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THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 282

July 9 –
August 6, 2021

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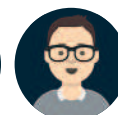
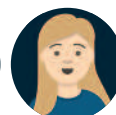
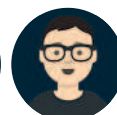
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Southern Railway Q 0-6-0 No. 30541 passes Holywell with the 3.45pm 'Wealden Rambler' from Sheffield Park on the Bluebell Railway on June 16. NICK GILLIAM



Our flourishing and pioneering spirit thrives

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In the year we are celebrating the 70th anniversary of the Tallyllyn Railway becoming the world's first volunteer-led heritage line, the euphoria from the local community that greeted the return of steam to Bala town centre on June 12/13 shines like a beacon in these dismal times.

Raw enthusiasm for the potential that a heritage line can bring to a locality and its economy shows no sign of dissipating. The ReRailed weekend, as reported in News, pages 26/27, worked wonders in raising the profile of the hugely commendable plan to create a major tourist attraction of the heart of a town that is so often largely bypassed by visitors.

The event reminded me of the atmosphere at embryonic rail heritage venues I visited with

my dad in the early 1970s when the movement was still very much getting started; the first open days at Tyseley, the Severn Valley Railway running its first trains to Hampton Leaden, the Welshpool & Llanfair pushing from Sylfaen to Raven Square, and many others.

The Bale Lake Railway is now flying the flag for us all – big time.

Further down the Dee Valley, the Llangollen Railway is restarting operations after surviving administration in which much of its rolling stock was auctioned to pay off £325,000 debts incurred under the previous regime.

Full credit must go to the officials of the Llangollen Railway Trust, who have not only saved one of the most beautiful lines in the UK standard gauge heritage portfolio by seemingly a whisker but have also manoeuvred it into a position when it can rebuild public services, with the prospect of that showpiece new Corwen terminus on the horizon.

Llangollen needs its railway and the powers that be must do all they can to further its survival, but we can also play our part. The line is now appealing for volunteers in several departments and, of course, is still very much receptive to donations. If you have the chance to visit this year, take a round trip and show your support.

Just as in 1951, the sector heavily relies on public goodwill and enthusiastic volunteers, and in this issue we highlight projects and appeals which deserve your backing. On the North Yorkshire Moors Railway, the overhaul of repatriated WD 2-10-0 No. 3672 *Dame Vera Lynn* has now begun. Turn to our special feature on pages 50-57 to see how you can contribute.

In Headline News, we report on the appeal to develop the Great Central Railway (Nottingham) in

advance of it being linked to its southern counterpart. Its first goal is the reconstruction of the A60 overbridge at Loughborough, which has remained closed since last September.

The big event this autumn may well be the launch of a new example of a lost major GWR

class in 4-6-0 No. 6880 *Betton Grange* at its new Tyseley home. Although the project to create it is now on the home straight, more public support for it can never go amiss.

We are by no means clear of the pandemic but during the past 18 months since the first lockdown was imposed, many of our proud heritage lines have been hard at work behind the scenes, working wonders for the day when everything returns to normal.

Trains have not run for much of that period, but there is certainly no shortage of essential news generated from the sector. At *Heritage Railway*, we strive to bring you the fullest and most comprehensive coverage of the entire movement every 28 days. At no time in our 22-year history is that task more vital than at present, with circumstances changing by the day – so if you miss a copy, you miss out.

On pages 30-31, see how you can take advantage of our latest subscription offers. Alternatively, if you prefer to buy just one issue at a time but do not want to visit shopping centres, order the next one to be delivered to your door by telephoning our customer services team on 01507 529529 or going online at mrtns.uk/ pre-order-hr

Robin Jones Editor

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COVER: LMS 'Black Five' 4-6-0 No. 44871 is seen departing Mallaig with the returning West Coast Railways 'Jacobite' service on June 21. SIMON ROBERTS



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A carefully arranged 1950s period piece on the Severn Valley Railway with Hawksworth pannier tank No. 1501 and classic cars. JOHN TITLOW



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Sixty glorious years of the Great Western Society

In 1961, four teenagers raised £750 to buy Collett auto tank No. 1466 for preservation – leading to the formation of the Great Western Society. Graham Hukins and Frank Dumbleton mark the group's 60th anniversary in a special feature.

Sustainably vintage!

Mike Heath provides a taste of his new book *Railways & Recollections: The Stately Trains Collection*. Illustrated by over 250 photographs, it profiles the collection's beautiful carriages and relates their incredible stories from construction to withdrawal and restoration.

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Llangollen Railway running again after operator change

By Robin Jones

THE Llangollen Railway was aiming to restart services on Friday, July 9.

Subject to inspection and approval of maintenance work carried out on the River Dee bridge, the Llangollen Railway Trust – which has now taken over the running of the line following previous operator Llangollen Railway plc entering administration with £350,000 debt – will begin with a Llangollen to Berwyn shuttle service using diesel railcars operating between Fridays and Sundays.

The work on the Dee Bridge was scheduled to restart on Monday, June 28 and is expected to last for one week. The volunteer permanent way team has to fit the check rails to the timbers, align the track and weld up the rail joints to complete the work started in March, when new baulk timbers were installed prior to the plc receiver suspending work.

The works will then be inspected by an independent engineer and, if all is well, the bridge will be signed off. The railway's permanent way engineer will then inspect the track between the bridge and Berwyn Tunnel before trains can start running to Berwyn.

Operations director Mike Williams said: "Before we can run revenue-earning train services, we have to complete the railway's Safety Management System for approval.

"We are also starting refresh sessions for steam and diesel crews, signalmen, guards and so on from July 2. This will be an ongoing need, as will be competency examination."

Beyond Berwyn station, essential engineering works are needed in Berwyn Tunnel, the west end pointwork at Glyndyfrdwy to relay and repairs to occupation crossings at Carrog.

Initial DMU operation

Once the tunnel work is finished, train services can extend to Glyndyfrdwy, initially again using DMU traction until the west end points become available. When run-round facilities are operational at Glyndyfrdwy, the options for using steam or diesel locomotive-hauled services become available.

On completion of the occupation crossings, trains can start running to Carrog, hopefully by early August. That paves the way for

an engineering train to run to the new terminus at Corwen and drop ballast on the pointwork and station loop prior to the tamping of the track through the station, as a longer-term aim.

As we closed for press, Mike said: "We are looking to restart a limited service between Llangollen and Berwyn on Friday, July 16. However, if the Dee bridge works are completed on time and the permanent way is signed off, we will bring this forward to Friday, July 9 by way of a 'shakedown weekend operation' for trains and staff, pending a more formal reopening when local dignitaries will be invited to travel on the trains and lend their support."

All services will be using DMUs provided by Llangollen Railcars, whose spokesman John Joyce said: "We are expecting to roster the Class 108 DMU with the Class 109 Wickham set in reserve, if demand warrants additional seats, subject to social distancing.

"Trains will depart Llangollen hourly, Fridays to Sundays, from 11am through to 4pm and allow a 15-minute stopover at Berwyn to enjoy the view of the Dee Gorge or sample the Chain Bridge.

Other options for passengers are to visit the Horseshoe Falls or take the traditional walk back to Llangollen along the canal.

"Running a heritage DMU service to Berwyn will be recreating the pioneering days of 1986/87, when services at Llangollen first extended across the Dee Bridge.

"We hope our supporters will turn out to ride the shuttle if revenues are to cover operational costs, and make a contribution to the railway's overheads when costs like insurance and utility bills remain substantial expenses for the trust."

Following the appeal for more help in lieu of paid staff, there has been a very encouraging response from existing volunteers. The estates department has had numerous offers



Unrestored GWR 4-6-0 No. 5952 *Cogan Hall* leaves Llangollen for Tyseley Locomotive Works on June 28. QUENTIN MCGUINNESS

to join the maintenance team and help at Berwyn, where scaffolding is erected to allow roof repairs to the station house and external painting.

Volunteers wanted

Trust chairman Peter Edwards said: "One area where we really need more people is carriage and wagon. In order to run loco-hauled trains on the railway, we need our Mk.1 carriages to be maintained to a documented standard and to then pass a fitness-to-run examination. Some former PLC

employees have offered to return as volunteers."

Volunteers interested in joining an initial carriage and wagon training session in July are invited to contact the trust office. The volunteer liaison officer is Maureen Theobald (telephone 01978 860979; email info@llangollen-railway.co.uk).

Meanwhile, trust officials have been left angered and disappointed by moves from the plc administrators to seize four wedding deposits and advance ticket sales money from 312 customers. It was understood that £30,000 of customer money placed in a client trust account will have to go to creditors as part of insolvency proceedings, and legal advice was being sought.

The trust's Phil Freeth said: "We took insolvency advice and were told

that putting the money in the trust would protect it. It is an outrageous decision."

Clwyd South Assembly Member Ken Skates has called on the Welsh Government's economy minister Vaughan Gething to help the railway. Mr Skates said that, during a visit to Llangollen in April, First Minister Mark Drakeford said he wanted to work with local people to come up with a plan to be part of the help they will need to get the railway back up and running.

The sole operational steam locomotive available at Llangollen is Nick Gilbert's GWR 2-8-0 No. 3802, which has undergone running-in trials following a complete mechanical overhaul to the running gear and the certification of the boiler following a steam test. It last ran in 2020.

The trust's Kitson 0-6-0ST No. 5459 of 1932 *Austin 1* is now on hire to the Somerset & Dorset Railway Heritage Trust at Midsomer Norton. The hulk of ex-Barry GWR 4-6-0 No. 5952 *Cogan Hall*, owned by the 6880 Betton Grange Society, is being relocated to Tyseley Locomotive Works, beginning with the tender in late June. It will be dismantled and parts used to form the new tender for *Betton Grange* and eventually the tender for *Cogan Hall*.

Hudswell Clarke 0-6-0T No. 1731 of 1942 *Jennifer* has gone to the Aln Valley Railway and Barclay 0-6-0T No. 1338 of 1913 NCB West Ayr No. 17, has been reassembled and will be completed at the Gwili Railway. Privately-owned blue RB coach No. 1697 went to Buckfastleigh for use on the South Devon Railway.

ELR announces final running dates for *Union of South Africa*

LNER A4 No. 60009 *Union of South Africa* is to bow out of traffic at the East Lancashire Railway in January following an appearance at the line's October gala.

The streamlined Gresley Pacific's boiler certificate expires in 2022, and owner John Cameron then plans to place it on permanent static display at his farm in Fife alongside his other LNER engine, K4 No. 61994 *The Great Marquess*.

The ELR has announced a four-day farewell event for the popular 'No. 9' from December 31 to January 3, and it will also be the star attraction at the railway's Autumn Steam Gala on October 15-17, running alongside other locomotives from the resident fleet. It is due to be rostered for service trains on July 24/25, August 11-15 and September 1/2, and will also haul dining trains on July 24, August 11-14, September 1/2, October 15 and December 10/11. Tickets can be booked online at the website www.eastlancsrailway.org.uk



The chime whistle of A4 No. 60009 *Union of South Africa* announces the Gresley Pacific's departure from Ramsbottom station at the East Lancashire Railway on June 4. EDDIE BOBROWSKI

Fund launched to safeguard future of Great Central Railway (Nottingham)

By Robin Jones

A NEW fund to help raise £5 million to reopen the Great Central Railway (Nottingham) and develop it as one of its county's leading heritage attractions has been launched.

The Forward Fund aims to provide new visitor facilities, including a new station building at the Nottingham Transport Heritage Centre in Ruddington.

It will also raise money to upgrade tracks and bridges on the nine-mile GCR(N), including the complete overhaul of Bridge 326, which carries it over the A60 road on the outskirts of Loughborough.

Last September the Office of Rail and Road ordered all rail traffic over the bridge to be halted because of its poor state of repair, meaning that freight trains serving the British Gypsum plant at East Leake have had to be stopped.

When the new bridge is installed they will restart, taking lorries off the road and ensuring the heritage line can serve the community.

Future potential

Bridge 307 over Bunny Lane at East Leake is also currently closed to rail traffic and requires a detailed structural investigation to establish what needs to be done to bring it back up to operational standard, while Bridge 312 at East Leake station is also said to be in need of work in the near future.

Ruth Edwards, the MP for Rushcliffe, who is also patron of

the East Midlands Railway Trust, a registered charity and owner of the GCR(N) and the centre, was invited as guest of honour for the launch of The Forward Fund at Ruddington on July 9.

East Midlands Railway Trust chairman David Rae said: "The GCR and the Nottingham Transport Heritage Centre have great potential as a heritage and leisure amenity for the area, but too few people know about them."

"The 125-year-old railway line was starved of investment from the 1960s and needs major renewals. The area is seeing major housebuilding and development from East Leake north past the Fairham development on Gotham

Moor, and new homes around Ruddington. We aim to rise to the challenge and offer people in this busy area a great experience at the heritage centre and in future on the rail line. There is a once-only opportunity to make this happen, and close partnerships with the councils and communities along the route are essential."

Reunification

The GCR(N) will ultimately be reconnected with the GCR, creating an 18-mile heritage railway linking the outskirts of Nottingham and Leicester. The separate Reunification project is raising money to provide new infrastructure taking the GCR at Loughborough Central to the new

bridge which has been installed over the Midland Main Line. Following the success of its 'Money Match March' appeal, which raised nearly £300,000 in a month, it now has a third of the finance to build the 'Factory Flyover' to carry the line past industrial premises to the new bridge.

David said: "To be 'Reunification Ready', the northern section needs major investment to keep its massive viaducts, bridges and tunnel in good order. The Forward Fund is a key part of the plan to achieve this; the A60 bridge work is the first stage."

He said it was planned to raise the £5 million from a variety of funding sources, with The Forward Fund making a major contribution.



Bridge 326, which takes the Great Central Railway (Nottingham) over the busy A60 at Loughborough, needs major refurbishment – possibly a new span structure – before it can carry trains again. EMRT



The first wheels for the GCR Class 2 No. 567 Project are now on display at the Nottingham Transport Heritage Centre in Ruddington. The two bogie wheelsets for the 4-4-0 were completed by CMS Cepercor, which machined the axles, wheels and pressed the wheels to axles and the tyres to wheels.

ANTHONY HORROCKS-TAYLOR/567 PROJECT



A blue and grey Mk.1 coach in the formation adds to the 1967 look as the recreated No. 34095 *Brentor* approaches Poke Hill Farm Crossing on the Spa Valley Railway with an evening fish and chip train on June 26. Bringing up the rear is Class 31 diesel No. 31430 *Sister Dora*. TOBY JENNINGS

Emotions and gratitude as *Sir Keith Park* changes identity for *Brentor* family gathering

By Geoff Courtney

EMOTIONS ran high and gratitude flowed in abundance as the Brentor family admired the Southern Railway Bulleid Pacific simmering in the platform at the Spa Valley Railway's Tunbridge Wells West station on June 26.

The locomotive was Battle of Britain No. 34053 *Sir Keith Park*, but for the weekend it was transformed into West Country No. 34095, complete with the appropriate *Brentor* nameplate, West Country class scroll, smokebox numberplate, Eastleigh shedplate, and renumbered cabsides.

Phill Brentor, who joined BR as a shunter at Eastleigh in 1988 and became a driver of Southern electrics out of Guildford before retirement, was responsible for the identity change.

The 64-year-old explained how his father's family name was Markovitch,

but his dad wanted a more English name and changed it by deed poll to Brentor after visiting the Devon village.

Replica plates

Phill, who lives in Peterborough, and his sister Jane each have replica *Brentor* nameplates made by Newton Replicas and West Country Class scrolls, while Phill also has a replica 34095 smokebox numberplate and Eastleigh 71A shedplate, the engine's last depot.

"I am getting remarried, and with *Sir Keith Park* on the Spa Valley, my future wife Betty and I thought we could marry in Tunbridge Wells, have the reception at the railway and travel on a train headed by No. 34053 in the identity of 34095 *Brentor*," explained Phill.

The railway's commercial manager, Jonnie Pay, readily agreed – but the Covid pandemic put paid to the

marriage taking place in Tunbridge Wells on the planned date due to a backlog of postponed weddings.

"My son Adric and his wife Jen were flying to the UK from Alaska, where they live, to join us on the day, so we decided to go ahead anyway," said Phill.

Jonnie agreed to carry on with the gathering and locomotive's change of identity, and over the weekend of June 26/27, Phill and Betty were joined at Tunbridge Wells West by Phill's sister Jane, Adric and Jen, his son Tarran, and daughters Kess and Devon, with her fiancé Daniel.

"It was unbelievable and surreal being on a train pulled by the locomotive as 34095 and carrying Jane's and my *Brentor* nameplates," said a delighted Phill. "The railway did a wonderful job and treated us like royalty, so a huge thank-you to Jonnie and everyone."

As the gathering prepared to leave on June 27, the Pacific set off light engine to return to the railway's nearby shed. "As it did so the wheels slipped on the greasy rails, which those Bulleid Pacifics were prone to do," said Phill. "It was almost as if the engine was saying au revoir – goodbye until we meet again."

Vows renewed

Another reason for going ahead despite the postponement of the wedding was that Adric and Jen had planned to renew their vows on the platform during their visit to the UK, which coincided with their tenth wedding anniversary. This too went ahead, on June 28, although not at Tunbridge Wells West but on the top of the 1082ft high Brent Tor itself, on the edge of Dartmoor.

Reflecting on that, and the weekend on the railway, Phill said: "It was a very emotional time all round."



Family gathering: The Brentor clan at the Spa Valley Railway's Tunbridge Wells West station on June 26 with Battle of Britain No. 34053 *Sir Keith Park* in its temporary guise as No. 34095 *Brentor*. From left: Phill Brentor's daughter Devon, son Tarran, daughter Kess, sister Jane, Phill, fiancée Betty, son Adric, and his wife Jen. DARRYL CURCHER PHOTOGRAPHY



Cab ride: Phill (right) and Jane share the footplate of No. 34053 *Sir Keith Park* with fireman Richard Burrell on June 26, when the Bulleid Pacific was running as No. 34095 *Brentor*. DARRYL CURCHER PHOTOGRAPHY

Cholsey & Wallingford 'steps up a league' with Brunel canopy opening

By Robin Jones

THE Cholsey & Wallingford Railway's new showpiece terminus canopy – originally erected at Maidenhead in the days of Brunel's GWR broad gauge – has been officially opened by Network Rail chairman Sir Peter Hendy.

The ceremony at Wallingford on June 25 saw TV presenter Tim Dunn unveil the information boards, with GWR pannier No. 4612 on loan from the Bodmin & Wenford Railway taking guests beneath the canopy.

The late Sir William McAlpine, then chairman of the Railway Heritage Trust, was particularly keen to see this Victorian structure restored, and it was fitting that Lady Judy McAlpine was present to see the finished structure.

She said: "Sir William was very interested... I recall only too well his fury when it was found to be cut up! "We came to have a look at progress shortly before he went into hospital, and I would love him to know it is now up and looking beautiful."

After conversion from broad to standard gauge, the overarching canopy protected Maidenhead's platform 5 and the horizontal extension platform 4.

It arrived at Wallingford in late 2014 and had been extensively damaged during removal – at least one of each spandrel type was broken, only three of the four columns were useable, and many cast components were broken or missing. The wooden panels had been cut with a chainsaw and some sections were missing.

Very few of the original dagger boards survived, although enough of the graduated originals from the end section survived to make measurements to recreate the correct curvature. No dagger boards from the horizontal extension survived and so several photographs were analysed to ensure both the pattern and length were correct.

Photographs were also used to gain a better knowledge of the position and design of the adjustable tie bars across the roof that supported the horizontal extension.

Paint matched

Paint scrapings were taken from numerous locations from the wood and cast metal and analysed by microscopy – in places there were at least 34 coats of paint!

The colour was decided on after consultation with known GWR experts, referencing black-and-white photographs from the early 20th century, and so GWR Stone 1 and 3 have been used extensively.

Restored and rebuilt, the canopy now covers two standard gauge tracks with the ornate columns at the rear of a platform and the horizontal extension protecting a Cambrian Railways coach body that serves as a museum, and it has been placed so it appears to be standing at a bay platform.

CWR chairman Dr Tony Stead thanked the Railway Heritage Trust for the substantial grant that allowed the canopy to be restored and erected.



GWR pedigree from the top down: Visiting pannier tank No. 4612 steams beneath Wallingford's Brunel canopy to break the ribbon at the official opening ceremony. DR TONY STEAD



Left: Network Rail chairman Sir Peter Hendy officially opened the canopy. DR TONY STEAD



Right: TV presenter Tim Dunn. DR TONY STEAD

With his interest in railway architecture, Tim Dunn spoke of the importance of preserving the best features of railway architecture, and Sir Peter expressed his satisfaction in seeing an important part of the Victorian railways preserved for all to enjoy. "This ceremony is also a tribute to the efforts of the CWR volunteers for the many improvements to the railway over the last 18 months. With the other developments planned, it bodes well for its future," he said.

CWR president Mark Hopwood said the canopy looked a lot better now than at any time in the period when he was area manager with Maidenhead part of his territory.

Vice-president Lord Bradshaw, who too was an area manager with responsibility for Maidenhead, said: "The work you have done on the canopy and new station is truly amazing and you have moved up a whole league in the railway preservation world."

Tender of Moorsline's WD 2-10-0 Dame Vera Lynn prepared for overhaul

WORK to overhaul the tender of WD 2-10-0 No. 3672 *Dame Vera Lynn* is under way at the North Yorkshire Moors Railway.

As this issue went to press, the tender of the 1944-built North British locomotive was being prepared at Grosmont shed for haulage by rail to New Bridge yard near Pickering, from where it would be dispatched by road to Riley & Son (E) Ltd of Heywood for a contract overhaul.

A date for the move was not confirmed, but it was possible that it could take place in conjunction with the road movement of another NYMR-based locomotive – the North Eastern Locomotive Preservation Group's J27 0-6-0 No. 65894 – to the North Tyneside Railway for the latter's 30th anniversary gala on July 9-11.

Initial repairs were needed to ensure that No. 3672's tender was watertight. It would have to be at least partially filled with water to be safely moved, but was corroded and leaking after the locomotive's lengthy period in open storage. A new tender tank will be fitted as part of the overhaul.

The design of the spring gear on the 5000-gallon Austerity tenders makes them prone to derailment when empty or nearly so. This issue was so well-known in BR days that WD 2-8-0s being sent to Crewe Works from Crewe South shed had their tenders filled for the journey of little more than two miles.

Preservation-era tests with the Keighley & Worth Valley Railway's example, No. 90733, established that 2000 gallons is the safe minimum level for operation.

Last steamed in November 1998 after becoming the first steam locomotive to reach 100,000 miles in preservation, *Dame Vera Lynn* is to be overhauled at Grosmont with the aim of returning it to service in 2024/25, to mark the

80th anniversaries of both its construction and VE Day.

An appeal has raised £175,000 of the estimated £600,000-plus cost. → For more details of the project and how you can help the appeal, see pages 50-56.



Grosmont shed fitter Andrew Jeffrey checking the axleboxes on the tender of WD 2-10-0 No. 3672 *Dame Vera Lynn* on June 23 in preparation for its move to Ian Riley's works for a contract overhaul. IAN FOOT



WD 2-10-0 No. 3672 *Dame Vera Lynn* awaiting movement into Deviation shed at Grosmont on June 23. Its smokebox, front tubeplate and boiler tubes have already been removed in preparation for its forthcoming overhaul. IAN FOOT

Russian coal lands in Britain as new environmental legislation comes in

A CONSIGNMENT of 5000 tonnes of Russian coal has been shipped into the UK for use by steam railways.

Imported and distributed by Roy Hatfield Ltd of Rotherham, the lump coal arrived at Hull Docks in early June following successful trials of an earlier 300-tonne batch at the North Yorkshire Moors, Severn Valley, Isle of Wight, Talyllyn and Keighley & Worth Valley railways in December.

It is hoped it will provide a secure supply of fuel for heritage lines in the short term, while successful trials of biocoal at the Bure Valley Railway in June (see page 19) have offered hope that a sustainable alternative with significantly lower emissions can be developed in the longer term.

It follows new legislation which came into force on May 1, restricting the sale of bagged traditional house coal and wet wood, while a new Environment Bill was passing through Parliament.

Domestic mines close

Although coal is still continually imported for use by industries such as power generation, steel and cement making, it is in granular form and unsuitable for use in locomotives.

Domestic coal production in the UK is expected to cease next year with the anticipated closure of Ffos-y-Fran opencast mine in South Wales.

One of Britain's biggest remaining mining firms, the Banks Group, closed its Bradley, Brenkley Lane and Shotton opencast sites last year, and its planning applications for new

mines in the North East have been rejected.

Another major player in the industry, Hargreaves, pulled out of coal mining in July last year, prompting the closure of its opencast sites in Fieldhouse, County Durham, and House of Water, Ayrshire.

Hartington mine in Derbyshire also closed in September, while the Nant Helen Extension mine in South Wales is expected to shut this December, according to anti-coal campaign group the Coal Action Network.

This and the closure of Ffos-y-Fran will leave only freeminers in the Forest of Dean extracting just 2500 tonnes per year by 2025; the annual consumption by the heritage industry is 35,000 tonnes. Because the impact of the pandemic reduced consumption in 2020, stocks of fuel from British mines are expected to last into 2022.

Regarding the new Russian coal, Steve Oates, CEO of the Heritage Railway Association, described Roy Hatfield Ltd as "happy, indeed keen, to work with heritage steam."

Asked whether supplies could be affected by the current diplomatic tensions between the UK and Russia following the incident involving HMS *Defender* in the Black Sea on June 23, he said: "Yes, it's possible – and it is being watched for any commercial impact. It's felt unlikely to affect

physical supplies, but it could affect price. In essence, this is perhaps already demonstrating what the HRA has been saying for some while; that once there is no more UK coal and we're relying on imports, we are subject to global markets and prices, and all the accompanying influences on those markets!"

Government measures

New legislation which came into force on May 1 made it illegal to sell bagged traditional house coal or wet wood in quantities of less than 25kg. This was part of measures by the Government to reduce air pollution, including a new Environment Bill which was passing through the House of Lords as this issue went to press.

The Environment Bill aims to set new targets to reduce emissions of particulate matter, imposes financial penalties for emissions from buildings, boilers or industrial plants

"to which a smoke control order in England applies", and makes it an offence to "acquire in England any controlled solid fuel for use in a building, fireplace, fixed boiler or industrial plant to which such an order applies."

Thanks to lobbying on behalf of the heritage industry, an exemption clause was put forward to ensure the use of coal by steam railways, and other historic transport and buildings, is not affected.

Lord Faulkner of Worcester, president of the HRA and vice-president of the All-Party Parliamentary Group for Heritage Rail, tabled an amendment to the bill which stated: "For the avoidance of doubt, this act has no application to the emission of smoke from (a) the chimney of a railway locomotive, the chimney of a road vehicle or portable or stationary engine, the funnel of a vessel regarding which the emission of the smoke is an intrinsic feature of the functioning of the motive power concerned and in respect of which such motive power has been preserved, restored or recreated for heritage purposes; (b) the chimney of an historic building or the chimney or other outlet of a museum intended to portray the means of internal heating of the rooms in such building or museum or facilities for the cooking of food or the provision of other services therein."

Lord Faulkner is a member of the Heritage Fuels Alliance, which also includes the Steamboat Association (of which Lord Forsyth is president) and the National Traction Engine Trust. "We're not just talking about railways – we're working together in everybody's interests," said Steve Oates.

The 25kg restriction on sales of bagged coal could affect traction engines, which rely on such fuel. However, Steve added that Roy Hatfield Ltd is "currently talking through how to solve that for the road steam market."

"We're working together in everybody's interests."

Two industrials join Cholsey & Wallingford steam fleet

TWO steam locomotives that have been at the Buckinghamshire Railway Centre for more than 50 years are moving to the Cholsey & Wallingford Railway for testing and evaluation on the 21/2-mile line.

With the impending infrastructure works for HS2 due to block off access to and exit from the Down yard at Quainton, it was decided to move the pair before they were 'trapped'.

Andrew Barclay 0-4-0ST No. 699 of 1891 *Swanscombe* is the oldest surviving Andrew Barclay in the world. Delivered new to Northfleet Coal & Ballast at Swanscombe in Kent where it worked until 1913, it was then transferred to West Thurrock to work in the new quarries and wharves as the property of Thurrock Chalk and Whiting. From 1965 it was stored at sidings at Skimpot Lane, Luton, until moving to Quainton Road in 1969. It was steamed on several occasions for BBC *Playschool* in the 1970s, but was left out of use for more than 20 years until restoration commenced in 1999.

In 2002 it was driven by Prince Richard, Duke of Gloucester, as part of the formal opening ceremonies of the former Oxford Rewley Road station, which had been relocated to Quainton.

Swanscombe appeared in an episode of *Midsomer Murders*, filmed at Quainton under the episode title 'Things That Go Bump in the Night'.

Sentinel 4wVBTG No. 9366 of 1945 was delivered new in January 1946 to Tottenham Gas Works, where it received the number 11 and worked regularly but was little used after 1965. It moved to Quainton in

1970 where its overhaul proceeded rapidly and it steamed again in mid-1971, and was later repainted into its original dark red livery.

At Cholsey, No. 11 will rejoin sister Sentinel No. 6515 of 1926 *Isebrook*, which was originally a GWR engine and later worked for the LMS before it was sold into the private sector in 1934.



Cholsey-bound Sentinel vertical-boilered locomotive No. 11. KEITH LOBLEY



In 2013, *Swanscombe* was repainted into Metropolitan Railway colours to masquerade as 'Brill No. 1', with matching Met coaches. KEITH LOBLEY

'Terrier' tank steps in for Embsay gala

WHEN the planned star guest engine for its June 25-28 Railway Rally was unavailable, the Embsay & Bolton Abbey Steam Railway turned to the opposite end of the country.

Caledonian Railway 0-4-4T No. 419 was booked to make the journey from the Bo'ness & Kinneil Railway for the event but just three days beforehand, the EBASR learned it had failed and would be unable to attend.

A replacement was found in the form of LBSCR 'Terrier' 0-6-0T No. 2678 *Knowle*, which was diverted from its road movement home to the Kent & East Sussex Railway following its appearance at the Isle of Wight Steam Railway's 50th anniversary gala (see pages 20/21).

Having been delayed by a problem with the Wightlink ferry, the Stroudley A1X arrived at Embsay at about 8pm on the Thursday – hours before its first rostered turn.

The second guest was returning to Yorkshire for the first time in



A varied gala line-up if ever there was one: Cockerill 0-4-0VBT tram engine No. 8, Hawthorn Leslie 0-4-0ST No. 2, LBSCR 'Terrier' No. 2678 and Hunslet 0-6-0ST *Beatrice* raise steam at Embsay on June 26. ROBERT FALCONER

more than 80 years – Hawthorn Leslie 0-4-0ST No. 2 (Works No. 2859 of 1911), built new for the nearby Keighley gasworks but sold in about 1940 to the Ministry of Supply and sent to Dumfries Royal Ordnance Factory at Drungans, Kirkcudbrightshire. Having later worked for ICI and Nobels Explosives, it is now based at the Tanfield Railway.

Already based in Yorkshire but travelling the width of the county

to reach Embsay was the third visitor – Belgian Cockerill steam tram No. 8 'Lucie', owned by North Yorkshire Moors Railway traction and rolling stock manager Paul Middleton.

The trio were in action alongside resident Hunslet 0-6-0ST Works No. 2705 of 1945 *Beatrice* and NER autocar No. 3170, as well as the line's vintage carriages.

John Beesley, an EBASR director and owner of *Beatrice*, described it as

"a rip-roaring weekend" for everyone involved.

"We were very lucky with the weather," he said.

"It was nicely in our favour – whether you were photographing, operating the locos or riding. There was a great atmosphere."

He praised 'Lucie' in particular: "It comfortably handled our gradients and cheerfully kept to the timetable – it seemed very much at home."

Wensleydale's appeal for 'Pacer' movement

THE Wensleydale Railway has launched a public appeal to cover the costs of bringing its Tyne & Wear Passenger Transport Executive Class 143 'Pacer' DMU No. 143623 to the line. Plans to fund the move by running a railtour were prevented by the pandemic and some route restrictions. Anyone who donates more than £20 will be invited on its inaugural Bedale to Scruton run.

→ Donations may be made at <https://wensleydale-railway.co.uk/bring-a-143-to-leeming>

New-build Grange is set for autumn steaming

NEW GWR Grange 4-6-0 No. 6880 *Betton Grange* is set to steam this autumn after Tyseley Locomotive Works was commissioned to finish the work.

New cabside sheets have been made and work will focus on the running plates and splashers, plus painting the boiler and frames.

The main outstanding task is the superheater assembly, with pipework and cab fittings taking shape. More labour will be directed from late summer, with a concerted effort made to get it across the line "sometime in the autumn."

No. 6880 will be steamed for the first time behind closed doors for donors and supporters before moving to a heritage line for running-in.

A hired tender will be paired with No. 6880 while volunteers construct a new one using a recently-acquired tender chassis.

The project is currently appealing for funds to build a replica Collett 3500 example for use on the main line.

→ Would-be donors are invited to visit the website www.6880.co.uk to find out more about getting involved.

Indiana Jones and the Nazi BR Standard 9F!

THE North Yorkshire Moors Railway has just been used by Hollywood for a second major blockbuster this year, with scenes for the new Indiana Jones 5 movie – starring Harrison Ford – filmed on the line in early June, as predicated in issue 280.

Nobody at the NYMR was prepared to comment due to contractual obligations, but it is speculated that the plot features a daring escape from a Nazi prison camp. The Nazi regime has featured in previous Indiana Jones movies.

For the filming, a military train was created, headed by Crewe, 1957-built BR Standard 9F 2-10-0 No. 92134 decorated with swastika symbols

and Nazi regalia to make it appear like a German engine in action in the previous decade – despite its distinctive BR era outline.

Props were positioned on wagons to give the impression of a Nazi freight train, and several vintage vehicles were seen parked in a field near Grosmont. A troop-carrying truck featured in other Indiana Jones films was parked near the tracks.

Alongside 78-year-old Ford, who plays the heroic eponymous archaeologist, the movie also stars Fleabag actress Phoebe Waller-Bridge. Scenes have also been filmed at Bamburgh Castle in Northumberland and at the



BR Standard 9F No. 92134 masquerading as a German locomotive of the 1940s hauling a Nazi goods train during filming of the new Indiana Jones movie on the North Yorkshire Moors Railway.

Leaderfoot Viaduct in Scotland, while a motorcycle chase was shot in Glencoe.

The film, produced by Lucasfilm Ltd., is the sequel to 2008's *Kingdom of the Crystal Skull*. It is due to be

released by Walt Disney Studios Motion Pictures on July 29, 2022.

The same stretch of track was used only a few weeks before by Tom Cruise for *Mission: Impossible 7*, featuring a mock-up Pacific.

Safety & Standards Board for heritage railways next year

A DEDICATED Rail Safety & Standards Board for preserved lines being set up by the Heritage Railway Association is expected to be active next year.

The preservation trade body is planning to create a wholly owned subsidiary company to take on the roles of producing a common set of safety standards, guidance and competencies for steam railways, and monitoring the sector's safety performance.

It will also be responsible for discussing safety issues and publishing urgent safety information, and assisting railways in setting up and auditing safety management systems.

HRA CEO Steve Oates said: "We've got the scope of what the board will look like, and we're expecting it to be operable by August or September next year."

It was first proposed following concerns raised in late 2019 about a rise in the number of incidents reported on preserved lines, and the realisation that the heritage sector is now the only part of the

railway industry without a safety and standards board.

At that time, Steve described it as a proactive move, saying: "Every other safety and standards board has been set up following some major incident. Thankfully, we haven't had one – but we realised that as a responsible sector, we need to move up a gear."

He cited the example of the Sandilands tram derailment of November 2016, which prompted the establishment of such a board for the tramway industry.

Funding discussed

Drawn up in conjunction with the Office of Rail and Road, a scoping document and business plan for the new heritage body has been approved by the HRA board.

Discussions are now taking place with the Department for Culture, Media & Sport and the Department for Transport about how the organisation can be funded.

Steve explained: "The way we and the ORR have approached it is that we're part of the heritage sector and

visitor economy, which sits firmly under the DCMS.

"However, in the majority of cases, we're also defined as bona fide public transport and regulated by the ORR, which comes directly under the DfT.

"In our discussions with the DCMS, they have taken that on board, but I can't say much more at the moment. We will also be looking for some seed funding from the heritage movement."

It is envisaged that the board will consist of a small number of full-time staff, but with a large proportion of its work to be undertaken by outside experts, and that it will cost an estimated £500,000 to £600,000 a year to run.

Meanwhile, a similar, but separate, plan by the HRA to create a code of practice for maintaining carriages has been delayed by the impact of the Covid-19 pandemic.

The Carriages Code of Practice is being drawn up by North Yorkshire Moors Railway traction and rolling stock manager Paul Middleton and the East Lancashire Railway's head of traction and rolling stock, Lee

Kenny. It will provide guidelines and recommendations on subjects such as fitness-to-run examinations, and the intervals at which items such as the brake gear should be inspected.

Mk.1s in focus

It was prompted by an incident in 2017 at the South Devon Railway, when a Mk.1 coach was in service with one of its toilet floors missing.

The code will therefore initially focus on the 1950s BR stock, but will later be extended to cover wooden-bodied and narrow gauge vehicles.

However, said Steve: "Lee was furloughed, along with two or three other people who were going to assist, and while Paul was one of the few staff still active at the NYMR, he had enough other work to do.

"We're regretful that we haven't been able to progress it, but we were relying on a few talented guys who were keen to take it on.

"We do need to pick it up again, but most of the HRA's efforts have been concentrated on the safety and standards board."

Second home for trust's large stock collection

THE Rail Trolley Trust has obtained a second home for its growing collection.

It has signed an agreement with the Tanat Valley Light Railway at Nantmawr, Oswestry, and will move part of its stock there over the coming months.

The items there will be referred to as The Rail Trolley Trust's Shropshire Collection.

The trust will maintain its working relationship with the Chasewater Railway and the items there will become The Rail Trolley Trust's Staffordshire Collection.

The trust has obtained Robel Type 56.27 Inspection Trolley No. 56.27-10AG36 of 1983 from RMS Locotec. The most recent use of the trolley was at Meldon Quarry on the Dartmoor Railway.

'Forgotten Standard' is back on wheels after over 30 years in the wilderness

BR STANDARD 4MT 2-6-0 No. 76077 has been re-wheeled in the latest milestone of its restoration from Barry scrapyard condition for the Gloucestershire Warwickshire Railway.

The locomotive's 5ft 3in-diameter driving wheels and the front pony truck were placed back under its frames at Locomotive Maintenance Services of Loughborough on June 17.

Described as "a well-planned and slick operation", the job was completed in just 90 minutes.

It is the first time that No. 76077's frames have been on the wheels in more than 30 years. Ian Crowder, marketing director of its owning group, Toddington Standard Locomotive Ltd, called it "quite an emotional moment".

Referred to as 'the forgotten Standard', the engine was rescued from Dai Woodham's scrapyard by Chris Hinton and brought to the G/WR in 1987. Some initial restoration work was carried out, but it spent most of the next three decades in storage as a kit of parts.

Chris Hinton transferred ownership of the engine to TSLL, formed by a group of G/WR members, in 2017, with restoration starting at LMS two



The frames of ex-Barry scrapyard BR 4MT 2-6-0 No. 76077 about to be lowered onto the wheels at Locomotive Maintenance Services of Loughborough on June 17. IAN CROWDER

years later. Since then, volunteers and LMS staff have fully restored the frames, with a new rear dragbox, bufferbeams and buffers, and completely rebuilt the pony truck which had suffered damage in a suspected derailment during the engine's BR service. The wheelsets were overhauled at the South Devon Railway.

The next steps to complete the locomotive's bottom half will be the machining of the valve and cylinder bores, assembly of the motion and brake gear, and fitting of the cab and smokebox. A new door and chimney for the latter have already been delivered.

The 4MT's boiler, which remains at Toddington, will be professionally

inspected later this year to assess the work required for its overhaul.

Shares in the locomotive are available to purchase and components can be sponsored, with details at www.standard76077.com

Ian said: "Provided we continue to attract investors, it's not unrealistic to expect that the engine will be running in about five years."

It will be the last of the four surviving Standard 4 2-6-0s to return to steam, all having been rescued from Barry. The others – all currently operational – are No. 76017 at the Mid-Hants Railway, No. 76079 at the North Yorkshire Moors Railway, and No. 76084 at the North Norfolk Railway. A fifth example, No. 76080, reached Barry but was cut up in 1972.



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Two coaches is the maximum that Barclay 0-4-OST No. 1385 of 1914 *Rosyth No. 1* can take on the climb to Blaenavon Furnace Sidings on June 19. JOHN TITLOW

'Windcutters' at work in South Wales

A RARITY apart from special events, two locomotives were in steam at the Pontypool & Blaenavon Railway on June 19, one being for an afternoon and evening charter organised by Martin Creese of 30742 Charters after the day's service trains.

Barclay 0-4-OST *Rosyth No. 1* was on the service trains and with its new spark arrester struggled to get two Mk.1 coaches up the 1-in-40 ruling gradient. It normally has no problems on the grade.

The charter with five 'Windcutter' wagons on loan from the Great Central Railway and the Shark brake van was hauled by Bagnall 0-6-OST *Empress*. The weather was murky, but nonetheless a freight train among



Formerly based at the Mangapps Farm Museum, Bagnall 0-6-OST No. 3061 of 1954 *Empress* climbs the last few yards into Blaenavon Furnace Sidings on June 19. JOHN TITLOW

the colliery slag tips again evoked memories of times gone by. Social distancing and safety along the line

were followed and this was one of the first standard gauge charters to take place in 2021.

New Corris engine turns its wheels for first time

A MAJOR landmark in the building of new Corris Railway Falcon 0-4-2ST No. 10 was reached in late June when its wheels and motion moved for the first time, using compressed air and some temporary pipework fittings at the workshops of Alan Keef Ltd near Ross-on-Wye.

The locomotive has already had its boiler constructed by Israel Newton. Other components constructed or ready for finishing include the smokebox and its fittings, buffers and chimney. Volunteer input to the project has also included work on brake gear components and the trailing truck.

Cab components have been produced but more parts, including

cab fittings, many of them expensive, need to be bought.

No. 10 is a 21st century evocation of a trio of engines built in 1878 at the Falcon Works in Loughborough, one of them now No. 3 *Sir Haydn* on the Talylyn Railway.

The new build will differ from the originals in some respects, most notably a higher cab to

accommodate drivers and firemen who are taller than their Victorian predecessors.

The target for the completion of the locomotive, subject to continued successful fundraising, is September 2022, when it is planned to appear as the centrepiece of a charity open day at the workshops of Alan Keef Ltd.

→ Donations for the new engine may be made via www.corris.co.uk Alternatively, cheques, payable to Corris Railway, can be sent to Peter Guest, 38 Underwood Close, Callow Hill, Redditch B97 5YS.



Left: The wheels of new Corris Railway No. 10 turning for the first time on June 24. CR

IN BRIEF

→ THE Association for Industrial Archaeology has made a £20,000 grant towards the restoration of Hudswell Clarke 0-6-OST No. 1539 of 1924 *Derek Crouch* at the Nene Valley Railway. As detailed last issue, the locomotive is being restored by the Small Loco Group, a team of young volunteers, with the aim of returning it to steam in 2024 to celebrate its centenary and the 50th anniversary of it working the NVR's first trains in April 1974.

→ TWO more wagons from the Somerset & Dorset Railway Trust collection at Washford have moved to the Mid-Hants Railway as part of the group's enforced move after it was given notice to quit by the West Somerset Railway plc. Appropriately, both are LSWR vehicles – brake van No. 54885, and a ventilated van whose original number is unknown, but which became Southern Railway No. 51171 and later No. 304 at the Royal Naval Armaments Depot, Bedenham.

→ THE Severn Valley Railway Charitable Trust has raised more than £160,000 towards its £425,000 Home & Dry appeal to carry out essential works to Bridgnorth Locomotive Works, as highlighted last issue. It is hoped to begin work in spring 2022.

→ THE Corris Railway Society's model railway exhibition will return on the August 28/29 bank holiday weekend after a year's absence, and will be held in a hall at Y Plas, Machynlleth.

→ BLUEBELL Railway-based B350 Ltd has bought Class 33 D6570 *Ashford*, which had been in long-term storage on the Kent & East Sussex Railway. Once at the Bluebell, it will undergo a commissioning programme to ensure it is reliable for service, and will also undergo bodywork and roofing repairs to make it weathertight.

→ A NEW café has opened its doors at Heywood station on the East Lancashire Railway, housed in a converted BR Mk.1 BG coach. The Whistlestop Café is run local hair and beauty salon owner Michelle Worthington and her business partner Mark Redfern.

→ PLANS to renovate the redundant Grade II*-listed Ryde tramway pier have been unveiled as part of the £96.5 million Ryde Gateway Project. Wightlink has submitted plans to the Isle of Wight Council to develop it into a dedicated cycle and pedestrian walkway. Added to the pier structure in 1864 to provide a horse-drawn tramway, it was taken out of use in 1969.

West Somerset launches £1m SOS appeal – and two galas announced

By Robin Jones

THE West Somerset Railway has launched an SOS appeal to its shareholders, stakeholders and supporters for £1 million to see it through to May 2022.

It follows the WSR's two appeals against the rejection of its £432,200 second round bid to the Government's Department of Culture, Media and Sport's Culture Recovery Fund for Heritage. It received £864,900 in the first round last October.

The railway is preparing for an expected 2021 trading revenue shortfall for the truncated operating season, due to fewer trains running and a reduced capacity resulting from Covid-19 restrictions, combined with delays on the completion of the new £1 million Seaward Way level crossing which has prevented trains reaching Minehead.

Officials hope to raise much of the appeal money through monthly donations by members of the public, from as little as £5. The WSR plc board is also actively looking at launching another share issue appeal to help raise funds from its



The West Somerset Railway Heritage Trust has appointed volunteer guard, booking clerk and travelling ticket inspector Mike Thompson, who has a business background with more than 30 years in aviation leadership roles, as its new chairman from the next annual general meeting. WSRHT

8000-plus existing shareholders or new subscribers for specific projects needed on the line.

The plc is also seeking backing from its supporting charities, the West Somerset Railway Association and the West Somerset Railway Heritage Trust, via targeted expenditure.

WSR plc chairman Jonathan Jones-Pratt said: "Naturally, we are bitterly disappointed not to have gained this valuable and much-needed second round of grant support from the Department of Culture, Media and Sport.

Emergency fund

"Given this bad news, we simply had to launch another SOS emergency survival fund appeal for up to £1 million.

"We are still receiving donations every week because people believe so strongly in our railway. Long may that continue to be the case, and let's try to raise the £1 million as soon as possible – maybe more!"

The delay in Somerset County Council completing its replacement of the Seaward Way crossing has led to WSR services terminating at Dunster, with weekend passengers ferried on to Minehead by bus.

Minehead's MP Ian Liddell-Grainger demanded a full explanation of a "farfetched" situation which has left the town without trains this summer.

The railway, which had hoped to begin using the new crossing in September, issued a joint statement with the council which said: "This is a complex project involving a number of agencies and equipment suppliers and it has unfortunately been hit hard by the Covid crisis. There have been supply chain issues for some key parts, and most of the specialist rail contractors needed are currently required by Network Rail for vital works across the main UK network.

"Initial planning started in 2018 and the design was completed in 2020. It was finally approved by the Office of Rail and Road in February. Despite the difficulties, it's anticipated the crossing will be operational in time for the festive season."



The Williton-based Diesel & Electric Preservation Group expressed disappointment that the upgrade to the Seaward Way crossing in Minehead has been delayed, resulting in loss of services that were to have been diesel-hauled. Class 47 No. 47077 (D1661/47613/47840) North Star has now gone on hire to the North Yorkshire Moors Railway for a minimum of two years after receiving treatment for bodywork corrosion since its withdrawal from traffic in late 2018. It has been reliveried in BR blue with its first TOPS number, which it carried when allocated to Cardiff Canton in the late 1970s. The WSR has also agreed that the group's Class 33s will operate in multiple on August 21 to mark the 60th anniversary year. Class 35 'Hymek' D7018 will also haul one of the Bishops Lydeard to Dunster and return services on July 17 and 31, August 14 and September 25. DEPG

Jon also expressed surprise at an article in the summer edition of WSR Journal which raised the possibility of selling off the 'Quantock Belle' dining train because its ability to turn a profit has been questioned, and that money raised from such a sale could be used elsewhere on the line.

Gala plans

Jon said: "The company is in the process of finalising a short-term agreement with the WSR for the use of the set during the 2021 season, primarily to offer the full dining experience to customers who booked in 2020 and who we expect to carry on the railway from the end of August onwards.

"Once these trips have been completed, the plc, working in conjunction with the association, will undertake a review of the role of the 'Quantock Belle' on the WSR. There have been no decisions reached and it would be premature to reach any

conclusions until the review (which will cover commercial, operational and mechanical considerations) has been completed, well in advance of the start of the 2022 season."

Meanwhile, the WSR has announced a mixed traffic gala for September 17/18, with diesel-only haulage on the Friday (Class 35 'Hymek' D7018 and Class 33s D6566 and D6575), a mix of steam (GWR 2-6-2T No. 5199, WSR 2-6-0 No. 9351 and 4-6-0s Nos. 7822 *Foxcote Manor* and No. 7828 *Odney Manor*), and diesel on the Saturday, and then a steam-only service on the Sunday.

Trains are expected to run between Bishops Lydeard and Blue Anchor and Dunster, with a heritage bus link to Minehead and possibly a few workings from Bishops Lydeard to Norton Fitzwarren.

The same steam locomotives will be rostered for the October 1-3 autumn steam gala, with the possibility of a guest engine.

Matched funding move to complete Swanage Railway's new carriage shed

THE Swanage Railway Trust has offered to match pound-for-pound donations for a £240,000 carriage shed at Herston.

The trust issued a challenge whereby it would match up to £9210 in the 10 days prior to June

30, as we closed for press, or sooner if the £65,000 target allowing construction work to resume was reached.

The money was needed by the end of June so that the steel structure can be ordered, delivered

to the site and constructed during the winter of 2021, for the shed to be completed in 2022.

Work on the shed east of Herston Halt, on the outskirts of Swanage, began in January 2020 but stopped two months later due to the first

Covid-19 lockdown. Work resumed in May 2021.

