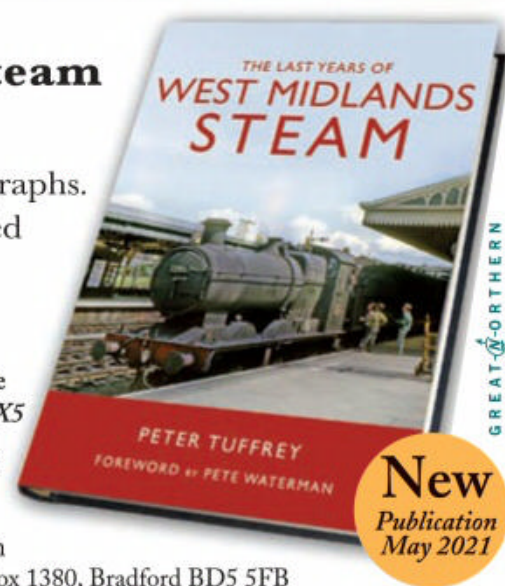
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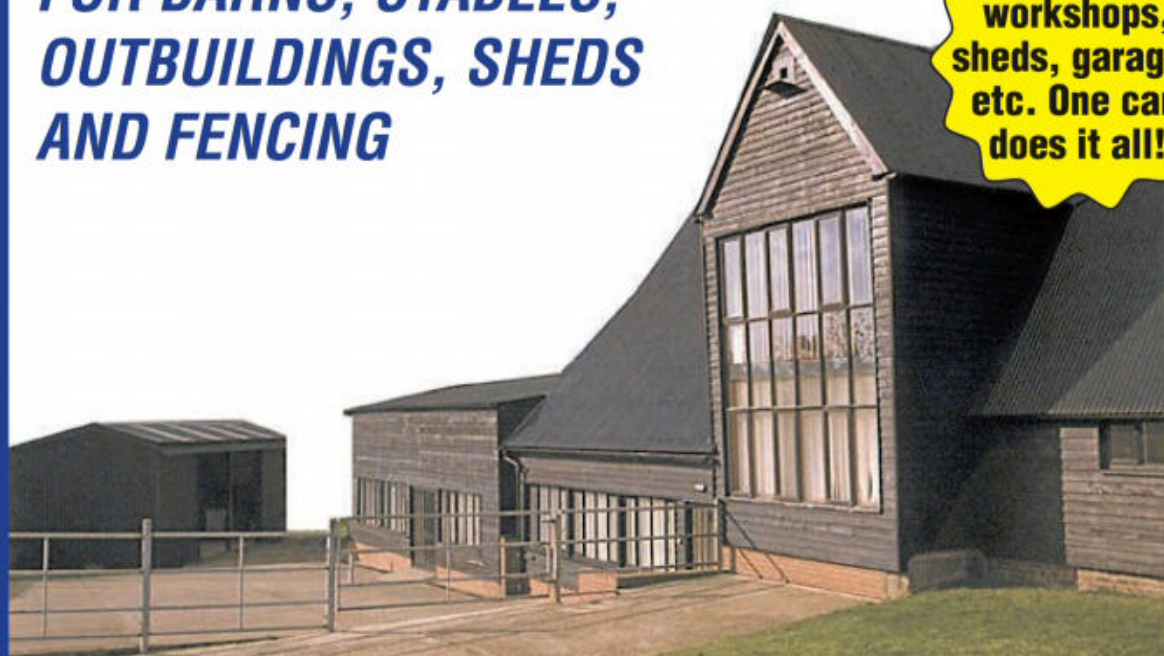
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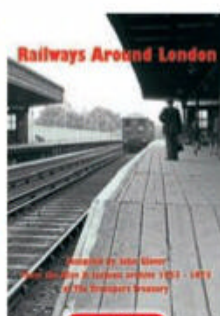
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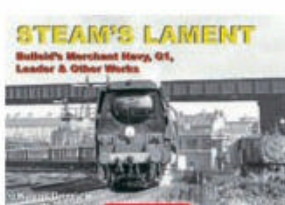


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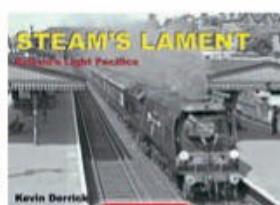


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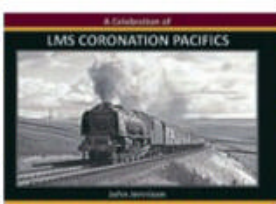
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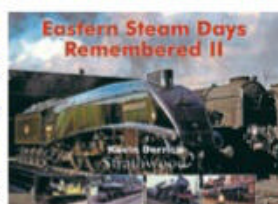


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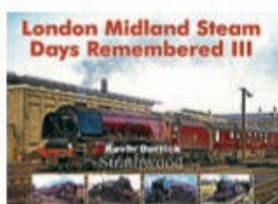
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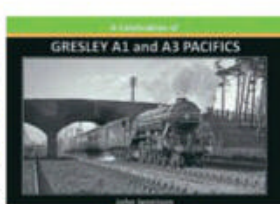
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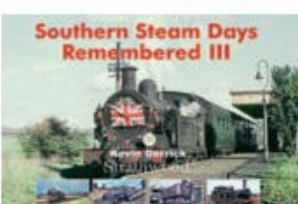


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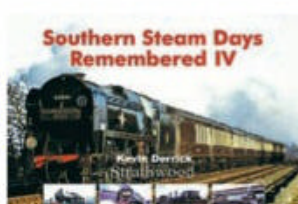


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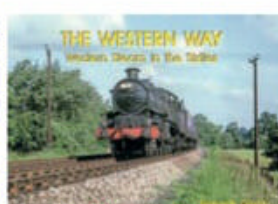
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Totem success continues, signalling models surprise, and nameplates put up a fight

TOTEM station sign Brecon – from the Western Region mid-Wales station that opened in 1867, closed to passengers in December 1962, and was the location of shed 89B – achieved the highest realisation of £12,100 in GW Railwayana's two-day live online auction on March 12-13. It was the second time in three weeks that a totem had swept all before it, following a hammer price of £11,200 for BR(M) Broad Street at Great Central's sale on February 20.

Behind Brecon in the totem category came two further Western Region totems, Bath Spa (£6600) and Dovey Junction (£6000). In total, 11 such station signs went under the hammer for more than £3000.

Steam nameplates were led by *Leander* from LMS Jubilee No. 45690 (£10,100) and *Bampton Grange* from GWR No. 6802 (£9500), whose cabside numberplate went immediately after for £2900, while *Knowsley Hall* (GWR No. 5905) and *Barcote Manor* (GWR No. 7803) went for £7100 and £6700 respectively.

Mixing it with the nameplates and totems was a pair of 100-year-old

Railway Signal Co demonstration working scale model miniature electric staff instruments that sold for £8400. And to show this wasn't a one-off, a Railway Signal Co fully interlocked demonstration scale model 13-lever frame representing a double-line layout achieved £6900, and a similar five-lever demonstration scale model £5200.

Back in the nameplate sector, modern traction shone below the Hall and Manor, with *Glastonbury Tor* from Class 60 heavy freight Co-Co diesel No. 60039 selling for £5600, while the electrics were led at £3300 by *Charles Dickens* from Co-Co No. 92022, which worked the first scheduled Class 92-hauled train through the Channel Tunnel, a service for which these locos were designed.

Realisations

Victory among the smokebox numberplates went to 46164 from LMS Royal Scot *The Artists' Rifleman* (£4800), narrowly ahead of 6008 from GWR *King James II* (£4700), top cabside was 4040 from GWR Star class *Queen Boadicea* (£4300), and the leading steam worksplate at £1400 was an 1897 Dübs & Co (works No. 3517) from ex-LSWR 700 class 0-6-0 No. 30694.

This old-timer, which spent its entire 64-year working life at London's Nine Elms depot (70A), was, however, outsold in the worksplate line-up by a 1965 Beyer Peacock Gorton example (serial No. 8034) from Class 25 Bo-Bo diesel D7624/25274 (£3100).

A Furness Railway Messenger & Sons' three-aspect handlamp plated FRC No. 1 and Vickers Gun Range Sidings Signal Box went under the hammer for £4700, a Bristol Joint Station signalbox door notice prohibiting unauthorised entry for £2700, and a GWR Bishops Nympton & Molland Signal Box nameboard for £2000.

Artwork featured a BR(Sc) St Andrews poster by James McIntosh Patrick



(1907-98) that sold for £3300, and a painting by Barry Freeman of LMS Jubilee Nos. 45608 *Gibraltar* and 45729 *Furious* on the Down 'Waverley' at Ais Gill in the late-1950s which fetched £3100, and among the doorplate enamels were BR(NE) 'Left luggage telegrams' (£2400) and 'Ladies waiting room' (£2000).

Moving from the north-east to the capital, two London Underground platform roundels, Oxford Circus and Marble Arch, went under Simon Turner's hammer for £2300 and £2200 respectively, while back up the east coast, a Victorian reminder of a short rural railway that operated as an independent company for just 16 years sold for £1600.

It was an engraved spade presented to W Burdett Coutts on the occasion of turning the first sod of the Sutton & Willoughby Railway on August 15, 1885. This 10-mile east Lincolnshire railway operated its first trains in October 1886 and soon ran into financial difficulties due to a failed dock project at Sutton-le-Marsh – was the sole reason for its construction. It was absorbed by the Great Northern Railway in March 1902. Prices exclude buyer's

premium of 15% (+VAT).

As he reflected post-sale on the hammer price total of more than £610,000 over the two days, Simon said: "Phenomenal. We had 1140 online bidders and in excess of 400 commission bids. The prices of the three Railway Signal Co models were an immense surprise, and totems were unbelievable."

Future

"We are in a different world at the moment. Everything has changed, but is it for ever? We definitely won't be holding a live audience auction this year, but next year who knows? Possibly in the summer."



Collectors set to dig deep for 5in gauge garden railway locomotives

AS REPORTED in last month's issue, four 5in gauge exhibition quality live steam models from the Hewell & Tardebigge model steam garden railway, near Redditch, will form the centrepiece of a Transport Sale being held by Dreweatts on April 20, with estimates of up to £25,000. They are GWR Nos. 2921 *Saint Dunstan*, 6026 *King John*, and 7825 *Lechlade Manor*, and BR Standard No. 78019.

Beneath this quartet will be a number of models consigned by other vendors that also have estimates into four figures, topped by a 5in gauge GWR No. 6009 *King Charles II*, which carries a 'Torbay Express' headboard and is estimated to sell for up to £20,000, followed by a 5in gauge model of another GWR locomotive, No. 7007 *Great Western* (£15,000).

This 4-6-0 was given the name

Ogmore Castle on entering traffic in July 1946 but was renamed by BR in January 1948 in recognition of it being the last express locomotive built by the GWR at Swindon, and its original name given to No. 7035. It was withdrawn in February 1963 from Worcester (85A).

Another GWR representative is 7¼in gauge 0-4-2T No. 1417, carrying a top estimate of £12,000.

Among models estimated to go under the hammer at up to £5000 are LMS Pacific No. 6203 *Princess Margaret Rose* in gauge 1, and 5in gauge GER T26 class 2-4-0 No. 490, which has been preserved as part of the National Collection. The auction, which will be conducted by Dreweatts' managing director Jonathan Pratt, starts at 10.30am. Bidding will be live online, or by telephone or commission.

LMS on top form with full-size and model locomotives

THE LMS was in sparkling form in Great Central's live online 200-lot auction on March 6, thanks to nameplates *Honourable Artillery Company* and *Seahorse*.

The former, which included an integral badge, was from Royal Scot No. 46144, which entered traffic from the North British Works in Glasgow in November 1927 and carried the name *Ostrich* until being renamed in January 1933.

Its price of £14,800 was exactly double the £7400 achieved by *Seahorse*, from Jubilee No. 45705, and was way ahead of the third main line nameplate, *Sir Urre of the Mount*, from another North British product, SR King Arthur No. 30788 (£6000).

A brace of industrial nameplates comprised *Australia* from Manchester Ship Canal Railway 0-6-0T No. 50, built by Hudswell Clarke & Co in 1907 (£1550), and *Bilthorpe No. 1* from a colliery 0-6-0ST built by Hawthorn Leslie in 1925 (£1450).

Station totem signs were in the full glare of the spotlight in Great Central's auction on February 20 when, as reported in last month's column, Broad Street beat all comers with a realisation of £11,200. This time, however, the category had to be content with second place behind the nameplates, headed

at £3400 by BR(W) Devonport, which was shadowed by BR(E) Stratford (£3200), while at £2600 came a BR(E) Stoke Newington Station direction sign.

A 1910 LBSCR Brighton combined works and numberplate from I3 class 4-4-2T No. 81, which made its way into BR stock as No. 32081, went for £3100, and a Great Northern Railway 1908 Doncaster example from J21 class 0-6-0 No. 65004 for £1750. Top cabside numberplate was 1007 from GWR *County of Brecknock* (£2200), and at the head of the smokebox numberplates was 51253 from an LMS Class OF 0-4-0ST (£1400).

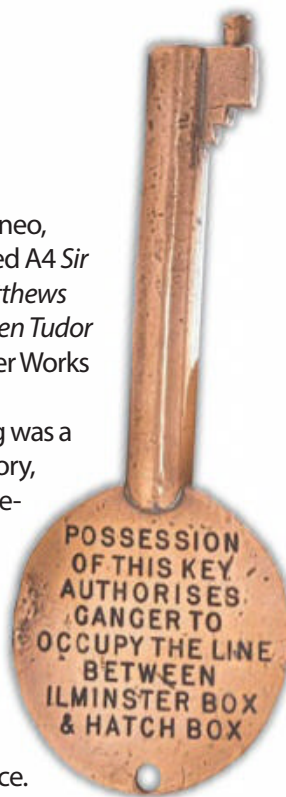
Not content with grabbing the nameplate headlines, the LMS also achieved success with a £2700 realisation for an O-gauge model of streamlined Princess Coronation No. 6223 *Princess Alice* made by Masterpiece Models, and leading poster was LNER 'Giants refreshed' by

Terence Cuneo, that featured A4 *Sir Ronald Matthews* and A2 *Owen Tudor* in Doncaster Works (£2300).

Signalling was a busy category, with a single-line tablet and single-line ganger's key being the front runners at £2100 apiece.

The former was a Tyer's No. 7 Killin Junction-Luib brass tablet from the Callander to Oban line and the latter a GWR brass key for the Ilminster Box & Hatch Box section of the Taunton-Chard branch. Prices exclude buyer's premium of 15% (+ VAT).

Great Central auctioneer and director Mike Soden said: "This was our second monthly 200-lot auction and once again it was excellent. For example, the Royal Scot had four keen bidders, which was quite unusual for a nameplate in that price range, and the Jubilees seem to be maintaining their prices. I also think collectors are getting used to live online bidding."

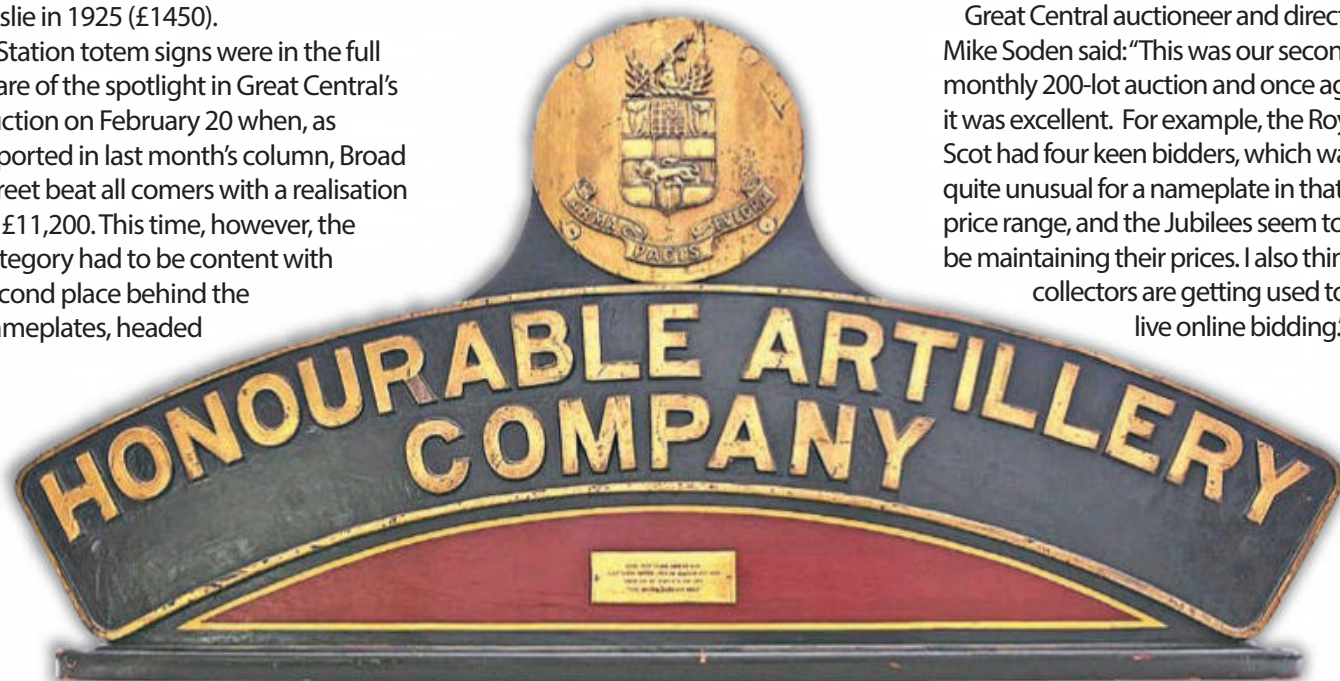


Station signs march on at 'Bloxham' sale

STATION totem signs continued their relentless march at Great Central's live online and commission 'Bloxham'-style sale of general railwayana on March 20, with the charge being led at £920 by BR(S) Sevenoaks, followed by BR(E) Hornchurch (£780) and BR(M) Ormskirk, which went for £500.

