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BAHAMAS MEETS BAHAMAS: Jubilee tour takes High Commissioner to Salisbury

ISSUE 283 August 6 – September 3, 2021

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Welcome Black!

Oldest 'Black Five'
relaunched

AFTER 28 YEARS



Summer of love

38 heritage lines and museums
join national publicity campaign

- GCR(N) REBRANDS AS NOTTINGHAM HERITAGE RAILWAY
- EAST LANCASHIRE: BIG PLANS FOR BUCKLEY WELLS
- MIDLAND & SOUTH WESTERN LIVERY FOR PRAIRIE

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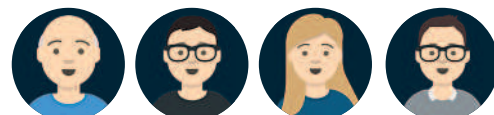
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Ffestiniog Railway steam has returned to Blaenau Ffestiniog, with England 0-4-0STT No. 2 *Prince* arriving to collect passengers from the Railway Touring Company's 'The Welsh Mountaineer' railtour headed by LMS 4-6-0 No. 46115 *Scots Guardsman* on July 20. JOHN SAGAR

Many reasons to love our heritage railways

GLOBAL events of the past 18 months have shown beyond doubt that far too often we take everyday life and the multiple treasures it has to offer for granted. The same can easily be said of our proud heritage railway sector, which boasts rich and varied experiences on more than 150 operational lines.

Long after preservationists took over the Talylyn Railway 70 years ago, the sector was widely regarded as the domain of hardcore enthusiasts, the short-trousered schoolboy spotters of the 1950s and early 1960s who now wanted to play with the full-size version rather than models. Whatever their motives, their decades of voluntary efforts have bequeathed Britain a legacy that, if only in terms of tourist economies, is second to very few, and has much to offer everyone.

Accordingly, the newly-launched Love Your Railway nationwide campaign to raise greater awareness of the sector, and which so far is being backed by 38 heritage lines and museums, deserves maximum support.

Generous grant aid packages have helped many of our lines survive the lockdown closure periods when they were deprived of vital income, already by their nature having relied on free labour and goodwill to operate and develop. The Covid-19 crisis is, however, far from over, and the sector needs to yet again raise its game and state its multifaceted case to guarantee and hopefully boost widening public support.

While many ordinary members of the public might view heritage lines today as a novelty for an occasional visit at Christmas or a themed gala event, the reality is that each and every one is a rich repository of UK history and culture – and therefore one of the greatest 'living classrooms' you could wish for. So often it is overlooked that the modern world – both in Britain and the rest of the world – was shaped by railways, arguably the greatest product of the Industrial Revolution. To visit

a heritage line is a time-travel experience as powerful as any science fiction writer could devise, much like walking on to the stage in the middle of an acclaimed theatrical production and becoming part of the cast.

The summer holiday campaign is being led by the North Yorkshire Moors Railway, which for 11 of its 18 miles is bordered by a Site of Special Scientific Interest and accordingly has itself done much to encourage plants and wildlife to thrive.

Our heritage lines are priceless green corridors in an age which, by the day, is becoming increasingly conscious of environmental concerns.

Young volunteers on these lines have a unique opportunity to learn new skillsets in an array of disciplines which will reward them in their adulthood careers.

Heightening awareness of our railway heritage will go a long way to protect it for future generations. As highlighted in News, page 50, Highways England currently sees fit to follow an increasingly controversial policy of infilling or even demolishing redundant Victorian railway structures.

Would we allow, for instance, a medieval packhorse bridge to be pulled down rather than take steps to conserve it?

The 1960s eradication of infrastructure from lines newly closed by Beeching may have been considered acceptable in its day, but we are now six decades on and many of the surviving structures are now waymarks of modern history and should be valued as such.

Heritage Railway prides itself as being a cutting-edge magazine bringing you the latest from the entire sector every four weeks. To ensure you never miss a copy, visit pages 30-31 to take advantage of our subscription offers.

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COVER: The oldest Stanier 'Black Five' 4-6-0, No. 5025, emerges from the shed at Aviemore on the Strathspey Railway, ready for its relaunch into traffic on July 27 following a painstaking overhaul and restoration to its original 1934 condition. See Headline News, page 6. JAYNE-LOUISE EMSLEY



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Three of the restoration team with 'Black Five' No. 5025 at Aviemore shed. Left to right are Thomas McDonald, shed foreman Nathan Lightowler, and Benny McInness. JAYNE-LOUISE EMSLEY



Oldest 'Black Five' relaunched into service

By Hugh Dougherty

HERITAGE railway history was made at about 11am on Tuesday, July 27, when 'Black Five' No. 5025 emerged in fine fettle – and in original LMS livery – from Aviemore shed, out of the darkness and into the Highland sunshine.

The oldest surviving 'Black Five' was celebrating its return to steam after completion of a £520,000 restoration project, launched almost 20 years ago in 2002.

