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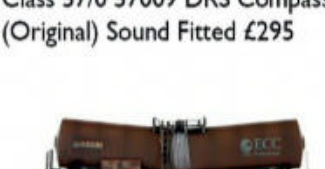
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THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 280

May 14 –
June 10, 2021

SEASIDE SUPREME!

DARTMOUTH NAMED OUTSTANDING VISITOR ATTRACTION

■ Top HRA awards for *Welsh Pony*, Talyllyn, Mid-Suffolk, Lynton Cliff Railway and more...



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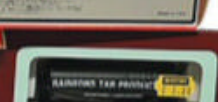
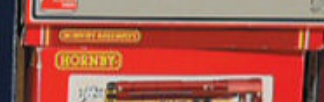
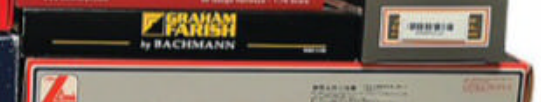
■ JOSH, 8, RAISES HUNDREDS TO HELP SAVE LLANGOLLEN
■ DIDCOT'S SAINT *LADY OF LEGEND* WOWS SEVERN VALLEY



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All of our heritage lines are outstanding

THERE are many people who visit Torbay today, not necessarily by rail, but because of the trains. For decades, the Dartmouth Steam Railway, with its unique blend of sweeping coastal landscapes and estuarine views, has been an Outstanding Visitor Attraction in the south west, and now that has been officially recognised on a national basis by the line winning the major Heritage Railway Association award to that effect.

Such an accolade was never as richly deserved as it has been in the past year. With Britain and the rest of the planet plunged into the biggest crisis since the Second World War, the railway was determined not only to survive, but to succeed in the face of adversity.

We reported how, despite most full-time staff being on furlough, the management team climbed mountains not just to reopen the line and its riverboat fleet, but also to ensure that as a premier attraction it could not be made more Covid safe for visitors.

The extension of a platform at its Paignton terminus to accommodate longer trains to ensure social distancing, the painstaking and lengthy process of creating clear screens to divide carriage seats, and the use of a fog machine to annihilate all forms of virus and bacteria, showed that in the first lockdown, the railway placed itself at the cutting edge of the big fightback.

However, this railway was by no means alone in its determination to adapt to the unprecedented

circumstances presented by the pandemic. Every heritage line and museum that has reopened has its own stories of achievement against all odds, often with volunteers to the fore. Indeed, I believe that we have justification to consider the entire UK heritage sector as an outstanding visitor attraction in its own right.

The large Government grants to many venues that have allowed them to meet their running costs at a time when they could not generate income to cover overheads cannot be but applauded, but even more so are the financial contributions made by supporters among ordinary members of the public which underlined the place that heritage railways hold and will always have at the beating heart of our popular culture. Every reader who has donated to an SOS appeal deserves our gratitude.

Particularly inspirational is the story in this issue of eight-year-old Josh Davies, who was so moved by the crisis which threatened the survival of the beautiful Llangollen Railway that he spent his Easter holidays raising hundreds of pounds to help save it. We need many more like him: young volunteers are the future of the movement.

Thanks to the Llangollen Railway Trust, there are fresh hopes that the new spring it is bringing to the Dee Valley might turn into a crop of summer fruits with the return of services – but there is still a very long way to go before then, and again, every last penny of support

will be needed several times over.

However, we must never forget what has gone wrong at Llangollen: it should serve as a textbook for every other heritage venue to learn from the mistakes of others, and ensure that warning signs are tackled in sufficient time.

Elsewhere in Wales, we are delighted to report that the would-be revivalists of Anglesey's mothballed Amlwch branch now have a 99-year lease on its rail corridor. Whether it becomes a heritage railway, a regular public service or a combination of both, the branch has the potential to reinvigorate the local economy and promote Amlwch as a visitor destination with all the proven multiple benefits that will follow. Politicians of all persuasions take note: for the same reasons, Llangollen cannot afford to lose its railway.

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 70-year history that this service is more vital.

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Bulleid West Country light Pacific No. 34092 *City of Wells* crosses the first bridge over the River Irwell, shortly after departing Irwell Vale with one of the East Lancashire Railway's competence trains on April 25, prior to the restart of services. The first passengers boarded the 9.10am service from Bury to Heywood on Saturday, May 1. Railway chairman Mike Kelly said that it "marked a huge milestone for us all – as we could finally welcome back passengers for the first time this year. It feels like we can now move from the darkness into the light." LIAM BARNES

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CONTENTS: The Mid-Norfolk Railway is planning to reopen on Wednesday, June 23, followed by a Grand Reopening on June 26/27, provided the conditions of the Government's Covid-19 roadmap have been met. The Grand Reopening will feature the debut in passenger service of the refurbished maroon Mk.1 and Mk.2 coaches hauled by BR Standard 4MT 2-6-4T No. 80078 and also the first use of the former Greater Anglia Mk.3 coaches, hauled by newly-refurbished Class 47 No. 47596 *Aldeburgh Festival* in its new guise of D1933 in BR two-tone green livery. Initially, trains will leave from Dereham and run nonstop to Wymondham Abbey Halt, not stopping at intermediate stations either way, and at first, seats be available only through pre-booking at midnorfolkrailway.co.uk or by telephoning 01362 851723.

The highlight of a reduced programme of special events will be the October 2-17 visit of A3 No. 60103 *Flying Scotsman*. The first special event will be the return of the popular 1940s weekend on August 7/8, followed by the Ales by Rails festival on the August 28-30 bank holiday weekend, a diesel running weekend on September 25/26, with a special gin tasting train on the Sunday, and the Railcar Association's annual meeting on October 23/24. The season will end with the return of an improved Polar Express using the Mk.3 coaches.

No. 80078, which is nominally based at Mangapps Farm Museum, is seen departing Wymondham Abbey with a test train on April 30. KEN HAWKINS

COVER: Public services resumed on the Dartmouth Steam Railway on April 13 – and as reported on Headline News page 4, the line was crowned Outstanding Visitor Attraction at the Heritage Railway Association's 2021 annual awards on April 28. BR Standard 4MT 4-6-0 No. 75014 *Braveheart* is seen climbing Goodrington Bank while working the 2.10pm Paignton to Kingswear service on April 15. COLIN WALLACE

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Main line inspiration

In issue 278, respected professional photographer Jack Boskett treated us with an 'alternative angle', focussing on a host of attributes which combine the subject of railways with photography, to encapsulate a story within the scene. This time he enlightens us with stories of main line excursions he has photographed in recent years across the United Kingdom, along with hints and tips on how to photograph them.



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The Lady of Severn Valley Legend

New-build GWR Saint 4-6-0 No. 2999 *Lady of Legend* added Edwardian star quality to the Severn Valley's eagerly-awaited Spring Steam Up, which, blessed with bright sunshine, provided the ultimate curtain-raiser for the sector's post-lockdown new season, reports John Titlow.



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Coffee Pot – still steaming at 150 years old...

2021 marks the 150th birthday of one of Beamish Museum's Victorian industrial steam locomotives – 'Coffee Pot' No.1 – now one of the oldest working railway locomotives in the world, writes Paul Jarman, Beamish's assistant director (Design, Transport & Industry).

The story of Foremarke Hall

Forty years since the WR 'Modified Hall' was rescued from Barry scrapyard, John Cruxon explains his relationship with No. 7903 and the story behind his recently released book.



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Titfield Thunderbolt models from Rapido Trains; and Rails of Sheffield unveils its models of 'Kerosene Castle' in OO-scale.



To the Manors drawn

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With some finely retooled OO-scale models of the GWR Manor 4-6-0s under development and due on sale before the year is out, Pete Kelly looks back on these feisty locomotives, and the nine which survive to this day.

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HRA crowns Dartmouth Outstanding Visitor Attraction

By Robin Jones

A GROUND-BREAKING Herculean effort to pioneer Covid-19 measures to ensure the safety of its travelling public has earned the Dartmouth Steam Railway & River Boat Company the Heritage Railway Association's Award for Outstanding Visitor Attraction 2021.

At the heart of a mainstream holiday destination, the railway, like the rest of the heritage sector, found itself during the first lockdown groping in the dark in a bid to discover or invent new means of keeping its passengers and staff safe in unprecedented and bizarre modern-day circumstances.

With all but three of the line's staff

on furlough, managing director John Jones and his head of engineering Paul Merrington spent several weeks working against the clock to break vast amounts of new ground in readiness for the resumption of summer services.

As reported in issue 269, they made more than 200 bespoke Perspex screens and fitted them inside carriages to allow socially-distanced seating. To maintain revenue with fewer seats, trains with extra coaches had to be run – and so the railway permanently lengthened the platform at its Paignton Queen's Park terminus by 170ft.

The railway was also one of, or

maybe even the first heritage line to source a fog machine to spray a sanitising solution as part of deep cleaning all carriages.

A revised running schedule resulted in more services each day and allowed for spreading out of passengers to avoid overcrowding, or disappointed customers who could not book a place due to full trains. As a result, the railway carried more passengers at times than on the equivalent days in 2019.

A mandatory return journey time choice was introduced, again to avoid overcrowding and to allow for seating allocations. All seats were allocated.

Prior to the NHS track-and-trace being introduced, for contact tracing purposes, the line required a contact telephone number from customers when arriving at a kiosk/booking office to buy/collect tickets (i.e. the line's own track and trace). The NHS QR code posters were also prominently displayed.

New ways of controlling crowds through clearly-marked one-way systems were devised, with one-way systems in Queen's Park and Kingswear stations to ensure customers were separated as much as possible.

Ceremony

The HRA Awards recognise a wide range of achievements and distinctions across the entire heritage railway industry. Lockdown restrictions meant that this year's annual awards event went online with a simultaneous broadcast on Facebook and YouTube on the afternoon of April 28, presented by Ffestiniog & Welsh Highland Railways general manager Paul Lewin.

Despite the overwhelming impact of the pandemic, several categories saw a record number of submissions and shortlisted entrants.

John Jones said: "We are grateful to have survived one of the most challenging years any of us will have experienced in our working lives (probably the most challenging). To not only to have survived the year but then go on and win this award is very gratifying. Myself, the board, management team and all our staff are very proud of the accolade bestowed on us.

"The whole team worked so hard to ensure we could open on July 6 after the spring lockdown last year and when we look back, the sheer number of safety features and ideas generated by everyone to ensure the highest level of safety for customers and staff alike is quite staggering."

Runners-up in the category

were the Lynton & Lynmouth Cliff Railway, Didcot Railway Centre, the Seaton Tramway and the Statfold Barn Railway.

It was the second year in a row that the Dartmouth Steam Railway landed a major HRA award. Last February, it collected the first-ever HRA Award for Special Events, for its second Train of Lights illuminated festive services, a seasonal format that has since been followed by several other heritage lines.

The new award for Most Innovative Fundraising Idea (reflecting the extraordinary circumstances of the pandemic, and its impact on the sector) saw the Seaton Tramway's Tramathon Live 2020 emerge as the winner.

On June 11, the tramway went live on Facebook for a 24-hour continuous tram trip between Seaton and Colyton stations. Starting at noon, a team of volunteers shared shifts and streamed the entire trip live online. It followed a week of live videos including a behind-the-scenes tour of the tramway, highlighting new projects accessible on reopening and a live driver's eye experience, which could all be enjoyed by viewers safely at home. The event raised more than £30,000 through donations.

Chief executive Jenny Nunn said: "Tramathon has proved a novel and ingenious way to reach new audiences whilst stuck at home during lockdown and we very much look forward to the next one starting June 5."

Runners-up were the Talyllyn Railway's Virtual Visit Appeal, the Mid-Hants Railway and Bahamas Locomotive Society's autumn gala, and the Bluebell Railway's Steam Returns to Bluebell Railway film.

There was a hat-trick of successes for Devon venues, with the Lynton & Lynmouth Cliff Railway winning the HRA Annual Award (Large Groups) for its Top Wheel installation. It was the first time that a funicular railway has won the award.

On January 13, 2020 a new three-tonne top wheel encasement system slotted into place. It retains the historic original wheel but upgraded the Victorian base plate which has been at the railway since it opened in 1888.

While no safety concern was raised, the railway considered that the safety of the original Victorian design could be improved and would also facilitate easier on-going routine maintenance. The new design enables a self-greasing mechanism, improved wheel encasement and a rope management



Above: Peter Best's USATC S160 No. 2253 Omaha, representative of a class that ran on the line during preparations for D-Day in 1944, heads a Dartmouth Steam Railway service past Goodrington on April 29.

CHRIS SLACK PHOTOGRAPHY/DSRRC

Left: Arch enemy of any virus or bacteria: the £800 fog machine used to disinfect carriages at Paignton. DSRRC





Installing the new Top Wheel installation on the Lynton & Lynmouth Cliff Railway. LLCR



Left: Welshpool & Llanfair Light Railway award-winning young volunteer Oliver Edwards. WLLR



A class new to the heritage sector steams again after 80 years: the Ffestiniog & Welsh Highland Railway's large England 0-4-0STT No. 5 Welsh Pony. FF&WHR

system to make future maintenance easier. Completed on time and ahead of the new season, the new wheel was encapsulated under a Perspex cover, replacing the previous metal cover and enables visitors to see more of the working elements of the railway.

Runners-up were the Isle of Wight Steam Railway platform teams, the Swanage Railway's social media team, and the Dartmouth Steam Railway & Riverboat Company.

The HRA Annual Awards (Small Groups) went to the Downs Light Railway Trust for its achievements with youth engagement. The world's oldest private miniature railway opened in 1925 in the grounds of The Downs Malvern, a private school in Colwall, Worcestershire, and is a rare surviving example of a 9¹/₂in gauge line.

Training

The award recognised the work trustees, staff, and volunteers do in advancing education in railways and engineering to young people, promoting the railway industry, and collaborating with neighbouring heritage lines, including the Perrygrove Railway.

During the past year, trustees obtained planning consent to build two new youth education buildings and to revise the central railway terminus. Also, an exclusive

range of fire-retardant coveralls for young children from the age of seven to safely engage in railway activities was established with a UK clothing manufacturer.

A Young Trustees Scheme to introduce young people to the management side of railways and general charitable involvement has also been developed.

Runners-up were the Southern Electric Traction Group CIC, for 4VEP No 3417; the Hull and Barnsley Railway Stock Fund, for its move to Hull College; Tarka Valley Railway CIO for Steaming Ahead; the Bahamas Locomotive Society for Steve Allsop's 50 years' service; East Somerset Railway for its Cranmore platform, museum and outreach project; and the Great Central Railway for the Quorn Wagon and Wagon Group (sic).

The HRA John Coiley Award for an outstanding engineering project in the field of locomotive overhaul, restoration or preservation was won by the Ffestiniog & Welsh Highland Railway for its £250,000-plus restoration of 1867-built large England locomotive *Welsh Pony*, its first steaming and re-entry into traffic after 80 years adding a new dimension not only to the line but to the sector as a whole.

As reported in issue 269, *Welsh*

Pony's first run was seen by 76,000 viewers worldwide via Facebook on June 27. It was officially renamed at the October 9-11 Bygones Weekend. Two members of the first-ever Ffestiniog Railway working party in 1954 carried out the ceremony. On the day, the crew was the youngest driver and fireman currently on the line – symbolising and handing over between generations not just of the locomotive but of the Ffestiniog spirit.

The Lincolnshire Coast Light Railway's 'Skeggy Simplex' and the Tanfield Railway's 1904 Barclay *Horden* (News, page 28) were runners-up.

The Lord Faulkner Award for the Young Volunteer of the Year recognises the crucial importance of succession generations in securing the future of heritage rail, and acknowledges a distinguished contribution made by one or more young volunteers, under the age of 26.

Impact

The winner was Oliver Edwards, who has been involved with the Welshpool & Llanfair Light Railway since May 2019. A trustee since November that year, with oversight for visitor experience – marketing and product/experiences, during the pandemic he generated engagement in the railway through over 350 social media posts since March

2020, with an audience increase of 25%.

Oliver, aged 21, managed two appeals, Tracks to Recovery and for the overhaul of Beyer Peacock 0-6-0T No.1 *The Earl*, raising more than £140,000 in approximately 150 days. He also managed the railway's marketing and promotion last summer and autumn 2020, including the relaunch of services, with more than 70% of passengers compared to 2019, despite no events and much-reduced capacity.

He wrote a book on the line in 2020 which has been Mainline and Maritime's second best seller and has generated over £2000 for the railway so far, and also managed an online auction which raised more than £4000.

Oliver also contributes to strategic discussions and planning at board level and chaired the panel for the new general manager at first stage interviews last November.

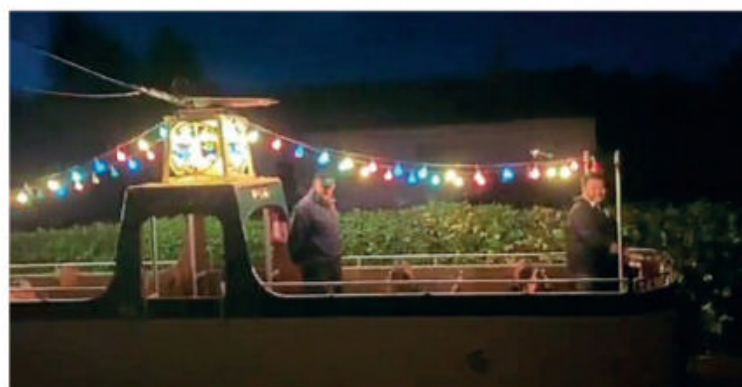
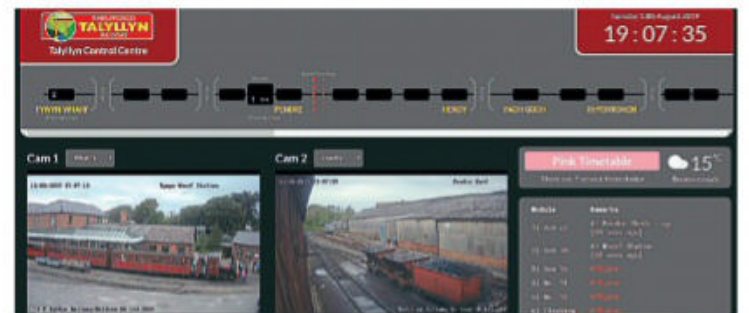
Runners-up were the Severn Valley Railway's Tom Mills and Michael Abbott from the Somerset & Dorset Railway Heritage Trust.

The Morgan Award for Preservation was won by the Mid-Suffolk Light Railway for its Shredded Wheat Company 1934-built Fowler 40hp. Built to special order for the factory in Welwyn Garden City, it was used for



Staff and pupils at the Downs Light Railway celebrated the 80th birthday of 4-4-2 George in 2019. DLR

Right: This year the Tallyllyn Railway celebrates its 70th anniversary as the world's oldest volunteer-run heritage line, and yet it has just won a major award for making the best use of modern Webcam technology in its Control Centre. TR



Left: Based on a Blackpool Open Boat tram, but a long way from that resort's famous illuminations, Seaton Tramway No. 4 is seen late at night at Colyton during the award-winning June 11/12 24-hour Tramathon Live 2020. ST

40 years to shunt grain trucks to and from the exchange sidings at Welwyn. The factory closed in 1974 and the Fowler passed into private ownership at Knebworth House, and was later acquired by the Fleggborough collection in Norfolk, still as a static exhibit.

Bought in 2004 for £600 in a very dilapidated state by current owner Tony Goff, in November 2018 it was delivered to the Norfolk works of brothers Neal and Nigel Davis, both members and volunteers at the 'Middy' who restored the rusting hulk to running order in just six months. Fitted with vacuum braking equipment, it can now be rostered on passenger duties.

Runners-up were the Midland & Great Northern Joint Railway Society for the restoration of GNR/M&GN Third No. 129, Great Central Railway (Quorn Wagon & Wagon) for its restoration of three containers and the Railway Preservation Society of Ireland for its Guinness Grain Van No. 504.

The Mid-Hants Railway's Watercress Line film unit won the Award for External Communications.

The second new award this year was for Diesel Locomotion, won by the Severn Valley Railway-based Class 50 Alliance, for 30 years of Class 50 preservation excellence.

The overhaul, restoration, preservation and operational work of this volunteer-only group has enabled many memorable events, including more than 85 main line railtours and the line's SVR Class 50 Golden Jubilee Gala in 2015, attracting nearly 4000 visitors. Members were heavily involved in the design and project management of the SVR's award-winning diesel depot which opened in 2016.

Achievements

Jonathan Dunster, chairman of the SVR diesels committee, said: "The Class 50 Alliance are a remarkable team who have continued to achieve amazing things over the last three decades and uniquely for a group of volunteers have restored four locomotives to main line condition – something which is without equal in the UK heritage railway movement, either for steam or diesel." See also News, page 28.

The runners-up were the Mid-Suffolk Light Railway for the Shredded Wheat Fowler and the Lincolnshire Coast Light Railway for its 'Skeggy Simplex.'

The Mid-Hants Railway's Watercress Line film unit won the Award for External Communications.

A project was designed to show that, while the railway was closed due to lockdown, it could continue the mission to educate and entertain the public, encourage visitors again when possible, and invite donations to Covid-related fundraising efforts.

A series of videos for the line's social media channels was devised and run by volunteers Will Stratford and edited and created in his flat.



The Class 50 Alliance's No. 50049 Defiance on the jacks inside Kidderminster diesel depot. C50A



The award-winning Watercress Line film unit in action during a visit to the Somerset & Dorset Heritage Trust's Midsomer Norton South station. MHR

The project was designed to show that, while the railway was closed due to lockdown, it could continue its mission to educate and entertain the public, encourage visitors again when possible, and invite donations to Covid-19 related fundraising efforts.

To date, more than 35 videos have been produced, covering a variety of topics from the history of the line and its locomotives, to 'virtual visits' where viewers watch a guided tour along the railway.

Runners-up were the Didcot Railway Centre, for its marketing communications, the Swanage Railway's 'Save Our Service' film-makers, the Ffestiniog & Welsh Highland Railway's media and communications department and the Ravenglass and Eskdale Railway Preservation Society's 60-year celebration book *It's Still a Lot of Fun!*

In the Internal Communications category, the award was taken by the Tallylyn Railway, for its Control Centre public online subscription service launched in February 2020.

It was designed to give 'armchair' supporters – who pay just £5 a year – greater access to the railway and tap into the very popular existing webcam page, which enjoyed more than 365,000 unique visitors a year. It was commissioned by general manager Stuart Williams, who engaged with volunteer Peter Richards, who runs his own software company.

The portal gives subscribers access to extra webcams that the public do not see, but also the ability to

view the live position of trains along the railway. Each passenger train is fitted with a GPS tracker rigged up to the batteries in the guards van. The position is then shown on a diagram every 30 seconds.

The Control Centre runs alongside the internal Tallylyn Management System, which gives operating staff extra information like speed and direction along with accurate positioning of the train which would be useful in an emergency.

Webcam usage has grown by 31% since the line reopened in August.

The runners-up were the Midland & Great Northern Joint Railway Society, for its summer/autumn issue of its magazine *Joint Line*, the Great Western Society for the *Great Western Echo* magazine, the Bluebell Railway for the *Bluebell Times* and the Welshpool & Llanfair Light Railway for *The Earl*, its communication to working members.

Awards

As reported in issue 275, the *Heritage Railway* magazine Interpretation Award went to the Narrow Gauge Railway Museum at Tywyn Wharf on the Tallylyn Railway for seven decades of excellence in showcasing the rich variety of narrow gauge railway heritage.

Also sponsored by our publisher Mortons Media Group Ltd, *The Railway Magazine* Lifetime Achievement Award went to Ian Smith, a volunteer at the Middleton Railway for 50 years, who served as its chairman for six years and is now its vice-president and publicity officer.



North Yorkshire Moors Railway-based Cockerill tram engine Lucie is earmarked for a homecoming visit to Brussels in 2022. NYMR



The superbly-restored Shredded Wheat Company Fowler diesel at the Mid-Suffolk Light Railway. MSLR

The *Rail Express* Modern Traction Award was taken by the engineering team at Island Line, Isle of Wight, for its maintenance and operation of the London Underground 1938 stock Class 483 units, three of which are being preserved.

North Yorkshire Moors Railway-based 1890-built Cockerill 0-4-0VBT tram engine *Lucie*, restored by the line's head of traction and rolling stock Paul Middleton, who bought it in 2017, his family and volunteers, came top in *Steam Railway* magazine's annual readers' poll.

Lucie, supplied new to the Tramway of East Brussels, has been invited to back to that city for the first time since 1897 to take part in the 40th anniversary of the Musée du Transport Urbain Bruxellois in 2022. After its stint on the Brussels tramway, *Lucie* worked for a zinc mine and sugar factory. It was restored by Dorothea Restorations in 1988 and ran at Peak Rail, before moving to the Middleton Railway in 1995.

HRA chief executive Steve Oates said: "There was a point where we weren't sure we could have an awards event for 2021. Then there was a point when we wondered whether members, rightly so preoccupied with lockdown issues, would have any enthusiasm for participating.

"I'm happy to say we were delighted by the huge positive response we saw, with record numbers of entries in several categories."

Featuring recorded interviews and location footage, the on-line show drew a record audience for an HRA awards event. **HR**

Rail Minister backs Weardale reopening plans

By Robin Jones

RAIL Minister Chris Heaton-Harris has backed plans to run passenger services between Darlington and the Weardale Railway, saying that they have "massive potential."

Under the Government's Restoring Your Railway feasibility study fund scheme announced by Transport Secretary Grant Shapps on January 28 last year, North West Durham MP Richard Holden launched a campaign to reopen the Weardale line to regular services, with a link to Crook (line closed in the 1960s) via Howden-le-Wear and enhanced walking and cycling routes.

The Weardale Railway Preservation Society was formed in 1993 to take over the line after freight services ended. In January 2018, the Weardale Railway, at 19 miles one of Britain's longest heritage lines, was one of two offered for sale by British American Railway Services (BARS), the other being the Dartmoor Railway. BARS was a subsidiary of Chicago-based Iowa Pacific Holdings, which went into receivership the year before.

Reawakening

The controlling 75% interest in the Weardale Railway was subsequently bought out of administration by The Auckland Project, a regeneration charity which aims to make Bishop Auckland a major visitor draw, boosting the local economy and job prospects.

The railway remained closed last year. On September 16, the council's cabinet voted to support plans to transform the 18-mile heritage line into a major visitor attraction, as part of the local authority's commitment to regenerating the economy, as highlighted in issue 276.

By providing vital match-funding, the local authority will enable Weardale Railway Limited, a newly-established subsidiary of The Auckland Project, to carry out essential infrastructure works needed to reopen and expand the line.

Meeting

In April, Mr Holden hosted Mr Heaton-Harris at the Weardale Railway's Wolsingham station. They were joined by The Auckland Project chief executive David Madden and Conservative councillor candidates Steve Cowie and Will Wearmouth.

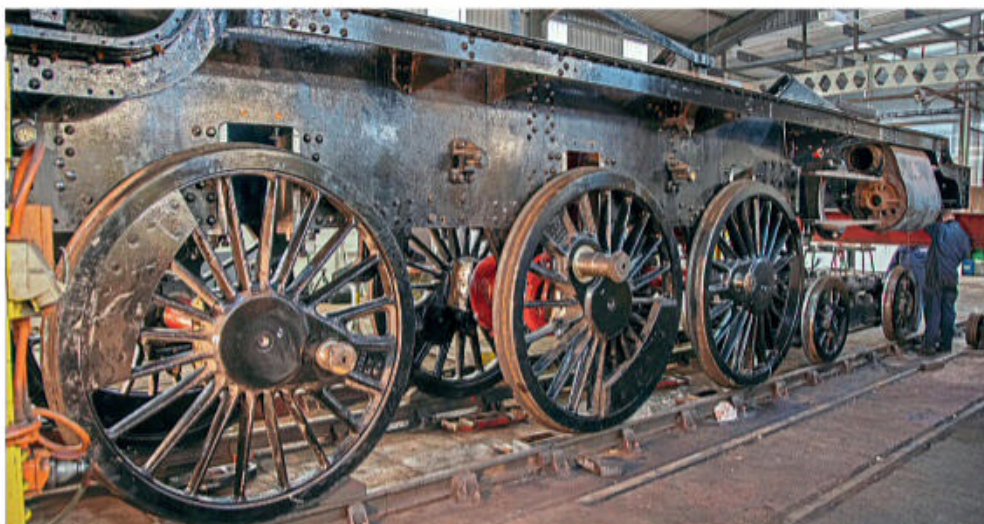
Mr Heaton-Harris said: "You have an existing rail line, and existing track. Wolsingham station is actually really high quality: it's up to modern standards.

"The proposals are currently being assessed by officials. This one has massive potential."

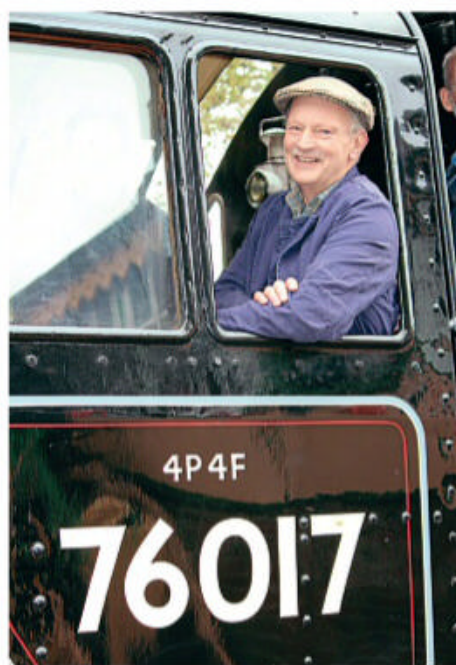
Mr Holden said: "Chris is really supportive of the campaigns I am working on and I was delighted to be able to show him the Wolsingham station and the closed Weardale Line.

"My campaign to reopen the Weardale line is part of my broader work on improving transport in North West Durham. I want to see communities benefit from better bus links, better rail links and improvements to our roads, and proper and improved cycling and walking routes.

"I want to thank Chris for visiting North West Durham and I look forward to continuing to work with him and the Department for Transport on the work I am doing. I am going to continue to push my parliamentary and ministerial colleagues on this issue."



Severn Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* was rewheeled in Bridgnorth shed on April 21. After previously positioning the frame and wheels, work commenced at 8.30am and was completed by 10.30am. The frame was placed at a slight angle, enabling one set of drivers to be aligned at a time, and workers were involved rolling the wheels into position. It is the first time since 2015 that *Hagley Hall* has become a rolling chassis. The bogies were positioned under the locomotive but removed as there was not enough clearance for it to be lowered, but they are easily fitted at a later date using the wheel drop. It is hoped that *Hagley Hall* will return in 2022. JOHN TITLOW



John Gibbons in the cab of BR Standard 4MT 2-6-0 No. 76017 on the Mid-Hants Railway. WSR



Bob Meanley (left) on the footplate of GWR pannier No. 6430. TOM GULLIFORD/WSR

Bob Meanley back on the West Somerset board

BOB Meanley has rejoined the board of the West Somerset Railway (WSR) as director of mechanical engineering.

The Board of the West Somerset Railway is delighted to announce two new appointments, with immediate effect.

One of the foremost locomotive engineers of the heritage era, for nearly 25 years Bob was the chief engineer of Tyseley Locomotive Works, overseeing the restoration and operation of much of the Vintage Trains fleet including Castle 4-6-0s No. 5043 *Earl of Mount Edgcumbe* and No. 7029 *Clun Castle*.

He was responsible for managing the restoration of many other mainline steam engines and for the restreamlining of LMS Princess Coronation Pacific No. 6229 *Duchess of Hamilton* for the National Railway Museum. He also oversaw the operation of the Vintage Trains operation for nearly 20 years.

He jointly won the *The Railway Magazine* Preservationist of the Year Award 2020 at the Heritage Railway Association annual awards last February.

Bob was previously a member of the WSR board, but stood down for personal and family reasons in mid 2020. Now he is back, he will be monitoring all aspects of mechanical engineering and will be supporting

the mechanical engineering team in developing the locomotive fleet, and the mechanical engineering facilities.

A second appointment is John Gibbins as civil engineering adviser to the board, with a view to joining as director in the near future.

John is a chartered civil engineer and his 45-year career included a period in project management with London Underground. He has worked as a volunteer in the West Somerset locomotive department for the last 20 years and is now a driver and passed fireman.

Prior to joining the WSR, he worked as a driver for 15 years on the Mid-Hants Railway, where he also managed the development of the Ropley yard and became a director of the Mid-Hants plc operating company for nearly four years. John also had a significant role undertaking bridge inspections of all the brick arch bridges.

WSR plc chairman Jonathan Jones-Pratt said: "With the addition of Bob Meanley and John Gibbins to the board, we take a major step towards completing the key skills and experience which are essential for the board of a heritage railway. Bob and John are well known to many around the railway and their highly experienced advice and guidance will be of great value."



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Masked Tom Cruise dashes past Levisham signalbox. ANGIE CHILDS
Inset: Tom Cruise. GAGE SKIDMORE/CREATIVE COMMONS



The disused Derbyshire quarry where this partial bridge has been built to film a steam train crash. PA

Moorsline makes a Tom Cruise Mission: Possible

By Robin Jones

THE North Yorkshire Moors Railway is set for big-screen stardom after actor Tom Cruise arrived by helicopter in late April to film scenes for his delayed *Mission: Impossible 7* blockbuster.

The release of the big-budget movie, which will see the 58-year-old actor reprise his role as spy Ethan Hunt, has been delayed from November until May 2022 due to the pandemic disrupting the production and international schedules.

Filming was scheduled to begin in Italy in February 2020 but was halted as cases rose in that country. It restarted at locations including Warner Bros Studios Leavesden in Hertfordshire, and as reported in issue 272, at the Great Central Railway. There, a mystery black-liveried 'Foreign' Class 7 4-6-2 was spotted from the public overbridge by Loughborough shed.

The locomotive – a cleverly-built prop – was later taken to Norway to film scenes using continental carriages, and had been earmarked for a final trip to Poland, where a 1909-built bridge was to be blown up as part of an action sequence, until that country's government

slapped a preservation order on the structure following protests from conservationists.

Filming then shifted to Italy, only to stall again after 12 crew members tested positive for Covid-19.

Levisham became the next destination for the locomotive, which carries the name *Le General Rive-Reine*, apparently a reference to the 1964 Second World War film *The Train* which includes a train crash at a town named Rive-Reine.

Locals saw a large production team setting up a sequence which appeared to involve the use of the locomotive and carriage near Levisham station.

Star

Cruise arrived wearing a face mask and waved to local fans who had turned out to watch the filming once rumours spread. During filming, he was spotted clinging to the side of the locomotive train in a blue suit and running along the top of the train with co star Hayley Atwell, 39, as it travelled through the moors.

It was reported that at one stage, he rushed to help a cameraman on top of the moving train.

Although the cameraman was wearing a harness, Cruise grabbed

hold of him to stop him from falling further down the carriage and pulled him up so he could find his balance on a steel ledge.

Production crew members were also stationed on a moving platform that was attached to a facade of the front of a carriage, and a helicopter was also seen flying high above them, filming on a camera mounted onto the front of the cockpit.

An NYMR spokesman said it was unable to comment for contractual reasons. However, the film's director Christopher McQuarrie later posted "sincerest thanks" to the NYMR, the Office of Rail and Road and GB Railfreight and "the incredibly lovely and welcoming people of Levisham."

He said: "We had an amazing week (and remarkably fair weather) in fabulous Yorkshire."

Afterwards, the locomotive prop looked set to make its final journey not in Poland but at the disused Darlton Quarry in Stoney Middleton, Derbyshire. The Peak District National Park Authority has granted Jupiter Spring Productions Ltd's planning application to use the site for filming. and a temporary 400-yard standard gauge line has

been laid – leading to the edge of the quarry and a 130-yard partial bridge structure, which has been specially built for the film.

It is intended that the locomotive and its train will run off the bridge and plunge it a water-filled tank excavated in the quarry below.

Activity

The planning application said: "On the two shoot days, there will be noisy activities taking place – the sound of a train coming off the quarry face and some controlled explosions. These will be during the day and will all be of short duration."

Up to 250 production crew members are set to be involved, with filming set to end by May 21.

As we closed for press, speculation was mounting that the NYMR is to be used to film a second Hollywood blockbuster, *Indiana Jones*, in early June. The NYMR declined to comment.

The ultimate film set prop? The mystery locomotives propelled along the North Yorkshire Moors Railway by two GB Railfreight Class 66 diesels at the rear of its continental train. TOM HOUSEMAN



Josh, 8, rides to the aid of crisis-hit Llangollen

EXCLUSIVE

by Robin Jones

EIGHT-YEAR-OLD enthusiast Josh Davies has joined the battle to save the Llangollen Railway – by raising nearly £500 by cycling, walking and running 60 miles over his Easter holiday.

Josh, the son of former National Railway Museum head Steve Davies, now chairman of The A1 Steam Locomotive Trust, has been an avid steam fan since he was very young, inheriting his interest from his grandfather.

Josh has a substantial Hornby and wooden railway which has gradually taken over his bedroom, his family's spare room and a part of a hallway during lockdown, and is now determined to help rescue a full-size line.

Proud dad Steve said: "He is an avid subscriber of *Heritage Railway* and read about the difficulties of the Llangollen in the magazine and asked what he could do to help.

Enthusiasm

"Whenever he visits his grandparents in Aberdovey, we include a trip to the Talyllyn, the Fairbourne or the Ffestiniog and he is understandably very keen to visit the Llangollen as and when it reopens. We discovered the Vintage Trains operation at Tyseley through your magazine so have become shareholders in that venture and were able to go up and visit before the pandemic. He was on the first train running at the Gloucestershire Warwickshire line when it reopened and his next target is the Swindon & Cricklade Railway now that it is back running too."

As reported in issue 278, Llangollen Railway plc appointed administrators Cowgill Holloway Business Recovery LLP on March 26, after declaring itself insolvent to the extent of £350,000 – including £250,000 of contractual liabilities from the engineering works – and cannot legally continue to trade.

However, on April 28, the Llangollen Railway Trust – which as an independent body is outside the administration, announced that it has bought some of the railway's assets along with the right to use the line, in a deal with the administrators.

A trust statement said: "This was the first key step towards recovery and thoughts now turn fully to the task of preparing for reopening as we continue on our journey to protect and preserve this beautiful part of our heritage. Meanwhile, talks have been initiated with the Welsh Government, Business Wales, Denbighshire County Council and the National Lottery Heritage Fund, all of which have been positive.

"The Safety Management System will have to be rewritten to some degree and fresh approval sought from the Office of Rail & Road. Liz Parkes of the North Yorkshire Moors Railway has been helping us in this regard and we are very appreciative of her support.

"Looking ahead to the preparation for the reopening phase, £100,000 approximately is needed to cover necessary overheads, for which we hope to attract at least some grant funding. It remains too soon to speculate when reopening might be, but we are targeting the end of July or early August currently."

However, no bid for the entire assets of the plc was accepted by the administrators, and so they were listed for an online auction to be held on May 12.

For auction with an opening bid price of £12,000 each were BR Mk.1s SK E18421, CK No. 18421, BSK E34537, TSOs M4503, M4643, M4947, W4702, E4472 and M4858, and BREL Mk.3A No. M34584. However, Restaurant Miniature Buffet No. W1864 was sold to the Spa Valley Railway in advance of the auction and reportedly left Llangollen on May 4. The catalogue also listed former ICI English Electric 0-6-0DE shunter *Davy* (which runs but is said to lose coolant), the Road



Josh Davies, who has been raising hundreds of pounds to help save the Llangollen Railway, is seen with GWR 2-8-0T No. 4270 at Cheltenham Racecourse station on April 13, when the Gloucestershire Warwickshire Railway ran its first post-lockdown public trains. STEVE DAVIES

"We discovered the Vintage Trains operation at Tyseley through your magazine so have become shareholders in that venture and were able to go up and visit before the pandemic."

Rail Vehicle used at Corwen station, two rail-mounted cranes, various wagons, four road vans and machine tools from the engineering and carriage workshops.

Reaction

The trust statement said: "We have been very encouraged and gratified by all the support received in our fundraising efforts and thank everyone who has contributed. Including promises, funds raised to date are approximately £85,000. This should enable us to submit a competitive bid in the auction on May 12 for key items, such as at least one carriage with accessible adaptation, the road railer, telehandler and 12-ton crane."

Clwyd South MP Simon Baynes was given an update on the crisis during a visit to the line, and said: "I fully back the efforts of the Llangollen Railway Trust team to refocus the trust as an outward-looking organisation centred on delivery of a high-quality visitor experience, and I fully support their fundraising efforts to secure the long-term future of our

much-loved Llangollen Railway."

Meanwhile, work has continued on the line's new Corwen terminus despite the crisis. The signalbox steps and balcony are now complete; all the boarded-up windows of the signalbox have been replaced with newly-repaired glazed sliders; a block floor has been added to the basement; woodwork has now been completed; the stairs have been painted in GWR brown; and the electric light and power installation has been completed.

Work has started on laying the first row of blue engineering bricks for the platform waiting room. Meanwhile, the trust is planning to send Josh a pack of travel vouchers as a 'thank you' for his sterling efforts.

→ Anyone wishing to join Josh and others in supporting the railway are invited to visit llangollenrailway.enthuse.com and click the Donate button, or its Facebook page. Alternatively, cheques payable to Llangollen Railway Trust Ltd may be sent to The Station, Abbey Road, Llangollen LL20 8SN. For taxpayers, the railway can apply for 25% Gift Aid.

New-build LMS Patriot driving wheel to be scrapped due to cracking

ONE of the driving wheels for new-build Patriot No. 5551 *The Unknown Warrior* will have to be scrapped because of cracking.

The Fowler 5XP's centre and trailing driving wheels had to be removed from their axles at Riley & Son (E) Ltd of Heywood, to rectify previous welding work for which the necessary certification paperwork could not be found – but 'a significant crack' was then detected

in one of the trailing wheels.

Despite efforts to repair it, the LMS-Patriot Project stated: "The cracking was found to be more serious and extensive than anticipated." All the other driving wheels are also to be tested as a precaution, to check for any similar cracking.

How much a replacement wheel will cost and how it will be funded is not yet confirmed. Project chairman

Colin Hall said: "Because we need to inspect the other wheels, that could fundamentally affect the cost of the whole thing – so we're not yet at the stage where we're getting quotes, or deciding what we need to do on top of our normal fundraising processes."

"The cause of the cracking is not yet known," he added, "but it is not believed to stem from the process of pressing the wheels off the axles."

A replacement axle has been ordered for the trailing wheelset (the original having had to be cut through because the left-hand wheel proved impossible to remove) but because of the pandemic affecting the supply chain, the material cannot be delivered from South Africa until the autumn of 2022. The LMS-Patriot Project is seeking alternative suppliers.



1: Alan (second left) meets workmen laying the brick paving around the Leighton Buzzard Railway's Page's Park station on October 20, 2016. BILL PARKER

2: Alan in the cab of GWR 0-6-0PT No. 6435 on the Bodmin & Wenford Railway on September 5, 2015. JIMMY JAMES

Fond farewell to Alan Moore, preservation's philanthropist

GENEROUS TO A FAULT, MODEST BEYOND BELIEF

Obituary by Bill Parker

ALAN Moore, who died on April 22 aged 84, did more for railway preservation in Britain than anyone. A lifelong railway enthusiast, he devoted much of the resources earned by his banking career to helping heritage railways, very often behind the scenes and never for his own aggrandisement.

I first met him in 2000 when he funded the purchase of GWR pannier No. 4612 for the Bodmin & Wenford Railway (BWR), and later sat next to him at a dinner in Bodmin celebrating its successful arrival. Half-joking, I said he should follow this up by getting LSWR Beattie Well Tank No. 30587 out of captivity in the South Devon Railway's goods shed museum at Buckfastleigh, and he replied very enthusiastically.

Shortly afterwards we were sitting in front of a doubtful Andrew Scott, head of the National Railway Museum in York. He pointed out how its privately-sponsored projects had often fallen through, such as the funding promised for LNWR Super D 0-8-0 No. 49395 that took years to materialise.

Alan, whom I had introduced as the deputy chairman of Lloyds Bank, patiently explained that his budget for railway preservation that year

was about £200,000; the dividends from his Lloyds Bank shares. Andrew was convinced, the Beattie came to the Flour Mill workshop at Bream in the Forest of Dean, and for 20 years our partnership flourished and friendship grew.

Legacy

Not only did Alan pay for the Beattie's overhaul, but soon afterwards that of another NRM engine, LSWR T9 4-4-0 No. 30120. When Tyseley Locomotive Works was unable to deliver the boiler of GWR 4-4-0 *City of Truro* in time for the 2004 centenary of the 100mph run, Alan stepped in and donated £60,000 for the Flour Mill to do it.

When the Science Museum decided to commission an accurate working replica of Stephenson's *Rocket*, with a copper inner and outer firebox and the correct tube sizes, Alan paid £50,000 for that boiler too!

Alan was also the first donor to contribute to the purchase of *Flying Scotsman* for the nation. Andrew Scott thought he would need £250,000 from the public, so I borrowed his telephone to call Alan – who offered £60,000 on the spot! By my reckoning, that's approaching £500,000 spent on NRM engines.

This generosity was typical of the man who asked for nothing in return,

other than to see the money spent wisely and effectively. A traditional banker, he used his expertise to seek out good projects to fund, initially for the railway he first loved, the BWR, but later throughout England and Wales.

We can thank the Russians for this. The Cold War led in 1951 to the establishment of the Joint Services School for Linguists at the Walker Lines estate in Bodmin, which had been built for US troops preparing for D-Day. For his National Service, Alan was sent there to study Russian intensively, along with others including the authors Alan Bennett and Dennis Potter, and a future governor of the Bank of England, Eddie George.

As a boy Alan played with O-gauge Hornby clockwork, and at school in Berkhamsted he sat near the windows overlooking the LMS main line. He found the Beattie Well Tanks at Bodmin North station, and Small Prairies and panniers at Bodmin General. Decades later he was to bring them back!

He began his banking career in the conventional manner, impressing his superiors. Eventually he was recruited to go to Arabia to set up what became the financial services industry in Bahrain, for which he was made a CBE.

This must have been hard on his family, who remained in Britain. His daughter remembers how family holidays always seemed to involve a railway somewhere!

Returning to join Lloyds Bank, his quiet intelligence and wise counsel led him to become deputy chief executive at a time when the bank was growing successfully. By the time we met in 2000, he was deputy chairman of Lloyds TSB. I cannot imagine the subsequent banking scandals taking place on his watch.

The BWR rekindled Alan's interest in the railways around Bodmin, and the railway is a memorial to him – the engine shed, the workshop, the staff facilities, the carriage shed, then the locomotives...but it only started

there. Realising how the heritage movement was full of enthusiasm but lacked funding, he targeted worthwhile projects to support – both lending money when urgent funding was needed to fend off a supermarket or repair a viaduct and giving it to make things happen, to the NRM or literally dozens of railways. He liked match funding; standing behind so many projects, but always keeping quiet about them... and he asked for nothing in return.