So far, £223,580 has been raised through donations, which are invited at www.swanagerailwaytrust.org/carriage-shed-appeal



The Llanelli & Mynydd Mawr Railway has acquired two Class 143 'Pacer' DMUs following their withdrawal from main line service. No. 143606 arrived on June 1 and No. 143607 on June 23/24 following their donation by Porterbrook, joining Class 142 No. 142006, which arrived on February 15 (issue 178). The South Wales Railcar Group will restore, operate and maintain the trio at the railway, which is now in the unique position of being home to both types of 'Pacer' operated in South Wales. No. 142006 gave public rides during the venue's first post-pandemic open day on June 26, and a 'Pacer' gala is being planned for Saturday, August 28. Visit www.llanellirailway.co.uk for details. LMMR

New supplier found for Patriot axle

A NEW supplier has been found to provide a replacement axle for new-build LMS Patriot No. 5551 *The Unknown Warrior*.

As reported in issue 280, one of the trailing driving wheel castings for the Fowler 5XP 4-6-0 will have to be scrapped because of cracking, and a new axle is also needed for the trailing driving wheelset, the original axle having been cut through after it proved impossible to press the wheels back off the ends.

An 18-month lead time had been anticipated for a new axle from a South African supplier, but a new supplier has now been found, and will speed up delivery.

The remaining driving wheels are also to be shotblasted and tested for cracks at Riley & Son (E) Ltd. The locomotive itself is at the West Shed on the

Midland Railway – Butterley, the headquarters of the Princess Royal Class Locomotive Trust, the main contractor for its completion. Here, the left-hand expansion link has been refitted and the inside expansion link removed for assessment.

Heritage Boiler Steam Services of Liverpool, which is building the boiler, has finished fitting the lateral stays. The next job will be the completion of the cast slide bars on the sides of the firebox (which allow the boiler to move backwards in the frames as it expands), followed by the transverse stays.

Devon engineering contractor Leaky Finders is constructing the tender frames, and is about to start work on the brake shaft support brackets, handbrake linkage and support brackets.

North York Moors appoints a new infrastructure manager

THE North Yorkshire Moors Railway has appointed Tim Bruce as its new infrastructure manager.

Tim joins the NYMR post-retirement from infrastructure and engineering specialists Amey, and has more than 40 years' experience of working on main line railways, the last 20 in asset management.

He takes overall responsibility for all aspects of the NYMR's infrastructure.

Tim has been overseeing a number of long-term projects at the NYMR, including the new carriage stable which opens soon, and the introduction of controlled emission toilets.



Tim Bruce at the NYMR's new carriage stable. NYMR

The next big project is the delivery and installation of two new bridges at Goathland next February, as part of the NYMR's Yorkshire's Magnificent Journey Project.



The Lynton & Lynmouth Cliff Railway has carried off its second national accolade this year. As reported in issue 280, it won the Heritage Railway Association (Large Groups) Award 2021 for its Top Wheel installation, and has now been awarded the Transport Trust's coveted Red Wheel award for its unique water-powered nature. The Red Wheel was presented by trust chairman Stuart Wilkinson and unveiled by Coun Andrea Davis, Exmoor National Park deputy chairman and cabinet member for climate change, environment and transport, pictured here with chief engineer Ashley Clarke, at a ceremony on June 9. LLCR

Recalling the branch that served *Heritage Railway's* home town

FOLLOWING the success of a 'virtual exhibition' which commemorated the 50th anniversary of the closure of Lincolnshire's Horncastle branch, the 'real' version is to be staged on Thursdays, Fridays and Saturdays from July 29 to September 24.

Lockdown restrictions prevented Horncastle History and Heritage Society from opening the exhibition at Easter on the exact closure anniversary. Instead, the anniversary was celebrated on the society's website with material from its extensive railway archive.

The town's Joseph Banks Centre in Bridge Street will host the free exhibition.

Society chairman Dr Ian Marshman said: "Today many people don't realise Horncastle ever had a railway, as almost every trace of the station is gone. We hope this exhibition will show how the line changed life in Horncastle."

Opened in 1855, the line closed to passengers in 1954, then to goods on April 7, 1971. Today, much of the route forms part of the Spa Trail between Horncastle and Woodhall Spa.



Great Central Railway 9N (LNER A5) 4-6-2T No. 69804 leaves Woodhall Spa for Horncastle, passing the location of today's Woodhall Spa Cottage Museum which also has several railway exhibits. WILLIAM WOOLHOUSE COLLECTION/ LINCOLNSHIRE COAST LIGHT RAILWAY HISTORIC VEHICLES TRUST

CBE for Chatham dockyard top man

THE former chief executive of the Chatham Historic Dockyard Trust has been awarded a CBE for services to heritage in the Queen's Birthday Honours 2021.

Bill Ferris OBE, DL, held the position for almost 20 years before retiring in August 2020.

He said: "The Historic Dockyard Chatham has become a leader in the field of heritage-led regeneration and education within a superbly restored heritage environment. To me, CBE can only stand for one thing – Chatham's Brilliant Effort."



Friends and business partners: Chris Dickerson (seated) and Brian Moakes, whose joint ventures included auction houses Paddington Tickets and Sheffield Railwayana. Chris was a keen railwayana collector himself, with a love of Britannia Pacifics.

GEOFF COURTNEY



Sad loss: BR Standard 4MT No. 80136 drifts across New Bridge level crossing on the North Yorkshire Moors Railway near Pickering with the 12.30pm 'Moorlander' Pullman train from Grosmont on June 17. The 2-6-4T is passing an impressive trackside floral display as it slows in readiness for an exchange of single-line tokens with a signalman. Volunteers and staff are mourning the sudden loss of Chris Dickerson, a trustee of the railway with which he was actively involved following his move from Bedford to Pickering in 2014.

BARBARA PRINCE

Chris Dickerson's death stuns NYMR and railwayana auction movement

By Geoff Courtney

CHRIS Dickerson – a career railwayman who was a leading light in the country's vibrant railwayana auction scene and in recent years a board member of the North Yorkshire Moors Railway Trust – died unexpectedly on June 6 at the age of 69.

A proud Essex lad, Chris was born in October 1951. On leaving school he started a 30-year railway career in 1968 that included posts in the TOPS office at the vast former Great Eastern Railway Temple Mills marshalling yard near Stratford and, prior to retirement in 1998, with Freightliner in Paddington.

Britannia fan

As shocked family and friends, railwayana collectors, and members of the NYMR came to terms with the news of his death, former business partner Brian Moakes spoke of Chris's love of railways and subsequently railwayana, which he began collecting in 1970.

"It began with him seeing Britannia locos at Liverpool Street, and his interest in the class continued when

he became a railwayana collector and started buying 'Brit' nameplates and smokebox numberplates," said Brian.

"His other area of collecting was enamel totem station signs, some of which he bought direct from BR. He still had his Chapel-en-le-Frith totem that cost him 10 shillings."

Brian first met Chris in 1990. "I responded to an advertisement he had placed in a magazine selling railwayana, and as he lived at that time only three miles from me, I telephoned him for a chat. After this we travelled together to auctions.

"I discovered he had an enthusiasm for tickets, and as there were then no regular auctions specialising in tickets we decided to start our own, which we launched as Paddington Ticket Auctions in September 1991.

"Due to Chris's enthusiasm and optimism this quickly flourished, and we branched out into London Transport-themed sales that included hardware and paperwork as well as tickets. This further developed in 2000 when we joined Ian Wright, of Sheffield Railwayana, to carry out his postal auctions of printed ephemera."

By this stage the pair's bandwagon

was at full speed, and they expanded their interest in railwayana auctions in 2005 when they bought Sheffield Railwayana from Ian, which they ran for seven years before selling it to Great Central Railwayana in 2012.

Goathland stationmaster

In 2014 Chris and his wife Joanna, who had five children, moved from Bedford to Pickering in North Yorkshire, and Chris soon became involved with the NYMR, often as stationmaster at busy Goathland and subsequently as a trustee. Joanna too became a volunteer.

"By 2018 the railway was becoming an important part of Chris's life and we sold Paddington Tickets, also to Great Central, although his love of tickets continued through his Old Railway Tickets website, which thrived until his sudden loss," said Brian, who runs the Paperchase quarterly auction of transport literature and paperwork.

John Bailey, chairman of the NYMR Trust, said: "Chris brought a wealth of experience to the trust board as a long-service railwayman. Important though that was, what shone through was his enthusiasm, commitment and willingness to take on tasks

wherever he could help – and always with an engaging sense of humour. Fortunately the trustees were able to recently meet face-to-face to plan future strategy after months of online video sessions. As always, Chris was a significant contributor.

"I shall treasure the memory of our last meeting and take some comfort from knowing that, even though he is no longer with us, his participation in that event will be a lasting influence on the railway's future.

"Great though the railway's loss is, it is nothing compared with that of Joanna and their family, and I am sure his many friends on the NYMR will want to join us in sending our heartfelt condolences to them."

Simon Turner, boss of GW Railwayana Auctions who had known Chris for many years, saw him just days before he passed away.

"Hearing about his death was a real shock," he said. "I occasionally had business dealings with him, and found him a genuinely nice guy and pleasant to deal with."

Chris's funeral was held at East Riding Crematorium, Octon, Driffild, on June 28.

Swindon & Cricklade Railway plans gala to mark 60 years since line's closure

THE Swindon & Cricklade Railway is to hold a gala on September 12 to commemorate 60 years since the closure of the Midland & South Western Junction Railway, part of which is now occupied by the heritage line.

The railway's Vintage Weekend is back on

August 7/8 with traction engines, classic vehicles, live music, and a beer tent.

A military weekend will be held on September 25/26.

Volunteer Allan Bott said: "Hopefully as restrictions ease further, we can host bigger

events and have a steadier stream of income."

Meanwhile, police were investigating a suspected arson attack which destroyed a restored box van at Blunsdon early on June 7. Windows and doors of a nearby carriage were also smashed.



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Star of The Railway Children prepares to steam at KWVR

By Toby Jennings

LANCASHIRE & Yorkshire Railway 'Ironclad' No. 957 is on the brink of returning to steam, in time for the belated anniversary celebrations of its starring role in the movie classic *The Railway Children*.

The Barton Wright Class 25 0-6-0 has been undergoing a 10-yearly overhaul at its Keighley & Worth Valley Railway home. It had been hoped to have it back in steam last year for the 50th anniversary of its appearance as 'The Green Dragon' in the 1970 film, but the pandemic meant that any such events were postponed – although, as reported last issue, the KWVR has been used this summer for the filming of a sequel to the original production, entitled *The Railway Children Return*.

Close to completion

KWVR chairman Matthew Stroh said: "We are keeping a close watch on the changes to the rules and working around when No. 957 will be back in traffic, but we are hoping to have a celebratory event in August."

Mike Curtis is a trustee of the 'Ironclad's' owner, the Bowers 957 Trust, and has led the volunteer team carrying out the overhaul. He told *Heritage Railway* in June: "The current

plan (subject to change) is to have the cold boiler exam completed in early July, followed by steam tests, an in-steam exam, and running-in during July or early August.

"We will then complete the painting before it enters traffic, hopefully sometime before the end of August."

The engine is receiving the fictional Great Northern & Southern Railway green livery it wore for the original big-screen version 51 years ago – but will later revert to BR black as No. 52044.

Mike said: "The loco will continue in its film livery until the end of the season. A decision as to when it takes up the BR guise will be made then."

Recent work on the 1887-built Beyer Peacock machine has included the remounting of the bushes on the right-hand coupling rods, fitting a new main steam pipe elbow, and realigning two of the tender axlebox bearings. Steam-heating apparatus has also been fitted but it is still to be tested.

The 'Ironclad' was the second steam locomotive to be privately purchased from BR for preservation following Captain Bill Smith's acquisition of GNR J52 0-6-0ST No. 68846 from King's Cross 'Top Shed' in 1959. L&Y enthusiast Tony Cox bought



LYR 'Ironclad' 0-6-0 No. 957 at Haworth on June 11, being repainted into the green livery it wore for *The Railway Children* in 1970. JOHN SAGAR

No. 52044 from BR in March 1960, the locomotive having been withdrawn the previous year.

Another film credit

Initially keeping it at the Royal Ordnance Factory at Retford, he moved it to the KWVR in 1965, and it returned to steam four years later

for the filming of *The Private Life of Sherlock Holmes*.

It saw occasional use at the KWVR until 1975, its ownership being transferred to the Bowers 957 Trust 20 years later.

Restored to working order in 2002, it last ran in January 2013 with the expiry of its boiler certificate.

A 'Teddy Bear' all of their own! Couple buy Class 14

MID-NORFOLK Railway general manager George Saville and his catering manager wife Marie love 'Teddy Bears' so much that they have bought one themselves.

The proud pair are now the owners of Class 14 0-6-0DH D9520, which was previously based on the Nene Valley Railway and has now been moved to Dereham.

George said: "I learned to drive a Class 14 when I was 21 and have been involved with them for 36 years. Likewise Marie has driven them for many years, and so when the chance came to buy one it was not a difficult decision for us."

"D9520 is a perfect fit for the railway. It is dual braked, so can and will be used for passenger services, but is also ideal for shunting and works trains."

Class 14 diesels have long had the nickname of 'Teddy Bears'. One

explanation of the origin is that George Cole, the erecting shop foreman at Swindon Works where they were built, once said: "We've built *The Great Bear* (Churchward's unique No. 111 which was Britain's first 4-6-2) – now we're going to build a 'Teddy Bear'."

D9520 was built by BR in 1964 as one of a class of 56 designed to replace tank locomotives on short freight and shunting work. They were all originally allocated to the Western Region, but D9520 was one of 33 examples briefly transferred to the Eastern Region at Hull Dairycoates in 1967/68.

The post-Beeching decline in short-haul goods traffic meant that all Class 14s had been withdrawn by the end of 1969. D9520 was one of 23 examples bought by Corby-based Stewarts & Lloyds Minerals Ltd, which



Class 14 diesel hydraulic D9520 is the latest addition to the Mid-Norfolk Railway fleet. MNR

subsequently became part of the British Steel Corporation.

D9520 initially worked at Glendon Quarries near Kettering before moving to Corby Quarries and then, at the closure of quarrying operations, moving to the Corby Tube Works.

In 1981 D9520 was sold into preservation, being initially based at the North Yorkshire Moors Railway, moving to what was then known as the Rutland Railway Museum (now Rocks by Rail) in 1984, before finally arriving at Wansford.

'Green coal' proves to be a winner as Bure Valley pioneers biofuel trials

By Robin Jones

WITH serious questions being asked about the future of coal supplies in an ever-increasingly environmentally-conscious UK and the desire for a carbon-free world, the Bure Valley Railway held the most extensive trials of bio-coal on a heritage steam line in the UK to date.

The tests, a cooperation between members of the Advanced Steam Traction Trust, the 15in gauge Norfolk line and the Heritage Railway Association, took place on June 11 and June 14.

The 10.15am departure to Wroxham on Friday, June 11 burned the usual Welsh coal from Ffos-y-fran as a base comparator under test conditions. The second round trip test train departed Aylsham around 2pm and burned Homefire Ecoal50.

The following Monday saw locomotives fired with Briteflame and Homefire Ovals. All three products are from a range of manufactured

smokeless fuel samples given to the railway for the experiments by CPL Industries.

Andrew Barnes, BVR's managing director, said careful measurements were taken during the experiment.

"Fuel in the tender was weighed," he explained, "and the amount of water consumption and ash left in the ashpan and smokebox were also measured. Transducers were rigged to a computer in the lead carriage to measure smokebox vacuum, exhaust performance, and speed.

Reduced emissions

"All three fuels functioned well but Homefire Ecoal50, made up of 50% biomass, notably crushed olive husks which would otherwise end up in landfill with the associated risks of methane, and 50% traditional solid fuel fines was an unqualified success, giving the same performance as our usual Welsh coal while emitting up to 40% lower emissions."

The ASTT produced the protocol, provided the equipment and supervised the trials. Chairman, John Hind said: "We are not only looking at performance here but at how the bio-fuel burns and what will be acceptable to passengers.

"Homefire Ecoal50 is the nearest to recreating that unique ambience visitors expect, recreating the smell of heritage steam."

The results from the trials were as follows: Homefire Ecoal50 came out on top with an exact match for the performance of coal; Briteflame showed 80-85% of the performance of coal but with significantly higher



Bure Valley 2-6-2 No. 6 Blickling Hall, seen at Aylsham station, was used for the biofuel trials. HRA

ash output; and Homefire Ovals had 95% of the performance of coal.

HRA CEO Steve Oates attended the tests and said: "It's excellent to see one of our member railways taking the lead. The timing couldn't have been better.

"As carbon came under the spotlight at the recent G7 summit, a UK steam railway has been testing an alternative to fossil fuel.

"Although heritage steam only produces 0.023% of total UK carbon emissions, we continue to be very focussed on finding ways to reduce this further."

Andrew added: "The trials have been a positive step forward for the future of heritage steam and suggest that, certainly for 15in gauge lines, we now have two viable alternatives to coal.

"More trials will, of course, be needed under controlled conditions for larger narrow-gauge and standard gauge steam.

"We are all in this together and we want to find a solution that will

work for the lines that use a couple of thousand tonnes of coal through to the operations like Bure Valley using about 100 tonnes a year."

The trials were also attended by a representative of Network Rail.

Transition period

CPL Industries sales director Julian Martin said: "CPL industries is keen to play its part in supporting the heritage industry in its journey to transition to renewable biofuels.

"Homefire Ecoal50 is a second generation biofuel and we are working towards manufacturing a 100% renewable smokeless fuel made from unwanted biomass materials, which could be tailored to meet the unique requirements of different types of steam engines.

"CPL industries currently imports 200,000 tonnes of coal a year for use by our industrial, domestic and heritage customers, and we feel uniquely placed to play a key role in helping our customers move towards a low carbon and renewable future."



Ecoal measured into quantities for 15in gauge locomotive use. HRA

The line with its own 'fire brigade' is right on track

THE risk of trackside fires in dry, hot spells has always presented a challenge to railway operators using steam locomotives. However, the award-winning Dartmouth Steam Railway tackles the problem with a fire train of its own!

At about 4pm on June 8, a fire engulfed a bush alongside the line which, witnesses said, broke out seconds after a steam train passed.

Smoke from the blaze could be seen as far as Goodington Sands as it climbed its way over Torbay.

The skipper of a pleasure boat in the bay was among the first to raise the alarm, and fire crews asked the railway for assistance.

The railway's management responded immediately, despatching its own fire train to the affected embankment.

The diesel shunter-hauled train comprises a bowser made from a former petrol tanker holding 37,000 litres, plus a brake van. It has a Godiva high

delivery pump and was built in partnership with the Devon & Somerset Fire & Rescue Service.

The fire train was developed in 2016 and has proved highly successful ever since. The fire service has requested that it is used in conjunction with its appliances whenever possible.

A DSR spokesman said: "As a steam railway can be prone to lineside fires, we do take steps to mitigate them as much as possible, such as limiting the number of coaches and rostering more powerful locomotives during times of extreme heat.

"We have also installed natural fire breaks along the area bordering residential homes and public footpaths. However, even with these measures, lineside fires do unfortunately break out occasionally.

"Fires can be very disruptive to the business, so in 2016 we took the decision to build our own in-house fire train.



The Dartmouth Steam Railway's fire train in action. DSRRC

"Having an in-house appliance allows lineside fires to be tackled more quickly and safely, thereby reducing the need for the fire service to access the track."

Earlier this year, the line won the Heritage Railway Association's Outstanding Visitor Attraction award.

'Terriers', triple-header and tube train at the Isle of Wight 50th anniversary celebration

By Toby Jennings

FIFTY years after its opening, the Isle of Wight Steam Railway is still recreating old parts of the island's railway history – and preserving new ones.

For its 50th anniversary gala on June 4-6, it shipped LBSCR 'Terrier' No. 2678 *Knowle* back across the Solent for the first time in 85 years, while displaying a new acquisition more than eight decades old.

The Stroudley A1X 0-6-0T, visiting from the Kent & East Sussex Railway, was temporarily renumbered with vinyl overlays and nameplates as No. W14 *Bembridge*. This was one of two numbers – the other being No. W4 – that it wore during its stint on Vectis from 1929 to 1936, although it then carried Southern Railway olive green rather than the wartime black with 'sunshine' lettering which it currently wears.

Three for the price of one

One of the highlights of the weekend was a line-up of three island locomotives at Wootton on the Saturday morning, with the visiting 'Terrier', resident classmate No. W11 *Newport*, and LSWR O2 0-4-4T No. W24 *Calbourne*.

This followed what is believed to be the line's first-ever triple-header, with all three engines running together from Havenstreet. Although double-headers were seen on the Ventnor line in steam days, weight restrictions on

Right: LSWR O2 0-4-4T No. W24 *Calbourne* approaches Woodhouse Crossing with an evening Smallbrook Junction-Wootton train on June 5. This crossing, about halfway between Havenstreet and Wootton, was the extremity of the loWSR's operations when it reopened on April 12, 1971. TOBY JENNINGS



the drawbridge over the River Medina at Newport meant locomotives could only cross one at a time.

Taking its place on display in the Train Story visitor centre at Havenstreet was a newly-preserved item which was constructed just four years after *Bembridge* left the island, yet has only just come out of service there – 1940-built Class 483 tube train No. 483007. The 1938-designed two-car London Underground unit was donated by South Western Railway after withdrawal from service on the Ryde-Shanklin Island Line.

Having been in service for only a week following an overhaul, it is in working order and could potentially run again on battery power in the future.

Morning papers

Flagship O2 *Calbourne*, recently outshopped from overhaul in the Southern Malachite green livery it wore when it hauled the line's first trains in 1971, recalled scenes from those early days by running with the SECR and LBSCR bogie coaches, as well as recreating a steam-era island newspaper train for an early morning

run on the Sunday – departing from Smallbrook Junction at the time the original Sunday morning newspaper trains passed this location on the line to Shanklin and Ventnor.

The 'Terriers' took charge of the four-wheeled stock, including Isle of Wight Railway Oldbury carriage No. 10, and demonstration goods trains.

With a limit of 650 tickets per day, including 100 rover tickets, to ensure social distancing, the final visitor count for the weekend was 1835. "The only disappointment was turning people away," said loWSR general



Visiting 'Terrier' No. 2678 *Knowle*, carrying its island identity of No. W14 *Bembridge*, leads resident 'Terrier' No. W11 *Newport* and O2 No. W24 *Calbourne* towards Wootton on the morning of June 5. JOHN FAULKNER



manager Steve Backhouse.

"We could have comfortably sold more than we did but we had to be sensible. But it's still comparable to previous events, because people are spending a lot – half-term the week before was a record, except for the Island Steam Show – we took £100,000, and the equivalent week in 2019 was £70,000.

"So we're very happy with that. We can get really high capacity because we've got the perfect trains for social distancing."

*See also Off The Shelf - page 83.



Above: Three Isle of Wight locomotives line up at Wootton station on June 5, with (right to left) visiting 'Terrier' No. 2678 Knowle (as No. W14 Bembridge), O2 No. W24 Calbourne, and 'Terrier' No. W11 Newport.
TOBY JENNINGS

Left: Ex-Island Line tube train No. 483007 on display in Train Story at Havenstreet on June 4. TOBY JENNINGS



The recreated No. W14 Bembridge awaits departure from Havenstreet as No. W11 Newport passes through non-stop on June 5. TOBY JENNINGS

The *Prince* of Statfold Barn!

Words and pictures by Robin Jones

FOURTEEN locomotives were in steam at the Statfold Barn Railway's June 12/13 Trangkil 50 enthusiasts' weekend, which marked several milestones.

The event celebrated the 50th birthday of Hunslet 0-4-2ST No. 3902 of 1971 *Trangkil No.4*, the last steam railway locomotive built in Britain for commercial as opposed to heritage or enthusiast purposes, 11 years after BR Standard 9F 2-10-0 No. 92220 *Evening Star* emerged from Swindon Works.

The locomotive was supplied for use on the Trangkil sugar mill estate in Java, where it worked for more than 30 years. Enthusiasts had long known about redundant locomotives in Indonesia but believed it would not be possible to buy one for preservation. However, Statfold founder Graham Lee proved them wrong and brought *Trangkil No. 4* back to the UK. Of immense historical importance, it became the first steam locomotive in the Statfold collection.

The weekend, attended by more than 1000 people, also saw visiting Ffestiniog & Welsh Highland Railways England 0-4-0STT No.2 *Prince* run on the line for the first time.

Making its heritage-era debut and

steaming for the first time in 56 years was Barclay 0-4-0WT No. 1991 of 1931 *Cegin*, which was supplied new to the Burnhope Reservoir railway in Weardale and sold in 1936 to the Penrhyn Quarry railway. In 1965, it was among six Penrhyn locomotives bought by Tennessee antiques dealer CB Arnette and exported to the USA for auction. *Cegin* ended up in Puerto Rico.

New acquisition

All six Arnette purchases are now back in the UK, *Cegin* having arrived at Statfold in April 2016. During its gala debut, it double-headed with Avonside 0-4-0T No. 2067 of 1933 *Marchlyn*, which was also supplied to Burnhope Reservoir and ended up at Penrhyn.

Another debutant was Bagnall 0-4-2T No. 3023 of 1953 *Isaac*, which was built for the Rustenberg Platinum Mines in South Africa, repatriated in 1982 and then spent seven years in Lynton & Barnstaple Railway traffic, arriving at Statfold in February.

In the Roundhouse, visitors were able to view Statfold's latest acquisition, Hudswell Clarke 3ft gauge 0-4-0ST No. 573 of 1900 *Handy Man*.



No. 2 *Prince* stands at the head of a passenger service at Statfold Junction on June 12.

The unrestored locomotive has been permanently transferred to Statfold Narrow Gauge Museum Trust by the Science Museum Group.

Built for the Burton Ironstone Company in Northamptonshire, *Handyman* spent its operational life moving ironstone at quarries across the East Midlands before ending up at Scaldwell Quarry, which ceased operations in 1963. Saved from scrapping by a group of enthusiasts, it was never fully restored and was acquired in 2008 by the National Railway Museum to feature in a proposed display on railway construction, which was never completed. It was listed for transfer by the Science Museum Group in June 2020.

Statfold trustee Henry Noon said: "We are delighted to have *Handy Man* at the Statfold Narrow Gauge Museum Trust. Not only does it

add to our Hunslet and Hudswell Clarke theme, it also adds to the narrow-gauge story being told in our dedicated Narrow Gauge Museum, being our only 3ft gauge locomotive. *Handyman* will now undergo a thorough cosmetic restoration to the same standard we applied with Hunslet 0-4-0ST No. 299 of 1882 *Hodbarrow*."

Andrew McLean, assistant director and head curator of the NRM, added: "This is a very positive development which will restart the restoration of *Handy Man*, which, given the amount of work required and the resources available, would not be a viable project for the NRM. Transferring the locomotive to a new owner in a more appropriate setting, will ensure it can be restored and returned to public display, for people to enjoy."

The gala also saw Hunslet standard gauge 0-6-0ST No. 469 of 1888

Visiting England 0-4-0STT No. 2 *Prince* heads a passenger service to the Statfold Barn Railway's current terminus at Cogan Halt. There are plans to extend the running line to Statfold Junction, in effect creating a loop.





Birthday boy: Hunslet 0-4-2ST No. 3902 of 1971 Trangkil No. 4 hauls a passenger train at Strawberry Park Halt.

Hastings make first public runs in 56 years following its overhaul at Statfold's workshops for current owner Mike Hart. It ran light engine up and down the venue's multi-gauge demonstration line.

Built for Manchester Ship Canal contractors TA Walker, it originally carried the name *Liverpool* and was renamed during the building of the Bexhill West branch by the Crowhurst, Sidley & Bexhill Railway in 1898. In 1935 it moved to Sproxton Quarry in Leicestershire, from where it was bought in 1963 by the newly-formed Kent & East Sussex Locomotive Trust. It steamed once at Tenterden on April 18, 1965, but not again until now. In the intervening years it has been based at Mangapps Farm Museum and the Elsecar Heritage Railway, while the boiler underwent major repairs at the North Norfolk Railway. It is now being lined up to make a return visit to the KESR.

Also present during the gala but not on view was privately-owned ex-Dinorwic Quarry Hunslet No. 678 of 1898 *Jonathan*, which is housed in the now-private Lytham Creek Motive Power Museum at Helical Technology, Lytham.

It will be on show, but not running,

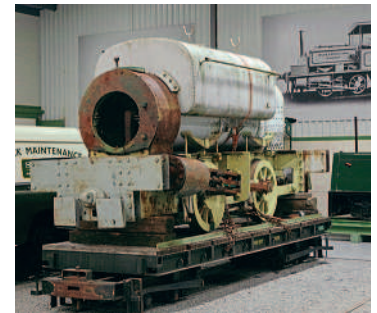


during Statfold's next big event, the 150 Years of the Quarry Hunslet gala, running from 9am to 4pm on July 10/11. It was in 1870 that the first Quarry Hunslet was ordered for Dinorwic Slate Quarry, and the design became synonymous with the slate industry of North Wales.

The event will also see two more Ffestiniog & Welsh Highland visitors: Quarry Hunslets No. 554 of 1891 *Lilla*



Repatriated Barclay 0-4-0WT No. 1991 of 1931 *Cegin* is the latest addition to the UK heritage steam fleet.



Above: Ripe for restoration, the Hudswell Clarke 3ft gauge 0-4-0ST *Handy Man* has been given to Statfold Barn by the National Railway Museum.

Left: For seven years a familiar sight on the modern-day Lynton & Barnstaple Railway, Bagnall 0-4-2T *Isaac* made its Statfold gala debut on June 12.

which ran at Cilgwyn Quarry and later Penrhyn Quarry, and No. 707 of 1899 *Britomart* which worked at Pen-y-Orsedd Quarry.

When Graham was chairman of the family-owned LH Group, which supplied railway engineering services, it acquired what was left of the Hunslet Engine Company in 2005. After Wabtec acquired the LH Group in 2012, Graham retained the

rights to produce steam locomotives under the Hunslet name via a new company, Statfold Engineering Works Ltd. The first 21st-century new Quarry Hunslet was 0-4-0ST No. 3903 of 2005 *Statfold*, followed by No. 3904 of 2005 *Jack Lane*.

Book for Quarry Hunslet 150 at <https://statfoldbarnrailway.digitickets.co.uk/category/27826>.

➔ See also *Off the Shelf*, page 83.



Above: Due to appear on static display during the July 10/11 Quarry Hunslet 150 gala, Hunslet No. 678 of 1898 *Jonathan* is seen newly arrived from its Lancashire home. JOEY EVANS/SBR

"The weekend was attended by more than 1000 people."

Left: Newly-restored Hunslet standard gauge 0-6-0ST No.469 of 1888 *Hastings*.



Rediscovered: The two foundry wagons which ran on the 18in gauge internal system at Horwich Works.
ANDREW WALDRON



Could rediscovered wagons launch an 18in gauge museum?

By Mark Smithers and Robin Jones

TWO 'forgotten' wagons used on the internal 18in gauge system at the Lancashire & Yorkshire Railway's Horwich Works have been rediscovered during the demolition of the erecting shop.

The £262 million Rivington Chase regeneration scheme was granted outline permission in 2015 for 1700 homes and associated retail and leisure space on the former industrial site. The wider locomotive works redevelopment is being masterminded by Bluemantle, a property company, alongside Bolton Council, Homes England, HKR Ltd., and Network Rail.

Current redevelopment on the site of the now mostly demolished works has provided scope for a new opportunity to provide a museum for what has hitherto been a relatively neglected part of UK railway heritage.

The last major British railway works to be established on a greenfield site, Horwich Works was established in 1883 by L&Y consulting engineer and director John Ramsbottom, who retired as LNWR locomotive superintendent in 1871.

Heritage plans

He advocated an 18in gauge internal transport system similar to that he had installed at Crewe.

Originally extending to 7½ miles, eight locomotives were built for it between 1887-1901, including 1887-built Beyer Peacock 0-4-OSTs *Wren* – which is displayed in the visitor entrance to the National Railway Museum at York – and *Dot*, an exhibit in the award-winning Narrow Gauge Railway Museum at Tywyn Wharf. The other six engines were built at Horwich.

The Horwich system was used to move components around the works,

and *Wren* was fitted with a strongbox on the tender for distributing wage packets. The first locomotive was withdrawn in 1930 and by 1948 *Wren* was the last, finally taken out of service by September 1961 and placed on static display inside the works.

The redevelopment's heritage plans have recently been released. Careful consideration was taken during the dismantling of the erecting and repair shops to preserve key artefacts, including the cast iron pillars once prevalent in the works buildings, and these will now be incorporated into the proposed playground and memorial parks dotted around the site.

More significantly, two original locomotive works buildings will be restored to their former glory.

Indicative plans have been proposed to transform the former millwrights shop into a mix of a heritage venue, community health and wellbeing centre, and a retail, food and drink hall.

The former pattern makers building is set to be renovated into a 166-space multi-storey car park within the existing building structure, open at roof level.

The original schematic proposals envisaged the acquisition on loan of 'Lanky' 2-4-2T No. 1008 from the NRM and placing it within a covered structure in a plaza close to the millwright's shop.

However, it is now thought that the cost of moving the locomotive and housing it properly at Horwich would be too great, and would also take up a huge amount of potentially useful retail space – with little added benefit.

The two foundry wagons (of similar design to the one that formed the basis for *Wren's* tender) were found

Seen on display inside the National Railway Museum, 1887-built Beyer Peacock 0-4-OST *Wren* is one of two steam locomotives which survive from the Horwich Works internal system.
ROBIN JONES



in the basement below the erecting shop, opening the door for another opportunity.

18in gauge museum?

Given their survival, the third being 1865-built LNWR 0-4-OST *Pet* from Ramsbottom's Crewe Works system and now also displayed inside the NRM, along with the survival of other relevant artefacts at Crewe, Old Sawley and Waltham Abbey, there would be much potential for a museum of the 18in gauge works railway within the heritage sector of the site.

It has been suggested that funds for such a scheme could be raised

by bringing Horwich Works Ruston Hornsby 4wDM ZM32 on a visit from the Steeple Grange Light Railway with suitable rolling stock on a temporary track.

The new-build *Nipper* currently under construction – as outlined in issue 239 of *Heritage Railway* – could also be used on such a track, possibly in conjunction with a suitable new-build passenger vehicle.

When compared with other projects currently in progress on the preservation scene, the cost of an 18in gauge works railway museum would be relatively modest and has the potential to be a great asset to the Horwich redevelopment.

Royal honour for Amerton Railway's volunteer team

THE Amerton Railway has been honoured with The Queen's Award for Voluntary Service after almost a third of a century of progress.

The highest award a voluntary group can receive in the UK, it was created in 2002 to celebrate the Queen's Golden Jubilee. Winners are announced each year on June 2, the anniversary of the Queen's Coronation, and this year also includes the Heaton Park Tramway (see separate story, page 43).

The 2ft gauge line has its origins in the restoration of Bagnall 0-4-0ST No.1491 of 1897 *Isabel*, which had been displayed on a plinth outside the manufacturer's premises and then Stafford station following the end of its working life. Volunteers began its restoration at a council depot in Stafford in 1987.

Staffordshire Narrow Gauge Railway Limited, a registered charity, began building the railway in 1990 in a field at the side of Amerton Working Farm at Stowe-by-Chartley.

Its first trains ran in 1992, and 10 years later the railway was completed as a mile-long full circuit with two passing loops.

Railway representatives will receive the award and certificate from Ian Dudson CBE, Lord-Lieutenant of

Staffordshire, later this summer. Depending on Covid-19 restrictions at the time, two volunteers will attend a garden party at Buckingham Palace in May 2022, along with other recipients of this year's award.

Chairman Pete Gully said: "It is amazing to see what our volunteers have accomplished here at Amerton Railway, and we are honoured to receive this award."

"Being able to engage with our local communities and visitors and share our knowledge about the locomotives, rolling stock and other artefacts we have on site is a pleasure."

"We would like to say thank you to our volunteers, both past and present, and to the local community for their ongoing support."

The railway will host its summer steam gala, Staffordshire Engines II, over the weekend of July 17/18, featuring five locomotives built in the county.

The event will see the first steaming together in more than 70 years of Kerr Stuart Wren 0-4-0STs *Lorna Doone* and *Peter Pan*, both now in full Devon County Council liveries.

Also running will be *Isabel*, Kerr Stuart 0-4-0T *Diana* and Hunslet 0-4-0ST *Jennie*.



Kerr Stuart Wren No. 4250 of 1922 *Lorna Doone*. JOHN STRIKE



Kerr Stuart Wren No. 4256 of 1922 *Peter Pan*, newly restored in Devon County Council livery. ANDY ELSHAW

Colne Valley Railway-based 'Black Five' restoration groups purchase land

BOTH 'Black Five' owning groups at the Colne Valley Railway have purchased the land on which their ex-Barry scrapyard locomotives are being restored.

45163 Ltd, which owns the Stanier 4-6-0 with that number, and the British Enginemen Steam Preservation Society, owners of No. 45293, have bought the land in separate transactions with Australian businessman Chris Young.

He had acquired the entire CVR

from its founder Dick Hymas in 2006, but gave the railway notice to quit the site in 2015 – prompting the purchase of the line by Colne Valley Railway Preservation Limited, which was concluded on November 30, 2016.

Secure future

Along with the new Brewster Interpretation Centre museum, a new reception building and car park, this was funded by a £1.757 million grant from the National

Lottery Heritage Fund. However, this purchase did not include all of the land around the railway, nor the areas housing No. 45163's restoration shed and BESPS' rolling stock.

Their acquisition of the plots for undisclosed sums thus ends a period of uncertainty and is a rare, if not unique, instance of independent locomotive groups owning their land.

Jeremy Dunn, chairman of 45163 Ltd, said: "Now we're confident with security of tenure, we can invest in our facilities and plan for the future."

He paid for the purchase by remortgaging his house, while the BESPS deal was funded by a bequest from volunteer Ron Mills, who died in November 2018 – also leaving money to the Holden F5 Steam Locomotive Trust, builder of new GER 2-4-2T No. 789, and Ravens Heritage Trains, owner of a 1960 Central Line tube train.

BESPS chairman Bill Luckhurst said: "The purchase of our own land is a monumental achievement. It provides stability for the society and the firm foundations to allow

us to achieve our goals.

"It future-proofs the activities of the society and allows us now to move forward with the next stage of No. 45293's restoration."

More land for the railway

Thanks to loans from members, the CVR itself has also bought two further areas of land not included in the 2016 purchase – a section behind the main station building at Castle Hedingham housing the model railway and the volunteers' sleeping car, and the locomotive sidings.

Ownership of the latter means the railway can plan for the erection of a shed, and ways are being explored to fund the estimated £150,000 cost.

Paul Lemon, chairman of CVR Preservation Limited, said: "It puts us in a much better position – now we don't have any critical facilities on land we don't own."

The railway is now negotiating for one more plot of land, Riverside Sidings, on which Bulleid Merchant Navy 4-6-2 No. 35010 *Blue Star* (also owned by BESPS) and Hawthorn Leslie 0-4-0ST No. 1 (owned by CVRPL) are displayed.



LMS 'Black Five' No. 45163 in its restoration shed at the Colne Valley Railway. Its tender frames and boiler are on the left, with the rolling stock beyond belonging to the British Enginemen Steam Preservation Society. The frames of their SMT, No. 45293, are further to the left of the boiler. 45163 LTD

Winifred returns steam to Bala town after over 56 years

By Robin Jones

MORE than 56 years after BR ended rail services to Bala, residents were once able to ride behind steam in the town.

It was on January 18, 1965, that Bala Junction station – where the line to Blaenau Ffestiniog left the Ruabon-Barmouth route – closed to passengers.

However, steam brought the town to life on June 12/13, when the Bala Lake Railway held a free open weekend at the planned terminus of its proposed extension into the town.

Organised by the Bala Lake Railway Society, with significant support from the company's permanent staff and the Bala Lake Railway Trust, and postponed last year because of the

pandemic, a fairground atmosphere drew townsfolk and visitors to the site.

The event, named ReRailed, was possibly the most ambitious ever staged by the railway, and was the conclusion of two months of sheer hard graft by volunteers.

Four organised working days with both large and small teams of volunteers completing tasks big and small had begun on April 17.

The Ffestiniog & Welsh Highland Railways loaned track materials to create a temporary 2ft gauge running line. The track had to be unloaded with a telehandler due to its weight.

Working parties then undertook the task of levelling the track on the very uneven ground. An entire lorry load of aggregate was used, while all 20

tons were hand-shovelled into place by volunteers.

Slate quarry star

The volunteer parties also built a water tower and platform out of sleepers, and the tower was filled by the fire brigade.

The star of ReRailed was Quarry Hunslet 0-4-0ST No. 364 of 1885 *Winifred*, which was supplied new for the Penrhyn Slate Quarry and spent most its working life at Port Penrhyn.

When the quarry switched to diesel locomotives, the steam locomotives were offered for sale. CB Arnette, an American antiques dealer, bought six including Barclay 0-4-0WT *Cegin* (see separate story, pages 20-21) in 1965, and exported them to Murfreesboro, Tennessee, for auction.

Winifred and another two were bought by Tony Hulman, owner of the famous Indianapolis Motor Speedway, home of the Indy 500 race. After displaying it a museum for a few years, it was moved into storage where it stayed for the next half a century. In 2012, *Winifred* was bought by BLR chairman Julian Birley and returned to Wales for restoration. It restreamed in spring 2015.

ReRailed featured *Winifred* hauling a Penrhyn workman's coach that had been temporarily modified for social distancing to give rides. The event also featured a 7¼in gauge miniature railway with steam and electric locomotives, a *Winifred* display by Llanuwchllyn School pupils, a display of classic cars (including legendary Somerset & Dorset Joint Railway photographer Ivo Peter's Bentley Mk. VI), sports cars and motorbikes, attendance by the fire brigade, and model railways.

The final plans for the new Bala station were on display for the first time alongside an earlier model of the original design concept, while Julian gave four well-attended guided tours of the extension route.

A vintage bus provided a regular service linking the ReRailed site to the existing Bala Pen-y-bont station three-quarters of a mile away.

Refreshments were provided by the local butchers' barbeque stall, an ice cream van and a fundraising cake, tea and coffee stand. Cakes were baked and donated by supporters, both local and distant. Railway volunteers were assisted by the local Rotary Club.

An advertising drive was undertaken, with leaflets and posters being distributed to shops, bed and breakfasts, and campsites, while online there was a social media



Steam back in Bala after 56 years: Quarry Hunslet *Winifred* and its Penrhyn workman's coach formed the ReRailed weekend train. ROBIN WILLS/BLR

Lambton tank moves to the heart of GWR territory in Didcot summer visit

LAMBTON, Hetton & Joicey Colliery Railway 0-6-2T No. 29 has moved from its home shed at Grosmont on the North Yorkshire Moors Railway to Didcot Railway Centre for the summer season.

It is the first time that the powerful 1904-built veteran has visited Didcot. It will be a regular performer on the centre's demonstration lines in July and August.

It will work alongside fellow centenarian Avonside 0-4-0ST

No. 1340 *Trojan* (Works No. 1386 of 1897), which returned to steam in May following a £200,000 overhaul, and new Saint 4-6-0 No. 2999 *Lady of Legend*.

No. 29 was built to operate heavy coal trains on the Lambton Colliery Railway in County Durham, which, after mergers, became the LH&JC, with a network of more than 70 miles linking the area's mines with the Port of Sunderland. In common with other locomotives on the LH&JC system, No 29 has a

distinctive rounded cab – necessary to ensure the engines could work through the narrow bore of the tunnel to Lambton Drops – the company's coal staithes at the port.

Didcot's head of visitor experience and marketing, Graham Hukins, said: "We are delighted to welcome No. 29 for the summer and thank our colleagues at the NYMR for allowing her to visit. The prospect of having two locomotives over 100 years old working side by side is very exciting indeed."

The centre is open at weekends and Wednesdays. Coronavirus restrictions are still in place, so tickets are limited and must be booked in advance at didcotrailwaycentre.org.uk. Steam trains will be running on the centre's demonstration line offering unlimited rides aboard vintage carriages, with each group allocated an individual compartment.

→ The Great Western Society at 60: A special anniversary feature on pages 74-79.



Above: The temporary miniature railway's 0-4-0T Ellis greets Winifred and its coach.
THOMAS HAYNES/BLR

Right: Chairman Julian Birley applauds the unveiling of the new Bala running-in board from the footplate of Winifred.
ROBIN WILLS/BLR



campaign to raise further awareness among both local people and the enthusiast community.

The weather for the event was hot and sunny, in great contrast to much of May, which had caused Bala to make the national news for having rainfall 300% above the norm.

At 10.30am on the first day, *Winifred* made its entrance steaming along the 200ft-long line into the platform, whistling continuously to ensure everybody knew it was coming.

At 3pm on the Saturday there were speeches from Julian and local councillor Dilwyn Morgan, who unveiled the new Bala running-in board, a replica of the GWR original.

Springboard

ReRailed exceeded all expectations. The event organiser, the society's vice-chairman Tim Williams, said: "The goodwill generated by ReRailed will now provide us with the springboard needed to secure the planning permission and grants needed to make the extension a reality."

Julian said: "This symbolic occasion

was to demonstrate that the project of the extension of the BLR has come through the pandemic, and it is to reassure the community of residents and businesses that the ultimate day of trains running through to Llanuwchllyn is drawing closer.

"This was an event purely for the community. After such a long time of us all in isolation, it brought together many hundreds of people (socially distanced and in the open).

"There was a tremendous sense of bonding between groups – from the Rotary Club, local traders and residents to car and motor cycle clubs, and, probably most significantly, the local school. They have adopted the principal steam locomotive as a project and produced the most wonderful display.

"The great success of the weekend just goes to reinforce that there continues to be outstanding public support and urgent need for this project to be delivered."

For more information about how to get involved with the project, visit www.balalakerailwaytrust.org.uk/

Bulleid double-decker coaches to be reunited for restoration in Kent

BOTH surviving carriages from Britain's only double-deck trains are to be reunited for restoration.

Southern Railway-designed Driving Motor Brake Third No. 13004, currently at the Northamptonshire Ironstone Railway, is to join sister vehicle No. 13003, which is being restored by the Bulleid 4DD Group at Sellindge in Kent. They are the last surviving vehicles from the two 4DD (four-coach double-deck) electric multiple units designed by SR Chief Mechanical Engineer Oliver Bulleid and built in 1949.

Nick Robinson, the former owner of No. 13004, died recently, and his sons and the Northamptonshire Ironstone Railway Trust have donated No. 13004 to the Bulleid 4DD Group.

A date has not been set for the movement of the coach as it stands on an isolated section of track at the NIRT's Hunsbury Hill base, which must be connected to a running line in order to move the carriage to the loading area.

Funds are in place to cover the transport costs but donations towards the restoration work are welcomed. The group can be contacted via the 'Bulleid Southern Railway 4DD EMUs' Facebook page. Its website is found at www.bulleid4dd.org.uk

Also at Hunsbury Hill and formerly owned by Nick Robinson are three partially restored coaches from a 4-EPB unit, which are now up for sale but will be scrapped if there is no interest.

"It's restorable if someone catches it now," said NIRT chairman Grant Muddiman. "All the upholstery is there, and it was repainted about three or four years ago – the only parts missing are the compressors and AWS."

Interested parties can contact him at grantmuddiman2@gmail.com

The 4DD units were designed in response to increasing passenger numbers in the postwar period on the Dartford loop lines, where infrastructure constraints made it difficult to extend the platforms for longer trains.

Strictly speaking, they were not full double-deckers, with the upper and lower compartments alternating along the length of the coach, and staircases leading from the lower to the upper compartments. This arrangement led to increased dwell times at stations as they took longer to load and unload, and their lack of footboards (to keep within the loading gauge) led to some passenger accidents when boarding and leaving the trains. Otherwise they ran successfully until 1971.

Three vehicles from unit No. 4902 were preserved at the Ashford Steam Centre (Nos. 13003, 13004 and Trailer Third No. 13503) but the centre ran into financial difficulties and the trailer coach was scrapped on August 15, 1984, by agents for the creditors. The driving cars were then split up, No. 13003 being stored on a farm near Molash, in Kent, before arriving at Sellindge in 1999. No. 13004 went to the Northampton & Lamport Railway before arriving at Hunsbury Hill the same year.

Bulleid double-decker coach No. 13004 at Hunsbury Hill on the Northamptonshire Ironstone Railway on June 13. DAVID STAINES



Lambton, Hetton & Joicey Colliery Railway 0-6-2T No. 29 being towed from Didcot West Yard into Didcot Railway Centre on June 19. FRANK DUMBLETON

Listing upgrade to boost the protection of Stockton & Darlington buildings trio

By Robin Jones

THE home of pioneer Stockton & Darlington Railway locomotive superintendent Timothy Hackworth is among a collection of three buildings in Shildon which have been upgraded to a new Grade II* listing by the Department for Digital, Culture, Media and Sport on the advice of Historic England, boosting their protection and giving them greater recognition.

During his time on the world's first steam-powered public railway, the bicentenary of which will be the subject of major celebrations in 2025, Hackworth took locomotive design to a new level, paving the way for the international adoption of steam-powered rail travel.

A shed associated with his locomotive works and the coaling drops where engines were refuelled have also had their listings upgraded as part of the Stockton and Darlington Railway Heritage Action Zone.

His residence, Soho House, part of the Locomotion museum in Shildon, was originally listed as Grade II* in 1986. However, the revised listing has elevated it into the top 10% of England's most important historic buildings in recognition of Hackworth's huge contribution to the railway revolution.

Worldwide influence

Hackworth served as superintendent between 1825 and 1840. He played a vital role in developing steam engines to meet the significant demands of freight and passenger travel, and by sharing his experience with visiting engineers and rail promoters, he directly influenced the development of steam railways on both sides of the Atlantic.

George Stephenson designed No. 1 *Locomotion*, the first engine to run on the S&DR, and with his son Robert set up Robert Stephenson & Co to build



Stockton & Darlington Railway locomotive superintendent Timothy Hackworth's Soho House residence at Shildon. HE

engines they hoped to sell to the new breed of steam railways emerging in Britain and overseas. However, at first the Stephenson locomotives were not up to the task of running regular long distances and kept breaking down.

Hackworth's proven engineering skills demonstrated at Wylam Colliery came to Stephenson's attention when he worked as a relief manager at his locomotive works in Newcastle, and he was offered the role of S&DR superintendent on Stephenson's recommendation.

Hackworth rebuilt No. 1 (now on display inside Locomotion) to make it more reliable, and designed *Royal George* in 1827. It established the supremacy of the locomotive over horses and paved the way for the general adoption of steam.

In 1833 Hackworth established Soho Works and three years later built Russia's first steam locomotive for the Tsarskoye Selo Railway, as well as three of the earliest engines used in Canada (1838), including *Samson*, which ran on the Albion Mines Railway in Nova Scotia.

The only surviving building associated with Hackworth's works is the Soho Engine Shed, built in 1826

as a warehouse for an iron merchant, and is one of the earliest railway-associated industrial buildings in the world. In 1842 it was leased to Soho Works to the immediate north. However, it became a locomotive shed only after it was bought by the S&DR in 1855.