Signalling mixed it with the totems thanks to a £720 realisation for a BR Western Region ex-Radyr Junction 12ft high complete home and fixed distant semaphore signal, while a North Eastern Railway Tyer's single-line crossing indicator fetched £460. A £520 bid secured a booking office wooden ticket rack, and £500 a Belfast & County Down Railway 'no spitting' carriage enamel notice.

Auctioneer Mike Soden said: "Very busy, keen bidding, and not one of the 500 lots unsold. I enjoyed it." Prices exclude buyer's premium of 15% (+ VAT).



Class 52 'Westerns' steal the slides and photographs show ahead of Cambrian coast and East Anglia images

The BR Western Region's Class 52 diesel-hydraulics stole the limelight in a Justaclickago railway photographs, negatives and slides online auction that ran from February 22-28, although a selection of 1960s' images that included steam provided stern opposition.

Top price of £580 went to a single lot of 50 black and white negatives of the class, followed by another 50 which sold for £540. These Co-Co

diesels, nicknamed 'Westerns' due to every one of the of the 74 carrying two-word names, of which the first was Western, were built at Swindon and Crewe between 1961-64. All had been withdrawn by 1977, and seven have survived into preservation.

Variety

The images were the work of highly respected railway photographer

John Vaughan, and were taken in 1976 at various locations in the west country, south Wales, and London.

A second realisation of £540 was achieved by 130 colour slides of steam, stations, and railtours in the 1960s, which included images of *Flying Scotsman*, Bridport and Minehead stations, and such locations as the Cambrian coast and East Anglia. Prices exclude buyer's premium of 15%.

Railwayana Auction Calendar

■ To May 4

Paperchase (*Email, telephone and postal*)

■ April 16

Lacy Scott & Knight (railwayana and model trains)
(*Live online, email, telephone and commission*)

■ April 20

Dreweatts Transport Sale (models)
(*Live online, telephone and commission*)

■ April 23

Vectis (model trains)
(*Live online, email, telephone and postal*)

■ April 24

GW Railwayana
(*'Buy & Go' live online*)

■ April 29-May 14

Talisman Railwayana
(*Email, telephone and postal*)

■ May 8

Transport Auctions of London
(*Live online, email, telephone and commission*)

■ May 15

Great Central Railwayana
(*Live online, email, telephone and commission*)

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Memories of Welsh coal trains and rural steam



STEAM and electric traction will both be in the mix in the Transport Auctions of London sale on May 8, including a GWR 46 cabside numberplate from an 0-6-2T that started life in 1909 as Rhymney Railway No. 97 and was renumbered by the GWR.

The locomotive, which ended its days at Radyr, a sub-shed of Cardiff Cathays (88A), in July 1950, was one of five in

the R class built for heavy coal trains by Robert Stephenson & Co to the design of Rhymney Railway locomotive superintendent Charles Hurry Riches.

Other BR memorabilia includes BR(S) totems from Aylesford and Cuxton, two stations on the Medway Valley Line in Kent that were opened by the South Eastern Railway in June 1856 and remain open today, while there is also a BR steam

link with a London Underground Central Line Epping/Ongar cab destination plate.

In the 1950s, prior to electrification in November 1957, this line was operated by London Underground using F5 class 2-4-2Ts hired from BR that were allocated to Epping, a sub-shed of Stratford (30A).

The plate going under the hammer was used on the Underground 1935 stock that worked the line following

its electrification. Other Underground plates in the auction are for all three of the proposed Northern Line destinations at Alexandra Palace, Bushey Heath and Elstree that were in the Northern Heights Plan announced in June 1935 but cancelled after the Second World War. Bidding starts at 10am, live online or by email, telephone or commission.

'Buy & Go' sale to feature GWR boards and 'crow' whistle instruction to footplate crews

GW Railwayana's 'Buy & Go' auction of general memorabilia on April 24 will include two GWR running-in boards from Puxton & Worle and Flax Bourton, two stations 10 miles apart that were opened by the Bristol & Exeter Railway near Temple Meads. The former was opened as Banwell in June 1841 and renamed in 1922, while Flax Bourton welcomed its first trains in 1860, and both were closed by BR in 1964.

Another GWR sign which is – in modern parlance – equally as 'distressed' as the two

station running-in boards, is a wooden 'Whistle one crow the Locking Road' sign with cast-iron letters. Locking Road was a Weston-super-Mare station opened by the GWR in 1914 that closed in September 1964, while 'crow' refers to a form of locomotive whistling operated by the footplate crew.

Other railwayana in the 500-lot auction, which starts at 9.30am and will be live online with no reserves or telephone bids, includes GWR pocket watches and signalling items.



St Pancras express recalled as Robin Hood rides in

TALISMAN Railwayana's internet, telephone and postal auction that runs from April 29-May 14 will feature a headboard from a St Pancras express and a works numberplate from a Nigel Gresley-designed 4-4-0 that lived up to its name by operating in Scotland.

The headboard was carried by 'The Robin Hood', which was introduced by BR between London St Pancras and Nottingham in February 1959 and ran until 1962, and the works numberplate by No. 62718 *Kinross-shire*, a Class D49 built at Darlington in May 1928 and withdrawn from the Edinburgh shed of St Margarets (64A) in April 1961.

GCRA to experiment with locomotive nameplate

NAMEPLATES from two 20th century eras of locomotive building will headline Great Central's fourth 200-lot live online auction on May 15. They are *Henry Cort* from George Whale's LNWR Experiment class and *Draycott Manor* from the GWR.

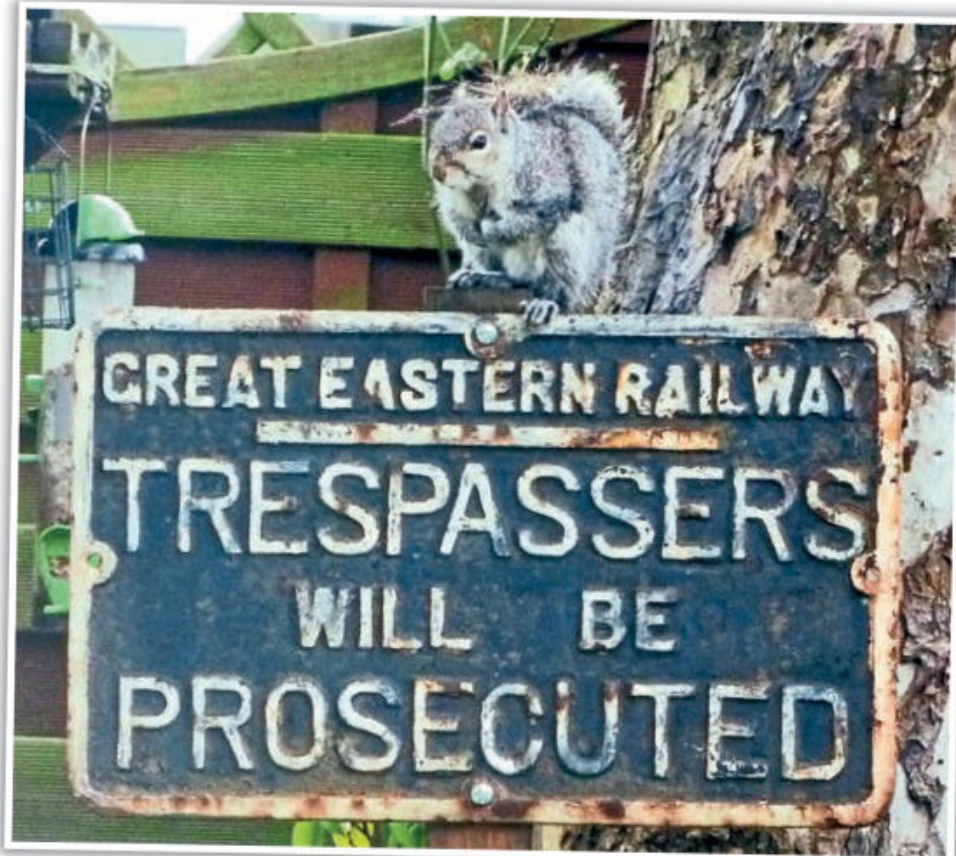
The LNWR representative comes from No. 1413, which was outshopped by Crewe Works in April 1909 and was due to be renumbered 5515 by the LMS, but never carried its new identity due to its withdrawal in September 1925 – making it one of the first in the 105-strong class to be taken out of service. The last to be withdrawn, No. 5473 *Scottish Chief*, was withdrawn in September 1935, by which time it was numbered 25473 and so outlived No. 5515 by 10 years.

Henry Cort (1740-1800) was a cast-iron production innovator who, 50 years after his death, was lauded by *The Times* as 'the father of the iron

trade.' The Henry Cort Community College in Fareham, Hampshire, bears his name in recognition of his association with the town's industrial past.

The GWR Manor nameplate is from No. 7810, a December 1938 Swindon product that became a 'Cambrian Coast Express' regular before being withdrawn from Machynlleth (6F) in September 1964.

Making its auction debut is Southern Railway target sign Tipton St Johns, from a station on the Sidmouth Junction to Sidmouth branch opened by the Sidmouth Railway in July 1874 as Tipton, renamed in February 1881, and closed by BR in May 1967. The station was never provided with totems, and this target is the first to appear at auction from there. In addition to being live online, the auction will include bidding by email, telephone and commission.



Retired Stratford diesel driver and keen railwayana collector Dave Brennand couldn't resist taking this photograph of a recent visitor to his back garden. Dave is the author of a number of books on the railways of east London and a Mangapps Railway Museum volunteer who began his 40-year railway career in 1973 as an engine cleaner. He said that on seeing the trespassing animal, he rang his local police, and they called in Special Branch. News on whether further action will be taken is expected shortly...

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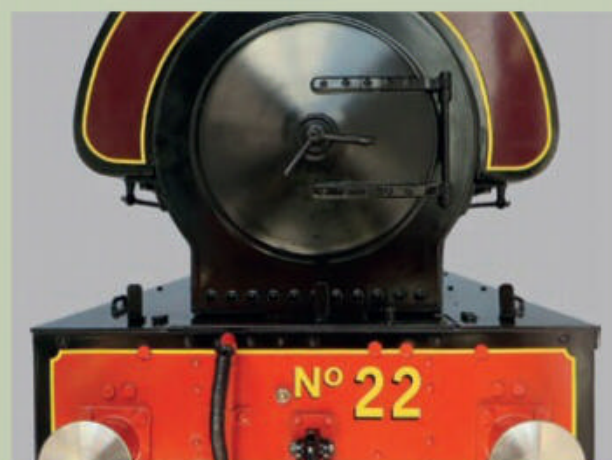
The J94 "Austerity" Class

Designed for the British Government during WWII to fulfil roles in factory, mining and dock areas these 0-6-0's were powerful with the ability to negotiate extremely tight curves in restricted spaces. The first of the class N.50000 was completed in early 1943.

Many of these locomotives were used by the Railway Operating Department in France following D Day to ensure the advancing allied army received timely supplies. After the war a large number of J94's found themselves in private hands for employment in industry. The LNER purchased 75 of the engines as this offered a cheaper option than manufacturing a further batch of J50's in their own workshops and they served widely over the network. Many preserved railways have examples of this delightful engine which has made it a popular choice among live steam model enthusiasts. Although many of the locomotives in preservation were formally in BR service a majority were purchased from private industrial concerns and, as a consequence, appear in a variety of attractive liveries.

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- Reverser
- Approx Dimensions:
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Width: 9"
Height: 14"
Weight: 45kg

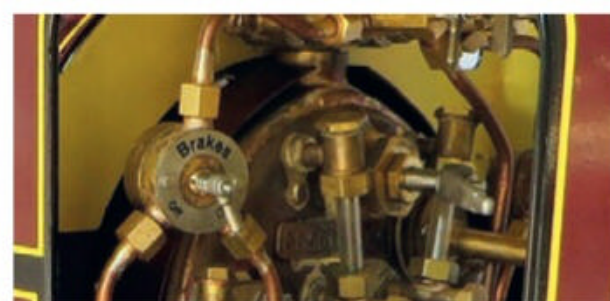
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Dapol to model Didcot's mogul in OO

THE Great Western Society's (GWS) Churchward mogul is to be the subject of a ready-to-run model in OO-scale. Dapol intends to release its model of Didcot Railway Centre-based GWR 2-6-0 No. 5322 in the first half of 2022.

As reported at the time, last year the manufacturer produced a variant of the GWR moguls starting 63xx and 73xx. The tooling suite is now being expanded to allow Dapol to increase the range of prototype models and their associated liveries which can be portrayed. As a result, locomotives with numbers starting from 4321 up to 5383 inclusive can now be accurately modelled.

New tooling changes include: short and tall cab variations; porthole cab windows above the firebox where appropriate; straight chimney where appropriate; smooth sided tender

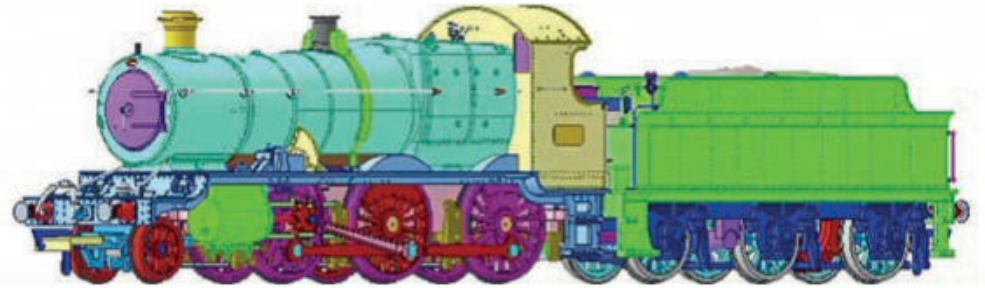
where appropriate; and Churchward tapered or Collett straight shank buffers.

Improvements over the 2020 batch include an adjusted gear ratio for enhanced slow and top speed running, and improved firebox glow effect – plus improved slide bars and cross heads. A range of liveries are to be available, including GWR shirt button, BR lined black early crest, and BR lined green late crest.

Service

No. 5322 is to be offered in khaki colours – a reminder of the 2-6-0's role in the First World War, together with 10 other classmates.

After construction at Swindon Works on August 20, 1917, No. 5322 was shipped to France for use by the British Army's Railway Operating



Didcot Railway Centre-based GWR No. 5322 is to be made available as a ready-to-run model in 4mm scale by Dapol.

Division (ROD). It was recorded as officially on loan to the ROD from September 1, 1917, to July 5, 1919.

The mogul worked army supply trains in northern France, from Calais to the railheads around Hazebrouck.

After No. 5322 returned from France in May 1919, it received a heavy overhaul at Swindon Works and went on to work for the GWR

and BR. Following from Pontypool Road shed in April 1964, it was sold for scrap to Woodham Bros. of Barry.

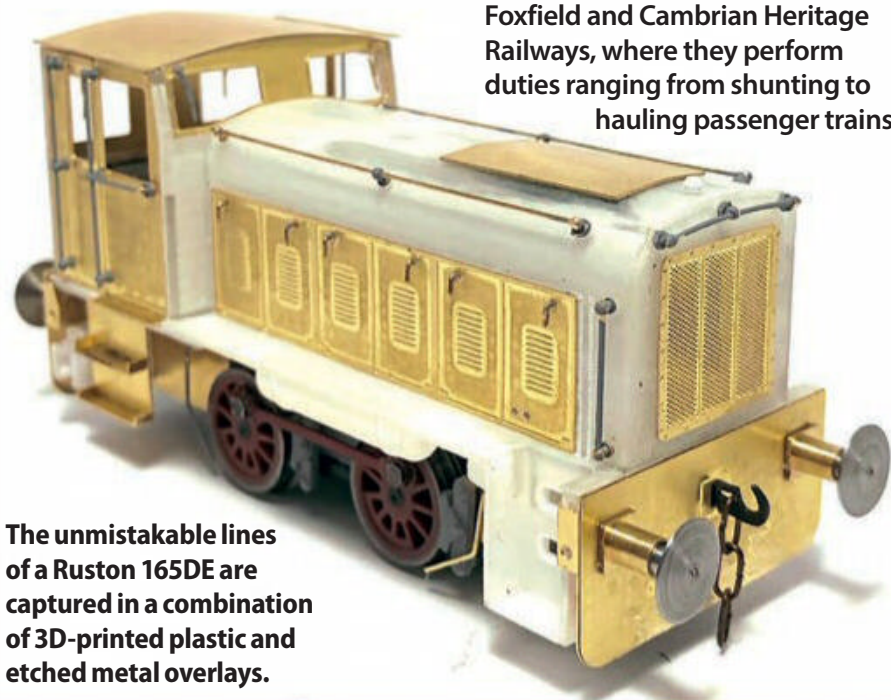
No. 5322 was the first locomotive to be preserved by the GWS from the famous scrapyards and only the second locomotive to be purchased from Woodhams. Having last operated in summer 2014, No. 5322 is now on static display at Didcot.