Expertise

What is remarkable is the breadth of his generosity, not just to the BWR and the NRM. He lent his expertise to railways like the Swanage and the North Norfolk, and he funded a National Transport Trust award.

Of course he helped his local railway, the Leighton Buzzard Railway. His pleasure at seeing its new Page's Park station, largely funded by him, gradually unfold was clear. A good and viable proposal, carried out on time and to budget – a banker's dream!

Alan and his wife Margaret lived for decades in a relatively modest house backing onto the Grand Union Canal at Leighton Buzzard. The only luxury was a large railway room built over the garage which housed a splendid collection of models and a large layout, along with the mementos of his generosity.

Just before the first lockdown in 2020, I photographed him among his treasures, which gave him pleasure to the end. Alan's wife predeceased him, and he is survived by his son, daughter and granddaughter.

He gave us millions of pounds and helped thousands dream – let's ensure it was worthwhile. Alan was an inspiration to me, and hopefully to us all.

A BWR spokesman said: "Always the unassuming gentleman, he will be missed by fellow enthusiasts from around the country. We extend our condolences to his family."



Alan Moore in his element: the railway room at his Leighton Buzzard home on February 28, 2020. BILL PARKER



Bonnie Dundee is now on the roster at the Cleethorpes Coast Light Railway. CCLR

Bonnie Dundee back in action at the seaside!

By Gareth Evans

A POPULAR 15in gauge locomotive has returned to steam at the Cleethorpes Coast Light Railway (CCLR) after being out of action for 16 years.

Bonnie Dundee, on long-term loan from the Ravenglass & Eskdale Railway Co.Ltd (RER), was built by Kerr Stuart in 1901 to operate at Dundee Gasworks.

Originally 2ft gauge, the locomotive was saved by preservationist Ian Fraser in the 1960s. After moving to the RER, it was rebuilt to 15in gauge and spent many years operating at Ravenglass before being taken out of use due to requiring extensive repairs.

In 2016, negotiations commenced between the CCLR and RER. It was agreed that in return for a long-term loan, the CCLR would fully fund the

0-4-2's extensive overhaul. In addition to a full mechanical refurbishment, the work by John Fowler Engineering of Bouth has included a new smokebox and the reinstatement of the original Stephenson valve gear in place of the reversed Southern type.

Suitability

The CCLR's John Kerr said: "It was the perfect opportunity for all parties. *Bonnie Dundee* will suit our line extremely well and will delight our passengers for many years to come.

"It's wonderful to have *Bonnie Dundee* with us and we cannot wait to have it pulling trains this summer and beyond."

Stuart Ross, of the RER, added: "It is really splendid to see *Bonnie Dundee* back in operation – it's a

popular locomotive and has a strong following. The partnership with Cleethorpes will mean the locomotive will fly the Ravenglass flag to a new circle of people, no doubt making many new friends on the way."

Bonnie Dundee is due to be used on selected days throughout the summer. Other locomotives on the CCLR roster include Sandy River 2-6-2 No. 24, which is in its last year before 10-year overhaul, ex-Fairbourne Railway 0-6-0 diesel *Rachel*, and LNER O4 2-8-0 No. 6284.

After a spell on loan from the Longleat Railway, steam outline 0-8-2DH *Ceawlin* has now been bought by the CCLR. Now known as No. 5, plans are afoot to rename the locomotive. CCLR services are operating daily.

LNWR Coal Tank due back

LNWR Coal Tank No. 1054 remains on target to return to action by the autumn.

Currently under overhaul by the Bahamas Locomotive Society at the Keighley & Worth Valley Railway, the 0-6-2T's boiler has passed its out of frames test and will shortly be returned to the frames, followed by another test.

As the sole operational LNWR locomotive, No. 1054 is set to play a pivotal role in next year's commemorations to mark the centenary of the merger of the Lancashire & Yorkshire and the London & North Western Railways.

Several ideas are under discussion, involving main line and heritage sectors alike.



Late Island Line upgrade unlikely to include steam railway link for now

By Phil Marsh

THE Isle of Wight Steam Railway (IOWSR) has had the latest in a decade of false dawns regarding its declared long-term strategic plan to reach Ryde St Johns.

The most recent opportunity to achieve that aim was linked with the 8½-mile electrified Island Line's major three-month upgrade project that commenced in January which brought the withdrawal of the 1938 tube stock, three sets of which are to be preserved.

One proposal made was that the two lines would be physically connected at Smallbrook Junction for stock transfers and engineering trains associated with the electrified line upgrade. Installation of this connection was initially pencilled in for November but, six months later, Smallbrook Junction is still not a junction and remains just an interchange.

The switch and crossing to form the connection was understood

to have been fabricated several months ago but had not, at the time of writing, been delivered to the island. Several of the Class 483 1938 tube stock carriages have left the island for scrapping and much of the trackwork has now been carried out.

However, in a presentation made on April 29 by OSL Rail, which undertook the infrastructure works, it was said that this connection will be delivered to Havenstreet for storage and may be installed when the Ryde Pier renovation project gets underway – likely to be in the next 36 months before the end of Control Period 6, the current Network Rail funding period.

A visit to all Island Line stations on April 17 and 20 revealed that the upgrade project was nowhere near completion in infrastructure terms, with only one of the new Vivarail Class 484 sets delivered so far, at Ryde depot.

It seemed unlikely that the project will be completed before



Ivatt 2-6-2T No. 41313 was on public trains on the Isle of Wight Steam Railway for the first time this year on April 20. PHIL MARSH

the already-revised opening date of mid-May, six weeks after originally envisaged. When asked if the revised opening date would be met, a spokesman for South Western Railway which operates Island Line, said: "I'm not in a position to add anything to what we've already said on the opening, however, we are hoping to be able to give firmer timescales shortly."

The opening delay could hit the IOWSR's 50th anniversary gala on June 4-6, as passengers will not be able to travel to Smallbrook on the electric train service but instead must use a dedicated bus link from Ryde Esplanade.

South Western Railway has donated Class 483 unit No.483007 to the IOWSR and it will be unveiled at this event at Havenstreet.

Amlwch revivalists sign 99-year lease on branch

By Robin Jones

A MAJOR breakthrough in plans to reopen the mothballed Amlwch branch came on April 29 when the board of directors of the revivalist group Anglesey Central Railway Ltd (ACR) signed a 99-year lease on the 17½-mile rail corridor between Gaerwen Junction on the Bangor-Holyhead line and the coastal town.

Ending six years of detailed discussions and lengthy negotiations with Network Rail Infrastructure Limited, ACR formally completed the legal due process and now has a legally mandated and contracted lease for the corridor, which has the Network Rail engineering designation of The GLA Line.

A statement from ACR said: "We wish to express our sincere appreciation and gratitude to all members of Lein Amlwch and to those members of the community of Ynys Môn who have given their unstinting support during this extended period of negotiation.

"We would also wish to place on record and acknowledge the support received from various elements of the commercial and industrial sectors

of the community and, coupled with these, the efforts of the island's political representative in the Senedd, who has been assiduous in advancing the case for the reinstatement of the operational railway."

The line was opened in stages as an independent company from 1864-67 and was sold to the LNWR in 1876. Passenger services were withdrawn under the Beeching Axe in 1964 but freight continued until 1993.

In the first issue of *Heritage Railway* in April 1999, we reported on Anglesey Council's bid to buy the branch for preservation.

A 2009 report by Sustrans Cymru concluded that the branch could be used for a dual purpose heritage railway and mixed-use path. That year, the Welsh Assembly Government asked Network Rail to conduct feasibility studies on reopening the section from Bangor to Llangefni to stimulate economic growth, with the possibility of trains being extended further to Amlwch. However, nothing has yet come of the study.

In 2012, Network Rail granted a licence to ACR so its support group, Lein Amlwch, could begin clearing



Lein Amlwch volunteers busy clearing part of the mothballed branch. LA

vegetation. Lein Amlwch also opened a small shop, cafe and heritage centre in Llanerchymedd's station building.

Another local campaign group, Lon Las Môn, proposed turning the corridor into a shared path for non-motorised vehicles including walkers, runners, cyclists and horses.

As reported last issue, Ynys Môn MP Virginia Crosbie has lodged a bid for a £50,000 feasibility study into reopening the branch under the Department for Transport's (DfT)

Restoring Your Railways Fund, after taking advice from Menter Môn, a not-for-profit company providing solutions to the challenges facing rural Wales, the Welsh Government, Transport for Wales, and Anglesey Council.

An earlier bid to the fund was not accepted and the DfT asked for more information.

The Welsh Government has committed to match-funding the £50,000 if the bid is successful.



Rebuilt Bulleid West Country light Pacific No. 34028 *Eddystone* will be back in Swanage Railway action by early summer following the completion of an extensive three-year £350,000 overhaul by its owner, Southern Locomotives Limited. On April 26, 1946-built Bournemouth veteran *Eddystone* was taken by low loader from the line's Herston engineering works to the road-rail interchange (pictured), west of Norden station, from where it was towed by rail the 5½ miles to Swanage station. It will now undergo a period of testing and running in. Locomotive, carriage and wagon director Kevin Potts said: "Despite delays caused by Covid-19, and subject to restrictions in working practices, the overhaul has been completed to a high standard." ANDREW PM WRIGHT

Overhaul of unique Southern 8F gets underway

By Gareth Evans

THE overhaul of Great Central Railway (GCR) based Stanier 8F No. 48624 is underway – and there are hopes that the locomotive's pressure vessel will not require too much work. The 2-8-0 is one of two 8Fs at the Leicestershire heritage line – the other, No. 48305, is in traffic.

No. 48624 last worked on July 31, 2019, following the expiry of its boiler certificate, which had been extended. The overhaul did not start immediately; the 8F was stored on No. 3 road at Loughborough shed initially.

"We had a meeting with GCR managing director Michael Gough, who made it clear he was keen to get the locomotive back in action as quickly as possible," said Simon Hunter, director and company secretary of 48624 Locomotive Company Limited.

Dismantling then commenced in readiness for the boiler to be lifted.

"The pistons and valves are out, but we have yet to remove anything between the frames on the locomotive," added Simon.

"We are hoping the majority of it is cleaning, painting and then reassembly. The coupling rods have been left on for now as it's easier in the event that shunting is required. The cylinder lagging has also been taken off.

"The boiler tubes were removed in December under contract by the GCR as part of the boiler lift. The boiler was gutted, salvaging as many of the flue tubes as possible.

"The tubes had got welded ends from the first time around, so we hope to be able to use them again. They were extra-long Pridham specials, so there should be enough to re-thread them.

"None of us have the skill to do that – we've fitted tubes before, but not removed them."

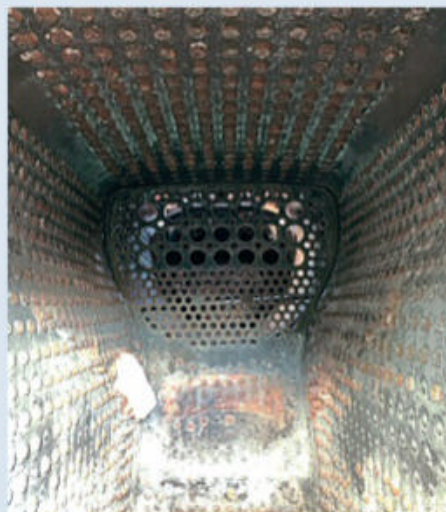
Progress

The boiler was lifted from the frames by the GCR's steam crane on January 15. On April 16, it was lifted onto a lorry for transportation to the nearby premises of contractor Locomotive Maintenance Services Ltd (LMS).

Explaining the LMS connection, Simon said: "I've known Dave Wright, the owner of LMS, for many years. He was keen to do our boiler. In fact, I've worked for LMS for almost a year.

"Having No. 48624's boiler on site is a win-win for my employer and our locomotive alike. I'm a time-served engineer and machinist.

"I am currently working on it voluntarily. Eventually, I will be doing work on it that will have to



Inside No. 48624's firebox after removal of the tubes. SIMON HUNTER

be paid for as it will be done during work time."

Since the boiler's move to LMS, work has focused on taking off the remaining cladding and lagging. Washout plugs and mudhole doors has also been removed ready for inspection.

Simon said: "We're currently focussing on stripping the boiler – as it's an unknown quantity. We've not done an NDT (Non Destructive Test) and an internal appraisal yet. Fingers crossed!

"We've done pretty well with steamings and because it's run as a company, everything was put back in to pay for its next overhaul.

"We're hoping we've got enough but until we know exactly what needs doing on the boiler, we don't know how much to budget for chassis work.

"One bad thing we have spotted is that it appears the valve liners in the valve chests for the piston valves are above scrap size now, so it looks like we'll have to get new ones shrunk in and rebored. We've not sought quotes yet until we know what's required on the boiler.

"We're not panicking, but we're hoping the boiler isn't going to be too much of an epic job and it will leave us enough money spare to get the chassis nice.

"We could almost put it back together and run it, but then it would have to be stopped for work again. We're hoping we can make it run like it has for its last 11 years in traffic – with minimum downtime. It was a reliable performer; it was popular with GCR crews.

"The next stage on the boiler is ultrasonic and magnetic particle inspection, which involves checking for cracks. LMS has its own equipment for us to carry out our own informal check. We'll have to get the professionals in to do a formal written report. It can then be independently examined by a boiler inspector. After it's been properly assessed, we can put



The driver's side piston valve chest showing the deep wear between the ports. SIMON HUNTER

together a scope of work and a rough estimation of cost.

"The main part of any steam locomotive is the boiler – it's usually the most expensive!"

Regarding the tender, Simon said: "It will hopefully require minimal work. Clearly, it will need a good clean, checking all the running and braking systems, opening up the coal space so we can get inside easier, and then sort out the baffling to make it more structured inside. The tank was constructed new during its restoration, but it's developed a bit of a split between one of the sides and the floor."

Survivor

No. 48624 is the sole surviving Southern Railway-built example, being part of a Railway Executive Committee order completed at Ashford Works in 1943.

After spending its entire working life allocated to Willesden shed, it was withdrawn with a suspected fractured internal main steam pipe. Arriving at Barry scrapyard in October 1965, it was rescued in July 1981.

Returned to traffic in May 2009 at Peak Rail, it arrived at the GCR in March 2011 in BR crimson livery – the locomotive having always been painted black during its working life. It was subsequently returned to BR black.

In an interesting coincidence, the tender also has a connection with the north London steam shed. The example now attached to No. 48624 is from 'Black Five' No. 44888, which was withdrawn in August 1968 after it attended the Derby Works open day.

While the locomotive was then scrapped, the tender remained with BR and was allocated to Willesden shed for use as a water carrier. It was then purchased by the Severn Valley Railway as a spare, before being acquired by the owners of No. 48624.



Class 142 'Pacer' No. 142061 sets off from Wymondham Abbey Halt.

IAN MCDONALD/MNR

'Pacer' makes first run of class in East Anglia

LOCAL transport history was made at the Mid-Norfolk Railway as recently arrived Class 142 'Pacer' No. 142061 undertook a test run from Dereham to Wymondham Abbey Halt and back on April 14 as part of the line's preparations for reopening.

The trip – believed to be the first ever running of a Class 142 in East Anglia as the class did not see service on the main line in the region – was a test of the unit's systems following routine maintenance and servicing, and the opportunity for drivers and guards to become qualified to operate this new class of unit on the railway.

A call for working members to support the test run was met with an enthusiastic response, with the slots to operate the signalling and level crossings quickly filled.

General manager George Saville said: "The 'Pacer' performed extremely well and our staff passed assessments with flying colours.

"These units are a valuable addition to the railway's fleet as they provide us with units that are renowned for low operating costs, which is ideal for our midweek low-season timetable."

Meanwhile, Class 142 'Pacers' Nos. 142004 and 142058 have arrived at the Telford Steam Railway. They join a Class 144 'Pacer' No. 144013 and Class 108 heritage DMU cars Nos. 50531 and 51950. Also, Class 142 'Pacer' No. 142049 has been secured for the Embsay & Bolton Abbey Steam Railway.

Pub near Quorn & Woodhouse station could become housing

PLANS have been submitted to close the Manor House Hotel opposite the Great Central Railway's Quorn & Woodhouse station and convert it into 12 homes.

The 'gastropub' in Woodhouse Road, which opened opposite the station entrance in 1899 and describes itself as a 'country pub with luxury bedrooms', was a new entry in the CAMRA Good Beer Guide in 2021.

According to a planning application to Charnwood Borough Council, a developer wants to turn the main building into five two-bedroom apartments, its bed and breakfast accommodation into six flats, and its pavilion building into a five-bedroom detached home.

IN BRIEF

→ **THE Tanat Valley Light Railway**, which is restoring the Nant Mawr freight branch near Oswestry, has taken delivery of five items of rolling stock which it bought from the closed Great Western Railway Preservation Group at Southall. They are two Ruston Diesels, a Rectank low loader, a six-wheel store van and a generator van. The railway aims to raise £35,000 to pay for a Transport & Works Act Order to carry fare-paying passengers.

→ **TWO Mk.3 Great Western Railway** carriages will form the basis of a Thai-themed restaurant and takeaway alongside the Highland Main Line at Pitlochry after Perth and Kinross Council granted planning permission. The first-class carriage and dining car will be restored to their as-built 1980s condition and sit on a specially-laid section of track. Councillors were told it could attract 30,000 visitors to the town.

→ **KEIGHLEY & Worth Valley Railway** archivist Paul Brunt is compiling a book and DVD to celebrate the line's 60th anniversary and would like to hear from readers who have previously-unseen cine footage they are willing to share, loan or donate. Email bruntpj@gmail.com

→ **LAKELAND'S Threlkeld Quarry and Mining Museum**, which has a half-mile 2ft gauge railway, has been awarded £9200 in the second round of the Department for Digital, Culture, Media and Spots' Culture Recovery Fund for Heritage. The venue is due to reopen on May 18.

→ **ROCKS by Rail's £10,000 appeal to buy Avonside 0-4-0ST No. 1972 of 1927 Stamford from the Bluebell Railway and keep it permanently in Rutland has received a £500 community grant from Cottesmore Parish Council because of its local heritage, having spent all of its working life at work on the standard gauge lines at Staveley Minerals Ltd's Pilton Ironstone Quarries.**

→ **THE Wensleydale Railway** will restart hourly passenger services on May 22 at 10.30am, with a regular service between Bedale and Scruton stations on Wednesdays, Saturdays and Sundays. The trains will mainly comprise 'Pacer' units or heritage DMUs, and the return journey will take visitors to Leeming Bar where the ongoing work to the Station House can be seen prior a full reopening within the next two months.

→ **THE Churnet Valley Railway** has announced it is to run the Polar Express this year, with tickets on sale from June 1 at the website www.churnetvalleyrailway.co.uk/polar-express-train-ride



Bodmin's GWR pannier No. 4612 passes Arleside with the 10.35am service from Alresford on May 2. NICK GILLIAM

Mid-Hants spring gala shows the way ahead

By Don Benn

THE Mid-Hants Railway's spring steam gala was not only one of the first special events of the year on any heritage line, but the first since the pandemic to not require seat allocations.

Numbers were controlled by restricting the amount of tickets sold to significantly below the seating capacity on the train sets being used; three five-coach trains and a two-coach shuttle set.

It seems that this freedom-to-roam strategy worked. During my visit on the Saturday, every train seen or travelled on had plenty of spare seats. The staff were very diligent with cleaning, and all coaches had full barriers behind each block of seats.

Locomotives from the home fleet were Schools 4-4-0 No. 30925 *Cheltenham*, BR Standard 4MT 2-6-0 No. 76017, S15 4-6-0 No. 506, and Ivatt 2MT 2-6-2T No. 41312.

Visiting engines were GWR small prairie No. 5526 from the South Devon Railway and pannier tank No. 4612 from the Bodmin & Wenford Railway. No. 4612 was a substitute for Bodmin pannier No. 6435, which was failed

on arrival and quickly returned home. The Ivatt tank was mostly engaged in shunting at Ropley and the pannier on a shuttle which ran every 90 minutes between Alresford and Ropley.

The other locomotives alternated on the full line trains, being changed every round trip at Alresford, so if anybody wanted to experience being hauled by each loco in turn they simply needed to stay in the same seat all day.

Operation

It was a robust timetable, which helped to minimise train hopping. Operating on the Saturday was very good, with locomotives being changed over as required using No. 41312 at Ropley, which was engaged in shunting in between 'thunderbird' duties. It covered for No. 30925 (lubrication issues – it returned to its booked turn later) and No. 5526 (clinkered fire).

The moves at Ropley return No. 30925 to its booked train and to take No. 5526 off, leaving No. 41312 to carry on, were very well thought-out and executed with the minimum of delay. No. 5526 had stopped for a blow-up on the bank out of Alton on

the 1.15pm from Alton, but carried on gamely to get over the summit at 7mph.

I knew it was in trouble as I watched the crew trying to clean the fire at Medstead after a reasonable climb from Ropley, although speed fell from 25mph to 20mph on the 1-in-60 before we stopped.

Perhaps the crews were unused to the narrow firebox and limited footplate space of this little engine, but from what I saw at Medstead, the driver knew exactly what was needed. Once a fire gets to a certain stage, however, it is often beyond recall. I have seen this happen on Bulleid Pacifics, even with good firemen.

All in all, it was a very good day after all the problems leading up to the gala; mainly due to the website being rebuilt, thus limiting the amount of information available. Let's hope other heritage lines follow the example of how to do it, with Covid-19 still around.

Attendance was good, including quite a few families, so here's hoping the Watercress Line has made some money as well as setting a trend for the safe operation of future galas.



GWR 2-6-2T No. 5526 and 0-6-0PT No. 4612 together at Alresford just after 9am on May 1. DON BENN

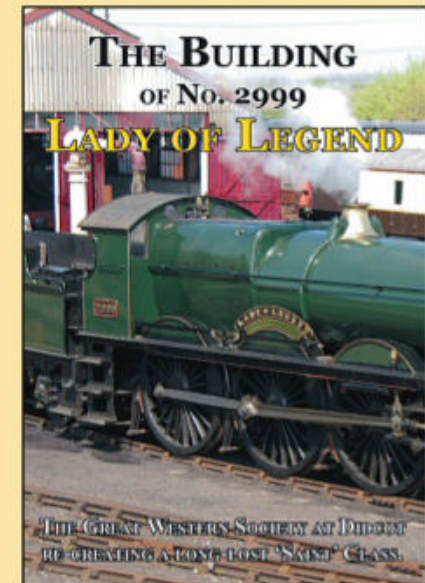


Prairie No. 5526 and Ivatt 2-6-2T No. 41312 arriving at Ropley with the 3pm Alresford to Alton service on May 1. No. 5526 would then retire to the shed. DON BENN

New Titles from Kingfisher

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- Nos. 70000 Britannia and 46100 Royal Scot doubleheaded
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- Nos. 45596 Bahamas and 53808 starring roles in the Mid-Hants Gala of October



The move from the West Somerset Railway of S&D No. 53808 to the Mid-Hants Railway • Double-headed Black Fives from Manchester to Carlisle • Nos. 60103 Flying Scotsman and 60163 Tornado on Christmas trains And much, much more. **DVD 2 hours duration £9.95**

The Building of No. 2999 'Lady of Legend'

The Great Western Society based at the Didcot Railway Centre have many fine achievements to their name, but in 2019 they unveiled one particularly important development which has been in the planning for nearly 50 years. The re-creation of a Churchward 'Saint' Class locomotive.

When the GWS was purchasing engines from Dai Woodhams' yard at Barry in the early 1970s, one particular purchase was 'Hall' Class No. 4942 *Maindy Hall*. This was not to be restored as another of the Halls, of which Didcot has two anyway, it was set aside and earmarked for a complete rebuild into a Saint in an attempt to fill a missing gap in railway locomotive preservation. The last Saint saw active service on BR in 1953 and was quickly scrapped and so the dream of members at Didcot was, to some day, build a new one with the boiler and frames from No. 4942 being adapted to those of the 1902 class.

This is the story of how the project developed following a concerted effort to complete this dream was outlined in 1995. Since then, the project has raised £825,000 to pay for a new set of 6' 8 1/2" driving wheels, new cylinders, remodelling of the frames and the building of a new tender. The launch of No. 2999 *lady of legend* took place on 3rd April 2019 and since then the engine has entered service on the demonstration line. **40 minutes duration £14.95**

'Blue Pullman' A tribute to the 1960-built Blue Pullman trains in the year that sees the introduction of a modern Blue Pullman by LSL at Crewe using an HST set. Three colour archive films show the trains being constructed and in service until their demise in 1973. **DVD £14.95**

Kingfisher pride themselves in having many DVDs and books covering the whole spectrum of railways in Britain. Our long list of cab rides which cover most parts of England, Scotland and Wales now number over 70 programmes. Some are pictured here but the remainder are on our web site or within our catalogue available through the post.

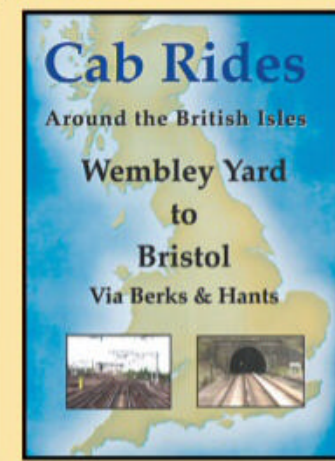
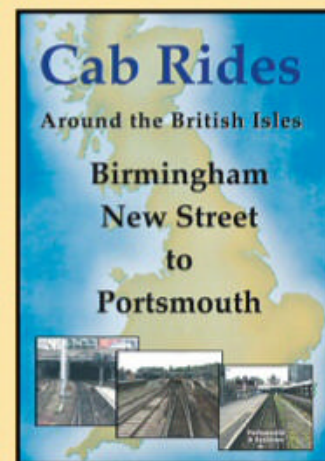
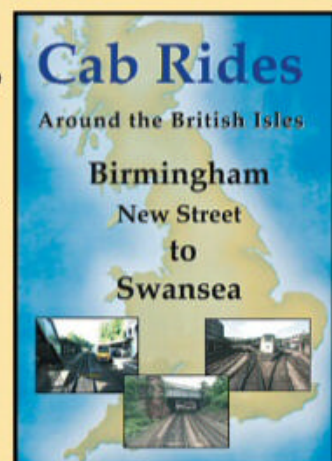
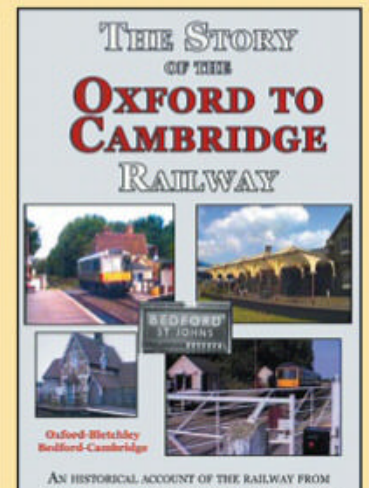
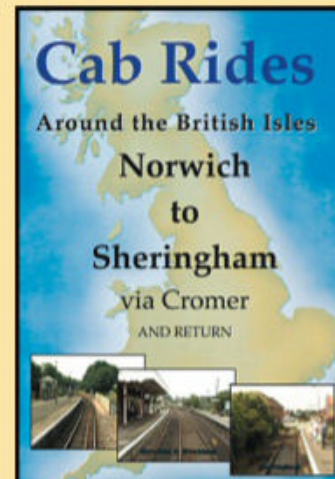
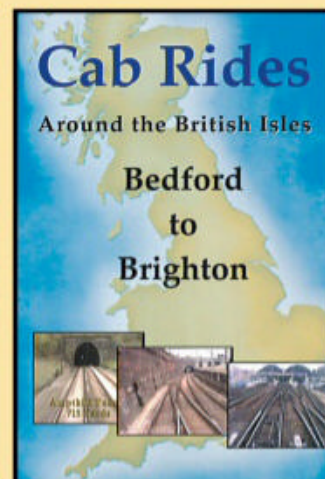
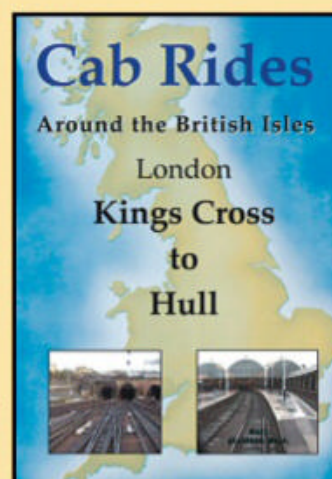
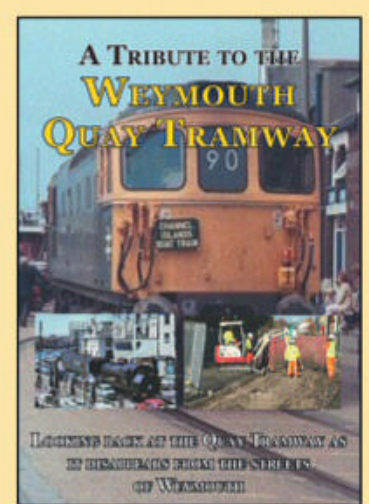
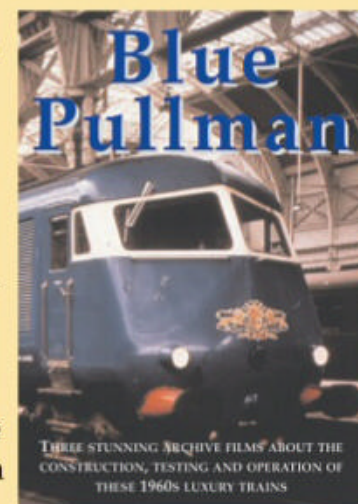
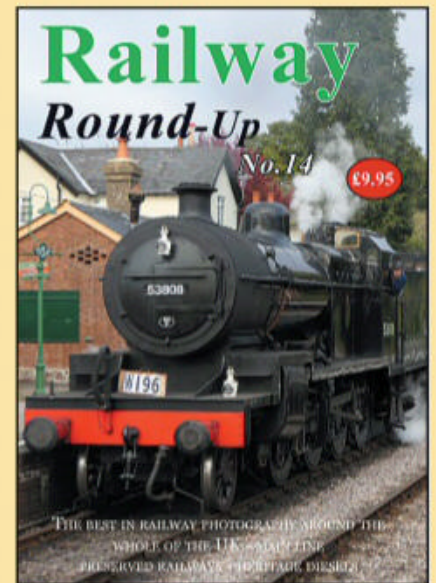
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'New Cab Rides this Spring'

- *Reading to Bournemouth
- *Preston to Blackpool and Return
- *Liverpool Street to Norwich
- *Ipswich to Cambridge via Hawich'

'Tribute to the Weymouth Quay Tramway'

During the autumn of 2020 the track imbedded in the roads around the quay at Weymouth were removed for scrap. This ended operations which began in 1865 for the supply of wagons to and from the port for goods and then, from 1889, passengers for the Channel Island ferries. The very last train to traverse the branch was a special charter in 1999 and since that time the line has laid unused. A joint decision was made by the local council and Network Rail to dispose of the line once and for all. This DVD shows the workings over the branch during the 1980s and 1990s with scenes from the 1960s period using Ivaat tanks. With a historical narration, the last views are of the line being scrapped in late 2020. Due to be published May 2021. **60 minutes duration £14.95**



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UK first for Severn Valley with 'green' fuel cell shunter conversion

By Robin Jones

MORE than two centuries after the world's first passenger train locomotive was built in Bridgnorth, the Severn Valley Railway (SVR) is breaking new ground by helping to convert a Class 08 shunter to run on fuel cell power.

The heritage line has teamed up with the University of Birmingham and local start-up company Vanguard Sustainable Transport Solutions (VSTS) to work on the Harrier HydroShunter project, which will see the UK's first-ever conversion of a diesel to run on hydrogen power.

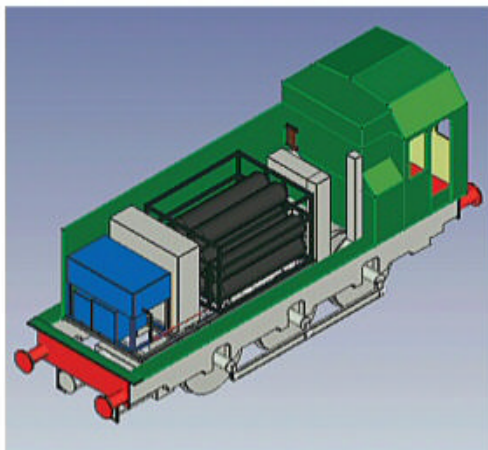
VSTS is designing the hydrogen-battery hybrid traction system which will comprise hydrogen cylinders, a hydrogen fuel cell stack and a hybrid battery. VSTS engineers are developing the power pack design at the University of Birmingham and will install it into the Class 08 in the coming months.

The cylinders will store hydrogen as a pressurised gas, which will be fed to the fuel cell stack via a regulator. In the fuel cell stack, hydrogen will be combined with oxygen from the air to produce electricity to power the locomotive. Meanwhile, the battery will store energy to provide additional power for when it's needed.

Installation

The equipment will be mounted on a sub-frame fitted to the existing engine mountings, and will supply the existing traction motors of the Class 08, which will keep its existing controls.

At the SVR's diesel depot in Kidderminster, young volunteers are already stripping down the donor vehicle, No. 08635, removing the existing diesel engine and generators and overhauling other components, as they prepare the shunter to receive its new power system. Testing of the hydrogen-power shunter will take place at the SVR later this year.



A 3D view of plans for the Harrier Hydroshunter.
UNIVERSITY OF BIRMINGHAM



Class 08 No. 08635 is the donor shunter for the Harrier HydroShunter project. It is seen at Kidderminster diesel depot. SVR

The development of such technology is predicted to have global significance, and the teams are working towards translating it to heavy-haul applications.

Charles Calvert, chief engineer at VSTS, said: "Vanguard has developed the HydroShunter to enable cost-effective retrofitting of diesel locomotives with clean, modern hydrogen-battery traction systems.

"The Harrier HydroShunter will provide the SVR with an emissions-free shunting locomotive for its operations. Using hydrogen produced from renewable electricity, the Harrier will be a clean and quiet loco that just happens to also be an innovation superstar at work on one of the UK's leading heritage railways."



SVR young volunteer Sam Bradley removes part of the current engine of No. 08635. SVR

SVR vice-chairman Mike Ball, who has been closely involved with the project from its inception, said: "We were delighted when the University of Birmingham asked us to get involved in this project.

"As a heritage railway, we're actively looking for ways to reduce our carbon footprint and having a hydrogen-powered shunter will play a key part in that plan.

Skills

"The current preparation stage for the Harrier shunter is providing an excellent opportunity for some of our younger volunteers to put their skills to good use.

"The group working on the 08 are all in their teens, and their ability to plan and implement this task has been nothing short of amazing.

"They're the volunteers of the future, working on a locomotive for the future."

Alexander Burrows, director at the University of Birmingham's Centre for Railway Research and Education (BCRRE), said: "Following the success of our HydroFLEX project with Porterbrook which delivered the UK's first main line-approved hydrogen train, we are thrilled to be working with the SVR and Vanguard to roll out the Harrier HydroShunter.

"This is another fantastic project where BCRRE has partnered with

a leading heritage railway and an innovative local start-up business to pioneer our research in a real world industrial application."

Video

The railway has produced a short film featuring some of the volunteers preparing the Class 08 shunter, along with VSTS's project engineer. It can be viewed at www.youtube.com/c/SevernValleyRailwayOfficial

VSTS was established in early 2020 in Birmingham to drive the delivery of clean mobility solutions for transport through the development of hydrogen and battery technologies and associated supporting infrastructure for application.

It has become a leader in the design and development of clean and innovative railway traction systems, and supporting infrastructure.

BCRRE is Europe's largest academic-based group delivering railway science and education. With more than 145 academics, researchers and professional support staff, BCRRE provides world-class research and thought leadership within railways, and offers an expanding portfolio of high-quality education programmes, including Rail and Rail Systems Level 6 and 7 degree apprenticeships.

In 2018, BCRRE became lead partner in the £92-million UK Rail Research and Innovation Network.

Celebrating Richard Trevithick's 250th birthday in the Severn Valley and Cornwall

By Robin Jones

THE 250th anniversary of the birth of the man 'who started it all' – Cornish mining engineer and inventor Richard Trevithick, who designed the world's first railway locomotives – has been celebrated at the Severn Valley Railway and nearby Blists Hill Victorian Town.

Trevithick 200 volunteers have spent the past 15 years at Bridgnorth station building a replica of Trevithick's *Catch-Me-Who-Can* which, in 1808, hauled a carriage around a 'train set'-style circular track on a London site near the future Euston station known as 'Richard Trevithick's Steam Circus', the public being charged one shilling a ride for the glimpse into the future of transport technology.

To mark the April 13 anniversary, the volunteers gave their locomotive a spring spruce-up.

The original *Catch-Me-Who-Can*, which therefore hauled the world's first railway passenger service, was built at John Hazeldine's foundry in Bridgnorth Low Town, in partnership with another early pioneer, John Urpeth Rastrick.

The replica was built to mark the bicentenary of the London demonstration and the project was kickstarted in 2006 by a £10,000 Heritage Lottery Fund grant in 2006, and £2300 from Bridgnorth Town Council.

Trevithick 200 founder member Brian Jones holds out hopes that the replica, which is 90% complete and has also been publicly displayed at Barrow Hill roundhouse, the Black Country Museum in Dudley, and the Dutch national railway museum in Utrecht, could be completed by the end of 2021 and run for the first time.

Brian said: "The main job left to do now is the brakes. The original didn't have any, because it ran on a circular track."

However, the completion of the 21st-century *Catch-Me-Who-*

Can depends on fundraising. As highlighted last issue, the group has launched a nationwide appeal for £10,000 for the final few jobs, paving the way for it to become a working locomotive in demand for special events at heritage lines and museums, and a valuable national educational resource.

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.

Attractions

Also in Bridgnorth, where the *Catch-Me-Who-Can*-Bridgnorth Art Trail features 13 artworks based on the 1808 locomotive, the Bridgnorth Litter Pickers group painted the railings at the site of Hazledine's foundry in readiness for the 250th anniversary celebrations.

Further up the valley, a replica of an earlier Trevithick locomotive was in action on its 3ft gauge plateway at the Ironbridge Gorge Museum Trust's Blists Hill Victorian Town, which held its reopening weekend on April 17-18 with the emphasis on steam.

The trust's chief executive, Nick Ralls, the former general manager of the SVR, said demand for tickets, which must be pre-booked, had been "phenomenal."

History

In 1802, Trevithick patented his high-pressure steam engine and built a stationary engine at the Coalbrookdale Company's works and had it mounted on rails.

Little is known about what may well have been the world's first railway locomotive, including whether or not it actually ran. The only information known about it comes from a drawing preserved at the Science Museum in London, together with a letter written by Trevithick to his friend Davies Giddy.



The new *Catch-Me-Who-Can* at Bridgnorth being given a spring clean by Trevithick Society members (left to right) Michael Grocock, Charles Lamont, Brian Jones, Allan Mackenzie, John Price and Mark Rigg, in time for its inventor's 250th birthday. STEVE LEATH/SHOPSHIRE STAR

In 1989, a team of apprentices at GKN Sankey in Telford began building a replica. With the inclusion of safety additions, such as a trailing driver's platform, it was launched into service at Blists Hill the following year.

After this year's reopening, Blists Hill remained open on subsequent weekends in April and May, with limited opening weekend tickets on sale via the website ironbridge.org.uk

The trust's remaining attractions – including Enginuity, Coalbrookdale Museum of Iron, Coalport China Museum and Jackfield Tile Museum – were due to reopen later in May once Covid-19 restrictions were further relaxed.

The world's first public locomotive-hauled railway journey took place on February 21, 1804, when Trevithick's unnamed steam locomotive hauled a train along the Penydarren Ironworks in Merthyr Tydfil.

Back in Trevithick's native Cornwall, Camborne's annual Trevithick Day, which is traditionally held on the last Saturday in April, was cancelled for the second year running. However, the Camborne Trevithick Day committee decided that the 250th anniversary of Trevithick's birth should not pass without being marked with another form of celebration.

The committee commissioned an animated film of Trevithick's life

from Cornish company End of Night Productions. Suitable as a teaching aid for schools, it can be viewed at trevithickday.org.uk along with another new film, Richard Trevithick: 250 Years Of Genius. It celebrates Trevithick Day and what it and Richard Trevithick, and his huge contribution to the Industrial Revolution, mean to people in Cornwall and across the world.

Festival

The committee is organising a Window Wanderland, a community light festival, to coincide with the Camborne Feast in November.

"It will encourage the residents, businesses and schools of Camborne to create window displays celebrating Richard Trevithick, and generate a magical display of colour and light to cheer up the dark evenings," said a spokesman.

Camborne Library has offered its assistance and has already been designing displays to inspire and delight.

A 250th anniversary limited edition stamp cover is to be issued by the committee in association with Buckingham Covers and can be ordered now from www.buckinghamcovers.com, priced £10.95. Postmarked April 13, 2021, in Camborne and carrying a first-class stamp, it features an image of Trevithick's *Puffing Devil* of 1801, the world's first practical road-going vehicle propelled by high-pressure steam.

The committee also held a window shopping competition about Trevithick during April. Entrants had to match 21 clues to shop windows in Camborne, with the first 20 correct entries winning a copy of Philip Hosken's book, *Genius: Richard Trevithick's Steam Engines*.

Trevithick also designed innovative water-pressure engines to pump water from metalliferous mines. One of these, built in Coalbrookdale in 1819, is at the Peak District Mining Museum in Matlock Bath.



Above: Charles Lamont, Allan Mackenzie and John Price giving their new *Catch-Me-Who-Can* a spruce-up at Bridgnorth.

Left: The 1802 Coalbrookdale replica in action on the 3ft gauge plateway at Blists Hill on April 18.

ALISTAIR GRIEVE

Welshpool double appeal includes a coach 'fit for a queen'

By Robin Jones

THE Welshpool & Llanfair Light Railway (WLLR) has launched an appeal not only to raise £120,000 for the overhaul of EE Baguley (Drewry) 0-6-0DM *Chattenden*, but to build a replica of a coach in Sierra Leone that was once intended for the Queen to ride in.

A Railway Transformed, said to be the WLLR's most ambitious appeal for many years, aims to use the coach to create a new premium three-carriage train using the line's two former Sierra Leone Government Railway bogie carriages, which were built in Gloucester in 1961 for the country's independence celebrations. Known as 'independence carriages', they were acquired by the WLLR with Hunslet 2-6-2T No. 85, built in Leeds in 1954, after the Sierra Leone system closed.

The 'Queen's Coach' was specially built in 1961 for the visit of the Queen to the West African country, but due to a change in the schedule for the royal visit, she never travelled in the carriage.

However, the carriage survived the closure of the system in 1975 and is today displayed in the Sierra Leone National Railway Museum, which was established in 2005 by Colonel Steve Davies, in the system's former Freetown works. Steve later became director of the National Railway Museum and is now chairman of The A1 Steam Locomotive Trust. In 2019 the WLLR was formally twinned with the Sierra Leone museum and several of the line's volunteers are also members of its UK-based Friends group.

The new Queen's Coach will replicate the glass-encased observation end of the original and a central saloon which can be used as day-to-day first-class accommodation

and for special occasions. The carriage will include facilities enabling the railway to greatly increase the range of on-train catering it can offer, and will also offer wheelchair access, not currently possible with the current Sierra Leone vehicles.

One of the existing Sierra Leone carriages is currently in third-class format with bench seats, which are not really suited to 21st-century travellers, so the appeal also seeks to fund a conversion to second class with conventional seating. The other carriage is a first-class vehicle with white leather armchairs which are popular with travellers, but they will before long be in need of replacement which it is also hoped to fund through the appeal.

Launch

The appeal was formally launched at a private event on April 27, which is the 60th anniversary of Sierra Leone Independence Day, and has been publicly promoted since the resumption of services on May 1.

Those donating to the appeal will be offered a number of incentives, and will also be able to select whether their donation goes towards the overhaul of *Chattenden* or the carriage element of the appeal.

Donors contributing more than £200 will receive a certificate of participation, with donors of £500 or more also receiving an exclusive A Railway Transformed print. Those contributing £1000 or more will additionally be offered a footplate ride (one-way, over the full line) aboard *Chattenden* following its overhaul.

Larger donors will be able to sponsor seats in the carriages: £2000 or more in the second-class carriage, £2500 in the first-class vehicle and



The original Queen's Coach has been restored for display in the Sierra Leone National Railway Museum. Building of a replica will result in a novel vehicle running on the Welsh narrow gauge as well as expanding the variety of the WLLR's offerings to its visitors. WILLIAM BICKERS-JONES/WLLR



The Welshpool & Llanfair Light Railway's Sierra Leone carriages, seen here, and No. 7 *Chattenden* both feature in the line's new A Railway Transformed appeal. ANDREW CHARMAN/WLLR



Chattenden and the Queen's Coach together: those donating £500 or more to the new A Railway Transformed appeal will receive a print of this exclusive picture created by renowned railway artist Jonathan Clay.

£3000 in the Queen's Carriage. Each package will include the donor's name on a plaque in the carriage, a space at the official dedication of the Premium Train, cream tea on board at a date of the donor's choice, the exclusive print and certificate of participation.

The Queen's Coach package will also include a tour of the WLLR workshops with company chairman Steve Clews, who said: "Donating to A Railway Transformed will mean that you are helping to secure the future of our vital infrastructure and to relate unique histories of important heritage vehicles – you will improve your own experience when you visit our beautiful railway and that of many thousands of others in the coming years."

"In an increasingly crowded preservation scene, this scheme

will put the WLLR 'on the map' in a unique way. Many parts of the world have famed premium trains that run through wonderful landscapes – it is time for mid Wales to join them."

Operation

Chattenden was built in 1949 for the Navy's Lodge Hill & Upnor Railway in Kent. It arrived on the WLLR in 1968 from the Broughton Moor Royal Naval Armaments Depot, Cumbria and since then has provided the motive power for works trains.

In recent years it has also been seen on passenger trains, especially early and late services during the summer peak timetable. However, it is now in need of a major overhaul.

→ Visit www.wllr.org.uk for details of how to donate, along with information about the 2021 services.

Zillertal's last season in Wales?

By Gareth Evans

SERVICES at the Welshpool & Llanfair Light Railway (WLLR) for the first part of this season will be in the hands of Austrian U class 0-6-2T *Zillertal*.

As previously reported, the 1901 built Krauss is on loan from the Zillertalbahn for two years. With the end of that period rapidly approaching, a WLLR spokesman said: "It's definitely working this season in Wales. The contract with the Zillertalbahn includes options for extension and a return date to Austria has not yet been finalised."

A test run to Welshpool in early April identified several leaking boiler tubes in both the smokebox and firebox tubeplates. These tubes were last replaced as part of the locomotive's overhaul in 2011. After consultation with its owners, it was decided to carry out a full retube before the resumption of services on May 1.

Overhaul

No. 822 *The Earl*, one of the WLLR's original locomotives remains under overhaul at the Vale of Rheidol Railway's Aberystwyth works – a task which is progressing well. It is hoped to return to the WLLR by late June or early July.