External restoration

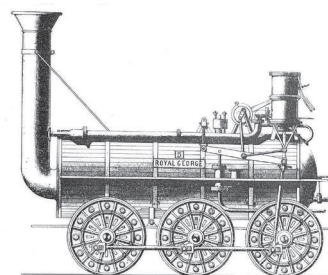
Veronica Fiorato, listing team leader for Historic England in the North, said: "Timothy Hackworth is one of the true pioneers of the railway. His designs helped convince the world that the future of freight and passenger travel lay in steam locomotion, making the S&DR the template for the development of the modern railway.

"It is only fitting that Soho House and the Soho Engine Shed should be upgraded to Grade II* to reflect his huge contribution."

Niall Hammond, chairman of the Friends of the Stockton & Darlington Railway CIO, said: "The Friends are delighted that these new and upgraded listings not only recognise the significance of this group of fantastic early railway buildings, but also the seminal role of Timothy Hackworth and the S&DR in creating



Timothy Hackworth, a man who helped shrink the globe through steam railway technology. HE



Hackworth's *Royal George* of 1827.

the modern railway which changed the face of the world.

"This is the result of a successful partnership between members of the Friends, utilising their expertise and enthusiasm, and the professional staff at Historic England.

"We look forward to continued working with Historic England and our other partners in the Heritage Action Zone to ensure all the heritage of the S&DR – 'The Railway that got the World on Track' – is protected, conserved and accessible for the bicentenary in 2025 and the lasting legacy beyond."

Locomotion head Sarah Price added: "The buildings are of real historical significance and together they tell the story of Shildon's role as the world's first railway town."

The historic buildings at Locomotion have recently been given an external restoration as part of a £1.8 million project jointly funded by Durham County Council with work carried out by VEST Construction of Bishop Auckland. The project included repainting the exteriors in authentic period colours, replacing damaged or missing brickwork and roof repairs to make them watertight.



The coaling drops comprise a very early and rare example of a purpose-built facility for refuelling steam locomotives. HE



Soho Engine Shed is the sole surviving part of Hackworth's Soho Works. HE



GWR 4575 2-6-2T No. 5553 is almost ready to return to service at Peak Rail following overhaul by the Waterman Railway Heritage Trust. Having made initial moves under its own steam at the beginning of March, it was photographed in Rowsley shed on June 12, awaiting final painting and the construction of its firebox brick arch. The last steam locomotive to leave Barry scrapyard in 1990, it returned to steam at Tyseley in 2002 and spent the next 10 years based on the West Somerset Railway and touring other preserved lines until its boiler certificate expired. ALISTAIR GRIEVE

Bideford centre saved from closure

DEVON County Council has made a U-turn on a decision to stop Bideford Railway Heritage Centre from running trains.

As reported in issue 280, the Heritage Railway Association wrote to the council in support of the centre, branding the decision as "perverse".

The council had issued a media statement citing noise and nuisance to new developments as the primary reason for the threat to remove train running rights.

However, the decision sparked a furious response from the centre's

supporters and was reversed after May's local council elections.

Local support

Centre chairman Andrew Mills said: "We are extremely grateful to Lord Berkeley, Torridge District Council, Bideford Town Council, the HRA and councillors at all levels of local government who voiced their support for us, along with all the good wishes of the local community, and also to the various media that ran with the story and national railway preservation outlets.

"We are truly humbled by the goodwill shown to us, and this

certainly helped DCC to reconsider their position.

"In particular we would like to single out Coun Linda Hellyer, who after her re-election facilitated high-level talks with Devon County Council management – with urgency – to resolve the situation. We owe her a lot.

"We will be concentrating on refreshing the training and experience of our operational volunteers in the coming months but we anticipate running cab rides in the locomotive for the public one day during the Halloween half term."



Left: Sprucing up the signalbox at Bideford station. BRHC

Right: Bideford Railway Heritage Centre's Hibberd Planet chain-driven 0-4-0DM No. 3832 of 1957 Kingsley undergoing a repaint into BR black. On August 14, 2004, the locomotive hauled the first passenger train at Bideford since BR closed the line to regular passengers on October 4, 1965. BRHC



Worth Valley Standard 4MT set for two-year turn-round

A RETURN to steam within two years is expected for BR 4MT 4-6-0 No. 75078 at the Keighley & Worth Valley Railway.

As reported last issue, the locomotive's boiler was lifted from the frames on April 24 to undergo a full overhaul for a new 10-year boiler certificate. It had been stopped in 2019, having suffered recurring leaks from one of its superheater elements.

Stuart Bray, chairman of its owning group, the Standard 4 Locomotive Preservation Society, said: "If 2020 had been normal, I'm sure 75078 would have seen service later that year, but it was not to be.

"The railway went into lockdown and the steam fleet was mothballed."

A review by the locomotive department this year concluded that, with S160 No. 5820, Ivatt 2MT 2-6-2T No. 41241, 4F No. 43924 and BR 2MT 2-6-0 No. 78022 all available, and No. 75078's boiler certificate due to expire in 2024, it was worth bringing forward the 4MT's overhaul.

Grant funding

Said Stuart: "It is expected that the work will concentrate on the boiler, as the engine did have a rather comprehensive overhaul between 1999 and 2014 and has only run about 15,000 miles since then.

"But certain items of the rest of the locomotive will be inspected and receive attention as necessary.

"It is anticipated that a return to traffic would be between the end of 2021, when 43924 is due its next overhaul, and 2023, when 5820 runs out of ticket.

"The KWVR Trust has agreed to make a grant towards the boiler work which will hopefully be enough to cover the costs."

The Standard 4 Locomotive Preservation Society also owns No. 78022 and many of its members "make contributions to the trust each year to cover this sort of eventuality," said Stuart.

Taff Vale Railway 0-6-2T No. 85 is currently undergoing a boiler retube and copper welding to the firebox tubeplate, while No. 41241 is receiving a valve and piston examination.

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GWR 2-8-0T No. 5239 *Goliath* crosses Hookhills Viaduct on the Dartmouth Steam Railway on May 22. Cunard's Vista class cruise ship *Queen Victoria*, Holland America Line's Vista MS *Oosterdam* (as previously reported, Torbay has for months been a haven from liners unable to sail because of the pandemic) and sail training vessel *Pelican* of London are in the bay beyond. Built in 1948 as an Arctic trawler named *Pelican* and then used as a coastal trading vessel named *Kadett* until 1995, following her conversion in 2007, she is now a Class A tall ship operated for young people for the charity *Adventure Under Sail*. This year the ship embarked on a 13-week research cruise organised by charity *City to Sea* and environmental research group *Darwin200* to survey the extent of plastic pollution in UK coastal waters. JEM SPICER/DSRRC



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Parracombe Halt today: The concrete shelter erected by the Southern Railway still stands on the right. A bungalow erected on the site in 1988 will need to be demolished before trains can return to the village. TONY NICHOLSON



Parracombe Halt as seen in May 1935, five months before the Lynton & Barnstaple Railway closed. LT CATCHPOLE

L&B Trust buys Parracombe Halt

By Robin Jones

THE Lynton & Barnstaple Railway Trust has just completed the purchase of Parracombe Halt, one of the original stations on the line.

Following months of work by lawyers, the halt is now back in railway ownership and is a key component of plans to extend the 2ft gauge line from Killington Lane.

The replacement concrete shelter erected by the Southern Railway at the halt still stands but a bungalow was erected on the site in 1988. The bungalow is currently rented, and the tenants are now the tenants of the trust. The building will have to be demolished in due course and the levels restored to how they were

in railway days, but the present occupants of the bungalow will remain there for as long as they wish, said a trust spokesman.

Fundraising drive

The trust has planning permission to extend the present one mile of track from Woody Bay to Killington Lane another 4½ miles towards Barnstaple.

Trustees are working on an application for a Transport & Works Act Order to operate the extended line and a major fundraising drive is planned to begin shortly to start construction from Killington Lane to Parracombe.

Work is already well underway on designing a new Bridge 65 to carry Killington Lane over the line. The

revived Parracombe Halt will replace the temporary western terminus of Killington Lane which was opened in 2006.

The halt was built to serve the village of Parracombe, the second largest intermediate settlement along the route of the railway with a population of under 400, and was not opened until May 1, 1899 – nearly a year after the line was opened on May 16, 1898. As built, it comprised a simple wooden shelter; the railway company was so short of money that no station was built here, despite meetings being held to decide a location for a proposed station.

Local opposition to the line came from landowner Charles Blackmore, of Court Place, but his younger

brother, the proprietor of the Fox and Goose Hotel in Parracombe, was actively supportive.

Stopping place

When the halt opened, it appeared in timetables as Parracombe Churchtown and tickets were dispensed by the local post office.

Even though it was only a halt, most trains stopped at Parracombe as there was a good water supply there. The supply often failed at Lynton & Lynmouth due to the height of the latter station.

Infilling of part of the cutting has buried the trackbed since the site was auctioned, along with the rest of the trackbed, in 1938, following the line's closure on September 29, 1935.

Urgent £10K SOS fundraiser is launched to replace Yeo's wheelsets after defect identified

THE Fairbourne Railway has launched an SOS appeal after a "serious engineering defect" was found to have developed on resident Lynton & Barnstaple Manning Wardle-style 2-6-2T Yeo. All the wheelsets will need to be replaced before Yeo can run safely again.

A mainstay in the locomotive roster, it is needed on a daily basis for the peak summer timetable. A commercial engineering company which can carry out the work quickly and to the required standard has been identified.

With the railway still suffering financially from the effects of Covid-19 pandemic restrictions, its management were left with little choice but to launch a public appeal for donations towards the estimated cost of the wheelsets.



The Fairbourne Railway's Lynton & Barnstaple replica 2-6-2T Yeo in action. WILL SMITH

Yeo was built by David Curwen in 1978 and formerly named *Jubilee*. Unlike the original full-size Yeo on the L&B, the 12¼in gauge version was fitted with Walschaerts rather than Joy valve gear.

Details of how to contribute to the appeal may be found at www.fairbournerrailway.com/

Donations may also be made by bank transfer to The North Wales Coast Light Railway Limited, sort code

20-75-01, account number 83566161.

Cheques made payable to The North Wales Coast Light Railway Limited may be sent to: Fairbourne Railway, Beach Road, Fairbourne, Gwynedd, LL38 2EX.

Moorsline fireman returns to 'Black Five' footplate after absence of 54 years

By Peter Whitaker and Roger Melton

NORTH Yorkshire Moors Railway volunteer fireman Allan Dawson had a double take on his rostered turn on May 20 – when he was reunited with Stanier 'Black Five' No. 44871 and with a type he worked on for BR, Standard 9F 2-10-0 No. 92134.

Allan, of Pickering, a fireman with BR at Normanton (55E) back in the 1960s, was working his usual NYMR Whitby roster with driver Harry Scott, which included his renewed acquaintance with the hired-in Ian Riley's 'Black Five'.

No. 44871 moved to the NYMR for a short visit prior to moving to Scotland for the summer season. It is needed to provide the NYMR with an additional Network Rail-registered engine to cover the resumption of services to Whitby.

Although SR Schools 4-4-0 No. 30926 Repton had been in use on ghost crew training runs prior to the resumption of passenger-carrying services, it had to be withdrawn for scheduled maintenance, leaving S15 4-6-0 No. 825 as the sole Network Rail-registered steam engine available for a timetable that requires two such engines, plus a third NYMR-only engine.

Full complement

With the NYMR's own 'Black Five' No. 5428 having recently been returned to service, with BR Standard 4 2-6-0 No. 76079 close behind, and No. 30926

also back before the peak season, the line was back up a complement of three Whitby-capable engines by early July when No. 44871 moved on to Scotland to take its place on 'Jacobite' services.

Where non-Whitby engines are concerned, the NYMR is less stretched, with No. 92134 and Standard 2-6-4T No. 80136 available for traffic in the early part of the season, and NELPG's J27 0-6-0 and Q6 0-8-0 expected to be available for the peak season – not forgetting Cockerill 0-4-0VBT *Lucie*, which is available for carriage warming and shunting duties.

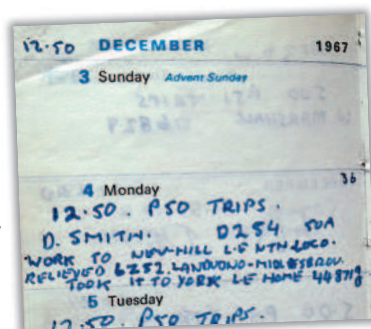
Allan kept a diary of his rosters and turns; from the former Lancashire & Yorkshire shed, No. 44871, then of Stockport (9B), had been entered in there on December 4, 1967, when he and his mate relieved the crew at Normanton, on 6Z52 Llandudno-Middleborough, working as far as York before returning light engine to their home depot for disposal.

Beginning his working life as a locomotive cleaner at Normanton motive power depot in 1962 and then promoted to fireman in 1963, Allan regularly worked on the ex-LMS mixed traffic 4-6-0s, by then in their final years – and No. 44871 was one of many.

After being relieved on the 'Black Five' at Grosmont, the crews' diagram then included working an internal NYMR train to Pickering with the 9F. Allan's last stint on one of these single-



Above: Driver Harry Scott (left) and, reunited once again with 'Black Five' No. 44871 after more than 50 years, his fireman Allan Dawson, await the right away with a North Yorkshire Moors Railway service on a wet May 20 at Whitby. PETER WHITAKER



Left: A page from Allan's personal working diary for December 1967, in which he noted his rostered turn when he first fired 'Black Five' No. 44871.

chimney Riddles freight locomotives was with No. 92056 on April 3, 1967, when he worked, again to York, a Birkenhead-York cattle train.

'Can't beat them'

At the time Allan was at Normanton, it always had a cross section of the then-available steam locomotives remaining operating in this corner of the North Eastern Region – WD 2-8-0s, B1 4-6-0s, K1 2-6-0s, Stanier 8F 2-8-0s, BR Standards and the occasional named locomotive

included Jubilees and the odd A1 Pacific.

He was even rostered on A3 Pacific No. 4472 *Flying Scotsman* in late 1968 from York to Doncaster. However, the ubiquitous 'Black Fives', for which Allan has never had a bad word, were his undoubted favourite and he is often to be heard delivering his own heartfelt quote: "You can't beat a 'Black Five'" to those footplatemen of other persuasions at Grosmont shed... the replies of which are not always printable!

Design work gets underway for new E1 boiler

WORK to design a new boiler for unique surviving LBSCR E1 No. B110 has commenced at the Isle of Wight Steam Railway.

The 1877-built Stroudley 0-6-0T received a Bagnall-built boiler after the Southern Railway sold it to the Cannock & Rugeley Colliery Company in 1927. The IoWSR plans to replace this with a new boiler, with a welded steel firebox but closely following the LBSCR Marsh-designed boilers with which the four original Isle of Wight E1s were fitted.

Both of the locomotive's side tanks have been removed to allow accurate measurements of the frames for the new boiler because, as IoWSR rolling stock manager Andrew Summers explained, "we weren't 100% sure what changes were made when the Bagnall boiler was fitted."

With drawings acquired from the National Railway Museum, he said "a lot of the groundwork has been done" for the new boiler.

The railway has engaged engineer Graham Morris to carry out the design work, and once this is complete, tenders will be sought for its construction.

Volunteers are also cleaning up the locomotive's smokebox saddle casting and removing the running plates, which were temporarily bolted together for the engine to be displayed at its previous home at the East Somerset Railway, but will be riveted on when reassembly takes place.

The IoWSR acquired the E1 in 2012, a deal which saw its Ivatt 2MT 2-6-0 No. 46447 move to the ESR on long-term loan. E1's purchase and restoration is being funded by a bequest and in accordance with the benefactor's wishes, it will be restored in the guise of island classmate No. W2 *Yarmouth*.

Priority engine

The Vectis-based E1s were known as 'Big Stroudleys' to island footplatemen to distinguish them from their smaller A1X 'Terrier' cousins.

One of the latter, No. W8 *Freshwater*, is currently undergoing its 10-year overhaul at the IoWSR, with the aim of returning it to steam next year to mark the 150th anniversary of the class.

The 'Terrier' is therefore now taking priority over the overhaul of Hawthorn Leslie 0-4-0ST *Invincible*, which the IoWSR had hoped to finish in



The frames, wheels and cab of LBSCR E1 0-6-0T No. B110 in the Train Story visitor centre on June 4, with the bunker of 'Terrier' No. W8 *Freshwater* on the left. TOBY JENNINGS

time for the line's 50th anniversary celebrations in June (News, pages 20 and 21), *Invincible* having been one of the railway's first locomotives when it arrived in 1971.

However, the impact of the Covid-19 pandemic meant that it was not possible to complete both *Invincible* and flagship O2 0-4-4T No. W24 *Calbourne* for the anniversary year, and so the latter engine was prioritised.

Asbestos treatment for 27 items of stock in National Collection

By Robin Jones

THE closure of the National Railway Museum and Locomotion at Shildon to the public during January to March's pandemic lockdown period allowed staff and specialist contractors to tackle asbestos in 27 locomotives and items of rolling stock.

"All museums have a duty to manage asbestos which was widely used in the rail industry, and the NRM has a programme of regular inspections and monitoring to ensure that asbestos is either removed from vehicles or treated safely," read a museum statement.

Encapsulation

"Taking advantage of the temporary closure of both sites during lockdown,

museum colleagues and specialist contractors DC UK and OPS carried out work on 27 vehicles. The remediation work was completed successfully and both sites have reopened to the public.

"The majority of work involved encapsulation of asbestos rather than removal. It's often not possible to completely remove asbestos without dismantling the object completely. This way the asbestos is made safe while preserving the object."

Locomotives so treated were LNER V2 2-6-2 No. 4771 *Green Arrow* prior to its removal to the new museum at Doncaster, which opened on May 29 (issue 281); English Electric prototype Deltic Co-Co DP1; North Eastern Railway Bo-Bo electric No. 1; Southern Railway Battle of Britain 4-6-2 No. 34051 *Winston*

Churchill; Class 71 electric Bo-Bo No. 71001; Hetton Railway *Lyon*; LMS 'Black Five' No. 5000; LNWR 2-4-0 No. 790 *Hardwicke*; fireless 0-4-0 No. 1 *Imperial*; Sharp Stewart 3ft 6in gauge Cape Government Railways Class 7A 4-8-0 No. 390 and tender; petrol locomotive No. 4217; and Sentinel diesel hydraulic shunter *Hoo1*.

Carriages & wagons

Similarly treated were the BR APT-E gas turbine train power car; the SR 2-BIL motor brake third and driving trailer composite; the three-car Class 306 EMU; Class 414 driving trailer No. 75395 and motor coach No. 61275 and Southern Region 4-COR electric motor open brake third No. S111795; and Eastern Region Matisa Ltd tamping machine No. DB74007.



Prototype Deltic DP1 was among 27 National Collection locomotives and items of stock which underwent asbestos 'remediation' at the National Railway Museum in York and at the Locomotion museum in Shildon when both were closed. ROBIN JONES

Rolling stock which came in for attention were LNWR dining car No. 76; LNWR first class corridor brake No. 5154; East Coast Joint Stock passenger brake van (LNER) No. 109; a Compagnie Internationale de Wagon-Lits et de Grands Express Européens sleeping car; BR horsebox No. S96369; and special eight-ton cattle van No. 37338.



Fairbourne Railway coach No. 6 is now back after 37 years. FRPS

Unique Fairbourne coach goes home after 37 years

THE Fairbourne Railway Preservation Society has purchased a historic coach from the Windmill Farm Railway and brought it back to mid-Wales.

The four-wheeled coach, No. 6, is the only surviving example of the three coaches built for Fairbourne in 1948 by Wilkins and Mitchell of Darlaston to supplement the existing Bassett-Lowke stock in the postwar rebuilding programme. The coaches were steel bodied on steel underframes, and each had a seating capacity for eight passengers on wooden seats.

While coaches Nos. 7 and 8 were subsequently scrapped, No. 6 was converted into a permanent way department wagon and remained as such until 1984, when it was

sold to the Haigh Railway. Austin Moss acquired it in order to restore it for passenger use, and this was completed in time for a return to Fairbourne for a gala in 2014.

The coach has now become the first piece of rolling stock owned by the FRPS and is to form the basis of what is hoped to be a 15in gauge heritage train. It is joined at Fairbourne by the two glass-screen-ended open coaches built in 1950 for Dudley Zoo but resident at Fairbourne from 1960 until regauging of the line.

These are now in the ownership of society publicity officer Graham Billington. In addition, 1941 built-Lister *Gwrlil* is also at the railway, on loan from Austin.

Severn Valley's ground-breaking hydrogen 08 has engine removed

THE Severn Valley Railway is celebrating the completion of the latest stage of its Harrier Hydroshunter project, with the removal of the original diesel engine from a Class 08 donor shunter.

As reported in issue 280, the railway is working in partnership with the University of Birmingham and local start-up company Vanguard Sustainable Transport Solutions to carry out the UK's first-ever conversion of a diesel shunter to run on hydrogen power.

A giant 100-tonne crane was hired to lift the engine out of No. 08635 at Kidderminster diesel depot. The lift of the shunter engine came after the removal of the 34-tonne 2700hp engine from Class 50 No. 50033 *Glorious*, which will now have a replacement generator fitted.

The shunter project can progress to the next stage, comprising the installation of a hydrogen-battery hybrid traction system being developed at the university.

The Class 50 Association's volunteer engineering director, Tony Middleton, who worked across both engine lifts, said: "This stage of the project has been a long time in preparation, and it's given the opportunity for a number of our younger volunteers to work on an exciting and ground-breaking scheme. They've had to make a lot of preparations, stripping the components and removing the nuts and bolts."



The engine is lifted out of Class 08 No. 08635 at Kidderminster diesel depot. PHIL SEYMOUR/SVR

The original 08 engine is no longer required for the Harrier Hydroshunter.

It will be used for training and to provide spare parts for future engineering projects.

Vanguard Sustainable Transport Solutions project engineer Peter Amor said: "We're really making some fantastic progress on this project and it's thanks to the hard graft of SVR volunteers. I can't wait to continue pushing ahead with the design of the hydrogen power pack."

After the locomotive receives its new power pack, testing is planned to take place at the SVR later this year.

→ The SVR has released a film about the engine lifts on its official YouTube channel at <https://youtu.be/GX61sdOC4Gs>

Photography workshops to return at Moorsline

PHOTOGRAPHERS are being invited to take part in a series of North Yorkshire Moors Railway workshops – which have returned after last year's lockdown cancellation.

Led by professional photographer, author and teacher John Potter, the one-day workshops are £125 per person and offered at a beginner or intermediate level, ensuring suitability for all skill sets and experience.

Participants will learn how to use a digital camera more creatively and will travel on the heritage railway, visiting key milestones and locations for a variety of photography opportunities, including Pickering and Goathland station. The sessions also include a walk across the moor to a viewing location for photographing trains passing through Darnholm, and working in the Learning Centre. There will be ample opportunity to photograph trains and NYMR characters.

Laura Strangeway, NYMR's head of business development, said: "Last



Participants at a previous North Yorkshire Moors Railway photography workshop capturing 'Black Five' 4-6-0 No. 44806 as it arrives at Pickering station. The locomotive is currently undergoing overhaul. NYMR

year we were so disappointed that due to the pandemic and subsequent lockdowns our photography workshops were unable to go ahead, which is why, with enhanced social distancing and proper measures in place, we're excited to launch these popular courses once again.

"Thanks to our intimate smaller classes of up to eight participants, the courses are tailored to the

needs and desires of the budding photographers, allowing enough time and attention to be given to each person.

"After all, what better way to enhance your skills than with the surroundings of the beautiful North Yorkshire Moors Railway in front of your lens?"

In line with official government guidelines, the courses have been

adapted taking into account limited capacity and social distancing.

Attendees are also required to wear a facemask during the workshops.

This course is suitable only for adults aged 18 years and over, and the fee includes train travel and refreshments.

➔ For more information and to book, visit www.nymr.co.uk/digital-photography-workshops

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Horden is back in traffic for first time in 49 years

By Robin Jones

ANDREW Barclay 0-6-0ST No. 1015 of 1904 *Horden* has returned to steam after 49 years following the completion of a seven-year restoration at its Tanfield Railway home.

Horden was officially relaunched into traffic over the weekend of June 12/13.

Supplied new for the opening of Horden Colliery on the Durham coast, entering service as No. 1 *Horden*, the locomotive has been returned to as-built condition complete with intricate paintwork and gold leaf lettering.

Dignitaries from Horden were among the invited guests on June 12 for the official launch. Following a speech by the National Railway Museum's senior curator of rail transport and technology, Anthony Coulls, a bottle of beer was smashed over the buffer beam.

Smashing the bottle was Peter Weightman, the man who saved *Horden* from scrap in 1972 and

eventually masterminded the restoration. The work was carried out almost entirely by a Tanfield volunteer team.

The restoration team had to overcome obstacles ranging from historical accident damage to the theft of £20,000 worth of components during the first coronavirus lockdown.

History brought to life

Peter said: "It's been a long project – lots of really hard work has gone into it, but I have to say I think it was worth it for the end result. Before the restoration many people wrote *Horden* off as a bit of a no-hoper.

"It was in a very battered state and had suffered collision damage when working for the National Coal Board.

"But we could see just how great *Horden* could be if fully restored. Seeing it back in steam pulling trains for the first time in 49 years is really satisfying."

On June 13, *Horden* worked its first passenger trains. Demand was strong,

with visitors coming from throughout the country for their chance to ride behind it.

Tanfield general manager David Watchman said: "We met some great people who remember *Horden* from its time working at collieries in east Durham. They brought the history of the locomotive and the area to life."

Horden Colliery was once the biggest in the world and employed thousands of men, but the locomotive carrying its name is now one of the largest remaining artefacts from the colliery.

Horden Collieries Ltd owned Blackhall, Horden and Shotton Collieries, and the locomotives they owned moved around between them. *Horden* was once moved by road in steam, over four track panels at a time, between Shotton and Horden Collieries to avoid high NER movement charges.

In June 1969 it was sent north to Ashington Central Workshops in Northumberland for overhaul,

the only NCB Durham Area steam locomotive ever sent there. It returned to Horden Colliery in spring 1970 and ran there alongside Hawthorn Leslie 0-6-0ST No. 3513 of 1923 *Stagshaw*, which is also part of the Tanfield fleet. While at Shotton Colliery, *Horden* collided head-on with a BR Q6 0-8-0 and still carries a bent front buffer beam.

Into preservation

In September 1972, Shotton Colliery closed. *Horden* was sold to the Stephenson Hawthorn Locomotive Trust and moved to NCB Backworth Colliery in Northumberland for storage. Following further periods of NCB storage, it moved to Tanfield in June 1980.

Horden was assessed for restoration in 2011 and work began in 2012, when the boiler was lifted out of the frames. In March 2013, the wheels were removed from the frames.

In 2015 *Horden* was given new tyres which had been supplied direct from Barclay when it was first preserved.



Left: Anthony Coulls addressing the audience at the launch of *Horden*. TR

Right: Peter Weightman (left), from the Tanfield Railway, and the chairman of Horden Parish Council, Bill Morrow, with *Horden* and an image taken when the locomotive was completed in 1904. TR



Isle of Wight Ivatts will be named for 1960s weekend



Ivatt 2MT 2-6-2T No. 41298 at Ashey on August 6, 2017, representing how the Isle of Wight's railways might have looked in the 1960s. TOBY JENNINGS

BOTH Ivatt 2-6-2Ts on the Isle of Wight Steam Railway are to be temporarily named and renumbered for the line's 1960s weekend.

The pair of LMS-design 2MTs, Nos. 41298 and 41313, will carry vinyl nameplates to become Nos. W1 Ryde and W5 Cowes for the September 25/26 event, carrying on the tradition set by the island's LSWR O2 0-4-4Ts and LBSCR 'Terrier' and E1 0-6-0Ts.

The IoWSR is creating an alternative version of 1967 for the weekend, with the premise that steam has survived on the island, and six Ivatt tanks have been shipped across the Solent to

replace the elderly Adams O2s.

Class 05 diesel D2554, which came to the island in 1966 for use on the electrification work and was given the nickname 'Nuclear Fred', will run with a 1960s engineering train, while O2 No. W24 *Calbourne* will be displayed in the station yard as though newly preserved by the Wight Locomotive Society, with some of the line's younger volunteers playing the part of the teenage enthusiasts of the 1960s.

The presence of Nos. 41298 and 41313 on the IoWSR already represents what might have been had the almost-identical BR Standard

2MT tanks been sent to the island as proposed in the early 1960s, before the decision was taken to electrify the Ryde-Shanklin line instead.

Two island locomotives have previously carried the name *Ryde*: Isle of Wight Railway Beyer Peacock 2-4-0T No. 1, built in 1864 and scrapped at Eastleigh in 1940 despite having been set aside for preservation; and E1 No. W3, brought to the island in 1932 and scrapped in 1959. The name *Cowes* was applied to Isle of Wight Central Railway Beyer Peacock 2-4-0T No. 4, 'Terrier' No. W10, and finally O2 No. W15, which was scrapped in 1956.

BR signs discovered on allotment plots

BR ENAMEL signs from the Colne Valley line have returned to the preserved section of the route after being found on an allotment.

An Eastern Region blue running-in board from Sible and Castle Hedingham station has gone on display in the Lottery-funded museum at the Colne Valley Railway's Castle Hedingham headquarters, approximately a mile from its original location.

It was one of three signs from the former Colne Valley & Halstead Railway acquired by the CVR after they were discovered on an allotment near the Essex/Suffolk border; the others were Birdbrook, and 'Change for Colne Valley Line' from Haverhill, with the latter now displayed in the railway's entrance building.

Also found on the same plot were two signs from Lavenham on the nearby Long Melford-Bury St Edmunds line, a platform direction sign thought to be from Ipswich, other signs from the Gospel Oak-Barking line in London, and numerous

Displaying the ravages of its time on an allotment, but in remarkably good condition nonetheless, the running-in board from Sible and Castle Hedingham station now takes pride of place in the Colne Valley Railway's museum at nearby Castle Hedingham.

COLNE VALLEY RAILWAY



advertising signs.

Use of such signs on allotments appears to have been a widespread practice. A 20ft by 6ft example reading 'British Railways King's Cross Goods and Coal Depot' was recently unearthed in a similar location in Stevenage, raising the question of how many more are waiting to be found.

The Colne Valley signs were sent to Ipswich for resale after the line closed to passengers in December 1961, then to freight traffic between Yeldham and Halstead in 1964, and the remaining

sections from Halstead to Chappel & Wakes Colne, and between Haverhill's North and South stations, in April 1965.

Paul Lemon, chairman of Colne Valley Railway Preservation Ltd, explained: "The Signal & Telegraph Department removed everything, and the totems went to collectors – but nobody wanted the running-in boards, so they went for scrap.

"In those days, you didn't buy a flat-pack shed or fence panels – you just bought a load of scrap and did it yourself."

NRM photographic collection now at Wensleydale

THE Wensleydale Railway has been given custody of a National Railway Museum photographic archive and will use it as a unique resource for historians and enthusiasts.

More than 3000 pictures will be coupled with the heritage line's own collection to form the basis of the new Richard King Gallery in the former station waiting room at Finghall Lane Halt.

Wensleydale Railway plc chairman Guy Loveridge said the line was "delighted" to have been granted custody of the images.

He said: "Many of these images, some dating back into the early 1900s, have never been shown publicly in this way.

"There is a wealth of material, and we already have plans for an exhibition in 2022 themed Royalty on

the Rails, which will utilise a selection of the newly-arrived collection."

Two Teesside University history students who are joining the railway as interns will undertake cataloguing and digital scanning to allow the creation of a reference archive.

Enthusiasts will be able to purchase duplicate photographs of some images from the archive, with all the proceeds going to the railway.

Stockton & Darlington trackside pub to become a Sainsbury's

A CONTROVERSIAL plan to bulldoze part of a 190-year-old public house standing alongside the trackbed of the Stockton & Darlington Railway to make way for a Sainsbury's convenience store has been approved by members of Darlington Borough Council's planning committee.

Platform One, previously known as the Fighting Cocks and situated in Historic England's Stockton and Darlington Railway Heritage Action Zone in Middleton St George, has been described as one of the world's first railway pubs.

A planning officer's report acknowledged: "The Fighting Cocks played an important part... in the provision of shelter, refreshment and hospitality for passengers and those attending the depot. It has been in continuous use since its inception retaining the strong historic tie."

Community asset

It was listed as an Asset of Community Value in April last year, having been nominated by Middleton St George Parish Council, but no expressions of interest were subsequently registered, allowing the building's owner to sell it to whoever was prepared to buy it.

The report said that the absence of any community bid and the 14 tenancy agreements at the premises since 2008 showed "the lack of future viability of the existing building as a public house."

However, the council's conservation officer said the conversion would have a harmful impact on the significance and character of a building of "high significance."

A total of 149 objections to the scheme for the building – which has been used as a coal depot, ticket office and inn – were lodged.



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Triple boost for railwayana auctions as collectors eye return to normality

By Geoff Courtney

THE possibility of one of the railwayana auctions returning to live audience sales, the emergence on the market of a nameplate from one of the original streamlined 'Coronation Scot' Pacifics, and the launch of a new specialist auction house has boosted the railwayana movement after the difficulties of the coronavirus pandemic.

A return to auctions with a saleroom audience is a development that would be welcomed by many collectors, and it is Dave Robinson, boss of Great Northern Railwayana, who has given a cautious indication that he may reopen the doors at his next sale on October 2.

"I have always said that as soon as the rules allow, and as long as I feel comfortable, I will relaunch live audience auctions with no messing about," he told *Heritage Railway*. "I want to do it but it all depends on Boris. It can't be half-hearted – it will happen only if it is back to normal, with no masks or social distancing."

Dave, who since his last live audience auction in October 2019 has been running his bi-annual sales

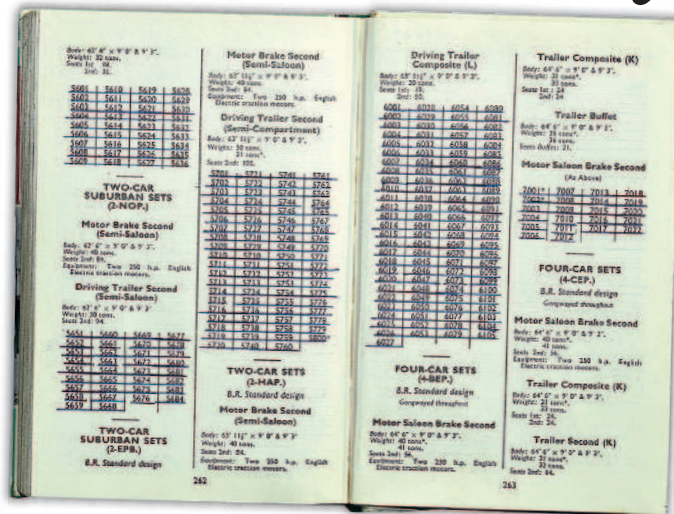
online, has been in discussion with his regular venue, Poynton Leisure Centre, about a possible return, while his regular auctioneer, Ian Wright, had said he was also willing to return.

"Nearly all the vendors and buyers who have been delivering or collecting items in the online auctions I have been holding have said they would welcome returning to the saleroom," Dave continued. "It is as much about the social aspect as anything else."

Top nameplate

He added that if a return on October 2 was not possible, that sale would continue using the current method of being held online, and would run from September 26 to October 12.

That sale will include the nameplate *Princess Alexandra* from LMS Princess Coronation No. 46224, one of the first five in the class built at Crewe in 1937 to specifically haul the newly-launched 'Coronation Scot', a London to Glasgow express that was the LMS's response to the LNER's 'Coronation' train between the capital and Edinburgh.



Underlining his success: Two pages from Chris France's treasured Ian Allan ABC Combined Volume in which every Southern Region EMU is underlined. CHRIS FRANCE

These first five Pacifics were streamlined and outshopped in blue livery with silver 'speed stripes' and chrome-plated nameplates, and it is one of these that Great Northern will be selling, either in front of a live audience or online. Describing it as

the best nameplate he has ever sold in the auction's eight-year history, Dave said: "Princess Coronation nameplates are invariably in demand and this one, being from one of the first five that hauled 'The Coronation Scot', has added appeal."

PRINCESS ALEXANDRA



New auction house

Meanwhile, long-time railwayana collector and 1950s trainspotter Chris France has revealed plans to return to the auction scene. The 73-year-old formerly ran internet auction house Railwayana.net, which he sold to Great Central Railwayana in 2015. At the end of July he is making a comeback with a new venture, called Railwayana Sales.

This will run online auctions for one week starting on the last Monday of each month, initially selling individual negatives and slides, where Chris says there is a gap in the market, although he expects to include occasional railwayana as it becomes established.

The www.railwayana.org site will have three sections, comprising collecting themes with price guides, photograph galleries, and auctions, and will include until the end of this year what he describes as his unique selling point (USP) – no vendor's commission on any item, and additionally the hammer price plus 5% to the vendors of nameplates and totems. The only charge, he said, would thus be a buyer's premium of 10%, with no additional cost for bidding online.

Chris has another USP – or perhaps that should be a UTP (unique trainspotter's point), which surely few trainspotters can match. He started collecting numbers in 1958 and by 1962 had 'copped' every Southern Region electric multiple unit then in service, the final one being a 4-Sub he saw in a siding at Coulsdon North station on his way to school. Over the decades since the milestone, he has forgotten the number.

A railwayana collector since 1997 whose first nameplate was from GWR No. 6939 *Calveley Hall*, the trigger for launching his new venture was when he made unsuccessful attempts to acquire original slides or negatives of every Southern locomotive in service at nationalisation or built after. "A sad old trainspotter trying to complete the filling-in of his Combined Volume," he said.

Left: Waiting for the right away: LMS Princess Coronation No. 46224 is primed for the guard's green flag at Glasgow Central on April 14, 1955, with the Up 'Royal Scot' to London. A Princess Alexandra nameplate from the Pacific, which was one of the first five streamlined members of the class to be built in 1937 for hauling the prestigious 'Coronation Scot' between Euston and Glasgow, will be starring in Great Northern Railwayana's auction in October.
NEVILLE STEAD COLLECTION/THE TRANSPORT LIBRARY



Drumboe's rolling chassis has been moved into the Henry Dunleath workshop at Whitehead. HEI



Heritage Engineering Ireland staff have built a replacement coal bunker for Drumboe using original drawings and copying the existing bunker, ready for when the former County Donegal Railways locomotive steams again. HEI

Drumboe restoration is back on track

By Hugh Dougherty

THE restoration of former County Donegal Railways 2-6-4T No. 5 *Drumboe* is firmly back on track at Heritage Engineering Ireland's Whitehead base after engineers, furloughed from the start of 2021, came back to work on May 1.

The locomotive's rolling chassis has been moved into the Henry Dunleath workshop where work is underway on replacing the cylinder cladding.

A new bunker has been fabricated and, after assessment, it was decided to replace all of the cab steel, although some ironwork has been restored and reused on both it and the bunker.

Donegal Railway Heritage Centre manager Niall McCaughan said: "We're delighted that work has restarted and is going on apace, so that we hope to welcome *Drumboe* back home to Donegal in the autumn.

"Although the current work, which has included repainting the outside of the boiler and firebox after descaling, as well as an initial boiler inspection, consists of a cosmetic restoration, all the work is being done

to a standard which will allow the loco to steam in the future.

"Although our appeal for funds to restore the loco were generously supported by so many people, costs for the platform and canopy under which we will exhibit No. 5 have risen because of the effects of the Covid-19 crisis, and there's still leeway for more donations to ensure we have everything in place for *Drumboe*'s triumphant return.

"Full details are available at www.donegalrailway.com for anyone who can help."

Lesson in safety

Meanwhile, the heritage centre, which is again fully open, has received the donation of Webb and Thompson miniature train staff apparatus, which formerly did duty at Glenmaquin Station on the Strabane-Letterkenny line between 1909 and 1947, when the station was demoted to a halt and its passing loop and block post status removed.

Mark McDaid, chairman of the centre's board of trustees, said: "We are delighted to have had this artefact donated to us by the MacMahon family, descendants

of Jimmy MacMahon, the last Ballyshannon stationmaster who managed to save this machine from destruction when the railway closed.

"Michael Walsh, of the Irish Railway Record Society, worked with the family to persuade them to donate it to the centre where, after a little initial restoration, it is now on display along with train staffs to explain how traffic was controlled on CDR's single line sections.

"As the status and reputation of the centre has grown, we're finding more and more people are coming forward to us with Donegal Railway artefacts."

Mark has now made the train staff apparatus the focus of the centre's latest short Museum Moment video on YouTube. He describes what how the train staff system worked, how staffs with keys were used to unlock sidings points at halts, and displays a very rare, wooden train staff in the museum collection.

Dating from the opening of the Stranorlar-Glenties line in 1895, it recalls the era before the electric train staff system was adopted on every CDR line. In the early wooden staff, the section name is carved into the woodwork of what looks almost like a chair leg.

The County Donegal Railways used large staffs on the Derry, Glenties, Ballyshannon and Killybegs lines, with miniature instruments in use on the Finn Valley, West Donegal and Letterkenny sections. A serious accident took place on August 29, 1949, when the driver of railcar 17 left Donegal station for Ballyshannon without a train staff, and was rammed head-on by a goods train powered by 4-6-4T *Owenea*. The railcar driver and two women passengers were killed and several injured.

In the video, Mark uses the story of the tragic accident, which is still talked about in Donegal to this day, to underline how important the train staff system was to safety.

View the Museum Moment video via the Donegal Railway Heritage Centre Facebook page, or find it on YouTube.



Mark McDaid (right) with members of the MacMahon family as they hand over the train staff apparatus. DRHT

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IN BRIEF

→ **THE owner of Class 73 No. 73129 – numbered E6036 when outshopped by Vulcan Foundry in 1966 – has relocated it to Cambrian Heritage Railways. Withdrawn by EWS in 2003, the locomotive, which carried the name *City of Winchester*, was restored at the Gloucestershire Warwickshire Railway.**

→ **BARROW Hill based Peckett 0-6-0ST No. 2000 of 1942 is visiting the Helston Railway, which was planning to reopen on July 7. Steam-hauled trains will initially operate on Wednesdays and Thursdays.**

→ **NORWICH police were investigating vandalism to the signalling system and turntable at the city's Eaton Park Miniature Railway in the early evening of June 14. The operator, Norwich and District Society of Model Engineers, has supplied CCTV images to officers.**

→ **ALL four stations at the Great Central Railway reopened to the public from June 26. Until now, under Covid-19 restrictions, the line had been offering only pre-booked single round trips from Quorn & Woodhouse, but rover tickets are now available again, with Loughborough Central, Rothley and Leicester North stations all reopened.**

→ **A MAJOR new £18 million museum which has opened in a Derby UNESCO World Heritage Site that housed what is believed to be the world's first successful modern factory includes a model railway among more than 30,000 exhibits. Formerly Derby's Industrial Museum, the Museum of Making occupies a 300-year-old Grade II* listed mill in Silk Mill Lane inside the Derwent Valley Mills heritage site. It includes the Midlands Model Railway, which was retained from the Silk Mill Museum that operated on the site previously, along with Rolls-Royce engines and a workshop where visitors can make their own furniture and jewellery.**

→ **THE Association of Bexley Charities '78 will hold a charity Model Train and Toy Fair at the Falconwood Community Centre in The Green, Welling, Kent, DA16 2PG on Thursday, August 26 from 5.30pm to 9.30pm. There will be sales stands with new and used model railways.**

→ **PLANS for a Thai restaurant in two modern-day Great Western Railway carriages overlooking the Highland Main Line in Pitlochry have hit the buffers. Perth and Kinross Council's property sub-committee has refused a lease on the site in Rie-Achan Road car park. An objector said that there was already insufficient parking in Pitlochry.**



The two outside connecting rods for No. 2007 *Prince of Wales* at Darlington Locomotive Works. A1SLT



Cleaned Class K exhaust steam injector body from No. 70000 *Britannia* and the pattern for that for No. 71000 *Duke of Gloucester*. A1SLT

Inject another £50,000 into a new Gresley P2!

By Robin Jones

THE A1 Steam Locomotive Trust has launched The Injectors Club – the latest in its highly successful series of national fundraising initiatives to build Britain's most powerful steam locomotive, Gresley P2 2-8-2 No. 2007 *Prince of Wales*.

No. 2007 will require both a live and exhaust steam injector. Using a series of converging and diverging cones, a live steam injector is used to deliver cold water into the boiler against its own pressure, using its boiler steam with no moving parts.

The exhaust steam injector is even more complex, as it is capable of running on exhaust steam from the cylinders when power is applied or live steam when the regulator is closed. By reusing steam that would otherwise be exhausted through the chimney, it provides a worthwhile saving in coal and water.

In 2017, the trust acquired a new Davies & Metcalfe live steam injector – part of a batch of 10 manufactured for a consortium of Bulleid Pacific owners – from Merchant Navy No. 35006 *Peninsular* & *Oriental* S. N. Co. based at the Gloucestershire Warwickshire Railway.

Borrowed patterns

The trust is also manufacturing a new Davies & Metcalfe Class K exhaust steam injector using patterns borrowed from No. 71000 *Duke of Gloucester* and also measuring an example borrowed from No. 70000 *Britannia*. All the interior components have been drawn as 3D CAD models by the trust's Martin Shepherd, while P2 engineering director David Elliott has completed the 3D modelling of the injector body.

In order to keep on schedule to complete No. 2007 within the next three years, the trust needs to have both injectors ready for installation in 2022. It is estimated that the injectors will cost around £50,000 to acquire, manufacture and install. Therefore, The Injectors Club aims to recruit 50 supporters each donating £1000 plus Gift Aid (in up to four payments of £250).

Members will get the opportunity to buy tickets on one of the first trains hauled by No. 2007, reasonable access to the P2 at all times, an exclusive certificate signed by the design team

of David Elliott, Daniela Filová and Martin Shepherd, and the chance to attend a special supporters' day with A1 No. 60163 *Tornado*.

Trustee Mark Allatt said: "We are delighted with the support the project to build Britain's most powerful steam locomotive has received since its launch over seven years ago. With more than £3.4 million spent and around £3.9 million donated to date of the estimated £5 million required, we remain on track for completion within three years.

"However, to maintain this progress we need to raise £700,000 per year and The Injectors Club will make a significant contribution to this total."

Meanwhile, both machined outside connecting rods have now been delivered to Darlington Locomotive Works. The fundraising campaign to raise an initial target of £210,000 to finance the manufacture of the heavy motion has so far raised £178,000 through The Motion Club.

The work involved in manufacturing the motion includes the redesign of coupling and connecting rods to use modern material, as prewar nickel chrome steel alloy proved prone to fracture; incorporation of late-pattern

BR-type continuous white metal lined crank pin bearing bushes; and the use of the late-A1 design of inside connecting rods, which overcame the tendency for the original design of inside connecting rods on LNER Pacifics to suffer big-end failure.

In May 2018, the trust placed an order of £181,000 with Stephenson (Engineering) Ltd of Atherton, Manchester for the heavy motion.

Rods to be fitted

David Elliott said: "The delivery of the outside connecting rods for *Prince of Wales* is a major step forward for the project, especially given the limitations of working during the Covid-19 pandemic. The machining of each rod by Stephenson (Engineering) Ltd takes around 100 hours. The next few months will see the completion of all of the heavy motion and the trial fitting of the coupling rods to the engine – creating the first tender-engine standard gauge Mikado in the UK since 1945."

→ **Supporters can join The Injectors Club by visiting www.p2steam.com/support/the-injectors-club, by emailing enquiries@p2steam.com, or telephoning 01325 460163.**



The P2 project is working with WMG to create a one-third scale working model of the cambox for the Lentz-Franklin valve gear as part of the design and manufacturing process, one of the most challenging aspects of the project. WMG is an academic department at the University of Warwick, providing research, education and knowledge transfer in engineering, management, manufacturing and technology. It offered to 3D-print a one-third scale cambox and parts for the project. The P2 engineering team will have the opportunity to use the cambox model to educate sponsors, donors and school parties of the inner workings of Lentz Franklin valve gear. WMG/A1SLT

Flour Mill set to overhaul Severn Valley auto tank

POPULAR Severn Valley Railway-based GWR auto tank No. 1450 is to undergo its 10-yearly overhaul at Bill Parker's Flour Mill workshop at Bream in the Forest of Dean.

There it will join owner Mike Little's GWR 4575 small 2-6-2T No. 5538, which is undergoing a long and complete restoration, extending to a pair of new cylinder castings.

Built at Swindon in 1935, No. 1450 was bought by the Dart Valley Railway after it was withdrawn from Exmouth Junction shed in May 1965, and became a mainstay of the Buckfastleigh operation until it was sold to Mike and Barry Cordell in 1991.

After spending 10 years on the Dean Forest Railway, it moved to the SVR in 2014 and has visited several other heritage lines.

Until No. 1450 has been dismantled, the extent of the work to overhaul it is unknown. The work on No. 5538 will be set aside until No. 1450 is back in service, said Bill.

Three of a kind

The boiler of sister locomotive No. 5539, owned by Hugh Shipton, arrived at the Flour Mill in June from Llangollen, where it had been partially dismantled.

One of the 'Barry 10', the frames have been rebuilt by Mike Pearce and are currently in the Plymouth Road shed of the Barry Tourist Railway. The boiler requires extensive repairs, including a new backhead and much of the outer firebox sides and throatplate, the front barrel section and front tubeplate.

Its arrival makes up a trio of class members' boilers at Bream. That of Bill's No. L150 has just passed its hydraulic test. As No. 5521, it was painted in London Transport red, similar to that worn by GWR pannier tanks used by LT until 1971, and renumbered to commemorate the 150th anniversary of the Metropolitan Line. Its cab height was reduced to allow it to operate on London Underground's sub-surface lines.



Above: Hoping to be back soon, Mike Little's Collett 0-4-2T No. 1450 is pictured double-heading with WR 0-6-OPT No. 1501 out of Foley Park Tunnel on the Severn Valley Railway on March 16, 2018. JOHN TITLOW



Above: The boiler of Mike Little's small 2-6-2T No. 5538 trial fitted into the frames at the Flour Mill. BILL PARKER

Right: The boiler of No. 5539 at the Flour Mill for overhaul following its arrival from Llangollen in June. BILL PARKER



Apedale collection's new additions

TWO unrestored locomotives have arrived at the Apedale Valley Light Railway.

A Moseley Railway Trust member has bought Avonside 2ft gauge 0-4-0T No. 1986 of 1926 *Renishaw Sugar No. 2*, which, as reported in issue 274, was repatriated from South Africa in May 2020 by the Richmond Light Railway at Headcorn in Kent and subsequently offered for sale.

No. 1986 was supplied new for use on the Renishaw Sugar Estates

system before being displayed outdoors at the company's offices following its withdrawal.

It arrived at Apedale on June 11. Its restoration at the Potteries line is set to be a long-term project as it will need a new boiler, possibly reusing the existing fittings.