A Ruston 0-4-0 165DE in kit form

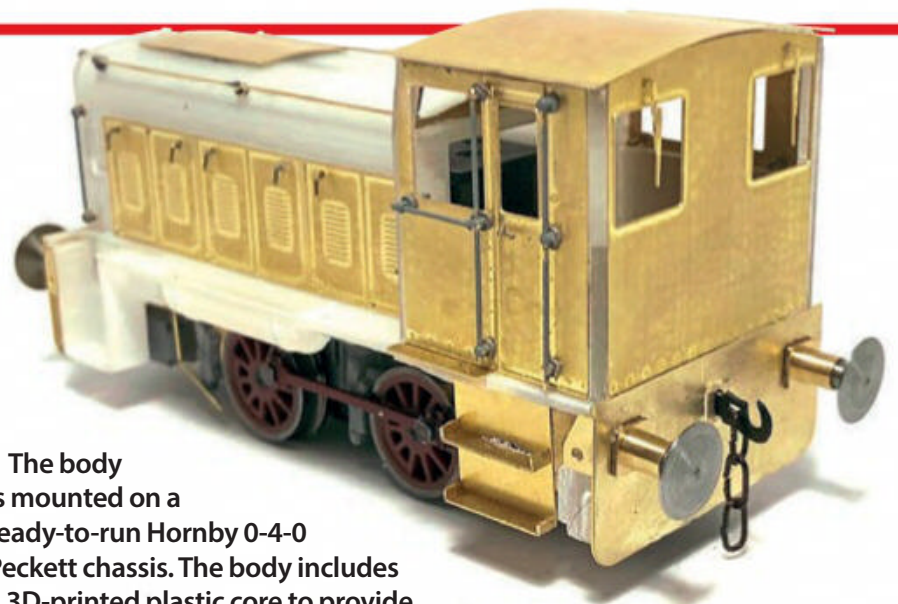
A DIESEL shunter type which can be found at numerous standard gauge heritage railways in England and Scotland is now available more easily in model form thanks to the

release of a new kit from Planet Industrials.

Examples of the Ruston & Hornsby 0-4-0 165DE operate at lines as diverse as the Severn Valley, Foxfield and Cambrian Heritage Railways, where they perform duties ranging from shunting to hauling passenger trains.



The unmistakable lines of a Ruston 165DE are captured in a combination of 3D-printed plastic and etched metal overlays.



The body is mounted on a ready-to-run Hornby 0-4-0 Peckett chassis. The body includes a 3D-printed plastic core to provide a robust, solid and true structure to detail, with etched metal overlays and other parts. The first batch sold out within hours of its release on March 13.

It comes at a time when 4mm scale models of two other Ruston & Hornsby standard gauge diesel models are in the pipeline. A ready-to-run model of the 0-6-0 variant of the 165DE is under development by

Heljan.

And, as previously reported, Hornby is expected to release models of the 165DE's smaller sibling, the 88DS, in July. The latter is to include examples preserved at the Fife Heritage Railway and Derwent Valley Light Railway.

The Planet Industrials model is available from www.lightrailwaystores.co.uk

Support the Mid-Hants Railway Wagon Group in miniature

THE Mid-Hants Railway Wagon Group has released its two 2021 OO-scale limited edition model wagons. These are Sayers & Cox coal wagons of Alton, with a choice of numbers, 1 or 4, costing £14 each, or two for £27.

Over the past 10 years or so, the Wagon Group has commissioned a series of limited edition wagons which have links to companies in and around Alton and Alresford. Not all of these companies are known to have had their own private owner wagons, so there is a bit of artistic licence in some of the designs.

The artwork for the wagons is produced for the group by Wessex Wagons in Somerset, who pass these on to Dapol for the wagon production. Each wagon is supplied with an information sheet on

the company, which contains the certified limited edition number.

Sayers & Co Ltd was a coal merchant and general carrier in Alton in the 19th century, and around 1918 it merged with another coal merchant to form Sayers and Cox Ltd. It is on this latter company that the current model wagons are based.

The money raised from the sale of these model wagons all goes to help with the purchase, overhaul and maintenance of the wagon fleet on the Watercress Line. Notable wagons purchased over the years to add to group's stock include a 'Queen Mary' brake van, two Lowfits and two Conflat As.

These are all restored and run as part of the line's circa 1960 demonstration freight train.



The open wagons available with a choice of two numbers – No. 1 or 4. BRIAN CHIPPING/MHR

The models can be obtained by post via Keith Ottley, The Vines, Basingstoke Road, Riseley, Berks, RG7 1QD. P&P costs for up to two wagons are £5.25 first class. Email for orders or enquiries to Keith Ottley at james.ottley@yahoo.co.uk or call 01189 887624.



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of those who have made the ultimate sacrifice in two World Wars and more recent conflicts.
Work is ongoing at the PRCLT, West Shed where the loco will be until completion. You can
help us by making a donation, joining our 5551 Club (see right) or by becoming a member.

DONATE TO THIS FANTASTIC PROJECT

To donate, become a member or join the 5551 Club please use the following details:
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HOLDING ON TO A 60-YEAR DREAM!

With fond memories of the unrebuilt Patriot 4-6-0s which had all vanished by the end of 1962, **Pete Kelly** looks forward to the completion of the LMS-Patriot Project's No. 5551 *The Unknown Warrior*, and seeing one of these late-lamented locomotives at speed on the main line for the first time in 60 years.

ALMOST from the moment I could read locomotive nameplates, those such as *St Dunstan's*, *Royal Naval Division*, *Isle of Man*, *Caernarvon*, *Bradshaw*, *Lady Godiva*, *Blackpool*, *Private E. Sykes VC*, *Giggleswick*, *Home Guard* and *Lytham St. Annes* have been imprinted on my mind, just like the distinctive outlines of the unrebuilt three-cylinder Patriot 4-6-0s that bore them.

Ten members of the class remained nameless for their entire lives, one of them, No. 45508, gaining notoriety after being fitted in 1956 with a plain stovepipe chimney that seemed to destroy the locomotive's previous elegance at a stroke!

Overview

Sadly, every original condition Patriot had been sent for scrap by the end of 1962, and this relatively early withdrawal from service meant not a single one survived into preservation, leaving a huge and important gap between the Royal Scot and Jubilee 4-6-0s.

No feature about the Patriots would be complete, however, without reference to the larger and more

powerful original parallel-boiler Royal Scots designed under Sir Henry Fowler, who took up his position as the second chief mechanical engineer of the LMS after George Hughes in 1925.

The largest of the 'Big Four' railway companies inherited no locomotives powerful enough to haul the West Coast Main Line's heaviest express passenger trains single-handedly, but at first the railway's operating and motive power departments seemed happy enough with the pre-existing practice of double-heading.

Although Fowler came from the Midland Railway, which stuck to its 'small engine' policy right to the end, within a year of taking up office with the LMS he was working on a design for a compound Pacific express locomotive. This ambition was moderated after well-documented disagreements between departments led to the LMS borrowing from the GWR a simple-expansion four-cylinder Castle 4-6-0 No. 5000 *Launceston Castle* for a month's trial working between London Euston and Carlisle.

The Collett locomotive performed so brilliantly that a compromise was reached by shelving the idea of a Pacific (at least, until William Stanier came along in 1932) and instead designing the three-cylinder parallel boiler Royal Scot 4-6-0s which, with their 250lb boiler pressure compared with the Castle's 225lb, and tractive effort of 33,150lb compared with the Castle's 31,625lb, proved more than the equal of their GWR counterparts.

Construction

Such was the urgency of getting the Royal Scot locomotives into service that a contract was given to the North British Locomotive Company to build no fewer than 50 of them, with the remaining 20 being produced at Derby.

In February 1930, the number of 'Scots' rose to 71 with the rebuilding of Fowler's ill-fated experimental high-pressure locomotive *Fury* into a conventional locomotive.

I well remember the original 'Scots' that remained in operation when Dad introduced me to 'trainspotting'

towards the end of the 1940s.

Their tiny chimneys served only to emphasise the size of their large parallel boilers and long fireboxes, but after the LMS rebuilt two Jubilee 4-6-0s (Nos. 5735 *Comet* and 5736 *Phoenix*) with Type 2A boilers in 1942, it was decided to rebuild the entire class of Royal Scots, whose boilers and cylinders were becoming due for replacement in any case, in a similar fashion.

The process began in June 1943 with No. 46103 *Royal Scots Fusilier* and continued until the very last one, No. 46137 *The Prince of Wales's Volunteers (South Lancashire)*, emerged in March 1955.

Stanier's taper-boiler double-chimney rebuilds were definite improvements over the original locomotives, which suffered from a number of irritating imperfections including unbalanced regulator levers, premature piston ring wear and hot-running axleboxes, but how I wish that just one example of an original 'Scot' was still around so that today's enthusiasts could see for themselves their majesty and power.

However, with the ongoing construction of Patriot replica No. 5551 *The Unknown Warrior* by the LMS-Patriot Project, and the matching release of Bachmann's highly-detailed OO-scale model of it in LMS crimson lake livery, it's these smaller siblings of the Royal Scots under the spotlight this time.

With their 6ft 9in driving wheels, these 5XP (later 6P5F) locomotives were clearly built for speed, and they worked a large variety of express passenger, fitted freight and long distance postal trains all their lives.

The famous black and white GPO film *Night Mail*, released in February 1936, which veers between original Fowler Royal Scot and Patriot locomotives, includes an unforgettable close-up of a Patriot's motion in full flight as W. H. Auden's words, written to a score by Benjamin Britten, speed up in sympathy:

"Letters of thanks, letters from banks,

Letters of joy from girl and boy,
Receipted bills and invitations

To inspect new stock or visit relations..."



Carrying its pre-1934 LMS number 5958, this 1932-built Patriot became No. 5513 followed by No. 45513 after the formation of British Railways in 1948. It remained nameless until withdrawn in September 1962, although it was allocated the name *Sir W. A. Stanier* in 1943. When pictured at Millhouses with Leeds-St. Pancras express in 1933, it was just a year old.

RAILWAY MAGAZINE ARCHIVE

Built at Crewe in July 1933 and named *Giggleswick* five years later, *Patriot* 4-6-0 No. 5538 makes a spirited effort over Beattock near Greskine Box with a Liverpool-Edinburgh train in the 1930s.

RAILWAY MAGAZINE ARCHIVE



Better known initially as 'Baby Scots', the first two members of the class, which emerged from Derby Works in late 1930, were Nos. 5500/45500 *Patriot* (Croxeth until 1937) and Nos. 5501/45501 *St. Dunstan's* (Sir Frank Ree until 1937). They were extensive rebuilds of former London & North Western Railway 'Large Claughton' 4-6-0s, retaining the original driving wheels, bogie trucks and other parts.

Although the following 40 locomotives were new, they were classified as rebuilds for accounting reasons, so only the final 10 were officially classified as new. Including the first two members of the class, 11 locomotives were built at Derby, with the remaining 41 at Crewe.

Awesome sight

Unrebuilt Patriots in full cry made an awesome sight as towering columns of exhaust erupted from their small chimneys, and they took all the thrashing their footplate crews could give them.

They were just as happy speeding passengers to holiday destinations such as Blackpool, Morecambe, Southport, Prestatyn, Rhyl, Colwyn Bay, Llandudno, Caernarfon, the Lake District or Liverpool (for the Isle of Man ferries) as they were rushing fish trains from Fleetwood to London, taking stints on the Night Postal, flogging over Shap on a wide variety of Anglo-Scottish duties, conveying pigeon specials as far as Bournemouth or working expresses galore between major cities.

During a locospotting visit to Crewe many years ago, I even witnessed an

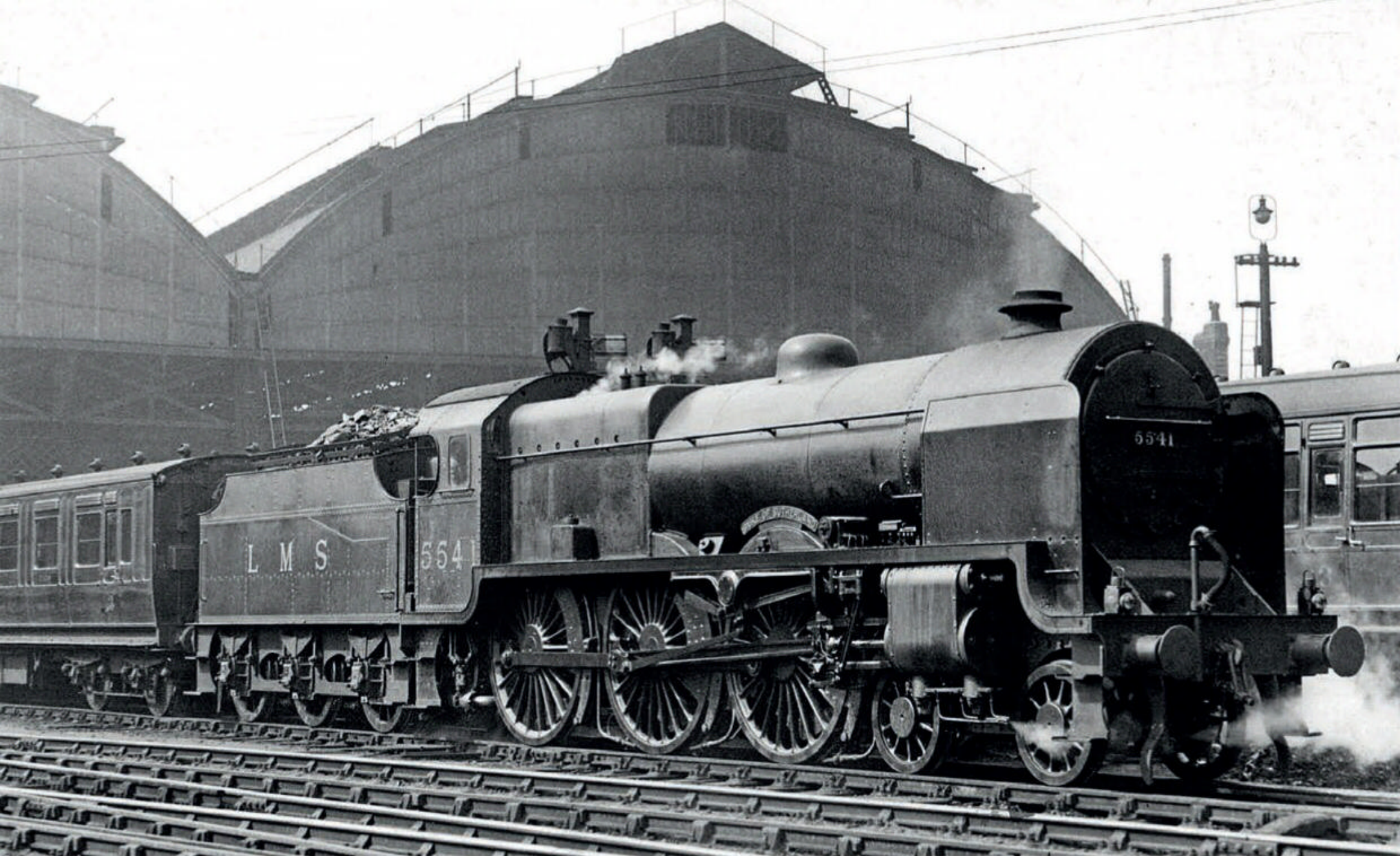
Right: During their early years, the Patriots were more commonly known as 'Baby Scots'. No. 5543, seen near Tring with a Birmingham-Euston express in the mid-1930s, was named *Home Guard* in 1940.

RAILWAY MAGAZINE ARCHIVE

Below: Unlike the Patriots, every single Royal Scot 4-6-0 was rebuilt between 1943 and 1955, so just for the record No. 6135 *Samson*, built by North British in October 1927, is seen laying down a smoky trail through the Lune Gorge on July 4, 1935. The locomotive was renamed *The East Lancashire Regiment* in May 1936.

RAILWAY MAGAZINE ARCHIVE





Note the antiquity of the first carriage as Patriot No. 5541 *Duke of Sutherland* prepares to depart from Manchester London Road with a 1930s West of England express.
RAILWAY MAGAZINE ARCHIVE

unrebuilt Patriot arriving from London with a firebox door glowing red hot!

Towards the end of their careers, they were gradually downgraded to a host of more mundane duties, but their legacy will live on with the completion of No. 5551 *The Unknown Warrior*

and, as it's being built to main line standards, we'll be able to see a Patriot at speed for the first time in 60 years.

Stanier's 190 taper-boiler developments of the Patriots continued the numbering sequence,

starting with the first, No. 5552 *Silver Jubilee*, which boasted chromium-plated nameplates and raised, chromium-plated cabside numbers.

The Jubilees worked to a steam pressure of 225lb compared with the 200lb of the Patriots, and their

three cylinders measured 17 x 26in compared with the 18 x 26in of their predecessors.

The Jubilees also had a slightly higher tractive effort of 26,610lb compared with the 26,520lb of the Patriots.