Initial hydraulic testing of the boiler has been successfully completed and the 1902 built locomotive has now been partially disassembled to



Austrian U class 0-6-2T *Zillertal* is seen on a Welshpool & Llanfair Light Railway test train on April 2. WLLR

allow painting to commence. Having latterly operated in black, *The Earl* is to emerge in GWR green. Work on assembling the motion is also well underway.

As part of the rebuild, a host of work has been carried out. The frames have been inspected and repaired – and all new horn cheeks have been manufactured and fitted. The axleboxes have been machined, and rewheeling is to be carried out shortly.

The cylinders have been remachined, while the slide bars have been machined and refitted to line up with the cylinder bore. The crossheads have had new white metal cast in them and are being machined to size. The pistons have been machined and new rings fitted.

The bodywork has also received attention – including on the cab roof, where the rain strakes have been

replaced and the sun roof repaired. Beading on the water tanks has been straightened and riveted in place. A new coal bunker has been rivetted together – the previous one being corroded and twisted. A new stainless-steel smokebox has also been fitted.

Improvements

Diema 0-6-0 diesel No. 17 returned to Llanfair Caereinion from Riley and Son (E) Ltd in Heywood on March 29 following remedial work, including attention to the final drives. The former Taiwanese sugar plantation locomotive, which is capable of being used on passenger services in an emergency, has also gained a shiny coat of red paint on the underframes.

Meanwhile, further challenges have been encountered with the overhaul of Franco-Belge 0-8-0T No. 699.01 *Sir Drefaldwyn*. Random material analysis of the firebox copper stays, prompted

by a wider industry issue of falsified material certificates, identified low arsenic content in some of the existing stays believed to have been installed by the Styrian Government Railways in 1961. Due to the potential risk of future failures, these stays are being replaced by John Varley, the WLLR's boiler contractor. This work is being carried out at Llanfair workshop to allow the team to continue with other concurrent activities on the Austrian locomotive.

With their boiler certificates having expired, the WLLR's Kerr Stuart 0-6-2T *Joan* and Beyer Peacock 0-6-0T No. 823 *The Countess* have gone on public display at Welshpool's exhibition shed. As previously reported, the building, which is also home to Bagnall 0-4-4-T *Monarch* and Andrew Barclay 0-4-0T *Dougal*, has recently been extended.

Talyllyn gets £300k grant to build three new accessible carriages

THE Talyllyn Railway is also looking to boost its coaching stock after being awarded £300,000 from the Welsh Coastal Communities Fund.

The grant will be used towards a £450,000 project for three new carriages, allowing the railway to take its 155-year-old original coaches out of daily service in order to preserve as much of their historic fabric as possible.

All three of the new carriages will offer wheelchair accessible compartments, which will allow more passengers with mobility issues to travel in comfort. Two of the carriages will also have upgraded first class accommodation.

Meanwhile, the original carriages will still be used for special trains, including wedding and driver experience trains, allowing people to discover what it was like to ride on the railway 150 years ago.

General manager Stuart Williams said: "We are delighted to have received this major award from the Welsh Coastal Communities Fund at an important time when we are recovering from the effects of the pandemic. The railway is planning a major new development in the next few years and this award is a major first step in this process."

"The Talyllyn Railway is unique in having its two

original locomotives and all its original carriages in use, and this award will enable us to retain the carriages in as near their original condition as possible for many more years."

It is planned that the new carriages will be built under contract in Wales, with the first arriving in 2022 and the others in 2023 and 2024. This project is the first part of a multi-million pound scheme including a new heritage facility at Tywyn Wharf station, new volunteer accommodation and a new engineering works.

Meanwhile, the railway's 70th anniversary year is being marked in a phased manner, following the Welsh Government's announcement of the careful relaxation of coronavirus regulations.

The daily public train service restarted on May 1. King's Café at Wharf station, which has heated undercover outdoor seating, is open from 9am until the return of the last train and the tearooms at Abergynolwyn station will be open from 10am until 3pm.

All bookings must be made in advance through www.talyllyn.co.uk, where details of covid safeguarding arrangements are available. To ensure social distancing, travellers will be booking a compartment that is exclusive to their group.

How Horwich is coming to Buckley Wells!

BRICKS from the recently-demolished Horwich Locomotive Works are to be given a new purpose on the East Lancashire Railway (ELR).

They will be used in a planned restoration of the Grade II-listed Buckley Wells locomotive and carriage works building. The heritage line also hopes to build a new locomotive running shed and heavy maintenance workshop on the site of the original Buckley Wells engine shed which was demolished by BR in the 1970s.

The 4160 bricks from the Lancashire & Yorkshire Railway works have been donated by developers building a huge housing estate on the site.

ELR vice president Keith Whitmore said: "We haven't made the final decision on the use of the bricks, but we do have a new plan for the use of Crumpsall signalbox and there's a possibility that the bricks could form a base for re-erecting that as part of the museum offer. There are a number of other options too."

"The beauty of it is that these bricks which form part of railway heritage will have a new use. It will be great to use them again back in a railway environment."

Ecclesbourne Valley: now for the next 10 years

By Robin Jones

ON April 13, the directors of Ecclesbourne Valley Railway (EVR) operator WyvernRail plc ran a private train to celebrate the 10th anniversary of its reopening of the entire nine miles of the Midland Railway branch from Wirksworth to Duffield.

Heading the special train were on-loan BR Standard 4MT 2-6-4T No. 80080 from the Princess Royal Class Locomotive Trust at Butterley, and Hawksworth pannier No. 9466, owned by West Somerset Railway plc chairman Jonathan Jones-Pratt.

A WyvernRail spokesman said: "It was fantastic to be able to run both

of the recent additions to our steam fleet together for the first time.

"Celebrating our 10-year anniversary together, albeit in a small way, was a welcome tonic after several months of lockdown.

"It was a great morale booster and brilliant to have a buzz back."

Origin

WyvernRail Ltd was founded in late 1992 and four years later was awarded a Light Railway Order for the full length of the mothballed branch, which had become overgrown, with trees growing through the track in places.

Wirksworth station reopened in 2002. The first half-mile of line

to Gorsey Bank reopened for a DMU shuttle passenger service in 2004, followed by a new line up the hitherto mineral-only track to Ravenstor, where a new station opened on September 1, 2005.

The full line between Duffield and Wirksworth was restored and reopened in stages, and has been thriving since April 2011, with WyvernRail among the elite set of heritage lines not only to own and operate their entire original line, but, courtesy of Ravenstore, to have a 'branch' service too.

Since then, the emphasis has been placed on developing services and facilities to support the operation.

Achievements in the last 10 years include the construction of a maintenance facility at Wirksworth, the opening of new booking offices at Wirksworth and Duffield, the continual upgrade of Shottle with passing loop, additions to the steam fleet, the successful operation of popular diesel galas, and the construction and opening of Phase 1 of the new Wirksworth station building.

The Transport & Works Act Order was granted in August 2015 and permitted WyvernRail to complete the purchase of the railway. The freehold of the line passed to WyvernRail in December 2019.

Now WyvernRail has published its plan for 2030: "The next decade of operation will require the EVR

to consolidate its position as the premier heritage line in the area by expanding its facilities and the nature of its offering.

"To achieve this, the railway must develop the on-train offering to include dining and other value-added services, expand testing services and take advantage of the industry offerings arising from the construction of HS2, consolidate the coaching stock fleet and provide a reliable range of steam locomotives for haulage, provide the infrastructure to support the line's operations, and build a financial buffer to protect the railway from financial shocks."

Core items include the construction of a new steam shed with a visitor centre at Wirksworth.

Developments

"Our present steam facilities are rudimentary and insecure, and a proper shed with workshop facilities is essential," the plan states. "The steam shed will be an attraction in its own right. Making the location accessible will open up a section of the railway often hidden away."

It is hoped that by having better facilities, more locomotive owners will be enticed to base their engines on the line; the aim for the next decade is to have a working fleet of four steam locomotives.

An associated major development, the completion of the maintenance



The footplate crews of WR 0-6-0PT No. 9466 and BR Standard 2-6-4T No. 80080 with their charges at Wirksworth before the April 13 10th anniversary special. EVR

Historic Eardington water tank removed

A PIECE of Severn Valley Railway modern history disappeared on April 20 with the removal of the Eardington Halt water tank, which had become a landmark and was instrumental in the heritage line's early days.

It is to be re-sited at the southern end of Bewdley's island platform, where the present water column stands.

The tank came from Withymoor, Netherton on the GWR Stourbridge Junction to Dudley line and was installed at Eardington in time for the 1968 gala. There were serious problems with the quality of the hard water in Bridgnorth but Eardington had soft water, which is much more suitable for the steam locomotives.

In the early days, trains were given a five minute stop for watering, but restarting on the 1-in-100 was interesting. Eventually watering



The 1960-built 10-ton Cowans & Sheldon steam crane that normally resides at Bridgnorth lifts the water tank at Eardington on April 20. JOHN TITLOW

took place in Bridgnorth after water treatment, but during the 1980s serious boiler issues ensued due to poor water quality there, so locomotives were sent to Eardington.

Once the tank itself was removed, it was the pillars' turn. The first pillar was not a problem but some proved

extremely stubborn to remove. They are cast iron and hollow so great care had to be taken to avoid damaging them.

Eventually all were successfully removed and loaded onto a flat wagon for transportation by around 8.30pm as the light was fading.

2MT is Standard bearer as live steam models go under the auction hammer

By Geoff Courtney

THREE 5in gauge live steam models went under the hammer for a total of £37,000 at a Transport Sale held by Dreweatts of Newbury on April 20, with the leader of the pack being BR Standard 2MT No. 78019.

The exhibition-quality model of the 2-6-0, which realised £13,000, was from the collection of the Hewell & Tardebrigge model steam garden railway near Redditch in Worcestershire, which

WR 0-6-0PT No. 9466 and BR Standard 2-6-4T No. 80080 double-head the Ecclesbourne Valley Railway's April 13 special to mark the 10th anniversary of the line's reopening to Duffield. As reported on Main Line News pages 58-59, No. 9466 will be making a comeback to the national network later this year. EVR

shed extension and Heritage Railcar Visitor Centre, is almost complete. It will increase the capacity to maintain and restore vehicles, while the floor will be strengthened to take lifting jacks for locomotives.

The Wirksworth station building project will be completed to provide a new café, sales shop and booking hall. The concrete base for the rest of the building is in place.

It is intended to create a building that, while giving the impression of a traditional station booking hall, is flexible in use, capable of accommodating office space and making the best use of the space around it to provide a pleasant atmosphere attractive to users other than just passengers.

Space for a conservatory should be accommodated, and the connecting building would be a suitable location for the dining area.

The present catering facilities on the site, the former Gatwick Express unit, is approaching life expiry. Another aim for the coming decade is to increase the emphasis on on-train catering services.

And a diesel depot is earmarked for Shottle. "The maintenance of diesel locomotives at Wirksworth is becoming increasingly problematic," said the plan.

"The depot's proximity to residential properties has led to neighbour complaints, while the

present maintenance depot is required increasingly for restoration rather than running projects."

By contrast, Shottle provides a secure location in a relatively unpopulated area. It will allow operations to take place without neighbour issues and is seen as being ripe for development as a visitor attraction.

Capacity

Operational signalboxes are pencilled in for both Shottle and Wirksworth.

"The advantage of the present operation is that a train service can be operated with minimal staff; a driver, guard and mobile crossing keeper. However, operation above and beyond a single-train service is labour-intensive and inflexible," said the plan.

At Shottle, the former Oddingley signalbox has been restored and lifted onto steel legs to allow it to operate as a fully functional signalbox. The project is sufficiently advanced to become operational before 2024 and will allow two-train running without the provision of special working arrangements, also permitting turn-back services from Wirksworth to terminate

while another service is beyond at Duffield.

At Wirksworth, there is no signalbox and all movements require hand signalling. A new signalbox at Wirksworth will allow easy operation into both platforms.

Platforms at Wirksworth and Shottle need upgrading, so they can cater for seven-coach trains as opposed to the current five at Wirksworth's platform 2 and Shottle's Up platform, four at Wirksworth platform 1, and just two at Shottle's Down platform. Again, completion of the planned signalling works would be required before the platforms can be extended.

It is also planned to extend the run-round loop at Duffield. The present layout requires locomotive-hauled trains to stop half-way down the platform to release the locomotive to run-round. By re-siting the headshunt further south, the whole train can be accommodated in the platform.

The railway is also looking to acquire two full-rake Mk.1 sets, plus reserve carriages to boost locomotive-hauled services.

Another main objective is the restoration of a stand-alone vintage

dining train set and the provision of victualling and cleaning bay.

The line has four vintage carriages (LMS and LNER) deemed ideal for the purpose, but will require investment to bring them up to a standard where they will be suitable to create high-quality meals in a safe, clean environment.

Ambitions

It is hoped to develop the Ravenstor line, attracting visitors from the Mount Cook Adventure Centre which opened in 2019, while the nearby National Stone Centre has plans to expand.

"An opportunity exists for the Ravenstor line to be rebranded and managed as a specific attraction within the railway's portfolio," said the plan.

The railway is very much keeping alive its long-term aim of reinstating the main line connection at Duffield.

The estimated cost of £2.5 million is currently out of reach of the railway's own funds, but any future external business opportunity or funding could open a fresh door to make it happen, with Wirksworth as a growing visitor destination benefitting from incoming charters.

5in gauge GWR bogie coaches from the same collection achieved £6500, a price matched by a 5in gauge live steam No. 7822 *Foxcote Manor*.

Reaction

A fifth model of a GWR locomotive, 2-8-0 No. 4707, was shadowing the Manor and coaches at £6000, this being the first in 3½in gauge. The prices quoted exclude buyer's premium of 25% (+ VAT).

Jonathan Pratt, Dreweatts' managing director who conducted the auction, said: "We were pleased with the results, which saw the usual competitive bidding, except this time it was online instead of in a bustling saleroom. The majority of the lots sold well, and we were delighted to see so few unsold."

See Geoff Courtney's railwayana column on pages 72-74 for further details of models sold in the sale.

is reducing its stock 20 years after being set up by retired chartered surveyor Michael Price and award-winning live steam scale model engineer John Glaze.

Top three

Completing the top three were two models of GWR locomotives, No. 6009 *King Charles II* and No. 7007 *Great Western*, each of which went for £12,000.

The Castle 4-6-0 entered traffic in July 1946 as *Ogmore Castle*, but its name was changed 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.

Another model from the Hewell & Tardebigge collection that found a new home was 5in gauge live steam No. 7825 *Lechlade Manor*, which realised £7500, while a rake of six



Day and night: George Churchward-designed GWR 2-8-0 No. 4707 passes Southall engine depot (81C) with a down express on August 10, 1957. The class, which numbered just nine, was built at Swindon between 1919 and 1923 for primarily fast freight work, and became known as 'night owls' due to their nocturnal operations. At the height of the summer holiday traffic, however, they were often called on to haul heavy expresses, as is the case here. No. 4707, a 3½ in gauge live steam model of which sold at Dreweatts' auction on April 20 for £6000, was the last of the class to be withdrawn from Old Oak Common (81A) in May 1964. TRANSPORT TREASURY/RC RILEY



Steam trains returned to the Bodmin & Wenford Railway on April 24/25 in readiness for a provisional May 18 restart of public services. Bagnall Austerity 0-6-0ST No. 75178, (No. 2766 of 1944) still in its 1944 War Department livery, is seen heading a retraining service for safety critical staff, to and from Bodmin General to Parkway, passing the refurbished clay 'hoods' in the Refuge Siding. CHRIS HATTON/BWR

LNER Coach Association reveals major developments for its fleet

By Roger Melton

THE LNER Coach Association (LNERCA) has unveiled several major developments that will make it one of the foremost railway carriage groups in the country.

Most significantly, it has taken out a five-year lease on an a 6000 sq ft industrial unit at Kirby Misperton, near Pickering – an off-railway workshop and storage area being next door to the North Yorkshire Moors Railway's own carriage bogie overhaul facility.

The building can accommodate three carriages and it is to become the group's main restoration base, with the group's allocated space in the Atkins shed at Pickering station (which it shares with the Pickering Wagon Group) to be used for the maintenance of the operable carriages in the NYMR-based teak train, which are now on hire from the association, with the hire fees used to pay for the maintenance of the carriage bodies and interiors. NYMR staff will carry out the mechanical maintenance.

The newly-acquired building will also provide workshop, storage, office and mess facilities. It also has space outside for car parking and possibly some external storage for bulky items. No tracks are envisaged as being laid in the building, with transport contractor Reids Heavy Haulage using special 'skids' to manoeuvre carriages into and around the building on its flat floor. Although a somewhat unusual approach, it is a proven method that enables more flexible use to be made off the available space.

Allocation

The three initial vehicles planned for the building, the first arriving in the near future, are Gresley corridor third (TK) No. 23896, the LNERCA's next major restoration project – Thompson non-corridor Lavatory Composite (CL) No. 88339 and NER open first (FO)

No. 2119. No. 23896 is one of the former BR Eastern Region Control Train Cars for which it was converted into a generator coach and after being purchased for preservation, initially by Resco Railways, which later sold it to the LNERCA. Stored at Carnforth for many years, it was externally restored by Carnforth Railway Restoration & Engineering Services under contract. Attention will now turn to its internal restoration. As a mid-1930s built carriage, the interior finish made extensive use of Rexine for covering the upper walls and ceiling, although the corridor was still panelled with varnished teak matchboard.

The second vehicle due to enter the new workshop will be No. 88339, one of only two surviving examples of Thompson non-corridor carriages. Although it has been in use on and off since the very earliest days of the NYMR, it has not operated for some time due to its deteriorating condition, and for the past few years this has been stored under cover at Spennymoor, having been moved there to clear space for the construction of the NYMR's new carriage storage facility.

The opportunity has been taken to carry out extensive repairs to the timber framing and doors and this work is well advanced. The steel body panelling has been removed to gain access to the body framing and is to be replaced with new steel panelling. Once restoration is complete, Nos. 23896 and 88339 are both expected to become part of the NYMR teak train, although No. 88339 will probably be eventually displaced by a corridor vehicle when enough are available. Its role thereafter may be to form part of a non-corridor set for use at galas, paired with the two carriages being restored by the Hull & Barnsley Rolling Stock Fund, although it will also act as a spare vehicle to cover maintenance of the teak train.



Gresley corridor third No. 23896 seen at Pickering on the North Yorkshire Moors Railway will be the first vehicle in the LNER Coach Association's new restoration facility. LN

No. 2118 has been stored on a farm near Malton in recent years, having spent the first part of its preservation life at the Great Central Railway. It was rescued from Bounds Green depot where it was used to house degreasing equipment and is now in a very poor state.

Conservation

It is planned to use its time under cover to stabilise and conserve its timber body frame to make it fit for long-term storage, as restoration is not seen as an option at present. It is, however, an important carriage, one of only two surviving examples of NER corridor stock – the other is NER open third No. 945, also part of the LNERCA collection, which is approaching completion of a 40-year restoration.

The LNERCA has expanded its fleet recently with the addition of two more coaches. Fully-restored Thompson 'Flying Scotsman' buffet/restaurant car No. 1706, which was restored and based at the Llangollen Railway, has been placed in the care of the association by its owners, although they retain ownership.

It is due to move to the Embsay & Bolton Abbey Steam Railway,

where it will be kept under cover, as a result of the LNERCA part funding the extension of that line's carriage shed. It will be joined there by another carriage moving there from Llangollen, although in this case one purchased by the LNERCA, in East Coast Joint Stock corridor third No. 377. Built in 1907, it is one of the very earliest preserved examples to have received what became the characteristic Gresley domed roof.

To help fund all these developments the LNERCA is aiming to raise £50,000. An anonymous benefactor has offered to match every £1 donated by June 1 with a further £1, meaning that every £20 donated by a taxpayer is worth £45 when gift aid is taken into account.

→ Donations to the appeal are invited either through www.LNERCA.org or by bank transfer to the LNERCA account at Lloyds Bank, sort code 30-64-64, account No. 27410460: use "MF", followed by your surname as a reference. A Gift Aid form can be downloaded from the LNERCA website and sent to the Treasurer, Mr A Laming, 4 Orchard Lane, Sowerby, Thirsk, YO7 1NE, or scanned and emailed via the website address.

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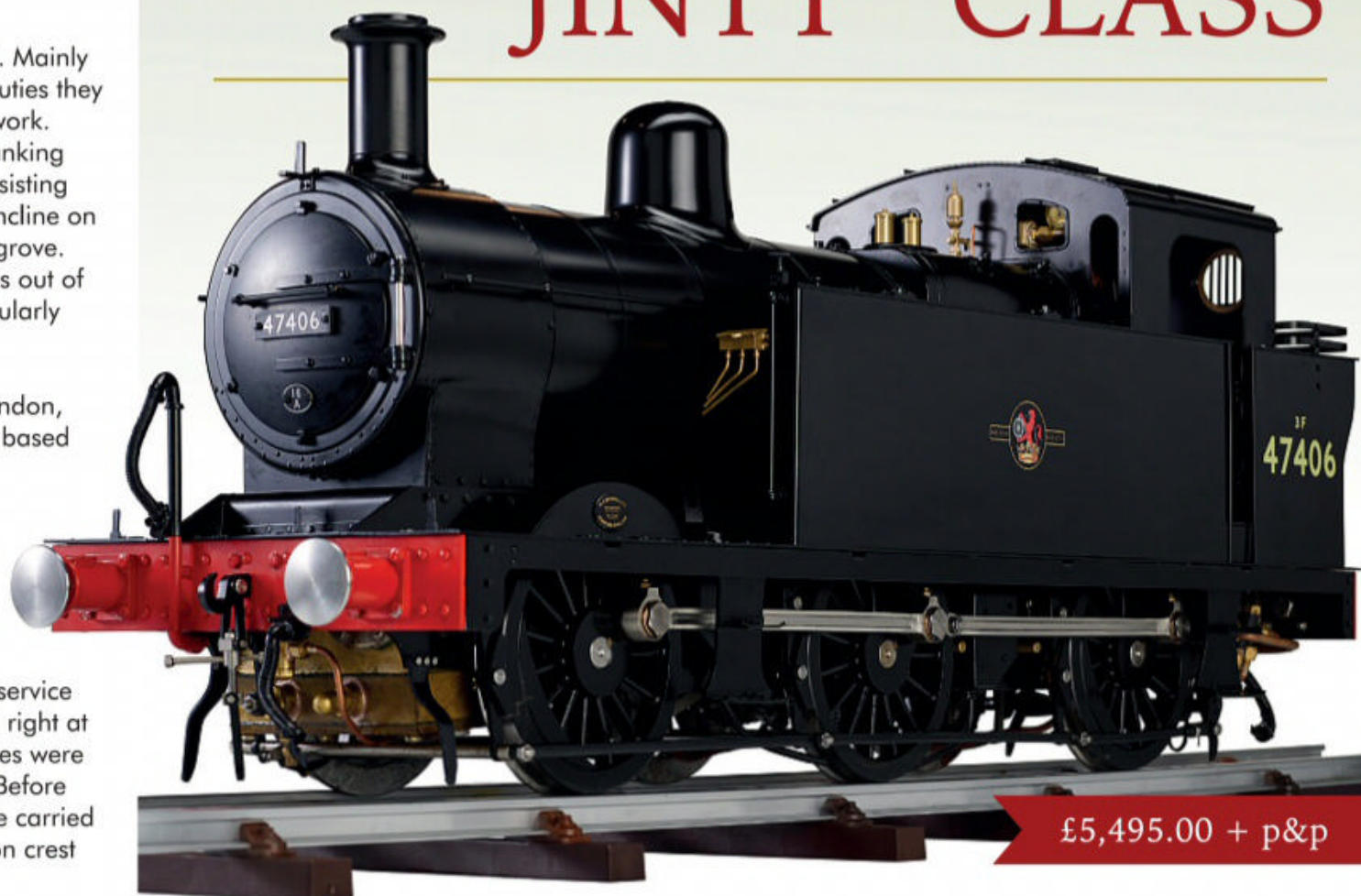
The 3F "Jinty" Class

Some 425 of these locomotives were manufactured between 1924 and 1931. Mainly allocated to shunting and station pilot duties they also undertook occasional branch line work. The "Jinties" were frequently used for banking duties with up to three at a time seen assisting express passenger trains up the Lickey Incline on the Bristol-Birmingham line near Bromsgrove. They were frequently seen banking trains out of London Euston up to Camden - a particularly demanding task!

Designed by Sir Henry Fowler for the London, Midland and Scottish Railway they were based on earlier designs by S&W. Johnson.

Some of the locomotives were loaned to the War Department in WWII, providing welcome logistical support to the allied war effort.

A majority of locomotives enjoyed long service with the final "Jinty" withdrawn in 1967, right at the end of the steam era. The locomotives were always painted in un-lined black livery. Before nationalisation in 1948 LMS initials were carried on the tank sides. In BR service either lion crest was carried according to period.



Summary Specification



Approx length 33"

- Stainless steel motion
- Boiler feed by cross head pump, injector, hand pump
- Etched brass body with rivet detail
- Two safety valves
- Choice of emblems
- Painted and ready-to-run
- Coal-fired live steam
- 5" gauge
- 2 inside cylinders
- Slide valves
- Stephenson valve gear
- Drain cocks
- Mechanical Lubricator
- Silver soldered copper boiler
- Multi-element Superheater
- Reverser
- Approx Dimensions:
Length: 33"
Width: 9.5"
Height: 14"
Weight: 44kg

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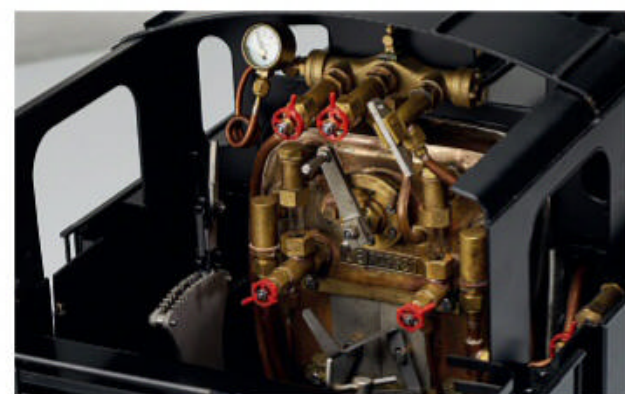
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Mike Pavie



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Trojan returns as the oldest working GWR locomotive

By Robin Jones

A CEREMONY on May 1 saw the Great Western Society's (GWS) diminutive Avonside 0-4-0ST No. 1340 *Trojan* officially relaunched into traffic at Didcot Railway Centre following the completion of a £200,000 overhaul.

Local MP David Johnston OBE performed the ceremony before Bristol-built *Trojan*, works No. 1386 of 1897, began three days of May bank holiday running, making it the oldest operational GWR locomotive.

Trojan was supplied new to Dunn & Shute of Newport Town Dock, and in 1903 was bought by the Alexandra (Newport and South Wales) Docks and Railway, which owned around 100 miles of dock sidings in the locality along with a 'main' passenger-carrying line of 10 miles. The company was absorbed into the GWR at the Grouping of 1922, and *Trojan* acquired the number 1340.

Mainly based at Cardiff Cathays and Radyr depots, *Trojan* also worked in Oswestry and Greenford, London. In July 1932, the GWR withdrew it from Cardiff and sold it on to Netherseal Colliery of Burton-on-Trent and in 1947 it was acquired by Alders (Tamworth) Ltd.

It was bought for preservation by Mr J B True and arrived at Didcot in April 1968.

Trojan entered traffic for the first time in the heritage era in 2002. With the expiry of the boiler certificate, *Trojan* was withdrawn from traffic in October 2011 and was

overhauled by Loughborough-based Locomotive Maintenance Services.

The overhaul required extensive boiler work, including the fabrication and fitting of a new copper firebox, copper tubeplate, firehole door ring, smokebox liner, ashpan, firebox stays and a complete retube. Motion repairs have included remetalling of the axleboxes and side rod bearings, tyre turning, refurbishment of the springs, a valve gear overhaul and casting and machining a new brake ejector valve, with *Trojan* returning to Didcot in March.

Relaunch

The bank holiday weekend saw *Trojan* haul demonstration goods trains on the centre's branch line and take a turn on passenger workings, lining up with the rest of Didcot's 0-4-0s – No. 1338, No. 5 *Shannon* and No. 1 *Bonnie Prince Charlie*.

Graham Hukins, GWS head of visitor experience and marketing, said: "The contrast couldn't be greater between No. 1340 and some of the huge passenger locomotives here at the centre, but *Trojan* performed a key role at a time when goods traffic was far more important to the railways and the country's economy than the famous express trains that are so often romanticised."

With tiny 3ft diameter driving wheels, *Trojan* weighs less than 23 tons and has room for just 630 gallons of water and half a ton of coal, but is surprisingly powerful and was ideally suited to shunting heavy

David Johnston OBE MP cuts the ribbon to officially relaunch No. 1340 *Trojan* into service at Didcot Railway Centre on May 1. GWS



wagons on the tightly curved tracks that characterised dock railways.

The centre reopened on April 14 and operates steam days at weekends and on Wednesdays.

Meanwhile, work on the society's first locomotive, Collett 0-4-2T No. 1466, is continuing at Western Steam Engineering. It is intended to have it return to steam at Didcot later this year following the most extensive overhaul that it has received since 1961.

A key milestone came at the end of February when, following completion of horn grinding and overhaul of the axleboxes, the 1946-built locomotive was reunited with its wheels.

"The wheels themselves have been extensively refurbished by South Devon Railway Engineering (SDRE) and new tyres have been fitted," said 1466 projector manager Phil Morrell.

Overhaul

"A brand new bunker has been made and both side tanks have been extensively overhauled with much new platework, making them as good as new. As regards the running gear, the inside valve motion has been overhauled and machined or replaced where necessary."

Other work completed to date includes refurbishment of the rear dragbox, manufacture of a new steel cab floor, refurbishment of the springs and repair of the front sander linkage. The piston rods have been successfully tested using Magnetic Particle Inspection and refitted, and the front buffer beam has been refitted together with the buffers and draw gear at both ends.

"The next stage is to make the locomotive into a complete rolling chassis with all its motion, lubrication and vacuum systems along with their associated pipework and fittings," said Phil. "Once this is



No. 1340 *Trojan* heads a demonstration goods train at Didcot Railway Centre on May 1. GWS



The current state of the boiler of No.1466 showing where new platework will be fitted. PHIL MORRELL



GWR 0-4-2T No. 1466 rewheeled as the latest stage in its most thorough overhaul for 60 years. ED FREEMAN

complete the focus will turn to the boiler.

"As the smokebox was in a very poor condition, a new barrel has been sourced as well as a new door and various other smokebox fittings which have been manufactured and supplied by SDRE.

"A replacement front tubeplate and front barrel section have also been sourced and manufactured ready to be fitted while, at the firebox end, about three quarters of the backplate will be replaced. About 12in of outer wrapper on both sides will also be replaced along the bottom of the foundation ring and the bottom 12in of throatplate. That's before the usual replacement of a number of side stays, crown stays and new tubes."

Graham said: "It's great to see such good progress. We're looking forward to having No. 1466 back in action as we mark our 60th anniversary – after all it was the engine that led to the creation of the society. As the GWS embarks on the next chapter of development, this thorough overhaul should see No. 1466's long-term future secured, meaning it will be at the heart of Didcot's operations for many years to come."

→ The society is appealing for a final push for more funds to complete the overhaul of No. 1466. Donations can be made via the Diamond Jubilee Fund at bit.ly/DRC-60Fund
→ New chief executive at Didcot – page 45.

Cynheidre's 08 hired back to main line depot

By Robin Jones

THE Llanelli & Mynydd Mawr Railway's (LMMR) Class 08 No. 08795 has returned to its former home at Swansea's Landore depot, after being hired by UK rail refurbishment specialists Chrysalis Rail Services Limited.

The LMMR acquired No. 08795 when Landore closed as a High Speed Train servicing depot in March 2019. Still carrying its all-over black livery and distinctive Landore markings, it was the last locomotive to leave the site when the depot closed and it made the short journey by road to the heritage line's Cynheidre base.

Chrysalis Rail commenced operations at Landore in late 2019. Its core services include the refurbishment, painting, modifications and repairs to all types of rolling stock running on the national network. Over the past year the LMMR has worked closely with Chrysalis, which supported the heritage line in providing storage and technical facilities at Landore for its recently-acquired Class 142 'Pacer' unit No. 142006.

Resources

LMMR director David Mee said: "We have developed a good working relationship with Chrysalis Rail at Landore and are delighted to be hiring our Class 08 to them. It is fantastic to see the locomotive being used and all of the income generated from the hire will go towards improving the facilities at Cynheidre in readiness for reopening after the recent lockdown."

Chrysalis Rail depot manager Mike Campbell said: "I'm delighted that the LMMR has agreed to hire its shunting locomotive to us. Having the 08 will allow us to move rolling stock quickly and efficiently around the depot."

Outshopped as D3963 on May 21, 1960 and first allocated to Old Oak



Above: Llanelli & Mynydd Mawr Railway Class 08 No. 08795 back 'home' at Landore depot. LMMR

Right: Potential new rail workers undergoing training by EYE Global at Cynheidre. LMMR



Common, No. 08795 was transferred to Plymouth Laira in 1974 and Swindon in 1975 and served as the Gloucester station pilot before eventually arriving at Landore in the mid-Nineties. It was repainted several times at Landore in a number of liveries including DCE Grey, InterCity and First Great Western. It was painted into its current livery in 2013.

Meanwhile, the LMMR has announced a partnership with the UK Rail Training Company EYC Global to provide hands-on training opportunities on its site at Cynheidre through a kickstart scheme to create job placements for 16-24 year olds who would otherwise be at risk of long term unemployment.

Chris Jenson, who himself took up an apprenticeship when he was 20 years old, and is now a fully-qualified NVQ rail trainer and EYC Global's senior training manager ran the first nine-day course at Cynheidre in March, said: "I am just a bloke from Doncaster who took a gamble and it paid off. If you get the chance to do an apprenticeship at any time, then do it – you don't know what doors it might open."

The 11 individuals on the first course have all been offered jobs in the rail industry.

Kerry Verghese, head of operations

at EYC, said: "The course that we run is the NVQ level 2 Diploma in Rail Engineering Track Maintenance. We only run our cohort if we know that we can guarantee a job at the end of the course."

"We could just do a Personal Track Safety course, without the NVQ, but we feel you don't gain the experience and confidence to go on to have a fulfilling career in the railway by just doing that."

Facilities

David said: "We are very pleased to offer their facilities in support of this very worthwhile scheme to help young people start careers in the rail industry. From our point of view, it is a win-win situation as we get help to maintain the running line to a high standard and it assists with our preparations to reopen after the Covid-19 lockdown."

"EYC Global already has another course planned at our site and we look forward to working together with the firm in the future."

→ The LMMR needs more volunteers in all departments, including operational, maintenance and restoration, and administration. Anyone willing to help is invited to visit www.llanellirailway.co.uk or www.facebook.com/llanellirailway

May reopening for Mangapps

MANGAPPS Railway Museum is to reopen fully from the weekend of May 22/23 and will also be open over the Late Spring Bank Holiday weekend and every day of the following week.

Thereafter, it will be open every weekend and may also open on Wednesdays, with operations subject to staff availability.

Opening times will be 1pm to 5pm each day, with the last admission at 4pm.

Diesel trains will run hourly on each open day, using compartment carriages to help ensure Covid-19 compliance. Fares will be a flat rate of £10 per adult and £5 per child and will include access to all facilities.



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/



Above: *Horden* hauls RSH 0-4-0ST *Sir Cecil A. Cochrane* out of the Marley Hill shed on April 11. MATT DITCH

Left: Barclay 0-4-0ST *Horden* taking a loaded test train out of East Tanfield and up East Tanfield bank on April 16. MATT DITCH

Tanfield's *Horden* back in action after half a century

By Robin Jones

THE Tanfield Railway has been celebrating the completion of an eight-year restoration project after Andrew Barclay 0-6-0ST No. 1015 of 1904 *Horden* returned to steam after nearly 50 years – the latest member of the UK heritage steam fleet to be restored to running order in the preservation era.

April 9 saw *Horden* pass its steam test and begin running-in trials.

A railway spokesman said: "Nine years ago *Horden* was described as a no-hoper, rusting at the back of Marley Hill.

"After an extensive and challenging restoration, the dream became reality, passing its steam test and beginning running-in trials. A credit to everyone involved!"

Built in 1904 with 15in x 22in outside cylinders, 3ft 5in diameter wheels, weighing 32tons 10cwt with a tractive effort of 16,420lbf, it entered service as No. 1 *Horden* at Horden Collieries in County Durham.

The company owned Blackhall, Horden and Shotton collieries and its locomotives were moved around between them.

No. 1 was once moved by road in steam, over four track panels at a time, between Shotton and Horden collieries to avoid the high NER movement charges.

Career

Passing into National Coal Board ownership when the coal industry was nationalised in January 1947, No. 1 was based at Shotton. It moved

to Horden Colliery between 1955 and 1957 and then returned. June 1969 saw it move to Ashington Central Workshops in Northumberland.

It was back at Shotton by spring 1970, and worked with Hawthorn Leslie 0-6-0ST No. 3513 of 1923 *Stagshaw*, which is also based at Tanfield.

When Shotton Colliery closed in September 1972, No. 1 was sold to Stephenson Hawthorn Locomotive Trust and moved to Backworth Colliery in Northumberland for storage in November 1972. It finally arrived at Tanfield in June 1980.

In 2011, the locomotive was considered for restoration, which began the following year, when the boiler was lifted out of the frames, and in March 2013, the wheels were

removed. A set of tyres obtained direct from Barclay in the early 1970s when *Horden* was first preserved, was fitted in 2015.

Return

September 2019 saw *Horden's* boiler undergo a hydraulic test and in December that year, it had a fire lit in it.

The following year, the locomotive was painted in the green livery and the name *Horden* with gold leaf as supplied new.

Horden was only weeks away from steaming for the first time in 48 years last June when its restoration was halted in its latter stages by lockdown, and then thieves took non-ferrous components worth more than £20,000 from Tanfield.

Prize draw celebrates 30 years of the Fifty Fund

THE Severn Valley Railway-based Fifty Fund is marking its 30th anniversary with a raffle for a Pendolino Train Driver Simulator Experience as the star first prize, provided by Avanti West Coast.

Second prize is a limited edition Heljan O gauge model of Class 50 No. 50035 *Ark Royal* in large logo livery, and third prize a cast metal *Anson* nameplate replica.

Tickets cost £2 each and are available from the fund's online shop at www.fiftyfundstore.co.uk

The money raised by the raffle will be used to maintain its fleet of locomotives: Nos. 50007 *Hercules*, 50031 *Hood*, 50033 *Glorious*, 50035, 50044 *Exeter*, and 50049 *Defiance*.

The fund purchased its first locomotive, No. 50035, in 1991 and formally received it from Chris Green, Network Southeast's director that August at the Old Oak Common open day. After also purchasing No. 50044 and taking on No. 50031,

purchased by two of the fund's shareholders, the group's volunteers returned all three locomotives to operation.

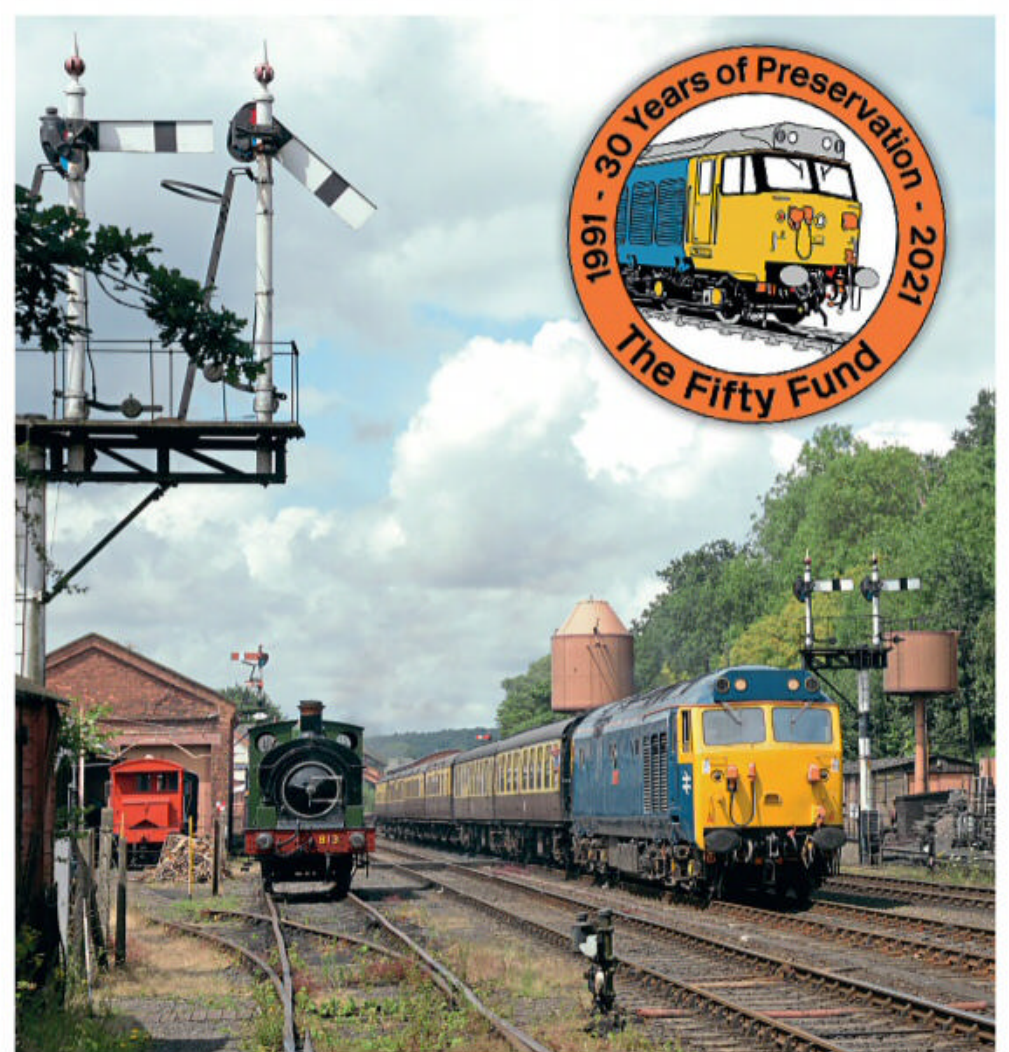
On November 1, 1997, No. 50031 returned to the main line with the 'Pilgrim Hoover' charter from Birmingham to Plymouth.

The fund later merged with Project Defiance Ltd (the owner of No. 50049) to form the Class 50 Alliance Ltd.

The Fifty Fund was then reformed to become the supporters group, with its main aims to promote the work of the alliance, raise funds and publicise the role played by Class 50s in the UK's railway history.

Since then, two more locomotives – Nos. 50007 and 50033 – have joined the fleet.

Class 50 No. 50035 *Ark Royal*, the first 'Hoover' bought by the Fifty Fund, at Bewdley in 2017. FIFTY FUND



MPs demand Highways England rethink over disposal of heritage structures

By Robin Jones

BACKBENCH MPs have thrown their weight behind heritage campaigners who are battling to stop Highways England (HE) from demolishing hundreds of disused railway structures.

Following the abolition of BRB (Residuary) Ltd in 2013, the Highways Agency was handed responsibility for managing the Department for Transport's (DfT) Historical Railways Estate (HRE), a collection of around 3800 structures, many of which were made redundant by the Beeching Axe.

However, in a strategic report from 2016, HE indicated its preference to "significantly reduce the level of liability and risk to the HE and DfT" through demolition and infilling. To fund this task, the HRE budget is being quadrupled to a typical annual figure of £41 million.

Pressure

Campaign organisation The HRE Group has been formed to oppose HE plans to eradicate structures which are either of historic value or could be given a new lease of life at some point.

The group claims that a third of the bridges earmarked for infilling are already proposed for reuse as part of reopened railways, heritage line extensions or footpaths and cycleways, or could be reused in the future.

Now the House of Commons Transport Select Committee has written to HE and Roads Minister Charlotte Vere urging it to reconsider.

Committee chairman Huw Merriman MP wrote: "We urge HE and the DfT not to view the estate

primarily as a risk to be minimised, but rather as assets to be preserved, repurposed for public benefit and enjoyed.

"Under its 2015 Protocol Agreement with the DfT, HE's role is to reduce the liabilities on the Secretary of State from individual structures within the estate. The estate is not only part of our national heritage, but includes many strategic assets with demonstrable public value.

"We would like to see the Protocol Agreement amended to reflect the cultural and strategic value of these historic structures.

"We are concerned to hear about HE's plans to infill or demolish parts of the estate. We have been informed that 130 bridges and tunnels will be demolished or infilled over the next five years.

"In addition, we understand that up to 15% of the estate (around 480 structures) is at risk of being demolished between now and 2029/30. Many of these historic structures already have an identified use and many more have clear potential to be used in future.

"Historic bridges, viaducts and tunnels, for example, help to facilitate walking and cycling routes throughout the country.

"Plans to demolish and infill these structures not only block existing, and potential, walking and cycling routes, but also prevent the structures being used to reopen historic railway lines.

"Around one third of these 130 structures, for many reasons, have no realistic prospect of offering any public value.

"In such cases, it is reasonable to

demolish or infill these structures, but, in principle, effort should be made to preserve the estate and encourage local communities to make use of these assets."

Action welcomed

HRE Group member Graeme Bickerdike welcomed the committee's action, claiming that in many locations, proposals for new active travel routes are now in doubt because HE is seeking infilling and demolition without engineering justification.

"It is unsustainable for the Government to allow vandalism of this kind if it expects us to take seriously its stated commitment to driving an active travel revolution," he said.

As highlighted in issue 277, HE has appointed outside contractor NPX to manage the HRE. NPX, a joint venture between Network Plus and Xeiad, was awarded a 10-year framework for the HRE Examination contract and began work in April.

Elsewhere, Herefordshire Council has just refused HE planning permission for the infilling of two disused railway bridges spanning the proposed route of a greenway, extending for 20 miles between Hereford and Hay-on-Wye.

It had been claimed that urgent action was needed 'to prevent an emergency arising,' despite both bridges showing no signs of being overloaded.

However, council officers said that the infillings were incompatible with the local authority's adopted policies on heritage, ecology and sustainable transport.

Moorsline names May 15 as restart date

THE North Yorkshire Moors Railway is to restart services from Saturday, May 15. The railway will be operating two trains to Whitby every day, as well as an intermediate service between Pickering and Grosmont.

The railway will operate with Covid-19 mitigations until the summer holidays, with pre-booked end-to-end services with a set departure and return time.

The intermediate service will enable passengers the opportunity to hop on and off to explore Levisham, Goathland and Grosmont stations.

All passengers aged 16 years plus, unless exempt, will be required to 'Track & Trace', adhere to social distancing, and wear face coverings.

The first batch of tickets will operate up to June 20 in line with the Government's exit plan.

The second release of tickets will be announced via the railway's website and social media channels.

The first Pullman train of the 2021 season will run on Thursday, May 20, with a new 'Moorlander' spring lunch menu. Services will operate Thursday to Sunday throughout the season.