On June 18, Ruston LAT 4wd No. 375360 of 1954, which worked for the Chemical and Insulating Company in Darlington, arrived at Apedale, and is also in need of heavy restoration.



Long-term project: Avonside 2ft gauge 0-4-0T No. 1986 of 1926 *Renishaw Sugar No. 2* arrives at the Apedale Valley Light Railway. AVL R



Visiting WR 4-6-0 No. 6989 *Wightwick Hall* arrives at Shenton on the Battlefield Line with its first train, the 3.30pm from Shackerstone on May 29, having moved from the Buckinghamshire Railway Centre earlier in the week. The main locomotive all day was Class 20 D8110, and *Wightwick Hall* was added for the last train as a test run. The pair double headed out and back, the 20 leading in both directions. At this point the 20 had been removed to run round, with the *Hall* following shortly after. ALISTAIR GRIEVE

Fully operational fleet would be 'quite something' says the DVLR

By Geoff Courtney

THE Derwent Valley Light Railway is just a few replacement parts away from achieving the landmark of having every one of its nine locomotives in working order and available for either passenger use or shunting demonstrations.

Based in York's Murton Park, the home of the Yorkshire Museum of Farming, the standard gauge railway has a fleet of nine diesels, three of which are ex-BR. The only current non-operative locomotive is a Ruston & Hornsby 88DS 4wDM that requires cylinder liners and pistons to enable it to join its working stablemates.

DVLR trustee Trevor Humbey, who oversees the locomotives and rolling stock department, said the parts needed were in the Ruston VPH series, for which there were very few outlets and thus were not readily available. "We are looking for what we require, but it is proving difficult," he said, adding that if some were traced, he would expect work on the loco to be completed within a year.

In addition to the non-operative locomotive, the railway has five more industrial diesels – two other Ruston & Hornsby 88DS models, a Ruston 48DS 4wDM, a 165DS 0-4-0 from the same manufacturer, and the oldest in the fleet, a 1947 Fowler 0-4-0DM.

Completing the line-up are the three ex-BR locomotives, No. 03079 (D2079), Class 04 D2245 and the most recent arrival, Class 08 No. 08528 (D3690), a former Liverpool Street station pilot.

Of the possibility of having the entire fleet operational, Trevor said: "We have never previously had every loco available, but this time it is all falling into place.

"It would be quite something, as many railways have a greater proportion of locos out of use than we do."

His pride was echoed by Jonathan Stockwell, the railway's archivist and joint editor of the society's quarterly newsletter. He said that even having eight out of nine in working order was "an amazing achievement".

The original Derwent Valley Light Railway ran for 15 miles from York Layerthorpe to Cliffe Common, near Selby. It opened in 1912 for mainly agricultural traffic, although passenger trains ran until 1926, and closed in September 1981, at which time it was one of the last privately-run standard gauge lines in the country.

In 1990 preservationists took over a half-mile stretch of the line that is their home today, within Murton Park, where the original track was still in place. Regular passenger services started there in 1993.



Public demo: BR D2245 is the centre of attention at the Derwent Valley Light Railway's Murton Park station in York on April 18 as it entertains visitors with shunting demonstrations. The 04 class 0-6-0, which entered traffic in November 1956 as No. 11215, is one of a fleet of nine diesels based on the preserved line, of which all but one are in working order. JONATHAN STOCKWELL

Severn Valley marks pannier tank's 50 years on the railway

By Robin Jones

THE Severn Valley Railway held a special celebration to mark half a century since GWR pannier No. 5764 was delivered to the heritage line straight out of service.

Built at Swindon in 1929, No. 5764 spent 31 years working for the GWR and BR, largely hauling empty coaching stock in and out of Paddington as well as trip and freight duties before BR sent it to Wolverhampton Stafford Road works for heavy repair in February 1960.

When it returned to London that May, it was sold to London Transport, where it became L95.

Used on night-time engineering trains on the capital's Underground network, it also appeared during daylight hours working the system's 'rubbish train' to and from the refuse tip at Watford.

In 1970, the SVR's Kidderminster branch, under the chairmanship of John Hill, formed the Severn Valley Railway Pannier Tank Fund to purchase L95 from London Transport.

L95 continued in LT traffic until June 6, 1971. During its working life, the locomotive had covered an impressive 668,771 miles.

Following the sale, No. 5764 was delivered to Bridgnorth on Saturday, June 19 that year. It was lit up before it had been removed from the low-loader which brought in from Neasden for its first steaming on the Sunday.

The locomotive ran in LT maroon livery during its first season on the SVR but was restored to GWR green in 1972.



Pannier tank No. L95's last day on London Underground: At Neasden depot on June 18, 1971, Severn Valley Railway members Columb Howell (in cab), Peter Hudson and Mike Wilkinson await the shunting of the locomotive onto a low-loader for delivery to Bridgnorth the next day. PETER HUDSON/SVR



Pannier saviours Columb Howell, Peter Hudson and Mike Wilkinson reunite in The Engine House museum and visitor centre at Highley on June 19 to celebrate the exact 50th anniversary of pannier L95's arrival on the Severn Valley Railway, straight out of London Transport service. NICKY FREEMAN/SVR

Over the next four decades, the pannier clocked up a further 69,916 miles on SVR metals before being withdrawn from service in 2010 pending overhaul.

Since then, it has appeared as a static exhibit at the Gloucestershire Warwickshire Railway's Broadway station, and currently resides in The Engine House museum and visitor centre at Highley. Repainted in its LT maroon livery, the locomotive is accompanied by an associated wall

display 'From London to Bridgnorth.'

The celebration took place 50 years to the weekend of its arrival. In attendance were three members of the group that saved L95 in 1970, in Columb Howell, Michael Wilkinson and Peter Hudson, who supplied 60 yards of gold bunting to decorate it – while attempting to replicate the picture he took of the three men when L95 was being loaded for delivery at Neasden depot way back on Friday, June 18, 1971.

Nine routes to the North Pole

THE Cholsey & Wallingford and Spa Valley railways will become the latest heritage lines to run Polar Express trains this Christmas.

The Wallingford operation will feature a USATC S160 2-8-0 from the Churnet Valley Railway (CVR) and five of seven ex-Greater Anglia BR Mk.3 coaches acquired by event organiser PNP Events, while the Spa Valley trains will be hauled by Bulleid Pacific No. 34053 Sir Keith Park.

Other heritage lines booked so far to stage the same kind of event this year are the CVR, along with the Caledonian, Mid-Norfolk, South Devon, Telford and Wensleydale railways, and the Seaton Tramway.

GNR carriage is back at Tanfield

GNR carriage No. 1441 (TR No. 6) has returned to the Tanfield Railway following its renovation at Stanegate Restorations in Haltwhistle.

No. 1441's compartments have been reinstated, returning it to its original design.

In addition to fresh paintwork, new seats have been fitted and doors have been replaced or repaired as required.

It will enter service shortly. The renovation was made possible thanks to the Government's Culture Recovery Fund.

Pete Waterman relaunches Heaton Park tramway

POP impresario legend and transport enthusiast Pete Waterman formally launched the first Heaton Park tram back into operation in front of delighted guests and members at a reopening ceremony on Saturday, June 5.

At the same time the tramway society celebrated being awarded the Queens Award for Voluntary Service, the highest award that can be given to a voluntary group.

Manchester Tramway Museum Company chairman Keith Whitmore said: "We are over the moon that once again everyone can see and ride on our trams in the park after the longest period that a tram has not been seen running up and down the line.

"During this lean period, volunteers have been tireless in getting the tramway ready for operation again,

with much sweat and – at times – tears to ensure we achieved our trams being up and running for the summer.

Queen's Award

"As a double celebration, in recognition of the work our members undertake to give so much pleasure to so many, the Manchester Transport Museum Society has been awarded the equivalent of an OBE.

"Just days before reopening, it was announced that we had been awarded the Queens Award for Voluntary Service.

"Our members will be able to wear their badges with pride in recognition of the hours they put into giving pleasure to so many."

The first service on reopening day was operated by Stockport tram No. 5

following a seven-year overhaul. To add to the occasion, buses operated from the Greater Manchester Museum of Transport on its first day of opening, as well as a vintage Stockport bus lining up with the tram.

Mr Waterman said he was delighted to support the tramway and thanked the volunteers for ensuring a fantastic first day of operation this year.

The popular tramway will operate every weekend during the summer.

Stockport tram No. 5 is launched into service: Left to right are Phillip Heywood, Manchester Transport Museum Society chairman, Pete Waterman at the controls, and Keith Whitmore, chairman of the Manchester Tramway Museum Company. PAUL ABELL



WHAT IS AVAXHOME?

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Bridge infill 'could prevent Eden Valley Railway-Stainmore link'

By Robin Jones

A COUNCIL has questioned moves by Highways England to infill a road bridge over a disused trackbed that could one day be used to connect the Eden Valley Railway in Cumbria to the Stainmore Railway at Kirkby Stephen East.

Eden Valley District Council in Cumbria said Highways England had refused its request to stop the works on the bridge at Great Musgrave, near Warcop.

The council acknowledged that Highways England has permitted development rights to undertake work on the bridge without the need for planning permission to be granted beforehand.

However, the council's planning service has opened a dialogue with the company "to understand the full extent, nature and reasoning for the proposed works at Great Musgrave, to ascertain whether the works do fall within permitted development rights."

"This is an ongoing matter and discussions have not yet concluded," read a council statement. "Once sufficient information has been provided by Highways England, the planning service will be able to judge whether these works do constitute a permitted development, or if they require the prior granting of planning permission."

Following the abolition of BRB (Residuary) Ltd in 2013, the Highways Agency was handed responsibility for managing the Department for Transport's Historical Railways Estate

(HRE) collection of around 3800 bridges, tunnels and viaducts that are no longer part of the operational network.

HRE response

David Wheatley, Highways England's head of scheme delivery for the HRE, said: "As part of our stewardship of the HRE, we determined the Musgrave Lane bridge – which carries the B6259 over the old railway line – needed strengthening to safeguard the road's absolutely vital role in connecting local communities like Warcop and Great Musgrave. We have complied with any planning requirements and have consulted widely – including with Eden Valley District Council, Sustrans and the Eden Valley Railway Company – on our plans to strengthen the bridge with an infilling scheme, which we aim to complete this financial year."

The HRE Group was recently formed to oppose Highways England plans to demolish or infill structures of historic value or which could be reused as key components of reopened railways, footpaths and cycleways.

The group claimed that according to Highways England's own inspection reports, the bridge is in 'fair' condition, shows no signs of being overloaded and has no significant defects. While

"The bridge might benefit from a few minor repairs, but demolishing or infilling the Brunel bridge would amount to cultural vandalism."

Highways England has said that the infilling is reversible, the group claims such a blockage would be too difficult and costly to remove. It also disputed Highways England's statement that it has consulted with the EVR, which, along with the Stainmore Railway, has the ultimate aspiration to create an 11-mile railway between their two existing bases.

Also on the Highways Agency's list for infilling is Mill Lane bridge on the former Colne Valley & Halstead

Railway trackbed between Castle Hedingham and Halstead, which could block a future extension of the heritage era Colne Valley Railway to the latter town.

HRE director Richard Marshall

said: "Our most recent assessment of the Mill Lane bridge showed that it was in poor condition and unsafe for vehicles over three tonnes. Work to strengthen the cast iron beam structure and bring it up to the eight tonnes limit, which is indicated on nearby road signs, would be very difficult and expensive to carry out."

"Work on the bridge will require planning permission. If our planning application is approved and subject to there being no local plans to reuse the bridge, we would look to infill the structure during financial year 2023/24. Infilling will preserve

the structure and can be reversed should plans be developed to put the structure back into use."

Paul Lemon, chairman of Colne Valley Railway Preservation Limited, said: "The sensible thing would be to put in a level crossing. But even if the Halstead extension doesn't happen, it's a perfect route for a footpath or cycleway. Our proposal is for a cyclepath alongside the track – it is wide enough."

The railway's initial focus for any extension would, however, be in the opposite direction, northwards to Great Yeldham, if the A1017 road could again be bridged.

Elsewhere, Mr Marshall said that Highways England has "no plans" to infill a 162-year-old bridge near Saltash designed by Isambard Kingdom Brunel unless it is absolutely necessary.

The bridge has not been used by trains since 1907; a deviation line was built the following year to eliminate the wooden viaducts on a bypassed original section of the Cornwall Railway main line as engineered by Brunel. Since the line was moved, the bridge has been used solely as private access to a farm. Mr Marshall said that it was planned to assess the bridge's capacity to ensure it is safe to be used by heavy vehicles before deciding on any next steps.

Cornwall Railway Society John Ball secretary said the bridge might benefit from minor repairs, but demolishing or infilling it would "amount to cultural vandalism."

High Speed Train coaches preserved at Colne Valley

THREE BR Mk.3 coaches from a High Speed Train have entered preservation at the Colne Valley Railway, along with a former Greater Anglia Driving Van Trailer.

Neil Bunt, who retired as a driver with Greater Anglia in May last year, has purchased the Mk.3 stock – Trailer First No. 41088, buffet car No. 40706 and Trailer Guard Standard No. 44058 – from leasing company Angel Trains.

They had been in store at Ely for more than a year following withdrawal from service on the East Coast Main Line with train operating company LNER.

Having driven the last two locomotive-hauled push-pull sets from Harwich to Norwich Crown Point depot, Neil was also seeking to buy a DVT from another leasing company, Porterbrook, when the firm

offered to donate one to the CVR. No. 82121 is being used as a store by CVR-based Pressed Steel Heritage, of which Neil is a director – but both it and the Mk.3s are expected to run on the three-quarter-mile line, possibly forming a dining train.

Neil now hopes to acquire a Class 43 HST power car to haul the set and operate its air-conditioning. "I didn't want to see the HSTs disappear like the Blue Pullmans," he said. "Every time I see a train of Mk.3s going for scrap, it's like tearing my heart out."

To assist in shunting the new stock, the railway's first air-braked locomotive was due to arrive in late June – a Rolls-Royce-engined Hunslet 0-4-0 diesel-hydraulic shunter, acquired by CVR members Charles and Louise Adler.



21st century heritage traction: Driving Van Trailer No. 82121 and the three Mk.3 HST coaches at the Colne Valley Railway on June 13. The DVT is being used as a store by Pressed Steel Heritage, owners of the Class 121 'bubble car' No. W55033 in front of it, and the two-car Class 117 DMU (Nos. W51382 and W51339) approaching on the left. CVR

Built for use at Chatham Dockyard, it will be restored to its original Admiralty colours.

It latterly worked at Sellafield nuclear plant, where it was No. 5 in

the fleet, but was displaced from there by the new Clayton hybrid locomotives which, as reported last issue, were recently tested on the Chasewater Railway.



Signs of the times: Mangapps Railway Museum's station totem signs provide a geographical tour of the UK, with every one of the six BR regions represented. JOHN JOLLY

Behind the scenes at the working railway museum preparing for better days

By Geoff Courtney

AS Mangapps Railway Museum prepares for what it hopes will be a busy and successful summer after the travails of enforced shutdown during the Covid-19 pandemic, owner John Jolly has told *Heritage Railway* of the work that has gone on behind the scenes during the past two years, and the decisions that needed to be made against a background of shifting rules and requirements.

The working museum in rural Essex, near Burnham-on-Crouch, reopened for the spring bank holiday weekend at the end of May after lengthy deliberations by 77-year-old John and his wife June.

"Reopening our doors is normally a simple procedure which we have been doing for more than 30 years, but in these strange times it became complicated," he said.

"Should we take bookings only, or should we advertise and risk being overwhelmed? Will we have enough staff and stewards? How much cleaning and disinfecting should we be doing, and is it worth running steam? How long before we're

locked down again? And even – is it worth all the hassle?"

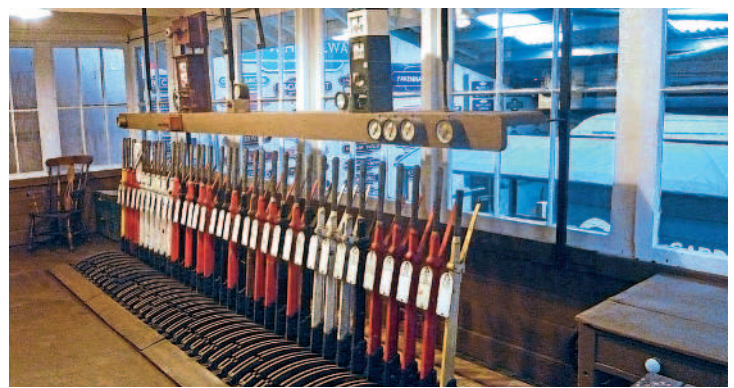
The answer to the last question was basically a no-brainer. Yes, the couple decided, it was certainly worth the hassle; welcoming families and enthusiasts to their visitor attraction was the reason they developed the site into what it is today.

And developed it certainly has; John unveiled a £1 million project two years ago that has turned the museum into a major player on the preservation scene, and expanded one of the finest and most-varied privately-owned railwayana collections in the country.

New extensions

A three-road 150ft-long carriage shed, a five-road 80ft extension to the museum, and a 60ft extension to the museum's locomotive shed were constructed, and the layout to the site's ¾-mile standard gauge line was altered to allow more frequent trains for visitors.

"Basically, over the past two years we have more than doubled the covered space, an achievement in itself because we already had



Signal success: A popular feature of the newly-extended railway museum is the restored ex-Halesworth GER signalbox. JOHN JOLLY



Coals to Essex: A tableau in Mangapps Railway Museum featuring an 1893 wagon laden with coal – a reminder, says John Jolly, that the original purpose of railways was the transportation of the 'black gold' mined from pits up and down the country. JOHN JOLLY

considerably more than most railway visitor attractions, except a few of the big boys," said John.

"We can now accommodate all our locos and most of our vulnerable and historically significant rolling stock under cover, which helps to preserve them."

He points with pride to Halesworth signalbox from the Ipswich to Lowestoft line which Mangapps saved from imminent collapse and is now a magnet for visitors.

"We were especially delighted to save this ex-GER 'box and restore its interior to exactly as it was in the 1980s, as the original idea of what has become Mangapps was hatched during visits when it was in service prior to its closure in 1986," he said.

John and June plan to open on weekends and Wednesdays in July until the start of the school summer holidays towards the end of the month, and thereafter every day until September, when they will revert to weekends and Wednesdays.

Large fleet

The museum's fleet comprises BR diesels Class 31 Nos. 31105 (ex-D5523) and 31233 (D5660), Class 47 No. 47579 *James Nightall* G.C. (D1778), five Class 03 shunters and a Class 04, four industrial steam locomotives, three industrial diesels, and a selection of former BR multiple units and London Transport Tube stock, as well as more than 80 carriages and goods wagons.

Pensioner dragged 30ft by car while tackling model locomotive thieves

POLICE have appealed for information leading to the recovery of a Maxtrak 5in gauge SECR R1 class 0-6-0T No. 335 after it was stolen from its 75-year-old owner.

Retired civil servant Paul Kenny, a former head of safety and monitoring for defence and armaments at the Royal Navy, was alerted to the raid by his dog Poppy.

He chased the three thieves and tried to grab the 3ft long £6000 model back – but ended up being dragged 30ft by their getaway car outside his home in Chilworth, near Southampton, at about noon

on June 7. He was left lying on the ground with cuts and bruises to his hands and knees, and there were bloodstains on the road.

Two members of staff from a nearby care home came to his aid.

The car was described as a dark blue VW Golf, having a partial index of YH04 and a smashed rear windscreen covered with brown parcel tape.

PC Mike Elwood, of Hampshire Police, said: "If you have seen a model train like this recently or been offered to buy one, we want to hear from you."



Anyone with information is urged to telephone 101, quoting reference number 44210221809.

A model SECR R1 0-6-0T, identical to the stolen one. HAMPSHIRE POLICE

Corris Railway joins Great Little Trains of Wales group

By Robin Jones

THE Corris Railway has brought membership of the Great Little Trains of Wales up to a dozen.

GLTW secretary Ray Reid said: "The GLTW was started in 1970 to encourage visitors to come to Wales in general and to ride the narrow-gauge railways in particular. The addition of the Corris Railway to the existing 11 railways makes the GLTW's discount and gold cards even better value and a must-have for anyone intending to visit several of the railways during the year."

Corris chairman Richard Hamilton-Foy said: "When the preservation of the Corris Railway started in 1966, the pioneer volunteers had nothing but one decrepit building to work on. Since then, we have purchased land, restored the infrastructure, laid track and built a completely new train with modern recreations of the original Corris Victorian carriages and a Corris steam locomotive."

"As we move into the next phase of the development of the railway with a second steam locomotive, a new station in Corris and a southern extension, we are delighted to have been invited to join the GLTW

organisation. We are ready to contribute to the future prosperity of all of the Great Little Trains here in Wales."

The inclusion of the Corris Railway brings the consortium to 12 and adds further prestige to this already world-renowned brand. Among its members, GLTW boasts the oldest independent railway company in the world, one of Europe's most exciting railway projects, and some of the most recognisable engines on the planet – including enthusiasts' favourite *Russell*.

Early closure

The 2ft 3in gauge line, the origins of which date back to the 1850s, was initially built to carry slate from the quarries at Corris Uchaf and Aberllefenni in the Dulas Valley.

The railway was closed in 1948 by BR in the immediate wake of nationalisation, and while the world's volunteer-led operational heritage railway movement began at the nearby Talyllyn Railway in 1951 – with the aid of two Corris locomotives – the latter line was ripped up by scrapmen and escaped the attention of revivalists for another decade and a half.



Corris Railway new-build Kerr Stuart Tattoo 0-4-2ST No.7 at Maespoeth Junction on June 6. DAVID COLEMAN/CR

Today it operates regularly with a mix of steam and diesel traction between Maespoeth and Corris, and has plans to extend its operations.

The GLTW dozen now comprise the Talyllyn, Llanberis Lake, Ffestiniog, Welsh Highland, Welshpool & Llanfair, Vale of Rheidol, Brecon Mountain, Bala Lake, Welsh Highland Heritage, Snowdon Mountain, Fairbourne and Corris railways.

→ For £15, the GLTW discount card gives holders a 20% discount on the price of a return journey on all 12 member railways, valid for one year from the first date of use. There are also discounts for cardholders with selected accommodation providers close to many member railways. Cards are available at booking offices and online at www.greatlittletrainsofwales.co.uk

Young Tracksiders are back and paving the way for Talyllyn Railway's future

By Robin Jones

YOUNG volunteers who undertake projects at the Talyllyn Railway have returned to action after a year's absence through lockdown.

Tracksiders, the pioneer heritage railway's club for junior members and their families, held the annual activities week during the spring bank holiday.

In previous years there had been two week-long programmes

of activities in May and October organised for young members, accompanied by at least one adult, usually from their own family.

Maintenance work

The programme involves working on various projects, often alongside the 7½-mile line. Tasks include weeding and gardening, footpath maintenance, and occasional maintenance of the railway's remaining sections of historic lineside slate fencing.

One such project was the construction of the playground alongside Abergynolwyn's station car park several years ago. It needs ongoing maintenance from time to time to ensure its continuing safety.

This year a maintenance project was also undertaken on necessary work on the steps and lineside footpath above Abergynolwyn station at Forestry Crossing. A second project in the week was extending the new discovery trail in the

woodland below the station.

Social activities for the members have included a beach event with swimming, a barbeque, a rounders match, and an annual putting competition.

Tracksiders grew out of Trackside, a junior members newsletter originally edited by railway vice president Christopher Awdry.

Training opportunities

In response to a growing concern among members to encourage the recruitment of younger volunteers, the first Tracksiders working party was set up in 1997 and until 2020 had met each year. The number of volunteer days given to the railway is now well in excess of 4000.

Tracksiders is run by Talyllyn Railway Preservation Society member Ian Evans, who is assisted by several fellow and sometimes a number of former Tracksiders who enjoy returning as young adults to encourage and occasionally to lend a hand. One such young adults is now editor of the Trackside newsletter.



Young volunteers painting the footbridge at Dolgoch station. IAN EVANS/TR



Maintaining the Talyllyn Railway's historic lineside fencing. IAN EVANS/TR

Chatham coach and Midland crane into works at IoWSR

RESTORATION work has commenced on what will be the first working London, Chatham & Dover Railway bogie coach in preservation, at the Isle of Wight Steam Railway.

No. 4115, an 1898-built Brake Third, was the first grounded body to be acquired by the IoWSR, in 1975. It is to be placed on the underframe of Southern Railway 'elephant van' No. 4589, suitably shortened by 5ft by removing a section from the centre, while one of its compartments will be converted for wheelchair access.

Sent to the island in 1933, No. 4115 was withdrawn from service in 1948 and grounded on a farm at Atherfield, near Chale.

Despite a lengthy period outdoors, "the upper works are in remarkably good condition for its age," said IoWSR director Simon Futcher.

It is the first of four LCDR bogie coaches that the line hopes to restore, creating a rake representative of the 1930s, with an appeal to be launched shortly.

Veteran crane

Also brought into the Carriage & Wagon works at Havenstreet recently was Midland Railway six-wheel crane No. 429S.

Built in the 1860s (the exact date is unknown), it was sold to the Isle of Wight Central Railway in 1912, a



The body of London, Chatham & Dover Railway Brake Third No. 4115 (left) in the works at Havenstreet. In the foreground is the Southern Railway 'elephant van' underframe to which it will be fitted, showing where it will be shortened by 5ft in the centre. In the background, restoration work on Isle of Wight Railway Oldbury First No. 21 is making steady progress, with the new lower panels in place.

TOBY JENNINGS

year after Holman F Stephens briefly served as the line's engineer.

It survived until the end of steam on the island in 1966 before being preserved, and was used extensively in the railway's early years – including installing the buffer stops at Wootton – but has been out of use for about 30 years.

Its metalwork and mechanical parts are sound but all its timber must be replaced, with new wood already acquired. It will be returned to working order, although it is unlikely to be used for anything more than demonstration purposes.

It is believed to have last received a major overhaul just after the First World War, said Pete Jardine of the C&W department: "We have an Isle of Wight Central Railway engineer's report from 1917 that basically condemned it – but it was certainly in use in 1920.

"The railway received its payout for First World War earnings in 1918, so we suspect it was rebuilt then – they had some money for once."

Lottery funds

The crane and LCDR coach are the last in a series of restorations funded by a £489,000 grant from the Heritage Lottery Fund in 2002, which also paid for the construction of Havenstreet Carriage & Wagon works for the purpose (see panel).

Another Lottery-funded project currently in the works is Isle of Wight Railway Oldbury four-wheel First carriage No. 21. Lower panels have been refitted and seat frames are under construction. A kit of parts for its new timber chassis was acquired during the restoration of sister Oldbury, Composite No. 10, for the BBC's Great Rail Restorations programme in 2017.

Nine Lottery-funded carriages and wagons

A £489,000 grant from the Heritage Lottery Fund in 2002 paid for the construction of the Isle of Wight Steam Railway's Carriage & Wagon works at Havenstreet, which was officially opened by the Queen in 2004.

It has also funded the restorations of the following vehicles:

- LCDR 4-wheel Composite No. 6378 (1886).
- LBSCR bogie brake No. 4168 (1922).
- LBSCR Third No. 2403 (1903) – converted for wheelchair access.
- LBSCR 10-ton open goods wagon No. 27834 (1925).
- LBSCR 10-ton machinery truck No. 60579 (1923).
- LSWR crane match truck No. 429SM (1890s).

The last three vehicles now being restored thanks to the grant are:

- LCDR 5-compartment Brake Third No. 4115 (1898).
- IWR 3 compartment 4-wheel First No. 21 (1864).
- MR crane No. 429S (1860s).



Former Tracksiders helping out during the working week. IAN EVANS/TR



Team buffer stop work in progress during the Tracksiders' week. SALLY HIRST/TR



Tallyllyn Railway Preservation Society chairman Jonathan Mann thanks the Tracksiders team at the end of their spring bank holiday working week. IAN EVANS/TR

Tracksiders provides a first introduction to volunteering on the railway, and is considered to be an important part of the Tallyllyn's commitment to engaging with and encouraging young members to work towards becoming active volunteers.

The group's young volunteers are not allowed to be involved in the running of trains or to go on site at Pendre workshops due to age restrictions and for health and safety reasons, but there is an opportunity to go on to join the society's

pioneer training and development scheme, an award-winning two-year programme for students aged 14 and 15 who might wish to begin a pathway to eventual volunteering at 16 years old.

Operating roles

A significant number of regular TR volunteers, now aged in their 20s, began as Tracksiders and the group now has a distinguished track record; two former Tracksiders are already qualified volunteer locomotive drivers, several more are guards and firemen,

and more still are working towards eventual qualification.

Society chairman Jonathan Mann said: "We are extremely proud of our Tracksiders and our 14 and 15-year-old trainees.

"The Tracksiders carry out carefully supervised work alongside the railway with huge enthusiasm, and for many this is the start of many years of volunteering and friendship on the Tallyllyn.

"The work they do really enhances the railway, and they learn useful, practical skills.

"As they become older, they can join the training and development scheme, so that when they are aged 16 and able to volunteer on the operating side, they have a head start.

"With such enthusiasm from so many young people, I am confident that the future of the railway is in safe hands.

"I would like to record my thanks to all those who work tirelessly to enable these activities to take place."

Find out more at www.tallyllyn.co.uk/support-us/young-volunteers

Mogul makes milestone at Whitehead

By Hugh Dougherty

THE Railway Preservation Society of Ireland's LMS (NCC) 2-6-0 No. 105 project has reached a major milestone with the completion of its main frames, which have been shotblasted at the group's Whitehead base.

No. 105 is a recreation of one of a class of 15 mixed traffic tender locomotives designed by HP Stewart, the NCC's locomotive superintendent.

Based on the successful LMS Fowler 2-6-4Ts but with 6ft diameter wheels, the W class revival is making its own piece of Irish railway history as the first main line locomotive to be built in Ireland for eight decades.

Original parts

Despite the Covid-19 pandemic holding back the project for several months, work is steadily progressing using a combination of new components, such as cylinder blocks cast by Taylor's foundry at Hamilton and machined locally by Cooke Bros of Newtonards, a set of matching wheels saved from scrapped WT 2-6-4T No. 53 and kept at Whitehead, and even an original W class chimney and connecting rod, received as donations. The group also has a suitable tender.

RPSI locomotive officer Peter Scott MBE is heading up the project,

which is slotted in alongside other maintenance and construction work at Whitehead.

He said: "We are now making good progress, and major components such as the motion brackets, crosshead brackets, reverser brackets and other cast steel parts attached to the main frames have been cast, with machining under way.

"Number 105 will use either the boiler currently fitted to our 2-6-4T No. 4 or a similar spare boiler which is being overhauled for use in either locomotive.

"The basic boiler shell is the same for both the W and WT class and is a modified version of the LMS G8 AS boiler, with the firebox widened to take advantage of the wider Irish gauge. We are fortunate to have the original 1932 drawings for the class, which we are following."

Peter would not be drawn on the possible completion date for No. 105 making the first appearance on the 5ft 3in gauge of a W class since the last 2-6-0 was withdrawn by the Ulster Transport Authority in 1965. He said the schedule remains flexible given the impact of Covid-19, the need for further funding, and the competing needs of keeping the wheels of RPSI in-service locomotives rolling. Neither would he be drawn on a name for



LMS (NCC) W class 2-6-0 No. 99 *King George V* visits Dundalk on September 24, 1960. JAMES P O'DEA/NATIONAL LIBRARY OF IRELAND



The frames, with buffer beam, after sandblasting and a protective coat of paint at Whitehead. RPSI



Peter Scott at work on the frames before assembly. RPSI

No. 105 or if the completed engine will carry one, given that Nos. 90 to 100 were named, but 101 to 104 were not.

Naming themes

With a tongue-in-cheek nod to Northern Ireland history and politics, Peter said: "Some members of the class were named after rivers in the NCC's operating territory, but others carried names such as Thomas Somerset and Queen Elizabeth.

"There's no doubt that the selection of a suitable name should cause a bit of interest, if not controversy!

"Appropriate suggestions are welcome!"

In their heyday after delivery in the 1930s, W class members whisked the crack 'North Atlantic Express' from

Belfast to Portrush in 80 minutes, and were noted for free running and very economical coal consumption.

After the takeover of all the railways in Northern Ireland by the Ulster Transport Authority, and the class's displacement by diesel multiple units on the former NCC mainline to Derry and Portrush, they saw service on the former Great Northern Railway of Ireland Derry Road on both goods and passenger turns, and even reached Dublin on trains from Belfast.

To donate to the project or to suggest a name for the new-built locomotive, which perfectly combines the engineering traditions of the NCC York Road drawing office and the LMS Derby works, visit www.steamtrainsireland.com

Rugby Rotarians win award for GC restoration work

RUGBY Rotary Club has won a national award for giving a facelift to a stretch of the former Great Central Railway main line in the town.

As reported in issue 278, panels of double track have been laid under Hillmorton Road bridge as part of a three-quarters-of-a mile railway art heritage trail on the trackbed.

The project, undertaken with Rugby Borough Council and Warwickshire Wildlife Trust, has received the Rotary Club of Great Britain and Ireland Environment Award.

The former president of the British Rotary Clubs in the British Isles, Rodney Huggins MBE, who created the awards in 1999, said: "Rugby's entry was chosen because of the scale of its project, its environmental impact, involvement of young people, and potential for growth and development."

Nottingham Trams memorabilia donated to Crich

TRAM buffers and old signs have been donated by Nottingham Trams Limited, the operator of Nottingham Express Transit (NET), to Crich Tramway Village, home to the National Tramway Museum.

Nottingham Trams operations manager Trevor Stocker said that passing on the signage to Crich has also strengthened links between Nottingham's state-of-the-art tram network and the historic tramway.

"We've donated buffers that were originally installed at the Old Station Street tram stop, and these are now in operation at the Glory Mine end of the preserved tram line," he said.

"The fact we have a number of employees volunteering at the museum in their spare time also reflects NET's commitment to preserving transport heritage while delivering the best possible service, both now and in the future."

Ryan Breen, who works as a Nottingham Trams driver and is a

volunteer at Crich, believed that some of the old signage could be useful in future exhibitions.

Modern memorabilia

"The majority of the museum's collection is from the first generation of tramways that almost all closed in the 1960s, and opportunities to preserve memorabilia from second-generation systems are, at the moment, very uncommon," he explained.

The museum is now looking to feature the signs as part of a display to illustrate the history of trams in Nottingham, from the days of Nottingham Corporation Tramways to NET, filling a current gap in the history books.

The museum's new curator, Kate Watts, said: "It's important that the museum continues to tell the national story of tramways by collecting items relating to the current systems in use."



Left to right: Trevor Stocker, Ryan Breen and Crich marketing manager Amanda Blair with Cardiff Corporation Tramways car No. 131 and the donated signs from Nottingham. CTV



Avonside 0-6-0T Nancy in action on the relaid section. CLR

Nancy steams to mark relaying progress

THE 3ft gauge Cavan & Leitrim Railway reached a milestone on June 6 in completing two-thirds of the ongoing relaying of the line towards Clooncolly.

To mark the occasion, Avonside 0-6-0T No. 1 Nancy (Works No. 3024 of 1908) was steamed to test the re-laid section of track.

Subject to more funds being raised, it is hoped that additional rail and points can be acquired from Bord na Mona to enable run-round loops to be installed at Clooncolly and Dromod.

The railway has received a €9,900 grant from the Heritage Council to restore an original Tralee & Dingle

bogie recovered from coach No. 48c, which was built by the Bristol Wagon and Carriage Works as a third-class carriage and was later rebuilt by CIE as a railcar trailer to match the Walker railcars on the West Clare section.

On closure it was purchased by Bord na Mona.

'Big Boy' is going back on tour in US

THE world's largest operational steam locomotive, Union Pacific's articulated 4-8-8-4 'Big Boy' No. 4014, is to head its second nationwide tour since it returned to steam.

In May 2019, No. 4014 made its first excursion run amid the celebrations marking 150 years since the completion of the first transcontinental railroad, following its official relaunch at the Cheyenne Depot Museum in Wyoming.

Its long-running restoration took place at Union Pacific's steam shop in Cheyenne, Wyoming, following a retirement that spanned six decades.

Due to the Covid-19 pandemic, UP cancelled all of its 2020 steam excursions and stated that Nos. 4014 and Alco 'Living Legend' 4-8-4 No. 844 would not operate for the 2020 season.

No. 4014 will leave the Steam Shop in Cheyenne on August 5, making brief whistle-stops in communities across Arkansas, Colorado, Illinois, Kansas, Louisiana, Missouri, Nebraska, Oklahoma, Texas and Wyoming.

It will be on display in Fort Worth, Texas, on August 14, New Orleans on August 21, St Louis, Missouri on August 29 and Denver, Colorado, on September 6, after which it will return to Cheyenne. A complete list of overnight and whistle-stops can be found at <http://upsteam.com>

UP's senior vice president, corporate relations and chief administrative officer, Scott Moore, said: "Weighing in at 1.2 million pounds, the 'Big Boy' makes a big impression in communities it visits, reminding us of bygone days and the important role the railroad continues to play in our global economy.

"It will be back to tour through 10 of the states and hundreds of the communities Union Pacific serves."

The first of 25 'Big Boys' built exclusively for UP was delivered in 1941 to handle the steep terrain between



All set for its second tour in the US since restoration: Union Pacific 'Big Boy' No. 4014, pictured at Cheyenne. UP

Cheyenne and Ogden. Of the eight still in existence, No. 4014 is the only operational one. The other seven are displayed in Cheyenne; Denver; Frisco, Texas; Green Bay, Wisconsin; Omaha, Nebraska; Scranton, Pennsylvania; and St. Louis, Missouri.

On its new, tour No. 4014 will be accompanied by The Experience The Union Pacific Rail Car, a multi-media walk-through exhibition telling the story of modern-day railroading.

A steam tracking map showing the locomotive's location and route will be available, also at the website <http://upsteam.com>

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DAME VERA LYNN

THE MOORS' SWEETHEART

As the North Yorkshire Moors Railway starts to overhaul one of its most popular locomotives, War Department 2-10-0 *Dame Vera Lynn*, we hear the story of how it was brought back to the UK and became a preservation record-holder.

Just before 4pm on June 2, 1998, War Department 2-10-0 No. 3672 *Dame Vera Lynn* rolled to a gentle halt in Pickering station on the North Yorkshire Moors Railway, with a banner stretched across the track in front of it reading '100,000 miles not out'.

This wartime workhorse had just set a heritage railway record. At 3.56pm, as it passed milepost 7 on the approach to the station, it had become the first steam locomotive to clock up 100,000 miles in preservation.

At that figure, your car would be due for a very major service – if you didn't simply throw it onto the scrap heap. Of course, the NYMR has no intention of doing the latter with *Dame Vera Lynn* – but it needs your help to fund the heavy overhaul that the locomotive requires if it is to return to steam in 2024/25, to mark its 80th birthday and the same anniversary of VE Day.

Popular performer

Many locomotives become synonymous with the railways where they have resided for decades – but others become inextricably linked with a particular era of that railway's history. *Dame Vera Lynn* is a classic example of the latter. Think of the NYMR in the 1990s, and it is one of the engines that springs instantly to mind.

Powerful enough to take the steep gradients and the heaviest trains in its stride at this major tourist attraction, and providing the perfect period set-piece for its hugely popular wartime

weekends, it's no surprise that the 'Dub-Dee' was such a prolific performer at that time.

Yet racking up 100,000 miles in the space of one 10-year boiler certificate was but the latest milestone, and a relatively brief interlude, in the story of an engine that had already travelled widely before it arrived at the NYMR.

Named after the famous singer and entertainer known as 'the Forces' Sweetheart', No. 3672 has, in preservation, become something of a symbol to commemorate the railways' role in the Second World War. Yet, although Robert Riddles' WD Austerity 2-8-0s

"I'd love to find out if it did work in Egypt... we can't find any record of it being used."

and 2-10-0s were designed and built for the war effort, this particular example seems to have played relatively little part in it.

Constructed by North British of Glasgow in 1944 and renumbered 73672 within months, it and 15 of its classmates were sent to Egypt – but as far as is known, they never turned a wheel in anger while there, and sat out the remainder of the war in storage. With the end of hostilities, they were all declared surplus in October 1945 and sold to the Hellenic State Railways, the national network of Greece,

being shipped across the Mediterranean the following January and given the new class designation of 'Lb'.

"I'd love to find out if it did work in Egypt," said Ian Foot, an NYMR driver, a director of the North York Moors Historical Railway Trust, and the project co-ordinator for No. 3672's current overhaul.

"But it's doubtful – we have looked around and we can't find any record of it being used. It probably wasn't realised that they were already surplus to requirements.

"That's probably why the Greeks thought they were on to a good thing – they were practically new engines."

The 'Dub-Dees' were designed as nothing more than slow, plodding freight haulers, but preservation in Britain was by no means the first time that No. 3672 – renumbered as Lb960 and converted to oil-firing in Greece – would work passenger trains. The class was used on the Athens to Istanbul express until diesels took over in 1967, coincidentally the same year that the last WD 2-8-0s were withdrawn from service on BR.

The Greek 'Dub-Dees' lasted more than a decade longer, thanks to heavy overhauls in 1971/72, when they received new tyres, and reconditioned boilers and fireboxes, before being put into storage again. With the Cold War at its height, many European countries set aside so-called 'strategic reserves' of steam locomotives to be called into action in the event of a conflict.



John Pettegree and depot staff with the future *Dame Vera Lynn* – Hellenic State Railways No. Lb960 – at Thessalonika shed. J. S. BUNCH COLLECTION

War Department 2-10-0 No. 3672 *Dame Vera Lynn* between Esk Valley and Green End, at the foot of the 1-in-49 climb to Goathland on the North Yorkshire Moors Railway. JOHN HUNT



Steamed occasionally to keep them in working order, the Greek WDs were last used on snowplough duties in the winter of 1978/79. The following summer, two intrepid British preservationists came calling, to bring two of them back home.

Big engines needed

It was not the NYMR that set things in motion for the repatriation of No. 3672, but another line further south with a similar requirement for large, powerful engines on its steep gradients – the Mid-Hants Railway.

Leading the project was John Bunch, whose interest in railways was first sparked by a WD 2-10-0 and other army locomotives. As a teenager in the 1960s, together with friends from the Farnborough Railway Enthusiasts Club, he was a regular visitor to the Longmoor Military Railway near his home.

"If anyone questioned us, we'd say 'yes, sir... no, sir... of course, sir,'" he remembered, "and they'd say 'okay, we haven't seen you'.

"As we got older and got to know people, we'd help to clean the fires and the locos, and in return we'd have footplate rides and free tea in the NAAFI canteen.

"It was a different world back then – perhaps they were looking at us as potential recruits!"

By the end of the following decade, John had become the MHR's Locomotive Superintendent, and the railway was planning to extend back to Alton – over the punishing 1-in-60 gradients that led steam-era footplate crews to nickname the line 'The Alps'. "We were certain we didn't have sufficient heavy

motive power to go to Alton," explained John. "The Southern Moguls and the Urie S15 were unique engines, and we didn't want them running day in, day out up that bank.

"The railway had to project what Alton would bring in – it didn't totally materialise, but Ken Woodroffe, the chief executive, said we needed five sets of five coaches, one of them a dining train, and at least three engines in the height of summer."

John's thoughts initially turned to one of the engines he remembered from his happy days at Longmoor, WD 2-10-0 No. 600 *Gordon*, which had initially gone to Didcot Railway Centre for preservation before moving to a permanent home on the Severn Valley Railway. But his approach to move the big blue machine to the MHR was turned down.

"I chased around, and nobody was interested in bringing engines to us," he said, "but I had a book on military locos which said there were still some WDs in Syria and Greece. I put the suggestion to the board, and Ken said, 'follow it up'."

All Greek to us

As is so often the case, a network of contacts proved invaluable. John got in touch with a member of the Harrow & Wembley Society of Model Engineers, whose wife was Greek and took in students from the country.

One of them, named Tassonis, was the son of a senior signal engineer on the Hellenic State Railways (OSE). His father spoke perfect English, and was able to arrange a meeting with the system's chief engineer in

the traction department. And so, in July 1979, John and his assistant chief engineer, Barry Eden, boarded a plane at Heathrow and flew to Athens.

Arriving at the OSE head office, said John, "there was a terrible barrier – we didn't speak a word of Greek, and nobody on reception spoke English, so they were making frantic phone calls," until finally, the visitors got to see the chief engineer, Stamatis Boudouris, a "superb guy" who also spoke flawless English.

Over coffee and biscuits, John and Barry explained that they were from a preservation society in the UK, seeking to buy some of the OSE's steam locomotives – specifically, two WDs, and one of the former US Army Transportation Corps S160 2-8-0s. Stamatis's reply was: "We haven't got any steam engines."

"We explained where we thought they were, from the information we had," remembered John, "so he gave us a pass covering the whole of the Greek railway system, and asked us to do an audit of all their steam locos!

"I think they did know they had them – but they didn't have a record in the Athens office."

They made another fortuitous contact that evening. "There's always a stroke of luck," said John. "They're a very hospitable people – Stamatis invited us for dinner, and he and his son took us to the Greek State Railway Museum."

There they met Nick Sbarounis, an engineering student and railway enthusiast. "He offered to come with us as an interpreter," recalled John. "He knew the railway, and it was a godsend."



Barry Eden and John Bunch with a WD 2-10-0 and a US Army Transportation Corps S160 2-8-0 at Thessalonika depot in August 1984. J. S. BUNCH COLLECTION



WD No. Lb960 being unloaded from the Greek heavy lift ship *Empros* at Ipswich Docks on August 28, 1984. J. S. BUNCH COLLECTION

They discovered a treasure trove of locomotives, equipment and spares, with “crates of steam loco parts” still in the workshops in Athens, where they started their tour of the network.

“They hadn’t scrapped anything,” said John. “We went to one narrow gauge rack railway and couldn’t believe it – the locos and coaches were still in the shed, tools still in the workshops, and there was no vandalism. It was like the doors had just closed.”

Finding that the engines in the Athens sheds were not in very good condition, they next tried the locomotive graveyard at Tithorea, which John described as “a halt in the middle of nowhere”.

“Nick had an exam that day and couldn’t be with us,” he said, “and a guy challenged us on the station. We showed him the letter with the OSE logo on it, but he couldn’t read, so he just pointed to the depot and we went in!”

Getting the goat

Having logged the WDs and S160s at Tithorea, John and Barry finally came to Thessalonika, Greece’s second city and often referred to, even by the Greeks themselves, as Salonika. It was here that, as far as is known, the future *Dame Vera Lynn* had been allocated for its entire OSE career, along with most of the Greek WDs.

Here, remembered John, were “two yards rammed full of locos in store, still with all their fittings, numberplates, whistles, everything.”

They also found USA 0-6-0Ts still in action as ‘mobile steam heating boilers’, some of which had been stripped of their tanks and given second-hand tenders.

“It took over a week to inspect all the WDs and S160s,” John recalled, “and we’d only booked to go out for two weeks!”

Security around Greek aircraft is tight, but the same is true of their railways, as the duo discovered at Thessalonika. “They had armed guards on the depots, and the shedmasters were in watchtowers,” John continued.

“We pitched up at the main shed area and had a job to get through the gate – but the shedmaster shouted over the tannoy from his tower, ‘Hello English!’

“That was all the English he knew – but then he shouted in Greek and the guards let us in.”

In an odd way, the heavy security also highlighted the Greeks’ hospitality: “We were taking spare parts off another loco and one of the guards came over, shouting and pointing his gun at us.

“We put our hands up and showed him the OSE letter. Then he locked us in his guardroom, with a goat, while he went off to find someone who could speak English – but he gave us coffee, with the goat’s milk.”

The only person who spoke English, it turned out, was the chief engineer. “He was tearing a strip off this guard and I was saying, ‘it’s okay, no offence taken’ because it was just so funny.”

Air miles

As well as No. 3672, John and Barry settled on classmate No. 3652 (OSE No. 951) – swapping their original tenders for better examples from Nos. 966 and 952 respectively – and S160 No. 3278, plus two brand new spare WD fireboxes and an S160 firebox from the stores.

“We picked the best, but there wasn’t much between them,” said John. “We earmarked No. 953 as a back-up, but it was as good as No. 951.” Choosing the engines had been easy, however, compared to getting them home.

“I can’t describe the amount of paperwork and meetings,” John said. “Even government ministers got involved – and towards the end, Nana Mouskouri, the Greek singer, was saying ‘they can’t have the steam engines unless they return the Elgin Marbles!’

“Luckily, we had signed paperwork that committed Athens to selling us two British locos and one American engine, delivered to the docks. The British Embassy was a great help.”

**“The shedmaster shouted over the tannoy ‘Hello English!’
That was all the English he knew.”**

Sometimes accompanied by John Pettegree when Barry was unable to get leave from his job as a physics teacher in Southampton, John reckoned he “must have gone over there three dozen times – the only way we could communicate with Athens was via Telex.”

Serendipity took a hand in the proceedings here too, when airline owner Freddie Laker “got to hear about it somehow or other,” said John. “We’d been talking to air crews in the hotel bars out there.

“He got one of his managers to get in touch and offered us free travel and hotels when they had spare capacity, saying ‘any time you’re going, just tell us’ – and he didn’t even know us! How amazing is that?”

Mounting costs

But even with some of the travel and accommodation thrown in for free, “the cost just escalated. The Achilles heel of it was that the locos were signed over to us with free on-board loading – so we didn’t pay for them until they were off-loaded in the UK.

“I had to put up a bond through my bank with a letter of credit to OSE, so they knew we were serious – but at the time, the railway’s funds were going into the Alton extension.”

As far as fundraising was concerned, John added: “We were overshadowed by *Duke of Gloucester*. We wanted to call the project ‘Mission Impossible’, but David Wilcock at Steam Railway pointed out that the ‘Duke’ already had that title!”

To raise the money, John persuaded other members of the locomotive department to pledge funds, in return for shares in the engines when they arrived in Britain. But the negotiations took so long – five years in total – that, he explained: “When it came to it, people

had got married or bought new cars, and I was left holding the baby – so I was in massive debt even before they left Greece.

“I had to remortgage my house – at a time when the interest rates were running rampant at 15% – and it got to the stage where I was thinking ‘is it worth it?’”

By the time everything was ready for the three engines to come home, John had to conclude that he could only afford two of them. That *Dame Vera Lynn* is in the UK today is thanks to David Milham, the wealthy businessman who had founded the Lavender Line at Isfield in 1983. He agreed to buy

“I can’t describe the amount of paperwork and meetings – even government ministers got involved.”

No. 3672, while the MHR got the other WD and the S160.

But even then, the costs kept piling up. “Have you ever tried to charter a heavy lift ship?” asked John rhetorically. “We found out that the cranes on Salonika docks wouldn’t be able to lift the engines.