Bachmann's highly-detailed OO-scale model of the LMS-Patriot Project's No. 5551 *The Unknown Warrior* will be detailed still further to reflect the modifications necessary for the main line running of the locomotive itself – and before that, no release date can be given. BACHMANN

The models

ALTHOUGH Bachmann Branchline's catalogues have featured an OO-scale model of the LMS-Patriot Project's No. 5551 *The Unknown Warrior* for some years now, it will not be released until every visible modification made necessary for main line running under 21st century conditions, especially concerning the tender, is known.

This means that a projected release date cannot yet be made, but Bachmann communications manager Richard Proudman told *Heritage Railway*: "We are working closely with

the LMS-Patriot Project and as the construction of the real locomotive progresses, so should our model."

At present, the published recommended retail price is £199.95 for the standard model (31-215) or £299.95 for the sound-fitted version (31-215SF).

Variants of Bachmann's highly detailed OO-scale models of unrebuilt Patriots comprise: No. 45513 *The Royal Leicestershire Regiment* in BR Brunswick green with early crest and No. 45543 *Home Guard* in BR Brunswick green

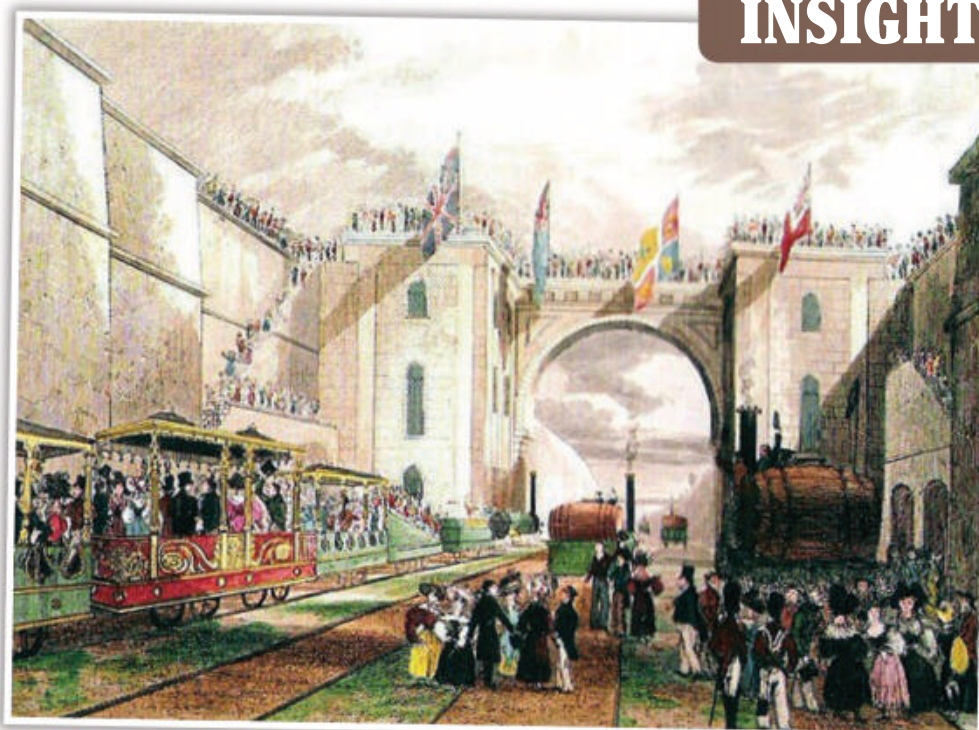
with late crest (31-210 and 31-211 respectively); No. 5541 *Duke of Sutherland* in LMS crimson lake (31-212); No. 45504 *Royal Signals* in BR Brunswick green with late crest and No. 45538 *Giggleswick* in BR Brunswick green with early crest (31-213 and 31-214 respectively).

Over the years, Hornby has also released a number of OO-scale models of unrebuilt Patriot 4-6-0s, represented by: Nos. 5533 *Lord Rathmore* and No. 5541 *Duke of Sutherland* in LMS crimson lake (R308 and R311 respectively); No. 45519

Lady Godiva in BR lined black with 'BRITISH RAILWAYS' lettering (R324); No. 45537 *Private E. Sykes VC* in BR Brunswick green with early crest and No. 45515 *Caernarvon* in BR Brunswick green with late crest (R578 and R2182 respectively); No. 45539 *E. C. Trench* in LMS crimson lake (R2182A); No. 45518 *Bradshaw* in BR Brunswick green with early crest and No. 45539 *E. C. Trench* again, this time in BR Brunswick green with late crest (R3154 and R3278 respectively). All have been marketed in the budget 'Railroad' range. **HR**

HERITAGE UNDER THREAT: LIVERPOOL'S EDGE HILL CUTTING

Publicity for the planned 2025 bicentenary celebrations of the Stockton & Darlington Railway, the world's first public steam-hauled passenger line, is gaining momentum by the week. At the same time, priceless remains of the world's first inter-city main line, the Liverpool & Manchester Railway, which opened five years later, have not only been forgotten but are now under threat, writes **Anthony Sawson**.



The opening day of the Liverpool & Manchester Railway on September 15, 1830. The trains are ready to set off through the Moorish Arch to Manchester. The extra-wide carriage belonged to the Duke of Wellington. The grand structure was demolished when the cutting was widened in the 1860s.

One of the most spectacular, but little known engineering feats of the Liverpool & Manchester Railway (L&MR) is the 'Grand Area' – as James Scott Walker dubbed it in 1830 – at Edge Hill.

Here were the portals to the Wapping Tunnel and the short Crown Street passenger tunnel, the famous Moorish Arch which housed the two Stephenson winding engines, and the towering 105ft tall chimneys dubbed the 'Pillars of Hercules.'

In 1830, the Wapping Tunnel was considered a wonder of the

world. It burrows for 1½ miles under the streets of Liverpool, emerging on to the docks at Wapping where Park Lane goods station used to stand.

Brilliantly illuminated by gas, visitors were admitted to the tunnel upon payment of a modest fee. One of the most famous visitors was William Huskisson MP in August 1830.

George Stephenson wrote: "We had a grand day last Friday – Huskisson visited the greater part of the line with the Directors – of course I was one of the party ... at Olive Mount we were met by the



Forgotten heritage imperilled: Half-overgrown Cavendish cutting at Edge Hill, leading to Wapping Tunnel. LMRT



Left: The eastern portal of tunnels in the Cavendish cutting in 1831. Wapping Tunnel is the centre tunnel. The right-hand tunnel is to the Crown Street terminus.

Right: World transport history was made here two centuries ago. Now the brickwork of the cutting at Edge Hill has been abandoned to nature. LMRT



The interior of Wapping Tunnel in 2009, as viewed from Kings Dock Street. JOHN BRADLEY/CREATIVE COMMONS



A ventilation shaft for Wapping Tunnel in Liverpool's Blackburne Place. DAVE ROOT



Inside Wapping Tunnel in 1833.

Locomotive Engine (*Twin Sisters*) which took the whole party, amounting to about 135, through the deep cutting at the rate of nine miles an hour to the great delight of the whole party.

"The Engine really did well. He next went to the Tunnel, where a train of waggons was in readiness to receive the party. Many of the first families in the Country were waiting for him to witness the procession, which, accompanied by a band of music occupying one of the waggons, descended in grand style through the Tunnel which was brilliantly lighted up, the gas lights being placed at intervals of 25 yards. The whole went off most pleasantly and without the slightest accident ... Huskisson expressed himself to me highly delighted with what he had seen."

Reaction

L&MR publicist James Scott Walker recorded how "the spectator marvels that it is the work of human industry, and is lost in the calculation of the millions of blows with the pick-axe, the amount of human toil, and sinew, and skill, that must have been exerted to remove so prodigious a mass of material".

Walking through the tunnel and Grand Area, otherwise known as Cavendish cutting, on September 16, 2020, 190 years to the day since the first public train left Liverpool Crown Street station for Manchester, a sense of history abounds, but also decay and

sadness, like exploring some lost and forgotten ancient temple.

Wisteria, brambles and nettles have reclaimed and made wild what was once industrial and man-made.

Here are ghosts of George Stephenson and his *Rocket*...and glimpses of the majesty which so inspired early travellers.

Walker described in 1830 how on a clear day "light may be seen at the top of the Tunnel at Edge-Hill from the bottom of the inclined plane below."

There were "groups of gaily-clad pedestrians" promenading "to and fro" and "no great stretch of imagination was required ... to entertain the pleasing delusion that he traversed the splendid passages of a magnificent eastern palace" or had descended into the realm of Hades itself!

Walking through the tunnel today, the scale of the work – all done by hand – is striking, chisel marks still being visible in the tunnel walls.

And, of course, it was from the 'Grand Area' that the opening train, carrying the Duke of Wellington and other dignitaries – including the ill-fated William Huskisson, who a short time later became world's first widely reported railway passenger casualty as he was run over and fatally wounded by *Rocket* – departed for Manchester on September 15, 1830.

Today, instead of the smart dresses of ladies, there are the burned-out remains of a car.

The Liverpool & Manchester line, now the Chat Moss Route, is still a key part of the UK network 190 years later. Passenger trains were diverted away from the 'Grand Area' in 1836 when Liverpool Lime Street opened, but Crown Street yard remained in use as a coal yard until 1972.

Goods trains continued to work Wapping Tunnel by gravity until the 1890s when locomotive working was introduced. Park Lane Goods closed in 1972 and, like Crown Street, was demolished. The cutting and its tunnel portals is now overgrown, subject to fly-tipping and vandalism.

Examination

A limited scheme of archaeological excavation was held during 1974-80, led by Paul Rees from Liverpool Museums, which identified the foundation of the northernmost, or No. 1, engine house of the Moorish Arch.

Also located were the foundations for the machinery for working the endless rope down Wapping Tunnel. The various rock-cut openings, which once housed boilers, staff offices and even a stable, were surveyed.

The Edge Hill Railway Trust opened the site to visitors in 1980, but thereafter interest in the 'Grand Area' waned.

It is now a forgotten backwater of railway history – barely visible behind high brick walls from street level.

Peering over the parapet of the Chatsworth Street bridge, one gets a glimpse of a tatty, overgrown railway cutting that no one could possibly love or have any historic interest in.

And it is one important piece of early railway history which could be lost forever.

Running through the southern side of the cutting is a double-track headshunt from the modern Edge Hill station, at one time used by Mersey Rail, although this line is now little used.

However, the idea of returning the Wapping Tunnel to railway use has never gone away.

In 1970 it was proposed to utilise Stephenson's Wapping Tunnel as part of Mersey Rail's Northern Line, so trains could run between the Northern and City lines.

Thankfully this plan did not come to fruition.

However, in 2016, a new plan was published which would put the Wapping Tunnel and the 'Grand Area' back on the network to boost city-centre rail capacity, and Transport for the North (TfN) carried out a feasibility report which noted there were no major technical barriers to the project, but clearances were a concern.

As a 2005 structural survey revealed, Wapping Tunnel itself is in reasonable condition, and concluded that it "deserves a better fate than to be allowed to decay. Indeed this cannot be permitted to happen" – especially due to the negative impact it would have on the built environment above the

tunnel. The use for the tunnel and 'Grand Area' as part of 'light rail or some other transport channel' was also raised.

No historical objections were included in the TfN study, despite a 2011 document prepared by the University of Manchester noting that the Wapping Tunnel and 'Grand Area' area are of international significance.

Lime Street has been part of the Liverpool – Maritime Mercantile City World Heritage Site (WHS) since 2004, and some other components of the railway heritage (including parts of the Wapping and Waterloo Tunnels) are within a buffer zone created to protect heritage on the fringes of the WHS.

In 2004, it was recommended this zone be extended to include the 'Grand Area' – but no such extension has taken place.

Recognition

As long ago as 2011, it was noted that a long-term strategy for the Wapping Tunnel and 'Grand Area' was required.

This was in order to protect the fragile archaeology, and to recognise their significance through statutory protection, such as listing and inclusion within the world heritage site.

The ideal outcome was to bring the tunnel back into use in a way which preserved its history, and also promoted and protected the railway history of Liverpool.

Fast-forward to August 2020. As part of its Covid-19 economic recovery plan, Liverpool City Region Combined Authority included the use of Wapping Tunnel and 'Grand Area' as part of the proposed link on Mersey Rail, which will cost £500 million.

A proposal exists to link up the Northern and City lines by building new track from Edge Hill via the disused Wapping Tunnel.

A report presented to TfN's board stated: "If four to eight trains per hour were diverted away from Lime Street via Wapping Tunnel, this would provide significant opportunity for Lime Street station to become a dedicated inter-city and inter-regional hub for the city region."

While a boon to the modern commuter, this would damage or destroy the historic fabric of the 1830 tunnel and the 'Grand Area' at Edge Hill.

A spokesman for Liverpool City Region Combined Authority said of these plans: "It is the ambition of the combined authority to have a dedicated HS2/NPR (Northern Powerhouse Rail) multi-modal



Inspecting the remains of the cutting brickwork. LMRT

transport hub. We do not support options for the further expansion of Liverpool Lime Street to accommodate HS2/NPR services and hence the potential relocation of other City Line services.'

In other words, the cramped city centre location of Lime Street – built to replace Crown Street, the first passenger terminus in the city which took passenger traffic away from the 'Grand Area' – means that in order to increase capacity, traffic may once again run through the Edge Hill Cutting and, in a cruel twist of fate, damage or destroy the heritage of the cutting and tunnel which have slumbered for more than 40 years.

Not everyone is happy with these proposals. Thanks to the efforts of the Liverpool & Manchester Railway Trust, at the end of 2020 the Edge Hill Cutting was recognised as a key site of historical significance in Europe.

It has been included in a list of endangered railway heritage by the European Federation of Associations of Industrial and Technical Heritage (EFAITH).

This comes at the start of European Year of Rail (2021), and recognition of the historic value of the cutting should add further weight behind any listing applications made in Britain. As yet, the historic cuttings receive no statutory protection.

Sadly, any funding and other opportunities which would have been open to promote and celebrate the history of the cutting as part of European Year of Rail have been lost since Britain left the EU.

The Liverpool & Manchester Railway Trust was established in 2015 to further the study of the L&MR and promote its history, as well as protect heritage features on what is still a modern main line railway.

The trust regularly monitors the state of the cutting. Trees which were shrubs and saplings four years ago are now 40ft high. Root action has collapsed and damaged several of the rock-cut openings. Graffiti and fly-tipping, and a burned-out car, disfigure what should be a World Heritage Site.

While Liverpool Road station in Manchester has been beautifully restored as the home of the Science & Industry Museum (see News, page 43), Liverpool has nothing quite as grand or meaningful – but it should have.

The trust has plans for a transport museum in Liverpool and to get the cutting – currently in the care of Network Rail – handed over to the council and get it listed and therefore protected, so that the location where the modern main line railway can be said to have begun on September 15, 1830, is saved for future generations.

Future

For Network Rail, there is neither the money nor time to maintain what is a rarely-used headshunt.

Even fencing off the headshunt to allow the non-rail-used northern third of the cutting – where the original rock-cut rooms and boiler houses survive the best – to be gifted to the council to allow maintenance worthy of the site would be a major improvement.

Yet, if Mersey Rail has its way, the Wapping Tunnel and the unique heritage of the 'Grand Area', already being irreparably damaged, may be lost for good.

The trust's vision for the future is to see, in 2030, once again visitors flocking into the 'Grand Area' and to have a demonstration line where a replica of Stephenson's later locomotive *Northumbrian* and the special carriage built for the Duke of Wellington could give public passenger rides.

Could we ever see a rebuilt Moorish Arch as a museum and interpretation centre? It would certainly make a spectacular venue and reinforce the historic significance, and restore some of the lost majesty of what James Scott Walker quite rightly termed the 'Grand Area' at Edge Hill.

If any location can be said to be where main line railways began, it is Edge Hill, Liverpool. 

→ The Liverpool & Manchester Railway Trust can be found at www.facebook.com/TLMRT and at <https://twitter.com/lmrailway>



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Liverpool & Manchester Railway Atlas

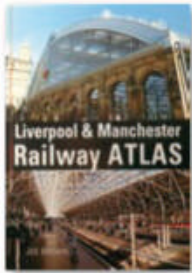
By Joe Brown (hardback, Crecy Publishing, 256pp, £30, ISBN 978-0-86093-687-9)

WITH the fifth edition of his benchmark London Railway Atlas just published, the author has impressed again with this definitive atlas, not only of the railways and tramways in and around the two cities, but with an extended remit as far afield as Blackpool, Preston, Blackburn, Burnley, Chester and Buxton.

Detailed diagrams explain and unravel every route both in the old county of Lancashire and surrounding areas. Accompanying each map are a brief history of each route and details of exact opening and closing dates of lines, stations and significant individual features such as extensions. Larger diagrams highlight the complex siding arrangements serving major stations, railway works, docks and industrial concerns.

For anyone who has more than a passing interest in this region's network, this starts out as being an essential reference work and just gets better from there on.

PHENOMENAL HISTORICAL CARTOGRAPHY



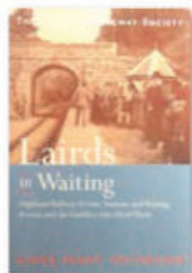
Lairds in Waiting

By Anne-Mary Paterson (softback, Highland Railway Society, www.hrsoc.org.uk 01327 877083, 88pp, £9.90 or £12 by post from John Roake, Ringmarsh Cottage, Horsington, Templecombe, Somerset, BA8 0EL, ISBN 9 780992 731144).

THIS fascinating book opens the door on an overlooked dimension of the national network in the form of private railway stations and other facilities that were provided at the request of landowners whose estates they passed through.