The railway's letting accommodation at Grosmont, Goathland and Levisham will reopen from May 15. Visitors can book to stay at the stations, from Saturday to Saturday, with unlimited travel along the line.

Counter Drain station: Here today, gone tomorrow!

THE Midland & Great Northern Joint Railway's (MGNJR) Counter Drain station building at the fenland village of Tongue End, near Spalding, has been legally demolished in the past month – despite parish councillors being told it was a heritage asset.

Not part of the Department for Transport's Historical Railways Estate, South Holland District Council gave permission for the building, known in recent decades as Railway Cottage, to be demolished and replaced with a new four-bedroom house on the same site.

History

The station, named after a local drainage ditch, was opened by the Spalding & Bourne Railway on August 1, 1866, and later became



Railway Cottage, the former Counter Drain station, was long a landmark on the fen road between Spalding and the village of Baston.

ROBIN JONES

part of the MGNJR route from the East Midlands to Norfolk.

The station closed on March 2, 1959, while the line stayed open for goods until 1964.

As previously reported in *Heritage Railway*, Bourne History Group is campaigning to save Bridge 234, (also not part of the Historical



A view from April 18 shows the building, which has stood since mid-Victorian times, has now gone forever.

ROBIN JONES

Railways Estate) on the MGNJR's route from Saxby to Bourne, from being demolished as part of plans to expand the town's modern Elsdie Park housing estate and lay a children's play area on the site.

A petition against the demolition is running at <https://tinyurl.com/BourneBridge>

Chance to drive a 'Pacer' at the Steelworks

THE Appleby Fordingham Railway Preservation Society has resumed the operation of driver experiences courses with its resident three-car Class 144 'Pacer' No. 144017.

Each experience consists of about two hours of driving the train around the internal system of British Steel Scunthorpe, departing from and returning to Frodingham platform.

➔ A donation of £200 for one or £300 for two people is requested. Details at www.afrps.co.uk or telephone 07889 297271.

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Public steam trains returned to the Isle of Purbeck on Monday, April 12, when, at 10.30am, Southern Railway Bulleid Battle of Britain light Pacific No. 34072 257 *Squadron* hauled the first steam train out of Swanage since December 29 – a refamiliarisation run for train crews. Swanage Railway trustee and passenger services director Trevor Parsons, who is also a volunteer signalman and train guard on the heritage line, said: “It was wonderful to smell steam in the air and watch the magnificent sight of a steam train, with excited passengers on board, leave Swanage station for the first time in almost four months. Our volunteers and staff have responded wonderfully to the challenge of returning a Covid-safe steam train service and it’s great to see the Swanage Railway again doing what it does best – help to provide people with a wonderful day out.” Subject to the lifting of Government restrictions, the railway will reopen its Corfe Castle station museum, return catering facilities to Swanage and Norden stations and reintroduce its dining trains, in a Covid-safe manner, from May 17. Harman’s Cross station and Herston Halt will remain closed until the restrictions regarding social distancing are lifted. ANDREW PM WRIGHT

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Strange bedfellows who have led to railway art documentary

By Geoff Courtney

RAILWAYS and art are the unlikeliest of bedfellows. The former is a pragmatic, intense, busy, noisy, crowded, multi-disciplined industry, while art is a thing of beauty, the product of talented souls often working alone in a small studio.

Yet bedfellows they are, and have been for more than a century, initially in the form of posters and subsequently with the arrival of carriage prints, which brought to the travelling public for the price of a railway ticket the work of some of the most talented watercolour artists in the land.

Greg Norden, a former railwayman and the country's foremost carriage

print expert, is so enamoured of the craft that he and his son James have produced a 57-minute film documentary on the subject titled *Travelling Art Galleries* and presented by Nick Crane, of BBC TV's *Coast* series.

"The idea of carriage prints grew from photographs that railway companies displayed from the mid-1880s in carriages," said Greg, who is 66, lives in Northampton, and left BR in 1984. "From 1936 some of the finest watercolour and poster artists of the time were being commissioned to contribute to the rivalry, and trains almost became travelling art galleries."

Artists, including such well known

"I received a call from a former Waterloo colleague telling me of plans by the bill office to send old handbills and posters to the skip."

names as Rowland Hilder, Frank Mason, Norman Wilkinson, Leonard Squirrell, Claude Buckle, Jack Merriott and Stanley Badmin, produced more than 500 paintings of Britain, of which Greg says: "Many of the carriage prints take us on a scenic tour of the country in the mid-20th century, from towns and cities to pleasant villages, from the mountains of Scotland and Wales to the ports and resorts, before modern town planning and the car changed the landscape for ever."

"Railway travel creates its own atmosphere, and recollections in the days of steam have bred a nostalgia unmatched by any other form of transport, and these paintings bring back memories of past visits."

Rescue

Greg started his 14-year BR career on leaving school in 1970 in Waterloo station's public correspondence section, and a subsequent move to Wimbledon planning department piqued his interest in carriage prints. "I received a call from a former Waterloo colleague telling me of plans by the bill office to send old handbills and posters to the skip."

"When I arrived all the larger posters had gone but George, my former colleague, had salvaged a

stack of carriage prints, which I took home and put under my bed, where they stayed for about 20 years. I knew nothing of art – I thought Hertz Van Rental was a Dutch painter – but I eventually decided to research this neglected treasure store and the artists responsible."

That research resulted in Greg publishing a book in 1997, *Landscapes under the Luggage Rack*, which achieved immediate success, and in recent years he realised the subject would warrant a film, which has led to this month's launch of *Travelling Art Galleries*.

"Most documentary makers have a team researching, directing, marketing and producing the film," he said. "When you are doing it yourself, it takes a long time to cover the lot, and I learnt as I went along. Choosing the best images and material was a massive job, and what to include or leave out was a headache."

Greg's 38-year-old son James started work on the project with his father in 2018 from a rather higher professional level, having trained in IT and computer studies and a past winner of a Best Christian Music Video industry award, following which he formed his own film-making



Left: Nick Crane and Greg Norden beside the River Welland at Deeping St James, Lincolnshire, with a carriage print of the village painted by Nick's great-aunt Freda Marston for the LNER in 1947. JAMES NORDEN

A visual feast of British nostalgia that was three years in the making

By Geoff Courtney

THE *Travelling Art Galleries* film documentary, a history of railway carriage prints, is a joint project between Greg Norden, his film-maker son James (with additional help from his eldest son, Sam), and TV presenter Nick Crane, and has been in the making for three years.

An initial three-day visit by Greg and James to Yorkshire secured still and aerial camera drone shots of various carriage print locations in the county, including Robin Hoods Bay, Scarborough, Pickering and Whitby, and was followed by the pair visiting Northfields and Upminster stations on the London Underground filming 1938 Tube stock.

Further visits were to Wolverton

viaduct and other eastern England carriage print subjects, two days on the Llangollen Railway in north Wales, where they were joined by Nick, and another two days at the Bluebell Railway and the Locomotive Storage Ltd facility in Margate, where a SR 4-SUB EMU brought memories back to Greg of commuting on the Southern Region.

Location

January 2020 saw Greg, James and Nick filming in Lincolnshire, firstly at Boston and then Deeping St James, where Greg met 'Wolfie', the professional darts player Martin Adams, in the local pub during a break in filming. "I rather wisely declined an offer to play him," reminisced Greg.

Meanwhile, in a large manor close to Greg's Northampton home, Sam, a carpenter, was busy building a mock railway carriage compartment for filming carriage prints, photographs, advertisements and maps, which were interchanged in the frames for the different themes.

Nick spent a day presenting in the 'railway compartment' and in a makeshift 'art gallery' in an adjacent room, and Greg was also filmed recording pieces to camera. "I was very wooden at first, but slowly improved," he said. Voiceovers were also carried out, and the bulk of the filming was completed just before the first Covid-19 lockdown, which ironically provided Greg and James with the opportunity to carry out months of editing.

In the film, which also includes black-and-white, colour-tinted and sepia photographs of Britain and the development of maps, Nick puts under the microscope the artists who drew the carriage prints and also recalls memories of one of those artists, his great-aunt Freda Marston, who exhibited countrywide and was the only female artist commissioned by the LMS, LNER and BR to produce carriage prints and posters.

Result

Travelling Art Galleries is filmed in HD for streaming and downloads, and produced as a DVD, while a six-minute trailer is also available. The finished work is, says Greg, "a visual feast of watercolour art, railway history and British nostalgia."



Family ties: James Norden (left) with his father Greg during the filming of *Travelling Art Galleries* at the Llangollen Railway. NICK CRANE

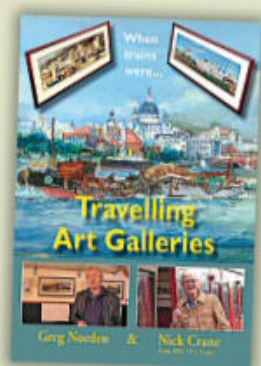
company, Upbeat Image.

Greg has known Nick Crane for many years, and when he was contemplating making the documentary, he asked Nick, whose great-aunt Freda Marston was a carriage print and poster artist, if he would be able to help as the presenter. "He was still working on the Coast series, had just been elected president of the Royal Geographical Society, and was writing several books, but he said he'd be delighted to help.

Passion

"He has been a great supporter of the project from the outset and is a genuine enthusiast of this form of art. I have been very fortunate to witness his passion and professionalism in the making of the documentary."

Greg's family background includes a link to Charlie Chaplin, whose mother and Greg's great-grandmother were sisters. "My grandad used to knock around London with Charlie when they were lads before Charlie moved to the States," said Greg.



READERS' EXCLUSIVE OFFER: TRAVELLING ART GALLERIES FILM

To see the trailer, buy the DVD, or stream the video in HD, visit www.travellingartgallery.com or telephone: 01604 456882 or 07971 168299

Use voucher code 'MORTONS' to buy the video at £17.95 (inc p&p) instead of £19.95 (+ p&p)



The icy build-up to Easter was evident on the North Yorkshire Moors Railway on April 6. K1 2-6-0 No. 62005 is seen setting off for Grosmont motive power depot and disposal in a snow blizzard after a day doing crew refresher trains to Whitby and back. SAM YEELES

NRM aims for zero emissions by 2033 – but rail operations to continue as part of the mix

By Robin Jones

THE National Railway Museum (NRM) and its parent body the Science Museum Group have announced a target to achieve Net Zero by 2033.

Sustainability will be at the heart of the Vision 2025 masterplan projects at both the York museum and its Locomotion venue in Shildon.

Building on the Group's Sustainability Policy, the target, announced on April 15 ahead of the museum's May 19 public reopening, commits the museum to change the way it works to achieve a balance between the amount of greenhouse gas emissions produced and the amount removed from the atmosphere.

The policy will see changes to the way the museum operates from introducing small but significant day-to-day measures such as reducing food waste in its cafes, to the design and build of the museum's new masterplan galleries and buildings.

Construction

The new Central Hall building, scheduled to open in 2025, will dramatically reduce reliance on concrete and steel by creating a timber-framed structure.

A combination of passive design principles and active systems, including the use of recycled copper, will reduce the museum's operational carbon footprint by 80%.

NRM director Judith McNicol said: "Vision 2025 is our £55-million transformation to become the world's railway museum. It is a once in a generation opportunity to connect the past with the present and to inspire the innovators and problem-solvers of the future and it is only right that environmental

sustainability is embedded into this journey. It colours and informs our approach for design, construction, operation and engagement.

"Achieving Net Zero will benefit our visitors and the wider local community and our response is driven by a sense of urgency and purpose: to think big and to leave a positive legacy for those who follow."

The museum will focus on sustainability and climate change in its public programme throughout 2021.

Available to book are the latest talks for the group's global event series Climate Talks which aim to lead public engagement with climate science in the run up to COP26 in Glasgow in November 2021.

The talks bring together a diverse, distinguished line-up of international speakers to confront the most pressing issues around climate science and explore which innovations can really make a difference.

Since launching in January, more than 20,000 people worldwide have booked a free ticket or watched an event online, with speakers so far ranging from conservationist Dr Jane Goodall and economist Sir Partha Dasgupta to astronauts Tim Peake and Helen

Sharman, musician Brian Eno and Bollywood star Dia Mirza.

Topics for the next wave of events range from the clean energy revolution to how oceans are responding to climate change, with speakers including journalist Anushka Asthana, Malawian inventor and author William Kamkwamba, Kwasi Kwarteng MP, Former president of the Republic of Kiribati Anote Tong, and many more. Full details are at www.sciencemuseum.org.uk/see-and-do/climate-talks

Steam

The museum's commitment to sustainability will not affect on-site train rides or the operation of locomotives such as *Flying Scotsman* both at heritage railways and on the main line. A museum spokesman said: "Working steam locomotives are positive ambassadors for the museum and can significantly enhance the visitor experience.

"According to current estimates, the operation of rail vehicles accounts for just 3% of the Group's overall carbon footprint."

→ For the reopening of the NRM of May 19, tickets will as always be free, but visitors will be asked to book online in advance at www.railwaymuseum.org.uk and follow social distancing.



The winning design concept for the National Railway Museum's Central Hall. FEILDEN FOWLES

Historic Brush Falcon Works ‘to close’ after 156 years

By Robin Jones

IN the year that the Talylyn Railway is marking the 70th anniversary of its takeover by volunteers and the start of the global operation heritage railway movement, the historic Falcon Works where one of the revivalists' first locomotives was built 143 years ago, is set to close, it has been announced.

Wabtec, the American owner of the Brush Traction factory in Meadow Lane, Loughborough, where locomotives are built, overhauled and repaired, has proposed closing it, placing around 300 jobs at risk, saying that reduced volumes had made the site “unsustainable”.

Staff were told of the plans on April 16. It was understood that there are 200 permanent staff at the factory, with around 70 contractors based at the site.

The planned closure, with work being transferred to Burton-upon-Trent, Doncaster and Liverpool, is subject to consultation.

The Unite union has 100 members at the works. Its regional officer Lakhy Mahal said: “Wabtec’s announcement that it is planning to shut the historic Falcon Works is a crushing blow to the workforce and to the local area.”

“Unite is in consultation with the company and is fighting to ensure that our members are offered alternative employment at other sites, if that is what they want. If it isn’t, we will be negotiating for them to receive the best redundancy packages possible.”

Loughborough MP Jane Hunt said she had been trying to support staff whose jobs were under threat by helping to find jobs for them at similar businesses in Leicestershire.

She said: “It is desperately sad for Loughborough. I am very, very disappointed.”

“After what has already been an extremely difficult year, to face redundancy at a time when the jobs market is uncertain will no doubt be a huge worry. My concern is for the families of the employees, many of whom live in Loughborough, who face uncertainty in the weeks ahead.”

A spokesman for Pittsburgh-based Wabtec, which took over the factory in 2011, said: “Decisions like this are never easy but over the past few years, our site has experienced reduced volume and this decrease is no longer sustainable.”

“This decision will help to simplify and optimize the company’s manufacturing footprint in today’s cyclical environment.”

Origins

In 1865 timber merchant engineer Henry Hughes began building horse-drawn tramcars and railway rolling stock at Falcon Works, his first company being the Hughes’s Locomotive & Tramway Engine Works Ltd. It is believed that he built his first steam locomotives about 1867 for the Paris Exhibition, but his core business was lightweight tram engines, including *The Pioneer* which he built for the Swansea & Mumbles Railway.

The first steam locomotives built at the works included 0-4-2ST

Belmont for the Snailbeach District Railways around 1877 and the Corris trio. In 1881, a pair of 3ft gauge 0-4-0STs were built for the Liverpool Corporation Waterworks Committee for use in the construction of the Lake Vyrnwy waterworks in Montgomeryshire.

However, in 1882, the company went into receivership and Hughes emigrated to New Zealand, where he built small tramway engines.

Later that year, the company reformed as the Falcon Engine & Car Works Ltd and supplied three more locomotives of the same design for use at Lake Vyrnwy, and also built tank engines for Ireland, Spain and the Azores.

In 1889, the company was acquired by the London-based Anglo-American Brush Electric Light Corporation, which moved the 100 miles north into the Loughborough works under the new banner of Brush Electrical Engineering Company Limited.

Around 250 steam locomotives were built in addition to the tram engines. Production finished after the First World War and the company concentrated on transport-related electrical equipment, including tramcars, trolleybuses and battery-operated vehicles.

It also built some carriages used in the 1900s on the Central London Railway and the City & South London Railway.

During the Second World War, Brush Coachworks diversified into aircraft production, building 335

de Havilland Dominies for the RAF and Fleet Air Arm. Wing sections were built for Lancaster bombers and Hampden fuselages were overhauled. In 1952 the coachworks were closed and the goodwill and patents were bought by neighbouring Willowbrook.

However, Brush kept its contacts with railways, being close to Derby Works. The firm was acquired by Heenan & Froude in 1947 and merged with W G Bagnall to produce diesel locomotives, and in 1951, Brush Bagnall Traction Limited was formed.

When BR began its modernisation programme to phase out steam in the Fifties, Brush entered the market for main line diesel-electrics. In 1957, the Brush group was purchased by Hawker Siddeley and passed to BTR plc before becoming Brush Traction. It later became part of FKI Energy Technologies which was bought by Melrose plc in 2008 and three years later was purchased by Wabtec for \$31 million.

Products

Amongst the modern traction produced by Brush were classes 31, 47 and 48, the prototype diesel Falcon, Class 57s which were re-engineered from 57s, Class 60s, the Class 89 prototype electric locomotive and the Class 92 dual-voltage electric. It also manufactured the Eurotunnel Class 9 electric locomotives.

Locomotives constructed for export included Sri Lanka Railways classes M1 and M7, Zimbabwe Class DE4, New Zealand Railways Class EF, Malayan Railways Class 18 shunter and various Bo-Bo diesel electric freight locomotives to Cuba, Tanzania, Gabon and Morocco.

It also supplied equipment to London Underground and Docklands Light Railway, plus rapid transit systems in Canada and Taiwan.

Traction equipment was supplied to BR for various EMUs, the Class 43 High Speed Train diesel locomotive and Classes 56 and 58 freight locomotives.

Brush repowered most Class 43 HST power cars with MTU engines between 2005-10.

More than 75 Brush Traction locomotives have been preserved and can be seen at UK heritage lines, with many more examples on the national network.

South of Loughborough, standard gauge Powesland and Mason & Co of Swansea Docks No.6, built by Brush in 1903-6 and which later became



The iconic Brush Traction Falcon Works in Loughborough overlooking the town’s main line station, and which could now close by the end of this year, 156 years after it opened. ROBIN JONES



Tallylyn Railway 0-4-2ST No. 3 *Sir Haydn* was built by Hughes at Falcon Works in Loughborough in 1878, works number 323, and was one of three supplied new to the Corris Railway, where it became No. 3. The other two, Nos. 1 (324) and 2 (322) were scrapped in 1930. In 1927, No. 3 was rebuilt using parts from all three Hughes locomotives. Three years after the Corris closed it was bought by the Tallylyn in 1951 along with Kerr Stuart 0-4-2ST No. 4, which became *Edward Thomas*. The modern-day Corris Railway is building a replica of the Hughes locomotive (see separate story, page 41).

GWR No. 921, is on display at the Mountsorrel & Rothley Community Heritage Centre.

The Vale of Rheidol Railway Museum Collection includes 2ft gauge 4-4-0s Nos. 265 and 266 from the Beira Railway, which ran from Beira in Mozambique to Umtali across the Rhodesian border. However, neither are on view to the

public at the moment.

Falcon Works supplied a 7ft gauge 0-4-0ST to the Azores, which used Isambard Kingdom Brunel's broad gauge for its docks railway. The locomotive is one of two preserved at Ponta Delgada.

Other Falcon Works steam locomotives survive in preservation at Salou in Spain.



Class 31 D5631 was built by Brush Traction in Loughborough in 1960 and delivered new to 32A Norwich shed on July 7, 1960. On the last day of the 1961 summer timetable in East Anglia – also the last day of local steam-hauled express passenger workings – an early-morning Norwich to London service failed near Diss behind Britannia Pacific No. 70006 *Robert Burns* and D5631 was sent to the rescue. Withdrawn in 2001, it was bought from Old Oak Common by the Midland & Great Northern Joint Railway Society on January 29, 2003, and moved to the North Norfolk Railway, where it joined former Norwich shedmates B12 No. 8572 and J15 No. 654. D5631 has now completed its recent overhaul and is awaiting its final coat of paint, which will include adding lining where appropriate and touching up the roof, as well as finishing off the warning panels. MAX PRINCE/NNR

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**



Turning the tables: Restored Australian flagship Pacific No. 3801 on the turntable at Junee Roundhouse Railway Museum in southern New South Wales during its three-day visit in early April. TOM MARSHALL



Tunnel vision: Restored Australian Pacific No. 3801 bursts out of Picton tunnel on April 1 ahead of a series of railtours in southern New South Wales following its return from restoration. GLEN GREATHEAD

The impressive facts and figures of a flagship steam loco's return

By Geoff Courtney

THE statistics achieved by Australia's flagship preserved locomotive No. 3801 after its return to railtour duty in March and April following a 13-year overhaul are as impressive as the streamlined Pacific itself.

In its first 12 days back on the main line, the iconic engine operated 26 trains, travelled nearly 1600 miles, carried in excess of 6000 passengers despite reduced capacity due to Covid-19 restrictions, and used more than 113 tons of coal, while train crews worked 114 shifts covering 1165 working hours. In addition to this busy schedule, the 4-6-2 spent three days on display at Junee Roundhouse Railway Museum, where it attracted more than 600 visitors.

The drawn-out restoration of the New South Wales state-owned Class 38 was dogged by controversy, but all the frustration was forgotten, or at least shunted into the sidings,

on March 12 when, as reported in last month's issue, it was formally relaunched in a high-profile ceremony at Sydney's Central station.

Dignitaries, including New South Wales state governor Margaret Beazley, were taken on an inaugural run, and the following day a series of sold-out public trips was launched.

Status

Dubbed Australia's *Flying Scotsman* due to its popularity and crowd appeal, the Pacific, which was built by Clyde Engineering of Sydney in 1943 and is based at NSW Rail Museum in Thirlmere south-west of Sydney, travelled through the southern regions of the state, including the Southern Highlands, and was welcomed wherever it went by linesiders, photographers, enthusiasts, and young and old alike.

David Bennett, head of engagement for the loco's custodian, Transport Heritage NSW (THNSW), told *Heritage*

Pete Waterman to relaunch Heaton Park Tramway weekend services

By Gareth Evans

HEATON Park Tramway is to resume public operations in style on June 2 – when Pete Waterman will formally reopen the Manchester venue.

The pop mogul and railway enthusiast will also relaunch recently-overhauled 1901-built Stockport tram No. 5. Two former Stockport buses are also set to be in attendance, courtesy of the Greater Manchester Museum of Transport.

Afterwards, the tramway will be open at weekends – with options for further days under review.

Supporters

"We're in a good position," said Keith Whitmore, company chairman. "Membership is increasing, particularly among younger enthusiasts – half our members are now under the age of 30. In terms of the legacy, it's marvellous news!"

"We're also fortunate to have had a lot of support from Metrolink and the system's maintenance provider, Pod-Trak, which has kindly donated

a cherry picker to us. Members of the park team have also assisted with the relaying of track.

"We're now progressing our extension plans to take the tramway right across the park, enabling visitors to get off Metrolink at Heaton Park stop (the former railway station), cross the road and then board a T68 tram, ride to Lakeside and then change to a heritage tram. That would provide a whole heritage tram experience in the centre of Manchester.

Expansion

"We also have aspirations to extend Lakeside depot. No. 1007, one of our T68s, remains in store at Metrolink's Trafford depot, while the other, No. 1023, is at Crewe Heritage Centre.

"We want to re-create a 1992 tram stop – one with an operational T68, the other as a learning classroom. We're in discussions with the city council to help make that happen."

→ The tramway is selling books and memorabilia online at www.ebay.co.uk/usr/heatonparktramway

New welfare building boosts Toddington volunteer facilities

GLOUCESTERSHIRE Warwickshire Railway volunteers have taken occupation of a new welfare building created by a £500,000 extension of the GWR goods shed at Toddington which has doubled its size.

The completed new building – known as 'The Goods Shed' – offers nearly 4200 sq ft of space over two floors, including a ground floor yet-to-be-fitted-out extension to the machine shop, which occupies the original building. The Gloucestershire Warwickshire Railway Trust provided £371,000, while more than £20,000 including Gift Aid was raised by volunteers.

The new facility comprises a sign-on lobby with noticeboards, ground floor male and female toilets, changing rooms and showers; while on the first floor are meeting rooms, medical room, office, washing facilities and spacious mess room with a kitchen complete. There is 'clean'

and 'dirty' access to the first floor, the former via an internal stairway and the latter via an external steel flight and the first-floor external mezzanine.

Local firms were involved in the construction, the main contractor being Middicott & Rodway while sub-contractors were ABS Heating, Buzz Electrical, AJ Furniture and Steelway Fensecure Ltd for joinery and steelwork. The architecture was by volunteer Keith Smith, while Mark Young, also a locomotive department volunteer, oversaw the contracts through his own business, Berry & Young. Windows and brickwork match the original.

Upgrade

Although mainly intended for the steam and diesel locomotive departments, the facility, replacing a Mk.1 coach that has been used since the Eighties, is



Smoke screen: Class C38 Pacific No. 3801 climbs through the closed station of Binalong, 1500ft above sea level in the southern uplands of New South Wales on April 12 during its return to NSW Rail Museum in Thirlmere after operating railtours in the south of the state. GLEN GREATHEAD

Railway at the end of April that other regional visits in the state, which is more than three times larger than the whole of the UK, were planned throughout 2021, including the west in June and north in September, in addition to Sydney-based trips.

Of the railtours to date, he made special mention of No. 3801's three-day display in Junee Roundhouse Railway Museum south-west of

Sydney in early-April, which he said enabled many hundreds of visitors to access the cab.

Relief

The undoubted success of the locomotive's return will have been a relief to THNSW after a fraught and much-delayed restoration which included a brand-new £600,000 boiler built by DB Meiningen of Germany

being rejected by Australian officials as unfit for purpose, and a late setback in the refurbishment of another boiler.

That relief would have been shared by NSW taxpayers, who funded the £2 million project, and they would also have shared the delight of THNSW chief executive Andrew Moritz when he declared on its return: "It is an achievement to be celebrated. It has been a long wait."

Council stops Bideford railway centre from running trains

DEVON County Council (DCC) has promised to reconsider a 'shock' decision to stop Bideford Railway Heritage Centre running trains – placing it at the risk of closure.

No formal explanation has been given to museum officials as to the move, which the county council has agreed to reconsider at its first full cabinet meeting after the local elections.

Museum chairman Andrew Mills said: "The decision to revoke our rights to run over our track at Bideford was a great shock as we enjoy operational permissions to run from the Office of Rail and Road and permanent planning permission from Torridge District Council.

"Without the ability to run trains we cannot generate income as a working museum, nor can we move our stock around to continue our programme of restoration works and train volunteers: this is extremely serious and could put us into a 'death spiral.' We have been treated shabbily and disdainfully by DCC for no reason, given we have been on site for over 30 years and have always operated safely and with no incidents.

Dismay

"DCC have still not formally told us the reason why, but did release a statement to the media citing noise and nuisance to new developments as the primary reason for their decision. This then provoked a dismayed response from the majority of owner residents of the alluded to development, who were furious to be used as an excuse without consultation by DCC. In a letter to DCC they've stated: 'Please do not waste all the potential this site has to offer to visitors, cyclists, railway enthusiasts, walkers etc by making an ill judged decision which is not based on fact.'"

The Heritage Railway Association has written to DCC in support of the museum, slamming the decision as 'perverse'.

Regarding the offer to rethink the decision, Andrew said: "Even this seemingly positive breakthrough leaves us extremely worried. Despite a promise of finally receiving a written report of the reasons why running has been refused, it has become apparent that report has not yet been written."

A DCC spokesman said that the authority has had "constructive discussions with the centre." "These discussions are ongoing," he said. "The policy will be reviewed in the near future."

open to all volunteers and it is where they sign on and off, if not done via a recently-commissioned online system.

Completion of the building is about a year overdue, thanks to the coronavirus pandemic. At the same time, the siding giving access to the unloading road in the car park has been relaid and the surface between the David Page locomotive shed and The Goods Shed concreted, thanks to a further trust grant of £20,000.

Steam locomotive department chairman John Cruxon said: "This is a game-changer and it is a testament to the volunteers who have provided a significant amount of funding for the project.

"It is an exciting time for our railway as it emerges from lockdown restrictions. This facility must be one of, if not the best of its type on any heritage railway, providing outstanding standards of welfare and hygiene. Our regulator, the Office of Road and Rail, is rightly taking in increasing interest in the welfare of volunteers on heritage railways and The Goods Shed certainly more than satisfies such requirements."



The view from the mezzanine of The Goods Shed shows WR 4-6-0s No. 7903 Foremarke Hall (feature, pages 88-89) and No. 7820 Dinmore Manor being prepared for work. IAN CROWDER

Right: The Goods Shed as seen from Toddington signalbox: the extension's new brickwork contrasts with the original but the architectural features match. The BR Mk.1 carriage at the end of the siding is the former locomotive department mess coach which it has replaced. IAN CROWDER





Royal footplateman: the Duke inspects the cab of LNER V2 2-6-2 No. 4771 Green Arrow when he officially opened the National Railway Museum on September 27, 1975. NRM



The Duke of Edinburgh in front of the working replica of Locomotion No. 1 with the late John Coiley, who was appointed the first keeper of the National Railway Museum, when it was officially opened on September 27, 1975. NRM

Remembering the Duke who opened two museums the same day

By Robin Jones

HERITAGE railways large and small displayed wreaths on locomotive smokeboxes as the nation said farewell to HRH The Duke of Edinburgh.

The tributes were carried on service trains on Saturday, April 17, the day of Prince Philip's funeral at Windsor Castle.

Some lines delayed their trains as a mark of respect and a minute's silence was held at numerous locations. The Great Central Railway cancelled the final train of the day, with the affected passengers

being offered alternative services.

Observers have also commented on the impact made by the Duke of Edinburgh Awards scheme in helping young people to develop skills which proved essential when they became heritage railway volunteers.

Occasion

The Duke held what was believed to be a unique position in the railway heritage sector, having opened two major museums on the same day.

On Saturday, September 27, 1975, he travelled on the Royal Train behind Class 47 No. 47255 to Darlington,

where he formally opened North Road Station Museum on the 150th anniversary of the Stockton & Darlington Railway.

The museum, housed in the North Road station building which was built in 1842, replacing an earlier terminus in a converted goods warehouse which had been opened to passenger traffic in 1833 and demolished in 1864, had been open to the public since August 16 that year. It is now known as the Head of Steam Museum, and is gearing up to play a major part in the Stockton & Darlington bicentenary celebrations in 2025.



Mid-Hants Railway staff observed a minute's silence for HRH The Duke of Edinburgh at Ropley station on April 17, 1975, with Ivatt 2MT 2-6-2T No. 41312 carrying a wreath on its smokebox door. MHR

NRM and Locomotion on course to reopen after lockdown on May 19

By Robin Jones

CLOSED because of lockdown since December 31, the National Railway Museum and its Locomotion museum at Shildon are to reopen on Wednesday, May 19, following the easing of Government Covid-19 restrictions.

Visitors are being asked to observe social distancing, wear a face mask (unless exempt), where applicable follow marked routes and book online in advance at www.railwaymuseum.org.uk/visit for York and at www.locomotion.org.uk for Shildon.

Ticket numbers will be limited to timed slots to help keep people safe and entry will remain free.

At Locomotion, visitors will now be able to see the original Locomotion No. 1 on display in Shildon for the first time in more than 170 years (picture, page 87)*, following its move from

Darlington's Head of Steam museum on March 7 (issue 279) – close to the site of its first historic journey at the opening of the Stockton & Darlington Railway (SDR) in 1825.

Exhibitions

Launched online in February this year and attracting more than 10,000 views, visitors to both museums will for the first time be able to see the latest photographic exhibition, Railway Heroes, close up. As reported in issue 278, it celebrates railway key workers and their role in the national response to the pandemic.

Stephanie Hart, who works in IT Services at Network Rail and whose story is part of the exhibition, said: "The railways have so many people with different skill sets – it was amazing to see people making items for the NHS, putting up hospital beds, delivering food parcels and medication and giving up their time

to volunteer to help others. I really feel we've been able to add so much more than simply running a railway."

Visitors to the York museum will also be able to enjoy a new audio trail created to enable them to delve a bit deeper into the history of the museum. Accessible for free via smartphone, the tour takes listeners back to a time when the Great Hall was a busy engine shed and Station Hall was a working goods depot.

Prepared by the museum's curatorial and exhibition teams, the trail features 10 locations which explore York's railway history, including the Baedeker bombing raids of 1942 which badly damaged parts of the city: there is a plaque in the Great Hall today marking the spot where bombs fell.

Director Judith McNicol said: "We have introduced a range of measures to reassure people, with additional cleaning, hand sanitisers and

signage, as well as reduced capacity to help with social distancing and ventilation.

"It is my hope that this will be our last 'reopening' as the Covid-19 risk continues to ease."

Schedule

The York museum will be open from 10am to 5pm (Locomotion 10.30am to 4pm) on Wednesdays to Sundays (Monday to Sunday over school holidays). However, passenger rides, the miniature railway and visitor talks and tours will resume later in the year. Another new exhibition, Trans-Siberian: The World's Longest Railway will open at York from June 24. Free tickets will be available from May 26.

The Search Engine archive and library will reopen from May 20 for booked appointments. Free access tickets can be booked at tinyurl.com/swtbnfuc

Visitors to Locomotion will also be



BR Standard 4MT 2-6-4T No. 80104 carried a wreath in honour of the Duke on both days over the weekend of his funeral. ANDREW PM WRIGHT



During a minute's silence observed at Cornwall's Lappa Valley Railway, operations manager Ben Harding and drivers Ben Patrick and Lee Moseley stand in front of 0-4-2T Ellie. OLIVER RIDGE/LVR

From Darlington, the Royal Train took Prince Philip to York, where platform 8 had been roped off ready for his arrival, and was three minutes early. The stock comprised corridor brake/convertible sleepers Nos. 5154/5, originally built by the LNWR in 1906, royal saloon No. 798, built by the LMS in 1941 and special saloon first No. 45006 (LMS, 1942).

After introductions to local dignitaries and BR management, the Duke left the station and was driven on a tour through the city to the museum, as it is a York tradition that royalty must pass through Micklegate Bar when visiting the city.

Earlier, the prototype High Speed Train, carrying guests of the Department of Education & Science from King's Cross, had arrived in York after delays near Peterborough, firstly because of a fire in the rear power car (No. W43001) and secondly to adjust the brakes. Its arrival in York was 50 minutes late, but the guests just had time to take their places at the museum before the Duke arrived, to musical accompaniment by the band

of York Railway Institute, playing in the well of the large turntable. Speeches were opened by BR chairman Richard Marsh, who referred to the opening of the Stockton & Darlington exactly 150 years before, and outlined the history of the National Railway Museum, from its beginnings in Queen Street, York, through the British Transport Museum at Clapham, London to the present site.

Ceremony

He then formally handed the museum over to the Department of Education & Science "who will now have the pleasure of paying for its upkeep!" Mr Marsh was followed by Arts Minister for the Arts, Hugh Jenkins, who recalled taking his mother round Clapham Museum and his battle as Putney MP to keep the museum at Clapham. However, he confessed that, in York, "better had been replaced by best" in the provision of the first national museum to be created outside London.

Formally declaring the museum open, the Duke remarked that railways

had been as much a revolution in their day as supersonic aircraft were now – *Locomotion No.1* had led to Concorde – and he speculated on the opposition that would be voiced in this environmentally-conscious age to the pollution and destruction of the countryside caused by steam-hauled trains gouging across the land on iron rails if they had been put forward in the Seventies as a new invention.

Replying to the guests, the Lord Mayor of York made reference to "a previous Lord Mayor, wearer of this same chain of office" but could not bring himself to utter the name of the discredited 'Railway King' – the three-times city Lord Mayor, George Hudson!

Accompanied by museum staff, the Duke then toured the museum, and in the yard outside saw the full-size replica of *Locomotion No.1* in steam, and briefly took the controls of LNER 2-6-2 No. 4771 *Green Arrow*, which was steaming beside A3 Pacific No. 4472 *Flying Scotsman*, and an exhibition of modern BR traction and rolling stock. The museum was opened to the public the following day.

Global Zoom call honours first Stockton & Darlington meeting

TWO centuries after the seeds of the world's first public railway were sown, in what is now a Darlington kebab shop, an international Zoom call was staged from the town's Head of Steam museum to discuss the 2025 bicentenary of the Stockton & Darlington Railway.

Darlington mayor Coun Chris McEwan was joined on the April 18 call by railway museum representatives from Sri Lanka, The Netherlands, Germany, Portugal and Ireland.

The session took place 200 years to the afternoon that woollen manufacturer Edward Pease, often dubbed the 'father of the railways' met locomotive engineer George Stephenson in the former's house in Northgate, which in recent times was used as a kebab takeaway and which, as reported in issue 278, was recently acquired by Darlington Borough Council because of its historic value.

At the meeting, Stephenson convinced Pease that steam locomotives and not horses were the future of transport.

The call in April was compered by Chris Lloyd of The Northern Echo and featured a re-enactment of the famous meeting by Julian Cound and Christopher McCann of Darlington Operatic Society.

Taking part were an official from the world's oldest railway museum, in Nuremburg, the Dutch museum in Utrecht and the chief of staff of the mayor of Colombo in Sri Lanka, where a line to transport tea was built by Britain in 1864.

Coun McEwan said that he wanted to reach out to railway institutions around the world to get them involved in the 2025 bicentenary.

He also cycled from the Head of Steam past surviving features of the ground-breaking railway, including Skerne Bridge and Arnold Road tunnel.

Coun McEwan went on to meet members of the Friends of the Stockton & Darlington Railway who had walked from Stockton to Pease's house to mark the 200th anniversary of that legendary meeting.



Newly-restored Hackworth House at Locomotion in Shildon, built c1830-1831 for Stockton & Darlington Railway locomotive superintendent Timothy Hackworth. LOCOMOTION



Curatorial team assistant Martyn Halman prepares SECR D 4-4-0 No. 737 ahead of the National Railway Museum's reopening at York. CHARLOTTE GRAHAM/NRM

able to see the site's historic railway buildings, which have been restored to original condition following a £1.8-million project that was joint funded by Durham County Council with work carried out by VEST Construction of Bishop Auckland.

Starting at Locomotion, visitors can take a 10-minute walk towards the town centre, retracing the route of the original SDR and exploring Shildon's railway history. The newly-restored buildings include

the Grade II-listed 'Soho shed' built in 1827, stables and parcel office and Grade II-listed Hackworth House, built in 1830/31 for Timothy Hackworth, the first SDR locomotive superintendent.

The buildings are expected to be opened for the public to view inside later this summer.

Attractions

The newly-refurbished Class 71 electric locomotive E5001 will be

on display in time for reopening. The sole survivor of its class, it has undergone a comprehensive repaint and external restoration to repair bodywork. Volunteers worked with contractors to relivery it from BR green to BR blue, applying five coats of paint by hand.

Family visitors to Shildon over May half term will be able to take part in free craft activities including the chance to design and build a replica cardboard *Locomotion No.1*.

'Terrier' returns to familiar territory for IoW loan spell

By Geoff Courtney

LBSCR A1X 'Terrier' No. 32678 *Knowle* will be spending part of the summer on the Isle of Wight after an overhaul during which it was refitted with an enlarged style of bunker it previously carried for a spell on the island 90 years ago.

The veteran Terrier Trust-owned 0-6-0T, a popular member of the Kent & East Sussex Railway fleet, returned to steam in December as Southern Railway No. 2678 in black livery with yellow 'sunshine' lettering, and will be crossing the Solent in time for a month's stay on the Isle of Wight Railway in June.

Built at Brighton in July 1880 as No. 78, it worked at a number of locations, including London, before being shipped to the Isle of Wight in 1929 after being fitted with an extended bunker. It operated there as No. 14 *Bembridge* until May 1936, when it returned to the mainland to work the Hayling Island branch and also the original Kent & East Sussex Railway (KESR), still with its extended bunker.

After a service life of no fewer than 83 years it was withdrawn from Brighton (75A) in October 1963 with 1,411,436 miles on the clock, and was bought by Butlins for display at Minehead holiday camp. In 1988, by now under new ownership, it arrived at the KESR, which had been reopened by preservationists following the line's closure in 1961. It re-entered traffic there in 1999 after a restoration that included the bunker being returned to its original smaller form.

Overhaul

However, during the two-year overhaul at the railway's Rolvenden depot from which it returned in December, the bunker was again enlarged to the Isle of Wight specification, a fitting modification for its month's visit to the island.

The resultant extra coal capacity also means it will become even more useful when it returns to the KESR after its island sojourn, and be more attractive to other heritage lines who may be seeking locomotives on loan.

Meanwhile, work is progressing on the overhaul of the railway's other A1X, BR No. 32670, which is jointly owned by the trust and the KESR. It was withdrawn in 2017 for work on its boiler, and this is being carried out under contract by the North Norfolk Railway at Weybourne, where it arrived in April 2019.

The aim is to finish this work in time for both 'Terriers' to celebrate the 150th birthday next year of 1872-built No. 32670, and a significant milestone was reached in March with the rewheeling of the chassis. On completion



Above: LBSCR A1X class No. 32678 at Langstone heading for Hayling Island with a three-coach train from Havant on August 21, 1960, when the diminutive loco was exactly 80 years old. The preserved Kent & East Sussex Railway-based 0-6-0T, which recently emerged from a two-year overhaul in Southern Railway livery as No. 2678, is to spend June in familiar territory on the Isle of Wight, where it operated from 1929-36. TRANSPORT TREASURY/DR T GOUGH

the 0-6-0T will be outshopped in Stroudley green livery in its original LBSCR guise No. 70 *Poplar*.

To fulfil the ambition of the trust and the railway to have both locomotives in steam next year, an appeal was launched to raise £150,000 to ensure the project's completion. To date £110,000 has been raised, and the trust has announced a drive to raise the final £40,000.

Trust chairman Tom White told *Heritage Railway*: "The return of *Knowle* is the first achievement of our Terrier 150 Project, and we are sure visitors to the Isle of Wight and Kent & East Sussex railways will enjoy seeing the locomotive in gleaming new livery.

"We are still seeking donations to achieve our second goal, the completion of the overhaul of its older sister *Poplar*, so we can enjoy celebrating its 150th birthday next year with both locos in operation together."

→ To donate to the Terrier 150 appeal and help ensure these two veteran locos are able to steam together, visit www.terriertrust.org.uk/appeal or contact: The Secretary, The Terrier Trust, Holgates, 10 Virgins Lane, Battle, TN33 0JH.



Testing times: Kent & East Sussex Railway footplate crew Angus Entwistle (left) and Dan Dickson at Bodiam with Class A1X 'Terrier' No. 2678 during post-overhaul testing in December. The popular 0-6-0T is to spend June on the Isle of Wight, where it operated as Southern Railway No. 14 Bembridge in the 1930s. ALAN CROTTY

Statfold Engineering to build new traverser for Corris station

THE engineering arm of the private Statfold Barn Railway is to construct the new traverser planned for the Corris Railway's terminus.

Work on the new track layout and platform at Corris station is scheduled to be carried out between the end of December and the end of March 2022, the line's closed season.

The shortfall in funding for the traverser has now been made up with donations, and it will be constructed by Statfold Engineering before moving to the Dulas Valley.

Operation

The traverser will be located at the north end of Corris station, while a new point is being ordered for the southern end. Once complete, the new loop will allow locomotives to run around their trains at both Corris and Maespoeth Junction.

The winter work will cost nearly £58,000, of which £14,000 still needs to be raised.

Meanwhile, cab components for the line's new-build Falcon 0-4-2ST No. 10 have been laser cut by Optimized Metal Fabrications Ltd in Rochester and delivered

to a volunteer's workshop in Nottingham. These will form the main parts of the structure, and some substructures will be temporarily bolted together so that, when necessary, they can be offered up on the locomotive and checked and trimmed before riveting.

This trial fitting will take place at the Ross-on-Wye workshops of Alan Keef Ltd, where the main construction of No. 10 is proceeding as funds are raised.

Also at the erection stage, plans can be finalised for the bunkers inside the cab which, as well as carrying coal, will also have to accommodate air brake and communication parts.

→ Donations towards the Falcon and Corris station funds can be made online at www.corris.co.uk or cheques can be sent to: Peter Guest, 38 Underwood Close, Callow Hill, Redditch, B97 5YS for the locomotive or: Corris Railway, Station Yard, Corris, Machynlleth, SY20 9SH for the station fund.

Cheques should be payable to Corris Railway and please indicate to which purpose they are payable.



Corris station, where a new round-facility is to be provided.
ROBIN JONES



Part for the cab of the new Corris Railway Falcon 0-04-2ST No. 10. CR

IN BRIEF

→ ON selected dates this season, East Somerset Railway passengers will be able to enjoy travel on both the regular steam service and on a heritage railcar with a standard day rover ticket. Class 108 DMU set L231, which has been restored in BR blue livery with half yellow warning panel, is due to run on July 31, August 14 and 25, September 15, and October 10. Steam diagrams will be worked by GWR prairie No. 4555 and BR 2MT 2-6-0 No. 46447.

→ EXMOOR Steam Railway-built 2-4-2T *Pendragon* is to remain at Peterborough's Ferry Meadows Miniature Railway for the rest of the 2021 season. The 10¼in gauge locomotive is being fitted with new driving wheels. It previously ran at the

Rudyard Lake Steam Railway.

→ THE overhaul of Orenstein & Koppell 0-4-0WT *Helga* is progressing at the Bredgar & Wormshill Light Railway. Several refurbished parts have been reattached to the locomotive's boiler. A spare South African Railways bogie has also been overhauled, ready for use at the Kent 2ft gauge line.

→ A MOORS Valley Railway (MVR) supporter is building a new 2-6-2T for the 7¼in gauge line. It will be based on the Ffestiniog & Welsh Highland Railways' *Alco Mountaineer*. "The design really lends itself to what we do here and we felt it would really fit in, while at the same time bring something different to our fleet," said an MVR statement.



Derby tram No. 1 outside Crich Tramway Village's Exhibition Hall. CRV

Tram fleet reshuffle at Crich

CRICH Tramway Village is implementing several changes to its fleet which will result in the exhibition hall's display being refreshed.

The next restoration project for the workshop is Blackpool Brush Railcoach No. 298, which now needs to be brought back to the Derbyshire museum from store, ready to fit the new underframe due to be received from the Ffestiniog & Welsh Highland Railways. Transferring the body onto its new underframe will take up a lot of space. To accommodate this, a reorganisation of trams in the main Crich depots is required, as well as those in the final stages of restoration – including London County Council No. 1 (Bluebird), Newcastle No. 102, and London Passenger Transport Board No. 1622.

In addition, Cardiff Horsecar No. 21, which has been on loan to Crich for about 12 years, is to be returned to the National Museum of Wales, and Halle No. 902 will also be going into store after spending some time on loan in Blackpool.

Meanwhile, Derby No. 1 is to be moved to the museum's off-site store. This tram was selected as the restricted height and length of space available in the off-site store precluded many other vehicles.