“We got a Telex message giving us about a week’s notice of when the ship would be there – but when we turned up at the docks office, they said, ‘ship, what ship?’ Our hearts sank – it had been diverted!”

They’ll always be in England

The two WDs and the S160 finally arrived at Ipswich docks on August 28, 1984, on board the Greek heavy lift ship *Empros*. John led

the restoration of the MHR’s WD to British condition – taking the number 90775, the next in sequence from the 25 examples that ran on BR – and then the S160 in Longmoor blue livery. Today, following a period at the NYMR, No. 90775 is based at the North Norfolk Railway, while the S160 has recently moved to the Churnet Valley Railway for overhaul.

Dame Vera Lynn, however, was the first to steam. David Milham made a £5 bet with John that he would get his WD back into traffic first – and won the wager.

He engaged Norman Payne, formerly the boilermith at the Bluebell Railway, NYMR and MHR, to carry out a rapid overhaul of No. 3672, converting it back to coal firing. The engine returned to steam just 11 months after its arrival from Greece, with *Dame Vera* herself carrying out the naming ceremony at Isfield on August 6, 1985.

Carrying a hybrid livery of BR lined green with WD markings, No. 3672 hauled brake van rides at Isfield for nine months – but was far too big for a line just three-quarters of a mile long, so when Clifford Brown made an offer to buy the ‘Dub-Dee’, David was willing to sell.

Born in the North East, Clifford Brown emigrated to the United States on the *Queen Elizabeth* in 1954 with just \$200 in his pocket, and went on to make his fortune with a firm producing decorative ironwork. Oddly enough, he met his wife while serving with the British Army in Thessalonika.

A supporter of the NYMR, he later repatriated ‘Schools’ 4-4-0 No. 926 *Repton* from the US and took it to the ‘Moors’, though when he was seeking a home for the WD, it was to the MHR that he turned first, briefly bringing the three ex-Greek engines together on the line for which they had been intended.

***Dame Vera Lynn* at Darnholm, near Goathland, on April 4, 1996. The ‘Dub-Dee’ was such a regular performer on the NYMR at this time, said the photographer, that he would think “not No. 3672 again!” PAUL CHANCELLOR/COLOUR-RAIL**





During its brief period at the Mid-Hants Railway, *Dame Vera Lynn* is reunited with its Greek classmate No. Lb951 – now restored in BR guise as No. 90775 – at Ropley shed. J. S. BUNCH COLLECTION



Proud owner Clifford Brown with No. 3672 in Platform 3 at Grosmont station, just after the locomotive's first overhaul was completed and before the days when hi-visibility vests were required. IAN FOOT

"It was only at the Mid-Hants for a short time, and it never steamed there," said John. "I think he was looking for the railway to overhaul it – the work it needed wasn't massive, but the railway didn't have the money at the time."

Reflecting on his efforts, John concluded: "It aged me – but I don't regret doing it. I'm pleased we managed to get these historic engines back to the UK, and that they have a secure future."

Hard graft

Receiving its overhaul at Grosmont works instead of Ropley, *Dame Vera Lynn* returned to steam on April 11, 1989, and quickly proved its worth on what is arguably the toughest railway in preservation. Even on the twisting 1-in-49 bank to Goathland, it was able to haul a 10-coach train when the demands of the peak summer season required it.

Sadly, Clifford Brown wasn't around to see the locomotive attain its 100,000-mile record. He died in October 1997 at the age of 71, having gifted both No. 3672 and *Repton* to the North York Moors Historical Railway Trust.

Dame Vera Lynn was finally withdrawn from service in November 1998, with 113,000 miles to its credit.

It had one more moment of glory six years later, being chosen for display at the National Railway Museum's Railfest event of 2004, representing the wartime era in a celebration of 200 years of railway history.

From there, it moved to Ian Riley's then Bury workshops to be assessed for an overhaul – but on this occasion, it wasn't to be.

"I wasn't involved then," said Ian Foot, "but I can only assume that the quotation wasn't acceptable to the then trust board, and it came back to the NYMR – but then we lost the momentum because it went into store."

As the line's former head of traction and rolling stock, he explained: "The railway wanted locos that didn't need too much work and could be turned around quickly, but *Dame Vera Lynn* wasn't one of them because it had been standing outside for years, so it went to the back of the queue."

'We'll Steam Again'

However, many Moors Line members and volunteers, with happy memories of No. 3672's first stint in service, were determined that it shouldn't be forgotten – and what is best described as a Friends group for the locomotive got together to raise money for its overhaul.

In 2013, the group launched a campaign titled

We'll Steam Again, in homage to *Dame Vera*'s wartime song We'll Meet Again. Sir William McAlpine became the group's patron, and following his death in 2018, his widow, Lady Judy McAlpine, took over the role.

The group has 64 supporters, all NYMR members, staff or volunteers, and has so far raised £175,000 – enough to begin work in earnest, starting with the dispatch of the tender to Ian Riley for a contract overhaul (see News).

"He has previous experience of WD tenders," explained Ian Foot – having overhauled the tender for the Keighley & Worth Valley Railway's 2-8-0 No. 90733.

The locomotive itself has a slot booked in the works at Grosmont. "It's in the official overhaul plan," said Ian, "but we'll do as much work with our group as we can."

The boiler shop is currently working on the boilers from Bulleid West Country 4-6-2 No. 34101 *Hartland*, BR Standard 4MT 4-6-0 No. 75029, 2-6-4T No. 80135 and Bagnall 0-4-OST No. 2702. "So it's a tad busy at the moment," Ian said, "but we've got in mind that – provided we have enough money – we'll fund temporary staff to work on *Dame Vera Lynn*'s boiler."

Fortunately, he continued, an inspection of

the WD's boiler has shown it to be "in better condition than we dared hope – some parts are actually thicker than the original drawings specified. We'll replace the front barrel section and tubeplate; we're not sure about the rear tubeplate, but we're assuming we'll have to replace it."

"The firebox is not too bad – it just needs the traditional stuff. There's wastage around the foundation ring, but it's not excessive and we can weld new sections in."

One more job on the boiler is the result of the locomotive's long period in open storage. "The firebox backhead needs a couple of new inserts," said Ian, "because the rain coming in has worn a groove in the platingwork."

As for the engine's bottom half, he said: "We won't really know until it's lifted, but at first glance the frames and stretchers don't look too bad. She's had a hard life – but that's what she was designed to do."

A new smokebox and rear dragbox are already to hand, made at the same time as those for No. 90775 when the latter was under overhaul at the NYMR 20 years ago.

One expensive job that is already known to be required, however, is a new axle for the front pony truck. Ultrasonic testing of this

Dame Vera Lynn herself names No. 3672 at the Lavender Line on August 6, 1985. The locomotive's next owner, Clifford Brown, exchanged these straight nameplates for the curved ones it carries today – but when one came up for sale at GW Railwayana Auctions in July 2020, the NYMR's Dame Vera Lynn Fund was able to secure it thanks to a generous donation from Clifford's grandchildren in the United States. The location of the other 'plate is unknown. NYMR/DAME VERA LYNN FUND





Dame Vera Lynn climbs the NYMR's 1-in-49 gradient at Thomason Foss on October 7, 1995. PAUL CHANCELLOR/COLOUR-RAIL

part, said Ian, "was inconclusive as to whether there were any cracks," so to be certain, it must be replaced.

'The People's Engine'

The cost of all this is estimated at more than £600,000; on top of the £175,000 already raised, the group is aiming for another £450,000, giving a total of £625,000 as a contingency for any extra work needed.

"The railway will have to contribute," said

Ian, "unless the appeal goes ballistic." But every pound you can give will bring this much-loved engine that bit closer to completion.

It may have played little, if any, part in the war effort itself – but its name alone gives it a powerful link to a period of history that still fascinates many.

"My father served with the army in Greece," said Ian, "and Dame Vera was his pin-up – like thousands of others!"

With Dame Vera herself having died just over

a year ago, on June 18, 2020, he added: "We want to keep her name alive and honoured."

But it's not so much this engine's service history for which it is remembered anyway. It was *Dame Vera Lynn*'s period of operation in the 1990s that left such fond memories for NYMR volunteers and visitors. In that regard, it's an example of how railway preservation itself can inspire whole new generations.

Among those working on its latest overhaul are members of the NYMR's junior volunteer group – who, being aged as young as 14, can't even remember No. 3672's previous stint in traffic. "But their mums and dads can!" said Ian.

If everyone else out there with similar recollections gave a little to the appeal, it would be well on its way.

"If only I had a pound for every member of the public who's said, 'oh, I remember *Dame Vera Lynn*' – or 'that big green engine'," said Ian. "As a driver, I've had that conversation time after time.

"We call it 'the people's engine'." **HR**



Celebrations at Pickering on June 2, 1998, after *Dame Vera Lynn* became the first steam locomotive to clock up 100,000 miles in preservation. JOHN HUNT

How you can help

Details of the *Dame Vera Lynn* project can be found and donations made at <https://dameverallynn.co.uk> or www.nymr.co.uk/war-department-2-10-0-no-3672-dame-vera-lynn

Cheques payable to 'Dame Vera Lynn Fund' can be sent c/o North Yorkshire Moors Railway, 12 Park Street, Pickering, YO18 7AJ.

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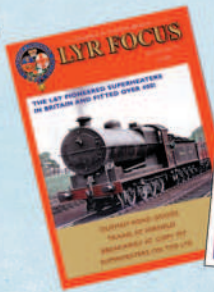
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Images courtesy: John Hunt, Matthew Pollard & Alan Weaver

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HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

While planning this picture on the Severn Valley Railway, taken on May 30, I had been looking at Hampton Loade station departures for some time and, living locally, studied if the sun coincided with the train timings. A window between 3.30pm and 5pm appeared best, especially with the nearby trees.

Several dry runs were attempted without cars to see which locomotives fitted best on the bridge, and a choice of three tank engines was decided on: GWR-liveried 0-6-0ST No. 813 and panniers Nos. 7714 and 1501, both in BR black. My preference for rolling stock was the Mk.1 crimson and cream rake.



The Austin A35 was built in 1956 and is owned by Joe, an 18-year-old car enthusiast who has taken it round Castle Coombe racing circuit and, despite its 948cc engine, showed me pictures with its wheels nearly off the ground.

My neighbour Mark owns the six-cylinder 2.4 litre Vauxhall Cresta PA. No. 1501 was built in 1949

and withdrawn in 1961, the same year the Cresta was built.

In my field of vision was a parked car but the owner, who works for the SVR, moved it slightly back when I explained. The A35 was parked in the sun, complete with tax disc on view, and once the signal was pulled off the Cresta drove into

position. Then came the gamble – will anything come round the corner behind and ruin the shot? No. 1501 whistled, followed by an agonisingly long wait before it slowly departed with the 4.38pm to Bridgnorth. Not an easy shot to arrange – but it was worth the effort.

JOHN TITLOW

'U-boat' returns to main line action on top-and-tailed train

By Cedric Johns

WHILE it is fairly common practice for railtours to be topped and tailed by diesels, especially those of the 'forgotten tracks' variety where reversals are all part of the itinerary, use of steam in such circumstances on the network is rare.

However, it happened on Sunday, June 20 when Southall based B1 4-6-0 No. 61306 *Mayflower* and U class 2-6-0 No. 31806 from the Swanage Railway worked a Father's Day special from Portsmouth to Brockenhurst.

The train had started from Paddington travelling west via Reading, Basingstoke and onwards to Eastleigh via Winchester. Coming to a stand at Eastleigh, No. 31806 backed onto the rear of the train tender, having first run light engine from Swanage via Bournemouth and Southampton earlier that morning. Given the nod, with *Mayflower* at the front end, the special ran on to Portsmouth via Fareham, Cosham and Fratton.

Mogul in charge

On arrival at Portsmouth & Southsea, passengers booked through to the coast were given the options of crossing The Solent to the Isle of Wight or visiting the naval dockyard.

Once clear of passengers, the Steam Dreams team set about preparing the rolling stock in readiness to receive the oncoming crowd of Father's Day celebrants.

Departing at 1.45pm, No. 31806 was now in charge of the special with the B1 trailing at the rear. The train was routed along Southampton Waterside travelling via Fareham, Swanwick, Hamble, Netley,



U Class 2-6-0 No. 31806 departs Wareham on Sunday, June 20, for top-and-tailing duties on Steam Dreams' Father's Day special. ANDREW PM WRIGHT

St Denys, Southampton and Totton to Brockenhurst.

Morning grey skies and drizzle had given way to broken skies and sunshine, with the result that Brockenhurst station took on something of a party atmosphere as older generations, mums and dads, teenagers and small children crowded all four platforms waiting to see the train.

Sure enough, a shiny black No. 31806 emerged around the curve and after rumbling over the level crossing drew into platform 4, normally used by the Lymington pier branch, with its rake of well-turned-out West Coast Railways stock. When emptied of passengers the train was shunted into platform one, the

2-6-0 hauling the train and the B1 well up the line towards Lymington Junction.

Having let a South Western electric pass, *Mayflower* brought the stock back into the station for the return journey.

Home run

Delayed by the arrival of another third rail unit running to Waterloo, the special eventually departed for Portsmouth 15 minutes late, the B1 making an impressive start hauling both train and No. 31806 back through the New Forest. Arriving at Eastleigh, the train reversed, the 2-6-0 working the special into Portsmouth.

After No. 61306 and train had departed for London, No. 31806 ran light engine,

tender first to Romsey via Chandlers Ford, then, taking the line to Redbridge, the 2-6-0 was positioned smokebox first for its evening trip back to Wareham and Swanage after what proved to be an enjoyable and successful day.

Steam Dreams supremo David Buck said he had suspended the company's planned early-morning Tuesday departures from London Victoria to Windsor because of lack of overseas tourists.

However, he was happy with the manner in which the mid-morning and early afternoon trains were loading. The 'Sunset' diner, which leaves Victoria at 6.15pm on Tuesday evenings, is often fully booked.



U Class 2-6-0 No. 31806 heads the Steam Dreams Father's Day special away from Southampton to Brockenhurst on June 6. The locomotive was last on the main line in April 2018, when it hauled a leg of the Railway Touring Company's 'Great Britain XI' excursion. DAVE COLLIER

Peter Watts takes a step back at Pathfinder Tours

BIG changes are afoot at Pathfinder Tours, with general manager Peter Watts declaring that he is preparing to take a step back from management – with a view to ultimate retirement when a new man is appointed to take charge.

Peter will be difficult to replace considering he has more than 40 years of experience planning and implementing railtours to most, if not all, parts of the country, and is among the most knowledgeable in the business.

Peter is currently concentrating on the problem of finding new dates for day tours postponed by the restrictions imposed by the pandemic lockdown.

These include the 'Mazeyday Cornishman' from the Midlands to Penzance with two Class 50s, the 'Blueboys Merrymixer' from Eastleigh to Birmingham with Class 37s, and the

'Cumbrian Freighter' from Banbury to Crewe and Wigan.

Dates confirmed include the 'Cambridge & Norfolk Express' Eastleigh-Cambridge and Norfolk excursion on August 14, the 'Cambrian Coast Express' Bristol Parkway-Pwllheli on September 8, and the 'Galloway Fifties' Thame Bridge-Carlisle-Stranraer on September 11.

The hoped-for plan of three trips with Merchant Navy Pacific No. 35028 *Clan Line* during July – apart from the trip to Margate starting from Newport on July 3 – originally set to run a year ago have been cancelled.

Meanwhile, parent company Riviera Trains was checking on its rakes of coaching stock, out of action for a year or more, by running empty coaching stock specials on main lines to prove them fit for purpose.

Sell-out success for RTC's July tours

AS WE reported last issue, the Railway Touring Company experienced a much-needed demand for seats when its first four day trips this year, booked to run on June 5, 12 and two trains on the 19th, were – much to the promoter's delight – fully booked while observing current social distancing restrictions.

Taking advantage of the public's desire to get out and about, managing director Kelly Osborne laid on 11 excursions this month: The 'Bournemouth Express' on July 3; 'End of Southern Steam' on July 9; 'The Waverley' and 'Royal Duchy' both running on July 11; 'The Cheshireman' on July 15; the 'Cumbrian Mountain Express' on July 17; the 'North Wales Coast Express' on July 18; the 'Welsh Mountaineer' on July 20; the 'Kentish Belle' on July 22; and the 'West Somerset Steam

Express' and 'The Hadrian', both on July 24.

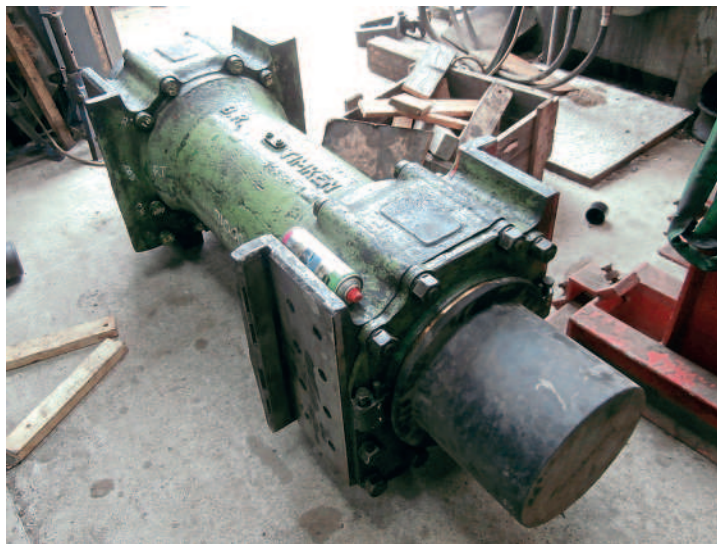
Ten of the 11 trains were fully booked, the only exception as we closed for press being the 'West Somerset Steam Express'.

Apart from the 'Bournemouth Express' and the 'End of Southern Steam', which feature Bulleid 4-6-2 No. 35018 *British India Line*, the remaining trains are booked for haulage by Carnforth-based locomotives.

One of RTC's favourite trains, the 'Dorset Coast Express', will run to Bournemouth and Weymouth on August 5 and 19, and September 2.

The last two trains are expected to be worked by 'Black Fives', the first by 'Jubilee' 4-6-0 No. 45596 *Bahamas*.

RTC operations manager Rachael Jackson said people are booking days out with the firm because of restrictions on overseas travel.



The cannon boxes refitted to one of the axles for BR 8P 4-6-2 No. 71000 *Duke of Gloucester* at the South Devon Railway. BC8SLT

Duke of Gloucester's roller bearings get ready to roll

REASSEMBLY of the driving wheelsets for unique BR Pacific No. 71000 *Duke of Gloucester* continues at the South Devon Railway.

The Riddles 8P's cannon boxes (roller bearing axleboxes) have been assembled and fitted to the driving (centre) and trailing axles. Meanwhile, the leading crank axle is also ready to receive its cannon boxes following the machining of the keyways. The next stages to complete the wheelsets will be to press the wheels back onto the axles, 'quartered' to place the crankpins 120 degrees apart.

The £40,000 appeal to overhaul the *Duke's* new BR Mk.1 support coach,

detailed in the last issue of *Heritage Railway*, is now 53% of the way to its target, while the appeals for the superheater flue tubes and small tubes are standing at 75% and 47% of their respective totals. Trevor Tuckley, chairman of its custodians, the BR Class 8 Steam Locomotive Trust, described this as "an extremely pleasing result so far".

The flue tubes can be sponsored at £500 each and the small tubes at £140 each. Visit www.theduke.uk.com for details, or write to: The Duke, BR Class 8 Steam Locomotive Trust, Aurora House, Deltic Avenue, Rooksley, Milton Keynes MK13 8LW.



The crank axle for No. 71000 ready to place its cannon boxes. BC8SLT

Two new trustees for the Vintage Trains Charitable Trust

THE Tyseley-based Vintage Trains Charitable Trust has boosted its board of trustee directors with the appointment of two new non-executives, having wide-ranging experience in the transport industry and change management.

Arabella Nairne and Audrey Ezekwesili have joined the charity, bringing skills that are seen as highly relevant in the changing world of rail transport, customer service and community engagement.

Arabella's experience blends transport, tourism and education,

developing a strong network across these sectors and specialising in leading change and transformation projects, most recently with the Rail Delivery Group and Catalytic.

Audrey is a professional change management specialist with a passion for improving business. Her experience comes from several years within the rail industry, where she had a particular focus on diversity. Her current permanent role is with the West Coast Partnership.

Trust chairman Michael Whitehouse said: "The appointment of two

highly skilled non-executive director trustees with proven track records in change management will help strengthen the current board by widening our views on strategic and diversity planning, providing enhanced governance and, importantly, improving community engagement.

"The board is highly skilled but long-standing, so the all-important subject of succession planning will also be on the agenda.

"We very much look forward to working with Arabella and Audrey."



New Vintage Trains Charitable Trust non-executive directors Audrey Ezekwesili (left) and Arabella Nairn (right). VT

'Shakespeare Express' start delayed as customers await lockdown lifting

By Robin Jones

THE extension of the Government's remaining lockdown restrictions until July 19 has led to Vintage Trains postponing the start of its summer 'Shakespeare Express' trains from Birmingham to Stratford-upon-Avon.

This year's series was, scheduled to start on July 17, as reported in issue 280, four Saturday trains for the first time, with Murder on the Shakespeare Express on-board evening events on selected days and afternoon Mad Hatters Tea Parties for youngsters.

However, ticket sales for the July 'Shakespeares' proved to be slow. The series largely caters for families and a VT spokesman said many potential customers appear to have held off until so-called 'Freedom Day' – postponed from June 21 – was finally approved by Whitehall.

This year's 'Shakespeare Express' will now run on Sundays August 1, 8, 15, 22 and 29 – and without any entertainment on board.

Anniversary specials

While VT has been allocated the 'Shakespeare Express' paths, there remains the option of adding further trains if the situation improves.

Also cancelled is the August 18 diesel-hauled 'Weston Venturer' trip from



Tyseley flagship WR 4-6-0 No. 7029 Clun Castle heads the 'Shakespeare Express' at Stratford-upon-Avon on July 21, 2019. VT

Birmingham to Weston-super-Mare. Network Rail's current major remodelling of Bristol South Junction would have involved a detour lasting 90 minutes, reducing the time passengers would have had to spend at the seaside.

However, both anniversary trains have proved to be a must for enthusiasts. The 70th anniversary of the Stephenson Locomotive Society specials from Birmingham on September 25, due to be headed by GWR Castle 4-6-0 No. 5043

Earl of Mount Edgcumbe, is virtually sold out, as is the October 20 Return To Steam 50th anniversary special, recalling BR's lifting of its steam ban on October 2, 1971. VT is also holding talks with Network Rail and Chiltern Railways, the operator of Birmingham Moor Street station, about the possibility of running the 'Polar Express' between there and Tyseley this Christmas, but no final decision has yet been reached.

TV star Pullman

Railtours have a great appeal to single travellers but with social distancing restrictions in place, tour operators have needed to restrict sales to multiple 'bubble' ticket holders only. Anticipating changes to the social distancing rules, VT has established a waiting list for single travellers, who are invited to telephone 0121 708 4960 or email bookings@VintageTrains.co.uk to reserve a seat.

VT's Class 47 No. 47773 *The Queen Mother* has returned to Tyseley from the

Severn Valley Railway, where it ran as a special guest at the recent Spring Diesel Bash. Its visit to the SVR included time at Kidderminster diesel depot, where it has undergone body repairs and a full repaint to its original two-tone green livery with small yellow warning panel.

Pullman car *Eagle* is currently undergoing a bogies-out wheel change and brake overhaul before it joins the VT operational carriage fleet for the first time. Following its extensive restoration in 2018, featured in the Channel 4 TV series Great Rail Restorations with Peter Snow, *Eagle* has undergone further mechanical work and is almost ready to serve its first dining passengers. Repaints are also underway on other members of the fleet.

Earl of Mount Edgcumbe's boiler is now complete following a retube and firebox repairs, and it may return to steam in mid-August. WR 4-6-0 No. 7029 *Clun Castle's* boiler had been steam tested by the end of June, and it was being prepared for its proving runs in July.



The boiler of GWR Castle 4-6-0 No. 5043 Earl of Mount Edgcumbe awaiting its hydraulic test at Tyseley. DENIS CHICK/VT



The wheelset change and brake overhaul of Pullman car *Eagle* inside Tyseley Locomotive Works. DENIS CHICK/VT

A1 Pacific Tornado set to haul 'Bournemouth Belle' 90th anniversary special

By Cedric Johns

THE fact that the up-market Northern Belle Waterloo-Bournemouth 90th anniversary trip was booked for haulage by nothing more than an LMS 'Black Five' raised quite a few eyebrows considering ticket prices of more than £300 per head.

However, the message was received by higher authority, which replaced the 4-6-0 with Peppercorn A1 4-6-2 No. 60163 Tornado for the all-BR Pullman train which was scheduled to run on July 5.

When launched in 1931, the 'Belle' was hauled by SR King Arthur and Lord Nelson 4-6-0s between London and Bournemouth West. After the end of the Second World War, the usual source of motive power was a Bulleid Merchant Navy class Pacific, and now-preserved example No. 35018 *British India Line* was a regular performer on the prestigious train in 1956, after it became the first of the class to be rebuilt from original air-smoothed condition.

A broken crank axle suffered at speed near Crewkerne by No. 35020

Bibby Line in 1953 resulted in the whole class being withdrawn for examination, so replacements working the 'Belle' included Western Region-allocated Britannias, Gresley V2s and LMS and BR Class 5s.

Diesels also played a part. Southern-built Nos. 10201 and 10202 were regular performers for a period, and a BR policy decision put all-diesel electrics together based at Nine Elms, which saw LMS pioneer duo Nos. 10000 and 10001 join the 'Belle' roster.

When the Bournemouth line was electrified in the mid-1960s,

it signalled the end of the slower Pullman train, which made only one journey each way in a day. The last day of Pullman luxury was July 9, 1967.

Despite lobbying behind the scenes, management insisted that no steam would be involved.

Green Brush Type 4 D1924, borrowed from the Western Region's Canton shed at Cardiff, worked the final train. When it departed Bournemouth Central for its last run back to Waterloo, lingering diesel fumes served as a final reminder of what had been.



Hauling the start of the return leg of a Belmond Pullman private charter visiting the Severn Valley Railway, Bulleid West Country Pacific No. 34027 *Taw Valley*, fully bedecked with 'Golden Arrow' regalia, crosses Oldbury Viaduct on June 5. JOHN TITLOW

Belmond Pullman runs to the Severn Valley

By John Titlow

THE Severn Valley Railway played host to an unusual and infrequent visitor when the Belmond Pullman arrived on a June 5 private charter with 12 coaches bound for Bridgnorth. The last time the Pullman ran on the SVR was on May 15, 2015, for the line's 50th anniversary, hauled by Bulleid West Country 4-6-2 No. 34027 *Taw Valley*.

Preparations for the trip began on Friday, June 4, when a GB Railfreight driver required a refresher on Class 50 No. 50049 *Defiance*, which was carried out at Kidderminster in readiness for its role on the outward leg of the trip.

Defiance was positioned so it could drop onto train locomotive Class 66 No. 66737 *Lesia* when it arrived from Doncaster on the exchange line.

Defiance and No. 66737 then departed for Stewarts Lane depot in London

Meanwhile, at Bridgnorth, *Taw Valley* had received attention from the mechanical team and its leader Will Marsh, with an exceptional effort from cleaners including Phil Cooper, Alan Garbett and Lorna Shorthouse on the morning of the event.

At 4pm, the empty stock was moved from the SVR to London. The Pullman, the first charter to visit the SVR since

the second pandemic lockdown began, left London Victoria at 6.49am behind No. 66737 with *Defiance* on the rear, running via Neasden, Luton, Bedford, Nuneaton, Walsall, Stourbridge and Kidderminster.

The train lost time between Dudding Hill Junction and Harrowden Junction and was 16 minutes down at Harpenden but time was made up for a two-minute early arrival at Kidderminster.

After crossing onto Severn Valley metals, No. 50049 was uncoupled at Kidderminster, a crew change took place, and at 12.35pm, guard Ian Ridpath gave the right of way. No. 66737 pulled the train to Bridgnorth, making a rather incongruous sight down the valley.

The return journey from Bridgnorth was behind air-braked *Taw Valley*, looking resplendent departing at

3.35pm to Kidderminster fully bedecked with 'Golden Arrow' regalia and express passenger discs.

Getting the 12 heavy coaches and the 66 weighing around 620 tons up the 1-in-100 climb out of Bridgnorth from a standing start was no mean feat but the Bulleid performed very well, and the 66 gave a slight nudge upon starting.

Working flat-out, a wheelslip occurred approaching Oldbury Viaduct but it was instantly corrected by driver Fred Cotterill, who was well in control of the situation. By this time the 66 on the rear was doing no work at all.

The return to Victoria on the main line was made behind No. 50007 *Hercules*, renumbered as No. 50014 *Warspite* on the opposite side. *Hercules* replaced *Taw Valley* and a brake continuity test was completed.

At Kidderminster everything was ready two minutes ahead of schedule, but the departure did not take place until 5.46pm, 45 minutes down.

Hercules and the train arrived at Victoria at 23.29pm, 35 minutes late.



Left: Class 66 No. 66737 *Lesia* brings the Belmond Pullman charter off the main line and on to Severn Valley metals at Kidderminster on June 5. JOHN TITLOW

Second record-holding HST power car to be preserved

BOTH High Speed Train power cars that hold the world diesel speed record are to be preserved, with the donation of No. 43159 to the 125 Group.

As reported last issue, Class 43 power car No. 43102 has gone on display at Locomotion in Shildon, after being donated to the National Railway Museum by leasing company Porterbrook following its withdrawal from service on the Midland Main Line in May.

It set the world speed record for diesel traction of 148.5mph while descending Stoke Bank on November 1, 1987, during a test run for the new Mk.4 coach bogies.

On the rear of that train was No. 43159, which Porterbrook has now gifted to the 125 Group, based at the Nottingham Transport Heritage Centre in Ruddington on the Great Central Railway (Nottingham). It had been in storage for more than two years, having last worked for Great Western Railway on April 7, 2019.

No. 43159 will be the fourth HST power car in the 125 Group's collection,

putting it in the unique position of being able to showcase the full history of the Class 43s, with examples of three different engines that were installed during their 45 years of service.

The group also owns No. 43044, which it plans to restore with the original Paxman Valenta engine, and Nos. 43048 and 43089 with the later Paxman VP185 power unit.

Completing the set will be No. 43159 with its MTU engine, fitted in 2007.

Full Mk.3 set

The group has acquired a full set of nine Mk.3 HST trailer coaches to run with the power cars.

It had also previously restored the surviving prototype power car, No. 41001, to working order under a loan agreement with the NRM that ended in November 2019.

The group stated that normally it selected vehicles based on condition rather than their painted number, but that the historical significance of No. 43159 did play a part in the decision to take it on.



World record-holding HST Class 43 power car No. 43159 has now been donated to the 125 Group based at the Great Central Railway (Nottingham).

TONY HISGETT/CREATIVE COMMONS

All of these power cars will be maintained to an operational standard with main line certification.

Regarding the acquisition of No. 43159, the group stated: "The 125 Group wishes to place on record its sincerest

gratitude to Porterbrook for its amazing generosity in supporting our aims, but also wishes to thank its own members, for their support and financial backing to bring this small fleet of HSTs into the preservation circle."

Upgrade for decades-old listed Garsdale signalbox

GARSDALE'S 111-year-old Grade II* listed signalbox on the Settle and Carlisle line is being upgraded as part of a £500,000 Great North Rail Project investment.

Starting on June 14, work is underway to upgrade the structural timbers and outside cladding, and fit a new roof and windows. The electronics will also be repaired.

The work has been planned so that the signalbox can continue operating to keep trains moving.

Mark Rand, vice-president of the Friends of the Settle to Carlisle line, said: "We welcome the forthcoming improvements to Garsdale signalbox which was opened in July 1910, replacing two earlier boxes at what was then the very busy Hawes Junction. Besides being a junction, it was where pilot engines could detach after assisting heavy trains over the 'Roof of England', turn round and return to their sheds at Hellifield to the south or Carlisle to the north."

Tony Baxter, regional director at Northern, said: "The Settle and Carlisle line is one of the most beautiful routes in the UK and we're extremely proud to have it as part of our network.

"This restoration and upgrade shows the real value of the Great North Rail Project and the work of all partners to not only improve the railway but to also to keep alive its vital and historically important link to the past"



A3 Pacific No. 60103 *Flying Scotsman* passing Langho working an Edinburgh-Paddington charter as far as Preston where it was detached to run forward to Carnforth. No. 60103 had been heading *Steam Dreams'* three-day tour to Scotland, during which it hauled three Fife Circle charters from Edinburgh.

FRED KERR

Warning issued as 'Scotsman fever' resurfaces

NETWORK Rail has issued a warning to people who turn out to see A3 No. 60103 *Flying Scotsman* – held to be the world's most famous steam locomotive – to stay off the tracks.

The warning came after a group of people were seen standing next to the track at Parlour Gates level crossing in Oakley, Hampshire, during the Steam Dreams trip from Paddington to Southampton and return on June 6.

Network Rail Wessex route director Mark Killick said: "It's great that so many people have an interest

in the railway and that they want to see historic trains such as *Flying Scotsman*, but it's vital for them to stay safe. Those acting irresponsibly not only put their own lives in jeopardy but also the safety of trains, their drivers and passengers.

"It is never acceptable to go onto the track for any reason. Come and enjoy the spectacle of these iconic trains but please do so from a safe place."

Trespassing on railways can carry a fine of up to £1000, with train obstruction punishable by up to two years in prison.



Garsdale's Grade II* listed signalbox. MARK HARVEY/FRIENDS OF SETTLE TO CARLISLE LINE



LMS 4-6-0 No. 46100 *Royal Scot* rounds the curve past Langstone Rock at Dawlish Warren with the Saphos Trains 'English Riviera Express' from Bristol to Kingswear on June 20. The last train in the series ran on June 27 and was fully booked.
NICHOLAS JOHNS

Saphos Trains to run steam tour from Carnforth to the Severn Valley Railway

SAPHOS Trains is to run a tour from Carnforth to the Severn Valley Railway on Wednesday, July 21.

Picking up at Carnforth, Lancaster, Preston, Wigan North Western, Warrington Bank Quay, Hartford, Crewe and Shrewsbury, the 'Severn Valley Enterprise' heads to Kidderminster and over the heritage line to Bridgnorth.

Following a three-hour break, the return leg takes in the 1-in-45 climb of Old Hill Bank.

The trip is steam hauled from Crewe by either LMS 4-6-0 No. 46100 *Royal Scot*, West Country Pacific No. 34046 *Braunton*, or LMS 'Black Five' No. 45231 *The Sherwood Forester*.

Elsewhere, the 'Settle & Carlisle

Fellsman', now in its 13th season, heads from Crewe to Carlisle on Wednesday, July 14.

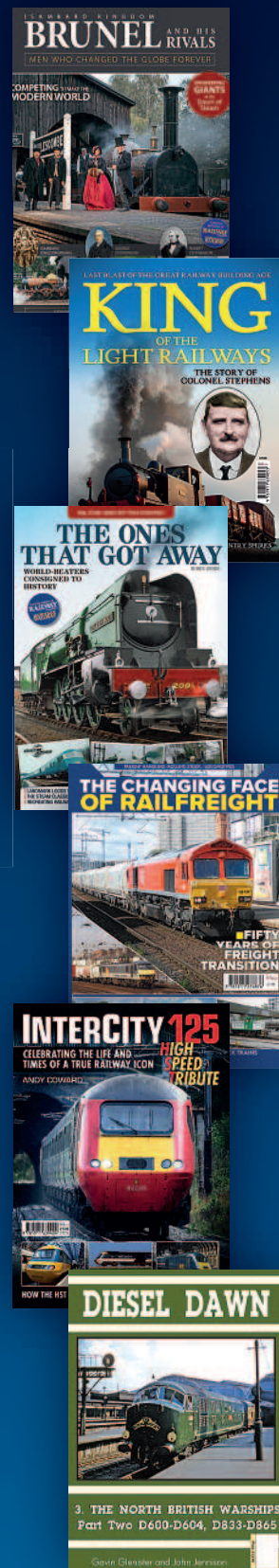
At Locomotive Services Ltd, the overhaul of BR Standard 4-6-2 No. 70000 *Britannia* continues alongside those of Peppercorn A2 Pacific No. 60532 *Blue Peter* and GWR 4-6-0 No. 5029 *Nunney Castle*.



Locomotive Services Limited's 'Midland Pullman' High Speed Train, comprising Class 43 power cars Nos. 43055 and 43046, crosses the M5 at Haresfield, Gloucestershire, with the 5Z14 empty stock move from Bristol Parkway to Crewe carriage sidings on June 13. Fully booked are the Midland Pullman's 'Heart of Wales' excursion from Preston to Cardiff on Saturday, July 17, the 'Settle & Carlisle Jorvik Pullman' on Saturday, August 14, the 'Settle & Carlisle Pullman' from St Pancras on Saturday, August 21, and the 'Devonian Pullman' from Peterborough to Kingswear on Monday, August 30. JACK BOSKETT

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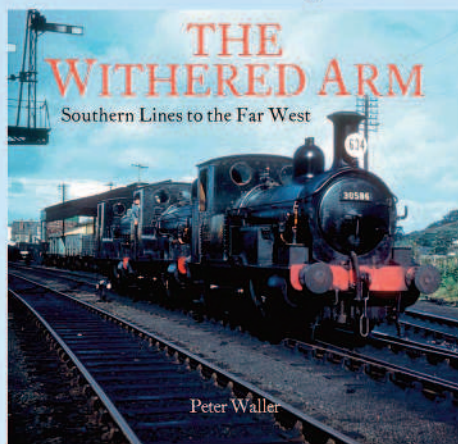
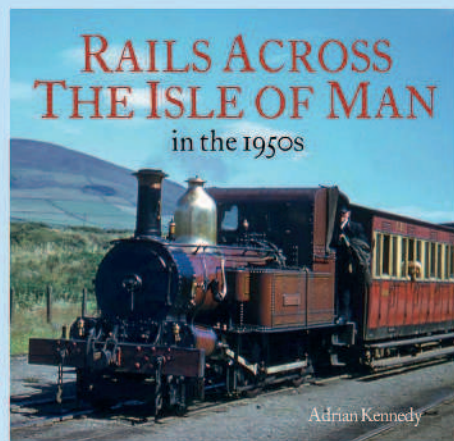
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Rails Across the Isle of Man

The Isle of Man was, and remains, a mecca for the transport enthusiast. The combination of narrow-gauge steam railways, horse-drawn trams in Douglas and the tramcar services offered by the Manx Electric and Snaefell Mountain railways undoubtedly offered the most concentrated range of historic transport accessible within the British Isles. This book is a pictorial journey through the superb transport heritage that once served the island in the final years of its golden age. 64pp mono £9.99 APRIL 2021



The Withered Arm

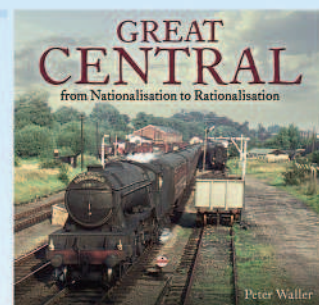
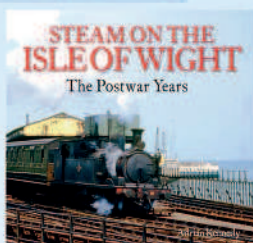
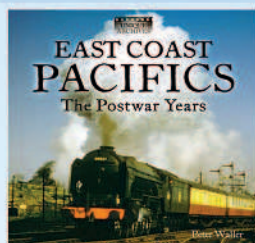
The Southern's 'Withered Arm' – the lines in Devon and Cornwall that were developed in the 19th century by the London & South Western Railway – served some of the most popular holiday destinations in the country. The bulk of the ex-Southern network survived into the 1950s and beyond but the transfer of control from the Southern to the Western Region did not bode well and, during the 1960s, most of the lines disappeared. This book explores the many and varied stations and services that were such a feature of these fascinating and much mourned routes 64pp mono £9.99 APRIL 2021

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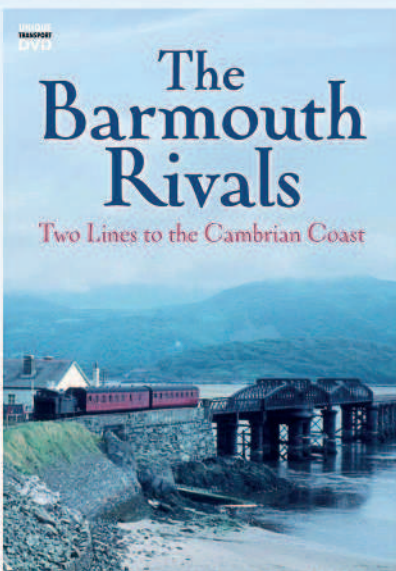
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And we see more than just trains many of the Ruabon line stations were filmed shortly after

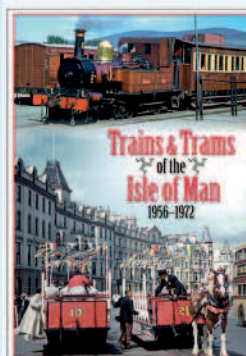
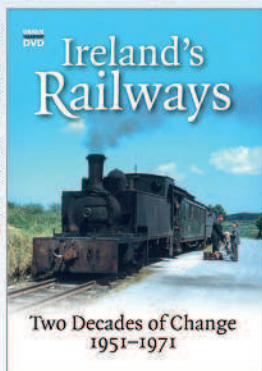
closure in great detail, whilst the advent of the diesel railcars allowed the remaining Cambrian Line to be filmed from the cab during a period of transition.

Stations and locations still famous or active today include Llangollen, Bala Lake, Welshpool, Machynlleth, Towyn and Fairbourn - and locomotive classes such as Dean Goods, Collett 2251 "Baby Castles" "Dukedogs", "Manors", Moguls, BR and LMS tanks are seen working the rival lines.

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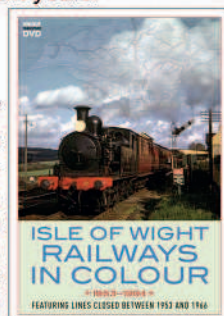


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LMS Jubilee No. 45690 *Leander* at Sheffield with the Railway Touring Company's 'Scarborough Flyer' on June 5. ALAN WEAVER

Tour promoters

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PT	Pathfinder Tours 01453 835414
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ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 0333 996 6720



July

9 'The End of Southern Steam'

London Victoria, Weymouth & return.
Steam-hauled Victoria-Yeovil Junction and Weymouth-Victoria.

Loco: No. 35018 *British India Line*. RTC

10 'The Cathedrals Express'

Southend East, Hastings & return.
Steam-hauled Southend, Hastings, West London.

Loco: TBA. SD

10 'The Lakeland'

Rugby, Carlisle & return. Steam-hauled
Crewe, Carlisle & return.

Loco: No. 34046 *Braunton* or No. 45231
or No. 46100 *Royal Scot*. ST

11 'The Waverley'

York, Carlisle & return.
Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. RTC

11 'The Royal Duchy'

Slough, Par & return. Steam-hauled
Taunton, Plymouth and return.

Loco: TBA. RTC

15 'The Cheshireman'

Euston, Chester & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. RTC

17 'The Cumbrian Mountain Express'

Crewe, Liverpool, Carlisle & return.
Steam-hauled Hellfield, Carlisle, Shap,
Liverpool.

Loco: No. 35018 *British India Line*,
No. 45690 *Leander* or No. 46115 *Scots
Guardsman*. RTC

18 'The North Wales Coast Express'

Liverpool, Holyhead & return.
Steam-hauled throughout.

Loco: No. 35018 *British India Line*,
No. 45690 *Leander* or No. 46115 *Scots
Guardsman*. RTC

18 'The Cathedrals Express'

Paddington, Salisbury & return.
Steam-hauled throughout.

Loco: No. 45596 *Bahamas*. SD

18 'Hampshire Countryside Tour'

Salisbury, Southampton, Eastleigh &
return. Steam-hauled throughout.

Loco: No. 45596 *Bahamas*. SD

20 'The Viking Venturer'

Linlithgow, Edinburgh, York & return.
Steam-hauled York, Edinburgh.

Loco: No. 60163 *Tornado*. A1SLT

20 'The Welsh Mountaineer'

Preston, Blaenau Ffestiniog & return.
Steam-hauled throughout.

Loco: No. 35018 *British India Line*,
No. 45690 *Leander* or No. 46115 *Scots
Guardsman*. RTC

21 'Sewer Valley Enterprise'

Carnforth, Bridgnorth & return.
Steam-hauled Crewe, Bridgnorth & return.

Loco: No. 34046 *Braunton* or No. 45231
or No. 46100 *Royal Scot*. ST

22 'The Kentish Belle'

London Victoria, Faversham & return.
Steam-hauled throughout.

Loco: No. 45596 *Bahamas*. RTC

24 'Golden Age of Travel by Steam'

London Victoria, Guildford & return.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

24 'The West Somerset Steam Express'

Paddington, West Somerset Railway &
return. Steam-hauled throughout.

Loco: No. 45596 *Bahamas* Paddington-
Bishops Lydeard & return, WSR
locomotives from Bishops Lydeard. RTC

24 'The Hadrian'

Derby, Carlisle & return.
Steam-hauled Doncaster, Settle, Carlisle,
Tyne Valley, Darlington.

Loco: No. 60103 *Flying Scotsman*. RTC

30 'Settle & Carlisle Steam Special'

Birmingham, Carlisle & return. Steam-
hauled Carnforth, Carlisle, Settle, Preston.

Loco: No. 6201 *Princess Elizabeth*. NB

31 'Settle & Carlisle Steam Special'

Telford, Chester, Carlisle & return.

Steam-hauled Carnforth, Carlisle, Settle,
Preston.

Loco: No. 6201 *Princess Elizabeth*. NB

31 'The Cathedrals Express'

Paddington, Weymouth & return.
Steam-hauled Paddington-Weymouth &
Southampton-Paddington.

Loco: TBA. SD

August

1 'The Royal Duchy'

Slough, Par & return. Steam-hauled
Taunton, Plymouth and return.

Loco: No. 45596 *Bahamas*. RTC

5 'The Dorset Coast Express'

London Victoria, Weymouth & return.
Steam-hauled throughout.

Loco: No. 45596 *Bahamas* Victoria-
Weymouth and Southampton-Victoria,
No. 31806 Weymouth-Southampton. RTC

Regular Steam

Daily until October 29

'The Jacobite'

Fort William, Mallaig & return (pm
train until October 1). Steam-hauled
throughout.

Locos: Nos. 44871, 45407 or 62005. WCR

**Tuesdays July 13, 20, 27, August 3, 10,
17, 24 'The Royal Windsor Express'**

London Victoria, Windsor & Eton
Riverside (am and pm). Steam-hauled
throughout.

Loco: No. 61306. SD

**Tuesdays July 13, 20, 27, August 3, 10,
17, 24 'The Sunset Steam Express'**

London Victoria, Guildford, Dorking,
Reigate & return. Steam-hauled throughout.
Loco: No. 61306. SD

Tuesdays July 13, August 3, 24

'The Dalesman'

Chester, Carlisle & return. Steam-hauled
Hellfield, Carlisle, Carnforth.

Loco: No. 35018 *British India Line*,
No. 45690 *Leander* or No. 46115 *Scots
Guardsman*. WCR

**Tuesdays July 20, 27, August 10, 17, 31
'The Pendle Dalesman'**

Lancaster, Carlisle & return.
Steam-hauled throughout.

Loco: No. 35018 *British India Line*,
No. 45690 *Leander* or No. 46115 *Scots
Guardsman*. WCR

**Wednesdays July 14 and August 4
'The Fellsman'**

Crewe, Carlisle & return.
Steam-hauled throughout.

Loco: No. 34046 *Braunton* or No. 45231
or No. 46100 *Royal Scot*. ST

Thursdays July 22, August 12

'The Dalesman'

York, Carlisle & return. Steam-hauled
Hellfield, Carlisle and return.

Loco: No. 35018 *British India Line*,
No. 45690 *Leander* or No. 46115 *Scots
Guardsman*. WCR

Thursdays July 15, 29, August 5, 19, 26

'The Scarborough Spa Express'

Carnforth, Scarborough & return.
Steam-hauled York, Scarborough &
return.

Loco: No. 45699 *Galatea*. WCR

**Thursday July 22 and Saturday July
31 'The Aberdonian'**

Edinburgh, Aberdeen & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1SLT

**Sundays August 1, 8, 15, 22 & 29 'The
Shakespeare Express'**

Birmingham, Stratford-upon-Avon &
return (twice each day).
Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

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.

WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW



In his latest column, **Don Benn** covers a recent unusual nonstop run from Carlisle to Carnforth with 5XP 4-6-0 No. 45690 *Leander*, one with the same engine in 2006 compared with Class 7P Pacific No. 70031 *Byron* in 1966 – and then looks at the record-breaking run from Appleby to Ais Gill with No. 46229 *Duchess of Hamilton* in 1993, compared with challengers including the recent run with No. 60163 *Tornado*.

I SAID last time that I hoped to cover some current main line steam work after the resumption of operations following the easing of Covid restrictions. In fact, there has been a lot of action – most of it in the northern hills, including two on the same day, May 22, over the Settle and Carlisle, more of which later in this article.

A number of correspondents have sent details of various runs, most of which I have had to carry over for the future. The day before I put this article together, I chased around my local area to see the Saphos Trains Wolverhampton to Portsmouth charter hauled by Class 7P 4-6-0 No. 46100 *Royal Scot*, hauling 10 coaches plus Class 47 No. 47593 on the rear on a very hot day. On both occasions when you might expect the diesel to be working, it wasn't – and so there was plenty of noise from the *Scot*, especially as it climbed the 1-in-100/85 up from the Hamble River bridge to Bursledon and

on up to Hamble Halt. A fine sight and sound for this steam-starved enthusiast!

However, I am going to start with a most unusual occurrence, at least in recent years, and that is a nonstop run up the West Coast Main Line from Carlisle to Carnforth which resulted from disruption to power supplies north of Carlisle on June 1, thus allowing the opportunity for the returning Dalesman to miss out its planned stops in loops on its way south. Fortunately Bill Long was on the train, and has sent me details of the performance.

The locomotive was 5XP 4-6-0 No. 45690 *Leander*, one of Carnforth's fine Jubilees, and the load 11 for 403 tons tare or 425 tons full as the train wasn't full due to Covid restrictions on capacity. In charge were David Blair and Craig Todd, who, it seemed, may not have known they were to run nonstop but were prepared to run into the loops at Plumpton and Eden Valley

as planned. From departing Carlisle 10 minutes late, the train was 58 early into the loop at Carnforth, in 78 minutes 28 seconds from Carlisle. It might have been a good performance but I am not sure the passengers enjoyed surveying the not-too-enchanted scene for an hour and three quarters!