While the railway mania of the 1840s had seen lines built across much of Britain, the Scottish Highlands had been somewhat left out. The local lairds saw that their estates were missing out on the prosperity brought by railways. By allowing the Highland Railway to pass through their land, they were able to call in favours in return, such as the provision of private waiting rooms in their nearest station or even their own platform or station.

Separate chapters deal with the provision of such facilities at Beaulay, Kildary, Alness, Castle Grant, Blair Atholl, Dunrobin Castle and its fabulous restored station building, Moy, Duncraig and the Rosehaugh private halt. Each chapter begins with a history of the family of the laird which they served.



Steaming Through the Chilterns and Thereabouts

Photographs by H C Casserley, compiled by Robert Freeman and Mary Casserley (softback, Goose Publishing, 17 Western Road, Tring, Hertfordshire HP23 4BQ, 128pp, £22, ISBN 978-0-9543838-3-1).

FEW readers will need introducing to Henry Cyril Casserley (June 12, 1903-December 16, 1991), one of the best-known and most respected railway photographers of the 20th century.

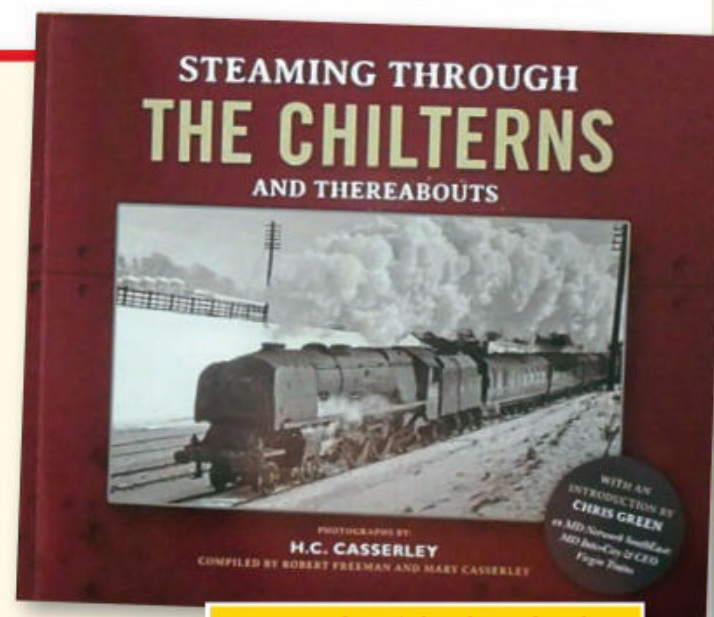
As a sequel to Steaming through Berkhamsted, HC's granddaughter Mary Casserley has joined forces with enthusiast Rob Freeman to produce another album of classic photographs taken in the locality by HC.

As well as more scenes from Berkhamsted, the album's wider remit includes Princes Risborough, St Albans, Watford, the Metropolitan

line to Aylesbury, Rickmansworth, Chesham and Potters Bar.

HC has a strong affinity to the district, moving from Bromley to Berkhamstead, where he had a house, Ravensbourne, built overlooking the railway: it can be seen in his view of Fowler 2-6-4T No. 42304 passing through in April 1954.

The many main line types such as LMS Royal Scots, Duchesses and Jubilees, which passed through the locality are superbly captured, along with suburban services handled by tank engines, and the Royal Train headed by 'Super Claud' 4-4-0 No. 8783 passing Potters Bar in 1938.



EDITOR'S CHOICE

Despite the title, the tail-end of the volume also includes views of early diesel and electric traction, such as the British United Traction prototype railcars and pioneer LMS main line diesel No. 10001, as well as later first generation diesel classes.

A section is also devoted to the severe winter of 1947 and how railways coped with the big freeze.

For those seeking top quality rare views from the bygone era we strive to replicate on today's heritage lines, and anyone who lives in the Chiltern Hills, this volume is a must. Not a single page disappoints.

VIEWS FROM THE MASTER

The author is a great grandniece of Highland Railway engineer in chief Murdock Paterson and his brother William who was also concerned with railway building north of Inverness. **SUPERB HISTORICAL INSIGHT**

Modelling the Welsh Narrow Gauge Railways

By Chris Ford, (paperback, Crowood Press, 176pp, £19.99, ISBN 9781785008009)

HELPED by the increased availability of ready-to-run and 3D printed rolling stock, the potential to fit a small space and to add interest to an existing OO-gauge layout, modelling narrow gauge railways in 4mm scale has never been easier.

Whether you're considering building your first narrow gauge model layout or are an experienced hand, this book is sure to be of interest.

With their colourful histories and individual charm, the Welsh narrow gauge railways are an extremely popular subject for railway enthusiasts and modellers alike.

The author, who is editor of OO9 News, the monthly journal of the OO9 Society, is an experienced modeller and exhibitor – two of his layouts having won the coveted Reiner Hendriksen Award, which is presented each year at the

Expo-Narrow Gauge model railway show. He writes in an engaging, entertaining, informative and thought-provoking style.

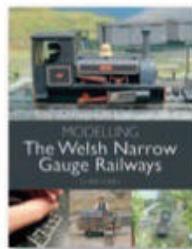
Chapters include those on locomotives, coaching stock, buildings, signalling, goods and mineral traffic, the preservation period and brake vans and non-revenue vehicles.

The book also features a graduated series of step-by-step modelling guides with helpful tips and suggestions. Starting with a simple plastic wagon kit and progressing to a complete layout, important subject matters are covered such as how to realistically create scenery and how to ensure the reliable operation of electrofrog points. There are full listings of all the tools, equipment and materials required.

All information is clearly presented, aided by helpful sub-headings and stand-out boxes, plus 200 well reproduced colour photographs of prototypes and models alike.

While the modelling projects featured are in 4mm scale (OO9), the theory and ideas highlighted in the book will doubtless be of interest to those modelling in other scale/gauge combinations.

In your deputy editor's opinion, the book is just what's been needed – it's akin to a bible for modelling in OO9. In addition to providing guidance in simple, easy to understand terms, it will doubtless inspire readers to take a fresh look at their layouts, adding detail which may not have occurred to them



previously – remembering the old adage that a model railway layout is never finished!

ESSENTIAL FOR NARROW GAUGE MODELLERS

Corris Railway Card

(Pack of five £5 including P&P – cheques payable to Corris Railway, 42 Bluebell Close, Taunton, Somerset TA 13XQ).

AS a fundraiser towards the cost of completing its new-build Falcon 0-4-2ST No. 10, the Corris Railway Society is selling a limited edition of just 1000 blank greeting cards.

Measuring 6x4ins, the cards are folded to A6 and come complete with envelopes. They are white card with a right hand side general arrangement drawing of No. 10 on the front. The message on the rear states: 'One of a limited edition of 1000 cards. Raising funds for a new steam engine for the Corris Railway www.corris.co.uk'

They are blank inside for your own message. Therefore, they are the ideal multi-purpose card for railway enthusiasts – they can be used for a range of messages including birthday wishes or to say thank you, for example. At the same time, purchasing them supports a project to further boost the revival of a friendly 2ft 3in gauge line.

DISTINCTIVE AND VERSATILE



TRACK TALK

→ Thank you, big Corris fan

ON behalf of the Corris Railway, may I seek your help in passing on our thanks for two donations we have received from a person who has provided no contact details to allow us to formally thank them directly. I believe these donations may have followed publicity in your pages.

We have a name, plus a suspicion that they live in the North West of England, but as the person prefers anonymity I hope that they recognise themselves from the following information and accept our thanks for their support.

Last summer, following publicity about work in progress building the embankment for our Southern Extension, a donation was made and, more recently, another towards our Corris station development which includes the installation of a traverser.

The Corris Railway is always grateful for support it receives from enthusiasts and does try to acknowledge receipt of donations.

If any reader recognises themselves from this information, please accept our thanks for your support.

*John Wallbridge,
Corris Railway Society*

→ We need to mine steam coal here

WITH regards to the serious problem of the future of steam coal supplies, the pressure has to be put on the Government via as many ways as possible, which could involve the public.

We surely require one or two coal mines for the right type of coal over the next five to 10 years at least, until other suitable sources are found.

*Ken Barlow,
Macclesfield, Cheshire*



Northampton College carpentry and painting students created these replica railway notice boards to a specification that meets the original dimensions and detailing. They will now be used around the Northampton & Lamport Railway. NORTHAMPTON COLLEGE



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STAR LETTER

Heritage railways have a very vibrant future

SORRY, but I have to disagree with nearly every point David Holt makes in his Star Letter 'Will steam preservation also move into the past' (Platform, issue 278). If we look at how railway preservation has developed over the last 50 years – numerous lines reopened, large numbers of steam locomotives restored, and the extent to which heritage railways have become central to the economies of many local towns and resorts – it is clear that heritage steam railways have a greater consciousness among the general population than at any point since the 1960s.

From Pickering to Paignton, Porthmadog and Peterborough, Sheringham to Sheffield Park, Scarborough and Swanage, Mallaig to Minehead and Medstead, Keighley to Kidderminster and Kingswear, Bury to Bodmin, Bodiam, Bridgnorth and Broadway, and Loughborough to Llangollen, heritage railways are here to stay (notwithstanding the current problems). Younger people are interested as employees and volunteers, and find this rewarding and confidence building.

We have a government that seems to at last appreciate our railways, and substantial sums have gone to many

over the last year to keep them afloat.

So I find it hard to believe that any of our leading railways will be allowed to close. The Government's decision to reopen the Okehampton line for daily services and commit over £40.5 million to investing in the line (News, page 26) is particularly relevant. The resident population of Okehampton is around 5000 and the tourist potential is probably not that large, which suggests that larger towns with greater tourist potential, connected by a heritage railway to the main line network (or potentially so), ought to be asking themselves whether they also can justify operating grants from the Government.

Impact

The two main items on my wish list to help heritage railways into the long term are, firstly, to encourage them to increase their relevance to their local economies by emphasising and enhancing their public transport role in an increasingly 'green' economy, arguing that this justifies Government financial support on the same basis as the main

line network. For example, arguing for a grant-based system that relates to number of train miles operated.

Secondly, for railways and main line operators to follow the lead of The A1 Steam Locomotive Trust and start batch-building new locomotive boilers, for example, for LMS Class 5s or BR Standard 4MT tanks. Ideally this would take place at a top-class facility in this country with all the machinery to make this economically viable, otherwise we might need to look to Germany. Either way this makes sense, as the time and effort required to dismantle boilers, only to find that a large proportion needs to be replaced, seems counter-productive.

I'm no longer convinced that HS2 makes much economic sense, and cannot see any future for transport schemes that are even more fanciful.

Time to slow down a bit, enjoy our heritage, towns, seaside and countryside, and help reduce our carbon footprint, too.

*David R Smith,
Sheffield*

"It is clear that heritage steam railways have a greater consciousness among the general population than at any point since the 1960s."

Steam will survive but there may be fewer locomotives in operation

IN calling on square-rigged sailing ships, chariots, postage stamps and quinquereemes among others to support his proposition that steam preservation will move into the past, but then rendering it a truism by providing no timescale for this, in Platform, issue 278, David Holt squandered the opportunity to take a reasoned look at the future of steam locomotive operation over a meaningful timescale – say the next 20 years.

There are, in my view, two key questions to address. Will there continue to be a significant supply of operational steam locomotives? Secondly, will there be railway lines on which they can run?

There is little doubt that steam locomotives are becoming more expensive to operate. As a consequence, there will be a decline in the number of operational locomotives, particularly on the national network. This downward trend will inevitably see some exceptions, whether through the largesse of hedge fund owners or the efforts of the promoters of new engines such as A1 Tornado.

Incidentally, I found Mr David's comments about 'modellers' quite extraordinary and frankly insulting to all of the people who are building these replicas or funding them, and to the huge numbers of the public that have followed *Tornado* over recent years.

Moreover, the success of events like Thomas the Tank Engine and the Santa specials suggests steam engines exercise a draw that continues to reach new generations for whom a glossy DVD or visit to a museum is no real substitute.

Excursions

So, where will these steam locomotives operate? My view is that on the national railway we will see a continuing decline in one-off excursions, and their probable disappearance on the main inter-city routes, offset by a growth of regular operations on less-busy routes.

Two very different examples are West Coast Railways' stunningly successful 'Jacobite' services in Scotland and Vintage Train's regular 'Shakespeare Express' service from the centre of Birmingham to Stratford.

The position on our heritage railways is less clear. Covid has undoubtedly brought forward a whole range of issues for these railways' management and supporters to grapple with, of which the most urgent are failing infrastructure and over-reliance on an employed as opposed to volunteer workforce.

Some may well follow the Llangollen Railway into – and hopefully out of – administration, but most, if not all, will be quieter, running less trains and concentrating on those services that generate the highest net income. This will, in turn, reduce the demand for locomotives.

Steam-hauled trains will continue to be a key leisure attraction for many years to come, but the increasing cost of building, rebuilding and maintaining these locomotives, let alone their carriages and the infrastructure on which they run, must mean a steady decline in the number that are operational. That will, however, still leave a large and varied fleet for us to enjoy!

*Michael Hill,
Sidcup, Kent*

Standard practice: A scruffy and unidentified BR Standard Class 9F, whose smokebox numberplate is missing, passes Shap Summit signalbox with an Up freight train on September 10, 1966, fewer than two years before the end of steam. *Heritage Railway* reader Terry Booker was close to acquiring a nameboard from the 'box, but it disappeared the night before he was due to collect it. The 'box closed in April 1973 and its function was taken over by Carlisle powerbox.

CUMBRIAN RAILWAYS ASSOCIATION/
PETER ROBINSON COLLECTION



Shap Summit signalbox nameboard was so nearly mine – but it wasn't to be!

I WRITE in response to the piece in Geoff Courtney's railwayana column in issue 277 about the Shap Quarry signalbox nameboard.

In the late 1960s my family moved to an 18th-century cottage in the centre of Shap village, and at the time I was working for the local paper 'down-the-hill' in Kendal.

My commute down the old (and notorious!) A6 meant that the Shap Quarry sign was a daily view. As regular linesiders, my young sons and I spent many happy hours beside the West Coast Main Line between Tebay and Penrith. Needless to say, Shap cutting was the main attraction.

When the electrification works commenced in the early 1970s and the demolition of the familiar Shap Summit signalbox was announced, I made a successful bid for its original and distinctive nameboard. Come the agreed

Sunday morning, we turned up to collect our trophy, only to be greeted by a rather embarrassed young supervisor – our board had been 'nicked' during the night!

He was very apologetic and offered us the Shap Quarry signalbox nameboard with the superb signalbox diagram from Shap Summit. Noticing that our transport was a humble Mini, an unlikely conveyance for said items, he had them dropped off at home at the end of the day. The sign then hung on the garage wall until we moved back south in 1973 – but the story doesn't quite end yet.

Direction

We had not been in our new abode in Watlington for very long when a scheduled worker phoned to say he couldn't find our house, and my wife suggested that 'Shap Quarry' hanging on the front of the garage would make it somewhat easier to identify!

It also looked good so it stayed there and its story often recounted to the more curious passers-by.

Alas, its permanent home was not to be. Many months later we received a letter from the local council insisting on 'the immediate removal of the unauthorised large, enamel advertising sign from the front of the property.'

Quite how they imagined we would be digging up our back garden in the search for 'pink-granite' remains a mystery!

With nowhere suitable to store or properly display either the board or the diagram, they were duly sold at auction in the late 1970s.

I remain a 'steam-buff' in my eighties, donating to the Great Western Society for both sets of Saint nameplates, and chasing Plandampfs and narrow gauge throughout Germany.

*Terry A Booker,
Poole, Dorset*

Should we electrify a Class 20 to help fill power gap?

THE UK has had a long and inglorious track record of not using expensively installed catenary by running both steam and diesel locomotives under them for decades. The Metropolitan did it better by changing from steam to electric at Rickmansworth in four minutes. With DMUs it is impossible to change power, so everything from 'Voyagers' to 'Sprinters' continue burning diesel under wires despite the current furore heaped on diesel cars, (deliberate emphasis) as if train exhausts can be ignored.

Bi-mode now means the expense of construction and carrying around for perhaps decades of a big diesel engine to be used on a small proportion of the journey, rather than change the locomotive at the energy frontier.

So how about this? Using the Settle and Carlisle route as the example, of the total 113 miles from Leeds, 26 as far as Skipton is electrified – 23%

of the total. 'Sprinters' are par for the course. On arrival at Skipton from Carlisle, the 'Sprinter' couples onto a Class 20 locomotive waiting in the platform, cab facing Leeds. This is no ordinary Class 20, as the diesel engine and generator have been removed, and a pantograph on the roof powers the traction motors. This locomotive hauls the train to Leeds, stays on the front of the train, but on return, it becomes the back. The train is now driven from the front cab of the 'Sprinter', but the 'electric Class 20' pushes as far as Skipton, where it detaches, and waits for the next 'Sprinter' to arrive. The diesel engines are silent in electric mode.

Routes

More than 200 Class 20s were built around 60 years ago and a few should still be around to convert to this format. Most routes in Central Scotland already have wires, and

the Borders Railway may also get them. Routes into Manchester from a number of directions, Shrewsbury-Birmingham has wires from Wolverhampton, and in the south, from Exeter to Waterloo has electric power from Basingstoke, but here it is third rail, so shoes, not a pantograph. As electrification extends, albeit often slowly, these options should increase.