The result will be a fresh display in the exhibition hall, enabling the venue's recent acquisition, the 1913 Barnsley & District Combination Car, to be displayed in the centre, and tramcars Gateshead No. 5 and Southampton No. 45 to be more easily viewed.

Churnet Valley Railway is set to modernise 'oldest' signalbox

MODERN technology is to be integrated into Grade II-listed Leek Brook Junction signalbox as it is repaired and upgraded to handle the Churnet Valley Railway's planned extension into the town.

Built between 1867 and 1872, it is the oldest surviving North Staffordshire Railway signalbox.

The 'box is an unusual example of a design by McKenzie & Holland prior to that railway's standardisation in 1875.

Despite its neglected state, it remains largely intact and retains its McKenzie & Holland lever frame of 1903.

The heritage line has announced that the work on the 'box will be carried out in conjunction with Cheshire-based Mosaic Rail Ltd and will see the modern technology introduced.

The exterior of the 'box was repaired with a Heritage Lottery Fund grant in 2014, but the next phase will make it the oldest operational

McKenzie & Holland first-generation style 'box in the UK.

A Churnet Valley spokesman said: "The centrepiece of this project will be the reintroduction to service of the Grade II-listed signal box at Leek Brook Junction, something that will also include the reinstatement of the former triangle for the first time since 1935 – and make it the first fully-signalled original triangle within UK preservation."

The line's managing director, Greg Wilson, added: "This partnership ensures that we will have a signalling system with safety at its core, making use of our heritage assets while also providing a valuable insight into how previous generations signalled trains."

Mosaic Rail Ltd signalling director Matt Wilton said: "This will give an opportunity to integrate modern technology and design systems into signalling systems used from the bygone days of the railway as part of a heritage railway operation."

Embsay & Bolton Abbey's first 2021 vintage train: A half-hidden colourful spectacular!

By Rodney Towers

THE Embsay & Bolton Abbey Steam Railway (EBASR) restarted limited services on April 13 after lockdown restrictions eased and, together with resident Stately Trains, the first vintage train of the year ran on Saturday, April 17.

This first train comprised visiting Robert Stephenson & Hawthorns WD Austerity 0-6-0ST No.71516 *Welsh Guardsman*, temporarily based at the Severn Valley Railway, and three six-wheeled Victorian coaches from Stephen Middleton's Stately Trains fleet of beautifully restored historical vehicles.

The oldest coach in the train was GER No. 14, built in 1889 as a district engineer's inspection coach. Positioned in the middle was GER No. 37, built in 1897 as an all-first class coach, rebuilt several times in differing configurations during its service life but now fully restored and preserved as originally built. The third coach in the train was 1896-built GNSR No. 34, one of only two remaining Great North of Scotland Railway coaches in existence and the only Victorian Scottish-built coach to be preserved and operating in England.

Operation

The first departure of the day, from Bolton Abbey at 11.10am in near-perfect weather, saw the rise of curling clouds of white steam heralding the approach of No. 71516 heading the three six-wheelers. It made a lovely picture as it passed uphill to Embsay. The viewing location chosen was partially against the sun, unavoidable at that time of day, with the engine and coaches on the passenger boarding side of the train being in light shadow but giving good contrast against the brighter background. Coach liveries lose some of their visual colour distinction in these conditions, but the lighter shade evident on the leading coach, GER No. 14, displayed its own differential, compared with the darker colour shades of the other two coaches.

To get an alternative view of the vintage train's second departure



Long-time Gwili Railway resident Austerity 0-6-0ST No. 71516 *Welsh Guardsman* heads the Embsay & Bolton Abbey Steam Railway's 11.10am vintage train of three Victorian six-wheelers from Bolton Abbey on April 17. RODNEY TOWERS

from Bolton Abbey, I relocated near the station to see the other side of the train – the sunny side! Then, as the 12pm from Embsay emerged into view a few minutes early, I was amazed to see what appeared to have been a coach change at Embsay.

The paintwork of the coach coupled next to the engine suddenly stood out, being unusually colourful and wholly unexpected. This coach was exhibiting a bright mid-green across the full length of the lower panels beneath gleaming white upperworks.

While being very photogenic, this was like no other livery I had ever seen or heard about.

Looking further down this extraordinary rake of six-wheeler coaches, the paintwork of the two other coaches was beautifully illuminated in the spring sunlight.

Middle coach GER No. 37 reflected the distinctively regal and classical crimson GER livery of the post-World War One period, while the end coach,

GER No. 14, revealed a brighter shade of scarlet, cheerfully different from the more austere LNER teak brown.

Seen together, this made for a very colourful scene. All three Victorian coaches were reflecting their own resplendent differences and character, while at the same time creating an extraordinary visual and colourful spectacle for both camera and the memory.

It was therefore in the height of spring sunshine that the 12.40pm vintage train to Embsay pulled away from Bolton Abbey station looking more distinctively colourful than any other Vintage Train I had ever seen.

Mystery

Later that day, I contacted Stephen Middleton and asked him the reasons for the apparent coach change at Embsay.

"No, no," he said. "We made no coach change. Because of Covid-19 restrictions, we have had to observe much stricter regulation of our volunteer workforce during lockdown, which has resulted in our having fallen somewhat behind in our in-shed restoration activities.

"In consequence, we have been faced with starting the 2021 operating season with some of our planned work uncompleted.

"As painting is often the last activity in such processes, we came to realise we could not be 'livery ready' within the start-up dates given to us by the EBASR.

"Following in-depth discussions with my master painter, I decided, as an interim measure, we should temporarily finish paint the EBASR passenger boarding side of GNSR No. 34 in LNER teak brown and apply the other side with an uncomplicated 'camping coach' scheme."

So it was; same coach, two entirely different paint schemes on each side, which most passengers who ride this train will probably never notice!

Stephen added: "We plan to finish coat both GER No. 14 and GNSR No. 34 in their appropriate liveries sometime this year when Covid-19 regulations have hopefully further relaxed and our volunteer workers are allowed less restrictive access to covered premises.

"In the meantime, the painting schemes you saw will probably never be seen together again after we finish coat these two coaches."

While traditionalists might balk at the schemes used, if they were the proprietors of such a business, they would surely have to agree one thing. When the financial situation demands, then management/trustees must exercise and adopt whatever means they can to get things going and re-establish post-lockdown income as quickly as possible.

Unusual circumstances require unusual solutions, and we must applaud the pragmatic efforts of Stephen Middleton and his support team in getting his six-wheelers ready for EBASR's opening run of its vintage train in this unusual year.



The other side of the coin. Coaches in the April 17 vintage train had 'suddenly' changed their livery as it pulls into Bolton Street station! RODNEY TOWERS



An April 5 view from one of the Kidderminster Town livestream cameras. SVR

Severn Valley Railway action now online with live-stream cameras

THE Severn Valley Railway (SVR) has launched a network of live-stream cameras with a round-the-clock feed showing rolling stock movements at key locations along the line.

The network has two cameras located at Kidderminster station and two at Bewdley, one with a view across the line from The Engine House at Highley, and another at Bridgnorth station with a view over the yard and platforms.

As well as providing a free viewing facility for supporters and the public, the camera network plays an important role in assisting the smooth operation of the railway.

The camera went live at www.youtube.com/c/SevernValleyRailwayOfficial on April 14, in time for the hugely successful Spring Steam Up event featuring visiting new GWR Saint 4-6-0 No. 2999 *Lady of Legend*, as featured on pages 64-69.

Lesley Carr, head of marketing and communications, said: "We've worked in partnership with expert live-stream consultants Railcam to install and set up our network, which gives viewers a grandstand view at various locations across the railway."

"Railcam's expertise has been crucial in terms of deciding on the best positions to site the cameras, and ensuring that the microphones don't capture conversations but do pick up all the excitement of locomotives coming and going."

The line's senior duty officer, Dave Brattan, said: "We've been hoping for something like this for a long time. These cameras will significantly improve the way the duty officer will be able to manage the day-to-day running of the train service and improve how we deal with any delays, to help keep our passengers happy and more informed."

"Duty officers will be able to see what's happening in these locations in real time, which will help us when we are recovering delayed services."

Railcam director Adrian Bradshaw said: "The SVR project is by far our biggest single install, with six cameras on the SVR and a seventh, which is exclusive to Railcam viewers, covering the main line at Kidderminster."

"For Railcam, the SVR is ideal, offering both steam and classic diesel traction, a busy timetable and plenty of attractive locations to consider."

IN BRIEF

→ THE North Dorset Railway at Shillingstone has acquired Mk.1 GUV (General Utility Van) No. 96111. The bogie vehicle spent more than 20 years in use by a cycle hire at Brockenhurst station.

→ THE South Devon Diesel Traction Group's Class 25 D7612 will be attending the Mid-Hants Railway's June 25-27 diesel gala, running with the home fleet of Nos. 20059, 47579 and 50027 and other guests still to be announced.

→ TWO locomotives passed their steam tests at the Toddington Narrow Gauge Railway on April 14 – Arnold Jung 0-4-0WT *Justine* and Hunslet 0-4-2T *Chakas Kraal* No. 6. The 2ft gauge line, which

runs for half a mile from the Gloucestershire Warwickshire Railway's Toddington station, hopes to resume operations from the end of June.

→ THE Fylde Transport Trust's Blackpool tram No. 671 moved from Blackpool Transport's Rigby Road depot to the North West Museum of Road Transport in St Helens on April 19.

The single-deck car, which last ran in Blackpool in 2010, is to be repainted into 1960s all-cream livery and displayed on a surviving section of original St Helen's tram track.

The museum is due to reopen on May 23, after which it will be open on Sundays from 11am to 4pm.

Hawksworth County project is on the home straight

FUNDRAISING for the Great Western Society's new GWR 4-6-0 No. 1014 *County of Glamorgan* has now passed £1 million.

The project team estimates that it now needs just £150,000 to complete the locomotive, which is being built at Didcot Railway Centre.

Activity at Didcot has been held up by the pandemic but elsewhere progress has continued to be made with the major components, connecting rods, coupling rods, extension rods, slidebars, crossheads, pistons and, of course, the kit of parts for the tender tank.

At Heritage Boiler Steam



Left: One of the coupling rods for the new Hawksworth County. GWS

Services at Huyton near Liverpool, steady progress has been made with the boiler and completion is now expected in early 2022.

Major items yet to be sourced are the superheater header and some backhead fittings.

Project spokesman David Bradshaw said: "When the project was launched in 2005, we had no clear idea as to how much it would cost but over the years as progress was made, our supporters have managed to keep us ahead of the game."

→ To donate to the project, visit www.county1014.org



The kit of parts for the new tender tank. GWS

Appeal to re-create a Class 210 DEMU

THE heritage era Birmingham Railway Carriage & Wagon Company (BRC&W) is aiming to raise £20,000 to re-create a prototype Class 210 DEMU.

The early 1980s saw two Class 210 units built, a four-car unit for longer-distance services and a three-car version for suburban services.

Based around the Mk.3 coach body, they had many features in common with the new EMUs then being developed for the national network.

The units underwent trials on the Great Western routes around Reading in 1982, moving to different areas before ending testing in Scotland, as BR compare different engines and electrical systems. However, BR found that the cost of producing them was too high, and their carriages were used to replace damaged EMU coaches.

The original BRC&W was founded in 1854 but as orders for its products

fell, in 1963 the company restructured itself as an industrial landlord and financing business. In June 2014, the company was reformed as a heritage-oriented not-for-profit organisation, to reconstruct locomotives from the 1960s that had been lost to scrap, including the prototype D0260 Lion.

The 21st-century BRC&W now plans to set up a museum and workshop in the Test House at the original firm's site in Smethwick.

The surviving Class 210 coaches are now approaching retirement and it is planned to rebuild them into a four-car unit at Smethwick "so that a new generation can enjoy the experience of the Rolls Royce of DMUs," said a BRC&W statement.

An appeal for donations towards the purchase of the coaches and others built to a similar design has been made at www.justgiving.com/crowdfunding/class-210

New Glasgow shipbuilding museum wants to get on the right railway track

By Hugh Dougherty

THE Ship Yard Trust, formed by a group of maritime history experts and enthusiasts, is planning a state-of-the-art £80 million museum to celebrate the work of the Clydeside shipbuilding yards – and it wants to install a railway presence.

At their height in the early 1900s, 19 yards employed 70,000 workers and turned out one-fifth of all ships built globally.

However, the yards could not have functioned without railways, which brought in raw materials and workers, used standard and narrow gauge tracks to move components around internally, and were connected to a variety of goods yards and street tramways.

Ship Yard Trust trustee Gil Paterson said: "We want this exciting new museum to be interactive and to include all aspects of the heritage of the Clydeside shipyards. Railways are very much part of that story.

"The location is still to be determined, as is exactly what we will display and how we will display items, but we are determined that this won't be a 'look-and-see' museum – it will really involve visitors from all walks of life. We may well include a working railway.

"We are currently consulting on what the project should look like, and we'd be delighted to hear the views

of *Heritage Railway* readers, as well as receiving any memories, photographs and artefacts anyone has of the railways that served the Clydeside yards. We can be reached by e-mail at contact@theshipyardscot, and we would like to hear as wide a range of views as possible."

Survivor

The trust has noted the existence of former Fairfield Engineering English Electric steeple-cab locomotive No. 1131 of 1940 as a possible runner. It is currently housed in the Museum of Scottish Railways at Bo'ness, and connected Fairfield's shipyard with Govan goods station, running along tram tracks on Govan Road, hauling wagons carrying steel plate and components.

The locomotive operated until 1965, using trolleybus overhead wires to take its power after 1958, when the trams were withdrawn.

Donated to the fledgling Scottish Railway Preservation Society after withdrawal, the Type 3B locomotive was originally based at its Falkirk depot, where it was occasionally operated using batteries on open days.

Its use was also considered on surviving tracks within the Fairfield yard as part of the Fairfield Govan Heritage project, which opened in 2014, but although the tracks were repaired, the railway part of the



Above: Ship Yard Trust trustees Tom McKendrick (left) and Gil Paterson at the Titan Crane, John Brown's, Clydebank. HUGH DOUGHERTY

heritage project failed to get off the ground.

Trustee Tom McKendrick, who served as a lotfsmen in John Brown's, Clydebank and is now a well-known artist specialising in engineering heritage, said: "The railway theme is a strong one when you're recalling the story of the Clydeside shipyards for, as well as the yards using railways during ship construction, they also built ships for railway companies such as Denny Bros of Dumbarton, who built many of the Clyde steamers, as well as ferries for railway companies, while *PS Waverley*, built for LNER by Inglis & Co at Pointhouse, on the site of the current Riverside Museum, is, of course, still with us."

Tom and Gil stressed that the new museum's location would depend on the results of the consultation, while the board of trustees is determined to work positively and co-operatively with all current museums and enthusiast bodies involved in maritime, railway and industrial heritage to bring the story of Clyde shipbuilding to life."

Visit www.theshipyardscot for more details.

Below: The Fairfields locomotive in the Scottish Museum of Railways at Bo'ness. The Ship Yard Trust believes the locomotive could run again as part of the new shipbuilding museum project. HUGH DOUGHERTY





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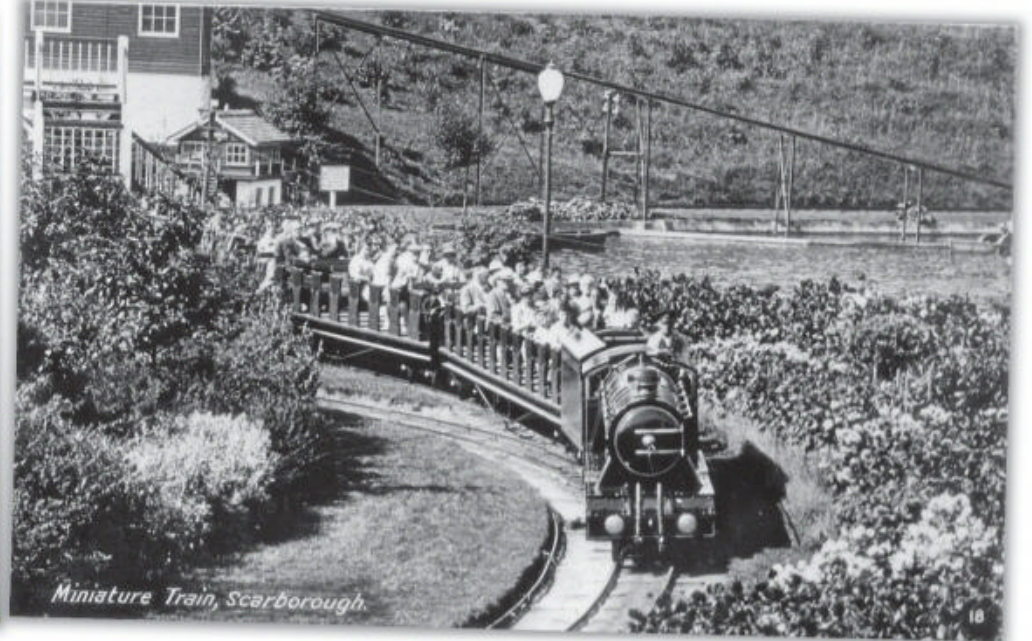
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Summer at Peasholm on Scarborough's North Bay Railway in the 1930s.
COLLECTION OF MIKE SWIFT



A North Bay Railway train carries delighted holidaymakers in 1937.
COLLECTION OF MIKE SWIFT

North Bay Railway takeover prompts rediscovery of historic views in 'lockdown tidy-up'

THE recent takeover (issue 278) of Scarborough's North Bay Railway by John Kerr and Peter Bryant, the owners of the Cleethorpes Coast Light Railway (CCLR), has prompted the discovery of two historic postcards from the 20in gauge resort line's earliest days, as well as a booklet commemorating its golden jubilee, published 40 years ago.

The old postcards, with their evocative scenes of prewar holiday crowds enjoying a ride on this famous miniature line, have been unearthed by Mike Swift, from Huddersfield, a former secretary of the Narrow Gauge Railway Society and a founder shareholder in the Lincolnshire Coast Light Railway (LCLR).

A 'lockdown tidy-up' of drawers and cupboards in Cleethorpes uncovered previously unpublished photographs

of the earliest days of the LCLR. It was the first heritage railway in the world to be built by enthusiasts, which ran from 1960 onwards at Humberston, near Cleethorpes, until 1985, and reopened 42 miles to the south at the Skegness Water Leisure Park in 2009 and the CCLR.

Finds

Prompted by the response to their publication (issues 269, 274 and 275) and the North Bay takeover, Mike found the two postcards in his own collection, along with a booklet published in 1981 by Scarborough Borough Council (the then owners of the line) commemorating its golden jubilee.

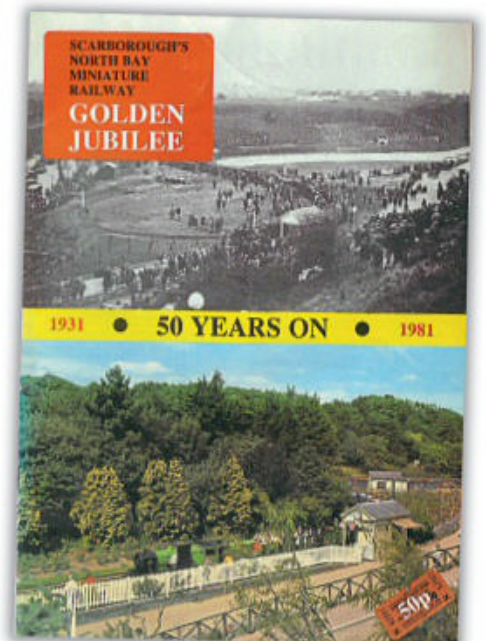
It is thought there may be many more previously unseen photographs from the early days

of the Scarborough, Cleethorpes and Lincolnshire Coast railways, particularly old family holiday snaps, tucked away in long-forgotten albums.

Copies or originals will be particularly appreciated for the railways' archives.

LCLR volunteer Christ Bates said: "They also help to emphasise the significance of these lines in building the hospitality industries of the area, as many people rediscover the delights of holidays on the Lincolnshire and Yorkshire coasts during post-Covid staycations."

→ Any copies of rediscovered old photographs can be emailed to chrisbates31@btinternet.com or posted to Chris Bates via Skegness Water Leisure Park, Walls Lane, Ingoldmells, Skegness, PE25 1JH.



The souvenir guide issued in 1981 for the Golden Jubilee of the North Bay Railway.
SCARBOROUGH BOROUGH COUNCIL

New chief executive takes up the reins at Didcot Railway Centre

THE Great Western Society has appointed Clive Hetherington as its new chief executive as successor to Emma Jhita, who has joined Historic England.

Clive takes up the post at Didcot Railway Centre as the society prepares to celebrate its 60th anniversary.

As a child Clive spent most of his Saturdays trainspotting from Reading station's platform 5, and has been a regular visitor to Didcot with his family over the years.

Experience

An experienced chief executive officer who has worked in senior roles across several industries, he has been involved as a consultant marketing and communication director with many well-known museums and sporting organisations to build membership, support volunteers, raise funds and manage events.

One of the highlights of his career was as marketing and communications director of the British Equestrian Federation, the governing body for the Olympic equestrian sports in the UK and the largest representative body in the equestrian industry.

While there he established effective communication with 4.2 million horse riders, and succeeded in uniting a disparate and combative group of sporting disciplines into a cohesive force in the lead-up to the Olympic Games.

The equestrian team was the most successful UK team at the games.

More recently Clive has been CEO of two London sporting clubs, delivering events and training to people who live in the capital, and offering a bespoke concierge service to overseas visitors wanting to experience the English countryside.



Clive Hetherington, the newly-appointed Great Western Society chief executive, on the footplate of Avonside 0-4-0ST No. 1340 Trojan at Didcot Railway Centre.
GWS

Society chairman Richard Preston said: "His track record, depth of experience and excitement at the prospect of joining us make him an ideal appointment to build on the great work of the team at Didcot."

Optimism

Clive said: "These are exciting times for the society. While Covid and the lockdown are still primary concerns, the growing public optimism and the desire for a return to normal life means we can hopefully look forward with a

sense of optimism to our 60th anniversary this year."

The centre reopened on April 14, and tickets can be booked at www.DidcotRailwayCentre.org.uk

Emma has moved on to the society's board, where she had been joined by Mocky Khan, an entrepreneur specialising in new business development, sponsorship and partnership promotions. Emma said: "The railway centre is a very special place, and I am very keen to remain actively involved in supporting the society."

Cholsey all set to mark 40 years since branch closure

By Tony Stead

THE spring bank holiday weekend will not only see the first trains return to the Cholsey & Wallingford Railway since the lockdown was eased, but it will also mark 40 years since the last trains ran on the line in BR days and the formation of a revivalist group to save it.

Although the Wallingford branch closed to passenger traffic in 1959, a parcel service continued until 1965. After then, the line beyond Hithercroft Road was unused and the bridge carrying the road over the line demolished, but a regular service to the ABM Maltings continued until 1981. This service was referred to as 'The Fly' by those operating it.



The crew of No. 31259 posing in front of the locomotive at Church Bridge on April 22, 1981. From left to right, they are (possibly) Colin Pinnell, Dave Joseph (guard), Ian Bell (driver) and Cyril Haddrell (shunter). CWR

By 1981 the service was down to twice a week, usually Tuesdays and Thursdays, with grain being brought in and malted grain taken out, often being taken to Park Royal – the Guinness brewery.

The last timetabled freight train on the branch line was April 22, 1981, although there were further ad hoc trips to collect empty wagons.

Realising that history was about to be made, the driver, Ian Bell, decided to add the words 'The Last Fly' to the front of the locomotive, Class 31 No. 31259, and fashioned this out of A4 sheets of paper glued to its front.

Although booked as a daily train, 'The Last Fly' ran only when staff at ABM Maltings requested it.

Operations

Booking on at 11.20am or 11.40am, the crew would usually firstly dispose of an engineers' train, perhaps take coal wagons to Coley yard or shunt the yard and then return to Reading West yard, where 'The Fly' would have been prepared.

Timetabled to leave at 1.45pm, the arrival time at Didcot was 2.25pm. This unnecessarily long time for a short journey was due to the difficulty of getting a path from Reading West across the main line to the Down relief, and then often having to follow a stopping service from Reading to Didcot.

A one-hour break at Didcot allowed for a meal break and for 'The Fly' to pick up any additional wagons for the Maltings or for returning to Reading, as well as a shunter.



Class 31 No. 31259 returns from ABM Maltings up Cholsey Bank with 'The Last Fly' on April 22, 1981. KEITH FOTHERGILL

Leaving Didcot at 3.25pm, arrival at Cholsey was at 3.40pm and at Wallingford 10 minutes later. However, in reality, once locked into the branch line, now considered nothing more than a 'long siding', time became something of an irrelevance and the crew had several favourite spots to stop and collect blackberries, apples or field mushrooms according to the season.

The arrangement for the branch line meant that the locomotive propelled the wagons from Cholsey to Wallingford and, if necessary, left the wagons on the remaining part of the line that originally ran towards Wallingford station. The locomotive then moved into the yard with any wagons needed at the Maltings.

Staff from the Maltings provided guidance as to which wagons were needed where; the locomotive leaving a few minutes later with any wagons

for onward transport. Once on the site of the Maltings, wagons would be moved by Maltings staff using a tractor fitted with a buffer beam. On leaving the Maltings compound and picking up any wagons left on the ex-line to Wallingford, the train left by 4.40pm, arriving at Cholsey for 4.50pm.

Recollections

However, Ian cannot recall ever leaving Wallingford late, as the work at the Maltings rarely took more than a few minutes. The shunter left the train at Cholsey and made its way back on the next stopping service to Didcot. After leaving Cholsey at 5.06pm, arrival at Reading West was 5.40pm and the locomotive returned to the shed for 6pm, and thus another day was completed.

Given these movements, Ian added his makeshift headboard to the rear

Worth Valley's historic Oakworth goods shed gets new lease of life

By Richard Ashworth
Oakworth station master

WELL-KNOWN for its starring role in The Railway Children film, the Keighley & Worth Valley Railway's Oakworth station still holds a special place in many people's hearts 50 years on.

What is less well-known is that Oakworth is also the location of one of the best-preserved Midland Railway goods sheds in the country.

When the line passed into preservation in 1968, Oakworth goods yard, being roughly half way along the branch, was adopted by the permanent way and signal and telegraph (S&T) departments for storage of their materials. The goods shed made an ideal location

for storage of the less robust items of S&T equipment which needed protecting from the elements.

Wind the clock forward half a century and the railway takes over the Old Parcels Office bar and cafe at Keighley, and along with this comes a substantial storage area ideal to house all of the S&T spares – perfectly placed to help out with the line's Keighley signalling project.

Clearance

Once the removal project was given the green light, it was all hands on deck to clear the accumulated collection from the goods shed up to Keighley.

Fortunately, goods sheds are designed specifically for loading and unloading trains, so a range

of wagons were pressed into service alongside the usual civil engineering vehicles, which include a Weltrol and a Lowmac with a hydraulic Atlas crane. The shed road and the loading dock were cleared of their resident vehicles to enable the works train to enter the shed so each vehicle could be loaded in turn, either by hand or by crane.

There was one moment towards the end of the clearance when I found myself standing outside one of the two loading doors, looking across the newly-cleared platform as one of the recently loaded trains pulled slowly out of the shed, that gave me quite a shiver – seeing the shed being used almost as intended when it was built 150 years ago.

For two days we had the unusual sight of two works trains in traffic – passing at the loop at Damems – as they transferred the enormous store of equipment up the line.

Unloading at Keighley was less straightforward. Equipment was moved onto the platform either by hand or using the Atlas.

Removal

From there it was lifted into the adjacent car park using our Manitou loader which usually resides at Haworth for filling tenders with coal and other lifting duties.

The equipment to be stored was then moved the length of the car park to the new area below the Old Parcels Office.



Class 31 No. 31131 leaves the Maltings on May 29, 1981, with two box vans, the open wagons and guards van being in the siding to the left. PHIL WARRINGTON

of the locomotive in Reading West yard; this would be the front of the loco Didcot to Cholsey, rear of the loco to Wallingford, and then the front on that last return from Wallingford. Amazingly it remained in place, as several photographs show.

News of this last official journey leaked out via the Reading Society for Model Engineers, and two young local enthusiasts, Keith Forthergill and a friend, were told to wave at the driver by Church Bridge on the branch line. That way they might get to ride 'The Last Fly'.

But it seems the crew mistook them for two other lads, Gary Coupar and Daren Soden, who were waving at Cholsey Station, and gave them a ride instead, so simply waved back at Keith and his friend who had cycled from Reading especially for a historic ride in 'The Last Fly'!

However, at least one of the boys was able photograph the locomotive with its makeshift headboard.

There were further ad hoc workings across the line, as photographs taken on May 29, 1981, show. This may have truly been the last working as the photographer, Phil Warrington, recalls the guard, Martin Harris, getting down from the locomotive and walking

back to padlock the gate into the Maltings. This was never normally done, suggesting this was indeed the last working in and out of the Maltings. This working was driven by Brian Hill, again with Cyril Haddrell as the shunter.

Finale

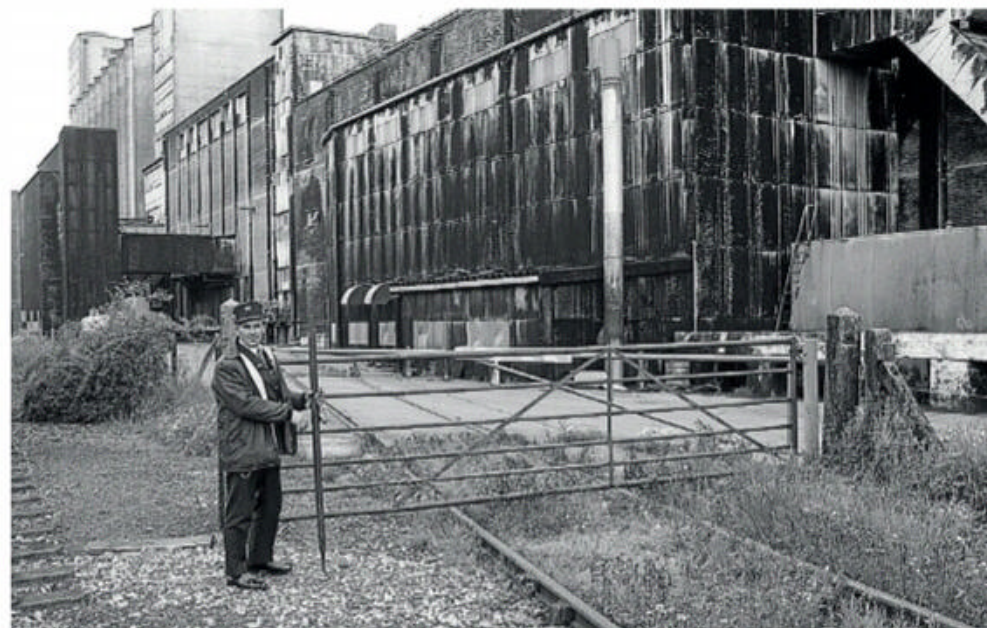
However, that last weekend in May 1981 was a busy one, as it seems the Royal Train, supposedly with Prince Charles on board, was stabled on the branch overnight on May 30.

Leaving early on May 31, the Royal Train delivered Charles to Slough, and from there he travelled by car to Windsor Castle.

Later that same day, the 'Wallingford Wake' was a final DMU farewell tour, departing Paddington at 10am and going via High Wycombe and Oxford and returning via Reading to Paddington at 4.40pm.

It was on this tour that the Cholsey and Wallingford Railway Preservation Society was born, as Phil Garvey handed out letters about forming it.

To celebrate this 40th anniversary, the first post-Covid public running on the heritage line will be on May 30/31 and trains will be diesel-hauled, though sadly not by a Class 31.



End of an era – and the start of a new one: The guard from No. 31131 locks the gate at ABM Maltings for the very last time on May 29, 1981. PHIL WARRINGTON



No. 31259 sits in Cholsey bay platform with 'The Last Fly' on April 22, 1981, probably before travelling to Wallingford. GARY COUPAR

Visitors will be able to see the Brunel canopy moved from Maidenhead station to Wallingford as part of major developments now taking place to

boost facilities. As reported last issue, the formal opening of the canopy is set for June 25-27, with a visiting GWR locomotive in attendance.

The project has so far involved a great deal of work, both organisationally and physically, and thanks must go to everyone who has assisted in any way.

What we have revealed must be one of the most original Midland goods sheds in the county. It has no electricity and, like the rest of Oakworth station, is lit by gas.

The crane on the loading platform is still in place and there have been hardly any alterations to the fabric of the building since it was last used for its designed purpose.

We now have a unique opportunity to portray as accurately as possible the story of goods traffic on a Midland branch line at the beginning of the 20th century. The next steps in the preservation of this gem are to ensure that the building is structurally sound

(it certainly appears to be) and safe for members of the public to enter.

Attraction

We hope to use the shed this summer to house an exhibition celebrating 50 years since The Railway Children was released (it is now 51, but last year arranging any celebratory event proved difficult because of the pandemic), giving visitors the chance to get up close to the Old Gentleman's saloon which featured so prominently in the film.

Looking ahead, the goods shed (or luggage warehouse, as the original drawings are labelled) will be restored to its 1905 condition to match the rest of the station, and visitors will be able to learn about the variety and importance of goods traffic during this period of railway history.



The superbly-preserved interior of the Midland Railway 1905 goods shed at Oakworth on the Keighley & Worth Valley Railway will now provide an added attraction for visitors. KWVR

Looking at Louth from both sides in the past and present

By Robin Jones

THE Lincolnshire Wolds Railway, which is slowly extending southwards in the direction of Louth, is to reopen for public services on the spring bank holiday weekend of May 30/31, with a timetable of prebooked socially-distanced trains – to be repeated on June 13.

At the same time, a local council is hoping to get the green light for first moves to rebuild 16 miles of the East Lincolnshire main line to the historic market town from the south.

As reported last issue, East Lindsey District Council, supported by Lincolnshire County Council, has submitted one of 85 schemes bidding for £50,000 feasibility study grants in the third round of the Department of Transport's Restoring Your Railway 'Beeching Reversal' fund announced by Transport Secretary Grant Shapps on January 28 last year.

The application has been driven by East Lindsey's portfolio holder for planning Coun Tom Ashton and Coun Adrian Benjamin and is supported by local MPs Matt Warman (Boston and Skegness) and Victoria Atkins (Louth and Horncastle).

It is based around a proposal to restore the line from Firsby Junction to Louth via Willoughby, Alford, Aby and Authorpe – with further consideration to be given to restoring the Willoughby to Mablethorpe loop, including Mumby Road, Sutton-on-Sea, Theddlethorpe and Grimoldby stations.

Passenger services on the



B1 4-6-0 No. 61391 stands in platform 3 at Louth with a service to Peterborough, and possibly through to London King's Cross in the mid-1950s.

Louth to Mablethorpe line were withdrawn on December 5, 1960, and passenger services from Willoughby to Mablethorpe and Firsby to Louth ended on October 3 and 5, 1970 respectively.

A restored line would serve Louth, Legbourne, Alford and Willoughby with a combined population of more than 20,000, and another 13,000 – plus summer seaside holiday traffic to more parts of the Lincolnshire coast – if the Willoughby to Mablethorpe

section was added.

Coun Ashton said: "East Lindsey is a great place to live and to visit, and developing both these aspects is essential for future growth and economic prosperity. Enjoying the extensive Lincolnshire Wolds Area of Outstanding Natural Beauty, a settlement geography of market towns, rural villages, wild coast, seaside resorts, and an excellent education offer which still includes grammar schools, East Lindsey should

be incredibly attractive for people to choose to locate themselves, their businesses, and their families."

Coun Benjamin added: "A sustainable rail corridor would be a natural place to look, to ensure communities are connected and reliance on cars is reduced. Whether that is the growth of existing settlements or the creation of new ones is beyond the scope of this application, however it does point to a greener, lower carbon future

"East Lindsey District Council, supported by Lincolnshire County Council, has submitted one of 85 schemes bidding for £50,000 feasibility study grants in the third round of the Department of Transport's Restoring Your Railway 'Beeching Reversal' fund..."



C12 4-4-2T No. 67398 stands in platform 2 at Louth station with a service to Mablethorpe in the early 1950s.



C12 4-4-2T No. 67398 (displaying a Louth shed plate – 40C) at Grimoldby station in early 1950s, with a service for Louth.



An unidentified DMU is seen at Theddlethorpe station in the mid-1950s, with a service to Louth. This section of the Mablethorpe Loop closed in late 1960.



C12 4-4-2T No. 67379 hauls a three-coach train bound for Mablethorpe in the early 1950s. It is seen at Stewton Lane level crossing which was also the site of Mablethorpe Junction signalbox.

that allows this area to grow in a considered way, without engendering the harm which would come from scything through the countryside with major road projects. It enhances without harming."

In 2012, I met John Edser, who worked in the Central Planning Unit team at BR's Marylebone headquarters from 1963-70, the task of which was to record in detail the progress of all the Beeching closures – passenger and freight – as they went through all

the various statutory processes that were involved. The unit also did all the ground work for the basis of the Trunk Route Report and 1968 Network for Development, which formed the basis for the 1968 Transport Act, which carried on the programme of closures years after Beeching had departed.

I asked him if with hindsight he had any regrets about the closure of any particular routes – and his immediate response was the East Lincolnshire line from Grimsby to Boston. (The

section south of Spalding was rapidly reopened after the 1970 closure, following a Spalding Urban District Council subsidy, and remains a busy and vital link for that town).

In the wake of the bid by East Lindsey, geographically one of the largest shire district councils in the country, covering some 700 square miles with around 140,000 residents, officials of the Lincolnshire Coast Light Railway Historic Vehicles Trust, now based at the Skegness Water

Leisure Park, searched through their archives and found a series of previously-unpublished photographs from the collection of the late William Woolhouse of Fotherby. The 2ft gauge line, at its previous home near Humberston, in 1960 became the world's first heritage railway to be built by enthusiasts on a greenfield site.

→ Archive photographs courtesy of the William Woolhouse Collection/ Lincolnshire Coast Light Railway Historic Vehicles Trust.



Class 08 D3167, seen parked at the Lincolnshire Wolds Railway's Ludborough station on April 18, is owned by Lincoln City Council and spent most of its working life at Lincoln Central station. For several years after withdrawal it stood on a plinth just outside that station, but since arriving at Ludborough is now operational and regularly used for shunting stock and some passenger operations. ROBIN JONES



An unidentified B1 4-6-0 passes under Wood Lane overbridge at Louth in the 1950s with a service to Peterborough, or possibly King's Cross.

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

The hills – or rather the highest mountains in Wales – are again alive to the sound of steam! The newest addition to the principality's world-renowned steam fleet, Peter Best's South African Railways NGG16 articulated Beyer Garratt No. 130, which, as reported in issue 277, steamed for the first time in the UK on January 29 since its restoration began, is seen heading an April 14 Welsh Highland Railway test train near Snowdon Ranger. The snow-capped peak in the upper left is Snowdon with the Hafod Eryri visitor centre on top. Services on the Ffestiniog & Welsh Highland Railways restarted on May 1 following the Welsh Government easing of lockdown restrictions: full details of services and how to book are at www.festrail.co.uk/trains CHRIS PARRY







MAIN LINE INSPIRATION



In issue 278, respected professional photographer **Jack Boskett** treated us with an 'alternative angle', focussing on a host of attributes which combine the subject of railways with photography, to encapsulate a story within the scene. This time he enlightens us with stories of main line excursions he has photographed in recent years across the United Kingdom, along with hints and tips on how to photograph them.

↓ Crossing the Tay

In April 2010 I travelled the United Kingdom with the motive of photographing the Great Britain excursions which began in London and ran up to Scotland touring the lines out to Kyle of Lochalsh and Fort William. On this particular occasion, the weather was glorious for the four days in Scotland and it just had to be taken advantage of. The southbound workings were hauled by a plethora of locomotives and the engine on this stretch was Ian Riley's 'Black Five' No. 45407 *The Lancashire Fusilier*. The train is captured crossing Tay Bridge Viaduct silhouetted against a golden sunset.

📷 Nikon D200 with Nikon 24-70mm F2.8 lens. 1/500th sec at f6.3 on ISO100



Main line railway photography has its own challenges when it comes to taking that perfect shot. Steam on the main line is a real treat for us and doesn't happen as often as we would like. Therefore, when the opportunity arises, it is always a pleasure to photograph the excursions at a unique location.

We have all read stories about trespass incidents on the railway. A few years ago, I witnessed a man on the wrong side of the fence in the cess with a camera and tripod so he could obtain head-on footage. This is totally unnecessary. Not only is it against the law to trespass on the railway, but it will not result in the 'money shot'. The footage will clearly show that you are trackside –

resulting in a trip to custody with British Transport Police once it has been put out in the public domain.

Not only are these people causing a danger to themselves and others, but they are also harming the reputation of steam on the main line and may even result in Network Rail banning all charter trains in the future. There are a plethora of foot crossings, public footpaths, under/over bridges, fields, and roadside locations to choose from should anyone wish to 'think outside the box' and do something different with their photography.

The selection of images that follow, span the past 10 years, and in all cases, have not needed special access to achieve. Each photograph was obtained either at a foot

crossing, on a public footpath or highway.

With most of my work, I plan my photographs in advance. I look at the weather forecast and check to see which way the wind direction is blowing – as this helps define which way the exhaust from the locomotive will be going – and I also keep an eye on the cloud cover and visibility. In an ideal world it would be lovely to have wall to wall sunshine all day, but railway photography wouldn't be as fun without its peaks and troughs of our British weather.

Modern technology has come on a significant amount in recent years. Railtour information and timings are now publicly available in advance on websites, such as Real Time Trains. This can be used to our



↑ On the climb to Sapperton

As the Alpacas graze on the grass in this idyllic scene, GWR Castle Class No. 7029 *Clun Castle* breaks the silence as it digs its heels into the start of the 1-in-94 climb to the top of Sapperton in the Stroud Valley. I arrived an hour before the excursion was due and I didn't see anyone along the towpath until a couple of minutes before the train appeared. In the distance I could hear the locomotive whistle combining with Thunderer whistles and drumbeats. To my astonishment, around 100 Extinction Rebellion protesters were marching down the path towards me on their way to London by foot! Thankfully, the last person walked by as the train came into sight! It was very close!

📷 Nikon D850 with Nikon 24-70mm F2.8 lens. 1/800th sec at f6.3 on ISO200

advantage to plan a day out, particularly if you are wishing to see the train over the booked route several times. We can look at the timings to gauge where the water/pathing stops are. These can range from anywhere between 20-60 minutes at some places, depending on whether there is a slot between the usual passenger services. Without breaking the highway code, it is possible to get ahead and position yourself in a suitable location for another take.

Thankfully, Real Time Trains is a live feed from Network Rail's servers. The instantaneous information can be viewed as the train passes a location on the timetable. There are also other live feed websites to look at too, such as Railcam and Open Train Times. These will give you a good idea as to where the railtour is if you know the headcode and route.

The main line railway offers a wide variety of beautiful Victorian architecture, countryside, and urban surroundings, allowing a photographer to use their artistic licence to be creative with their location choices. It is worth researching the gradient profiles of the railway. There are a couple of books on the market you can purchase as a reference. Although the



↑ Maximum horsepower!

I am always on the lookout for something different when I hear of a 'light engine' movement. On this particular day I gained permission to venture into a farmer's field at Natton, near Ashchurch for Tewkesbury, to photograph a pair of Class 50s – No. 50049 *Defiance* and No. 50007 *Hercules* – underneath a horse, as they work their way back to the Severn Valley Railway. At the very last second, this Mare lifted her leg to reveal a neighbouring horse in the background – great timing! It was imperative that I had the single focus point in the correct place. I needed a long depth of field, so I focussed on the underside of the horse so that the whole image would be in focus throughout, enabling you to read the numbers on the side of the locomotives

📷 Nikon D5 with Nikon 24-70mm F2.8 lens. 1/800th sec at f10 on ISO320



↑ Fodderty Curve

This photograph of LNER K4 2-6-0 No. 61994 *The Great Marquess* will always stand out in my mind as one of the most memorable moments during my Scottish trip in April 2010. The air was still, the temperature was just above freezing and the sun poked its head over the hills around 6.30am. Fodderty Curve was the place to be that morning as the train made its way along the picturesque line towards Kyle of Lochalsh. It was well worth the 1500 mile drive around Scotland for a week!

📷 Nikon D3 with Nikon 24-70mm F2.8 lens. 1/320th sec at f7.1 on ISO160



↑ A time to reflect

They say that photography mirrors your personality! On reflection, this was the case in Scotland on May 3, 2017. I photographed Peppercorn K1 2-6-0 No. 62005 en route for Fort William, working the 'Great Britain X' excursion. Putting my creative hat on, I decided to stay in the car at County March Summit and photograph the train in my vehicle's wing mirror. There is a knack to getting an image sharp in a mirror: the further you are away from it, the sharper the subject will be and this time I used a wide angle. You can see that a lorry is just about to enter the mirror, I was so lucky that my view wasn't blocked at the moment I pressed the shutter.

📷 Nikon D5 with Nikon 24-70mm F2.8 lens. 1/400th sec at f10 on ISO250



↑ Bridging the Avon

Southern Railway West Country Class No. 34046 *Braunton* crosses the Avon at Fladbury on the Cotswold Line with a Saphos Trains excursion bound for Worcester Shrub Hill. I was very lucky to get a reflection in the water after a couple of kayakers passed through a few moments before. It was also a warm day in the height of summer, so I was surprised to see some black exhaust out of the chimney. I purposely used a wide angle (14mm) to capture the bridge and reflection.

📷 Nikon D5 with Nikon 14-24mm F2.8 lens. 1/1000th sec at f6.3 on ISO200



↑ Urban steam

I spontaneously took this shot of a young lad taking his photograph of No. 70000 *Britannia* departing Bristol Temple Meads last year. For me, this was definitely a monochrome image as it had enough depth and detail in the scene for the eye to look at. Details like the rivets on the bridge, the litter on the ground and the tones in the blacks merging into one another. I love the shapes – we have a conflict of curves, triangles, rectangles and straight lines. I focussed on the girder bridge with a shallow depth of field to tell the story of what was going on in the foreground. I remember not being tall enough for a bridge as a teenager and used the same technique by guessing the composition by raising the camera above my head and hoping for the best!

📷 Nikon D5 with Nikon 70-200mm F2.8 lens. 1/250th sec at f7.1 on ISO160



↑ A Royal performance

I rarely venture out to a line-side location, but this particular foot crossing on the Water Orton to Nuneaton route is the perfect spot for any enthusiast who would like to hear a steam locomotive attack a gradient at speed. I fancied a treat! On this particular day, the air was still, the sun was out, the birds were singing, and in the far distance you could hear the rhythm and the beat of this big red machine as it drew closer and closer. Then, out of nowhere, No. 6201 *Princess Elizabeth* gracefully emerges in all its majesty, with the regulator through the roof as it attacks the 1-in-125 gradient at the tiny village of Old Arley, near Daw Mill Colliery, with a round robin Vintage Trains excursion from Tyseley. The hairs on the back of my neck stood on end – absolutely magic!