According to the Network Rail loading book, the maximum load to be taken over the southbound climb to Shap should be nine coaches with a Jubilee but, as we have seen in the recent past, Jubilees have taken 11 coaches regularly northbound over the 1-in-75 up Shap with distinction, so the long 1-in-125 southbound section presented no worries on this trip, speed tailing away gradually from 49½ at Eden Valley Junction to 38mph at the top of the main climb at milepost 42¼.

The slowing before Oxenholme may have been caused by the brief sight of adverse signals from the 4.27pm Windermere to Manchester Airport train in



LMS 7P 4-6-0 No. 46100 *Royal Scot* climbs noisily from the Hamble River bridge to Bursledon with the 3.53pm Portsmouth to Wolverhampton Saphos charter on June 16, 2021. DON BENN



On a very hot Saturday July 27, 1963, Britannia No. 70031 *Byron* is running very fast near Harrow with the 12.15pm Blackpool to Euston. DON BENN



Above: LMS Jubilee No. 5690 *Leander* at Crewe prior to working north to Carlisle with the 'Westmorlander' on September 2, 2006. SANDY SMEATON



"It might have been a good performance but I am not sure the passengers enjoyed surveying the not-too-enchancing scene for an hour and three quarters!"

TABLE ONE-CARLISLE TO CARNFORTH

Date	Tuesday, June 1, 2021
Train	15.20 Carlisle 'Dalesman'
Loco	5XP Class 4-6-0 No. 45690 <i>Leander</i>
Load	11 coaches, 403 tons tare, 425 tons gross
Driver	David Blair
Fireman	Craig Todd
Recorder	Bill Long
Position	Last coach
Weather	Fine

	miles	mins	secs	speed
Carlisle	0.00	00	00	10 mins late
Upperby Jct	0.81	03	19	28
Upperby Bridge Jct	1.35	04	24	29
Milepost 65	4.10	09	31	34
Wreay	4.91	10	55	36
Milepost 63	6.10	12	44	41½
Southwaite	7.35	14	25	47
Milepost 60	9.10	16	35	50½
Calthwaite	10.66	18	32	47
Milepost 57½	11.60	19	45	46
Plumpton	13.10	21	29	53
Milepost 54	15.10	23	48	50
Milepost 52¾	16.35	25	15	55½
Penrith	17.85	26	50	58½
Eumont	18.93	27	54	60
Eden Valley Jct	21.15	30	23	49½
Milepost 46½	22.10	32	15	44½
Milepost 45	24.10	34	19	43
Thrimby Grange	26.10	37	12	40½
MP 42¼	26.85	38	19	38
Harrisons Sidings	27.44	39	12	39½
Shap Old Station	29.35	42	00	46
Milepost 38½	30.60	43	43	41½
Shap Summit	31.48	44	55	47½
Scout Green	33.96	47	19	74/68½*
Milepost 33¼	35.85	48	55	76/73*
Tebay	36.89	49	46	74
Dillicar	39.10	51	37	66½
Low Gill	41.19	53	34	64/61
Grayrigg	42.93	55	11	62½/73
Lambrigg	44.85	56	52	68½*
Hay Fell	46.60	58	22	73
Milepost 20	49.10	60	29	65*
Oxenholme	50.00	61	18	66½
Milepost 17½	51.60	62	41	73
Hincaster Junction	53.60	64	22	71½/72½
Milnthorpe	55.56	66	04	65½*
Burton & Holme	58.35	68	45	55½
Milepost 9½	59.60	70	13	47*
Milepost 8¾	60.85	71	56	32* sigs
Carnforth	62.85	77	07	17½*
Carnforth Loop	63.10	78	28	58 mins early

* Brakes or speed restriction

Left: Stanier Pacific No. 46229 *Duchess of Hamilton* storms past Stainforth with the northbound 'Cumbrian Mountain Express' on February 4, 1984. DON BENN



Duchess of Hamilton stands at Garsdale with the Carlisle to Euston 'Cumbrian Mountain Express' on February 11, 1984. DON BENN

TABLE TWO: CARLISLE TO CARNFORTH/OXENHOLME

Date	Saturday, September 2, 2006					Saturday, August 20, 1966				
Train	15.37 Carlisle to Tyseley Warwick Road					11.08 Edinburgh to Blackpool North				
Loco	5XP Class 4-6-0 No. 45690 <i>Leander</i>					BR Standard Class 7 4-6-2 No. 70031 <i>Byron</i>				
Load	Nine coaches, 314½ tons tare, 345 tons gross					Nine coaches, 301 tons tare, 315 tons gross				
Driver	A Seymour					Not recorded				
Fireman	D Morris					Not recorded				
Recorder	Sandy Smeaton					Don Benn				
Position	Second coach					First coach				
Weather	Heavy rain throughout					Rain				
	miles	sched	mins	secs	speed	sched	mins	secs	speed	
Carlisle	0.00	0.00	00	00	4 mins late	0.00	00	00	16 mins late	
Upperby	1.10		04	10	28		03	33	37	
Milepost 67	2.10		06	03	35		04	52	42	
Wreay	4.91		10	21	43		08	27	48½	
Milepost 63	6.10		11	55	46		09	59	51	
Southwaite	7.35		13	26	52½		13	25	22* tsr	
Milepost 60	9.10		15	25	53½/52		16	27	44	
Calthwaite	10.71		17	15	52½		18	24	50	
Milepost 57½	11.60		18	17	52		19	32	52	
Plumpton	13.10		19	55	59½		21	03	58	
Milepost 54	15.10		21	55	59		23	07	62/58/63	
Penrith	17.85	28.00	24	33	66½		25	53	50*	
Milepost 50	19.10		25	38	69½		27	20	51½	
Eden Valley Jct	21.10		27	24	67		29	49	49½	
Clifton	22.10		28	20	62		31	09	44	
Milepost 46	23.10		29	20	54½		32	31	45	
Milepost 45	24.10		30	24	57½		33	47	48/50	
Thrimby Grange	26.10		32	41	51		37	23	18* tsr	
Harrisons Sidings	27.44		34	17	49½		39	40	27	
Milepost 40	29.10		36	20	50½		42	53	44	
Shap Old Station	29.38		36	40	52½		43	15	47/43½	
Milepost 39	30.10		37	29	50/47½		44	10	45	
Milepost 38	31.10		38	44	49½		45	34	42	
Shap Summit	31.41		39	06	52		45	59	45	
Milepost 37½	31.60		39	19	53		46	14	47	
Shap Wells	32.60		40	18	69½		47	24	60	
Scout Green	33.95		41	23	81/78½*		48	39	67½/78	
Tebay	36.89	53.00	43	32	81½		51	20	55*	
Dillicar	39.10		45	12	76½		53	34	61	
Low Gill	41.10		46	48	76/77½		55	40	54	
Grayrigg	42.94		48	14	73½		57	44	47½	
Mosedale Hall	43.60		48	47	78		58	44	53	
Lambrigg	44.85		49	42	82		60	06	58	
Hay Fell	46.60		50	59	83		61	55	61/22* sigs	
Oxenholme	50.00	70.00	53	29	80/82½	79.00	66	46	4 mins late	
Sedgwick	52.10		55	03	82					
Hincaster Junction	53.60		56	11	78/77					Time and speed at Carlisle No. 13, 1.30 miles, not Upperby
Milnthorpe	55.56		57	42	78					Time at Milepost 42 not Harrisons Sidings
Burton & Holme	58.35		60	00	66½					Took water from Dillicar troughs
Milepost 9½	59.60		61	10	63½					Time at Mosedale Hall is estimated
Carnforth	62.85		68	12	15*					
Carnforth Loop	63.10	89.00	70	12	15 mins early					

*Brakes or speed restriction

front but otherwise a clear run was enjoyed for this good effort.

Comparisons

Table Two shows details of two more southbound climbs over Shap, both with nine coach loads, but 40 years apart and with different classes of locomotive.

In the first column is a run timed by Sandy Smeaton on the returning 3.37pm Carlisle to Tyseley charter – on a miserable, wet September 2, 2006. *Leander* was again in charge but running in its LMS guise as No. 5690, and the crew were Albert Seymour and Dean Morris from West Coast Railways. With a nine-coach load of 345 tons, the perfect load for a 5XP, the running was excellent throughout.

After a slow start, *Leander* settled down to a steady 52-53mph on the first climb at 1-in-131/228/172/164 to milepost 57½ after Calthwaite, before storming away to no less than 67mph at the foot of the long 1-in-125 at Eden Valley Junction, the absolute minimum on the climb to Shap being 47½mph. Good work, especially bearing in mind the late start of only four minutes on a very easy schedule. From Shap summit there was a lovely spell of fast running, mainly downhill but interspersed by a very good minimum of 73½ over Grayrigg. The overall time of 70 minutes 12 seconds for the 63.1 miles was nearly 19 minutes inside the easy schedule, giving an arrival 15 early.

In search of steam

The second run, 40 years earlier, was also with a nine-coach load but with the lighter stock used then, only weighing 315 tons full – an easy task for the BR Class 7 Pacific No. 70031 *Byron*. Apart from a few trips to Scotland for the A4 Pacifics on the Aberdeen to Glasgow three-hour trains, I didn't venture off the Southern much during the days of steam, but decided I had to cover some runs over Shap in the summer of 1966. So I went north on the evening of Friday, August 19 on the 9.20pm from St Pancras, hauled by Class 45 'Peaks' D38 to Nottingham and D50 from there to Leeds. The object was to get Jubilee haulage over the Settle & Carlisle and Glasgow & South Western routes to Glasgow, and find steam-hauled trains south from there. No. 45675 *Hardy* did the honours but it was in poor condition, so from 18 late at Leeds we were 33 late off Skipton, 45 late from Carlisle and 68 late into the Clydeside city, not helped by a number of out-of-course signal stops.

Plenty of Britannias

I had marked my copy of the BR London Midland Region timetable with what I believed to be the steam-hauled trains south to Carlisle and Preston, mainly summer dated extras all still operating on August 20. So I joined the 10.45am to Birmingham, which was on the list but turned out to be D313. At Carlisle I alighted and decided to wait for the 11.08am from Edinburgh, which duly produced a Britannia. This train ran from June 25 to August 20. Maybe I had got the list wrong, as the 10.55am from Glasgow via the South Western route was No. 70003 *John Bunyan*, arriving at 1.33pm and departing south at 1.38pm fast to Preston.

I decided to wait for the 1.55pm as this would give me more opportunities for runs over Shap. Soon after I arrived at Carlisle, No. 45593 *Kolhapur* arrived about 15 early on the 10.15am from Leeds via the S&C, and according to the train timers it had touched 88mph en route! Also seen at Carlisle were 'Black Five' 4-6-0s Nos. 44798 on the 11.30am Glasgow to Manchester (which I could have caught from Glasgow), and 45105 on the 10.45am Blackpool North to Dundee.

My 1.55pm departed 16 minutes late and produced a reasonable run, chopping off nicely at the start and when recovering from the two temporary slacks on the climb to Shap. We took water from the troughs at Dillicar and ran easily from there to recover 12 minutes by the time we stopped at Oxenholme. Here I spent a happy hour in the rain, tape-recording the passing

steam-hauled trains, including Britannia No. 70028 *Royal Star* working hard on the 1.27pm Liverpool to Glasgow before going north behind another Britannia, No. 70011 *Hotspur*, on the 11.40am Euston to Carlisle.

I concluded my day with runs behind 'Black Five' No. 45363 on the 13-coach 2pm from Glasgow, 45259 on the 5.25pm Preston to Carlisle, and yet another Britannia, 70008 *Black Prince*, on the 8.25pm Carlisle north, which I hoped would take me to Carstairs but was abandoned at Beattock as it was 52 late from Carlisle waiting for connections. All in all, not the best of days, with some very poor timekeeping, but objectives achieved.

Blue Riband on the S&C

Blue Riband refers to the time between milepost 275 and Ais Gill summit (milepost 259½) on the southbound climb from the Appleby restart. It is generally accepted that the minimum qualification is 12 coaches, but 13 has been common and it was a 13-coach load which gave the fastest-known time to date – 16 minutes 14 seconds, the Blue Riband time.

This was on August 14, 1993, and was set by Princess Coronation Pacific No. 46229 *Duchess of Hamilton* in the capable hands of Brian Grierson with Paul Kane firing, as he did on so many of the fantastic runs behind the big Pacific. The detail of this run is shown in column three of Table Three, timed by Bill Long. This was a 12-coach load of 460 tons full.

On Saturday, May 22, new-build A1 Pacific No. 60163 *Tornado* took 13 coaches over this stretch on the 4.58pm Carlisle to Leicester charter, driven by Mick Kelly and with Danny Davin firing. While no detailed log of the performance has come to light, I have it on good authority from Graeme Bunker-James that the Blue Riband time was 16 minutes 28 seconds, just 14 seconds short of the record. However, the train didn't stop at Appleby but passed there at 57mph, increasing to 62 over the viaduct at Ormside and topping the climb at 55mph. In my view this run should not qualify, as the momentum gained from not stopping at Appleby would have been significant. Apparently the engine had something in hand as Danny kept the boiler pressure at 225-230psi, as compared with full pressure of 250 lbs. It was, though, a superlative effort from the West Coast men and Graeme commented to me: "From my perspective it was a good run. Not a record I don't believe, not an attempt at one – just a good loco, good crew, good coal and good conditions."

Superb performances

The other two runs in Table Three were with 13-coach loads starting from Appleby Mill Plant, and both were superb performances. The one timed by Paul Rowe had a clear run but a slow start; my run on February 11, 1984, being 29 seconds ahead at Griseburn and 35 seconds ahead at Kirkby Stephen, but suffering from the temporary speed restriction near Birkett tunnel and struggling to recover on the wet rails, slipping five times before the summit. I calculate the net time over the Blue Riband section as 17 minutes 43 seconds.

The unique BR Class 8 Pacific No. 71000 with 12 on returned a time of 17 minutes exactly on July 20, 1991, leading the other contenders with at least 12 coachloads. On November 4, 1983, I timed the *Duchess* with 14 on for 535 tons over the Blue Riband section in 20 minutes 27 seconds, sustaining 41-43mph over the final section of the climb. In terms of power outputs, I calculate that on this run the maximum was about 2300edbh compared with 2520 on the January 7 run and 2385 on my February 1984 run. The estimate for the record run on August 14, 1993, was also 2520, achieved with full regulator and 55% cut-off.

Hopefully main line steam can now continue in near-normal conditions, and I will be able to report on as much variety as possible. I am grateful to my correspondents David Bradbury, Graham Southey, Bill Long, Sandy Smeaton, Howard Routledge and Graeme Bunker-James for everything they have sent me, much of which I have carried over to a future issue. **HR**



New-build Peppercorn A1 No. 60163 *Tornado* stands at Carlisle with the 'Pennine Explorer' on May 22, 2021. BOB RANDALL

"From Shap summit there was a lovely spell of fast running, mainly downhill but interspersed by a very good minimum of 73½ over Grayrigg."

TABLE THREE: APPLEBY TO AIS GILL

Date	Saturday, January 7, 1984	Saturday, February 11, 1984	Saturday, August 14, 1993
Train	13.00 Carlisle to Kings Cross	12.10 Carlisle to Euston	Cumbrian Mountain Express
Loco	Class 8 Princess Coronation 4-6-2 No. 46229 <i>Duchess of Hamilton</i>	Class 8 Princess Coronation 4-6-2 No. 46229 <i>Duchess of Hamilton</i>	Class 8 Princess Coronation 4-6-2 No. 46229 <i>Duchess of Hamilton</i>
Load	13 coaches, 455 tons tare, 490 tons gross	13 coaches, 457 tons tare, 490 tons gross	12 coaches, 437 tons tare, 460 tons gross
Driver	Alexander	Hayton	Brian Grierson
Fireman	Paul Kane	Not recorded, possibly Kane	Paul Kane
Recorder	Paul Rowe stop watch	Don Benn stop watch	Bill Long
Position	Last coach	Third coach	Second coach
Weather	Snow showers, north wind, very cold	Heavy drizzle and mist	Fine
	miles	sched mins secs speed	sched mins secs speed
Appleby, Milk Plant	0.00	0.00 00 00 42 mins late	0.00 00 00 29 mins late
MP 276	0.83		02 37 45½
Ormside Viaduct	1.58	03 43 51	03 28 56½
MP 275	1.83	04 03 50	03 45 55
Ormside	2.02	04 17 50	03 57 54
MP 273	3.83	- - 49	06 00 50½
Griseburn Box	4.90	07 48 48	07 19 48
MP 271	5.83	08 54 53	08 28 49½
Crosby Garrett	7.08	10 20 53	09 51 54
MP 269	7.83		10 40 56
Smardale Viaduct	8.08	11 26 56½	10 57 60
MP 268	8.83		11 43 55
Kirkby Stephen	10.24	13 55 49½	13 20 51
MP 266	10.83		51½
MP 265	11.83	15 50 48	15 38 38½* tsr
Birkett Tunnel	12.30	16 25 47	16 20 41 slipped
MP 264	12.83	17 06 46	17 04 40 slipped
Mallerstang	13.42		18 08 44 slipped
MP 263	13.83	18 16 54	18 28 46½/48
MP 262	14.83	19 25 53½	19 45 47 severe slip
MP 261	15.83	20 32 53½	21 03 44
MP 260	16.83	21 40 53	22 23 46
Ais Gill Summit Sign	17.08	28.00 22 00 55	30.00 22 43 48 slipped
Blue Riband time: MP 275 to Ais Gill		17 mins 57 secs	16 mins 14 secs
		Ais Gill time at site of signal box	On this run the train started from the platform and not from the Milk Plant. All distances 0.45 mile longer

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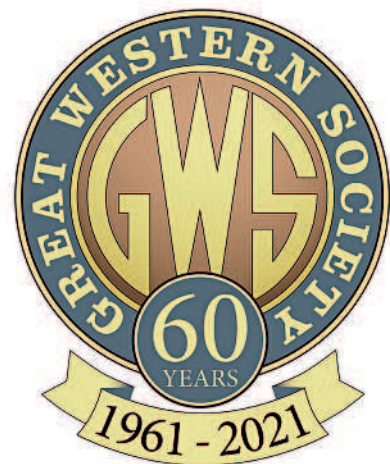
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THE GREAT WESTERN SOCIETY AT 60

In 1961, four teenagers raised £750 to buy Collett auto tank No. 1466 for preservation – leading to the formation of the Great Western Society. In a special feature marking the society's 60th anniversary, Didcot Railway Centre's head of visitor experience and marketing, **Graham Hukins**, and photographer **Frank Dumbleton** outline how a premier venue celebrating the rich heritage of the Swindon empire evolved from that landmark purchase.



The Great Western Society was an organisation waiting to happen. Someone, somewhere, was bound to have the idea sooner or later. In many ways it's surprising that it took until the 1960s before anyone did.

However, the decade was quite possibly the last chance for the old Great Western. At the end of the 1950s, British Railways, Western Region was still recognisably the GWR, using the old company's locomotives and coaches, and running services over almost its entire network. By the end of the 1960s there were no standard gauge Great Western locomotives or coaches in service, and the network had been dramatically reduced through closures.

BR's brave new InterCity world had taken firm control.

What had been might have become just a memory but for the efforts of railway preservationists, among them four schoolboys who were of the right age and in the right place at the beginning of the 1960s to make a difference.

Jon Barlow, Angus Davis, Mike Peart and Graham Perry met regularly while trainspotting on the footbridge at Southall. The foursome, then aged just 16 or 17, were spurred into action in April 1961 by an article headed 'British Railways Announce Preservation Plans' that appeared in that month's edition of *Railway Modeller*.

The article listed the steam locomotives scheduled for preservation – 71 in total, with just 10 from the GWR. Among the omissions on the list were Western workhorses in the shape of Halls, Manors and 14XXs.

The boys were so appalled that they formed the 48XX Preservation Society, renamed as the Great Western Preservation Society by the time of its inaugural meeting a year later. By then, its pioneers had launched an appeal and advertised the society in the railway press.

By adopting the Great Western name they took on the aura of Britain's best-loved and longest-lived main line railway company, at a time when BR was doing its level best to destroy all things GWR.

The Didcot Railway Centre fleet proudly lines up outside the listed engine shed for the GWR 175 celebrations in May 2010. ROGER ORCHARD





Above: The locomotive that started it all – Collett 0-4-2T No. 1466 at the Great Western Society's former depot at Taunton in 1964. PETER LEMAR

Right: Didcot open day 1969. No. 1466, GWR 2-6-2T No. 6106 (shedded at Didcot prior to preservation) and Wantage Tramway 0-4-0WT No. 5 *Shannon* are still all based at Didcot. FRANK DUMBLETON

Below right: Didcot Railway Centre has welcomed numerous iconic visitors over the years, and not just those representing the GWR. LNER A4 4-6-2 No. 60009 *Union of South Africa* and A3 No. 60103 *Flying Scotsman* are positioned outside the coal stage on August 27, 2017. FRANK DUMBLETON

The foursome transformed their organisation from a fund to preserve a small, albeit popular locomotive (think The Titfield Thunderbolt) into a banner around which all GWR enthusiasts could rally. They kept the Great Western brand alive in a railway context until 20 years later, BR's InterCity business sector named its route which ran over Western Region lines as Great Western Main Line. The GWR had come in from the cold!

No. 1466 was purchased for £750 in 1964 to become the society's first locomotive. Auto-trailer No. 231 followed soon after, and by 1967 the fledging society made the engine shed at Didcot its base and the collection grew.

No. 1466 is currently undergoing a major overhaul – the most extensive the locomotive has seen since its final visit to Swindon Works in 1961, while No. 231 is also undergoing interim repairs. They are both due back in service within the year.

UNIQUE ATMOSPHERE IN THE ENGINE SHED AND BEYOND

The success of the society is probably best summed up not by any individual vehicle or restoration – no matter how unlikely, difficult or unique – but by the overall ambience visitors enjoy at Didcot Railway Centre today.

While the engine shed may be a little cleaner than it was during the heyday of the GWR, it still oozes atmosphere and is remarkably unchanged since it was constructed in 1932. The importance of the engine shed and coal stage as historic buildings is recognised by them being Grade II* listed.

The almost-timeless scene is enjoyed by around 40,000 visitors each year and it has become a firm favourite with photographers, including those who attend the frequent Timeline Events charters at the centre. This seldom-seen authenticity has also made Didcot a popular choice for film and television companies shooting period dramas, with more than 100 productions having used the location.

Once Didcot open days became a regular fixture in the 1970s, it quickly grew clear that a demonstration line would be needed as most visitors expected the chance to ride behind one of the preserved locomotives.

The society saw the opportunity afforded by the space around the engine shed and set out



not to simply have a line on which to give rides, but to recreate a variety of scenes that would at one time have been commonplace across the Great Western network.

Thanks to being in the preservation scene early, the GWS and its members were able to preserve historic coaches in the 1960s and now Didcot's proud boast is that all rides are in vintage carriages. This factor has paid off during the Covid-19 crisis big time – it can make up a train of compartment coaches where individual groups can be isolated from airborne bacteria.

One of the carriages, Main Line & City No. 3755, had its 100th birthday in June this year. This vehicle was in one of the trains that took commuters from Windsor through to Moorgate and Aldgate, hauled by a steam locomotive to Paddington, then a Metropolitan Railway electric locomotive to their offices in the City of London.

Thus No. 3755 was doing a century ago what Crossrail, or the Elizabeth Line, is expected to

start doing again next year. Trust the GWR to think of it first!

In addition to the main demonstration line that runs the length of the site, the 'branch line' conjures up the atmosphere of a quiet country line. Didcot Halt features a traditional pagoda waiting shelter from Stockcross and Bagnor on the Lambourn branch, a tiny wooden ticket office from nearby Welford Park, a cobbled level crossing, the water tower that once refreshed locomotives at Bodmin General, and the signalbox from Radstock North. The whole scene is transformed by sensitive planting, with trees now belying the fact this is very much a brownfield site. And there is a large picnic area where visitors can relax on the lineside and watch the trains go past.

The branch terminates at the transfer shed, also listed Grade II*, which once stood next to the Great Western main line just west of Didcot station. The large building was originally constructed in the 1860s to provide shelter when goods were transhipped between the

broad gauge trains on the GWR's original line to Bristol and the narrower trains running on the standard gauge Oxford and Birmingham line.

The large wooden building was relocated in the 1980s and inspired the reconstruction of broad gauge track using bridge rail recovered from Burlescombe. The Victorian structure is now home to the replica of broad gauge locomotive *Fire Fly*, as well as the NRM's replicas of *Iron Duke* and primitive second and third class carriages. The society has ambitions to return the recreated *Fire Fly* to steam when funds allow.

LEASE AND DEVELOPMENT

The society negotiated a long-term lease for the Didcot site in 2011 and since then has invested in a number of buildings, notably the extension to the museum and archive to provide a reading room and climate-controlled storage for the superb collection of the Great Western Trust.

The signalling centre tells the story of how trains were controlled, from the earliest 'railway policemen' with flags to the modern Thames Valley signalling centre in use today. Key exhibits include the enormous illuminated diagram from Bristol East signalbox and the restored 1968 panel from Swindon power box, which was at the forefront of the switch from mechanical to electronic signalling and is now cared for and operated by the Swindon Panel Society.

The panel team has written a computer simulation to give the experience of controlling a large section of the Great Western Main Line east and west of Swindon, as well as north to Kemble. The computer caters for different levels of competence in controlling the trains – think of it as a computer game played on a keyboard nine metres long!

The panel was used during lockdown in 2020 to refresh Network Rail staff on signalling

to ensure the infrastructure had sufficient resilience to cope with the possibility of increased sickness absence due to Covid-19.

More recently, a concrete building, typical of the hundreds of pre-cast structures produced by the GWR at Taunton, has been re-erected on site to serve as a mess room for volunteers and a workshop for the civil engineering team.

In late 2020 work commenced on the project to rebuild the Brunel-era Heyford building at Oxford Road station, on the centre's main demonstration line. The stone structure was saved and painstakingly dismantled by volunteers in 1986, and a volunteer team is now managing and conducting the rebuild, with professional assistance where appropriate.

It will provide the centre with an example of a provincial main line station to complement the other historic buildings. When complete, it will offer visitor facilities including toilets, exhibition space, a traditional waiting room, and a recreated period booking office.

Making full use of these facilities is now expected to include additional use of the transfer shed for events and functions – roles the functional Victorian structure cannot fulfil alone. The work will also enable the centre to open up the full length of the Oxford Road platform and add a siding and short bay, providing new vantage points and photographic opportunities.

In future, suitable coaches berthed in the bay could be used to increase revenue – whether that's an auto-coach hired as a private and quirky meeting space or, in the fullness of time, a restored saloon or two in which diners enjoy a sumptuous afternoon tea.

ACHIEVING THE 'IMPOSSIBLE' (SEVERAL TIMES OVER!)

Didcot Railway Centre has long since evolved way beyond the parameters of what might be considered the remit of a 'typical' museum. In furthering the cause of GWR heritage, it has

built up a world-class track record of defying odds not only to restore classic locomotives from the past but to recreate them from new.

The restoration of GWR 4-6-0 No. 6023 *King Edward II* was once deemed impossible after the rear set of driving wheels was flame-cut through following a derailment at Barry scrapyard. Its restoration by the society included, in 1994, the casting of new rear driving wheels, followed by the rewheeling of the chassis the following year. The casting was believed to be the first wheels to be created for a standard gauge locomotive in preservation. The damaged wheels can today be seen on display at Didcot. Furthermore, unlike the other preserved Kings, the society restored No. 6023 to its as-built single-chimney configuration.

None of the GWR's innovative steam railmotors lasted long enough in their original form to be preserved. Built in 1908, No. 93 was later converted to an auto-trailer before BR deployed it as a mobile office along with 1912-built auto-trailer No. 92.

Both vehicles were purchased by the society, but it was not until the early 1990s that the project to rebuild No. 93 to original condition was conceived. Eventually the fascinating and unique project was made possible by a £768,500 grant from the Heritage Lottery Fund.

Officially launched in 1998, it involved the creation of a new self-contained power bogie and boiler to replace the unit scrapped by the GWR in 1934. The power bogie was completed at Tyseley Locomotive Works by its chief engineer Bob Meanley, with its boiler manufactured by Israel Newton of Bradford.

March 11, 2008 saw the bogie and boiler assembly arrive at Didcot from Tyseley for display during the summer season, prior to it being fitted to the coach.

In 2011, No. 93 entered service at Didcot, allowing visitors to experience travel in an Edwardian steam railmotor that was the



Above: Didcot's engine shed in the 1960s during the final years of Western Region steam, with GWR 4-6-0 No. 4915 *Conover Hall* on the far right. GWT

Right: Didcot's coal stage and engine shed in 1933. GWR



Above: The restored 1968 panel from Swindon power box now operates for Didcot visitors. PAUL STANFORD

Right: Britain's two full-size GWR broad gauge replica locomotives, *Fire Fly* and *Iron Duke*, line up on Didcot's unique 7ft 1/4in gauge demonstration line. FRANK DUMBLETON





Saint No. 2999 *Lady of Legend* displays its undoubted magnificence at Didcot on October 29, 2020. FRANK DUMBLETON

forerunner of today's ubiquitous multiple units. Matching trailer No. 92 entered service two years later.

A second major gap in GWR heritage was plugged with the recreation of a Churchward Saint 4-6-0, No. 2999 *Lady of Legend*. The innovative outside cylinder design of the class incorporated features such as long-travel valves, which greatly increased efficiency. The Saint class performed extremely well, and the design formed the basis for the period of standardisation on the GWR that lasted nearly 50 years until nationalisation.

This unprecedented half-century of design continuity, built on the foundation of the Saints, is depicted through the unparalleled collection of locomotives assembled by the society at Didcot which includes examples of most GWR types from this era – the most significant exception being a Saint. The last original examples were withdrawn and scrapped in 1953, long before the standard gauge heritage railway sector was established.

FROM DREAM TO REALITY: A WORKING SAINT AT DIDCOT

Didcot long held an ambition to create a working Saint to help demonstrate the whole GWR story to its visitors. That ambition came to fruition in 2019 with the completion of a project 45 years in the making – to build No. 2999 using parts from Hall 4-6-0 No. 4942 *Maindy Hall*, a survivor of the classes developed from the Saints. This mirrored the process the GWR used in 1925 when the prototype Hall was produced by the conversion of *Saint Martin*.

No. 4942 was purchased in the early 1970s with the specific purpose to recreate a Saint, but early attempts floundered and the prospect of success remained a dream until 1995 when the project started in earnest.

Major new components manufactured include three new driving wheelsets and two bogie wheelsets.

Two identical 'half' cylinder blocks were cast to recreate the inside cylinders fed by a straight

steam pipe that was integral to the Saint design. Existing parts reused include a connecting rod from No. 2906 *Lady of Lynn*, the whistle from No. 2910 *Lady of Shalott* and the chimney from a 68XX. The £825,000 project was funded entirely by donations and bequests.

As reported in issue 254, *Lady of Legend* was officially launched at the centre when BBC TV's *The Great British Bake Off* presenter Prue Leith – a former member of BR's hotel company board – cut a ribbon as the locomotive stood in steam on the turntable.

So, more than a century since the previous member of the class was built, an example of Churchward's iconic design which influenced almost all subsequent British steam development is back on the rails to delight, inform and entertain 21st century visitors.

As reported in issue 280, *Lady of Legend* made its first visit to another heritage venue when it took centre stage in this year's Severn Valley Railway Spring Steam Up.

The recreated Saint has been built with



Above: New builds around the Didcot turntable on August 13, 2020 – Hawksworth 4-6-0 No. 1014 *County of Glamorgan*, a project still very much under construction, and the completed new Saint No. 2999 *Lady of Legend*. FRANK DUMBLETON

Right: An early BR express passenger blue trio lined up at Didcot on April 5, 2014. Left to right are GWR 4-6-0 No. 6023 *King Edward II*, visiting A1 4-6-2 No. 60163 *Tornado* and A4 Pacific No. 60007 *Sir Nigel Gresley*. FRANK DUMBLETON



straight frames so it can also run as an Atlantic 4-4-2, as some did in the 1900s.

The society is forging ahead with major projects to fill more gaps in the GWR heritage fleet, notably Hawksworth County 4-6-0 No. 1014 *County of Glamorgan*, for which fundraising recently passed the £1 million mark, and the 10th example of Churchward's mixed traffic 47XX 'Night Owl' 2-8-0s, No. 4709.

Great Western standardisation in locomotive design, introduced by Churchward at the beginning of the 20th century, has assisted these new-build projects. The standardisation policy was then followed by Collett and Hawksworth to maintain the benefits of interchangeable parts.

The engine shed at Didcot is now filled by a family of locomotives from the same recognisable pedigree.

Didcot has played host to visiting engines large and small throughout its history, and increases its reach and engagement by actively hiring locomotives to other heritage railways to star at galas or events. GWR 2-6-2T No. 4144 has been particularly popular in recent years, visiting the SVR in 2019, the Keighley & Worth Valley and Kent & East Sussex railways in 2020 and the Nene Valley Railway this year, to help the Peterborough-based outfit with peak summer season services.

THE MODERN RAILWAY

The centre is surrounded by Network Rail's operational lines, giving a constant procession of passenger and freight trains as a background to the historic steam trains.

The entrance is through Didcot Parkway station, which has an excellent service of the most modern trains provided by, yes, Great Western Railway (now where have we heard

that name before?).

With increasing acceptance of the need to reduce carbon footprint, the centre's location alongside a railway station makes it a beacon of sustainable tourism.

For much of the centre's existence, the approach to Didcot was dominated by the distinctive cooling towers of Didcot Power Station. The large coal-fired plant was a distinctive feature of the area from construction in the mid-1960s until demolition, which is now almost complete. It is said that satellites could track gases from the Didcot plant as they streamed eastward to the Black Forest in Germany!

Building of the power station began in 1964, three years after the formation of the Great Western Society. As the society prepares to celebrate six decades of achievement at the centre – including the preservation of the landmark engine shed complex dating from 1932 and bringing alive the history of the GWR from Brunel to the present day – it is curiously satisfying to think that the colossal structure, which represented modernisation and progress back then, has been outlived by an organisation that many once saw as strange enthusiasts trying to save outdated technology!

THE 60TH ANNIVERSARY GALA

In the hope that Covid-19 restrictions will finally ease, the first event to celebrate the 60 years of the Great Western Society will take place on the weekend of July 31/August 1, and is set to feature five or six locomotives in action at the 21-acre site.

The line-up will (as reported in News, page 26) include Lambton 0-6-2T No. 29 visiting for the summer from the North Yorkshire Moors Railway and recently-restored Avonside 0-4-0ST No. 1340 *Trojan* – the oldest working

standard-gauge GWR locomotive. It also features the award-winning *Lady of Legend*, and two of the centre's diesels will play their part in the celebrations. Class 14 D9516 and Class 08 No. 08604 *Phantom* – which is normally confined to shunting duties – will be taking a turn on passenger workings.

The centre is also planning an event for September 25/26 when the diesel fleet will take centre stage, providing another opportunity to ride behind No. 08604 and featuring Hunslet DL26 – built in 1968 and similar in appearance to a BR Class 05 – in charge of a demonstration goods train.

The 0-6-0DM is a regular performer as yard pilot when the centre is closed but is rarely seen in action on open days.

Subject to coronavirus restrictions being lifted in time, to permit passengers to travel in open-plan saloons, the 81-year-old railcar No. 22 is also slated for service over the weekend.

NOW FOR THE NEXT 60 YEARS: THE DIAMOND JUBILEE FUND

With a six-decade track record of outstanding ground-breaking achievements, who knows what the Great Western Society will be able to achieve as it continues to enthral future generations with the finest of the glorious steam eras past.

Just as the original GWR adapted throughout its history, the centre must adjust and innovate to stay relevant in the 21st century, and to welcome and engage new audiences.

The society's Diamond Anniversary Fund has pulled together several strands, encompassing both new and existing projects under one overarching appeal designed to raise sufficient cash to pump-prime the next chapter in the society's history.

Top of the list for the fund is the completion of the overhaul of No. 1466 – the locomotive that sowed the seeds of a 21-acre living museum housing the world's largest collection of objects relating to a single transport company. Also set to return to action is GWR 4-6-0 No. 4079 *Pendennis Castle*, which will steam for the first time since the society repatriated it from Australia 20 years ago, as highlighted on the cover of issue 16 of *Heritage Railway*. It will work on home soil for the first time since 1977.

The cohesive plan for the future that is now needed for Didcot embraces historic buildings, locomotives and rolling stock, contemporary visitor facilities and inventive ways of bringing history to life.

A scheme to provide long-demanded ramped access to the site has been drawn up in conjunction with landlord Network Rail, but more funds must first be raised.

As stated above, preparatory work to erect Heyford station building on the Oxford Road terminus of the main demonstration line has commenced. The station, and indeed the northern end of the whole site, will be transformed by the re-erection of this GWR gem.

Inside, toilet facilities, a flexible space suitable for meetings, small temporary exhibitions, school visits and a small kitchen space will open up commercial and educational opportunities and enhance the visitor experience on offer.

In the field of rolling stock, the restoration of GWR 'Dreadnought' No. 3299 of 1905, long regarded as a 'Cinderella' project, could

Right: The now unique GWR steam railmotor in action on the centre's branch line on June 26, 2011. BARRY WELCH



Below: GWR 4-6-0 No. 6023 *King Edward II* at Woodthorpe during a visit to the Great Central Railway on January 25, 2013. SIMON LATHLANE



finally be achieved – if funds are raised. With nine third-class compartments and a corridor that changes sides at the central vestibule, the carriage's 9ft 6in width exploited the loading gauge to the maximum.

No. 3299 has never been subject to a full restoration and some work is required to prevent further deterioration, to fully assess its current condition and allow a view to be taken on the feasibility and costs of restoration options.

The planned welcome and orientation building is another top priority. There is scope to revisit the scale and layout required for the new building and possibly develop a scheme to provide a new ticket office, limited retail offer, unisex (accessible) toilets and a small area for visitor welcome and orientation in a cost-effective way that potentially could be delivered reasonably quickly without grant aid.

This would enable the society to keep that funding route open for larger projects, including the conservation of the engine shed and coal stage, for which external help will be needed.

To ensure the fund can help these and many other projects start and progress, and to make contributing as affordable as possible to the widest range of supporters, the society is encouraging regular contributions via standing order.

The cumulative impact of relatively small monthly donations is substantial but is a superb way to assist the society as it enters its seventh decade. 

→ Further details on how to support the society and contribute to GWR heritage can be found at: bit.ly/DRC-60Fund

→ Additional reporting by Robin Jones.



Above: GWR diesel railcar No. 22 during a 1940s event at Didcot on August 14, 2014. FRANK DUMBLETON



Left: The cooling towers of Didcot Power Station bit the dust on July 27, 2014. FRANK DUMBLETON



The future making best use of the past: Heyford station building, seen in 1983, was later dismantled and moved to Didcot, where work on rebuilding it to serve the demonstration running line is now underway. MARTIN LOADER



Collett auto tank No. 1466 on the branch line at Didcot Railway Centre. It is scheduled to return to traffic this year. FRANK DUMBLETON



Above: No. 1466 in 1949 BR unlined black livery weathered for a photographic shoot at Didcot Railway Centre on November 18, 2018. HUGH LLEWELLYN/CREATIVE COMMONS

Left: Two visiting Hudswell Clarke 0-6-0STs meet at Didcot. No. 1026 of 1903 Sir Robert McAlpine & Sons No. 31 from the Fawley Hill Railway made its first visit to another heritage line in October 2019 when it joined former Port Talbot Railway GWR No. 813 from the Severn Valley Railway. FRANK DUMBLETON

Democracy in action as GWR lines up eight nameplates from the Big Four

ALTHOUGH GW Railwayana's July 24 auction has a distinct Western flavour, as reported in last month's issue, there are still signs of democracy in action in the nameplate selection, where all four of the post-Grouping companies have at least one representative.

The GWR and Southern Railway lead the way with three each, followed by single entrants from both the LMS and LNER in a line-up that comprises plates from six 4-6-0s, a Pacific, and an Atlantic 4-4-2.

The Great Western weighs in with *Gladiator* from Castle No. 5076, *Blackwell Grange* (No. 6806) and *Hart Hall* from No. 7907, the SR with *Portland Bill*, *Robert Blake* and *Taw Valley* from respectively Nos. 32038, 30855 and 34027, the LMS with *Cornwallis* from No. 45666, and the LNER with *Lambton Castle* from No. 61623.

Biplane fighter

Originally named *Dryslwyn Castle* but becoming *Gladiator* after a Second World War biplane fighter in January 1941, No. 5076 was withdrawn from Southall (81C) in September 1964, bringing an end to a busy life that saw it moving home 14 times after being delivered new to Exeter in August 1938. Its first name was allocated to classmate No. 7018 in May 1949.

No. 6806 was built in September 1936 and withdrawn from Worcester (85A) in October 1964, while No. 7907 was a BR product, entering traffic in January

1950 and being taken out of service in December 1965 when allocated to Bristol Barrow Road (82E). The cabside numberplates from each of this pair will also be going under the hammer.

Unlike the GWR representatives, all of which were built at Swindon, the Southern Railway representatives came from three different Works, No. 32038 from Kitson & Co of Leeds, No. 30855 from Eastleigh, and No. 34027 from Brighton.

The first was an LBSCR H1 Class 4-4-2 built in December 1905 and withdrawn by BR from Bricklayers Arms (73B) in July 1951, Lord Nelson class No. 30855 was outshopped in November 1928 and retired in September 1961 when allocated to its birthplace (71A), and April 1946-built West Country class Pacific No. 34027 was saved for preservation after withdrawal from Salisbury (70E) in August 1964.

Finally come the LMS and LNER nameplate contenders from Nos. 45666 and 61623.

The Jubilee was built at Crewe in November 1935 and withdrawn from Warrington Dallam (8B) in April 1965 after a roving life similar to that of



No. 5076 that included moving no fewer than 10 times between 1953 and 1963, while No. 61623 was a Gresley-designed B17 that emerged from Darlington Works in February 1931 and was withdrawn from Cambridge (31A) in July 1959.

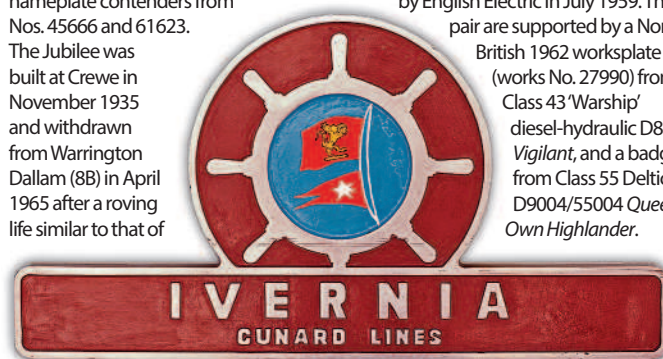
Diesel offerings

Heritage modern traction collectors will be offered *Western Monarch* with cabside numberplate from 1962-built Class 52 diesel-hydraulic D1049, and *Ivernian* from Class 40 D221/40021, built by English Electric in July 1959. This pair are supported by a North British 1962 worksplate (works No. 27990) from Class 43 'Warship' diesel-hydraulic D861 *Vigilant*, and a badge from Class 55 Deltic D9004/55004 *Queen's Own Highlander*.

Returning to steam, in addition to 6806 and 7907, the cabside numberplate selection includes GWR Hall 4946 and four Castles, 5002/04/09/45, while among smokebox numberplates are another Castle, 5069, and Southern Region Schools Class 30935 and Merchant Navy 35013.

Joining D861 in the worksplate selection is a plate from a steam loco built nearly 90 years earlier. It is an 1873 Black Hawthorn & Co of Gateshead example (works No. 225) from one of four 4-4-0Ts built by the company for shipping across the Atlantic to Canada's 3ft 6in gauge Prince Edward Island Railway.

The auction starts at 9.30am, and will be live online and also include emailed, telephone and commission bids. It will be preceded the previous day, July 23, by a 350-lot sale of posters, paintings, shedplates, carriage prints and clocks, the last category including a GWR 12in drop dial trunk clock that was supplied to the Neath & Brecon Railway in about 1863, and an 1889 LBSCR ex-Queens Road Peckham platform regulator clock.



Terence Cuneo and Stanhope Forbes are the stars in Onslows poster sale

THE familiar and respected name of Terence Cuneo (1907-96) was the star draw in the railway category of an Onslows vintage travel poster online auction on May 28, when his 'Scotland for your holidays' poster sold for £4050. It was issued by BR(Sc) in 1952, and depicted A4 Pacific No. 60031 *Golden Plover* crossing the iconic Forth Bridge.

Behind this work of art came two posters, each at £2000, from the LMS and BR's Southern Region. The former was titled 'The Permanent Way' and was painted by Stanhope Forbes (1857-1947), and was so well received on release in 1924 that the LMS reissued it six years later. The painting shows a track relaying gang at work as a train passes by in a scene that would horrify a modern health and safety boffin due to the absence of hi-vis vests, hard hats or warning signs, a look-out man depicted looking nonchalantly at the artist with his warning flags under his arm.

Dublin-born Forbes was a member of a railway dynasty; his father, William, was general manager of Ireland's Midland Great Western Railway and his elder brother, also William, was general manager of the London Brighton & South Coast Railway from 1899 until Grouping in 1923. An uncle, James Forbes, started his railway career in the office of Isambard Kingdom Brunel and became chairman and general manager of the London Chatham & Dover Railway, holding board posts on the Metropolitan District, Hull & Barnsley, and Whitechapel & Bow railways.

The second £2000 poster was by F W Wentworth-Sheilds (1869-1959) for BR(S), promoting Hastings and St Leonards, and not far behind at £1800 was a Hunstanton poster by J L Carstairs issued by the LNER in 1927.

Prices exclude buyer's premium of 25% (inc VAT).



Steam returns to the top of the monthly podium as diesels concede victory

THANKS to *Queen Maud* from LMS Princess Royal No. 46211, which went under Mike Soden's hammer for £14,200, steam took top spot in Great Central's monthly sale on June 12 after two successive victories for diesel motive power.

It was the second highest realisation achieved in the five monthly sales to date, and helped make amends for the steam generation after successive winner's laurels for *Druid* from D815 in April's auction (£9800) and *Western Ruler* from D1050 in May (£12,000).

A second steam nameplate, *Donnington Castle* from GWR No. 4089, failed to sell, allowing diesel traction to take the two remaining nameplate podium places, headed by *Ben More Assynt* from Brush 1992-built Class 60 No. 60099, named after a 3274ft high Scottish mountain (£4900), and *The Cardiff Rod Mill*, carried initially from 1984

by English Electric Class 37 No. 37229, which entered traffic in 1964 as D6929, and subsequently by three other locomotives (£3000).

The effervescent totem category maintained its current buoyancy with a geographical spread that included BR(NE) Menston (£3600), Western Region Stratford-upon-Avon (£2600), and a trio at £1800 – BR(M) Edale, BR(Sc) Grantown-on-Spey West, and Eastern Region's Sandy.

A painting by Gerald Broom of a two-coach steam train crossing Appersett Viaduct in the Yorkshire Dales exceeded its middle estimate nearly seven-fold when realising £3300, a whistle from an unidentified Bulleid Pacific made £2000, and a GWR 14in dial drop case wall clock, £1600.

Signalling was led by two Tyer's single-line brass tablets, Glenoglehead-Killin Jcn and Droxford-West Meon at £1850 and



£1600 respectively, and workplates by a 1963 English Electric/Stephenson Works example from Class 37 D6888/37188, which carried the name *Jimmy Shand* between 1985-89 (£1550).

Other workplates included 1965 BR Doncaster from Class 86 electric loco E3123/86015 that was named *Rotary*

International between 1984-2005 (£1250), and a 1918 Peckett & Sons (works No. 1522) from GWR No. 1145, a former Swansea Harbour Trust 0-4-0ST that survived into BR ownership before withdrawal from Danygraig (87C) in July 1959 (£1200). Prices exclude buyer's premium of 15% (+ VAT).

Will there be no going back as GC's 'Bloxham' online auction lives on without saleroom audience?

BR'S Scottish Region was the winner in Great Central's live online 'Bloxham' auction on May 29, when a totem sign from Craigendoran realised £780. The station, east of Helensburgh, was opened by the North British Railway in May 1882 and is still open today, on the North Clyde Line.

From the other end of the country came a Southern Railway 'Short train wait here' platform wooden sign (£720), followed by a GWR Paddington refreshment department stoneware flagon, which went under Mike Soden's hammer for £540, while travelling back up north, a Caledonian Railway Tyer's two-position signalbox block

instrument fetched £520.

The auction featured 500 lots, and is so-named by collectors because it follows the Great Central theme of general railwayana sales that, pre-Covid, were held at Bloxham with a saleroom audience and became popular due to the 'no frills' style of speedy bidding and absence of reserves or telephone bidding. The prices quoted exclude buyer's premium of 15% (+ VAT).

"There were some amazing prices," said Mike, who, in reference to what the future holds in respect of returning to live saleroom sales, added: "It might be difficult to justify going back to the old format."



Veteran London Underground 1938 stock to share spotlight with main line

SHEDPLATES, cast iron 'Beware', 'Propping up' and 'Trespass' signs, posters, and a North British Loco Co workplate are among the main line memorabilia on offer in the Transport Auctions of London sale on July 31, supported by London Underground enamelware, maps, and a large selection of cab destination plates and other items from the 38-Tube stock.

The workplate is NBL works No. 22088, from a 2-8-0 built for the Railway Operating Division in 1919 and acquired by the GWR in 1926. It survived into BR ownership as No. 3024 and was



one of the last five members of the class in service, being withdrawn from Carmarthen (87G) in October 1958.

The 38-Tube stock ran on London Underground for 50 years until 1988, but

eight units enjoyed an Indian summer operating as BR Class 483 on the Ryde Pier Head-Shanklin line on the Isle of Wight from 1989 until January this year, at which time they were the country's oldest passenger trains in regular service. Among other signs going under the hammer is a London Transport 'Bill stickers will be prosecuted' example. As the auction house's Michael Wickham pondered: "Poor old Bill Stickers is still in trouble!"

The auction starts at 10am, with bids being accepted live online and by email, telephone, or commission.

→ A BR Eastern Region Aylsham (South) enamel running-in board went under the hammer for £1700 (exc buyer's premium of 18% + VAT) at a railwayana and bygones auction held by TW Gaze of Diss, Norfolk, on May 27. The station was opened by the East Norfolk Railway as Aylsham in January 1880, renamed by BR in September 1948, and was closed to passengers in September 1952 and to freight in March 1977. The station was demolished in 1990 and the site is now the headquarters of the 15in gauge Bure Valley Railway.

→ TWO station totem signs, BR(NE) Driffeld and BR(Sc) Taynult, sold for £1400 each, and a third, BR(W) Pwllheli, for £1300, in an art and design auction in Nantwich, Cheshire, on May 20. The sale was run by Wilson55 auctioneers, and the prices exclude buyer's premium of 22% (+ VAT).