London has imposed yet another congestion charge for older and presumably 'dirtier' exhaust vehicles entering the central area. If diesel exhausts are only half as bad as these charges claim, adopting the above scenario as soon as possible ought to be a no-brainer. If the recently closed Springburn Works in Glasgow has not been demolished yet, it might welcome this work. Or can we have good reasons why not?

*Wesley Paxton BA (Econ),
Annan, Scotland*

TRACK TALK

→ Could developers' spoil help Bridge The Gap?

ABOUT 40 years ago, the Burnaby Central Railway in Vancouver, Canada, was offered a site for its proposed 7¼in gauge miniature railway. Unfortunately, the site was not ideal for the project, as it needed a considerable amount of filling due to the convoluted terrain.

However, a member of the club noticed that a large number of trucks laden with dirt passed the site every day. It was discovered that they were taking the spoil from a huge development to the wharves in Vancouver, to be loaded onto barges and taken out to sea and dumped.

So, the enterprising club found out what this was costing the developer and then offered to let them dump the fill on their land for half the price – with the proviso that they would make a heavy roller available to compact it.

The net result of this was a win-win for all parties. The construction company saved a fortune, the railway got paid to have its land made suitable, and the local roads were no longer filled with trucks of dirt!

It seems to me that there must be a similar situation in Loughborough, where I believe the Great Central Railway needs a lot of fill to rebuild an embankment between their existing line and the bridge over the Midland Main Line.

Has anyone thought of this? There may well be a developer nearby who would welcome the opportunity to save miles and money. It's worth looking around.

*David Holt,
Queensland, Australia*

→ A closed railway does not make it safe for trespassers

I WOULD like to know if other members of heritage railways have the same thoughts as me referring to members of the public trespassing on heritage lines.

Because they are closed to passengers due to Covid-19 restrictions, some members of the public are under the assumption that nothing is operating on these lines.

How wrong they are. Engineering and works trains are running on these railways, and some of these train crews have come across walkers on these railways' permanent way. Not only is this putting themselves in extreme danger, but also the train engineering crew staff and local volunteers in danger, too.

*Paul Windsor,
Leeds*

NEWS

→ Demolishing historic bridges is the second major blunder

IT REALLY is unbelievable that a Government department is about to make its second major mistake, in the form of the Highways Agency Historical Railways Estate (issue 276) and its decision to demolish many railways overbridges and infill the cuttings; a green light for the developers to fill the entire cutting, thus severing the track bed. Many of these railways will need to be recovered if the nation is to achieve its 'green' energy target.

The first mistake, of course, was in 1963 when Transport Minister Ernest Marples, with his interest in the construction of motorways, instructed Dr Beeching to close the Great Central Railway, a vital main line link from Manchester to Sheffield, Nottingham, Leicester and London. It was a route constructed to the Berne loading gauge; today it could have carried the double-deck carriages, as used on the continent, and become the first HS2 to the north. The railway today could have been diverted at the London end to a junction with the Channel Tunnel route as the original builder in 1899 envisaged.

There is no reason why northern passengers should have to change trains in London, a city bursting at the seams, and leaving freight to complete the journey by rail instead of the 40-ton juggernauts spewing out their diesel fumes. This railway would have saved the cost of today's HS2 now ripping the heart out of the country.

Derrick Martin,
Hornchurch, Essex.

SUBSCRIBE TODAY!
GREAT RATES SEE PAGE 30

Charter and lineside pass ban 'short-sighted'

ENTHUSIASM and support for heritage railways comes from a wide population in which each individual has their own particular interest and approach to exercising their hobby.

There are those who like to ride the trains; those who enjoy getting covered in grease and coal dust or hammering metal; there are the re-enactors; and those who simply like to watch the trains go by and perhaps remember a bygone era. For the Severn Valley Railway (SVR) to single out just one group – the photographers – is short-sighted, regrettable and discriminatory (issue 279).

In announcing their future ban on photographic charters and lineside photographic passes, it is striking that the SVR's general manager has cited two recent 'fall from height' incidents as a part of her rationale, even though neither of these involved photography or photographers, as well as alleging that railway photography is 'high risk'.

This assertion would surely have carried more weight if she had listed recent photography-related incidents.

Income

She also mentions that photography produces little income for the line.

However, one wonders what effort has been put into identifying how such revenue streams might be developed – have charter and lineside permit fees been set at an appropriate level?; does the railway make a suitable margin when providing training to those wishing to apply for permits?; and so on. I personally doubt that this is a price-sensitive market.

The railway photography community has long supported the heritage railway industry through the often free provision of images for promotional use, as well as through numerous books and publications such as your own, which promote interest in those railways. In addition, photographers frequently hold

multiple memberships of heritage lines, while many are significant donors to restoration and other projects.

Trained permit-holding lineside photographers often provide additional pairs of eyes that may spot operational problems, illegal trespassers, bridge strikes, livestock on the line or lineside fires. Well-organised charters offer an additional means of controlling access, managing risk and ensuring good behaviour, while the disclaimer forms usually requested from photographers make each individual liable for their own safety.

Along with many others who choose to exercise their heritage railway interest through the medium of photography, I really hope that the SVR will come around to reconsidering their short-sighted approach. In the meantime, however, I urge fellow photographers not to support any railway which so clearly discriminates against them.

Tony Teague, email

Where did the US restaurant chain's UK railwayana end up?

I WAS particularly interested in Geoff Courtney's news story in issue 278 on Chris Osman's involvement with Collectors' Corner, and the reference to the American restaurateur purchasing the entire stock, presumably around 1969, when the 'Victoria Station' chain was founded in San Francisco.

I first came across these on a business trip to Darien, Connecticut, where the bar of the local Victoria station had an LNWR plan of Standedge Tunnel inset into the bar and many station totems, signalbox nameboards and general signs arranged around the premises.

These consisted of a central lounge area and kitchen, flanked by a caboose housing the bar and four or five boxcars fitted out for dining.

The chain specialised in prime beef rib, usually served rare to suit US tastes, so when I requested well-done and the waiter said: "Would you like an end cut, sir?"; I agreed.

When this huge slab of meat arrived, I asked: "What's this weigh?" The waiter eyed it up and said: "Waal, that's about two-and-half pounds, sir." I managed to finish it and discovered that the kitchen normally discarded end cuts.

The railwayana on display originated mainly from the Manchester and Nottingham areas, but when the chain expanded to around 100 outlets and I visited others throughout the US, authentic items became less prolific.

The chain prospered for about 15 years but filed for bankruptcy in 1986,



The bar with the Nottingham Goods south sign in the Victoria station restaurant, Darien, a coastal town in Fairfield County, Connecticut, on February 6, 1974. MIKE SWIFT

so when I returned to San Francisco in 1989, most had gone.

I often wondered what happened to all the railwayana. Had it been dispersed through the antique and collectable trade, or, like locomotives shipped to the US, been repatriated? Perhaps we will never know.

Mike Swift, email

A 'hole' mystery solved?

1938 was a year of trouble for the backplate of the boiler belonging to SR Merchant Navy Pacific No. 35011 *General Steam Navigation's* firebox (issues 273 and 275), the Bullied Pacific Locomotive Association (BPLA) is aware of another Pacific boiler which had similar holes in its firebox backplates. This boiler, for No. 34046 *Braunton*, was overhauled in the 1990s by Roger Pridham, who welded in patch plates to plug the holes in the absence of any known purpose. At the time, all that was known was



that they might be for fitting a sand gun or the turbo-generator exhaust pipe. Since then our drawings archive has grown considerably, leading to volunteer Pete Mason's discovery of the proposed fitting of No. 21C3 *Royal Mail* with a sand gun as previously noted. We have also found another drawing from 1944, showing details for the fitting of the t-generator exhaust to the firebox backs intended

More information on 'mystery' holes in Bulleid boilers

REGARDING the hole in SR Merchant Navy 4-6-2 No. 35011 *General Steam Navigation's* firebox (issues 273 and 275), the Bullied Pacific Locomotive Association (BPLA) is aware of another Pacific boiler which had similar holes in its firebox backplates.

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Since then our drawings archive has grown considerably, leading to volunteer Pete Mason's discovery of the proposed fitting of No. 21C3 *Royal Mail* with a sand gun as previously noted.

We have also found another drawing from 1944, showing details for the fitting of the t-generator exhaust to the firebox backs intended

for all Merchant Navy and West Country class locomotives.

In practice, this seems to have applied to very few, the majority of each class having turbo-generator exhausts directed into the rear of their ashpans. Which fitting No. 35011 may have had is dependent on the detail of how the firebox backplate was altered.

Mike Johns,
Taunton,
chairman, BPLA.

How would Bulleid have improved his Pacifics?

REFERRING to Peter Kelly's most interesting article 'Storm before the Calm' in issue 277, I have often wondered what view Oliver Bulleid would have taken of the shortcomings of his magnificent Merchant Navy class?

I believe he was in Ireland when the Jarvis rebuilding was embarked upon, but I feel that, had nationalisation not taken place and Bulleid still been at Eastleigh, any rebuilding would have taken a different course. I wonder what other readers think?

For example, could the leak-prone oilbaths have been replaced by an oilbath constructed of UPVC or some such similar modern material – a rebuild which would then have been applied, without doubt, to the light Pacifics as well? It is fortunate that so many of the latter have been saved, but I am very sad that only one, currently out of service, carries the full Southern Railway Bulleid livery, which would act both as a tribute to their designer and the railway he served.

I hope very much that, when No. 35011 *General Steam Navigation* is complete, it will carry that full livery and name! Also that, much sooner, more of



Bulleid Battle of Britain light Pacific No. 34081 92 Squadron is seen at Wansford on the Nene Valley Railway, where it is currently operational. ROBIN JONES

the surviving light Pacifics will be turned out in full Southern livery, as – solely – *Blackmoor Vale* is currently, while post-nationalisation 92 Squadron is bravely carrying the full livery as well, though necessarily with British Railways on the tender, reflecting its build date.

A final point. The excellent model Merchant Navies on page 76 of issue 277 are imperfect in one way, and this is clearly illustrated by comparing the models illustrated with the photographs on page 74 of Issue 277, where the

bottom edge of the front casing on each side is returned right round at the base. This is particularly clear in the illustration of *French Line C.G.T.* and the French presidential special where the returned side casing has been picked out in white.) BR cut off this returned casing, as do the models illustrated, therefore the model in SR green is incorrect. It is a great shame that no model apparently carries Southern Railway lettering.

John Gilbert,
Cradley, Herefordshire.

Where Schools once plied their trade

HAVING lived adjacent to Margate station in the 1950s, my interest in railways is unsurprising. By sitting on the wall at the end of Grandmother's garden, I had a panoramic view of the carriage sidings and platforms.

As well as having the main line services from London, Margate was also the terminus for local trains to Canterbury and Dover, which meant a lot of movement of rolling stock and turning of engines. The most common locomotives were H and Class 4 tanks, with C, DI, N and occasional Schools 4-4-0s.

Fast-forward 35 years and I returned in 1989 to live in the same avenue. The sidings were gone and plans had been submitted for housing.

At this time a Middleton Press book, *Sittingbourne to Ramsgate* (in the Southern Main Lines series) was published. It contained a picture with the turntable and coaling area still in use after main line electrification.

Schools No. 30925 *Sevenoaks* is shown in Platform 5, which was mainly used as



Two Schools 4-4-0s together at Margate in 1961, and the view from Platform 5 across the former carriage sidings in 1989, when David White returned to live in the area. JOHN SCRACE/DAVID WHITE

a terminus for summer excursion trains. The other Schools (with Bulleid blastpipe and chimney) is No. 30938 *St. Olave's* – significant to me as that is where I started my teaching career in 1967.

Although a grammar rather than a public school, it was named in the class being located adjacent to the Southern

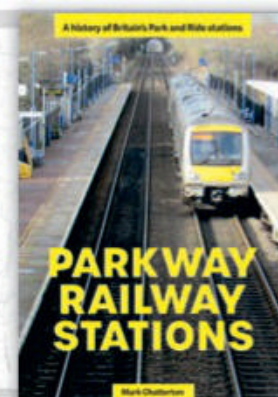
offices at London Bridge station.

Another coincidence was that when I wrote to the publishers for a copy of the print, I got a surprise when the photographer, a railwayman, delivered it in person to my front door.

David White,
Larkfield, Kent

HERITAGE
RAILWAY

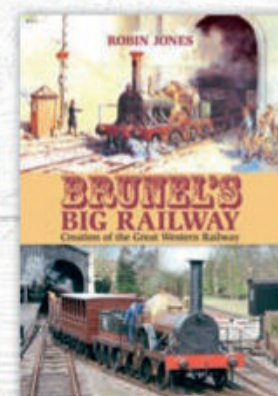
BOOK CORNER



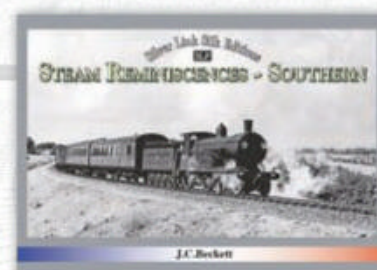
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HERITAGE
RAILWAY

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

60 YEARS OF BLUEBELL MEMORIES

Bluebell Railway carriage and wagon department volunteer **Keith Leppard** has produced a second and expanded volume of his Bluebell Railway Recollections to mark the ground-breaking Sussex heritage line's 60th anniversary.

The Bluebell Railway is like a time capsule: a visit is a step back to a bygone era, with the sights, sounds and smells of steam amid the tranquillity of rural Sussex, making it a truly special experience.

I discovered the railway in 1970 when, along with some school friends, I cycled the 20 miles from home to see what was happening there. I began volunteering in the embryonic carriage and wagon department at Horsted Keynes, and it quickly became a favourite place for me.

That is why I was so pleased to be able to write Bluebell Railway Recollections, to capture and pass on the atmosphere of the line and the pleasure of being there.

The book tells the story of a visit to the railway in pictures and captions, with several stories melded into one. First, there is the story of the railway's development from its beginnings in 1960 to its 60th anniversary, growing from a small operation with just two locomotives and two carriages to operating an 11-mile route with four stations today.

Then there's the story of its unique collection of steam locomotives and rolling stock built up over those years, with items dating from the 1870s to the 1960s working on passenger and goods trains along the route.

Lastly, there's the story of a journey along the line, during which passengers experience the climb from the meadows of the Ouse

valley at Sheffield Park through deep valleys and a 731-yard tunnel to the Wealden plateau, before crossing Imberhorne Viaduct into the market town of East Grinstead to connect with the main line.

An illustrated map lets you pick out the landmarks to be seen on the trip. Along the way, the book dips into railway's exhibits

"I was so pleased to be able to write Bluebell Railway Recollections, to capture and pass on the atmosphere of the line and the pleasure of being there."

and attractions, such as SteamWorks and the Museum at Sheffield Park, as well as going behind the scenes.

You can see how heavy repairs to locomotives are done, the reconstruction of 19th-century carriages, track repairs, signalling and platform operations, and not forgetting how the railway was rebuilt in

stages north from Horsted Keynes over the past 40 years.

I wrote the first edition of Bluebell Railway Recollections to celebrate the line's return to East Grinstead in 2013, the final stage in its march northwards. This new edition has 33% more pages and now includes full coverage of the line north from Kingscote to East Grinstead, as well as expanded coverage around each station and of the locomotives which have been in use in recent years.

The 60th anniversary came in August 2020, but although some trains did run to mark that special day, the Covid-19 pandemic meant that few of the planned celebrations could happen. This year, along with all other UK steam railways, the railway is looking forward to better times and is planning many exciting events, including a big 60+1 celebration in August, Giants Of Steam in the autumn, and SteamLights and Santa Specials in the winter, plus the return of its regular services and ever-popular Pullman dining trains as soon as permitted.