📷 Nikon D3 with Nikon 70-200mm F2.8 lens. 1/640th sec at f6.3 on ISO200



↑ Poetry in motion

You cannot beat the sound of a Scot at full speed with a rake of 11 coaches behind the tender on the mainline. Here, LMS 4-6-0 No. 46100 *Royal Scot* is captured in motion near Hope-Under-Dinmore on the North and West route with a Saphos Trains excursion to Cardiff Central. I put my camera skills to the test with a shutter speed of 1/30th second, hand-held, (holding my breath) as I panned the engine and first coach. I was hoping that one of the photographs I took in the sequence would be pin sharp throughout. It is always a gamble as to whether you will get a shot which is sharp when taking a pan with a slow shutter speed. I am grateful that my digital camera is able to help in this department, as I wouldn't have had this luxury in film days!

📷 Nikon D5 with Nikon 70-200mm F2.8 lens. 1/30th sec at f22 on ISO200

→ Steaming through the afterglow

GWR Hall No. 4965 *Rood Ashton Hall* skirts along the skyline at Bredon's Hardwicke, Worcestershire, with a return mainline excursion to Tyseley. With Venus dotted in the western sky, you can make out the passengers sat at their tables enjoying their evening meal as they take in the glorious Worcestershire sunset. The afterburn colours work tremendously well with this scene, without those then the image would be completely flat.

📷 Nikon D4 with Nikon 24-70mm F2.8 lens. 1/200th sec at f4 on ISO1250



← Steam on the Met

In 2013 a celebration of 150 years of steam on the Metropolitan line took place on the London Underground. I went up to the Capital to photograph a private event at Moorgate with VIPs of which the Mayor of London, Boris Johnson was in attendance. 'Met 1' from Buckinghamshire Railway Centre and Met 12 (electric) *Sarah Siddons* took centre stage in top and tail formation along the Underground route between Kensington Olympia and Moorgate, on January 13. The event was widely publicised in advance in the national press, which resulted in crowds lining the platforms along the route. I wanted to capture the modern scene with Londoners gathering to see this rare movement of steam on the Underground. My location of choice was Barbican station, where I found myself alone when I arrived. This soon changed as the time drew closer! I kept a close eye on the digital screens as the 'special' was due to pass through at the same time as a passenger train in the opposite direction. I made the decision and gambled to stand on the adjacent platform with a telephoto lens just in case I was bowled over by a train travelling the other way. Something was telling me that it would happen. To my astonishment, I was right! A couple of seconds after this photograph was taken, a train entered the platform behind me, blocking my view of the locomotive. I love a challenge, but this was something else!

📷 Nikon D4 with Nikon 80-400mm F4.5-5.6 lens. 1/250th sec at f5 on ISO1000

environmentalists would rather we didn't use coal fired steam engines, most railway photographers would like to see exhaust from the locomotive as it adds a finishing touch to a picture. It is worth spending the time in advance seeking a location where the locomotive is guaranteed to be working hard to keep up to the speed limits. It could be a hasty departure from a standing start in a platform, or climbing a steep gradient, such as the well known 1-in-37 Lickey incline in Worcestershire.

From a photographic perspective, I enjoy re-creating the 'good old days of steam' where possible. The modern scene will often give us opportunities to take timeless photographs of steam engines on the mainline using the monochrome functions in our cameras. This particularly works hand-in-hand with locations that are run down or in urban areas. However, because photography is subjective, it is entirely up to you as to how you would like to see your photograph pan out.

We all enjoy our hobby and I am very lucky to have turned mine into a full-time job. If it wasn't for the hard work of all of the volunteers, staff, benefactors, and other individuals who spend endless time and money restoring and maintaining the locomotives and rolling stock, we would not have the set-up for us to enjoy. A huge thank you to everyone involved. You have made this preservation era what it is today. It has enabled photographers like myself to capture these 'antiques on wheels' roaming our beautiful British countryside doing just what they were designed and built to do. 



↑ A powerful time keeper

WR Castle Class No. 7029 *Clun Castle* works hard as it pulls away from the 15mph speed restriction through Ashchurch station in Gloucestershire, with a Vintage Trains excursion to Oxford. This particular stretch of railway is set to 100mph running. It is important that all non essential trains keep to their speed along the route to stay within the working timetable, to prevent delays to other services. The power of a steam engine in this particular area is often put to the test as it travels from 75mph down to 15mph for 100 yards and then back up to 75mph, as witnessed here at Homedowns crossing. Ashchurch rests in a dip in a five mile straight from Tredington crossing to the village of Bredon, so depending on which way the steam engine is heading, it'll be working hard away from the Ashchurch area, resulting in powerful photographs such as this.

📷 Nikon D850 with Nikon 24-70mm F2.8 lens. 1/640th sec at f5.6 on ISO640

Vintage Trains to celebrate 1971 Return to Steam and Lickey bankers

By Robin Jones

A TOUR on the exact 50th anniversary of 1971's pivotal ban-breaking Return to Steam trip, banked GWR Castle-hauled steam trips up the Lickey Incline and new Saturday 'Shakespeare Express' services are among the highlights of the post-lockdown revised Vintage Trains programme for 2021.

The Birmingham Snow Hill to Stratford-upon-Avon 'Shakespeare Express' season will start on July 17, running on 13 dates, including nine consecutive summer Sundays from July 18.

It will offer choices of breakfast, traditional Sunday lunch or pub-style Sunday lunch and afternoon tea options from £49 in Coach class. Non-dining 'enthusiast' trips will also be available in Tourist class at £25.

This summer will also see, for the first time, four Saturday trains operating on a different schedule, out and back on the North Warwickshire Line via Henley-in-Arden.

On selected Saturday evenings, the theme will be Murder on the Shakespeare Express, to include fine dining. An afternoon Mad Hatters Tea Party will also run for children.

Trains call at Birmingham Moor Street, Tyseley and, on the outward journey to Stratford, at Henley-in-Arden. On

Sundays, the return journey will be at express speeds up to 75mph via Solihull, non-stop to Tyseley.

Locomotives will be either WR 4-6-0 No. 7029 *Clun Castle* or newly-overhauled No. 5043 *Earl of Mount Edgcumbe*. In the event of hot weather, Network Rail may require a diesel to be added to the train to mitigate fire risk.

Visiting engines for 2021 will include LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* and two of Michael Owen's Class 20s. Tyseley's own Class 47 No. 47773 *The Queen Mother*, fresh from a mechanical overhaul and repaint, will also haul a tour.

Resorts

Wednesday, August 4, will see the Class 20s double head 'The Jolly Fisherman' to Skegness for four hours at the seaside. Picking up at Coleshill Parkway, Nuneaton, Leicester and East Midlands Parkway, the trip heads through Nottingham and Sleaford to the East Coast.

The two Class 20s are back in action on Wednesday, August 11, with the 'Saint Tudno Express' to Llandudno, picking up at Walsall and Wolverhampton.

The 'Weston Venturer' on Wednesday, August 18, will be topped-and-tailed by the Class 47 and Class 20s and

picking up at Birmingham Snow Hill, Stourbridge Junction and Worcester.

A third seaside jaunt, on Wednesday, August 25, is 'Scarborough Belle' topped-and-tailed by the Class 47 and Class 20s. Departing from Tyseley Locomotive Works, the trip will run via Tamworth, Burton-upon-Trent, Derby, Clay Cross and Pontefract Baghill to York where passengers may leave the train. After a short stop, the train continues to Scarborough.

On Saturday, September 25, Tyseley celebrates the 70th anniversary of the Stephenson Locomotive Society's special trains originating from Birmingham, which were organised by its Midland branch secretary, Arthur 'Cam' Camwell. These trains became an annual event as they regularly featured the last of a GWR class and visited Swindon Works.

The 70th anniversary SLS Special will be headed by *Earl of Mount Edgcumbe*, continuing the tradition set by Cam as it is the last of its class to be returned to main line service in the heritage era.

From Tyseley Locomotive Works, the tour heads to Birmingham Snow Hill (pick up), Kidderminster and Worcester to Cheltenham and then onwards past Stroud, heading for the Golden Valley and up the Sapperton Bank past Kemble to Swindon, stopping to allow visits to STEAM – Museum of the

Great Western Railway or the shopping centre, both of which are located in the heart of the old Swindon Works.

Returning, *Earl of Mount Edgcumbe* will sprint along 'Brunel's billiard table' to Didcot where the train runs northwards towards Birmingham, with a photographic stop at Banbury on the way.

Anniversary

On October 2, 1971, GWR 4-6-0 No. 6000 *King George V* departed Bulmers Railway Centre in Hereford for a run to Birmingham and broke the BR official 1968 main line steam ban on October 2. Fifty years on, Tyseley will mark the occasion with a 'mirror image' return anniversary journey to Hereford, on Saturday, October 2, a new addition to the previously-announced itinerary.

From Tyseley, the Return to Steam 50th Anniversary Special passes Birmingham New Street en route to Wolverhampton and Shrewsbury, where, taking the avoiding line, it heads along the Welsh Marches line via Craven Arms to Hereford for a three-hour break for city sightseeing.

The return to Birmingham will follow the original route taken by No. 6000, continuing south, avoiding Newport to join the South Wales Main Line, for a sprint through the Severn Tunnel to Swindon, a water stop at Didcot and a

April shower saves first day of 'Jacobite' steam

WEST Coast Railways 'Jacobite' season was able to start with a steam haulage, as planned – thanks to a case of 'better late than never' for April showers.

The early spring in the West Highlands is often dry and noted for frequent moorland fires, albeit usually nothing to do with the steam train. This year, despite a very wet winter, sunshine and a lack of rain throughout March and April had left the moorland tinder-dry, prompting fears that the first train of the season, on April 26, would need diesel assistance, with steam merely acting as a so-called 'show pony'.

However, steady overnight drizzle alleviated the fire-risk, allowing K1 No. 62005 to head the first public train from Fort William to Mallaig, as planned. 'Black Five' No. 45407 *The Lancashire Fusilier* hauled the afternoon trip.

Since the easing of Covid-19 lockdown restrictions, more than a thousand tickets a day have been booked for the summer. 'The Jacobite' is scheduled to run twice-daily until October.



West Coast Railways Class 57 No. 57001 leads LMS 'Black Fives' No. 45212 and No. 45407 *The Lancashire Fusilier* with the Carnforth to Fort William empty coaching stock for 'The Jacobite' on April 12 at Greenholme, Shap. KALLUM BUCKLEY

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Right: Having completed its overhaul at Tyseley, GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* will be a mainstay of the revised Vintage Trains programme. VT

photographic stop at Banbury.

A week later, *Duchess of Sutherland* will head the 'Welsh Marches Express' from Tyseley via Birmingham Snow Hill, Worcester and Gloucester, joining the Welsh Marches line short of Newport and heading to Hereford for a three-hour afternoon sightseeing break. The tour returns via Shrewsbury, Wolverhampton and Birmingham New Street.

The 'Midland Bristolian' on Saturday, October 30, promises a GWR/LMS main line spectacular, also behind *Duchess of Sutherland*.

The full-day excursion covers Great Western and Midland main lines and starts at Derby with diesel haulage by No. 47773 for a run to Burton-on-Trent, Tamworth (High Level) and Coleshill Parkway (all pick-ups), before pausing at Dorridge (no passenger pick-ups at this station) where *Duchess of Sutherland* takes charge, and the Class 47 moves to the rear of the train. The excursion is then due to operate via Oxford and Swindon to Bristol Temple Meads for three-and-a-half hours of sightseeing in the city.

The trip returns direct to Derby via Cheltenham Spa and the Lickey Incline. No. 6233 leaves the train at Derby and the Class 47 returns the empty coaching stock to Tyseley.

Due to the requirement to take a

banker over the Lickey Incline and not wishing to stop at the foot of the incline to gain such assistance, No. 47773 will be at the rear of the train throughout the journey from Dorridge.

Banker

Saturday, November 20, sees 'The Lickey Bankers' featuring two separate runs with both Castles, each train banked by Jonathan Jones-Pratt's WR 0-6-0PT No. 9466, currently on hire to the Ecclesbourne Valley Railway (and which was briefly at Tyseley in late April for work on its cylinders).

Two identical trains will start at Tyseley, with *Earl of Mount Edgcumbe* heading the morning trip, picking up at Birmingham Snow Hill for a fast

run to Worcester. There the train will turn heading for Bromsgrove where No. 9466 will join the train, authentically banking it up the legendary 1-in-37 incline to Blackwell. The 94XX class became the banking engines when the Lickey was transferred to the WR in 1958.

The train returns to Tyseley via Birmingham New Street, another rare steam location, and *Clun Castle* will take the same route in the afternoon.

On December 5, *Clun Castle* and *Earl of Mount Edgcumbe* will head a special to the Melton Mowbray Victorian Christmas Fayre, while passengers have the option of staying on board for a trip Corby and back twice across Grade II listed Harringworth Viaduct, the

longest masonry viaduct across a valley in the UK.

Saturday, December 11 sees No. 5043 head 'The Merchant Venturer' to Bath Christmas Market, boarding at Solihull, Dorridge, Leamington Spa and Banbury, with the option of three hours in Bristol. On December 18, *Clun Castle* and No. 47773 heads from Tyseley Locomotive Works, picking up at Coleshill Parkway, Tamworth High Level, Burton and Derby to York St Nicholas Fayre and Christmas Market.

→ **The Tyseley Locomotive Works annual open weekend – will take place on October 23/24, with *Clun Castle*, *Earl of Mount Edgcumbe*, *Duchess of Sutherland* and 0-6-0PT No. 7752 in steam.**



The North Eastern Locomotive Preservation Group's K1 2-6-0 No. 62005 is seen on its journey from Grosmont to Fort William on April 19 in readiness to spend the season as part of the pool of locomotives for West Coast Railways' 'The Jacobite'. The locomotive is seen with its support coach at Stocksfield on the Tyne Valley Line. DAVE WILSON

Busy June for Railway Touring Company

HAVING returned to business on Saturday, May 22 with a 'Cumbrian Mountain Express', the Railway Touring Company (RTC) is due to run excursions every Saturday in June.

On June 5, RTC's truncated season gets under way with a 'Scarborough Flyer', which after departing from Manchester Victoria picks up at Romiley, Heathersage and Sheffield en route to the coast.

The following weekend, June 12 'The Tynesider' starts from Cleethorpes, making stops at Grimsby, Barnetby, Scunthorpe, York and Newcastle. Passengers have the choice of alighting at Newcastle or riding on to Morpeth via the freight-only Blyth & Tyne Railway.

Other trains booked to run in June include 'The Cotswold Venturer' on June 12, 'The White Rose' on June 19 and on the same day the 'The Edinburgh Flyer'. The month ends with another 'Cumbrian Coast Express'.

Motive power will be drawn from the West Coast Railways Carnforth-based fleet.

Operations manager Rachel Jackson said: "I think lots of people have given up hope of taking a holiday overseas and are looking for alternatives in this country."

Tornado makes Settle and Carlisle line 'home from home' in 2021

By Robin Jones

RESCHEDULED to Saturday, June 26, due to the lockdown, Tornado Railtours' 'The Fens and Fells Flyer' from Cambridge to Carlisle and back will set out with a diesel at the front.

Heading through Ely, March and Peterborough, Peppercorn A1 Pacific No. 60163 *Tornado* will be waiting to take over at Newark-on-Trent.

From York there will be a fast run along the East Coast Main Line passing Darlington and Durham, before heading west through Hexham to Carlisle for a two-hour visit.

The return journey is via the Settle and Carlisle line, including Ribbleshead Viaduct, restoration of which is now complete after months of specialist repairs by Network Rail.

Since November 2020, 100ft-high scaffolding towers have moved across seven of the viaduct's 24 arches to carry out masonry, drainage and repainting work.

During this project, the latest laser and drone survey technology mapped every inch of the viaduct for the first time, giving a detailed record of its condition so it can be closely monitored in future.

In February plans were submitted to the Yorkshire Dales National Park Authority to fix further minor faults found during the course of the planned work, as reported last issue. This unexpected planning application was granted so the repairs could be completed as part of the same project, saving taxpayers' money as the expert team was already on site.

The £2.1-million investment as part of the Great North Rail Project will secure the Grade II* listed structure's future as both an historic landmark and vital railway link on the route.

Attraction

The improvements have been completed in time for easing of coronavirus lockdown restrictions ready for an expected 'staycation summer'. Bumper visitor numbers are expected for the Yorkshire Dales National Park, the viaduct being one of its star attractions.

Philippa Britton, principal programme sponsor for Network Rail, said: "We've worked incredibly closely with heritage experts and conservationists to make sure the repairs were sympathetic to the historic structure but would also last the test of time. Now these once-in-a-generation repairs are complete we

hope you won't see scaffolding on this scale at Ribbleshead again for many years to come."

Passing Settle Junction, the tour heads south through Skipton to skirt Leeds and Wakefield to Doncaster where *Tornado* is detached, and the diesel is waiting for the final leg of the return trip.

Saturday, July 3, sees the A1 return to the Settle and Carlisle line at the head of Tornado Railtours' 'The Cumbrian Explorer' which sets out from Darlington North Road and runs via that town's main Bank Top station south to Thirsk, York and Leeds before turning north again to Settle and on to Carlisle. After a two-hour break, the trip follows the Cumbrian Coast route heading for Carnforth, where *Tornado* comes off, with a diesel returning the train to Darlington.

Tuesday, July 20 will see 'The Viking Venturer' run from Edinburgh and Linlithgow to York and return – again, via the Settle and Carlisle line.

July 22, 31, August 12 and September 2 and 11 has *Tornado* hauling 'The Aberdonian' from Edinburgh to Aberdeen and back.

On August 21, 'The Clyde Aberdonian' will run behind No. 60163 from Glasgow Central to Aberdeen and back.

'The Jorvik Express' from Liverpool to York and return behind *Tornado* is scheduled for September 16, and two days later, the 4-6-2 will head 'The Caledonian' from Birmingham to Edinburgh.

Hull to Carlisle and back is the itinerary for 'The Ribbleshead Rambler' on September 30.

Tornado will join forces with A3 Pacific No. 60163 *Flying Scotsman* for trips from the West Midlands to Carlisle and back on October 20 and 21.

Itinerary

The trip starts out behind an electric locomotive and picks up at Tamworth, Stoke-on-Trent, Crewe, Wigan and Preston, where *Tornado* will be waiting to take the train towards Blackburn and Clitheroe, taking on water at Hellifield before tackling the Settle and Carlisle line. The return trip will see the route retraced behind *Flying Scotsman*.

The pair will combine again for a jaunt from Middlesbrough to Carlisle and back on October 27 and Peterborough to Carlisle and return the next day.

➔ Bookings must be made through Tornado Railtours at www.a1steam.com or on 01325 488215.

Italy's railways to benefit from recovery fund

ITALY'S historic railways are to benefit from the nation's €222 billion post-Covid recovery fund, with €435 million allocated for a "new form of railway tourism" – including steam locomotives – to encourage visitors to discover the art, landscape, food and wine of lesser-known destinations.

Major plans include the redevelopment and upgrade of the Trieste-Campo Marzio railway museums; the ACE cabin in Roma Termini, a railway control system dating from 1939 and the National Railway Museum of Pietrarsa.

It is also intended to enhance nearly 400 miles of lines that comprise the 'Binari senza tempo' project which transport people to "lesser-known but extraordinarily beautiful destinations".

Rail journeys to be boosted forming part of Italy's new hiking trail linking all 25 national parks include the Transiberiana d'Italia, or snow train, that crosses through the forests of the Majella National Park and through the Abruzzo mountain areas, the Val d'Orcia steam train that passes Tuscany, the 73-mile Irpinia Railway between Avellino and Rocchetta and the "Railway of the Temples" through the Valle dei Templi.



Above: 'Tractors' at the seaside: Class 37s Nos. 37667 and 37688 *Great Rocks* pass Langstone Cliff, Dawlish Warren in early spring morning light. THOMAS MILLS

LSL's varied route training traction

OVER the Easter period, Locomotive Services Limited (LSL) ran a private charter to the south west of England for route learning and crew familiarisation purposes. April 7, the final day, saw Class 37 Nos. 37667 and 37688 *Great Rocks* working the train from Kingswear to Bristol where, having worked light from Crewe earlier in the day, Class 40 No. 40145 took over to head the train to London Euston.

Below: 'Whistler' No. 40145, which as previously reported is on hire to LSL from the Class 40 Preservation Society, is pictured heading through Corston into Bath. DUNCAN SAVIDGE





With the locomotive coupled to a Class 37, the front axle of No. 45231's tender is supported by an RSS WheelSkate.
ANDREW GOODMAN/RSS

WheelSkate helps rescue 'Black Five'

RAILWAY Support Services (RSS) was called in by Crewe-based Locomotive Services Limited (LSL) to recover LMS 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester* and its disabled tender from Llandeilo, about 20 miles north of Swansea, to Port Talbot by rail. The locomotive and tender were then taken to Crewe by road over the weekend of April 17.

The driver of the locomotive, which was working a private special train along the Central Wales line, was forced to make an emergency brake application. As a result, the tender wheels locked and the leading pair sustained significant 'flats' thanks to them sliding over the rail for some distance before coming to a halt. This meant that the locomotive could not continue its journey.

Fortunately, the locomotive was able to be stabled in a nearby spur until rescue could be arranged while the rolling stock was separately recovered.

Andrew Goodman, CEO of RSS was



A close up of the RSS WheelSkate supporting the first axle of No. 45231's tender. ANDREW GOODMAN/RSS

asked by LSL to recover the locomotive, for which the RSS WheelSkate was deployed.

"This device comprises two pairs of frames, each carried by small wheels, that support a disabled axle with the running wheels lifted a few millimetres above the rail," he explained. "This enables the vehicle to be recovered to a suitable location for repair."

"RSS has developed the WheelSkate

from a basic concept created many years ago by BR at Derby. We are usually called on to recover diesel and electric multiple-units that have suffered a transmission failure or other seizure of the axle. This is the first time the WheelSkate has been used to recover a steam locomotive."

The recovery involved two of LSL's Class 37 diesels being deployed to take the disabled 'Black Five', kept in light steam for cylinder lubrication purposes, at a maximum speed of 20mph (5mph over switches and crossings) via a complex 35-mile route mainly via freight-only lines, including the Swansea avoiding line, to Port Talbot.

"From there, we loaded the locomotive and tender on to road transporters to return them to Crewe, where the tender will be repaired," added Andrew. "Because of narrow roads and weight restrictions, quite apart from lack of space, the locomotive could not be loaded onto road transport where it failed."

Duke of Gloucester's return moves closer

By Gareth Evans

HISTORY was made at South Devon Railway Engineering's Buckfastleigh premises on April 16 when the crank axle was assembled for No. 71000 *Duke of Gloucester* – a significant milestone for the return of the main line steam icon.

Components, including the wheels, cannon boxes and bearings are now being gathered together and will all be available for assembly to start during May.

Meanwhile, the *Duke's* former support coach, Mk.2 BFK coach No. W17041, has been purchased by the Whitwell & Reepham Railway. As reported last issue, the carriage has recently been advertised for sale after BR Mk.1 BSK No. W17015 was acquired from Kinlet Hall Ltd, owner of No. 4936 *Kinlet Hall*.



Above: One of the crank axle webs is seen being heated and being prepared for the crank pin to be fitted at South Devon Railway Engineering.

Right: Work is progressing well and the crank axle has been reassembled at Buckfastleigh.

No. W17041 is equipped with steam or electric heating, a kitchen, worktop bunk beds and four compartments with first class seats. In addition to minor body repairs, No. W17041 has been fully certified for both the gas and

electrical systems prior to sale.

Two contractors have been invited to quote for various options of work to be carried out on No. W17015 to prepare it for use as the *Duke of Gloucester's* new support coach.

UK Railtours to run memorial charter train

WELWYN-based UK Railtours is planning to run a memorial train in a tribute to the late John Farrow.

The man who formed both Hertfordshire Rail Tours and latterly UK Railtours died of cancer in London's Royal Free Hospital on April 18, 2020.

His daughter Elizabeth Morris who is running the UK operation said: "UK Railtours are proud to present an incredibly special train to celebrate and remember the life of a great railwayman, respected businessman and true gentleman."

'The John Farrow Salute' is booked to depart London Victoria, on Wednesday, August 18 for Sherborne, calling at Staines and Woking – plus a water stop at Salisbury.

Service

On arrival, passengers will be invited to attend a memorial service held in the Dorset town's abbey a few minutes from the railway station.

The train, pulled by Merchant Navy Pacific No. 35028 *Clan Line* is expected to run on to the Yeovil Railway Centre to be turned and serviced.

Elizabeth said that the 'Tinsley Tugger, originally due to operate on May 29 will, subject to final confirmation, run on Saturday, July 24.

Similarly, the 'Derbyshire Rose', which had been scheduled for June 19, has been postponed until Saturday October 2, again subject to final confirmation.

Tours which remain unaffected include 'The Aln Valley Venturer' on Saturday, August 7 and the 'Merchant of Norfolk' with *Clan Line* on Saturday, August 28.

Now reopened for business between 10am and 2pm, UK Railtours' office is open Mondays to Fridays, except Wednesdays.



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MAIN LINE ITINERARY



On April 19, the North Eastern Locomotive Preservation Group's K1 2-6-0 No. 62005 began its journey north from its Grosmont home to spend the season working the Fort William-Mallaig 'Jacobite' trains for West Coast Railways. The engine and its support coach are seen crossing Durham viaduct. CRAIG OLIPHANT

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 '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

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 'English Riviera Express'

Bristol Temple Meads, Kingswear & return.
Steam-hauled: TBA.

Loco: TBC. ST

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

17 'Cathedrals Express'

King's Cross, Cambridge & return.
Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

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

20 'Cathedrals Express'

Paddington, Portsmouth Harbour & return. Steam-hauled throughout.

Loco: TBA. SD

20 'English Riviera Express'

Bristol Temple Meads, Kingswear & return.
Steam-hauled: TBA. Loco: TBC. ST

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June

1 'The Dalesman'

Chester, Carlisle & return.
Steam-hauled: Hellified, Carlisle, Carnforth.

Loco: TBA. WCR

3 'The Dalesman'

York, Carlisle & return.
Steam-hauled: Hellified, Carlisle, Carnforth.

Loco: TBA. WCR

Regular Steam

Daily until October 29

'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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THE LADY OF SEVERN VALLEY LEGEND

New-build GWR Saint 4-6-0 No. 2999 *Lady of Legend* added Edwardian star quality to the Severn Valley Railway's eagerly-awaited Spring Steam Up which, blessed with bright sunshine and clear blue skies, provided the ultimate curtain-raiser for the UK heritage sector's post-lockdown new season, reports **John Titlow**.

With the Government's lockdown restrictions eased, the Severn Valley Railway ran its first public services of the year on April 12. However, it was the eagerly-awaited April 15-18 Spring Steam Up which gave the season one of the most stupendous starts in the line's history.

As reported in *Heritage Railway* issue 277, the headline guest locomotive was the Great Western Society's new-build Saint

4-6-0 No. 2999 *Lady of Legend*.

No. 2999 had originally been booked as the principal guest at the SVR's 2020 spring gala last April, but the event was cancelled due to the Covid-19 pandemic. The Spring Steam Up finally gave *Lady of Legend* its first chance to shine on another railway – and shine it did!

Lady of Legend is the second standard gauge new-build to be completed at Didcot, following that of steam railmotor

No. 93 in 2011. It took 45 years to reverse-engineer the GWR development of the Hall class from Churchward's two-cylinder Saint in 1925 when the prototype Hall was converted from No. 2925 *Saint Martin* at Swindon Works. No. 4942 *Maindy Hall*, built in 1929, was acquired from Barry scrapyard specifically for the project in 1974. The end result, No. 2999, moved under its own power for the first time in late 2019, the first time a working

Saint had been seen since 1953, when the last of class, No. 2920 *Saint David*, was withdrawn and scrapped that October.

As described last issue, No. 2999 *Lady of Legend* was unloaded at Bridgnorth on March 31 after arriving from Didcot Railway Centre by a low loader.

Getting it into Bridgnorth was no mean feat. Because of its size and weight, the Saint could not come over the lower town bridge so it had to travel round the town





Above: With a rake of eight Great Western coaches in tow on a test train, No. 2999 gets into its stride passing Tenbury Wall after departing Bewdley on April 11. JOHN TITLOW

Above left: For the first time, new-build GWR Saint No. 2999 *Lady of Legend* pulls an eight-coach test train comprised of Great Western stock on April 4. JOHN TITLOW

Left: With a set of BR Mk.1 coaches in tow, Ivatt mogul No. 43106 passes Severn Lodge on April 16 with the River Severn in the background. JOHN TITLOW

Below: GWR 4-6-0 No. 2999 *Lady of Legend* crosses Borle Viaduct at Arley. ALAN CORFIELD





The first trains of the day on April 15 cross at Hampton Loade: No. 2999 *Lady of Legend* runs in while No. 6960 *Raveningham Hall* waits for the token to Bridgnorth. JOHN TITLOW

bypass and enter the station yard via the narrow terraced roads of Salop Street, Pound Street and Hollybush Road before turning right into Station Lane where unloading took place at the rear of the boiler shop.

Inside the shed, inspections took place. However, the vacuum brakes were discovered to be leaking off very quickly, meaning that the brakes could not hold off, and so it did not meet Severn Valley Railway requirements. Very different conditions apply when running eight-coach trains at 25mph on a 16-mile railway as

opposed to hauling three coaches at 10mph along Didcot's half-mile demonstration line.

The problem lay with the locomotive's vacuum-brake cylinder which is positioned above the front bogie. Access is generally difficult without a wheeldrop, but surprisingly the one inside Bridgnorth shed can do not only driving wheels, but bogies as well.

Preparation

Once the bogie was out of the way, the vacuum cylinder could be removed. It has a diameter of around 30in, a stroke of 18ins and weighs more than half a ton. After removal, it was discovered the internal India rubber band was not sealing correctly. Bridgnorth has a stock of these and sells them on to other railways: once the new band is fitted it goes onto the in-house test rig before refitting. It all sounds complicated but is a familiar process at Bridgnorth. The tender has its own vacuum cylinder of a slightly smaller size.

As part of the SVR inspection process and works it was weighed on the portable test rig to ensure the wheels carried the correct loading. All this may sound a long and complicated process – but it was professionally accomplished in a few days after Easter.

On Friday, April 9, No. 2999 was steamed and ran light engine



Locomotives prepared outside Bridgnorth shed early on April 16. JOHN TITLOW



With an afternoon train heading south, new Saint 4-6-0 No. 2999 *Lady of Legend* crosses Oldbury Viaduct on April 15. JOHN TITLOW



From the opposite side of the River Severn, BR Standard 4MT No. 75069 deputising for No. 2999 heads towards Arley with a morning train on April 18. JOHN TITLOW

to Kidderminster, completing successfully its first lengthy turn since completion. Waiting in the station was the eight-coach Great Western carriage set and once coupled, it ran as a mail train, stopping at all stations to Bridgnorth delivering internal post.

On Sunday, April 11 most signalboxes on the SVR were opened for the first time this year as a test for the following day's passenger services. Light engine positioning took place with GWR pannier No. 7714 and 2-8-0 No. 2847 travelling to Bewdley. The best came in the afternoon when *Lady of Legend* completed two return empty coaching stock turns from Bridgnorth to Bewdley with the Great Western set: what a sight it made climbing past Hay Bridge!

On Tuesday, April 13, *Lady of Legend* made one more round trip to Kidderminster in the evening for turning to face south in preparation for the Spring Steam Up.

Beginning on April 12, a regular timetabled service ran for three days during half term before the Spring Steam Up – the first event of its kind on any heritage line this year: many other major railways in the sector had not started running by then.

In addition to No. 2999 *Lady of Legend*, locomotives running over the Spring Steam Up included the usual residents: No. 2857, Ivatt

2-6-0 No. 43106, GWR 4-6-0 No. 6960 *Raveningham Hall*, West Country light Pacific No. 34027 *Taw Valley* which was turned to face north. For added interest GWR/Port Talbot Railway 0-6-0ST No. 813 and No. 7714 double-headed throughout.

On standby were Hawksworth pannier No. 1501 and BR Standard 4MT No. 75069, the latter being brought into service on the Sunday due to a minor mechanical failure of No. 2999.

Most locomotives carried wreaths in memory of the Duke of Edinburgh.

Operations

Four carriage sets were used throughout with each rake consisting of either seven or eight coaches – the full Great Western set, BR Mk.1s, the LMS set and a mixed set of opens, all of compartment stock. Some were not as uniform as we have become to expect for the Severn Valley, but Covid-19 restrictions played a big part in this to ensure social distancing took place throughout.

Superb weather welcomed the return of the Severn Valley. All four days were dry and sunny with sporadic light clouds but no rain.

The Railwayman's Arms on Bridgnorth Station and the King and Castle at Kidderminster were reopened for outside seating only. People were keen to be out once again and secondary spending



About to climb Eardington Bank: No. 2999 *Lady of Legend* digs in passing Hay Bridge with a test train on April 4. JOHN TITLOW



With the first train from Kidderminster to Bridgnorth on April 17, GWR 4-6-0 No. 6960 *Raveningham Hall* climbs the last few yards into Stanley Cutting approaching Highley. JOHN TITLOW

in the pubs, refreshment rooms and shops was healthy. The online preorder bottle facility and bottle bar on the concourse was well received.

Spring Steam Up ticket sales were in excess of 90% capacity and what has now become standard, all trains had to be booked beforehand either online or by telephone.

Two of the services sold out completely each day and the others were up to 80% full. Working to about two-thirds of the capacity of a normal special event, almost all the sales were pre-bookings, either online or by telephone. Only a few on-the-day tickets were sold, and this was also attributable to the fact that some of the services were sold out.

Timings were not as intensive as normal because the programme lacked the usual short workings. Timekeeping was generally good with the occasional delay made up relatively easily.



Bulleid West Country light Pacific No. 34027 *Taw Valley* drifts out of Stanley Cutting while approaching Highley on April 17. JOHN TITLOW



GWR 0-6-0ST No. 813 and pannier No. 7714 are seen leaving Bewdley Tunnel on April 17. DON BISHOP

Saintly skyline: No. 2999 *Lady of Legend* heads away from Bewdley station with a test train on April 18. ANDREW BELL





The Severn Valley at its finest: No. 6960 *Raveningham Hall* heads up Eardington Bank on April 14. JOHN TITLOW

No trains stopped at Highley and the Engine House was closed due to Government guidelines despite the local pub being open. It was nice to finally see Hampton Loade and Arley stations open for the first time in around a year.

Schedule

Additional steaming dates for *Lady of Legend* were due to take place (check at www.svr.co.uk) before it returned to Didcot for the May 29-31 Bank Holiday Steam Up where it will be possible to ride behind the locomotive in a different rake of Great Western carriages.

Other major SVR events planned are the ever-popular Step Back to the 1940s which was cancelled last year, and which is scheduled to take place over June 26/27, and July 3/4. May 13-16 will see the diesel bash take place.

During May and June, an almost daily service will resume on the SVR, apart from some Mondays and odd days. Bookings can be done online, by telephone or at the booking office on the day if space is available.

No July service train dates are available yet because it is impossible to plan too far ahead at present. **HR**



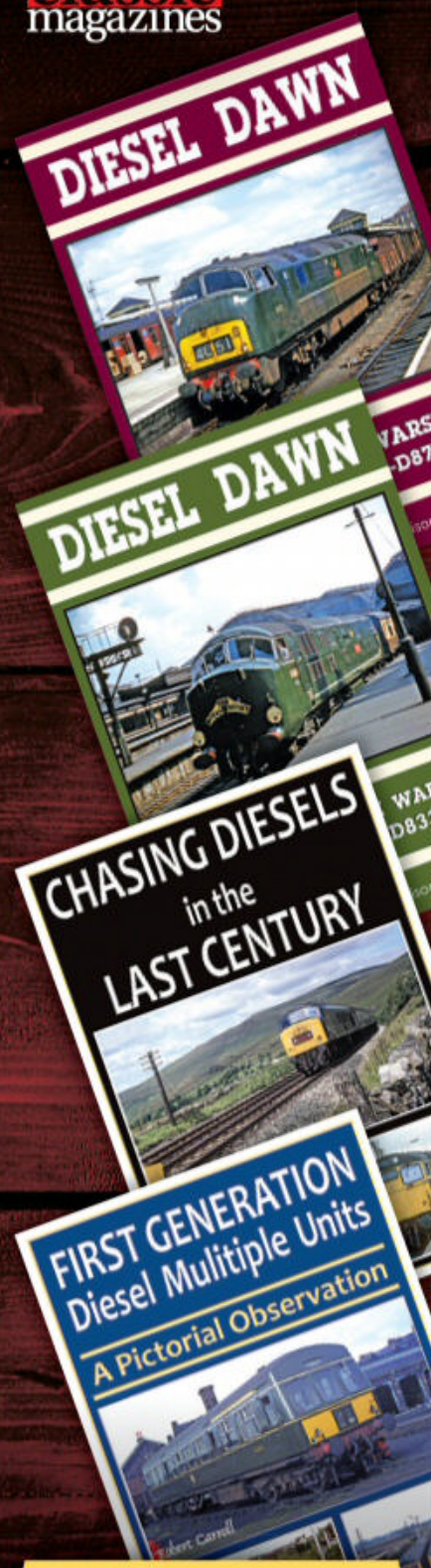
Carrying a wreath in honour of the Duke of Edinburgh, GWR 2-8-0 No. 2857 powers out of Kidderminster Town with the 10.05am service to Bridgnorth on April 16. FRED KERR



Lady of Legend is seen powering well up Eardington Bank while catching the last rays of the evening sun on April 17. Sadly only a mile down the line on arrival into Bridgnorth, the locomotive was declared a failure due to a minor mechanical problem, and would not be in traffic for the final day of the gala. HENRY THOMAS

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The Severn Valley & Llangollen Railways

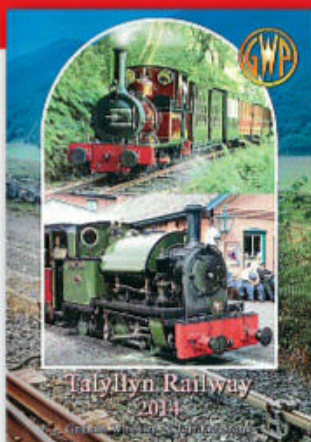
GWP made an award winning, hour-long DVD programme on the Severn Valley Railway in 1995. Now the programme's on DVD, the quality can be seen to real advantage for the first time, with 60009 coming down the camera, a GWR Mogul rolling over the Victoria Bridge, the Pannier tank doing its stuff - all the sights and sounds of the premier preserved railway in 1995.

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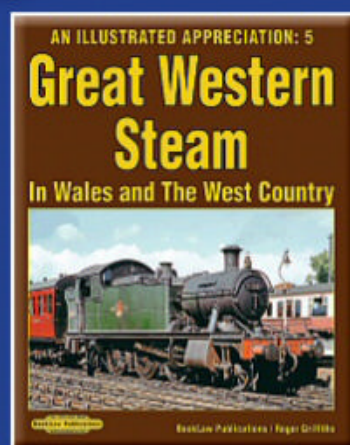
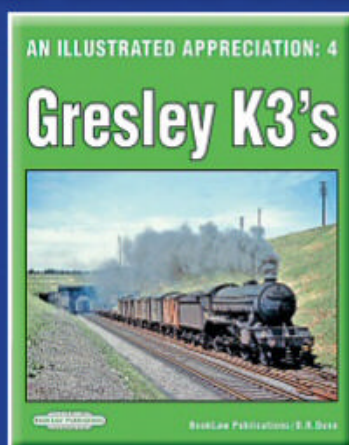
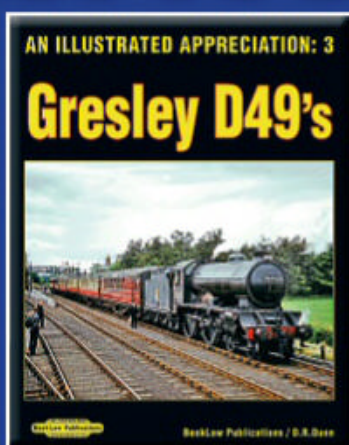
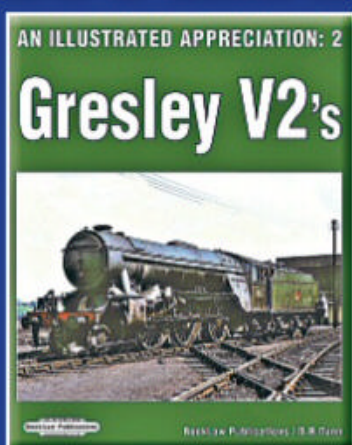
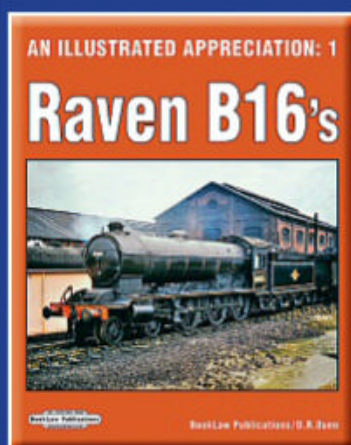
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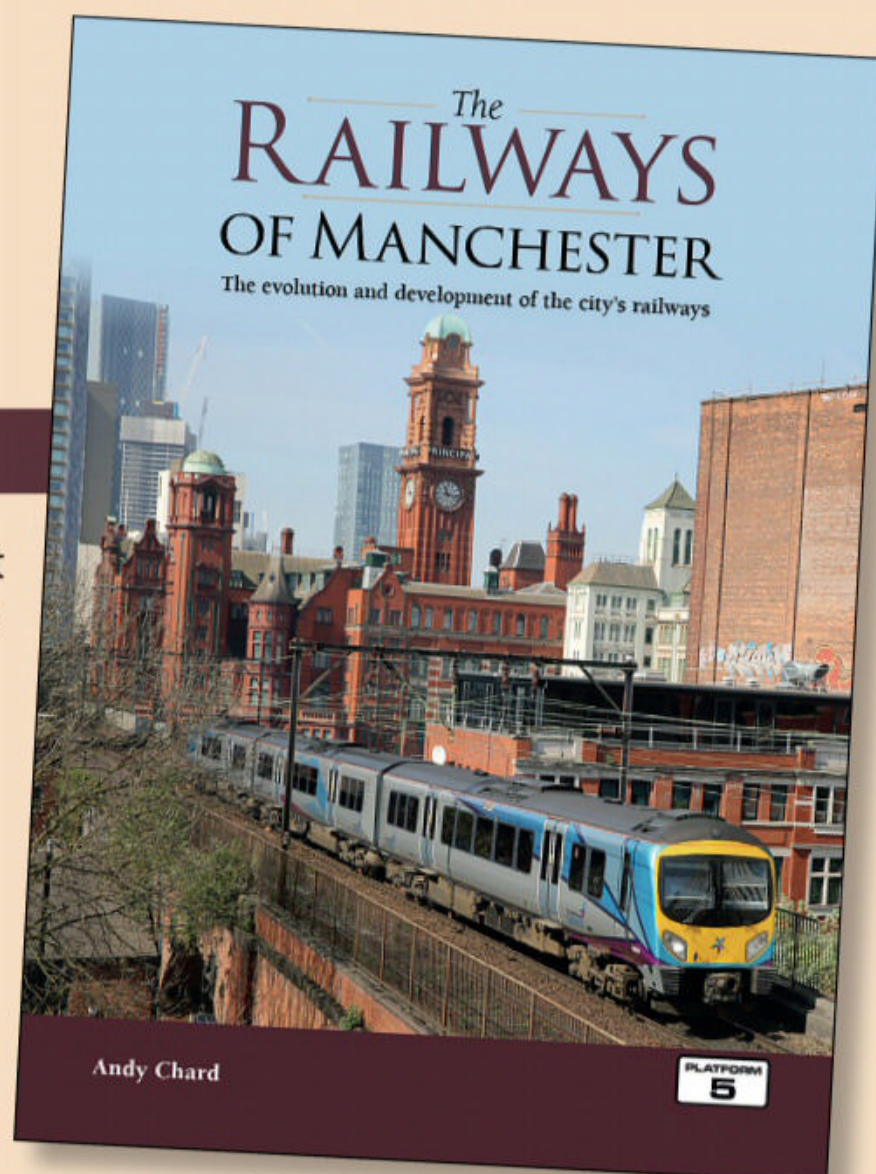
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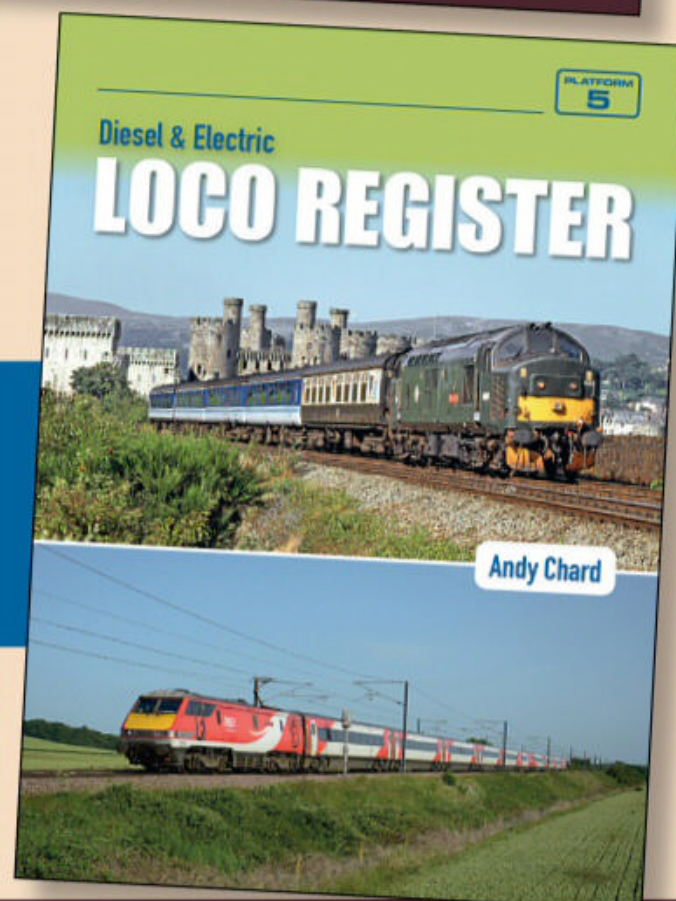


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Bob was right, the times, they really are a-changing

AS THE great Bob Dylan sang in 1964, the times, they are a-changing. Fast forward 57 years, and his prophecy is certainly true of the world of railwayana, as illustrated by Great Central's third monthly live online auction on April 10, which saw a diesel nameplate easily outpace steam.

Top of the 200 lots at £9800 was *Druid* from Class 42 Bo-Bo 'Warship' D815, which entered traffic in January 1960 and had an operational life just short of 12 years before being withdrawn in October 1971. Trailing in the diesel-hydraulic's exhaust at £7000 was *Herefordshire*, from LNWR No. 1455/LMS No. 5537, an Experiment class 4-6-0 whose 24 years of main line service prior to withdrawal in December 1933 was precisely double that of D815.