→ A CLOCKWORK train set launched by Hornby exactly 100 years ago was the top-selling model in a Vectis railway books, photographs and model trains sale on May 28. The O-gauge set, which sold for £750, comprised a Midland Railway-liveried 4-4-0 numbered 2711 with red and gold transfers to loco and tender, two MR wagons, and a circle of track. Hornby also took the runner-up slot with an early O-gauge Swiss-style overhead electric locomotive that went for £600. The two prices exclude buyer's premium of 25% inc VAT.

Railwayana Auction Calendar

July 10

Great Central Railwayana
(Live online, email, telephone and commission)

July 14-August 3

Paperchase
(Email, telephone and postal)

July 23

Vectis (model trains)
(Live online, email, telephone and postal)

July 23

GW Railwayana (posters and other artwork)
(Live online, email, telephone and commission)

July 24

GW Railwayana (main sale)
(Live online, email, telephone and commission)

July 31

Transport Auctions of London
(Live online, email, telephone and commission)



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Great Central's auction covers three eras, from prewar to Nationalisation

LOCOMOTIVES built in three different eras of the UK's railway evolution will form the nameplate selection in Great Central's sixth monthly online auction on July 10.

Comprising *Henry Cort*, *City of Liverpool*, *Wimpole Hall*, *County of Hants*, and *Caerhays Castle*, the plates come from, respectively, LNWR No. 1413 and GCR No. 428, both pre-Grouping locos, Nos. 5963 and 1016, two GWR products built in the days of the Big Four, and No. 7014, a Castle class built by BR.

No. 1413, whose plate has been held over from two previous auctions, was built at Crewe in April 1909 and withdrawn by the LMS in September 1925. No. 428 was one of six in the GCR's Class 1 that was outshopped by Gorton in December 1913 and withdrawn from Immingham as LNER Class B19 No. 1493 in April 1947. The Hall emerged from Swindon in July 1936 and taken out of service in June 1964 when a Bristol St Philip's Marsh resident (82B).



No. 1016 was another Swindon engine, having been built in March 1946 and withdrawn from Shrewsbury (89A) in September 1963, and so too No. 7014, which started life as a BR build in July 1948 and ended its days at Birmingham's Tyseley depot (2A) in February 1965.

Cabside numberplate

The cabside numberplate from *County of Hants* will also be going under the hammer, separately from the nameplate, and will be joined by 5958 from *Knolton Hall* and 4041 from Star class *Prince of Wales*, built

at Swindon in June 1913. Before this 4-6-0's withdrawal from Bristol Bath Road (82A) in April 1951, BR had four identically-named locos in service – No. 4041, A3 No. 60054, D11 No. 62662, and Vale of Rheidol 2-6-2T No. 9.

Worksplates include a 1949 Darlington plate from LNER A1 No. 60144 *King's Courier* (works No. 2063), and there's a headboard,

'The Welshman', a Euston-Holyhead express I logged four times in 1959 and the following year with a Royal Scot class loco at the helm each time, including No. 46100 itself at Rhyl on August 1, 1959, and the last member of the class, No. 46170 *British Legion*, at Lichfield Trent Valley on August 6, 1960.

Railway policemen's tipstuffs have been a regular feature at recent auctions, and the theme continues in this sale with a GWR inspector's example.

The auction starts at 10am, and in addition to being live online, will accept email, telephone and commission bids.



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'Westerns' in the frame more than four decades following their demise

THE Class 52 diesel-hydraulic 'Westerns' didn't have a very long shelf life – construction started in 1961 and by 1977 all 74 had been withdrawn – but despite, or perhaps because of, that, they have gained a large following.

Their popularity was emphasised at a Justaclickago online auction of railway photographs, negatives and slides that ran from May 24-30, when 145 colour slides of the class, as well as Classes 31/45/46/47, taken in the mid-1970s at such locations as Dawlish and Gloucester, sold for £1300.

An assortment of 77 colour slides of diesel-hydraulic locos, including

'Westerns' and 'Warships', followed at £840, and 50 slides of 'Westerns', also in the mid-1970s at various locations including Plymouth, went for £700. The latter realisation was matched by a collection of black-and-white negatives of 1960-62 BR steam, including at Swindon and Ashford Works, King's Cross, and Old Oak Common.

Just above, at £760, were 350 colour slides of BR signalboxes in the 1990s, many of which have now gone, and 400 b/w prints from the 1930s onwards of light and miniature railways through much of the UK (£720). Prices exclude buyer's premium of 15%.

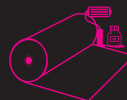
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Cornwall Transition from Steam – R C Riley archive Vol 6

Compiled by Jeremy Clements (Transport Treasury Publishing, softback, 112pp, £14.50, ISBN 978 1 913251 17 8). Cheques payable to Transport Treasury Publishing, 16 Highworth Close, High Wycombe, HP13 7PJ.

THIS publication combines the best of both worlds – Dick Riley's photographs and Cornwall's railways in the 1950s and early 1960s steam era, writes Geoff Courtney. As compiler Jeremy Clements says: "In the years of Dick's visits, Cornwall remained remote through geography and by virtue of the River Tamar. This would change with the completion of the long-awaited road crossing, which coincided with the end of steam in the west."

"The images impart an impression of a world where railway personnel knew well not only their colleagues but also a sizeable proportion of the local population they served. The steam population was also of localised character. It was familiarly Great Western but subtly different in its composition. Fewer classes were used and many individual locomotives were long-term residents."

Hopefully, says Jeremy, the book captures the flavour of an interesting and individualistic corner of the (Great) Western Region's empire. It certainly does just that, in abundance. I immersed myself in its contents accompanied by my log book of various trainspotting days in the west from 1958-62, one of which was August 12, 1961, when I recorded every train passing through Exeter St David's over a 3½-hour period. Okay, I was in Devon, not Cornwall, and the occasional 'Warship' spread its diesel fumes around the station, but book and log temporarily relegated Covid-19 and the trials of today to the backburner.

Photographs of a number of the locomotives I recorded at Exeter on that summer Saturday feature in the book, among them the first to be logged after my arrival, No. 1002 *County of Berks*. Indeed, this Hawksworth-designed 4-6-0 appears in a number of the book's images, including a view from the footplate on the Par-Newquay line and a delightful shot of driver Osborne and fireman Grainger posing beside the nameplate at St Blazey shed.

Others in the book I recorded at Exeter include No. 5053 *Earl Cairns* – "a foreigner from Old Oak Common", writes Jeremy – near Baldhu, west of Truro, on a perishable parcels train whose rolling stock includes a Gresley LNER vestibule brake van, an LMS passenger brake van and a similar BR Mk.1, while a second image of the same engine shows it on



The Statfold Barn Railway: Guide Book and Stock List

(Statfold Narrow Gauge Museum Trust Ltd, The Grain Store, Statfold Barn Farm, Ashby Road, Tamworth, Staffordshire, B79 0BU, www.statfold.com, softback, 104pp, £10).

THOSE readers who have been fortunate enough to visit an enthusiasts' weekend at the Statfold Barn Railway (see News, pages 22-23) will realise within minutes that the private venue is unique. Indeed, as a museum of world narrow gauge steam, it is arguably the best of its kind in Europe, if not much further afield.

Visitors will be dazzled by intensive timetables of trains hauled by a seemingly vast fleet of locomotives restored to pristine condition in the site works, which also builds its own engines. Non-stop action means there is rarely a dull moment, and when that comes, alight at Oak Tree Halt and visit the Roundhouse, a grain store turned into a museum which has a wow factor that would easily do justice to the likes of the National Railway Museum.

Most first-time visitors will be unfamiliar with the rich variety of locomotives to be seen, many imported from the far sides of the planet by museum founder Graham Lee, who started his collection off by reimporting Hunslet 0-4-2ST No. 3902 of 1971 *Trangkil No. 4*, which, in

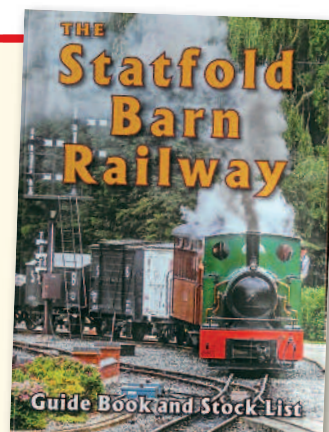
terms of locomotives built purely for commercial purposes, brought down the final curtain on Britain's steam age which began with Richard Trevithick in 1802.

Every locomotive to be seen at Statfold has a page or more to itself, containing an essential history, and colour and, where possible, archive black-and-white photographs. Up to date for summer 2021, the guide lists recent arrivals such as the Ffestiniog & Welsh Highland Railway's Tasmanian Garratt K1, which was overhauled and returned to steam at Statfold in 2020 and remains there on a 10-year loan agreement, and unrestored Hudswell Clarke 0-4-0ST *Handyman*, gifted by the National Railway Museum.

Fascinating stories

This guide will, at a glance, triple your appreciation and enjoyment of a day out at Statfold, laying bare all the whys and wherefores of everything you see in action or on static display, each having its own fascinating story as to how it came to be there and run again.

Some of the locomotives listed have yet to be placed on display,



EDITOR'S CHOICE

such as Bagnall 0-4-0 overhead wire electric locomotives *The Eclipse* and *The Coalition*, both rebuilt from late Victorian steam locomotives for use at the Llechwedd slate quarry in North Wales.

A chapter also deals with locomotives no longer at Statfold, primarily 2ft 6in gauge stock which went elsewhere when it was decided not to continue with that gauge. Apart from amassing locomotives from around the globe, several items were shipped to Barbados to provide a fleet to run on a new railway at the historic St Nicholas Abbey estate, which has been inspired by where else but Statfold!

An absorbing read in itself, the guide contains Graham's magnificent achievement at his railway condensed into 104 pages. It should set a new standard for many other heritage lines to follow with their own guidebooks.

ESSENTIAL REFERENCE FOR VISITORS

Penzance shed with a full tender of coal awaiting its next turn of duty.

Another is of No. 4087 *Cardigan Castle* passing Saltash goods yard in September 1960. When I recorded that locomotive at Exeter nearly a year later on an Up Wolverhampton express it was already 36 years old, but faced a further two years of work before ending its railway career.

Viaducts, main and branch lines, goods trains, people and the approaching diesel generation – each has its own chapter, and trainspotters of the era will surely be delighted by the 22 pages devoted to photographs of steam at motive power depots, for these, whether bunked illicitly or, less daringly, with official permission, were one of the main ingredients of our hobby.

There's Penzance (83G) and its sub-shed Helston, St Blazey (83E) and sub-sheds Bodmin and Moorswater, Truro (83F), and Launceston (sub-shed of Plymouth Laira 83D). A striking overhead image is of the small two-road Moorswater shed taken by Dick from a train travelling nearly 150ft above on the Cornish main line's 1881-built Moorswater viaduct.

Whether almost 150ft up or on terra firma, Dick's photographic skills shine through every page, aided and abetted by Jeremy Clements' insightful and informative captions. Both craftsmen have done the GWR and BR's Western Region proud.

CORNISH CREAM

Locomotives of the Isle of Wight Railways

By TP Cooper, JCH Faulkner, RJ Maycock and RA Silsbury (hardback, Crecy Publishing, 192pp, £25, ISBN 978 1 91080 987 7).

HERE is a timely and superb reference work that has appeared when the Isle of Wight Steam Railway has been celebrating its own 50th anniversary, as highlighted in News, pages 20 and 21.

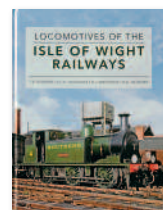
From the early 1860s, the island boasted a railway network of its own, in many ways a microcosm of that on the mainland. It had its beginnings in small mid-Victorian local concerns like the Cowes & Newport Railway and the Isle of Wight Railway, all of which and those that followed in their wake are detailed in

depth in chapters of their own. As with their cousins across the Solent, they eventually amalgamated and/or were absorbed into the Southern Railway at the Grouping of 1923, and three decades later suffered route rationalisation under British Railways.

The IoWSR was born as a magnificent example of the unique character of the Vectis lines that preceded it, and this very comprehensive, enlightening and readable work has been compiled by four of its members.

The volume is superbly illustrated by a wealth of colour and black-and-white pictures, and an appendix contains a complete list of every locomotive to run on the island's railways. For completeness, it also describes forgotten industrial lines such as the West Medina Cement Works narrow gauge system and the short-lived passenger-carrying line at Yafford Mill which ran from 1995 to 2000.

DEFINITIVE VOLUME



J27 and 'Caley' 0-6-0 in OO-scale



Oxford Rail's OO-scale Worsdell J27 0-6-0 No. 65817 in BR black. OXFORD RAIL

TWO classic pre-Grouping 0-6-0 tender engines – the North Eastern Railway J27 and Caledonian Railway Class 812 – will soon be available ready-to-run for the first time.

Oxford Rail is producing the J27, while Bachmann is modelling preserved CR 0-6-0 No. 828 for Rails of Sheffield, both in OO-scale.

The Oxford Rail J27 (NER Class P3)

will be on sale later this year, with four liveries and numbers offered: Nos. 1010 and 1214 in LNER black; No. 65837 in BR black with the early emblem; and No. 65817 in BR black with late crest. All will be available with a digital sound option, and can be ordered from www.oxforddiecast.co.uk

With the J27s having survived in BR

service until 1967, the model will be ideal for North Eastern-based layouts, and will enable enthusiasts to model the sole surviving example, No. 65894.

Owned by the North Eastern Locomotive Preservation Group, this locomotive is based on the North Yorkshire Moors Railway but has

travelled to several other preserved lines and ventured onto the national network. On July 9-11, it will be the star guest at the North Tyneside Railway's 30th anniversary gala, recalling the days when J27s were the staple freight motive power in the area.

The Bachmann model of the 'Caley' 0-6-0 is currently being developed from surveys of the real thing at its Strathspey Railway home.

Preserved by the Caledonian Railway 828 Trust, the locomotive was restored to its original CR blue livery at Cowlairs Works in 1966 for display at the Glasgow Museum of Transport. It moved north to Aviemore in 1980 and returned to steam 12 years later.

The model, which will be Digital Command Control-ready, can be pre-ordered from Rails of Sheffield (www.railsofsheffield.com) at £199.95, with a £30 deposit required.

Bachmann's model captures the beautiful livery of preserved Caledonian 0-6-0 No 828. RAILS OF SHEFFIELD



Oh, Mr Porter! Models to help fund Austerity overhaul

LIMITED edition model wagons, recalling the classic comedy film *Oh, Mr Porter!*, are on sale to help fund the overhaul of Austerity 0-6-0ST Works No. 2746 *The Duke*.

The Bagnall Locomotive Group, which owns the Ecclesbourne Valley Railway-based locomotive, has commissioned a five-plank coal wagon in OO-scale from Dapol, lettered 'SRNI' for Southern Railway of Northern Ireland – based on a scene in the 1937 film where Will Hay inadvertently shunts three such wagons off a cliff into a quarry.

Filmed at Cliddesden on the Basingstoke & Alton Light Railway (which joined the now-preserved Mid-Hants line at Butts Junction just outside Alton), *Oh, Mr Porter!* stars

Will Hay as William Porter, a bumbling wheeltapper who is banished to the remote Buggleskelly station in Northern Ireland.

The coal wagon is the fifth Buggleskelly-themed model commissioned by the Bagnall group; the previous model was a van lettered 'Joseph Miller & Sons', a reference to the film's gun-running villain. A few of the vans are still available, and the next model, which could be available in July, will be a ridge-roofed wagon lettered 'Buggleskelly Lime Works'.

The group has also produced a five-plank wagon in the livery of George Lovegrove & Co. Limestone & Tarmacadam of Longcliffe, near the EVR's Warkworth headquarters.



The 'Southern Railway of Northern Ireland' wagons commissioned by the Bagnall Locomotive Group, modelled on those in the film *Oh, Mr Porter!* TIM OAKS

The wagons are £15.00 each, with postage for up to four costing £4.00. Cheques payable to T.J. Oaks can be sent to 13 Trenchard Drive, Buxton, SK17 9JY, or to pay by PayPal, email sleepemonster@yahoo.com

The boiler of *The Duke* is under overhaul at Locomotive Maintenance

Services of Loughborough. Tim Oaks, of the Bagnall Locomotive Group, said: "The boiler repairs suffered a slight setback when the smokebox door was found to be thin and holed when it was shotblasted. Fortunately, LMS had one in stock, and this is now being fitted."

Chatham wagons from Rapido

RAPIDO Trains has announced two South Eastern & Chatham Railway wagons in OO-scale – its first British models to be designed in the UK.

They represent one seven-plank open wagon and two different diagrams of five-plank open wagons. The seven-plank design was the SECR's most numerous wagon type, with more than 2000 built between 1915 and 1927 and classified Diagram 1355 by the Southern Railway.

The five-plank wagons shared the same underframe, with 550 examples built to SR Diagram 1347 and another 150 to the almost identical Diagram 1349. Examples of Diagram 1347 are preserved at the Bluebell and Severn Valley railways,

while the Bluebell also has three of the seven-plank vehicles.

The models, which are now at the engineering prototype stage, are expected to arrive in early 2022. They are priced at £32.95 each, and orders must be placed by September 1 this year – for more details, visit the website www.rapidotrains.co.uk

Sales and marketing manager Richard Foster said: "It is Rapido Trains UK's long-term aspiration to undertake some manufacturing in the UK. Having a UK design team is the first step towards that. These wagons have been researched and



An engineering prototype of the new seven-plank SECR wagon from Rapido Trains, hand-painted in the pre-Grouping company's livery. RAPIDO TRAINS

designed 100% in the UK. All we've done is to send the completed CADs to our factory in China for manufacturing."

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The Coronation Class

Designed by Sir William A. Stanier the first locomotives out of Crewe works were originally built as streamliners. Later some were built without streamlining.

All of the streamliners were finally re-built in un-streamlined form, and all eventually featured double chimneys. The model offered here is representative of the class as re-built. The locomotives were produced in a variety of liveries in BR days including maroon, blue and lined green.

"This is an exceptional model in so many respects. It is the largest 5" gauge locomotive we have manufactured to date and has the benefit of four cylinders to re-create that distinctive exhaust beat. It will be available in a variety of BR liveries and a wide choice of famous names to include Coronation and Duchess of Hamilton. A challenging model, but well worth the extensive development effort. As an award winning professional model maker I am delighted to have been involved in this very special project"

Mike Pavie



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Summary Specification



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|---|----------------------------|---------------------------------|---------------------------|
| • Stainless steel motion | • Choice of liveries | • Piston Valves | • Superheater |
| • Boiler feed by axle pump, injector, hand pump | • Painted and ready-to-run | • Walschaerts valve gear | • Reverser |
| • Etched brass body with rivet detail | • Coal-fired live steam | • Drain cocks | Approx Dimensions: |
| • 4 Safety valves | • 5" gauge | • Mechanical Lubricator | (L) 80"x (W) 10"x (H) 14" |
| | • 4 Cylinder | • Silver soldered copper boiler | • Weight: 116 kg |

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Compounding the issue!

Bachmann's announcement of three new OO-scale models of the three-cylinder LMS Compounds prompts **Pete Kelly** to trace the full history of these legendary locomotives – a pedigree going back to the Midland Railway in 1902.

ALTHOUGH compound steam locomotives were used by several of Britain's pre-Grouping railway companies during the late 19th and early 20th centuries – notably the London & North Western, Great Eastern and Great Western (which sensibly bought three examples from France rather than build its own), their performance over simple-expansion types tended to be disappointing and in due course, many were rebuilt as ordinary locomotives.

Compound locomotives used high and low-pressure cylinders to maximise the use of the steam produced, firstly in a high-pressure cylinder (or cylinders) and then, rather than go to waste as exhaust before all of its remaining energy had been captured, in a larger-diameter low-pressure cylinder (or cylinders), potentially also bringing a big saving in coal consumption. In the marine environment, many steam-powered tugs and larger vessels

went a step further by adopting a triple-expansion arrangement.

The only British compounds to make a truly lasting impression were the 45 three-cylinder passenger locomotives built by the Midland Railway between 1902 and 1909, and the further 195 examples built by the London, Midland & Scottish Railway between 1924 and 1932 after the class was adopted as a standard design and given the 4P power classification.

Sole survivor

The inspiration behind this month's feature is the announcement by Bachmann Branchline that its much-requested and highly detailed OO-scale model of 1925 Horwich-built LMS 4P Compound No. 1119, in glorious Crimson Lake lined livery, will be in the shops any time now at a recommended retail price of £214.15.

The only life-sized survivor of a class that once numbered 240 is

Samuel Johnson's original Midland Compound No. 2631 of 1902, which was renumbered 1000 by his Locomotive Superintendent successor Richard Deeley in 1907.

Deeley oversaw the building of a further 40 modified Compounds to add to Johnson's initial batch of five, and eventually modified those as well, so No. 1000 remains as rebuilt in 1914 rather than in its original condition.

After being withdrawn from British Railways service as No. 41000 in 1951, it was set aside for preservation by the Science Museum. In 1959 it was restored in its 1907 Midland Railway livery for working special trains before being placed on temporary display in Clapham Transport Museum.

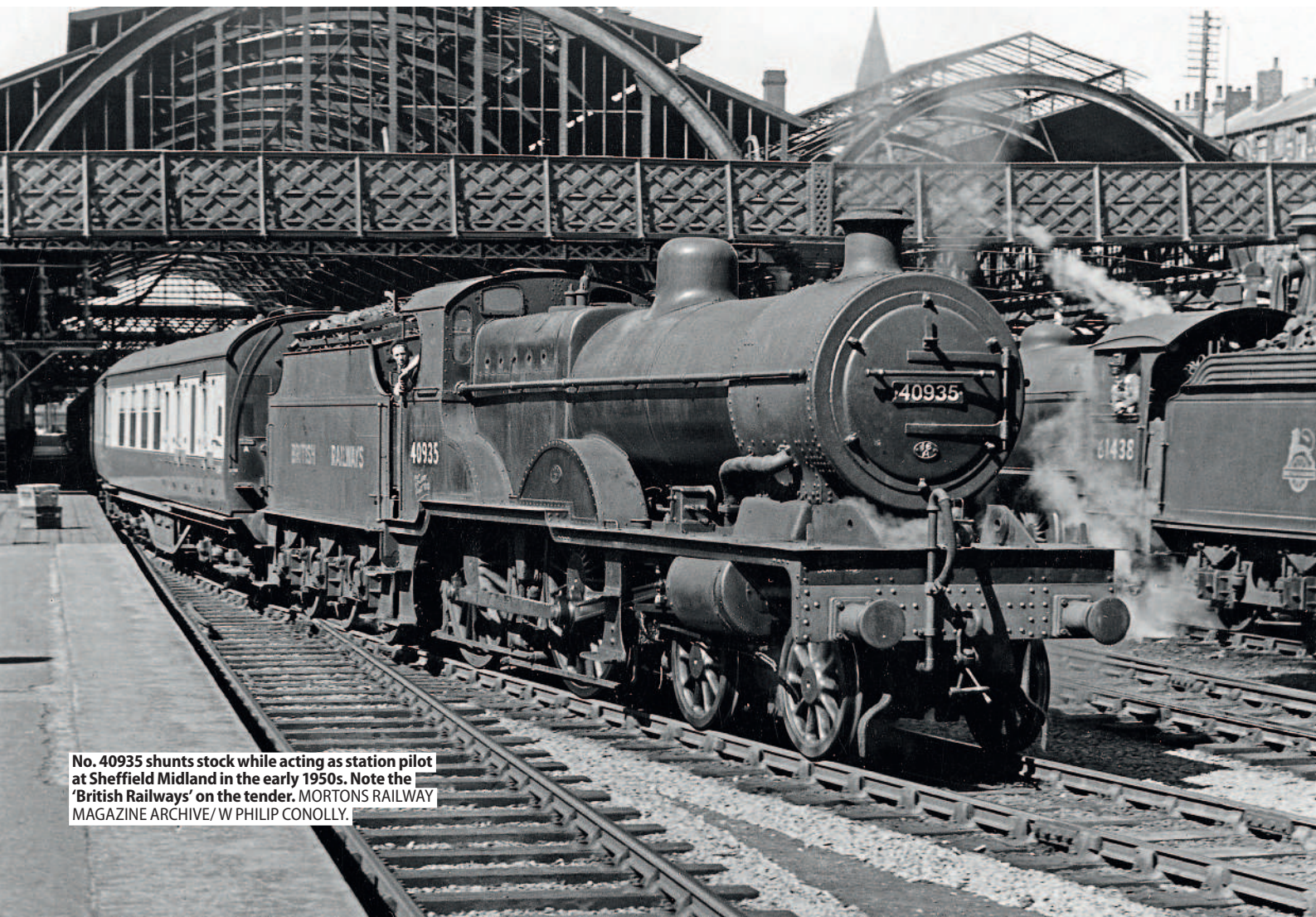
In 1975, the year in which York's National Railway Museum opened, No. 1000 took part in the Shildon locomotive cavalcade, celebrating 150 years since the opening of the Stockton & Darlington Railway.

Five years later it made another appearance in the Rocket 150 parade at Rainhill, celebrating 150 years since the opening of the Liverpool & Manchester Railway.

Simpler system

It took part in several main line outings, notably over the Settle & Carlisle line, but has now been dormant for some time and is presently on loan as a static exhibit to the Barrow Hill Roundhouse Museum & Engine Shed in Chesterfield, Derbyshire (once known as Staveley (18D)). Until 2014, it also spent some time with the Scottish Railway Preservation Society at Bo'hess.

The inspiration behind Johnson's chosen layout of a single inside high-pressure cylinder and two outside low-pressure cylinders, with a second regulator allowing independent control of the high and low-pressure valve gears so that live steam could be admitted directly into



No. 40935 shunts stock while acting as station pilot at Sheffield Midland in the early 1950s. Note the 'British Railways' on the tender. MORTONS RAILWAY MAGAZINE ARCHIVE/ W PHILIP CONOLLY.



Former LMS Compound 4-4-0 No. 40907 arrives at Chinley with the 2pm (Sundays) Sheffield Midland to Manchester Central train on June 19, 1959. MORTONS RAILWAY MAGAZINE ARCHIVE/ ALAN H BRYANT.



Compound No. 41063 enters Strines station with a stopping passenger train on April 21, 1951. MORTONS RAILWAY MAGAZINE ARCHIVE/ W DIXON.

the low-pressure cylinders for easier starting, came from a system devised by the North Eastern Railway's chief draughtsman, William Smith.

Deeley decided to make the drivers' task a little less complicated by replacing Smith's independent valve gear arrangement with a system that simply allowed full compounding as the single regulator was opened further. At first, the 40 Deeley compounds boasted a higher boiler pressure of 220psi, but this was later reduced to the original 200psi, and their exterior appearance was tidied up by raising the running plate clear of the coupling rods and changing the design of the rear splashers to one that was much easier on the eye.

The Midland Compounds' driving wheel diameter of 7ft allowed speeds well in excess of 80mph to be attained on fast, regular passenger services between major cities and on milk trains, and they also put up some impressive performances on demanding routes such as the Settle & Carlisle.

Adopted as standard

The Compounds were well suited to the Midland Railway's policy of frequent, light trains, and in double-headed formation could even be found on Anglo-Scottish expresses – but they were never large or powerful enough to handle the increasingly heavy trains of the LMS during the latter 1930s and into the Second World War.

One of the most oft-repeated stories in railway folklore concerns the dogged rivalry between the Midland Railway and London & North Western Railway constituents after the formation of the LMS as the biggest of the 'Big Four' at the 1923 Grouping. Not only that, the LMS also became the biggest commercial operation in the British Empire!

The LNWR's experiments with compounding had not always been a success, and many of its former employees must have viewed with some suspicion the announcement that the newly formed company would be adopting the Midland Compound as a standard 4P design. While most of the LMS 4P Compounds



Above: Compound No. 40931 heads through Lenton Junction, to the west of Nottingham Midland, with a Buxton-bound train in June 1957. The locomotive was withdrawn in 1958 and scrapped in June 1959. MORTONS RAILWAY MAGAZINE ARCHIVE/T. G. HEPBURN.

Right: An evocative scene indeed as Compound No. 41057 waits to leave Nottingham Midland station beneath the bridge carrying the former Great Central main line with a local service to Derby around 1950. The locomotive was withdrawn in May 1953. MORTONS RAILWAY MAGAZINE ARCHIVE/ JP WILSON.



were built under Sir Henry Fowler after he succeeded George Hughes as Chief Mechanical Engineer in 1925, it would be unfair to call him a 'small engine' man.

After all, he had designed the four-cylinder 0-10-0 Lickey banker 'Big Bertha' of 1919, with its immense tractive effort of 43,315lb, and was well aware that the LMS needed much more powerful locomotives than 4-4-0 Compounds.

He dreamed of building a compound Pacific, but with the continuing improvements in valve efficiency he was persuaded to go for simple-expansion locomotives instead.

Widespread use

He was deeply involved in the Hughes/Fowler 'Crab' 2-6-0s, with their two large outside cylinders, and the LMS certainly benefited from his 2-6-4 tank engines,

and three-cylinder 'Royal Scot' and 'Patriot' 4-6-0s.

The major difference between the LMS Compounds and their Midland Railway predecessors was the reduction in driving wheel diameter from 7ft to 6ft 9in, which gave a slightly higher tractive effort of 22,650lb over 21,840lb. Their cylinder diameters of 19 x 26in (high pressure) and 21 x 26in (low pressure) and boiler pressure of 200psi remained



Compound 4-4-0 No. 1159 heads a Stafford-Shrewsbury express over the GWR/LMS joint line near Admaston with a through Euston-Swansea coach on February 13, 1945. MORTONS RAILWAY MAGAZINE ARCHIVE/AS WILSON-JONES.



Ex-Midland Railway Compound No. 1037 heads a Manchester Central-Sheffield express near Chinley in 1931. RD POLLARD.

exactly the same as those on the Midland locomotives. Seventy-five LMS Compounds were constructed at Derby Works, 20 at Horwich Works, 25 by the North British Locomotive Co., and 75 by the Vulcan Foundry at Newton-le-Willows.

Being part of the massive new railway company gave the Compounds plenty of opportunity to operate further afield than ever, and they became widely distributed among locomotive sheds large and small.

But the heavier trains and diminished maintenance standards of the Second World War certainly did them no favours.

Early withdrawals

At around the time of nationalisation in 1948, the Compounds' bases included Rugby (2A), Monument Lane (3E), Crewe North (5A), Chester (6A), Llandudno Junction (7A), Longsight (9A), Trafford Park (9E), Kentish Town (14B), Leicester (15C), Kettering (15B), Bedford (15D), Nottingham (16A), Derby (17A), Rowsley (17D), Millhouses (19B), Leeds (20A), Manningham (20E), Saltley (21A), Bournville (21B), Bristol (22A), Gloucester (22B), Lancaster (23C), Accrington (24A), Agcroft (26B), Bolton (26C), Bank Hall (27A), Southport (27C), Wigan (27D), Walton (27E), Blackpool (28A) and Peterborough ex-LM (35C).

Up in Scotland they could be found at Ferryhill (61B), Perth (63A), Stirling (63B), Dalry Road (64C), Carstairs (64D), St. Rollox (65B), Polmadie (66A), Greenock (66D), Corkerhill (67A), Ayr (67C), Dumfries (68B) and Stranraer (68C), but their days were already numbered, with massive inroads into their ranks throughout the 1950s.

Six of the still-remaining 195 Compounds were withdrawn in 1952, followed by 13 in 1953, 23 in 1954, 37 in 1955, 27 in 1956, 34 in 1957, 36 in 1958, 13 in 1959, six in 1960 and two in 1961, leaving just the original



The elegant lines of the 195 three-cylinder Compound 4-4-0s built by the LMS between 1924 and 1932 are captured to perfection in this left-hand-side view of Bachmann's new OO-scale model of No. 1119 (31-934).

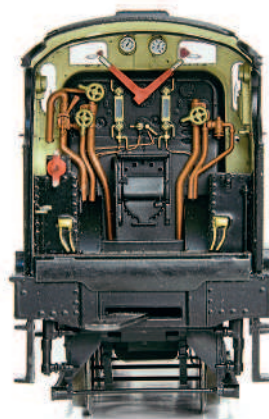
locomotive, which carried the British Railways number 41000, for posterity.

The models

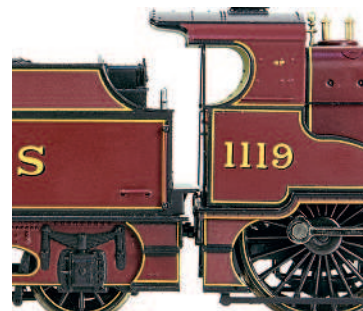
Bachmann's long-awaited intricately detailed OO-scale model of 1925 Horwich-built Midland Compound 4-4-0 No. 1119 in LMS lined Crimson Lake livery should be in the shops imminently. The dazzling cab detail includes separate controls, pipework and instruments, and the model also features an adjustable tender drawbar, poseable loco-tender fall plate, welded Fowler tender, sprung buffers, NEM coupling pockets and accessory pack. The model comes equipped with a 21-pin DCC decoder socket for Bachmann's recommended decoder item 36-557, and is ready to accept a speaker in the tender.

At the same time Bachmann is also releasing two Compound models in British Railways lined black; one as 1925 Horwich-built No. 41123 with early emblems (31-932), and the other as 1925 North British-built No. 41143 with the later crest (31-933A). Each has a recommended retail price of £199.95.

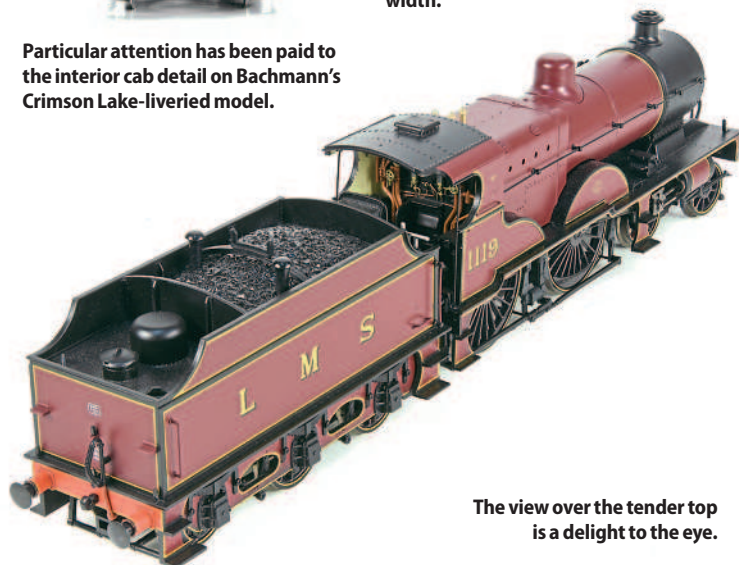
A model of No. 1000 was produced for the National Railway Museum/Locomotion Models as one of the 'National Collection in Miniature' exclusives in 2011. It portrayed the locomotive as it exists in its preserved condition rather than as originally built by Johnson. **HR**



Particular attention has been paid to the interior cab detail on Bachmann's Crimson Lake-liveried model.



An adjustable tender drawbar keeps the gap between tender and locomotive to a realistic fall-plate width.



The view over the tender top is a delight to the eye.

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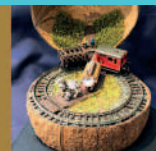
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BRECHIN: THE NEW 'CALEY'

Forty years after preservationists took over the Brechin branch in Scotland, the present-day Caledonian Railway is enhancing its historic stations and has ambitious plans for the future - including the possibility of a main line connection.





Above: Cleaned up by Paul Riley and the photographers of the Master Neverers Association, J37 0-6-0 No. 64611 shunts the yard at Brechin before working its freight train back to Montrose in March 1967.

PAUL RILEY/KIDDERMINSTER RAILWAY MUSEUM

Below: During the final year of the A4s in BR service between Glasgow and Aberdeen, No. 60034 Lord Faringdon calls at Bridge of Dun with a southbound train in May 1966.

This station is now the eastern terminus of the Caledonian Railway. A. KENNEDY/COLOUR RAIL



Despite sharing its illustrious name with the mighty Scottish pre-Grouping company, today's Caledonian Railway is overlooked by most enthusiasts.

Yet it is steeped in as much history as any of our top 'premier league' preserved railways; one of Scotland's oldest branch lines, its impressive stations forming part of the stage for two of the closing acts before the curtain fell on Scottish Region steam.

In other words, there was a time when it was a magnet for enthusiasts. Could it ever be again? The 40th anniversary of its last BR train, and its takeover by the preservationists, seemed an appropriate moment to find out.

Racing ground

It may be a branch line, but the CR has close links with – and could one day even reopen part of – one of the most famous main lines in Scotland, and indeed the whole country.

Its current eastern terminus, Bridge of Dun, is where it joined the Strathmore route from Perth to Aberdeen via Forfar – the scene of the 'Races to the North' in 1895.

As the West and East Coast Main Lines vied for the fastest time from London to Aberdeen, Bridge of Dun was the penultimate station before the effective finishing line at Kinnaber Junction. With the rival Caledonian Railway and North British Railway thence sharing the same metals for the last leg of the journey to the Granite City, whichever train got there first was the winner.

Seventy years later, the Strathmore line once again became a famous racetrack, with the spectacular farewell of the Gresley A4 Pacifics on the three-hour expresses from Glasgow to Aberdeen – while the Brechin branch itself would have its turn in the enthusiast limelight shortly afterwards.

Brechin station is a far grander structure than the words 'branch line' might suggest, but it reflects its former importance as the hub of a network of branches. In addition to the first line from Montrose and Bridge of Dun, routes to Forfar and Edzell opened in 1895 and 1896 respectively, Brechin's original 1848 station building being extended with its ornate canopy as a result.

By 1952, it had lost all its passenger services to road competition, but remained open for freight, and in 1967 was one of the last steam-worked lines in Scotland. The famous photographers-turned-engine cleaners of the Master Neverers Association accordingly

descended on the branch that year to spruce up and record on film the J37 0-6-0s eking out their last days working from Dundee Tay Bridge shed.

Although Brechin has a cathedral to draw tourists, it was largely the survival of its imposing station that prompted the Brechin Railway Preservation Society to save the branch after freight traffic ceased in 1981.

"The main reasons were that the line was still there, and it had an impressive terminus and rural heritage," said Jon Gill, chairman of the operating company Caledonian Railway Brechin Ltd. "It seemed like a good place to run a railway."

Before the impact of the coronavirus pandemic, the CR boasted annual passenger figures of between 50,000 and 60,000, making it the second largest tourist attraction in Angus after Glamis Castle, the childhood home of the Queen Mother, birthplace of Princess Margaret and the setting for Macbeth.

Even with these attractions, and the Victoria & Albert Museum in Dundee, said Jon: "Many tourists drive through Angus on the way to somewhere else – but there is enormous support to improve this from local groups and the council."

If it achieves its long-term ambitions, the CR will help even more with that.

Main line guests

Impressive and historic stations or not, if you're going to attract enthusiasts, there's one thing you must have – an ex-BR steam locomotive. But since the CR entered preservation and formally reopened to passengers in 1992, these have been few and far between.

Just two working examples have visited, both from the Bo'ness & Kinneil Railway: BR 4MT 2-6-4T No. 80105 in 2001, and Caledonian Railway 0-4-4T No. 419 the following year, the latter marking 50 years since one of its classmates hauled the last passenger train out of Brechin to Montrose in 1952.

For many years, the CR was also home to the very engine that hauled the last passenger train to Forfar that same year – Ivatt 2MT 2-6-0 No. 46464 – but it didn't return to steam there. It has recently moved north to the Strathspey Railway for its restoration to be completed, but the CR is hopeful that it could return for a visit one day.

"The CR has close links with – and could one day even reopen part of – one of the most famous main lines in Scotland, and indeed the whole country."

The Brechin Railway Preservation Society is already well established in the coal yard at Brechin on May 2, 1981, as the last BR train – a farewell DMU railtour – prepares to depart for Edinburgh. The leading vehicle is Class 122 ‘bubble car’ No. 55000, now preserved at the South Devon Railway. N WERNINCK



There is some evidence that the preservation scheme attempted to secure an ex-Scottish Region ‘Black Five’. Photographs of former Perth, Inverness and Carlisle Kingmoor ‘Hiker’ No. 45163 at Barry scrapyard in the 1980s show the words ‘Reserved for Brechin RPS’ daubed large on the side of its smokebox – but Jon has asked around, and nobody at the railway remembers this now.

Other than that, the nearest the CR got to acquiring a main line steam locomotive was one of the saddest missed opportunities in preservation.

Engines built to the designs of John F. McIntosh, the original ‘Caley’s’ Locomotive Superintendent, were constructed in Belgium as well as Scotland – but in 2002, Belgian State Railways scrapped one of the last surviving such 0-6-0s, No. 44.021, despite it being part of the country’s National Collection.

Simon Hickman, then the development officer at Brechin, had found the funds for the CR to buy it, but was too late to stop it being torched. Thankfully, two of the 0-6-0s and two other McIntosh-designed engines survive in Belgium – and if any became available, confirmed Jon, the CR would “absolutely” be interested.

For now, though, industrials will remain the staple motive power, with the current

fleet consisting of two Scottish-built Andrew Barclay machines – 0-4-0ST Works No. 1863, and 0-6-0T Works No. 2107, the latter in Thomas the Tank Engine guise and originally acquired by the CR company for that lucrative market.

Hive of industry

With the boiler certificate of No. 1863 due to expire next year, Peckett 0-6-0ST Works No. 2153 – owned by the line’s Chief Mechanical Engineer Steve Pegg – is undergoing a contract overhaul at the Flour Mill in the Forest of Dean, and expected to steam again within the next year or two.

A six-coupled engine is needed, said Jon, because No. 1863 struggles to cope with the line’s gradients of up to 1-in-70, and is not used at Christmas because its boiler can’t provide enough steam to both haul and heat the train. “So when we were looking at where to spend the railway’s money, it made more sense to put it into Steve’s loco.”

However, the 0-4-0ST will be overhauled again, he added: “It’s a stalwart – it’s always been there. We use it on brake van rides quite a lot, and it’s good for driver experience courses.”

A second, and very historic, Peckett 0-6-0ST is also in line for repair, but further

down the queue – Works No. 1889 *Menelaus*, owned by a group of CR members who titled themselves the Angus Railway Steam Engineers, the acronym having originated as a jest in the local newspaper. When it dropped its fire for the last time at Ebbw Vale Marine colliery on June 28, 1985, *Menelaus* was the last working steam locomotive in the South Wales coalfield.

Finally, there are three ‘Austerity’ 0-6-0STs in store at Bridge of Dun, owned by Max Maxwell, who lives in the station building, and a Peckett 0-4-0ST, Works No. 1376, also owned by Steve Pegg. “That’s his retirement project,” said Jon, “but it’s probably ten years away.”

Historic diesels

In truth, the CR is far more of a magnet for diesel enthusiasts, with no fewer than 13 ex-BR locomotives in residence (see page 94).

No. 25072 (D5222) has the claim to fame of carrying GWR green livery in the 1980s, while No. 25083 has a strong, if unhappy, link with local history, having been involved in the Invergowie accident of October 22, 1979.

To house and maintain this huge fleet, the Caledonian Railway Diesel Group – an umbrella organisation for the various individuals and teams who own them – first



Inset: 'Bubble car' No. 55000 at the South Devon Railway on March 7, 2010. BERNARD MILLS

relocated the former goods shed from Nairn to Bridge of Dun in the early 2000s, and has now almost completed a £380,000 three-road shed at the same location (see News, last issue).

The collection has just increased with the acquisition of two former Southern Region Class 205 'Thumper' diesel-electric multiple units from the Dartmoor Railway which, as also reported last issue, could be used for experiments in 'green' transport.

On the subject of multiple units, the possibility exists, in theory, for the CR to host two items that were part of its last trains – perhaps not a unique accolade in preservation, but certainly rare. As well as No. 46464, there is also Class 122 'bubble car' No. 55000, which was part of the DMU rake forming the farewell railtour from Edinburgh to Brechin 40 years ago on May 2, 1981, and is now preserved at the South Devon Railway. But in reality, would the costs of hiring this ever stack up?

Transporting anything from south of the border is very expensive, said Jon. "It's difficult to find back loads – and we're paying almost as much to move the 'Thumpers' as we have to buy them."

But although the diesel fleet is strongly representative of local history – especially the



The impressive entrance to Brechin station, constructed in the 1890s with the expansion of the terminus following the opening of the lines to Edzell and Forfar. CALEDONIAN RAILWAY



Reconstruction of the first section of the canopy is well advanced at Brechin station. CALEDONIAN RAILWAY

"It's hoped to complete the first section of the canopy at Brechin station for the railway's reopening this summer."

Class 26s and 27s, which mainly worked in Scotland – they don't attract a huge number of enthusiasts. Jon admitted: "The Scottish Type 2s have less of a following in the rest of the UK."

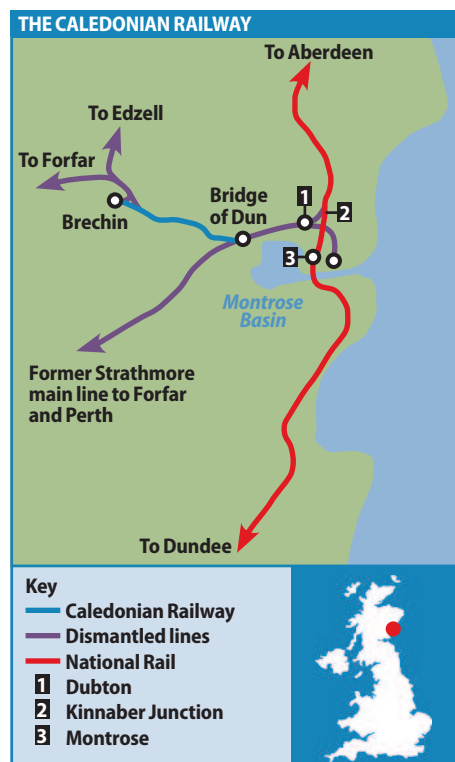
That being the case, he agreed, the subject of visiting ex-BR steam locomotives "needs to come back onto the agenda, even if it's just for short visits."

"But we've not talked about it so much recently," he continued, "because we've been focusing on track maintenance, the coaches and the canopy."

Grand terminus

When Brechin station opened in 1848, it was "a bit like St Pancras," said Jon, with an overall roof spanning all three lines and the station building to the side. "We think the intention was to continue the line inland," he added – but after that failed to materialise, the building was extended round behind the buffer stops, and the canopy replaced the overall roof.

Today, the station has been fully restored, including its two ticket offices built for the use of the Caledonian and the North British Railway ("the NB was the poor cousin and the 'Caley' had the grand bit," said Jon), while the original 1848 wing houses a coffee ☞





Above: On loan from the Bo'ness & Kinneil Railway, Caledonian Railway 0-4-4T No. 419 arrives at Brechin during its visit in 2002.
A. KENNEDY

Right: One of the CR's two working resident steam locomotives, Andrew Barclay 0-4-0ST Works No. 1863, at Brechin before work began to rebuild the canopy.
CALEDONIAN RAILWAY



A classic 1960s Scottish Region scene recreated at Bridge of Dun as Sulzer Type 2 (Class 27) diesel No. D5370 passes underneath the rebuilt 'Caley' footbridge from Dunblane. CALEDONIAN RAILWAY

THE CALEDONIAN RAILWAY'S DIESEL FLEET

- Ruston 48DS *Dewar Highlander* – operational.
- Yorkshire Engine Company Nos. 211 *Rolls* and 212 *Royce* – operational.
- BR Class 08 No. D3059 – operational.
- BR Class 11 No. 12052 – out of service awaiting a replacement gasket.
- BR Class 11 No. 12093 – operational.
- BR Class 20s Nos. 20016, 20081 and 20088 – No. 20016 and one other to be overhauled, with a decision to be made once work is underway.
- BR Class 25s Nos. 25072 and 25083 – both to be repaired but work currently on hold.
- BR Class 26s Nos. 26001 – undergoing bogie repairs; 26014 – operational; and 26035 – undergoing repairs.
- BR Class 27 No. 27024 (D5370) – operational.
- BR Class 37 No. 37097 – undergoing repairs.
- BR Class 205 DEMUs Nos. 205028 – for long-term restoration; and 205032 – requires bogie work but expected to be returned to service within 12 months.

“Bridge of Dun station has been transformed in recent years, with the reconstruction of an enormous and genuine Caledonian Railway footbridge from Dunblane.”

shop, and accommodates one of the line's volunteers upstairs in what was once the stationmaster's quarters. Said Jon: “Legend has it that the stationmaster used to climb out of the window, run round the canopy and take potshots at people stealing coal in the yard” (presumably with an airgun).

Sadly, BR had removed most of the canopy by the time the preservationists took over, but the CR is now in the process of putting that right, thanks to a successful £10,000 appeal and grants totalling £17,500 from the National Lottery Heritage Fund and the SVCO Third Sector Resilience Fund.

It's hoped to complete the first section for the railway's reopening this summer, and to rebuild its full length at a later date.

Bridge of Dun station has also been transformed in recent years, with the reconstruction of an enormous and genuine Caledonian Railway footbridge from Dunblane, donated by Network Rail when a new, accessible bridge replaced it. A new timber station building on the island platform was funded to the tune of £80,000

by a LEADER grant as part of the Angus Local Development Strategy, along with the railway's own money and contributions from the Brechin Railway Preservation Society.

“We'd never applied for grants before,” said Jon, “but last year we had £400,000 in grants and donations.”

The footbridge and stations are not the only ‘Caley’ infrastructure on the line. Some of its track is original CR material, although much of it has been replaced in recent years with 80% of the running line relaid and 60% of the timber sleepers replaced with concrete. “When we started out, we were just spot-replacing sleepers,” said Jon, “but it was fighting a losing battle – so for long-term sustainability, we're now lifting out whole sections.”

Installing working signalling is a long-term aim: “We were donated signals from around Angus, so we've got a fair amount – and it would add a lot to the look and feel of the place – but it's down the list.”

Although signalboxes would have to be relocated or new ones constructed, the

collection of equipment includes the lever frame from that finishing line in the ‘Races to the North’, Kinnaber Junction – “probably the most historic signalbox in the UK,” said Jon. It would indeed be nice to think that those levers could one day crash back and forth in that frame to signal ‘Caley’ engines – or North British ones – not too far from its original location.

Then there's the turntable. As reported last issue, the Gloucestershire Warwickshire Railway has donated a 65ft Cowans Sheldon example, formerly situated at Ashford, to the CR. What, you might ask, does a four-mile, landlocked railway, operated by industrials, want with a turntable? Jon admitted: “It was a case of, if we don't get it, someone else will, or it'll go for scrap.” A site for it is still to be decided, but it will have its uses: “We get some unbalanced tyre wear, so it'll be a benefit for that.”