I hope you can get to Sussex to enjoy the sights and sounds of the Bluebell this year, in which case my book could be a lasting reminder of your visit. And if you cannot be there in person in 2021, then I hope the volume will be some compensation for what you are missing. **HR**

The picnic field at Horsted Keynes station, accessed from Platform 1, is the ideal spot to watch trains as they depart for Kingscote and East Grinstead. Here, SECR P 0-6-0T No. 323 Bluebell and H 0-4-4T No. 263 are seen in charge of a long train of vintage stock at the Branchline Weekend event on May 19, 2018. KEITH LEPPARD

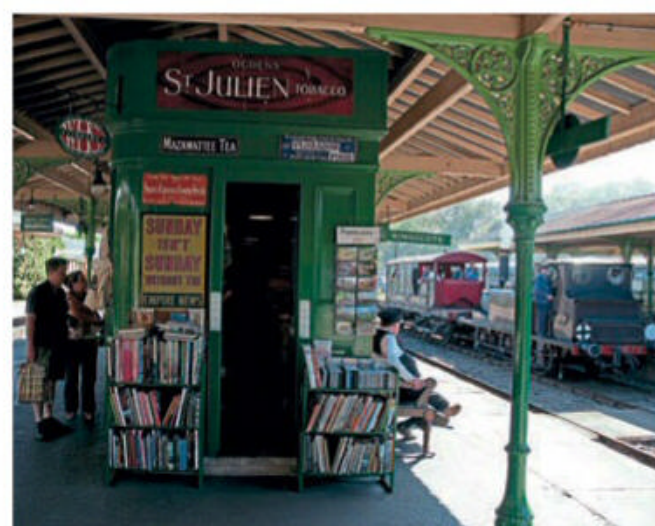




The line climbs steeply from Horsted Keynes, leaving behind the river valleys to reach the Wealden plateau. LBSCR E4 0-6-2T No. B473 makes a fine sight as it heads a northbound train towards Horsted House Farm crossing on February 22, 2010. Next to the locomotive is a six-wheel milk tanker, built in 1933 for express dairy traffic from the West Country to London. Behind it is SECR third class coach No. 1098; built in 1922 for suburban traffic, its 10 compartments are each intended to accommodate 10 passengers (hence the nickname '100 seater'), although this is a tight squeeze – the commuter's lot perhaps hasn't changed so much! KEITH LEPPARD



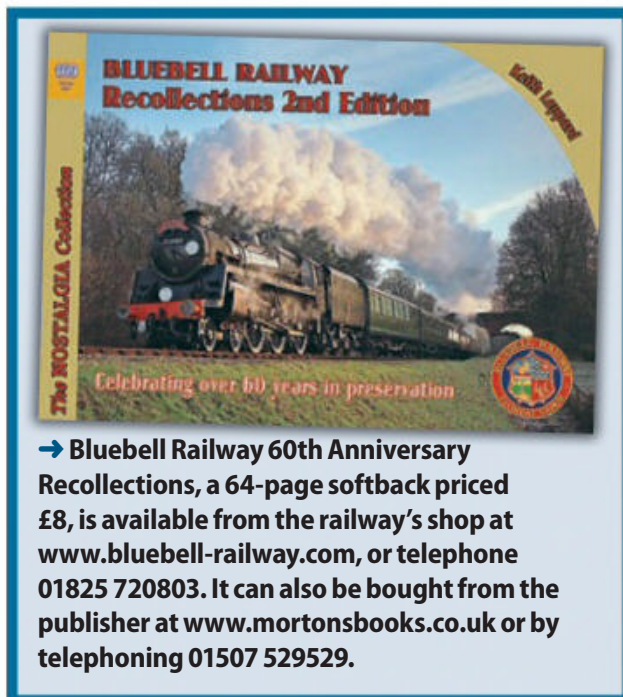
Six years on from the reopening to East Grinstead, nature has largely regained control of the sides of Imberhorne cutting, which had been previously filled with rubbish. Southern Railway S15 4-6-0 No. 847 is passing through the cutting on August 31, 2019, with a northbound train formed of Bulleid and Maunsell-designed carriages. JOHN SANDYS



Platforms 3 and 4 provide the focus for most of the passenger activity at Horsted Keynes. When trains on the single line cross there, the station becomes a temporary hive of activity. Between trains, passengers can linger at the book stall or buffet, both of which are heritage items in their own right. On May 23, 2010, LBSCR 'Terrier' 0-6-0T No. 672 Fenchurch is providing brake van rides along the Ardingly spur. MARTIN LAWRENCE



SR Q 0-6-0 No. 30541 stands in Platform 1 at Sheffield Park on August 24, 2016, with a northbound service. The carriage behind the locomotive is SECR No. 3360, which has been converted for disabled access. JONATHAN HORROCKS



→ Bluebell Railway 60th Anniversary Recollections, a 64-page softback priced £8, is available from the railway's shop at www.bluebell-railway.com, or telephone 01825 720803. It can also be bought from the publisher at www.mortonsbooks.co.uk or by telephoning 01507 529529.



The railway's first locomotive, LBSCR A1X 'Terrier' 0-6-0T No. 55 Stepney, with SECR P 0-6-0T No. 323 Bluebell and LBSCR E4 0-6-2T No B473, had the honour of leading the empty stock working for the inaugural train into East Grinstead on March 23, 2013. This was the only occasion to date that Stepney has visited East Grinstead in Bluebell service. It was withdrawn from service in 2014. KEITH LEPPARD

THE heritage railway movement came about and has always survived thanks to the generosity of the public supporting appeals and donating to help maintain or restore rolling stock and infrastructure to its former glory.

The coronavirus pandemic has had a devastating impact on the sector, and now support from well-wishers is required more than ever.

The groups on these pages are seeking new members, volunteers or donations, and joining up could be a great way to engage with people who share your passion for the railways.

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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

BR Class 8 Steam Locomotive Trust, Aurora House, Deltic Avenue, Rooksley, Milton Keynes, MK13 8LW

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6 Breckbank, Forest Town
Mansfield, NG19 0PZ
stephenskeavington@virginmedia.com
transport-ticket.org.uk

BODMIN & WENFORD

RAILWAY TRUST

The Flagship Engine Appeal

The Bodmin & Wenford Railway Trust has launched an £80000 appeal for the completion of restoration works on our locomotive, GWR small prairie No. 5552. We need to raise £80,000 to return the engine to traffic and hold a celebration event in late 2021 with a visiting locomotive.



You can learn more and donate at www.bodminrailway.co.uk/support-us/

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

GARETH EVANS'S LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre

2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Open: Wed-Sun from May 19.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park,
East Sussex, TN22 2QL.
Tel: 01825 720800.

Running: From May 20 TBA.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles.

Running: From Apr 12 TBA.

Hayling Seaside Railway

2ft gauge, one mile.
Hayling Island, Hants.

Running: From Apr 12 TBA.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: From Apr 12, Tues-Thurs,
W/Es + B/Hs.

Kent & East Sussex Railway

Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent.
Tel: 01580 765155.

Running: May 22, 23, 26, 27, then W/Es,
B/Hs, Tues-Thurs.

Mid-Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: Apr 12-16, 29, 30, then Weds-Thurs,
W/Es, B/Hs.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles.
New Romney, Kent.
Tel: 01797 362353.

Running: From Apr 12 TBA.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: From Apr 12 TBA.

Sittingbourne & Kemsley Railway

2ft 6in gauge, 1¾ miles.
Sittingbourne, Kent. Tel: 01795 424899.

Running: From May 2 TBA.

Spa Valley Railway

Standard gauge, five miles.
Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es from May 22.

Volks Electric Railway

2ft ½in gauge, one mile.
Brighton.

Running: From May 29 TBA.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.
Tel: 0117 932 7296.

Running: W/Es, B/Hs from May 1.

Bodmin & Wenford Railway

Standard gauge, 6½ miles,
Bodmin, Cornwall.
Tel: 01208 73666.

Running: From May 1 TBA.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine.
Paignton, Devon. Tel: 01803 555872.

Running: Daily from May 1.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: From May 22 TBA.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: Apr 14, 17, 18, 24, 25, then
W/Es, B/Hs.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
North Devon. Tel: 01598 763487.

Running: W/Es.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: TBA.

North Dorset Railway

Standard gauge, 1200ft,
Shillingstone, Blandford Forum, Dorset.
Tel: 01258 860696.

Open: W/Es, Tues-Thurs from Apr 17.

Plym Valley Railway

Standard gauge, 1½ miles,
Marsh Mills, Plymouth.
Tel: 07580 689380.

Open: From Apr 17.

Running: From Apr 18 TBA.

Seaton Tramway

3ft gauge, three miles.
Harbour Road, Seaton, Devon.
Tel: 01297 20375.

Running: From Apr 12 TBA.

Somerset & Dorset Railway

Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221

Running: W/Es, B/Hs from May 22.

South Devon Railway

Standard gauge, seven miles,
Buckfastleigh, Devon.
Tel: 01364 644370.

Open: From Apr 17.

Running: From May 17 TBA.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.
Swanage, Dorset.
Tel: 01929 425800.

Running: Daily from Apr 12.

West Somerset Railway

Standard gauge, 20 miles,
Minehead, Somerset.
Tel: 01643 704996.

Running: W/Es, Tues-Thurs from May 22.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile.
Diss, Norfolk.
Tel: 01379 686900.

Running: From Apr 14 TBA.

Bure Valley Railway

1ft 3in gauge, nine miles.
Aylsham, Norfolk.
Tel: 01263 733858.

Running: From May 1 W/Es, B/Hs, Tues-Thurs.

Colne Valley Railway

Standard gauge, one mile,
footplate experience, wine and dine.
Castle Hedingham, Essex.
Tel: 01787 461174.

Running: From May 29 TBA.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne,
Essex.
Tel: 01206 242524.

Open: TBA.

Ferry Meadows Railway

10¼in gauge, ½ mile.
Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Running: From Apr 17 TBA.

Mangapps Railway

Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.

Open: TBA.

Mid-Norfolk Railway

Standard gauge, 11½ miles.
Dereham, Norfolk.
Tel: 01362 690633.

Running: Daily until from Apr 12.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk.
Tel: 01449 766899.

Running: May 30, 31, then Suns.

Nene Valley Railway

Standard gauge, 7½ miles.
Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Open: W/Es from Apr 17.

Running: W/Es from 22.

North Norfolk Railway

Standard gauge, 5½ miles.
Sheringham, Norfolk, NR26 8RA.
Tel: 01263 820800.

Running: Daily until from Apr 12.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: From May 1 TBA.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk.
Tel: 01603 871694.

Open: Daily.

Running: Steam first Sun of month from
May 2.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile.
Quinton Road, Bucks.

Train services resume on the North Norfolk Railway on April 17. LNER B12 4-6-0 No. 8572 is about to leave Sheringham yard for its first light engine test run of the season on March 17. NNR





Seaton Tramway services are due to restart on April 12. Car 14 is pictured next to the new Riverside Halt decking, looking north.

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TBA = To Be Announced

Tel: 01296 655720

Running: Apr 14. Suns from Apr 18.

Chinnor & Princes Risborough Railway

Standard gauge,

3½ miles.

Chinnor, Oxon.

Tel: 01844 353535

Running: Apr 15, 18, 25.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067

Running: May 30, 31.

Didcot Railway Centre

Standard gauge.

Didcot, Oxon.

Tel: 01235 817200.

Running: W/Es, Weds from Apr 14.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200.

Running: From May 22 TBA.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888

Running: From May 22 TBA.

MIDLANDS

Amerton Railway

2ft gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: TBA.

Apedale Valley Railway

2ft gauge, ½ mile.

Apedale, Newcastle-under-Lyme,

Staffs.

Tel: 0845 094 1953.

Running: Sats, B/Hs from Apr 17 + May 2, 30.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754.

Running: W/Es, B/Hs from May 1.

Chasewater Railway

Standard gauge, two miles.

Walsall, West Midlands.

Tel: 01543 452623.

Running: TBA.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755.

Running: From June 23 TBA.

Crich Tramway Village

Standard gauge, one mile

Crich, Derbyshire.

Tel: 01773 854 321

Running: Daily from Apr 12.

Dean Forest Railway

Standard gauge, 4¼ miles.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: W/Es, Weds from Apr 17.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: W/Es, Tues, B/Hs + Apr 15, 16.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: From Apr 12 TBA.

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge, Staffs.

Tel: 01782 396210.

Running: From July 4 TBA.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles.

Toddington, Glos.

Tel: 01242 621405.

Running: W/Es, B/Hs, Tues-Thurs from Apr 13.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics, LE11 1RW.

Tel: 01509 632323.

Running: W/Es, B/Hs from Apr 17 TBA.

Great Central Railway Nottingham

Standard gauge, 10 miles. Ruddington, Notts.

Tel: 0115 940 5705.

Open: From Apr 12 TBA.

Running: TBA

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: TBA.

Perrygrove Railway

1ft 3in gauge.

B4228, Coleford, Gloucestershire.

Tel: 01594 834991.

Running: From Apr 12 TBA.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Tel: 07974 171068.

Open: From Jul 4 TBA.

Rudyard Lake Railway

10¼in gauge, 1½ miles.

Leek, Staffs.

Tel: 01995 672280.

Running: W/Es, B/Hs + sch hols from

Apr 12.

Severn Valley Railway

Standard gauge, 16 miles,

Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.

Running: Apr 12-18, 23-25. W/Es, B/Hs

from May 1 + May 4-7, 11-14, 18-20, 24-28.

Statfold Barn Railway

2ft gauge, 1 miles.

Tamworth, Staffs B79 0BU.

Tel: 01827 830389.

Running: June 6, 12, 13, 26, 27.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles.

Bury, Lancs.

Tel: 01617 647790.

Running: W/Es, B/Hs from May 1.

Groudle Glen Railway

2ft gauge, ½ mile

Isle of Man.

Tel: 01624 670453.

Running: May 23 TBA.

Heaton Park Tramway

Standard gauge, ½ mile. Manchester.

Tel: 0161 740 1919.

Running: From Jun 5 TBA.

Isle of Man Steam Railway

3ft gauge, 1½ miles.

Douglas, Isle of Man.

Tel: 01624 662525.

Running: TBA.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

Near Ulverston, Cumbria.

Tel: 01539 531594.

Running: From Apr 12 TBA.

Manx Electric Railway

3ft gauge, 17 miles.

Douglas, Isle of Man.

Tel: 01624 697473.

Running: TBA.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: From Apr 27 TBA.

West Lancashire Light Railway

2ft gauge.

Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: TBA.

NORTH EAST

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: Apr 24, May 22, 29.

Cleethorpes Coast Light Railway

1ft 3in gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: From Apr 12 TBA.

Ecclesbourne Valley Railway resident Class 14 D9537 *Eric* has been repainted in time for the new operating season. It is rostered for the first diesel turn of the season on April 20. Compartments may be booked at www.e-v-r.com or by calling 01629 823076. EVR

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TBA = To Be Announced

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 710614.

Running: TBA.

Keighley & Worth Valley Railway

Standard gauge, five miles,

footplate experience, wine and dine.

Keighley, West Yorks, BD22 8NJ.

Tel: 01535 645214.

Running: W/Es, B/Hs from Apr 17.

Kirklees Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: Fri-Mon from Apr 12.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 0507 363881.

Running: From May 30 TBA.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Running: May 23, 30, 31. June 2, then Suns.

North Bay Railway

20ins gauge, 7/8 mile.

Scarborough, North Yorks. Tel: 01723

368791.

Running: From Apr 12 TBA.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106.

Running: From May 17 TBA



North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks.

Tel: 01751 472508.

Running: TBA.

Tanfield Railway

Standard gauge, three miles.

Near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: TBA.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 01677 425805.

Open: From Apr 17.

Yorkshire Wolds Railway

Standard gauge, 300ft.

Fimber, East Yorkshire.

Tel: 01377 338053.

Open: From May 30.

WALES

Bala Lake Railway

2ft gauge, 4½ miles.

Llanuwchllyn, Gwynedd.

Tel: 01678 540666.

Running: From May 1 TBA.

Corris Railway

2ft 3in gauge, ¾ mile.

Corris, near Machynlleth.

Tel: 01654 761303.

Running: From May 31 TBA.

Fairbourne Railway

12¼in gauge, two miles.

Fairbourne, Gwynedd.

Tel: 01341 250362.

Running: From Apr 27 TBA.

Ffestiniog Railway

2ft gauge, 13½ miles,

Porthmadog, Gwynedd.

Tel: 01766 516000.

Running: Daily from May 1.

Gwili Railway

Standard gauge, four miles.

Bronwydd Arms, Carmarthenshire.

Tel: 01267 238213.

Running: TBA.

Llanberis Lake Railway

2ft gauge, three miles.

Llanberis, Gwynedd.

Tel: 01286 870549.

Running: TBA.

Pontypool & Blaenavon Railway

Standard gauge, two miles.

Blaenavon, Torfaen.

Tel: 01495 792263.

Running: From May 1 TBA.

Rhyl Miniature Railway

1ft 3in gauge.

Rhyl, North Wales.

Running: W/Es, B/Hs + sch hols from May 1.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: Daily from May 7.

Talyllyn Railway

2ft 3in gauge, 7½ miles.

Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily from May 1.

Teifi Valley Railway

2ft gauge, ½ mile.

Henllan, Ceredigion, SA44 5TD.

Tel: 01559 371077.

Running: TBA.

Welsh Highland Heritage Railway

2ft gauge, one mile,

Porthmadog, Gwynedd.

Tel: 01766 513402.

Running: TBA.

Welsh Highland Railway

2ft gauge, 26 miles,

Caernarfon, Gwynedd.

Tel: 01766 516000.

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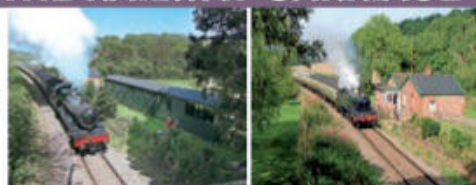
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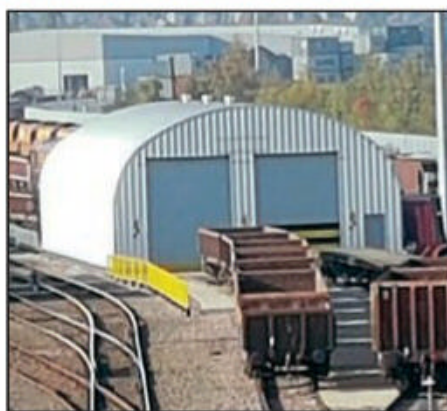
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Vol. 235 Cambrian Steam Miscellany No1

This volume has been compiled using much previously unseen footage from the B&R Video archives. It includes coverage along the coast route at Pwllheli, Afon, Wen, Criccieth, Portmadoc, Minffordd, Penrhynedeudraeth 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, Llyngwyl, 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 Pwllheli 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 Shrewsbury, 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.