Further down the nameplate chain came *Talisman* from GWR Saint class 4-6-0 No. 2989 (£5200), which was outshopped by Swindon in September 1905 as 4-4-2 No. 189, rebuilt as a 4-6-0 in October 1912 and renumbered 2989, and just made it into BR stock before



being pensioned off in September 1948.

In fourth place was another diesel, 1964-built Class 47 Co-Co D1598/47471, whose *Norman Tunna G.C.* nameplate went for £4800. Tunna (1908-70) was a shunter at Birkenhead Docks who was awarded the George Cross – the only GWR employee to ever receive the honour – for heroism during an air raid in January 1941.

Station totem signs, currently a star category in nearly every railwayana auction, lived up to their ever-growing reputation thanks to two of their number reaching the £4000 mark, led by Scottish Region pair Tyndrum Upper (£4300) and Boat of Garten (£4000). The other five regions also made their mark – Sidmouth Junction from the Southern Region (£3100), BR(W) Gwinear Road (£2400),

BR(M) Arnside (£2100), Walker Gate from the North Eastern Region (£1800), and BR(E) Felixstowe Town (£1700).

Heading the cabside numberplates was 103 from a Northern Counties Committee of Ireland W class 2-6-0 named *Thomas Somerset* after the chairman of the NCC board of directors (£3000). The 5ft 3in gauge railway was owned by the LMS, and H P Stewart, the railway's chief mechanical engineer, was allowed to use LMS designs and parts when designing the class.

Other locomotive items included a 1957 English Electric worksplate from Class 20 D8012/20012 (£1750), and smokebox numberplate 1463 from a GWR 0-4-2T (£1250), while top handlamp at £3000 was a Cambrian Railways' example stamped Llangynog. The terminus of the Tanat Valley line, west of Oswestry, lost its passenger services in 1951, followed by freight in 1952. The section between Llangynog and Llanrhaeadr-ym-Mochnant was lifted in 1957.

Other realisations were £3400 for a London & Birmingham Railway policeman's tipstaff and £2100 for the leading clock. The former was contained in its original wooden case and was inscribed with the company's full title, and the clock was a 14in dial dropcase example supplied to the South Eastern Railway in circa 1840 and was stamped SER 1 on the back.

Also into four figures were a



Marlborough-Ogbourne single line key token from the Midland & South Western Junction Railway's Cheltenham-Andover line (£1600), and five London & Croydon Railway directors' passes sold as a single lot with two LBSCR directors' passes (£1200). Prices exclude buyer's premium of 15% (+ VAT).

Of the 2021 railwayana auction scene and the prices achieved in the sale, Great Central auctioneer and director Mike Soden said: "Totems are currently amazing, and there has been a tremendous upsurge in a short time in this sector. Interestingly, it's not all down to new collectors who are attracted by live online bidding.

"There is, though, also a younger audience and a lot of people who are new to the railwayana movement or new to auctions."

Locomotive withdrawn 94 years ago in the Vectis spotlight

PRESERVED North Eastern Railway Class 1463/LNER E5 No. 1463 was in the spotlight in the Vectis monthly live online model train sale on March 26, when a 3½in gauge live steam version of the 2-4-0 achieved the highest realisation of £1600. The full-size loco was built at Darlington in 1885, withdrawn in 1927, and is now part of the National Collection.

Behind this veteran loco came a Wrenn OO-gauge LMS streamlined Princess Coronation No. 6237 *City of Bristol* (£950); an early carpet railway 3¼in gauge live steam 2-2-2 of unknown make (£700); a

collection of 32 OO-gauge coach and wagon kits made by various model manufacturers (£580); and at £520, a Bing of Germany O-gauge Midland Railway 4-2-2 No. 650. Prices exclude buyer's premium of 25% (inc VAT).

*A BR poster by Jack Merriott (1901-68) of Loch Etive in Scotland's western highlands near Oban sold for £950 (exc buyer's premium of 24% + VAT) in a live online and telephone auction held by McTear's of Glasgow on April 7. It was one of six posters in a collection owned by a Scottish enthusiast.



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Jubilee's sprint finish outpaces Lord Nelson to the top spot in GNRA sale

LMS Jubilee nameplate *Nigeria* produced a sprint finish to take first place in Great Northern's two-week email and telephone auction that ended on April 13, its run to the tape seeing it outpace *Sir Richard Grenville* representing the Southern Railway.

The winner, from No. 45619, had been neck-and-neck with the SR Lord Nelson class plate from No. 30853 for much of the auction, but it eventually took the gold medal with a realisation of £7100, leaving *Sir Richard* the runner-up at £6000, a bid that had been placed in the early stages of the sale. Two other LMS contenders, *Lord Rutherford of Nelson* (Jubilee No. 45665) and *The Loyal Regiment* (Royal Scot No. 46158), failed to sell.

Inevitably it was the totem signs that then took up the running, with their charge being led by BR(M) Pear Tree & Normanton (£2900), a delightfully-named station that was opened by the Birmingham & Derby Junction Railway in 1839 and renamed simply Peartree in 1976. It is one of three stations in the

city of Derby still open today, albeit unstaffed and with no ticket facilities, and was used in the latest annual passenger figures by just 3892 souls, or just over 10 a day.

Another BR(M) totem sign, Knutsford, was behind at £2700, while a Midland Region top three clean sweep was achieved by another idiosyncratically named station, Oldham Mumps (£2100). Top SR target sign was Bagshot (£1300).

Electric traction won the day in the worksplate selection, when a Gorton 1952 (works No. 1055) plate from Class EM1/76 Bo-Bo No. 26048/76048 *Hector* went for £2900, and the highest realisation among the handlamps was £2000 for a Manchester Sheffield & Lincolnshire Railway ex-Dunford Bridge example.

From across the Channel, an eagle emblem used on Germany's coaching stock and some loco tenders during the 1930s went for £1600, and back home, a Great Central Railway signalbox nameboard Hyde Jc sold for £1250 and

a similar Lancashire & Yorkshire Railway item from Copy Pit signalbox for £1000.

Two smokebox numberplates came close to breaching the £1k barrier, when 49557 from an LMS Class 7F 0-8-0 realised £950, followed by 92223 from a Standard Class 9F 2-10-0 No. 92223 which found a new home for £900. Prices exclude buyer's premium of 10%.

Great Northern's Dave Robinson said: "It went extremely well – we had some nice items, something for everybody. Totems seem to be appealing to all generations, including collectors of a certain age who may have been in the hobby for some time."

As with everybody within the movement, be they collectors or auction houses, Dave's thoughts turned to what may happen once all Covid-19 restrictions are lifted. "We will definitely go back to live audience auctions when we can, but I don't think it will be this year," he mused.

Appropriately for railway enthusiasts, there does appear to be light at the end of the tunnel.

Dreweatts' support cast puts on a strong showing

WITH six model locomotives and a rake of coaches achieving the top prices of up to £13,000 in Dreweatts' Transport Sale on April 20, as reported in the news section of this issue, models further down the line also made their mark, including a duo at £4000 each comprising a 5in gauge live steam GER T26 class 2-4-0 No. 490 and an award-winning 3½in gauge First World War carriage-mounted railway gun.

A bid of £3800 secured LNER A4 No. 60007 *Sir Nigel Gresley* in gauge 1 live steam, and four models in three different gauges each selling for £3200 were LMS Princess Coronation No. 46232 *Duchess of Montrose* and GWR No. 5015 *Kingswear Castle*, both in gauge 1, a 5in gauge GWR Manor, and National Coal Board 0-6-OST No. 5 *Dragon* in 7¼in gauge.

Among the £3000 realisations were a gauge 1 No. 6000 *King George V* and an unnumbered Great Northern Railway 4-2-2 'Stirling single' in 3½in gauge, while in hot pursuit came another unnumbered model, of a 5in gauge GWR 1500 class 0-6-0PT (£2800). Prices exclude buyer's premium of 25% (+ VAT).

Michael Matthews, Dreweatts' steam and model engineering consultant, said: "We had more than 370 bidders, including from the USA and Europe. It was most positive, and our best ever such sale for prices."

Onslows arrives at coastal destinations with top estimates

RAILWAY posters promoting seaside resorts in East Sussex and Norfolk have been given some of the highest estimates in Onslows' vintage travel posters auctions being held on May 28. They are led by a Southern Railway 1947 issue for Hastings titled 'Follow their lead' by Charles 'Chas' Pears (1873-1958), which features two young ladies with a large dog and is estimated to go under the hammer for up to £3500.

From the BR era comes another Hastings poster that includes its neighbour St Leonards. It was painted by F W Wentworth-Sheilds (1869-1959), an artist who was also



a book illustrator, and has a top estimate of £2500. A similar estimate has been put on an LNER poster by J L Carstairs issued in 1927 promoting Hunstanton in Norfolk.

Other artists whose posters for the LMS, LNER, GWR and BR also

have four-figure estimates include respectively Norman Wilkinson (1878-1971), Fred Taylor (1875-1963), Gyrth Russell (1892-1970), and Frederick Baldwin (1899-1984). The auction is live online and starts at 2pm.

Railwayana Auction Calendar

■ May 15

Great Central Railwayana
(Live online, email, telephone and commission)

■ May 24-30

JustaClickAgo (Photographs, negatives and slides)
(Online)

■ May 28

Vectis (model trains)
(Live online, email, telephone and postal)

■ May 28

Onslows (posters)
(Live online and commission)

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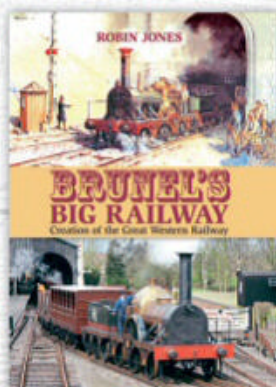
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Nameplate boost for GCRA monthly auction

GREAT Central has boosted to three the nameplate selection in its monthly auction on May 15, following the late addition of *Gwalior* from LMS Jubilee No. 45589, which was built by North British in Glasgow in December 1934 and withdrawn from Wakefield (56A) in March 1965.

As reported in last month's column, the sale will also include *Henry Cort* from LNWR Experiment class 4-6-0 No. 1413/LMS No. 5515 – thus giving the LMS two nameplate representatives – and *Draycott Manor* from GWR No. 7810.

The Manor and Jubilee classes also feature in two other categories, the former with one of the cabside numberplates from preserved No. 7820 *Dinmore Manor* and the latter with the smokebox numberplate from No. 45565 *Victoria*.

A smokebox numberplate from another LMS locomotive in the auction is 41974 from a Class 3P 4-4-2T built at Derby in February 1930 for the London Tilbury and

Southend line and withdrawn in 1955. The class totalled 39 engines, and only two smokeboxes are known to have survived.

Worksplates include a Doncaster 1959 example from a class 71 electric loco in the E5001-13 series, and from a far earlier era comes a policeman's tipstaff from the Manchester & Leeds Railway, which started operations in July 1839 and morphed into the Lancashire & Yorkshire Railway exactly eight years later, in July 1847.

What Great Central auctioneer Mike Soden says could be an early example of railway merchandising is a telescope from an unknown manufacturer which carries a brass plate commemorating the 100mph achieved by No. 4472 *Flying Scotsman* on November 30, 1934, the first time a steam locomotive had been authentically timed at this speed, and for signalling enthusiasts there is a single line key token from a former Great North of Scotland Railway branch line.

The key covers the entire five-mile Fraserburgh-St Combs route in Aberdeenshire, the last line built by



An early example of railway merchandising?

the GNoSR before the 1923 Grouping. It opened in July 1903, closed to passengers in May 1965 and to freight in 1979, and incorporated a two-road engine shed at Fraserburgh, a sub-shed of Aberdeen Kittybrewster (61A). The station site has been redeveloped, but the shed survives and is now in commercial use.

The auction, Great Central's fourth in its series of monthly 200-lot sales, starts at 10am and will include email, telephone and commission bidding in addition to being live online.



Class D40 No. 62276 *Andrew Bain* awaits its next turn of duty at Fraserburgh shed in Aberdeenshire, a sub-shed of Kittybrewster (61A), on May 20, 1952. The 1920 North British-built 4-4-0 was withdrawn in August 1955, but classmate No. 62277 *Gordon Highlander* was saved for preservation after being taken out of service in July 1958. Behind the shed, which survives and is in commercial use, is the tower of the distinctive Dalrymple Hall, which opened in 1881 and is now a community venue. A single line key token for the entire five-mile branch line that ran from Fraserburgh to St Combs will be going under the hammer at Great Central's monthly sale on May 15. TRANSPORT TREASURY/NEVILLE STEAD

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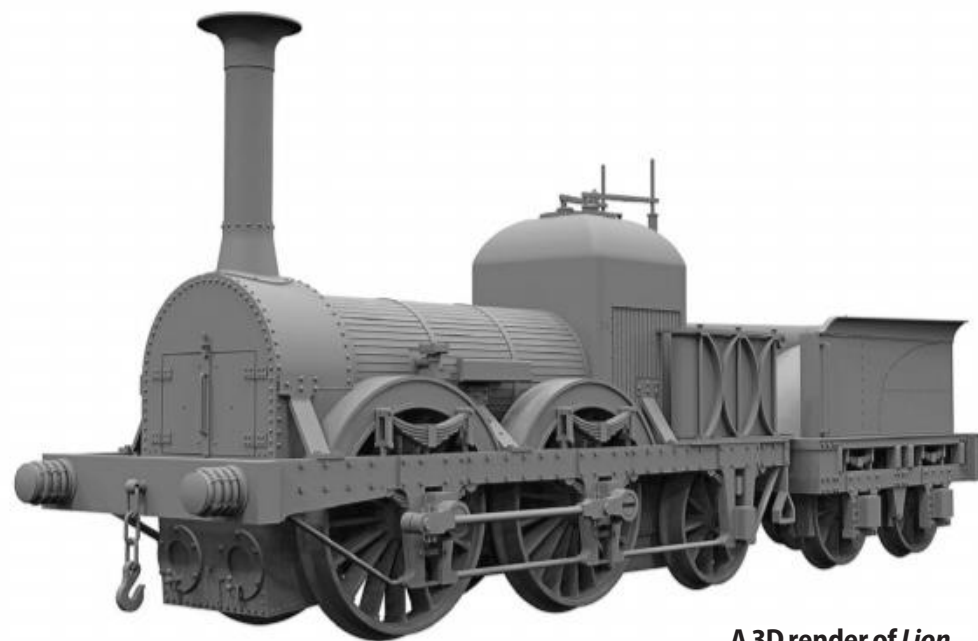
The Titfield Thunderbolt in model form!

By Gareth Evans

RAPIDO Trains has delighted fans of The Titfield Thunderbolt by announcing it is to offer ready-to-run models in OO-scale of many of the vehicles featured in the classic Ealing Comedy in time to celebrate the 70th anniversary of the film's release in 2023. The 1953 feel-good film concerns a group of villagers trying to keep their branch line operating after British Railways decided to close it. Written by T. E. B. Clarke, the film was inspired by the story of the Tallylyn Railway.

Promised to be the most accurate Titfield models ever produced, the range is being developed with the full co-operation of STUDIOCANAL, which

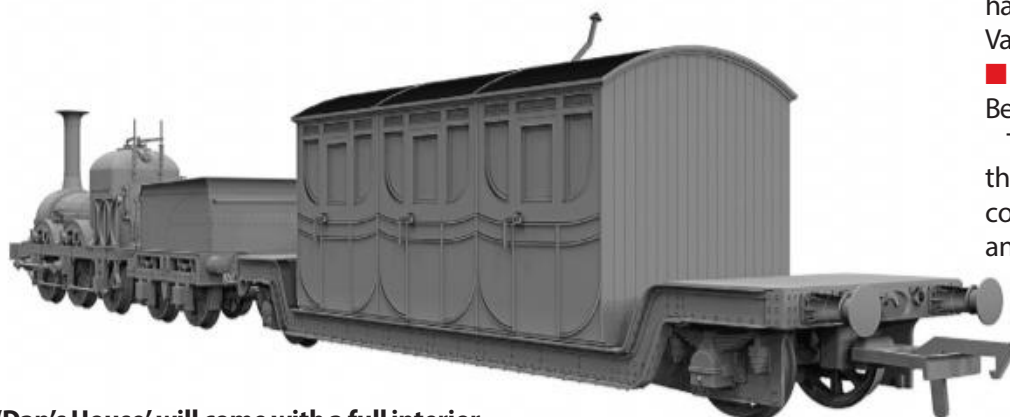
owns the rights to film. Five newly tooled models will be produced: ■ *Thunderbolt*, which is, of course, Liverpool & Manchester Railway 0-4-2 *Lion*. The locomotive is being offered in its post-1928 condition, allowing modellers to accurately run it on 1930s LMS layouts or even 1980s BR layouts too. *Lion* is currently on display in the Museum of Liverpool's Great Port gallery. ■ The Buffet Car, aka GER Diagram 603 No. 8. It was one of a pair, Nos. 7 and 8, built for the Wisbech & Upwell Tramway (W&U). Their low height and open platforms enabled passengers to board and disembark from roadside. Both were transferred to the Kelvedon & Tollesbury Light Railway in Essex in 1928 after the



A 3D render of *Lion*.

W&U suspended passenger services. BR scrapped No. 8, which starred in the film, but the body of No. 7 survived and has been fully restored at the North Norfolk Railway. ■ No. W68740, GWR Diagram AA20 'Toad' brakevan. ■ 'Dan's House', aka GWR 'Loriot Y' No. 41989 with fictitious Victorian coach body – a prop built for the film. The GWR built two Loriot Y machinery trucks in 1939. While No. 41989 used in the film has not survived, its sister, No. 41990, has and is based on the Severn Valley Railway. ■ Pearce & Crump's coach GAM338, aka Bedford OB with Duple Vista body. These models will be available in three packs. Pack 1 is a standard pack, containing *Thunderbolt*, 'Dan's House' and Loriot Y with No. W68740. Pack 2 is a deluxe pack, containing sound-fitted *Thunderbolt*, Dan's House and Loriot with No. W68740 – plus 4mm:1ft scale figures and

commemorative booklet. Pack 3 contains the Buffet Car and No. W68740, plus 4mm:1ft scale figures. The Bedford OB will be available as a standalone model in full Pearce & Crump livery. While it has not been ruled out in future, Rapido currently has no plans to produce a model of GWR 14XX 0-4-2T No. 1401. Work is well underway with *Lion*, 'Dan's House' and the Loriot Y. It is expected that some models will be available during 2022. Identities and guises for non-Titfield models – as well as prices for all models – remain to be confirmed. Meanwhile, work is progressing on Rapido's previously announced projects – including in 4mm scale the Hunslet 16in 0-6-0STs and WR 15XX 0-6-0PT, which are about to go into tooling. CAD (Computer Aided Design) work on the N-gauge Class 28 is nearly complete.



'Dan's House' will come with a full interior.

Diary marker: Spa Valley model show

THE Spa Valley Railway has confirmed its September 11/12 model railway weekend remains on course – subject to Covid-19 restrictions. Anyone interested in bringing a layout along is invited to complete the online form at: forms.office.com/r/YqtPRKUPuc As a way of saying thank you, exhibitors will be offered tickets for up to four persons to travel on the Saturday evening's Fish & Chip Supper/ Real Ale train. It is hoped Bulleid Pacific No. 34053 *Sir Keith Park* will be in operation for this event.

A taste of 'Kerosene Castle' in OO

RAILS of Sheffield has unveiled new samples of its specially commissioned model of gas turbine locomotive No. 18000 'Kerosene Castle'. Manufactured by Heljan in OO gauge, the models are now in the final stages of delivery, with arrival earmarked for June. The models are expected to sell out soon, so pre-ordering is recommended. Three variants are to be produced: BR Black with Silver Trim (1949-56 condition); BR lined green with orange/black waistband lining (1956-57 condition) and early BR crest; and BR lined green with orange waistband lining (1957-60 condition) and late BR crest. No. 18000 was one of a pair of prototype gas turbine power



Gas turbine No. 18000 is preserved at Didcot Railway Centre. Among the liveries to be applied in model form is BR lined green with orange waistband lining and late BR crest.

engines ordered by the GWR from private companies but were not delivered until after nationalisation. Constructed by Brown Boveri in Switzerland, No. 18000 spent its working life hauling trains from Paddington before being withdrawn in 1960. Both locomotives were prone to failures and spent much of their short working lives in Swindon works either under repair or

undergoing modifications. Following withdrawal, No. 18000 was offered to the European Office for Research and Development and was moved back to Switzerland, where the gas turbine was removed and the locomotive modified to be an unpowered test bed. In 1975, it was placed on display outside Vienna's Mechanical Engineering Testing building. Eventually secured for preservation in the UK in the early 1990s, the locomotive was initially displayed at Crewe Heritage Centre. After a spell at the Gloucestershire Warwickshire Railway, it was moved to Didcot Railway Centre in 2011, where it is now on display. → See advertisement on page 63.



'Kerosene Castle' is also to be available in BR black with silver trim.

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TO THE MANORS DRAWN...

With some finely retooled OO-scale models of the Great Western Railway Manor 4-6-0s under development and due on sale before the year is out, **Pete Kelly** looks back on these feisty little locomotives, and the nine from a class of 30 which survive to this day.

UNQUESTIONABLY the daintiest of the GWR's named 4-6-0 locomotives were the 7800 Class Manors that were introduced under Charles Collett in 1938 to operate over some of the company's most severely weight-restricted routes and branch lines as well as taking on main line duties, including assisting heavy trains over the challenging Devon banks.

With an axle loading of just over 17 tons, the Manors were essentially lighter versions of the 6800 Class Grange 4-6-0s which had appeared two years earlier, and both classes utilised the 5ft 8in driving wheels and motion parts from withdrawn 4300 Class moguls, although in the case of the Manors, this applied only to the initial batch of 20 built by the GWR in 1938/9.

Although many people mistakenly equate tractive effort with power (the measurement is rather one of adhesion), the 27,340lb of the Manors compares favourably with the 25,455lb of the Stanier 'Black Fives' and the 26,880lb of the Thompson B1s, and certainly contributed to sure-footed getaways.

Fitted with smaller Swindon No. 14 boilers working to the same 225psi steam pressure as those on the Granges, the Manors had cylinder

dimensions of 18 x 30in compared with the larger locomotives' 18½ x 30in, but although the 7800s had a distinct power advantage over the Churchward 4300s dating back to 1911 that preceded them, their initial steaming still left something to be desired.

Almost certainly the GWR would have put matters right had it not been for the outbreak of the Second World War, but in the event it was left to BR,

which gave the Manors a 5MT power classification, to tackle the issue.

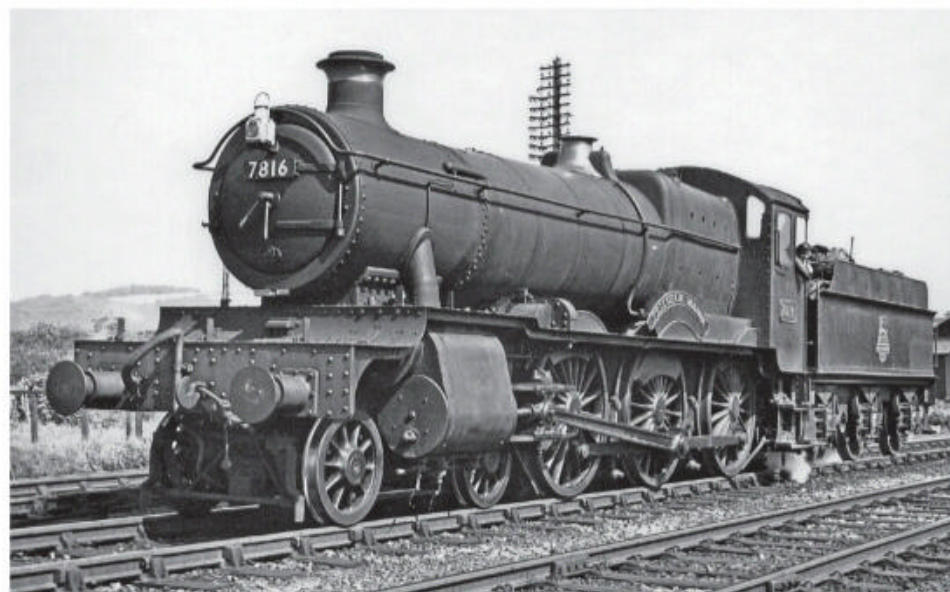
Although a further 20 Manors had been planned, the war halted their construction, and by the time production resumed at Swindon Works under British Railways in 1950, the batch was reduced to 10, even though the names had been chosen for all 20. Therefore, we never got to see Nos. 7830 *Norton Manor*, 7831 *Ogwell Manor*, 7832 *Pimley*

Manor, 7833 *Ramsbury Manor*, 7834 *Radley Manor*, 7835 *Standen Manor*, 7836 *Sutton Manor*, 7837 *Thornton Manor*, 7838 *Widford Manor* or 7839 *Wilcote Manor*.

The name *Norton Manor* did reappear, however, when the West Somerset Railway, which had owned No. 7828 *Odney Manor* since 2004, renamed the locomotive in honour of 40 Commando's base alongside the railway at Norton Fitzwarren on June 17, 2011.

No. 7828 is one of no fewer than nine Manors which have survived into preservation, where their high power-to-weight ratio is just perfect for Britain's network of heritage railways. In build-date order, these are No. 7802 *Bradley Manor* (January 1938), 7808 *Cookham Manor* (March 1938), 7812 *Erlestoke Manor* (January 1939), 7819 *Hinton Manor* (February 1939), 7820 *Dinmore Manor* and 7821 *Ditcheat Manor* (November 1950), 7822 *Foxcote Manor*, 7827 *Lydham Manor* and 7828 *Odney Manor/Norton Manor* (December 1950).

The Manors were a common sight when I started visiting Chester as a young locospotter around 1957, and the first one I ever saw, No. 7822 *Foxcote Manor*, was such a picture of elegance, with polished brass and



All of the Manors benefited from BR's successful draughting trials with No. 7827 *Lydham Manor* in 1954. One of the changes was the fitting of narrower and more elegant chimneys which gave the class a sharper bark, and No. 7816 *Frilsham Manor* is seen in this condition at Par on July 3, 1957. RAILWAY MAGAZINE ARCHIVE

Right: Only the fourth Manor to be built in 1938, No. 7803 *Barcote Manor* heads the down 'Cambrian Coast Express' between Pontdolgoch and Carno on June 2, 1961. RAILWAY MAGAZINE ARCHIVE



Left: The fearsome Hemerdon Bank in Devon is one place where every little helps. On April 8, 1953, No. 7814 *Fringford Manor* pilots King 4-6-0 No. 6019 *King Henry V* up the 2½ mile climb at a constant 1-in-42 with the down 'Cornish Riviera Express'. RAILWAY MAGAZINE ARCHIVE

copper enhancing its finely sculpted lines, that it left a lasting impression on me. It came as no surprise while researching this feature to learn that this locomotive spent its entire BR lifetime on the former Cambrian Railways system, being shedded at Oswestry (89A), Chester (84K) and Croes Newydd (84J), with a final brief spell at Shrewsbury (84G) before withdrawal. Other 78XX 4-6-0s I fondly remember jotting down at Chester were Nos. 7802 *Bradley Manor*, 7808 *Cookham Manor*, 7819 *Hinton Manor*, 7823 *Hook Norton Manor* and 7827 *Lydham Manor*.

In February 1954, the last-mentioned of these underwent draughting improvement trials that ultimately gave the entire class, including those built at Swindon from 1938 onwards, a notably peppier performance. One outward sign of these improvements was a narrower chimney that not only added to the engines' elegance but also gave a much sharper exhaust blast.

As an example of the huge debt owed by the heritage railway movement to the late Dai Woodham, it's worth noting that no fewer than eight of the nine preserved Manors were rescued from the Barry scrapyard, the sole exception being No. 7808 *Cookham Manor*, which was bought directly from British Railways by John Mynors of the Great Western Society.

While it's interesting to follow the locomotive sheds where the Manors were based during their GWR/BR careers, from Laira (83D), Banbury (84C) and Leamington (84D) to Newton Abbot (83A), Gloucester (85B), Neyland (87H), Croes Newydd (84J) and Machynlleth (89C), they have now spent more years in preservation than they ever did in their original lives, and it can be even more intriguing to chart their movements on transfer or loan from one heritage site to another.

Take No. 7821 *Ditcheat Manor*, for instance. Built in November 1950 at Swindon Works, its first shed was



Above: This view of Dapol's Manor engineering prototype shows how finely the overall dimensions have been captured. The tender is from the existing GWR mogul model, but improvements are already in hand and will be carried over on the production Manors as well as future moguls.



Below: This three-quarter rear view of Dapol's engineering prototype sample emphasises the full cylinder profiles and motion improvements.

Oswestry (89A) and it also spent time at Tyseley (84E), Newton Abbot (83A) and Oxley (84B). After being withdrawn from its final shed, Shrewsbury (84G) in November 1965, it stood in the grim lines at Barry for 15 years until it was finally rescued in 1980.

After first arriving at the Gloucestershire Warwickshire Railway (G/WR), it was moved around to places including Llangollen, and its restoration was not completed until 1998, when it first ran on the West Somerset Railway. After a spell working on the Great Central Railway, it went to the Cambrian Railways Trust and then the Churnet Valley Railway in 2005, before the West Somerset Railway Association (WSRA)

bought it from its private owner in 2007.

Ditcheat Manor subsequently moved to the Great Western Museum at Swindon under a static display contract after its new owners realised the full extent of the frame and boiler work that an intended overhaul would entail, and how long it would take to gather the funds together.

Many of the other surviving Manors have moved between heritage railways in a similar fashion, some spending periods on the main line (such as *Bradley Manor*) as well, but with locomotives as thoroughly useful as these, such convoluted movements are readily understood, and the heritage railway movement is all the richer for their presence.

The models

Both Dapol and Accurascale are working on newly tooled OO-scale models of the Manors with launch dates expected to be in the final quarter of this year.

Dapol has unveiled a fully functioning engineering prototype, which has all of its electronics installed. When the design engineer and technical manager have finished their evaluation, it will be shipped to the sound engineer to help tweak the sound profile to the aesthetics of this specific model.

The forthcoming models will carry many of the features and benefits first showcased in Dapol's OO-scale 4300 Class 2-6-0, along with the manufacturer's award-winning PCB and the tried-and-tested



Above: The writer's Manor, manufactured by Mainline several decades ago, shows just how much today's models have moved on. With its crude tender coupling, moulded everything apart from the handrail, thick shiny wheel rims and thick-lipped chimney, it did the job and still runs reliably, although it has been on static display in a glass cabinet along with the rest of his old models for longer than he cares to remember.

easy-connect, wire-free, tender-to locomotive electrical draw bar. The inclusion of these features will make converting your model to DCC or DCC and sound easy.

The gearing in both the Manor and forthcoming prairie model has been adjusted to a 30:1 ratio that will provide excellent slow-speed running as well as accurate top speeds, and the crosshead boasts improved detail along with the accurately portrayed die-cast motion bracket and slide bars. A working representation of the vacuum pump is also fitted as standard.

Refinements on the Manors will include a die-cast compensated chassis, a detailed cab interior with screw reverse, full profile cylinders with no cut-away, a sprung front bogie operating on a cam so that the model will negotiate radius-two curves with ease, a brass-plated safety-valve casing, original (with capuchon) and redraughted chimneys fitted as appropriate, and exquisite detailing on the buffer beam and footplate with prototypical overhang.

No fewer than 12 wheels split between the locomotive and tender have electrical pick-ups, enhanced by the sprung centre driving wheels. A 'sugar cube' is mountable on the slide-out PCB board, and a base reflex speaker can be housed in the tender. An audio frequency filter is integrated within the main locomotive PCB to ensure that each speaker responds within its ideal frequency range. Drive is by Dapol's slow-speed, high-torque five-pole skew-wound motor.

The engineering prototype is fitted with the tender developed for the mogul, with a removable coal load to reveal an accurately portrayed

rendition of the internal tender profile, but a flush-riveted tender body and Collett strengthening frames are currently in the tooling shop.

It is proposed that the first production-run Manor models will comprise eight variants: No. 7800 *Torquay Manor* in GWR green with monogram emblems; No. 7814 *Fringford Manor* in GWR green with GWR initials; No. 7807 *Compton Manor* in GWR green and GW initials separated by Great Western coat of arms; No. 7823 *Hook Norton Manor* in BR black with small early BR crests; No. 7819 *Hinton Manor* in BR black with large early crests; No. 7810 *Draycott Manor* in BR green with small early BR crests; and No. 7827 *Lydham Manor* in BR green with late BR crests.

An exclusive model that will be available only from Dapol itself or the GWR, will be that of No. 7820 *Dinmore Manor* in BR black with small early BR crests, and a proportion of each sale will go to the GWR.

Proposed recommended retail prices of Dapol's Manors will be £159.95 DCC ready, £185.95 DCC fitted

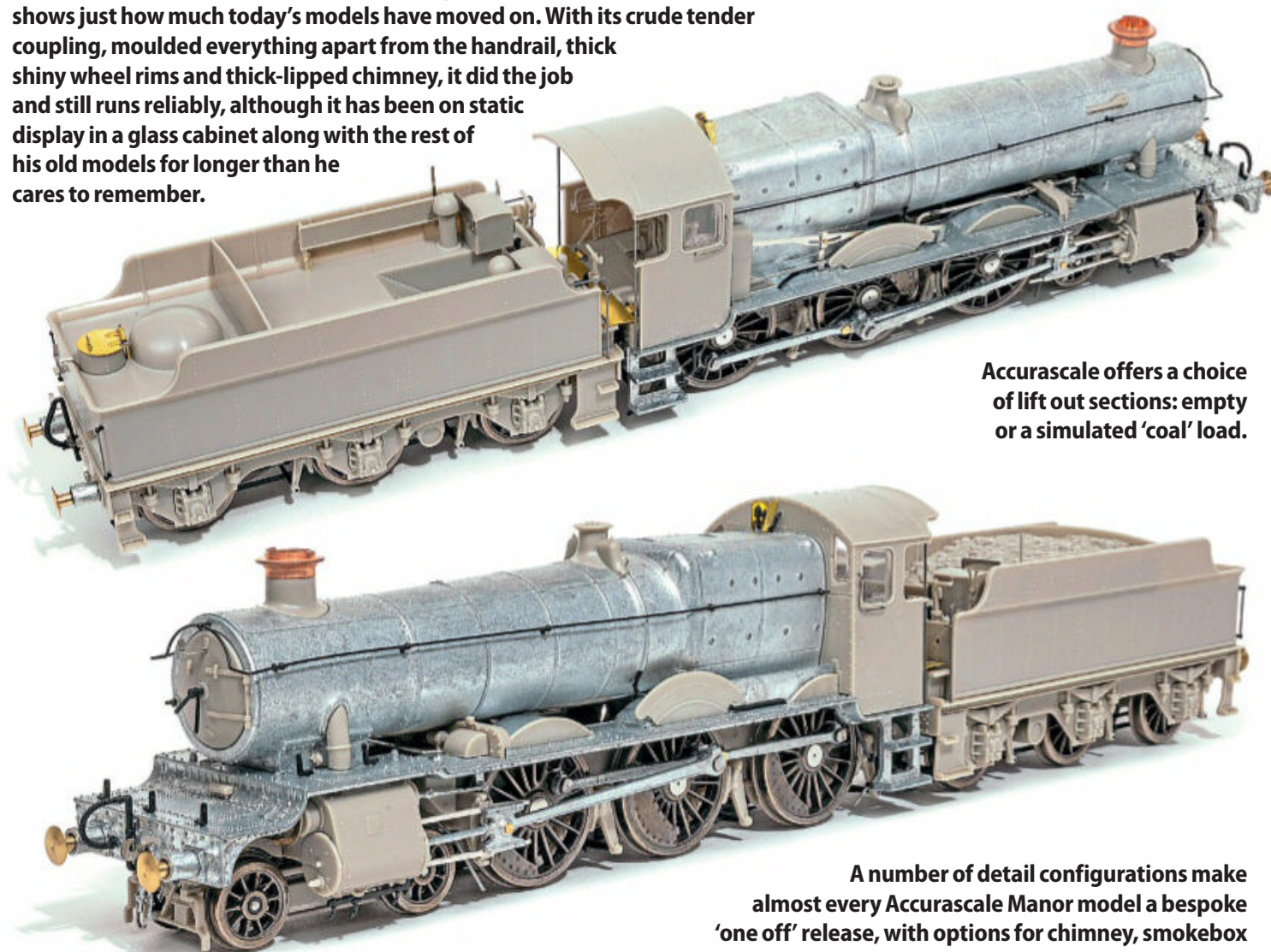
and £259.95 sound fitted, but please note that the sound-fitted models will not go to the retailers, and must be bought directly from Dapol.

The Accurascale Manors will feature detailed cabs with separately fitted parts, sprung metal buffers, buffer beam detailing and dummy screw-link couplings, digital and sound capability with a 21-pin socket, a flickering firebox effect (synchronised with sound on DCC), all-wheel electrical pick-ups on body and tender, a die-cast chassis, running plate and body, kinetic NEM couplings and a three-pole motor with flywheel.

Era-specific details will include 'plain' or 'webbed' driving wheels, tapered or straight buffer housings, detail tender variations and optional overhead warning plate brackets on late BR examples. Although Accurascale has an initial engineering sample, it is still subject to change and not fully representative of the final models.

There are also a number of detail configurations which makes almost every Accurascale Manor model a bespoke 'one off' release, with

Accurascale offers a choice of lift out sections: empty or a simulated 'coal' load.



A number of detail configurations make almost every Accurascale Manor model a bespoke 'one off' release, with options for chimney, smokebox and boiler sides, smokebox door/handles and buffers.



Accurascale's detailed cab interior.

options for chimney, smokebox and boiler sides, smokebox door/handles and buffers. The range of tenders is similarly complex with different tender bodies, frames, spring hangers and buffers – plus the frame installed in latter days to remind crews not to climb onto the coal space while on overhead electrified lines.

With prices of £169.99 for the plain models or £259.99 with digital sound fitted, these will comprise No. 7800 *Torquay Manor* in BR lined green with late crests; No. 7801 *Anthony Manor* in GWR green with shirt-button emblems; No. 7808 *Cookham Manor* in GWR green with shirt-button emblems as preserved; No. 7810 *Draycott Manor* in BR lined green with early emblems; No. 7812 *Erlestone Manor* in BR lined green with late crests; No. 7814 *Fringford Manor* in BR unlined black with early emblems; No. 7818 *Granville Manor* in GWR green with postwar GW lettering; No. 7819 *Hinton Manor* in GWR green with postwar GWR lettering; and No. 7820 *Dinmore Manor* in BR lined black with early emblems.



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Please note that the images of the Manor represent the latest engineering examples that have been received; as such they do not necessarily represent the final builds of the models, as refinements to the tooling and fit may yet take place and erroneous items may have been omitted.

A familiar scene since 2010, with 'Coffee Pot' and chaldron wagons at work in the colliery at Beamish. PAUL JARMAN



COFFEE POT

STILL STEAMING AT 150 YEARS OLD...

2021 marks the 150th birthday of one of Beamish Museum's Victorian industrial steam locomotives – Head Wrightson 'Coffee Pot' No.1. All the more pleasing is that for this anniversary, the locomotive is fully operational and, in being so, this makes it one of the oldest working railway locomotives in the world, writes **Paul Jarman**, Beamish's assistant director (design, transport & industry).

In 1871, T H Head (Engineer), London, supplied the Dorking Greystone Lime Company with an 0-4-0 vertical-boiler locomotive for use at its Betchworth Quarry in Surrey. The company asked for a number of 'extras' – including a large water tank and sprung buffers. The purchase cost was £462-9-6 plus £9-98 carriage. Allowing for inflation, this would be somewhere in the region of £55,000 today – probably a fifth of what it would cost to build a new 'Coffee Pot' from scratch!

During the summer of 1873, a replacement boiler was fitted. Built by Davey Paxman Ltd of Colchester, it was believed that it would be less prone to leakage than the Head Wrightson boiler. It has also been stated that due to the severe gradients at Betchworth, the original and shorter boiler struggled to maintain either a satisfactory water level over the firebox crown, or sufficient steam pressure for operation.

Experience of operating 'Coffee Pot' since 2010 suggests there are no such problems to overcome, the boiler being very forgiving of varying water levels. However, working in a

lime quarry would tend to indicate that the water supply was anything but pure, so scaling – and subsequent leaking – would be a very real risk and challenge to manage.

Boilers

'Coffee Pot' No. 1's luck with boiler longevity was lacking and it has, to date, carried five boilers during its operational life. The taller replacement boilers fitted may have caused operational difficulties too, for a cab was in place by 1929 that incorporated a substantial structure within it to brace the boiler and limit any tendency to move. These were removed during the 1960 restoration by Head Wrightson, but replicas were reinstated during the 1984 overhaul. These items are now in store at Beamish.

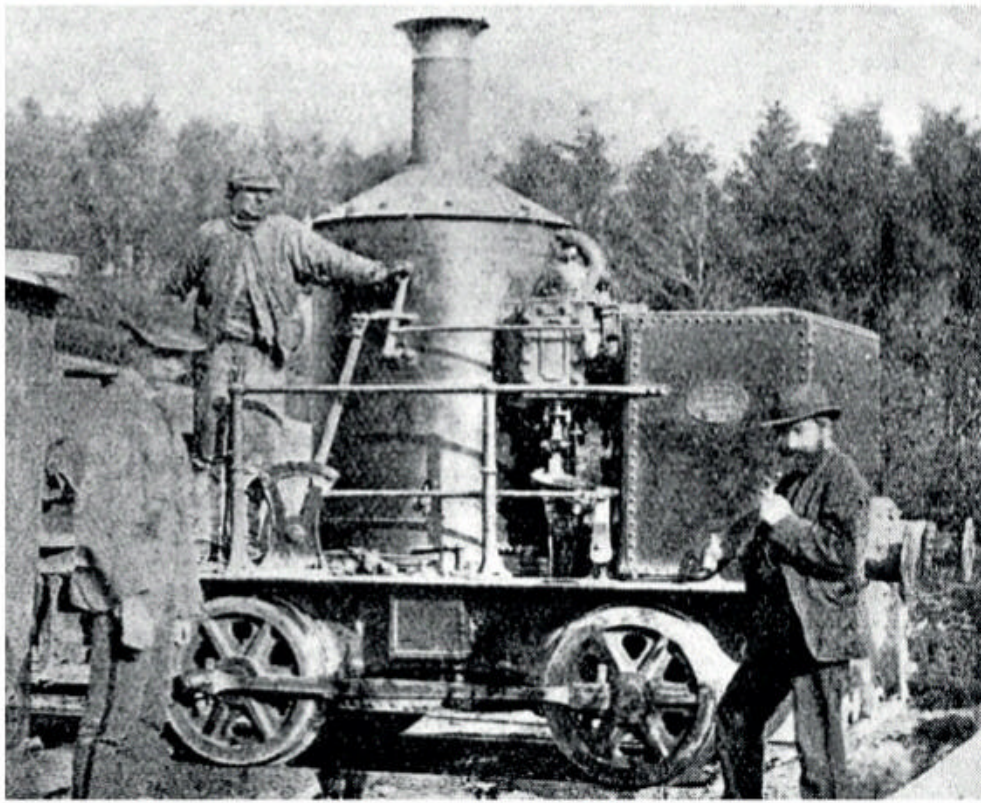
Photographs reveal that initially six-spoke wheels were fitted to 'Coffee Pot'. In a 1929 photograph, however, a five-spoke pattern is apparent – but by 1948 six spokes are apparent again! Is it possible that the original wheels cracked or wore (particularly flanges) so an alternative set were obtained to enable direct

replacement in order to keep the locomotive in operation? When these became worn, maybe the originals were retired and replaced, so retaining the 1871 bosses upon withdrawal?

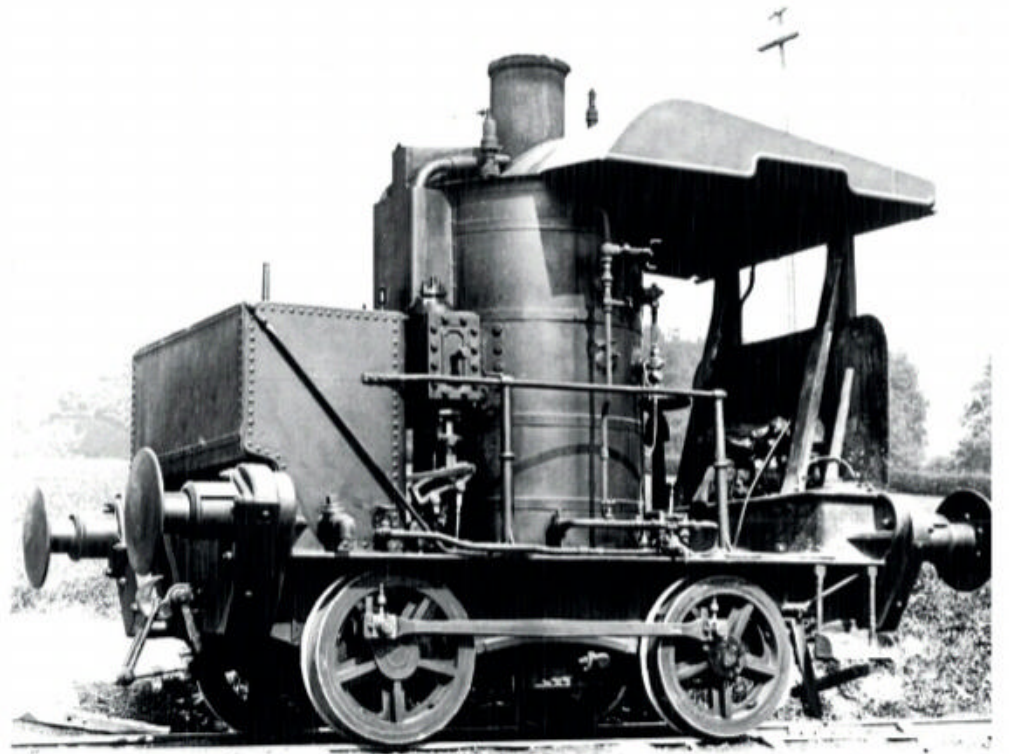
It is believed that the 'Coffee Pot' last worked at Betchworth in 1949, though some sources indicate an overhaul in 1952. The latter seems unlikely as photographic evidence suggests it was derelict shortly after this date. It was, however, examined in steam on May 2, 1950, so this may well have been its last year of operation – if this was a boiler inspection, it may have run into 1951.

September 1960 saw the 'Coffee Pot' return to Teesside, having been sold to Head Wrightson, which wanted to display the locomotive at its Thornaby works as an example of its corporate history – it was one of three locomotives which the company purchased and placed on display.

In August 1962, John Wrightson offered Frank Atkinson one of the three 'Coffee Pot' locomotives for the proposed North East folk museum, mentioning the 1871 built locomotive specifically. On August 13 that



'Coffee Pot' when almost new, sometime between 1871 and 1873.
BEAMISH MUSEUM



Taken in 1938, this view shows the locomotive carrying its fourth boiler and fitted with a cab, itself providing additional rigidity for the boiler's attachment to the frames. BEAMISH MUSEUM

year, this offer was accepted, though it wasn't formally completed until the summer of 1969 when Head Wrightson had finally to insist that the locomotive be collected. It was moved to Consett Ironworks for initial storage in July 1970. It relocated to Marley Hill engine shed (now home of the Tanfield Railway) in September 1971, before finally moving to Beamish in March 1975.