But there is a possibility – though at this stage it is no more – that it could creak beneath the weight of much more illustrious engines than Barclays and Picketts.



Main line ambitions

Tantalisingly visible from Bridge of Dun, across the shimmering waters of the Montrose Basin, is the town of Montrose itself. Extending another four miles to here – over part of the Strathmore main line – has always been the CR's long-term aim but, as ever, there are a number of obstacles.

Naturally, the trackbed has been split up between several private owners, but it's in Montrose itself where things get really difficult. The original plan was to run alongside main line metals to a new terminus alongside Montrose station – but with encroaching development, said Jon, this is "still doable, but only just."

"So we'd either have to run over Network Rail metals – which would be an utter nightmare in terms of certification and paperwork – or find somewhere else for a station in Montrose."

However, if there is a killer blow to the project, it'll come from Highways England. As reported in recent issues, the Highways Agency is planning to demolish or infill

dozens of disused railway bridges, including the listed Pugeston Bridge crossing the former trackbed about halfway between Bridge of Dun and Montrose.

"They're talking about filling it with concrete," said Jon. "That would be the death knell for the extension – chances are we'd never do it, or if we did it would cost a fortune. But the law in Scotland has changed recently to say that efforts must be made to protect disused railways; the local council don't support it, and I'm busy pushing Historic Scotland to reject it."

Even without this issue, the extension won't be cheap. Said Jon: "A study funded by Dundee Council in 2003 put the cost at £18m, fully engineered to main line standard. We are confident that it can be achieved for much less, even today – easily less than half. This would not provide main line standard, but would allow us to provide heritage rail, and demonstrate a degree of benefit if an upgrade were to be an option."

If it did happen, he confirmed: "We would really like a main line connection."

Thinking big

Ever since the turntable was restored at Aberdeen Ferryhill, "there's been a lot more main line steam traffic in the area," but rather like all those tourists who pass by, said Jon, "the tours go straight through Angus and we get no benefit."

With Brechin Cathedral and Glamis Castle nearby, he continued: "I'm sure we could attract them to Brechin for a bit of variety."

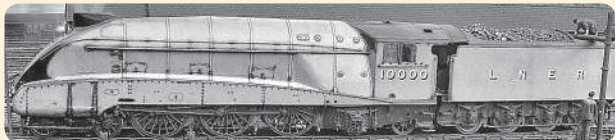
With 85lb per yard rail currently forming the CR's running line, he admitted, "it's unlikely we'd get *Tornado* there – but perhaps we could run the main line engine as far as Bridge of Dun and then one of ours could take over."

There are a lot of ifs, buts and maybes there, for sure. But if the hopes and dreams of this railway come to fruition, then it is not beyond the bounds of possibility that an A4 could one day return to a lost section of the route over which they had their final glorious fling in the 1960s.

If that didn't make enthusiasts sit up and take notice of today's Caledonian Railway, nothing would. **HR**

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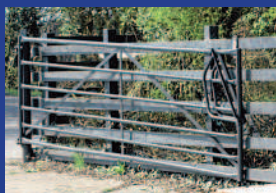
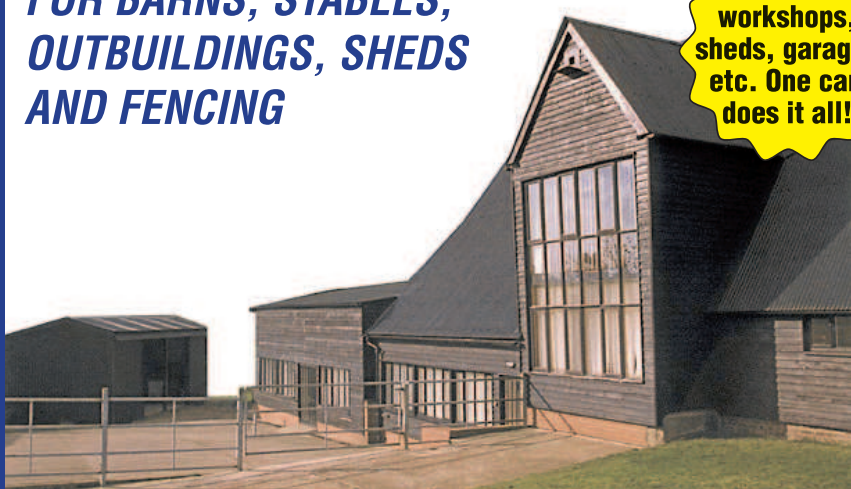
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Getting on our skates

I WAS intrigued by Andrew Goodman's comments on the origins of the wheel skate in Main Line News, issue 280. The original concept was developed on the Southern Region in 1970/1 in the CME's Maintenance Control, which was responsible for the maintenance, recovery and repair of EMU stock.

The first prototypes were manufactured in the Slade Green repair shop and tested within yard limits. They were subsequently passed to Selhurst Depot in 1972, when I was able to arrange running line trials in liaison with Central Division traffic management. We used an 'Oxted' DEMU as a guinea pig to demonstrate that the skate could be used safely at varying speeds over plain lines and points and crossings, the results being reported to BR HQ in London.

The HQ plant engineering organisation under Peter Robinson at Doncaster then refined the design as a standard production item for all-regional use as part of local breakdown equipment, recognising that skates would be suitable for both locomotive and multiple unit use when needed.

Mike Johns, Taunton
(One-time depot engineer, Selhurst)

STAR LETTER

Titanic carriages: True treasures to be raised again

I BELIEVE the rediscovery of the two LSWR dining cars, thought to be part of the RMS *Titanic* boat train formations (HR issues 279-281), are as important as *Flying Scotsman's* restoration in terms of publicity which goes way beyond the railway heritage movement.

The global interest in the tragedy of *Titanic*, thanks largely to James Cameron's 1997 film, is immense, especially in the US (there are dedicated *Titanic* museums in the landlocked states) and the Far East (China is building a full-size static replica).

However, the UK has the most important real *Titanic* artefacts, now possibly including these two rare and historic vehicles which, with the doomed liner's link, are priceless.

"In spite of the carriages' dire condition, the railway heritage craftsmen have shown their incredible skills in bringing items back from 'the dead'"

The ultimate goal should be that the carriages are restored for operational use in a dining train, such as that at the Bluebell Railway.

Their impact will be sensational and create worldwide news. They will be much sought-after for private hire and corporate charters from home and abroad.

In spite of the carriages' dire condition, railway heritage craftsmen have shown their incredible skills in bringing items back from 'the dead', such as the

recent restoration of the LNER Beavertail observation car from being like a derelict chicken shed on wheels to glowing, pristine, as-new condition, as seen in issue 277.

I hope the British *Titanic* Society will reach a positive agreement with owner Charles James for full restoration (surely the National Heritage Lottery Fund will provide at least match-funding?) by, say, Stephen Middleton's *Stately Trains*, which has such a fine reputation for this work.

I can't think of a better 'shop front' for our movement and I hope *Heritage Railway* will continue its crucial work reporting on this crucial project's progress.

Peter Elson,
St Helens, Merseyside.

Artist's work portrays a pageantry of progress

By Robin Jones

VISITORS to the Ribble Steam Railway are being greeted by a series of painted murals highlighting the development of rail travel from the days of Stephenson's *Rocket* onwards.

The nine mural panels are part of a major facelift undertaken by the heritage line thanks to harnessing a £208,000 grant from the National Lottery's Heritage Culture Recovery Fund.

Preston artist Gavin Renshaw has created the murals in acrylic spray paint on the exterior of the railway's main building. Landmark traction from UK railway history is interspersed with local features such as Preston No. 1 signalbox, the North Preston signal gantry and St Walburge's church spire, and highlights the pivotal role that railways played in

Right: LNWR Precedent 2-4-0 No. 790 *Hardwicke* still holds the record set by steam in 1896, from a cold-standing start-to-stop time, covering the 141 miles from Crewe to Carlisle in 126 minutes.

the development of the region. Gavin said: "It's a timeline of engines which are significant to the Preston and the West Coast Main Line, and this whole area."

Lifelong interest

He has had an interest in transportation from a young age, firstly aircraft, and then railways and bicycles.

The primary school he attended had a playing field which backed onto the railway line, so at break time he and a handful of friends would grab the rail guide and tick off numbers of passing traffic, usually Class 47s or 37s.



Alongside art, he excelled at technical drawing but soon realised upon leaving school that most professions were moving towards computer-aided design rather than the traditional T-square and drawing board, so he

pursued a career in the arts instead. He now paints murals all over the world, alongside other art projects and exhibitions.

Preston was added to the railway map in 1838 with the opening of the North



Unforgettable 'Black Five' performance at Golcar

MANY thanks for issue 279, with plenty of good news stories and for including my letter too. The latest round of grants are extremely welcome, and the reopening of our heritage railways is helping us appreciate what could all too easily be taken for granted.

The article by Don Benn reminds me of the most extraordinary locomotive performance I ever witnessed back in steam days.

The scene: I am just south of Golcar station on the Huddersfield to Manchester line, where the view from the bridge allows you to see as far as Longwood station, nearly a mile and a half away.

It's July 16, 1966, the summer Saturday trains are steam-hauled and I have my small battery-powered tape recorder with me. In the far distance I can make out the train for Llandudno powering through Longwood with a much stronger and faster beat than usual.

The noise drifts away as the train heads over the viaduct and behind the

hill. Emerging from the cutting and under the tall Scar Lane bridge, still a mile away, now faster and noisier, and I'm able to start recording. By the time it heads under the bridge where I'm standing the noise becomes quite exceptional and the recording becomes quite distorted, then the train heads away into the distance, still accelerating.

The gradient along this section of line is a steady 1-in-105. The train has 10 coaches and I estimate the speed to be 45mph, far higher than would be normal – typically 30-35 mph.

In recent years I've found out that a recorder was on the train and the log is with the Railway Performance Society. The actual speed through Golcar was around 43mph and increasing slightly giving an estimated edhp figure in the region of 1600hp. The locomotive was 'Black Five' No. 44896, and I've sometimes wondered whether this batch of locos, including No. 44871, were among the best?

David R Smith, Sheffield

Bring trains back to Louth

JUST a line in praise of your fantastic magazine *Heritage Railway*, which I discovered only a few months ago. The article on Louth in issue 280 evoked many childhood memories.

I loved the East Lincolnshire Line. Its closure in 1970 was the worst thing that ever happened to this area. I'll never forget it.

Pete Paley,
Grimsby, Lincolnshire

Why a 9F could not compete with Mallard in wheel rotation speed

PETER KELLY asks if a reader could compare the rotational speed of a 9F's 5ft diameter wheels at 90mph, with *Mallard's* 6ft 8in wheels at 126mph (issue 281). While I would not call myself a mathematician, the maths are actually quite simple: 90mph is 1.5 miles per minute, or 7920ft per minute.

The 9F driving wheels are 15.708ft in circumference, so at 90mph, the wheels are rotating at 7920/15.708

= 504.2rpm; 126 mph is 2.1 miles per minute, or 11088 feet per minute. The A4 driving wheels are 20.945ft in circumference, so at 126mph, the wheels are rotating at 11088/20.945 = 529.4 rpm.

So, the 9F has some way to go to match *Mallard's* rotational speed in 1938. In fact, it would need to be doing almost 95mph to match it!

Ron Head,
Didcot, Oxfordshire



The first two mural panels depict *Rocket* and *Lion* on the Liverpool & Manchester Railway. RSR

Union Railway, linking to the Liverpool & Manchester Railway, the world's first inter-city line.

Subsequent extensions saw the Lancaster & Carlisle Railway complete the English portion of the WCML in 1846.

Along with the murals, the grant has financed the renovation of the line's café and a community wellness project, with displays on the local Whittingham Asylum branch bringing a focus on the

history of mental health treatment in England. A new interactive exhibit on the line's TPO carriage will highlight the importance of communication and reaching out to others.

Chairman Dave Watkins said: "The murals are the number one thing really because they are so good and so unusual."

→ Pictures supplied by the Ribble Steam Railway.



Left and below: The last two panels in the timeline portray Class 40 D216 at the north end of Preston's original Platform 5, about to depart for Carlisle, and Class AL6/2 AC electric No. 86212 Preston Guild in InterCity Swallow livery.



Progress in paint: In its heyday, the Lancashire & Yorkshire Railway ran more than twice as many trains per day through Preston than the LNWR. Its most successful performers were Sir John Aspinall's 2-4-2Ts, one of which is depicted passing the town's No. 4 signal gantry. The next panel depicts Royal Scot 4-6-0 No. 6162 *Queen's Westminster Rifleman* of Preston's 10B shed passing No. 1 signalbox. The next panel portrays one of William Stanier's streamlined Princess Coronation Pacifics and after that comes English Electric prototype Deltic DP1, built just a mile away from today's heritage line at the company's Strand Road works.





The first vehicle moved into the new Kirby Misperton covered restoration facility near Pickering was 1921-built NER No. 22118 on May 8. RODNEY TOWERS

LNER Coach Association gets first stock into its new shed

AS a follow-up to the News item in issue 280 on the great strides the LNER Coach Association has made in the acquisition of new facilities, these recent pictures highlight its new facilities at Kirby Misperton on the North Yorkshire Moors Railway and at Embsay on the Embsay & Bolton Abbey Steam Railway.

As anyone with knowledge of and interest in the preservation of railway coaches will know, the need for and the availability of undercover lock-up facilities will

always be paramount to the success of any restoration or conservation project.

This third 500m extension to the Embsay carriage shed is nearly finished, with completion expected about mid-year. The LNERCA has part-funded this extension, into which it plans to move two vehicles within the next two to three months.

Donations towards the completion and support of both these new facility initiatives are invited – with

the encouragement of an anonymous donor who will generously match pound for pound any donations.

LNERCA wishes to apologise for its error in the bank sort code as published in issue 280. The correct LNERCA sort code is 30-63-64 for Account No. 27410460 and the matched funding date will now be extended another month.

*Rodney Towers,
member, LNERCA*



Above: Movements all complete. Three coaches in the Kirby Misperton shed on June 11 – NER No. 22118, Gresley TK No. 23896 and Thompson CL No. 88339. RODNEY TOWERS

Left: Grease-coated plates were used in the transfer process for sliding this coach across the Kirby Misperton shed and into position. RODNEY TOWERS



Above: The LNER Coach Association's Gresley TK No. 23896 at Kirby Misperton after being brought from Spennymoor by heavy load rail specialist Reid Freight Services on June 10. RODNEY TOWERS

Right: The new carriage shed extension at Embsay, part-funded by the LNERCA, is nearing completion. EBASR

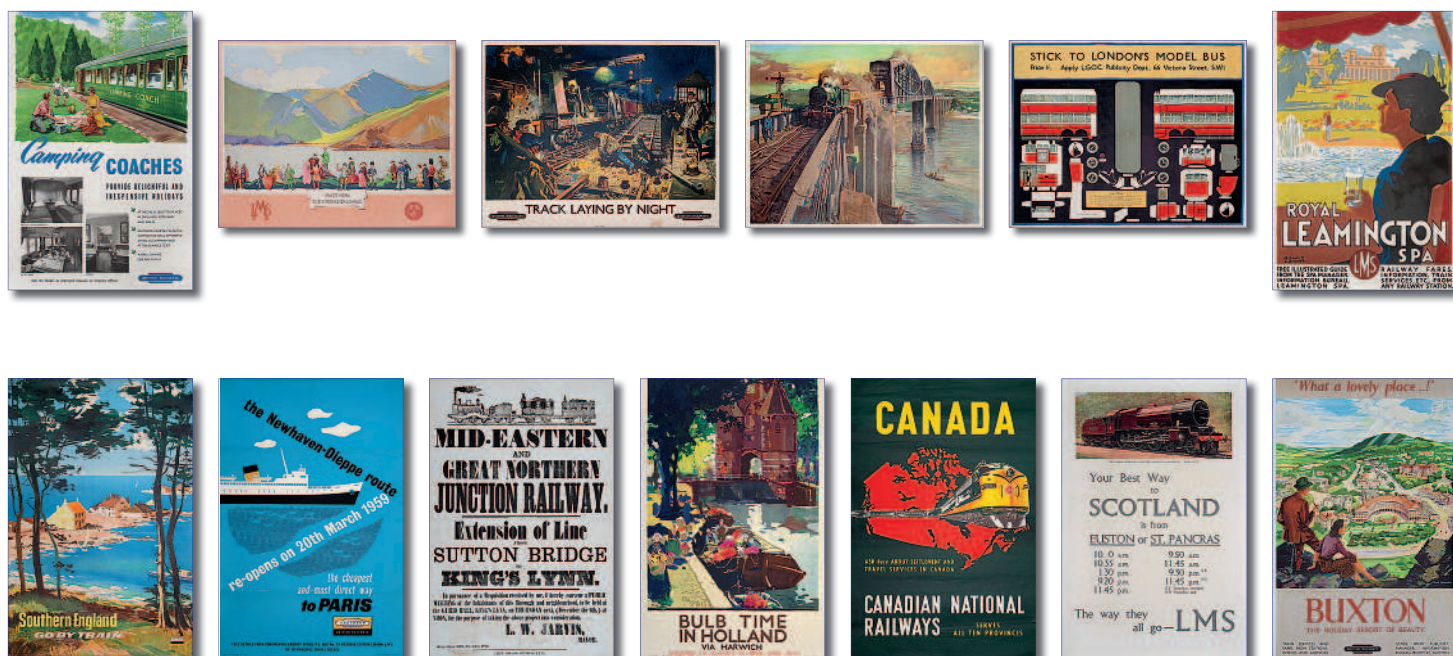


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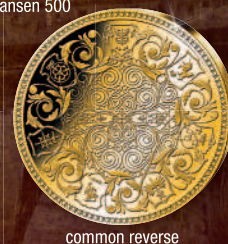


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Nineteenth century splendour on the North Yorkshire Moors Railway with the Furness Railway Trust's 0-4-0 No. 20, which dates from 1863 hauling GER carriages Nos. 14 and 37. The train is approaching Newbridge on its way from Pickering to Levisham in October 2000. MIKE HEATH

SUSTAINABLY VINTAGE!

Mike Heath provides a taste of his recently published book *Railways & Recollections: The Stately Trains Collection*. Illustrated by more than 250 photos, it profiles the collection's beautiful carriages, exploring their incredible stories from construction through working life to withdrawal from service and subsequent rescue and restoration.

Based at the Embsay & Bolton Abbey Steam Railway in West Yorkshire, *Stately Trains* was born out of one man's passion for vintage carriages.

Stephen Middleton was raised in a railway family. His father, mother and grandfathers all worked for railway companies from pre-grouping through to the British Railways. His father had a first class pass for rail travel, thus it is no surprise that Middleton junior experienced regular luxury travel on East Coast Pullmans between Yorkshire and London.

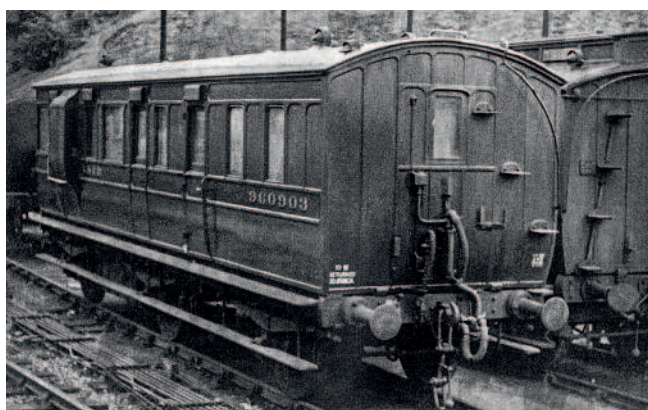
At the age of five, he longed to be a steward working on the Pullman cars. Fate took him in a different direction, but that yearning did not leave him and in 1992, after seeing an advertisement in a railway magazine, his enthusiasm for railway carriages was re-kindled.

Discovery

The advertisement drew his attention to an unrestored Great Eastern Railway carriage (No. 14) which coincidentally had been used

as the district engineer's saloon at Ipswich where his grandfather was station master and his father started work on the railway. He made a successful bid and embarked on a restoration journey that was to create a collection of historically significant pre-1914 luxury carriages.

These further restorations have included a first class saloon built for the Great North of Scotland Railway in 1894 and three directors' saloons, one built for the Lancashire & Yorkshire Railway in 1906, one for the London



GER No. 14 in the 'Home Siding' at Ipswich by the tunnel mouth. This would have been a familiar sight to Stephen's father and grandparents during their working career. STEPHEN MIDDLETON / KEN LEIGHTON



Within 12 months of Stephen purchasing GER coach No. 37 in 1998, around £15,000 had been spent on a sound but speedy restoration outdoors in the corner of a Harrogate stable's car park. Most of the money went on hiring specialist contractors to replace 70% of the rotten frame. Certainly, this carriage would have been considered beyond economic 'traditional restoration' but Stephen's realistic approach means that it is now in a condition that will guarantee many years' use. STEPHEN MIDDLETON



The restored interior of GER No. 37. MIKE HEATH



Stephen and his wife Qiuying are pictured in the opulent saloon of Queen Victoria's carriage, an experience they invite you to share during a visit to the Embsay & Bolton Abbey Steam Railway. MIKE HEATH



On September 12, 2020, having been withdrawn from service in 2019, the superbly refurbished LNER director's saloon No. 5318 emerged from the works in 2020 to take its place on the post-lockdown trains. Delicious afternoon teas were served on selected services. MIKE HEATH

& North Western Railway in 1913 and one for the Great Eastern Railway, which dates from 1911.

In addition to GER No. 14 referred to previously, a family saloon built for the GER in 1897 and believed to have been used by Queen Victoria's granddaughter, Princess Alice, has also been acquired and brought back into use.

Fleet

That royal connection has been reinforced by what is considered to be the 'jewel in the crown' of the collection in the form of a carriage that was constructed specifically for Queen Victoria's Royal Train in 1885 and later converted for her personal use during her Golden Jubilee celebrations in 1887.

Still under restoration are another GER family saloon dating from 1877 that was later to be converted for the use of Edward, Prince of Wales and a coach which, when completed, will be the oldest operational Pullman carriage in the world.

In the midst of gathering this stock together, Stephen and his team have also restored an 0-6-0 saddle tank locomotive – *Illingworth* – built in 1916, which has during its long career, helped the war effort in both the first and second world wars.

As a 'sideline' Stephen purchased the grounded body of the North Eastern Railway 1903 built Autocar No. 3170 and set up a



A former Lancashire & Yorkshire Railway locomotive to visit the Embsay & Bolton Abbey Steam Railway was the 'A' C class/Class 27 No. 1300 (LMS No.12322, BR No.52322). The opportunity to pair the L&Y coach and locomotive was not to be missed with the two separated by Stephen's three six wheelers in this image of a vintage train pulling away from Holywell Halt on May 5, 2014. MIKE HEATH



GER No. 63 had the honour of representing Stately Trains in Canada as part of The Railway Children theatre production, which had been shipped across Atlantic. A purpose-built theatre with 1000 seats was constructed in Toronto's Roundhouse Park beneath the CN Tower and next to the Rogers Centre which stands on the former railway lands. The 'Roundhouse' is a preserved locomotive roundhouse which is home to the Toronto Railway Museum. Between performances LSWR T3 4-4-0 locomotive No. 563 (now under overhaul at the Flour Mill for the Swanage Railway) and the GER carriage were posed on the large turntable. STEPHEN MIDDLETON

charitable trust. With volunteers and help from funding bodies and railway companies, the trust restored it and the accompanying auto coach to operational condition. This is a true pioneer, being the first railcar in the world to use internal combustion to drive a generator, which in turn powered electric traction motors.

The team's superb restoration of Autocar No. 3170 earned it the *Rail Express*-sponsored Modern Traction Award, plus the Manisty Award – one of the heritage rail industry's most prestigious awards – which acknowledges an outstanding contribution to railway preservation at the Heritage Railway Association's 2019 awards.

The quality of these restorations is clear to see for those lucky enough to travel in them, but what is not at all obvious is the state of each carriage when Stephen took ownership.

For example, the Lancashire & Yorkshire Railway's directors' saloon was being used as a diesel parts store on a heritage line, while the GER saloon had spent 10 years open to the elements minus its roof and side cladding. The beautiful Victorian coach had been the marital home of one couple for over 55 years, while the Pullman carriage was one of two around which a timber framed bungalow was constructed in 1920 and then stood for over 60 years.

Each piece in the collection has thus had a fascinating history from its construction

through its working life and on into preservation. Along the way Stephen has collected many photographs and much information/memorabilia to complete their stories and these have formed the basis for the book.

Operations

The carriages, which have at times visited other railways and featured in many television, film and theatre productions, are in the main based at Embsay and Covid-19 restrictions permitting, are due to see regular service with Vintage Trains days and Cream Tea specials featuring in the line's 2021 events programme. Prospective visitors should check the railway's website www.embsayboltonabbeyrailway.org.uk for updates, details and ticket availability. **HR**

→ Railways & Recollections:
The Stately Trains Collection, an 80 page softback priced at £10, is available from the publisher at www.mortonsbooks.co.uk or by telephoning 01507 529529.



YOUR ESSENTIAL GUIDE TO OPERATIONAL HERITAGE LINES AND MUSEUMS

SOUTH EAST

Amberley Museum

2ft gauge, ¼ mile.
Arundel, West Sussex.

Tel: 01798 831370.

Open: Wed-Sun.

Bluebell Railway

Standard gauge, 11 miles.

Sheffield Park,
East Sussex, TN22 2QL.

Tel: 01825 720800.

Running: July 9-25, 28, 30/31, August 1, 4, 6-8.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.

Bredgar, Sittingbourne, Kent.

Tel: 01622 884254.

Open: TBA.

Chatham Historic Dockyard

Standard gauge, one mile.

Chatham, Kent. Tel: 01634 820800.

Open: Daily – railway running July 24/25.

East Kent Railway

Standard gauge, two miles.

Shepherdswell, Kent.

Tel: 01304 832042.

Running: Suns.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles.

Running: Daily until September.

Exbury Gardens Railway

12¼in gauge, 1½ miles.

Exbury, Southampton.

Tel: 023 8089 1203.

Running: Daily until October 31.

Hayling Seaside Railway

2ft gauge, one mile.

Hayling Island, Hants.

Tel: 07775 696912.

Running: TBA.

Hollycombe Steam in the Country

2ft gauge, 1½ miles.

Liphook, Hants.

Tel: 01428 724900.

Reopening planned for July 25

– dates TBA.

Isle of Wight Steam Railway

Standard gauge, five miles.

Havenstreet, Isle of Wight.

Tel: 01983 882204.

Running: Daily throughout July and August.

Kent & East Sussex Railway

Standard gauge, 10½ miles.

Tenterden, Kent.

Tel: 01580 765155.

Running: Tues-Thurs and W/Es in July, daily in August.

Lavender Line

Standard gauge, one mile.

Isfield, East Sussex.

Tel: 01825 750515.

Running: Reopening planned

August 29/30.

Mid-Hants Railway

Standard gauge, 10 miles,

footplate experience,

wine and dine.

Alresford, Hants SO24 9JG.

Tel: 01962 733810.

Running: July 10/11, 13-15, then daily from July 17 through August.

Mizens Railway

7¼in gauge, one mile.

Woking, Surrey.

Tel: 07962 400922.

Running: TBA.

Old Kiln Light Railway

2ft gauge, ¾ mile.

Farnham, Surrey.

Running: W/Es.

Romney, Hythe & Dymchurch Railway

15in gauge, 13½ miles.

New Romney, Kent.

Tel: 01797 362353.

Running: Daily until July 18, then dates TBA.

Royal Victoria Railway

10¼in gauge, one mile.

Netley, Southampton.

Tel: 02380 456246.

Running: W/Es, daily in school holidays.

Sittingbourne & Kemsley Railway

2ft 6in gauge, 1¾ miles.

Sittingbourne, Kent. Tel: 01795 424899.

Running: TBA.

Spa Valley Railway

Standard gauge, five miles.

Tunbridge Wells, Kent.

Tel: 01892 300141.

Running: W/Es.

Volk's Electric Railway

2ft 8½in gauge, one mile.

Brighton.

Running: Daily.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles,

footplate experience, wine and dine.

Bitton, Bristol.

Tel: 0117 932 5538.

Running: W/Es (diesel Sats, steam Suns) plus Weds in summer holidays (planned).

Bodmin & Wenford Railway

Standard gauge, 6½ miles,

Bodmin, Cornwall.

Tel: 01208 73555.

Running: Tues-Thurs and Suns.



GWR 42XX 2-8-0T No. 4270 in Dixon cutting on the Gloucestershire Warwickshire Railway with a train for Broadway on April 13. IAN CROWDER

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: Weds-Suns in July.

East Somerset Railway

Standard gauge, two miles.

Cranmore, Somerset.

Tel: 01749 880417.

Running: W/Es and Weds, also Thurs from July 22.

Helston Railway

Standard gauge, 1¼ miles.

Helston, Cornwall.

Tel: 07901 977 597.

Running: Weds/Thurs from July 7.

Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile.

Newquay, Cornwall.

Tel: 01872 510317.

Running: Daily.

Launceston Steam Railway

2ft gauge, two miles. Launceston,

Cornwall.

Tel: 01566 775665.

Running: TBA.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,

North Devon. Tel: 01598 763487.

Running: Tues-Thurs and W/Es, then daily from July 27 through August.



GWR 64XX 0-6-0PT No. 6435 at the Bodmin & Wenford Railway's Colesloggett Halt. JASON ELLWAY



Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: Daily until mid-September.

North Dorset Railway

Standard gauge, 1200ft.
Shillingstone, Blandford Forum, Dorset.
Tel: 01258 860696.

Open: Weds and W/Es.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.
Tel: 01752 345078.

Running: July 11, 18, 25 and 31.

Seaton Tramway

2ft 9in 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: July 11, 18, 24/25, 28, August
1, 4, 7/8.

South Devon Railway

Standard gauge, seven miles.
Buckfastleigh, Devon.
Tel: 01364 644370.

Running: Daily until Oct 31.

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: July dates TBA.

West Somerset Railway

Standard gauge, 20 miles.
Minehead, Somerset.
Tel: 01643 704996.
Running: July 10/11, 13/14, 16-18, 20-22,
24/25, 27-29, 31/Aug 1, 3-5, 7/8.

Yeovil Railway Centre

Standard gauge, ¾ mile.
Yeovil Junction station, Somerset.
Tel: 01935 410420.
Running: TBA.

EAST ANGLIA

Bressingham Steam Museum

Narrow and standard gauge, one mile.
Diss, Norfolk.
Tel: 01379 686900.

Running: Daily, steam Weds-Suns.

Bure Valley Railway

15in gauge, nine miles.
Aylsham, Norfolk.
Tel: 01263 733858.

Running: Daily July-Sept.

Colne Valley Railway

Standard gauge, ¾ mile,
footplate experience.
Castle Hedingham, Essex.
Tel: 01787 461174.

Running: July 11 and 18 (diesel) then
Weds and Suns from July 28 (steam).

East Anglian Railway Museum

Standard gauge, ¼ mile.
Wakes Colne, Essex. Tel: 01206 242524.
Running: diesel gala July 18; steam July
24/25, August 1, 8, 15, 22, open W/E, Weds
from July 28.

Ferry Meadows Railway

10¼in gauge, ½ mile.
Peterborough, Cambs.
Tel: 01733 398 889.

Running: Daily July and August.

Mangapps Railway Museum

Standard gauge, ¾ mile.
Near Burnham-on-Crouch, Essex.
Tel: 01621 784898.

Open: W/Es and Weds.

Mid-Norfolk Railway

Standard gauge, 11½ miles.
Dereham, Norfolk. Tel: 01362 851723.
Running: July 10/11, 14/15, 17/18, 21/22,
24/25, 28/29, August 1, 4/5, 7/8.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.

Running: Suns.

Nene Valley Railway

Standard gauge, 7½ miles.
Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Running: July 10/11, other dates TBA.

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: Diesel W/Es,
steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile.
Quainton Road, Bucks.
Tel: 01296 655720

Running: Suns, Day Out With Thomas
July 24-26.

Chinnor & Princes Risborough Railway

Standard gauge,
3½ miles.
Chinnor, Oxon.
Tel: 07979 055366

Running: July 11, 18, 25, August 8.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067
Running: July 9-11, 18, 25,
August 5, 7/8.

Didcot Railway Centre

Standard gauge.
Didcot, Oxon.
Tel: 01235 817200.
Running: W/Es and Weds, also Thurs in school holidays.

Epping Ongar Railway

Standard gauge, six miles.
Ongar, Essex.
Tel: 01277 365200.
Running: W/Es in July, Fri-Suns from July 30 through August.

Hampton & Kempton Waterworks Railway

2ft gauge.
Hanworth, Middlesex.
Tel: 07511 730782 or 01932 765328.

Running: Every Sunday until November.

Leighton Buzzard Railway

2ft gauge, three miles.
Leighton Buzzard, Beds.
Tel: 01525 373888

Running: July 11 then TBC.

London Museum of Water & Steam

2ft gauge, 400 yards.
Brentford, London.
Tel: 0208 568 4757.

Open: W/Es.

MIDLANDS

Abbey Pumping Station

2ft gauge, ¼ mile.
Corporation Road,
Leicester, LE4 5PX.
Tel: 0116 299 5111.

Open: TBA.

Amerton Railway

2ft gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01889 271337.

Running: W/Es, also Weds from July 21.

Apedale Valley Railway

2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme,
Staffs.

Tel: 0845 094 1953.

Running: W/Es.

Barrow Hill Roundhouse

Standard gauge.
Barrow Hill,
near Chesterfield.
Tel: 01246 475554.
Open: July 10/11.



GWR 5101 Class 2-6-2T No. 4144 approaches Longueville Junction on the Nene Valley Railway with a train for Peterborough on June 19. The Collett locomotive is on loan to the NVR this season from the Great Western Society, which celebrates its 60th anniversary this year (see feature on page 74). TOBY JENNINGS

Battlefield Line

Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754.

Running: July dates TBA.

Chasewater Railway

Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.

Running: W/Es, plus Weds from July 28.

Churnet Valley Railway

Standard gauge, 5¼ miles,
footplate experience, wine and dine.
Cheddleton, Staffs.
Tel: 01538 360522.

Running: Tues/Weds and
W/Es, plus 'Bombay Express' July 16 and
30, August 6 and 20.

Crich Tramway Village

Standard gauge, one mile.
Crich, Derbyshire.
Tel: 01773 854 321

Open: Sats to Thurs until July 15, then
daily July 17 to September 5.

Dean Forest Railway

Standard gauge, 4¼ miles.
Norchard, Lydney, Glos.
Tel: 01594 845840.
Running: W/Es, Weds.

Ecclesbourne Valley Railway

Standard gauge, nine miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.

Running: Tues and Thurs-Suns.

Evesham Vale Railway

15in gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.

Running: W/Es then daily from July 22.

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge,
Staffs.
Tel: 01782 396210.

Running: Suns in July, W/Es and Weds in
August.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles.
Toddington, Glos.
Tel: 01242 621405.

Running: W/Es, Tues-Thurs in July, full
service from July 28.

Great Central Railway

Standard gauge, eight miles.
Loughborough, Leics, LE11 1RW.
Tel: 01509 632323.
Running: W/Es and selected weekdays
from June 26.

Great Central Railway Nottingham

Standard gauge, 10 miles.
Ruddington, Notts.
Tel: 0115 940 5705.

Open: July 10/11, 18.

Running: TBA

Northampton & Lamport Railway

Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.

Running: Suns.

Northamptonshire Ironstone Railway

Standard gauge, 1½ miles.
Hunsbury Hill,
Northampton.
Tel: 01604 702031.

Running: TBA.

North Gloucestershire Railway

2ft gauge, ½ mile.
Gloucestershire Warwickshire Railway,
Toddington.

Running: TBA.

Peak Rail

Standard gauge, four miles.
Matlock, Derbyshire.

Railway Museums

Beamish

County Durham.
The Living Museum of the North.
Open: Daily.
Tel: 0191 370 4000.

Coleford GWR Museum

Coleford, Gloucestershire.
Open: Fri and Sats.
Tel: 01594 832032/833569.

Crewe Heritage Centre

Vernon Way, Crewe.
Open: W/Es and BHs.
Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.
Open: Tues-Sun.
Tel: 01325 405060.

Leeds Industrial Museum

Armley Mills, Leeds.
Open: Tues-Suns.
Tel: 0113 378 2097.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Weds-Suns.
Tel: 033 0058 0058.

London Transport Museum

Covent Garden.
Open: Daily.
Tel: 0343 222 5000.

Manchester Museum of Science & Industry

Castlefield, Manchester.
Open: Weds-Suns in term time, daily in
school holidays.
Tel: 033 0058 0058.

National Railway Museum

Leeman Road, York.
Open: Weds-Suns.
Tel: 033 0058 0058.

Rail Story

Ingrow, West Yorks.
Open: Carriage Works daily, Engine Shed
W/Es.
Tel: 01535 690739 or 01535 680425.

Railworld Wildlife Haven

Peterborough.
Open: TBA.
Tel: 01733 344420.

Riverside Museum

Glasgow.
Open: Daily.
Tel: 0141 287 2720.

STEAM - Museum of the GWR

Swindon.
Open: Daily.
Tel: 01793 466637.

Tiverton Museum

Tiverton, Devon.
Open: Thurs-Sats.
Tel: 01884 256295.

West Cumberland Railway Museum

St Bees, Cumbria.
Open one week per month or by
appointment for special interest groups
– contact petergrooke@btinternet.com

Ulster Folk & Transport Museum

Ulster, Co. Down.
Open: TBA.
Tel: +44 (0)28 9042 8428.

Tel: 01629 580381.

Running: July 10/11, 13/14, 17/18; other dates TBA.

Perrygrove Railway

15in gauge.

B4228, Coleford,

Gloucestershire.

Tel: 01594 834991.

Running: W/Es, Tues, Thurs then daily from July 20.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Tel: 07974 171068.

Open: August 1, 15, 29/30.

Rudyard Lake Railway

10¼in gauge, 1½ miles.

Leek, Staffs.

Tel: 01538 269948.

Running: Fri-Sun then daily from July 19 through August.

Rushden Transport Museum

Standard gauge, ½ mile.

Rushden, Northants.

Tel 0300 3023 150.

Open: Station bar open Weds-Suns, railway TBA.

Severn Valley Railway

Standard gauge, 16 miles.

Kidderminster, Worcs,

DY10 1QR.

Tel: 01562 757900.

Running: July 10/11, 13-15, then daily from July 17.

Statfold Barn Railway

2ft gauge, one mile.

Tamworth, Staffs

B79 0BU.

Tel: 01827 830389.

Running: July 10/11, 18, 27-29, August 4-6, 8, 10-12, 17-20, 23-27.

Tanat Valley Light Railway

Standard gauge, 1½ miles.

Nantmawr, Shropshire.

Tel: 01691 780042.

Open: July 24/25 (James Bond event).

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles.

Bury, Lancs.

Tel: 0333 320 2830.

Running: Wed-Sun until September 26, plus August 30.

Great Laxey Mine Railway

19in gauge, ¼ mile.

Laxey, Isle of Man.

Tel: 01624 862007/670386.

Running: Sats until end of September.

Groulle Glen Railway

2ft gauge, ¾ mile.

Isle of Man.

Tel: 01624 670453.

Running: Suns & Weds in July and August.

Heaton Park Tramway

Standard gauge, ½ mile.

Manchester.

Tel: 0161 740 1919.

Running: August 7.

Isle of Man Steam Railway

3ft gauge, 15½ miles.

Douglas, Isle of Man.

Tel: 01624 662525.

Running: Fris-Suns to July 18, other dates TBA.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

Near Ulverston, Cumbria.

Tel: 01539 531594.

Running: TBA.

Manx Electric Railway

3ft gauge, 17 miles.

Douglas, Isle of Man.

Tel: 01624 697473.

Running: Fris-Suns to July 18, other dates TBA.

Ravenglass & Eskdale Railway

15in gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Daily until Oct 31.

Ribble Steam Railway

Standard gauge, 1½ miles.

Preston, Lancs.

Tel: 01772 728800.

Running: Sats July and August.

Threlkeld Quarry & Mining Museum

2ft gauge, ½ mile.

Threlkeld, Cumbria.

Tel: 01768 779747.

Running: Tues-Suns (diesel), steam daily in school holidays.

West Lancashire Light Railway

2ft gauge.

Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Suns and B/Hs until November 7 plus Weds in August.

NORTH EAST

Aln Valley Railway

Standard gauge, 1½ miles.

Alnwick, Northumberland.

Tel: 0300 030 3311.

Running: W/Es, also Weds in August.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks,

Scunthorpe.

Tel: 07889 297271.

Running: TBA.

Bowes Railway

Standard gauge, 1¾ miles.

Springwell, Tyne & Wear.

Tel: 07850 916484.

Running: TBA.

Cleethorpes Coast Light Railway

15in gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: Daily until end of September.

Derwent Valley Light Railway

Standard gauge, ½ mile.

Murton, near York.

Tel: 01904 489966.

Running: Demonstration freights & shunting Suns & B/Hs, passenger trains TBA.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 795189.

Running: Sats-Tues until July 25, then daily July 27-August 31.



Maunsell S15 4-6-0 No. 825 under the coaling plant at Grosmont shed, being prepared for its day's work on the North Yorkshire Moors Railway. CHARLOTTE GRAHAM

Heatherslaw Light Railway

15in gauge, two miles.

Ford Forge, Northumberland.

Tel: 01890 820244.

Running: Daily
Keighley & Worth Valley Railway

Standard gauge, five miles, footplate experience, wine and dine. Haworth, West Yorks, BD22 8NJ.

Tel: 01535 645214.

Running: Weds-Suns until July 25, then W/Es to August 22 plus other dates TBA.

Kirklees Light Railway

15in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: July 10/11, then daily from July 17 through August.

Lincolnshire Coast Light Railway

2ft gauge.

Skegness, Lincs. Tel: 07407 500884.

Running: Weds and Sats late July to early September (TBA – reopening planned July 24).

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: Suns in July and Sat 31, Suns and Weds to August 18, then August 21/22 and 28-30.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0845 680 1758.

Running: TBA.

North Bay Railway

20in gauge, ⅞ mile.

Scarborough, North Yorks. Tel: 01723 368791.

Running: Daily until end of October.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 277 7135.

Running: Suns, B/H Mondays, and Thurs during school holidays. 30th Anniversary Gala July 9-11.

North Yorkshire Moors Railway

Standard gauge, 18 miles.

Grosmont, North Yorks.

Tel: 01751 472508.

Running: Daily.

South Tynedale Railway

2ft gauge, 4¾ miles.

Alston, Cumbria. Tel: 01434 338212.

Running: W/Es & B/Hs July 3 to end of October.

Tanfield Railway

Standard gauge, three miles.

Near Gateshead, Tyne and Wear.

Tel: 07508 092365.

Running: July 11, other dates TBA.

Weardale Railway

Standard gauge, 18 miles.

Stanhope, Co. Durham.

Running: Reopening summer TBA.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 01677 425805.

Open: Weds & W/Es until July 25, then Tues-Suns through August.



Robert Stephenson & Hawthorns 0-4-0ST No. 15 *Eustace Forth* leaves Darley Dale with the 2.24pm train from Rowsley to Matlock, with Class 44 'Peak' D8 *Penyghent* on the rear, during Peak Rail's second weekend of operation after reopening. ALISTAIR GRIEVE

Yorkshire Wolds Railway

Standard gauge, 1,000ft.
Fimber, East Yorkshire.
Tel: 01377 338053.
Open: Suns & B/Hs until September 26.

WALES

Bala Lake Railway

2ft gauge, 4½ miles.
Llanuwchllyn, Gwynedd.
Tel: 01678 540666.
Running: Daily July & August.

Barry Tourist Railway

Standard gauge, two miles.
Barry, Vale of Glamorgan.
Tel: 01446 748816.
Running: July 10/11, 17/18, 24 (steam Sats, diesel Suns).

Brecon Mountain Railway

1ft 11¾in gauge, five miles.
Pant, Mid-Glamorgan.
Tel: 01685 722988.

Running: July reopening TBA.

Conwy Valley Railway Museum

7¼in and 15in gauge, ¾ mile.
Betws-y-Coed station, Conwy.
Tel: 01690 710568.

Open: Daily.

Corris Railway

2ft 3in gauge, ¾ mile.
Corris, near Machynlleth.
Tel: 01654 761701.

Running: Suns.

Fairbourne Railway

12¼in gauge, two miles.
Fairbourne, Gwynedd. Tel: 01341 250362.
Running: W/Es & Tues-Thurs, then daily from July 20.

Ffestiniog Railway

2ft gauge, 13½ miles.
Porthmadog, Gwynedd.
Tel: 01766 516000.
Running: Daily until July 23, other dates TBA.

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, then daily from July 17.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile.
Cynheidre, Carmarthenshire.
Tel: 07956 082305.
Running: TBA.

Pontypool & Blaenavon Railway

Standard gauge, 3½ miles.
Blaenavon, Torfaen.
Tel: 01495 792263.
Running: TBA.

Rhyl Miniature Railway

15in gauge.
Rhyl, North Wales.
Tel: 01352 759109.
Running: W/Es and Fris until July 16 then daily until end of August.

Snowdon Mountain Railway

800mm gauge, 4½ miles.
Llanberis, Gwynedd. Tel: 01286 870223.
Running: Daily until end of October (diesel only).

Talylln Railway

2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd.
Tel: 01654 710472.

Running: Daily.

Teifi Valley Railway

2ft gauge, ½ mile.
Henllan, Ceredigion, SA44 STD.
Tel: 01559 371077.

Running: W/Es.

Vale of Rheidol Railway

1ft 11¾in gauge, 12 miles.
Aberystwyth, Ceredigion.
Tel: 01970 625819.

Running: Daily until end of October.

Welsh Highland Heritage Railway

2ft gauge, one mile.
Porthmadog, Gwynedd.
Tel: 01766 513402.

Running: Weds, Thurs and Sats to July 15, then TBA.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd. Tel: 01766 516000.
Running: Sats & Tues-Thurs until July 22, other dates TBA.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: W/Es and Tues-Thurs to July 22, then TBA.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles.
Bo'ness, West Lothian.

Tel: 01506 825855.

Running: Sats, Suns, Tues and Weds in July and August.

Caledonian Railway

Standard gauge, four miles.
Brechin, Angus.
Tel: 01356 622992.

Running: Reopening TBA.

Lathalmond Railway Museum

Standard gauge, ½ mile.
Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.
Tel: 07379 914801.

Running: Suns June-October.

Strathspey Railway

Standard gauge, 10 miles.
Aviemore, Inverness-shire.
Tel: 01479 810725.

Running: Daily.

IRELAND

Railway Preservation Society of Ireland

5ft 3in gauge.
Whitehead, Co. Antrim.
Tel: +44 28 9358 6200.
Open: Museum open Thurs to Sat.
Running: W/Es July and August.

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

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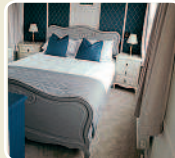
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This volume has been compiled using much previously unseen footage from the B&R Video archives. It includes coverage along the coast route at Pwllheli, Afon, Wen, Crickieth, Portmadoc, Minffordd, Penrhyndeudraeth and Harlech. At Barmouth we see the 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, Friog 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, Hookgate, 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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Barking up the right tree at Crich Tramway Village

DERBYSHIRE Police dog handlers and their search dogs have been using Crich Tramway Village near Matlock as a training ground.

The handlers are first assessed for their ability before being trained to handle dogs.

The dogs typically spend around two weeks with their handler before undertaking a search course of six weeks.

The dogs live with their handlers and will often serve for eight to 10 years in the police force, depending

on the breed and agility of the dog.

Asked why Crich provided a good training ground, PC Dean Allen said: "It is a live venue with people around and plenty of places to search. It is a recreation of the real world."

Springer spaniels are known for their intelligence and for being alert, attentive and active, so it is no surprise that Indy, the two-year-old brown and white Springer spaniel and Ziggy, the 2½-year-old brown Sprocker spaniel, have just



Trainer PC Dean Allen with Indy and handler PC John Ashmore with Ziggy. CTV

completed their courses with flying colours, and will now be able to search for drugs, cash, firearms and ammunition.

The force also uses German, Dutch and Belgian Shepherds for other police activity.

The excitable pair posed for photos

with trainer PC Allen and handler PC John Ashmore before going on to undertake their important roles.

Crich marketing manager Amanda Blair said: "Our exhibitions provide a range of indoor areas, while the Woodland Walk is a challenging outside search area."

Another 'Black Five' gets the bird

OUR feathered friends seem to have taken a liking to Stanier's finest. In last issue's Next Stop, we reported how 'Black Five' No. 45305 was temporarily unavailable for traffic at the Great Central Railway because a blackbird was nesting in its cab.

Now one of the restoration jobs on an ex-Barry scrapyard classmate has had to stop for similar reasons.

The British Enginemens Steam Preservation Society is building a new smokebox for No. 45293 at the Colne Valley Railway, and had got as far as drilling and bolting in the door ring

when a swallow made its nest inside.

Obviously, the occupants can't be disturbed by the deafening noise of riveting the ring into place, so efforts must be concentrated elsewhere on the former Carlisle Upperby locomotive until the birds fly the nest.

Another swallow – or probably the same one – has been spotted inside the neighbouring shed housing classmate No. 45163.

If this avian trend continues, railways could find themselves attracting just as many 'twitchers' as they do 'gricers'.

Looking upwards into the new smokebox under construction for 'Black Five' No. 45293, standing on its end with the top sheeted over, a swallow has built its nest on the bar temporarily welded across the door ring. BRITISH ENGINEMENS STEAM PRESERVATION SOCIETY



CAN YOU CAPTION THIS QUARRY HUNSLET SHOT?



Winifred being loaded at the new Bala station site. JULIAN BIRLEY

"WANT to buy a Quarry Hunslet? Fell off the back of a lorry!"

Actually, that's not what's happening here at all – it's Julian Birley's repatriated 0-4-0ST Winifred being loaded at the future site of the Bala Lake Railway's future terminus in Bala itself, following its appearance at the ReRailed event on June 12/13 promoting the line's extension plans, and which returned steam to the town for the first time since

1965 (see pages 26/27).

It's reminiscent of the days when the Quarry Hunslets were the staple motive power for the slate industry in North Wales, and would be transferred up and down to and from galleries in the quarries via inclines even steeper than this. We thought this picture was worthy of a caption competition. A book or DVD awaits the reader who comes up with the wittiest line.

NEXT ISSUE

Issue 283 out Aug 6

Keeping the spirit of Horwich Works alive – the East Lancashire Railway's plans for a major new development at Bury.

PLUS

A NEW GWR BRANCH TERMINUS

As the Cholsey & Wallingford Railway commissions the rebuilt Maidenhead canopy, we find out about this growing railway's plans to recreate a Great Western branch line.

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