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The Banksy of Bourne

By Robin Jones

AT A time when controversy over plans to demolish the Victorian Midland & Great Northern Joint Railway's Bridge 234 in Bourne, Lincolnshire, has been growing, both in the town and much further afield, this striking steamy artwork created by a mystery artist appeared beneath one of its three arches in March.

Bourne History Group, which has been campaigning to save the classic brick-built bridge – the major surviving railway-built structure from the days when the market town was a four-way junction – are baffled as to the identity of the painter.

The artwork appeared 'overnight,' painted over the run-of-the-mill graffiti applied to the bridge over the years.

The group believes that part of the reason for the predicament currently faced by the bridge is that comparatively few townsfolk are today aware of its existence.

Within striking distance of the



This tribute to Bourne's steam age appeared overnight on the underside of one of the arches of the demolition-threatened Bridge 234. ROBIN JONES

modern Elsea Park housing estate to the south and open land to the north, the bridge has become surrounded and somewhat obscured by decades of trees and thick bush growth, and in places by marshy ground – and is believed to be a haven for wildlife.

As part of its campaign to raise awareness of the bridge, the history group recently erected waymark signs to point residents and would-be visitors to the site from Elsea Park's Newton Abbot Way. In its heyday, the bridge would have acted as a gateway



One of the waymark signs pointing towards Bridge 234. ROBIN JONES

to Bourne for passengers arriving from the East Midlands via Saxby in the east, maybe heading onwards to Spalding, King's Lynn and Norfolk.
→ **Campaigners make a vow to fight on and save Bridge 234 – News, page 13.**



Gwili Railway Preservation Society treasurer Dave Johnson collects the first 40 copies of Anne Signol and Scott Artus's new children's book, *From The Blitz To The Heart Of Wales*.

Book helps Gwili up from lockdown

THE Gwili Railway is among the organisations benefitting from a newly published children's book, thanks to the efforts of Scott Artus and Anne Signol.

"During lockdown I have completed the illustrations and artwork for a children's book," said Scott. "The book was written by my author cohort Anne, whom I've worked with for more than 30 years as her illustrator, and she wanted to support me during the Covid-19 crisis. We both lost our normal income streams.

"The book was created with the help of Carmarthenshire Council's Welsh Government Freelancer Art and Cultural Recovery Fund. I used some of the funds to create the book and print the limited run copies of the first edition. We've used a local printer, thereby helping another Welsh business."

From *The Blitz To The Heart Of Wales* tells a heart-warming tale set at the time of the 1940 Christmas blitz on Salford and Manchester. Little Arthur, Johnny and Lizzie are rescued by their teacher.

After a long and beautiful journey through the heart of mid-Wales, they arrive in the village of Llandybie.

The children learn about life on a rural farm and take part in school activities whilst learning Welsh and the culture of Wales.

Scott said: "The book was created and researched during lockdown.

"I spent a year illustrating it. We researched the clothes and farms, and which stations and trains to use."

Anne said: "I remember the boys wore shorts until their late teenage years, so it must have been cold in winter.

"The station in Manchester that saw children and troops leaving on the trains was originally called London Road but is now called Piccadilly.

"I also remember travelling behind the 'Black Five' steam locomotives."

The first run of the book is a limited edition of 500 copies, with more being printed as demand increases.

All proceeds are being shared between the Gwili Railway, Heart of Wales community projects, Llandybie Church, and the Llandeilo Hub.

Scott said: "We wish the Gwili Railway well and hope the book will continue to raise money for the line's Loco Fund and other heritage railway projects."

→ **For more information about the book, contact Scott at artuscreative@icloud.com or telephone him on 01269 596396.**

NEXT ISSUE

Issue 280 out May 14

Paul Jarman looks at one of the world's oldest operational locos: Head Wrightson vertical-boilered 0-4-0 Coffee Pot No.1 at Beamish.

PLUS

MAIN LINE SHOTS

Respected photographer Jack Boskett shares his hints and tips on how to capture heritage trains on the main line.

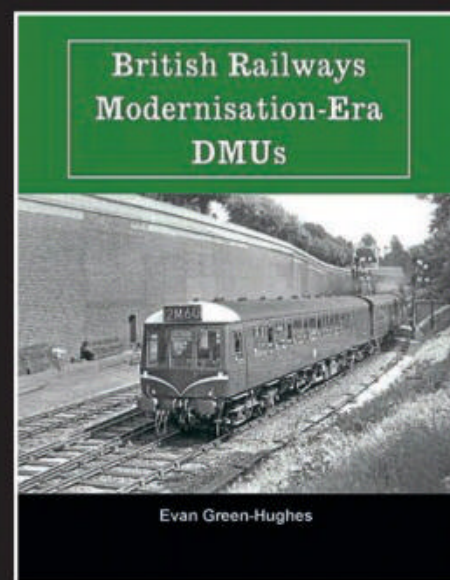
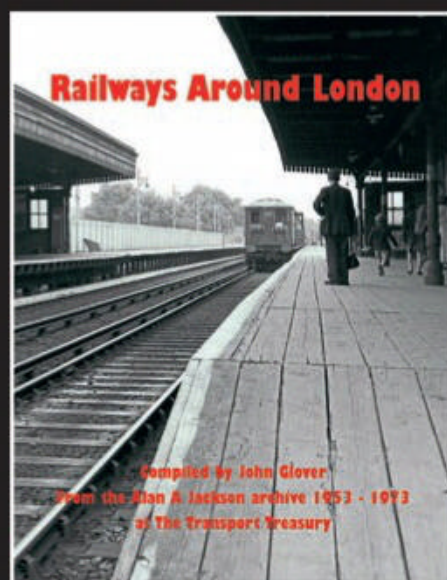
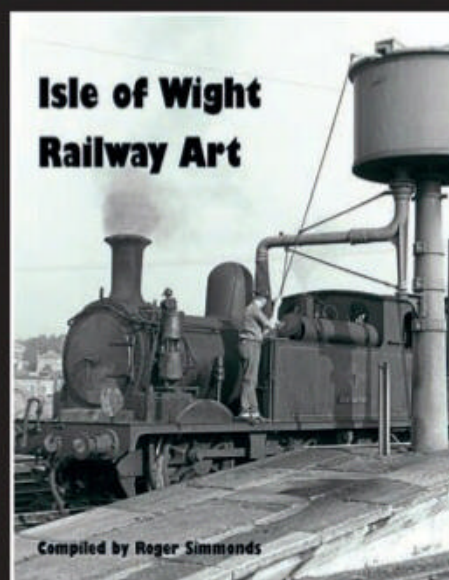
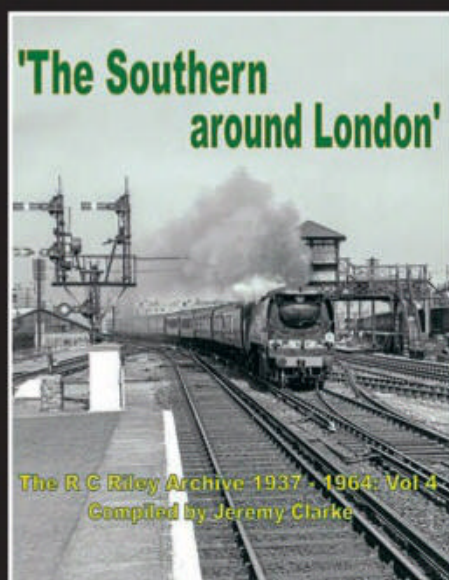
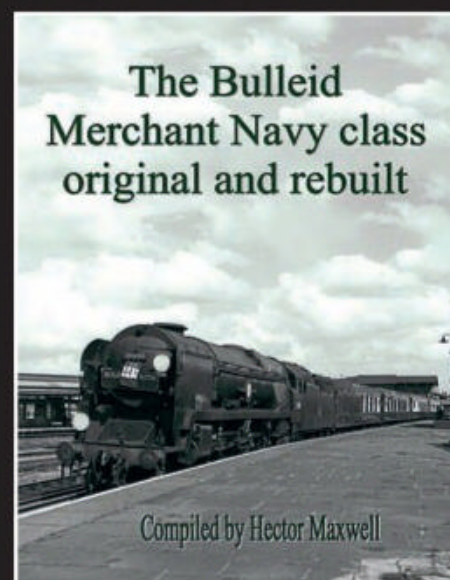
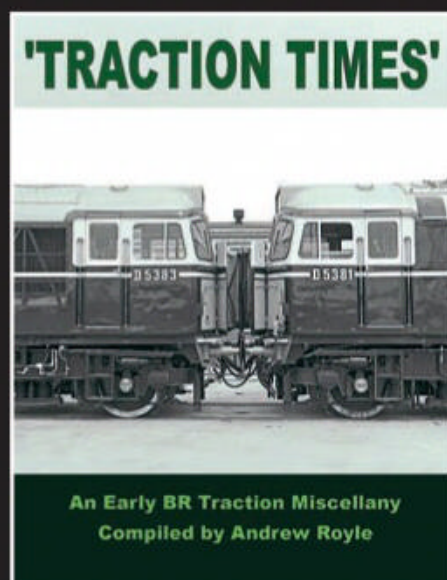
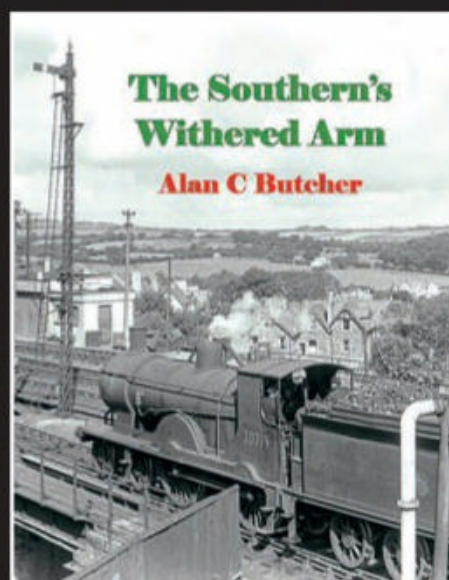
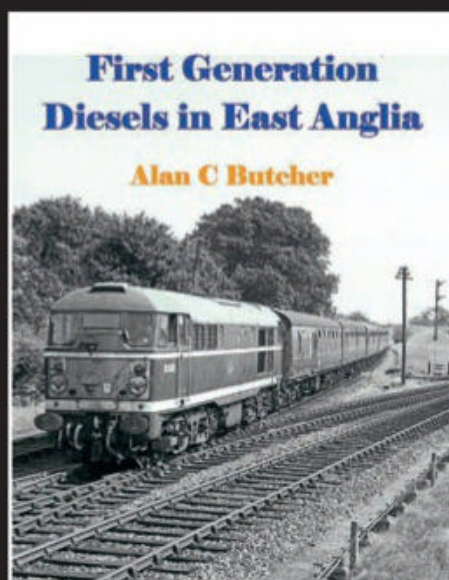
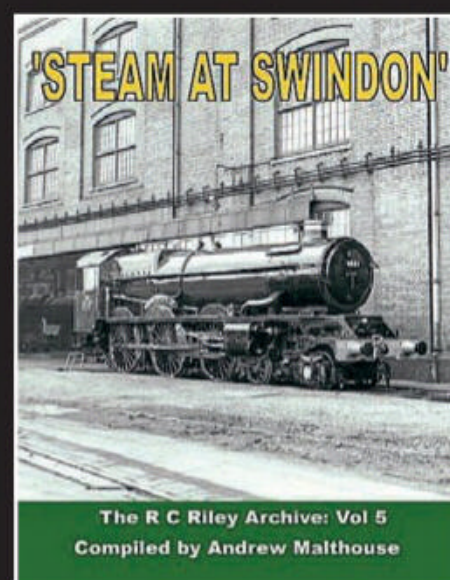
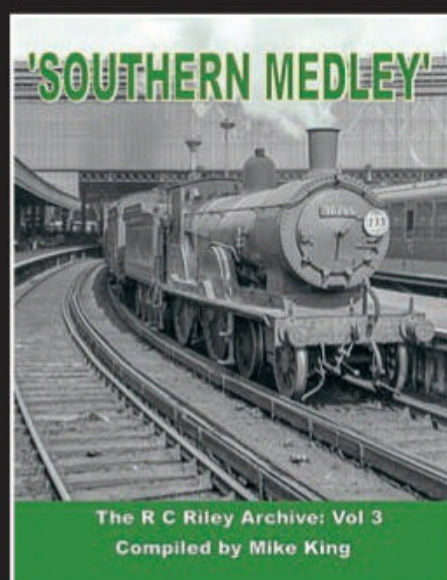
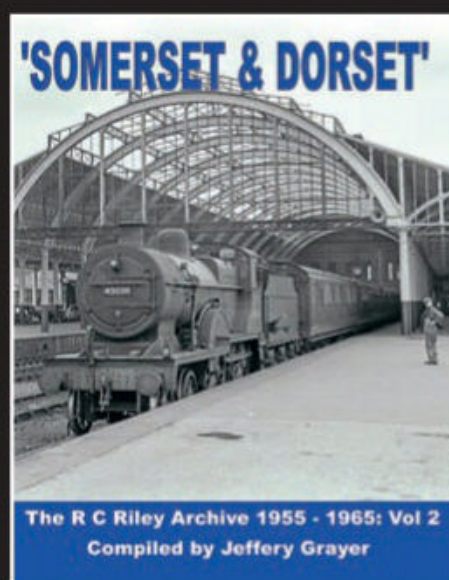
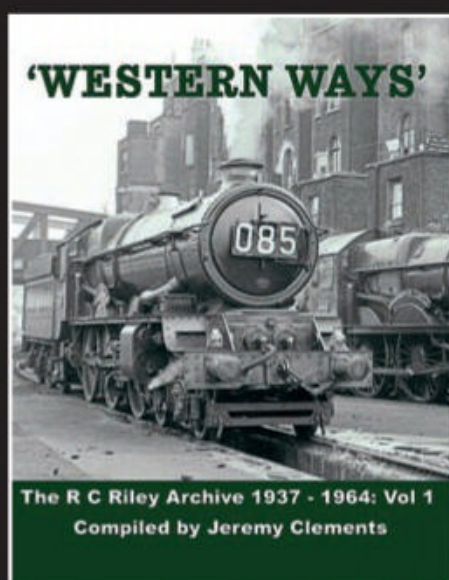
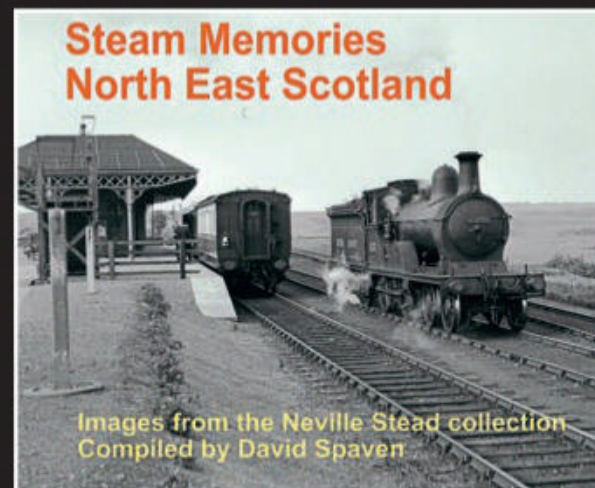
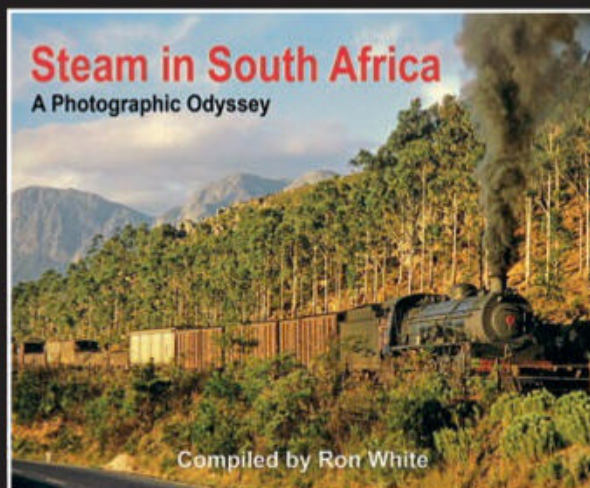
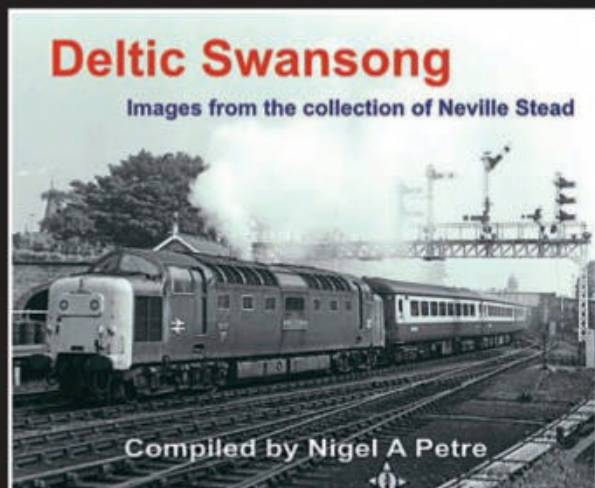


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31-922 Bachmann OO Gauge LB&SCR H2 Atlantic 422 LB&SCR Lined Umber £225



31-911 Bachmann OO Gauge LB&SCR H1 Atlantic 2038 'Portland Bill' SR Malachite Green £215



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35-025A Bachmann OO Gauge GWR 94XX Pannier Tank 9405 GWR Green (GWR) £140



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