In 1971 'Coffee Pot' moved to Seaham Harbour, where it took part in filming work for a television documentary called *The Ascent of Man*. Here it was coupled to a chaldron waggon, which carried a compressor in order to enable the locomotive to make limited movements running on air. Former museum employee Alan Grimes recalled that the air supply was insufficient for operation, but did enable the whistle to be blown, while most propulsion was actually supplied by one of the Dock Company diesel shunters! It is this visit that makes the answer to the not uncommon question 'Is this the one that worked at Seaham?' hard to answer without a longer than usual explanation!

Restoration

Once at Beamish, steps were taken to return the 'Coffee Pot' to steaming condition, and a number of appearances were made in action from around 1978 – the locomotive wearing a new livery of black boiler and green frames.

In the period 1983 to 1984, the locomotive was comprehensively overhauled by apprentices on a Manpower Training Scheme at ICI Wilton, appropriately on Teesside where the 'Coffee Pot' was originally built. The work included remaking the cab structure and returning the 'Coffee Pot' to the 1920s/30s appearance. Resplendent in a new livery of maroon – as there was no indication of what the Betchworth livery was, other than white lime dust – the rebuilt locomotive was launched at Beamish on May 31, 1984.

After many years out of use, 'Coffee Pot' found a brief role as a testbed for the use of blind bushes for boiler attachments, this work being carried out in 1996. This would solve the problems of steam leakage on the studs holding the cylinder and crankshaft brackets to the boiler in 'Coffee Pot's' case, though was never tried under steam following their installation. This work was approved by the insurance company and was later used as a benchmark for the museum's Steam Elephant boiler design, 'Coffee Pot's' new 2009 boiler



Above: Taken at Marley Hill, this view shows the cosmetic restoration carried out by Head Wrightson in the 1960s. The colours are not believed to be authentic. BEAMISH MUSEUM

Below: From 1978, 'Coffee Pot' was capable of being steamed once again and for just a few years it was used at Beamish Museum's Rowley station, where it is seen here. BEAMISH MUSEUM



The frames are a single piece of cast iron, a very unusual arrangement for a railway locomotive. They are seen here at the start of the last restoration in late 2006. BEAMISH MUSEUM



The new boiler is seen under construction at Israel Newton & Sons near Bradford. This represented a significant investment in the project and has enabled 'Coffee Pot' to remain operational since March 2010. BEAMISH MUSEUM



Above: The new boiler being steam tested for the first time, using a special cradle to stand it upright. BEAMISH



Right: 'Coffee Pot' is regularly demonstrated on the museum's colliery railway. BEAMISH MUSEUM

as well as Samson's new boiler in 2013, where blind bushes were incorporated into all three vessels. The blind bush is essentially a socket with an internal thread, welded into the shell and enabling bolts to be inserted, without the difficulty of having to caulk them to create a steam-tight joint.

In late 2006, work on the most recent restoration of 'Coffee Pot' commenced. With the support of a number of grants, including a Heritage Lottery Fund 'Your Heritage' award of just under £50,000, as well as assistance from the Beamish Development Trust and Friends of Beamish Museum, the locomotive was dismantled and inspected ahead of the

mechanical overhaul commencing. At the same time, design work was started on a new boiler, to be based on the original Head Wrightson 1871 design, part of the project's ambition to restore the original Teesside-built appearance to the locomotive and to ensure it would be safe, reliable and durable for many years to come. By this time, the fourth boiler was considered to be life-expired and suitable for static display only.

Operation

In March 2010, the completed restoration was unveiled and 'Coffee Pot' began its new period of working life at Beamish. It has

been regularly used at events and has visited a number of other railways since 2010. It is considered to be something of a handful, and with many original components – not least the rather precious wrought iron valve gear – it is used sparingly and carefully. However, it is fully operational and following a recent retube of the boiler, it is intended to keep the locomotive in this state for several years to come. **HR**

→ The full story of 'Coffee Pot' is chronicled in a three-part article on www.beamishtransportonline.co.uk and the locomotive will be steamed on a number of occasions in 2021 as part of its birthday celebrations – see the transport blog for details.



In April 2011, 'Coffee Pot' was reunited with another Betchworth Quarry surviving locomotive, Fletcher Jennings 0-4-0T *Captain Baxter* (No. 158 of 1877). Here the two are seen shunting chaldron wagons within the Edwardian colliery sidings at Beamish on April 17, 2011. PAUL JARMAN

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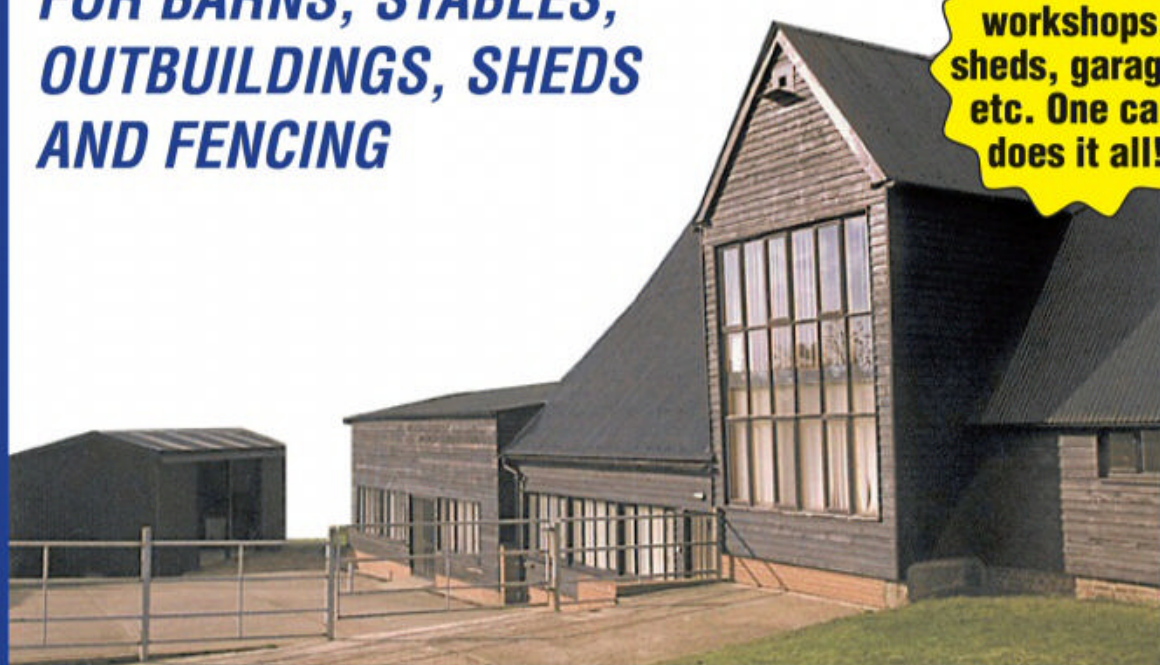
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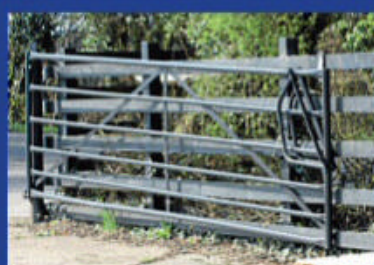
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TRACK TALK

→ Caernarfon should be reconnected

I SUPPORT the letter from Michael Huber in issue 277 regarding linking up lines to create a tourist rail network in north west Wales.

The case for Caernarfon to be on the National Rail network is very strong. With a World Heritage Site (Caernarfon Castle) and a heritage railway it would be a very attractive destination for through trains from Manchester Airport and London.

I only take issue with the need for a joint station in the town. Good interchange between national rail and local buses is important, but a short walk through an attractive town centre between stations might be welcomed by those making leisure trips.

Indeed, by the time that visitors reach Caernarfon, many would enjoy the chance to stretch their legs and grab a bite to eat in one of the many restaurants within the town walls.

There is room for a long platform in the cutting east of the tunnel and this is adjacent to Bangor Road for a bus interchange. The line could pass north of Morrisons, which stands on the old station site, and a bay platform could be provided under the car park behind Asda.

Extending the Welsh Highland Railway through the tunnel would render the recently opened new station building redundant and might conflict with a scheme currently being considered by Welsh Government to reopen through to Afonwen.

*Bob Saxby,
Caernarfon, Gwynedd*

STAR LETTER

Reverse Beeching by lifting speed limit on connected lines

WITH financial concerns for heritage railways following the Covid lockdowns and the Government's 'reverse Beeching' agenda, it seems to me we need some fresh thinking with regard to the use of heritage lines which connect to the national network and have a suitable passenger potential as an extension to the national network.

This would increase these lines' revenue, public profile and make the contribution to the 'green agenda' by encouraging more people to choose rail.

Modernisation

Firstly, the speed limit of 25mph set by Victorian politicians in the light railway legislation needs to be removed to be replaced by, say, Network Rail under contract, assessing the appropriate speed limit in each individual case. While I do not know the details of the light railway legislation, I suspect most of it will need bringing up to date to the 21st century.

The absurdity of legislation set speed limits was illustrated on certain stretches of the Severn Valley Railway when it was first acquired from BR. Where there were line speeds of up to 50mph under BR, overnight, when the Light Railway Order applied, this fell to 25mph for no other reason than legal compliance.

Secondly, increasing line speeds will involve in many cases changes to the infrastructure such as condition of rails, sleepers, ballast depths, degrees of cant on curves, possible alterations to any form of level crossing, moving of distant signals and other items necessary to facilitate regular national network trains running at higher line speeds.

Would the differential speeds between heritage and the national network trains be an operating problem as it is a given that heritage trains not fitted out to modern network trains standards would still be restricted to 25mph? This could be resolved by careful timetabling and, if necessary, reinstating passing loops where feasible.

The benefit to those lines which could operate trains from the national network would be a steady earnings stream of track access charges helping to pay for infrastructure maintenance, more customers for catering and other facilities on certain stations. For the government they can say they have extended their reverse Beeching and 'green' policies.

All of this costs money and who will pay? Well, the cost of reopening stations on the national network seems to be colossal (did I see £15,000,000 for a new single platform

station at Soham?) and most of the reopenings being considered are existing lines either upgraded freight lines or new stations on existing lines. This will cost billions if implemented in full.

Costs

I believe my proposal, by comparison, would cost pence and could be rolled up into a Government package. The newly launched Rail Project Speed, initially for reopening the Okehampton line, is the programme which would be an ideal fit.

This seems to embrace the infrastructure improvements. Additional staff training and staff costs, track access charges as well as a compensation mechanism should the heritage railway consequently suffer, a revenue reduction would need to be negotiated.

Given the right can do attitude from all concerned then this must surely be the win-win situation and could be implemented relatively quickly. I know that in one or two cases there has been an indication proposals like this are being assessed and if, behind the scenes to pardon the pun, something of this sort is well down the track then great!

*Geoff Jackson,
Burton Joyce, Nottingham*

Heritage railways very much here to stay – they are reminders of the past

WITH regard to David Holt's letter in Platform, issue 278, 'Will steam preservation also move into the past?' – as a similarly aged veteran who has spent the last 45 years with a heritage steam railway, I would say the answer is 'most definitely no'.

I am not a steam buff nor was I ever a gricer and the only reason that I came to be involved with railways was my attempt in 1976, with others, to prevent BR from closing the main line between Cheltenham and Stratford-upon-Avon. We did not succeed and, in 1981, the society that had been formed to try and prevent the closure was given a choice – to buy the line or admit defeat. It was decided that a strictly-limited railway would be a lot better than none, and I was given the unenviable task of floating a public company (the Gloucestershire Warwickshire Steam Railway plc) and guiding it through its formative years.

Dave Goffey, the society's chairman, and I agreed a purchase

price with the BR Property Board of £15,000 for the 15-mile section from the outskirts of Cheltenham to Broadway. By the end of 1985, the necessary Light Railway Order (LRO) had been obtained and the purchase of this section of the line had been completed. Unfortunately we couldn't buy the whole 25 mile line, as being a putative railway company with no operational history, we would not have been able to obtain the necessary LRO.

Continuation

While David's statement, that the people who will remember steam trains as a part of everyday life are rapidly diminishing is correct, it is also completely irrelevant to the continuation of the heritage railway leisure industry, and his comment that preservationists just like 'playing trains' is frankly absurd. Operating a steam train is only a fraction of the work involved and digging out drainage ditches in the pouring rain

is hardly to be rated as 'a pleasurable operation'. Because the use for which something was originally designed has become redundant, it doesn't mean (as David implies) that it can't be used for some other present-day purpose. In fact, quite the reverse can apply (of which the alternative use of buildings is a prime example).

So, why will steam preservation not move into the past? Because increasing numbers of people of all ages, including young parents and their children, delight in spending a day at a heritage railway, or floating along a peaceful canal or visiting museums to see venerable vehicles, planes and ships. Steam railways, like canals and transport museums, keep us in touch with, and are pleasant reminders of, our industrial past.

My neighbouring main line railway used to carry freight and passengers at speed across the country – now, its successor, the Gloucestershire Warwickshire Railway, carries holidaymakers and

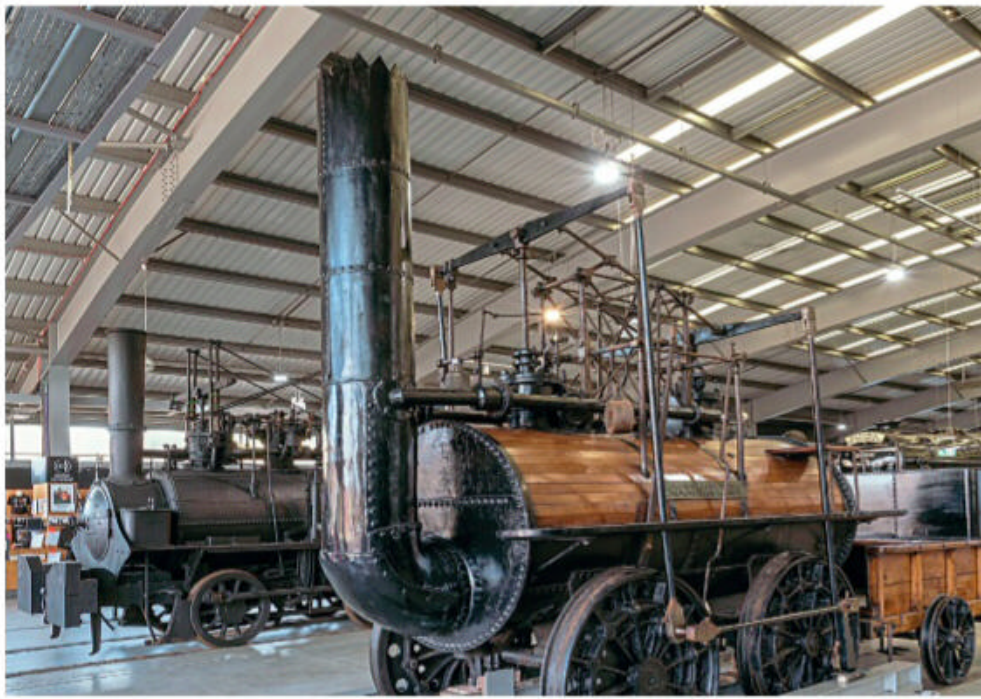
tourists at a sedate 25mph behind vintage steam engines – and in the process considerably boosts the local economy.

Passion

Canals were the railway's predecessors at carrying freight – now they are a whole leisure industry in their own right. All of these leisure pursuits have young enthusiasts learning old skills and there has been substantial growth in the whole refurbishment industry to service the many new restorations and new-builds.

It has been an absolute pleasure for me, as a long-retired manager of the Gloucestershire Warwickshire Railway to see its steady growth from virtually nothing to its present example of a leading and well-run heritage steam railway and I sincerely hope that the leisure industry will be able to emerge from the Covid-19 pandemic without too much long-term harm.

Tim Bazeley, email



Locomotion No.1 on display inside the Locomotion museum at Shildon opposite Hetton Colliery 0-4-0 *Lyon*, which ran at the 1925 Stockton & Darlington Railway centenary. NRM

Group formed to keep *Locomotion No.1* in Darlington in perpetuity

ON MARCH 7, the National Railway Museum removed *Locomotion No.1* from Darlington, not by popular support but by executive power – that is to say simply ‘because it could’.

Its purpose? To satisfy the ambitions of a tiny handful of curators at the Locomotion museum in Shildon who wanted the locomotive in their collection and were determined to have it, no matter what 7342 petitioners against the move thought and who, in the process, plundered Darlington of its 164-year-old treasure again ‘because it could’.

The status quo of the original Stockton & Darlington Railway was ruined in the process and deep divisions

between the communities of Shildon and Darlington, which weren’t there before, were created.

This action is nothing short of scandalous and we will continue fighting for many years to come until the status quo is restored and *Locomotion No.1* is back where it belongs – in Darlington.

We all see through this hyperbole of propaganda for what it is.

No. 1 Action Group (N1AG) is an independent group focussed on getting it back to Darlington, tearing up previous agreements and having ownership of *No. 1* turned over to Darlington in perpetuity.

Tony Stowers, email

GCR and European loading gauge

IT IS time the myth that the Great Central Railway was built to the Berne loading gauge was put out of its misery. Dick Martin perpetuated it in Platform, issue 279 and it’s hardly surprising as it crops up regularly.

It’s true that the Great Central was built ‘to a more generous’ gauge than most earlier UK railways, but it was completed

at the end of the 19th century while the Berne loading gauge did not come into use until 1914.

That myth aside, its relatively slow speed alignment and its routing mean that even if it had not been closed, it would not obviate today’s need for HS2.

Vince Chadwick, Wilmslow, Cheshire

How we should face up to no coal mines in the United Kingdom

IT IS unlikely, in my opinion, that the Government will permit any new coal mining to take place in this country and soon all present production will cease.

As we know, all domestic burning of bituminous coal under the current legislation will cease by May 1, 2023 and with the exception of the steel and cement industry, coal consumption will all but disappear.

Where does this leave the heritage railway industry and what should it be doing about this issue?

Firstly, it should continue to lobby the Government at every opportunity to protect the exemption that they hold to burn coal.

Secondly, as they open up and welcome back the general public, who I am sure will return in their thousands, they should drive the publicity as hard as possible to show that the heritage railway industry is a huge part of our social structure and tourist industry.

Thirdly, they should continue to review its carbon footprint, and reduce it in every way possible to

offset the carbon emissions from burning coal and make the public and the Government aware of what it is doing in this respect.

Finally, rather than seeing imported coal as a problem, the industry by necessity needs to embrace it. Whether we like it or not, imported coal will be the only source of coal the country will have access to whether it is for steel, cement or heritage railway use.

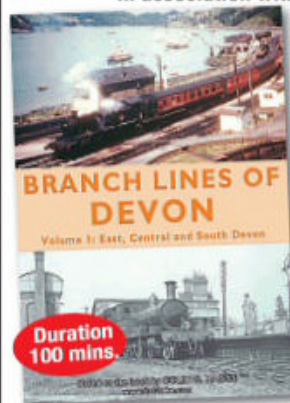
Importation of good quality coal with low sulphur and low volatile matter is the key. Some imported coals from Russia have a quarter of sulphur content of that which is contained in UK mined coal so by using coal from this source will reduce emissions.

Having to rely on imports is not ideal for the heritage railway industry and will be a huge challenge for everyone but after what we have all been through over the past 12 months surely we can rise to meet this one.

Roger Bearman, director, Coastal Fuels Limited, Essex

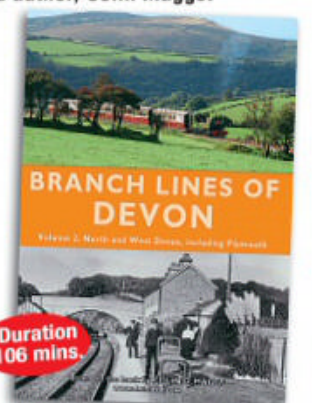
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THE STORY OF *FOREMARKE HALL*

Forty years since the WR 'Modified Hall' was rescued from Barry scrapyard, **John Cruxon** explains his relationship with No. 7903 and the story behind his recently released book.

Little did I know in the late 1970s when I first thought about buying a share and joining the group hoping to save and restore WR 'Modified Hall' 4-6-0 No. 7903 *Foremarke Hall*, that with only weeks to go to my seventieth birthday my first and probably only book would be published. I also never believed at the time that I would be persuaded by the chairman of the group in the mid-1980s to take on the role of restoration and then later locomotive manager – that is now some 34 years plus. How strange life is...

Now to put this first paragraph in perspective my father was an ex-Bath Road fireman and was one of the last firemen to pass out as a steam driver. Whether he actually made the grade as driver or remained a passed fireman, I don't know – but you could say railways had always been a part of my life. As I say in the book, I can vividly recall cycling down to Bath Road shed and walking through the shed for him to collect his money. Yes, the

sealed brown envelope with cash in it.

Later on, dad did come with me to look at No. 7903 in Barry scrapyard. He was amazed at how good they still were and I caught a glance of him stood by the reverser looking at the road ahead. That moment made my decision. Sadly, he never lived to see the engine run. He never even saw it at Blunsdon, although he was still alive when the locomotive went there.

Background

The book came about by my growing collection of photographs of the locomotive in BR days. I am certainly past 100 and as one might imagine, there are many which are very similar as photographers in the 1940s and 50s tended to take the traditional three-quarter front on shot. As we all know, some were not that good, whereas some were brilliant. Therefore, when the idea was suggested that I should turn them into a book,

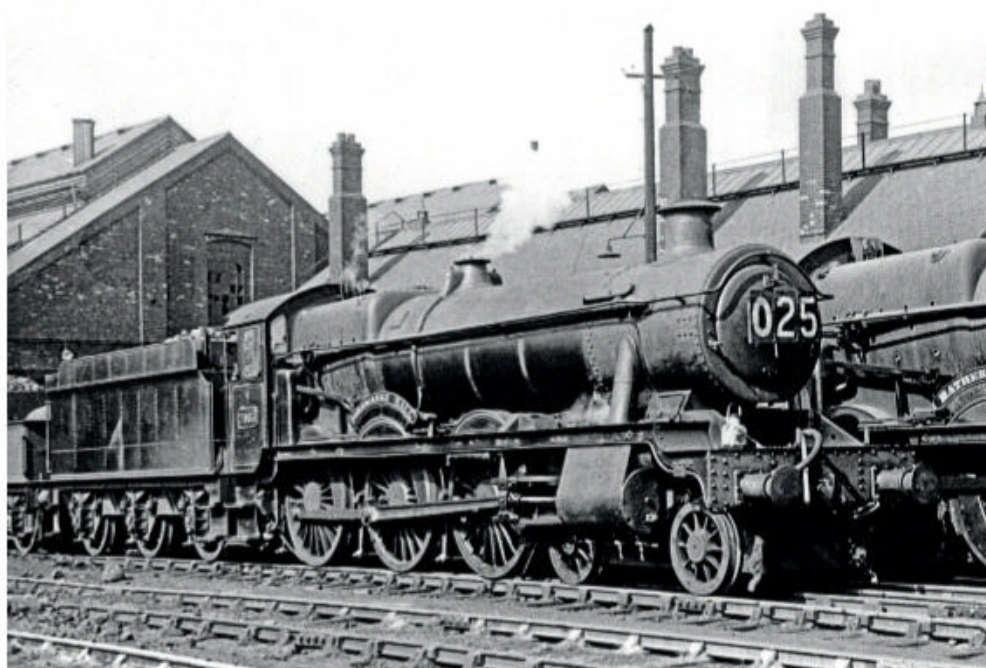
I rejected the thought. However, a neighbour who has published a number of historical books suggested to me that the quality should not be an issue. He paid me a visit and we spread them all over the lounge floor and his conclusion was they were perfectly usable. My excuse was no longer valid!

I have to confess the thought had gone through my mind that when I was no longer around, the story of my journey with the engine would also be lost. As part of the historic record for the engine, I thought perhaps I had better do this. The book is my attempt to give a pictorial record of the engine throughout its life from BR days until today.

Once the decision was made, the hard work began and the first attempt got deleted. I then spoke to the late Malcolm Ranieri who gave me some guidance and supported my thoughts on how to structure the book. Off I went again, but this time having compiled only part of the first section, I showed Malcolm who not

A rare sight – No. 7903 *Foremarke Hall* hauls a ballast train on the Gloucestershire Warwickshire Railway on April 14, 2008. CHRIS SMITH





No. 7903 *Foremarke Hall* is pictured on shed at its Swindon birthplace on April 22, 1956. RAY SIMPSON



No. 7903 *Foremarke Hall* is seen at Sonning Cutting on April 19, 1954. A note attached to the image states the 4-6-0 was in black livery. DICK BLENKINSOP

only gave me the thumbs up, but also put out an appeal to all his photographer mates for historic pictures. To him I will be eternally grateful – it is just a shame he has not lived to see the completed book.

Focus

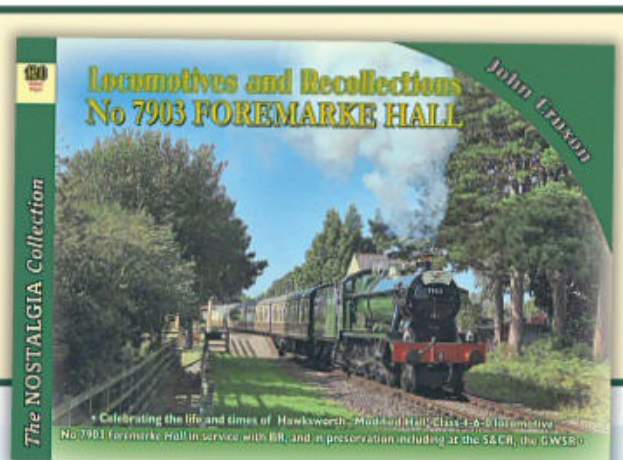
The book is compiled in sections starting with BR days, then Barry, before going right through to the present day, showing pictures along the way. As I say in the book, the journey has been two-way. There is no question, ask my wife, it has taken up a vast amount of my time. However, we have been to America, Australia, Spain and many other places with friends from the group. We have attended weddings and various other events and some of the group are now our closest friends.

With regards to the engine itself, well it has worked well, gets great reviews, and now as a steam driver myself, it does what it is supposed to do. I hope readers enjoy it. **HR**



Above: With both lorries on site, the unloading can commence at Blunsdon in June 1981. RAY SIMPSON
Inset: A rare colour shot of No. 7903 at Barry. FOREMARKE HALL GROUP

→ **Locomotives and Recollections – No. 7903 *Foremarke Hall***, a 64-page softback priced at £10, is available from the publisher at www.mortonsbooks.co.uk or by telephoning 01507 529529.



“The thought had gone through my mind that when I was no longer around, the story of my journey with the engine would also be lost. As part of the historic record for the engine, I thought perhaps I had better do this. The book is my attempt to give a pictorial record of the engine throughout its life from BR days until today.”



In the spring of 2004, No. 7903 was repainted by contractors, including being lined out. The 4-6-0 is seen when freshly towed out of Hayes Knoll shed, the restoration being finally complete. JOHN CRUXON



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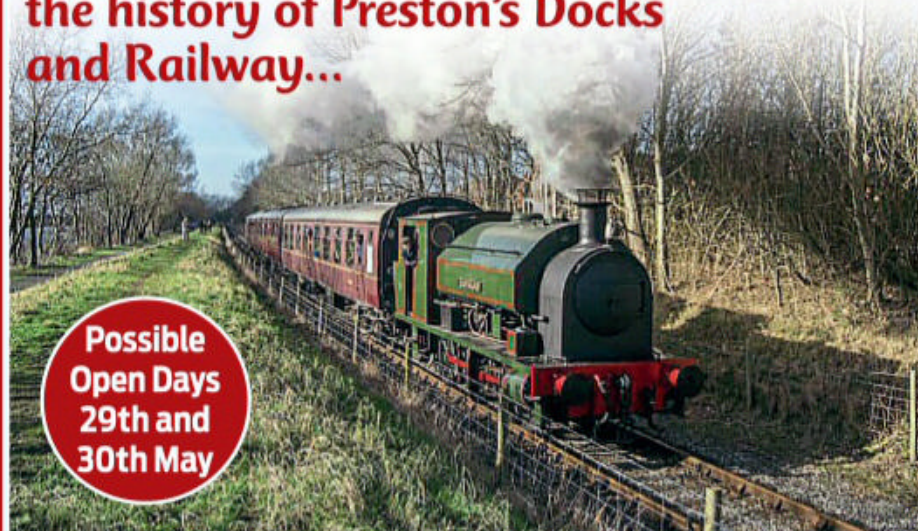
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Running: From May 20 TBA.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Open: Jun 6, Jul 4.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles.

Running: Daily.

Hayling Seaside Railway

2ft gauge, one mile.
Hayling Island, Hants.
Tel: 07775 696912.

Running: TBA.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Tues-Thurs,
W/Es + B/Hs.

Kent & East Sussex Railway

Standard gauge, 10½ miles.
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: Weds-Thurs, W/Es, B/Hs.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles.
New Romney, Kent.
Tel: 01797 362353.

Running: W/Es, B/Hs, Tues-Thurs.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es.

Sittingbourne & Kemsley Railway

2ft 6in gauge, 1¾ miles.
Sittingbourne, Kent. Tel: 01795 424899.

Running: Suns, B/Hs.

Spa Valley Railway

Standard gauge, five miles.
Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es.

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.

Bodmin & Wenford Railway

Standard gauge, 6½ miles,
Bodmin, Cornwall.
Tel: 01208 73666.

Running: TBA.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine.

Paignton, Devon. Tel: 01803 555872.

Running: Daily.

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: W/Es, B/Hs + Jun 2, 9, 16.

Helston Railway

Standard gauge, 1¼ miles.
Helston, Cornwall.
Tel: 07901 977 597.

Running: TBA.

Launceston Steam Railway

2ft gauge, two miles. Launceston,
Cornwall.
Tel: 01566 775665.

Running: From Jun 21 TBA.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
North Devon. Tel: 01598 763487.

Running: W/Es, B/Hs. From Jun 1, also
Tues-Weds.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: W/Es, B/Hs. Daily from Jun 1.

North Dorset Railway

Standard gauge, 1200ft,
Shillingstone, Blandford Forum, Dorset.
Tel: 01258 860696.

Open: W/Es.

Plym Valley Railway

Standard gauge, 1½ miles,
Marsh Mills, Plymouth.
Tel: 07580 689380.

Running: Suns.

Seaton Tramway

3ft gauge, three miles.
Harbour Road, Seaton, Devon.
Tel: 01297 20375.

Running: Daily.

Somerset & Dorset Railway

Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221

Running: May 22, 23, 29-31. Jun 6, 12,
20, 26.

South Devon Railway

Standard gauge, seven miles,
Buckfastleigh, Devon.
Tel: 01364 644370.

Running: Daily from May 17.

Swanage Railway

Standard gauge, six miles.
Swanage, Dorset.
Tel: 01929 425800.

Running: Daily until Sept 30.

Swindon & Cricklade Railway

Standard gauge, three miles.
Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: TBA.

West Somerset Railway

Standard gauge, 20 miles,
Minehead, Somerset.
Tel: 01643 704996.

Running: W/Es, B/Hs, Tues-Weds from
May 22.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile.
Diss, Norfolk.
Tel: 01379 686900.

Running: Weds-Suns.

Bure Valley Railway

1ft 3in gauge, nine miles.
Aylsham, Norfolk.
Tel: 01263 733858.

Running: 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: W/Es, B/Hs.

Running: May 22, 23, 29-31.

Ferry Meadows Railway

10¼in gauge, ½ mile.
Wansford, Peterborough, Cambs.
Tel: 01733 398 889.

Running: W/Es, B/Hs + sch hols.

Mangapps Railway

Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.

Open: W/Es, B/Hs from May 22 + Jun 1-4.

Mid-Norfolk Railway

Standard gauge, 11½ miles.
Dereham, Norfolk.
Tel: 01362 690633.

Running: TBA.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk.
Tel: 01449 766899.

Running: May 30, 31, then Suns, B./Hs.



Ahead of the resumption of public trains on May 17, the South Devon Railway has been running a series of 'shakedown refreshers' for footplate crews, guards and signalmen. GWR prairie No. 5542 is seen at Caddaford curve with the 10.30am Buckfastleigh to Totnes Riverside trip on April 8. COLIN WALLACE



Services have resumed on Northumberland's 15in gauge Heatherslaw Light Railway. Alan Keef 2-6-0TT *Bunty* is seen running alongside the River Till. HLR

Nene Valley Railway

Standard gauge, 7½ miles.
Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Running: W/Es from 22.

North Norfolk Railway

Standard gauge, 5½ miles.
Sheringham, Norfolk, NR26 8RA.
Tel: 01263 820800.

Running: Daily.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: Daily.

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.
Quainton Road, Bucks.
Tel: 01296 655720

Running: May 16, 23. Jun 2, 6, 13, 27.

Chinnor & Princes Risborough Railway

Standard gauge,
3½ miles.
Chinnor, Oxon.

Tel: 01844 353535

Running: TBA.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067

Running: May 30, 31. Jun 13, 20, 26, 27.

Didcot Railway Centre

Standard gauge.
Didcot, Oxon.

Tel: 01235 817200.

Running: W/Es, Weds, B/Hs.

Epping Ongar Railway

Standard gauge, five miles.
Ongar, Essex.

Tel: 01277 365200.

Running: W/Es, B/Hs.

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: W/Es.

Apedale Valley Railway

2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: Sats, B/Hs + May 30. From Jun 5 W/Es.

Battlefield Line Railway

Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754.

Running: W/Es, B/Hs.

Chasewater Railway

Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.

Running: W/Es, B/Hs from May 22 + Jun 3.

Churnet Valley Railway

Standard gauge, 5¼ miles,
footplate experience,
wine and dine.
Cheddleton, Staffs.

Tel: 01538 750755.

Running: Jun 23, 26, 27, 29, 30

Crich Tramway Village

Standard gauge, one mile
Crich, Derbyshire.

Tel: 01773 854 321

Running: Daily.

Dean Forest Railway

Standard gauge, 4¼ miles.
Norchard, Lydney, Glos.
Tel: 01594 845840.

Running: W/Es, Weds.

Ecclesbourne Valley Railway

Standard gauge, eight miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.

Running: W/Es, Tues, B/Hs.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.

Running: W/Es + sch hols.

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge,
Staffs.
Tel: 01782 396210.

Running: Suns, B/Hs + May 29, Jun 2, 5.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles.
Toddington, Glos.
Tel: 01242 621405.

Running: W/Es, B/Hs, Tues-Thurs.

Great Central Railway

Standard gauge, eight miles.
Loughborough, Leics, LE11 1RW.
Tel: 01509 632323.

Running: W/Es, B/Hs.

Great Central Railway Nottingham

Standard gauge, 10 miles. Ruddington,
Notts.

Tel: 0115 940 5705.

Open: TBA.

Running: TBA

Northampton & Lamport Railway

Standard gauge, two miles.
Pitsford, Northants.

Tel: 01604 820327.

Running: May 23, Jun 13.

Perrygrove Railway

1ft 3in gauge.
B4228, Coleford, Gloucestershire.
Tel: 01594 834991.

Running: W/Es, Tues, Thurs.

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.

Severn Valley Railway

Standard gauge, 16 miles,
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.

Running: W/Es, B/Hs, Tues-Thurs + May 14, 24, 28 + Jun 4, 11, 18.

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 + Jun 2-4.

From Jun 16, Tues-Suns.

Groudle Glen Railway

2ft gauge, ½ mile
Isle of Man.
Tel: 01624 670453.

Running: Suns + Jun 16, 23, 30.

Heaton Park Tramway

Standard gauge, ½ mile.
Manchester.
Tel: 0161 740 1919.

Running: W/Es from Jun 5.

UP & RUNNING

Isle of Man Steam Railway

3ft gauge, 15½ miles.

Douglas, Isle of Man.

Tel: 01624 662525.

Running: Thurs-Suns from May 27.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

Near Ulverston, Cumbria.

Tel: 01539 531594.

Running: Daily.

Manx Electric Railway

3ft gauge, 17 miles.

Douglas, Isle of Man.

Tel: 01624 697473.

Running: W/Es.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Daily until Oct 31.

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: May 22, 29. Jun 12. Jul 17.

Cleethorpes Coast Light Railway

1ft 3in gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: Daily.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 710614.

Running: Tues + May 16, 23 + Jun 6, 13, 27.

Heatherslaw Light Railway

1ft 3in gauge, 2¼ miles.

Ford Forge, Northumberland.

Tel: 01890 820244.

Running: Daily

Keighley & Worth Valley Railway

Standard gauge, five miles,

footplate experience, wine and dine.

Kerr Stuart 0-4-0ST Stanhope, the Apedale Valley's flagship, is to be relaunched into traffic over the weekend of May 29-31 after being under overhaul for the past couple of years. Normal fares will apply on the 2ft gauge line. AVR

The details in this list were correct at the time of going to press. We strongly advise that you confirm details with the venue concerned. Pre-booking is often essential.

TBA = To Be Announced

Keighley, West Yorks, BD22 8NJ.

Tel: 01535 645214.

Running: W/Es.

Kirklees Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: W/Es, B/Hs + Jun 1-4.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 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, ⅞ mile.

Scarborough, North Yorks. Tel: 01723

368791.

Running: Daily.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106.

Running: Suns, B/Hs + Thurs in sch hols.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks.

Tel: 01751 472508.

Running: Daily.

Tanfield Railway

Standard gauge, three miles.

Near Gateshead, Tyne and Wear.



Tel: 01913 887545.

Running: Suns, B/Hs.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 01677 425805.

Open: W/Es.

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: W/Es, Tues-Thurs + B/Hs. Daily from Jun 29.

Corris Railway

2ft 3in gauge, ¾ mile.

Corris, near Machynlleth.

Tel: 01654 761303.

Running: Suns, B/Hs from May 30.

Fairbourne Railway

12¼in gauge, two miles.

Fairbourne, Gwynedd.

Tel: 01341 250362.

Running: W/Es, B/Hs, Tues-Thurs.

Ffestiniog Railway

2ft gauge, 13½ miles,

Porthmadog, Gwynedd.

Tel: 01766 516000.

Running: Daily.

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: Sats-Thurs from May 19.

Pontypool & Blaenavon Railway

Standard gauge, two miles.

Blaenavon, Torfaen.

Tel: 01495 792263.

Running: W/Es, B/Hs.

Rhyl Miniature Railway

1ft 3in gauge.

Rhyl, North Wales.

Running: W/Es, B/Hs + sch hols.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talyllyn Railway

2ft 3in gauge, 7½ miles.

Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily.

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: Weds-Sats.

Running: From May 29 W/Es, B/Hs + Jun 2, 3.

Welsh Highland Railway

2ft gauge, 26 miles,

Caernarfon, Gwynedd. Tel: 01766 516000.

Running: Sats, Tues, Thurs.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: W/Es, B/Hs, Tues, Weds + sch hols.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles.

Bo'ness, West Lothian.

Tel: 01506 822298.

Running: TBA.

Caledonian Railway

Standard gauge, four miles.

Brechin, Angus.

Tel: 01356 622992.

Running: TBA.

Lothallmond Railway Museum

Standard gauge, ½ mile..

Scottish Vintage Bus Museum,

Lothallmond, nr Dunfermline.

Tel: 07379 914801.

Running: Jun 13.

Strathspey Railway

Standard gauge, 10 miles.

Aviemore, Inverness-shire.

Tel: 01479 810725.

Running: TBA.

Railway Museums

Beamish

County Durham.

The Living Museum of the North.

Open: Daily.

Crewe Heritage Centre

Vernon Way, Crewe.

Open: From Jul 3 TBA.

Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.

Open: From May 18. Tel: 01325 460532.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Weds-Suns from May 19.

Tel: 01388 777999.

Manchester Museum of Science & Industry

Castlefield, Manchester.

Open: TBA. Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York.

Open: Weds-Suns + B/Hs from May 19.

Tel: 033 0058 0058.

Rail Story

Ingrow, West Yorks.

Open: From May 22 TBA.

Tel: 01535 690739.

Railworld Wildlife Haven

Peterborough.

Open: W/Es, Weds from May 19.

Tel: 01733 344420.

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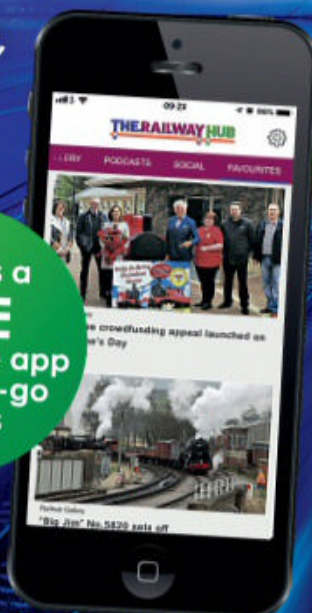
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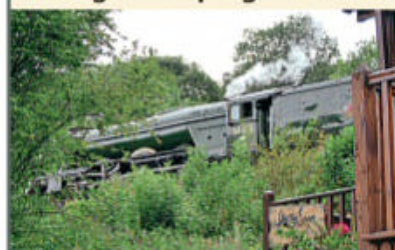
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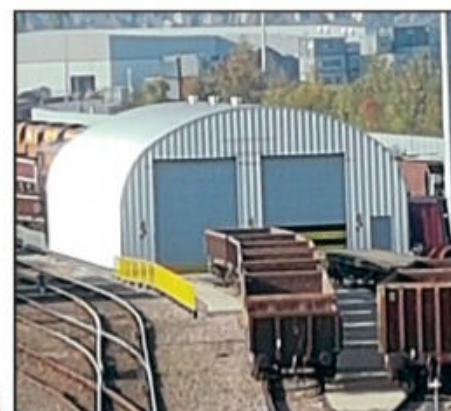
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Vol. 235 Cambrian Steam Miscellany No1

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, Penrhyndeudraeth 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, Ffrigg Rocks, Llwyngrwl, 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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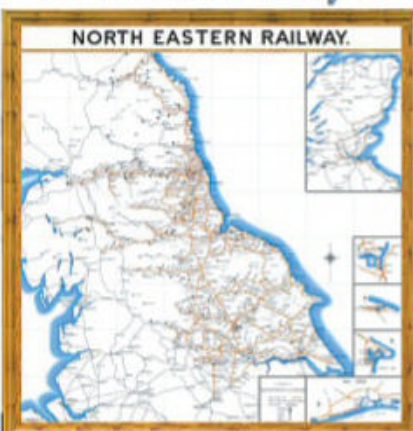
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Your lighter takes

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No. 4160 at Watchet – but look closely at the chimney...

'Green' emissions at Watchet?

WE'VE all taken them at some stage in our lives – the sort of image you snap in an instant to 'get a photo' because one of the loves of your life (steam locomotives) is before your very eyes and you want to record that moment for posterity.

When you review it, you have to pinch yourself that you were under the influence of steam rather than any other substance.

Reader Geoff Swaine writes: "I took this photo a few years ago of GWR 2-6-2T No. 4160 arriving at Watchet station on the West Somerset Railway with a train for Minehead. I have never known what to do with it, but it might be suitable for inclusion in the Next Stop."

Your deputy editor's view is that it's best to laugh these things off and to see the funny side. With that in mind, it appears the tree is coming out of the chimney. In the age of heightened awareness of 'green' issues, might this provide inspiration for the future? The challenge will be seeing the wood for the trees... To 'top things off', perhaps a root and branch review is required. Any other suggestions?

Do you have photos like this you'd like to share with us? If so, we'd be delighted to hear from you.

Introducing the Watercress Line's latest 'locomotive'

VISITORS to the Mid-Hants Railway this year will be 'chuffed' to discover a brand new 'locomotive' – but as is so often the case on Next Stop, all is not quite as it may seem...

The 4-4-0 forms part of a themed children's play area at Ropley station, which it is hoped will help the Watercress Line get back on track following the gradual easing of Covid-19 lockdown restrictions.

The exciting new attraction has been modelled on Southern Railway Schools class No. 30925 *Cheltenham* – the full-size version of which of course, is part of the National Collection and is operational on the line.

Youngsters can let off steam exploring the replica train, which features a tunnel, a slide, a firefighter's pole and lots to climb on. In the play area, there's also basket swing and a climbing wagon for toddlers. Seating is provided on a luggage trolley.

The playground has been funded with a £40,000 grant from main line train operating company South Western Railway's (SWR) Customer and Communities Improvement Fund and £15,000 from the Government's Department for



Digital, Culture, Media and Sport's Covid Recovery Fund.

In a further welcome development at the station, visitors will also be able to enjoy hot and cold food and drinks at the new T-Junction cafe, situated next to the playground and the picnic area.

The railway's general manager Simon Baggott said: "We have plenty to see and do for people of all ages and this season promises to bring even more fun. The new locomotive playground is a fantastic new attraction for children and we are grateful for the support

we have received from SWR and the Government."

Phil Dominey, senior regional development manager at SWR said: "We were delighted to support the Watercress Line with this innovative and nostalgic project. It promises to be great fun for children and may bring back some happy memories for older visitors.

"Our Community Improvement Fund has helped to enhance the Watercress Line's range of attractions and it will hopefully boost the local economy by bringing in even more visitors post lockdown."

Presents for Puddles

Puddles the cat, who patrolled the Severn Valley Railway's Bridgnorth station for 15 years, has been the recipient of some exciting post!

Puddles moved out of Bridgnorth in March last year, when the nation went into the first Covid-19 lockdown. She has since retired from station duties to a comfortable life living with Samantha Hayward, manager of The Railwayman's Arms, the SVR's pub at Bridgnorth.

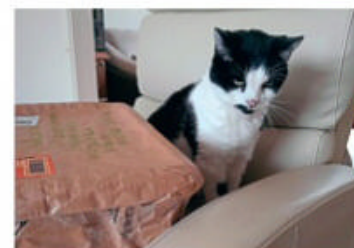
However, over the years Puddles

has built up quite a fan base and has become accustomed to receiving gifts from some of her biggest fans. Since retirement, her fans have been unable to see her in person, but that hasn't stopped the gifts from coming!

In March, a large parcel posted by a lady called Paula all the way from the south of England, arrived at Bridgnorth station addressed to Puddles.

Puddles was very pleased with the contents which included toys and

Treats in store: Puddles with her parcel



some top quality cat food. Add that to the Christmas present Paula sent to Puddles, and it would seem after years of hard work patrolling the yard and station (and catching the very occasional rodent) this former station cat is being pampered in her retirement!

NEXT ISSUE

Issue 281 out June 11

Paul Jarman reports on the restoration to working order of one of Britain's smallest narrow gauge locomotives at Beamish.

PLUS

MAIN LINE PERFORMANCE

Don Benn examines trips with No. 61306 *Mayflower*, No. 70010 *Owen Glendower* and 'Black Five' No. 44711 – plus the Nord Pfiel express across Schleswig-Holstein to Hamburg in 1971.

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