Designed by Sir William Stanier and built by the Vulcan Foundry, No. 5025 was allocated to Perth shed when new in 1934. The engine would have passed through Aviemore frequently, both on the Highland main line and the Strathspey's route via Boat of Garten (see panel), before moving to the north west of England.

It was bought in 1968 at the end of BR steam by pioneering Scottish railway preservationist Ted Watkinson, for the then fledgling Strathspey Railway.

A regular performer on the line after it opened in 1978, No. 5025 was withdrawn from service in need of heavy repairs in 1993 and was laid aside to await restoration.

That has been funded by a £50,000 lottery grant, bequests, donations, and sustained fundraising through the WEC Watkinson Trust, the 4-6-0's owners.

The most powerful steam locomotive on the heritage line, it has returned to service after what the SR claims is one of the most extensive and best-value restorations on the country's heritage railways, with volunteers at Aviemore doing the bulk of the work and specialist work, such as the boiler overhaul and tender tank reconstruction, being passed to specialist heritage engineer Riley's.

The LMS livery was applied by the Strathspey's in-house painter, Murray Duncan, and includes details unique to the earliest 'Black Fives', the tender lettering being more closely

spaced than later examples such as Crewe-built No. 5000 in the National Collection, and extra lining around the cab side windows.

Paul Blount, who headed up the project, said: "This is a story of endeavour, dedication, enthusiasm and sheer determination. It's a story of engineering skill, and it's a cliché to say we're putting the 'great' back into Great Britain at Aviemore, despite much additional work making new parts as well as refurbishing or restoring original components.

"The locomotive's roll-out to press and public, and it hauling a special celebratory train over the Strathspey Railway today, is a very proud moment for all of us – especially for those who put time, money and effort into the project."

No. 5025 was to enter regular service from August 7, taking the pressure off Caledonian Railway 0-6-0 No. 828, which has been heading all the service trains since the line reopened for 2021.



A close-up of the fireman's side of the cab showing the extra lining around the sides and bottom of the windows that was applied only to the first 50 Vulcan Foundry-built examples, Nos. 5020-5069. JAYNE-LOUISE EMSLEY

WEC Watkinson Trust chairman Neil Sinclair said: "We are delighted with the successful completion of a project with No. 5025, the oldest survivor of a famous and successful class of locomotive which has close associations with our area, once again hauling trains on the Strathspey Railway. It's a major event in railway history."

A Highland pioneer: Was No. 5025 jointly the oldest 'Black Five' of them all?

THE reappearance of No. 5025 at the Strathspey in original LMS livery recalls the days when these then new engines ushered in a brave new era of Highlands railway history.

It was one of the first 'Black Fives' to work over what is now the Strathspey when new; information provided to Aviemore shed foreman Nathan Lightowler

suggested it was the first, on Wednesday, September 5, 1934.

However, the Railway Correspondence & Travel Society's history of the class records it was the second, hauling the 12.12pm Perth-Inverness via Forres on that date, following No. 5022 which had worked the corresponding 9.30am train.

According to official records, No. 5025 has a similar pioneering claim; it is not only the oldest preserved 'Black Five', but was, in fact, jointly, and by a few days, the oldest of them all.

The date given for its entry into traffic is August 2, 1934 – the same as the first example, No. 5020. For the others in the first batch, the

dates are August 5 for No. 5024; August 8 for Nos. 5022 and 5023; and August 11 for No. 5021, while Nos. 5026/7 entered service on September 1.

Though all these engines were first allocated to Perth, No. 5020 was initially sent to Crewe for dynamometer car tests on the West Coast Main Line.

Great Central (N) rebrands as Nottingham Heritage Railway

By Robin Jones

THE nine-mile Great Central Railway (Nottingham), which aims to eventually become the northern 'half' of a heritage main line steam highway between the city and Leicester, officially changed its name to Nottingham Heritage Railway in July.

A statement said: "The new GCR(N) board has decided to rebrand the railway as the Nottingham Heritage Railway, effective immediately.

"We felt it was time to freshen up the railway's image, and the new name is more inclusive and reflective of our strong links with the City of Nottingham and the Rushcliffe area.

"We will be asking local schools to participate in a design competition for a new logo, which we will ask Ruth Edwards MP to judge.

"The existing legal and regulatory name will remain unchanged."

However, Michael Gough, managing director of Great Central Railway plc, operator of the double-track heritage line between Loughborough and Leicester North,

said that it had sent a solicitor's letter to GCR(N), owner of the East Midlands Railway Trust, last year asking it to stop using the title in order to protect the GCR-registered trademark because of concern over the GCR(N)'s current operating ability.

Last September, the Office of Rail and Road ordered the GCR(N) to stop running trains over Bridge 326, which crosses the A60 north of Loughborough, because of its poor state of repair. In addition, Bridge 307 over Bunny Lane, East Leake, is closed to traffic pending a detailed structural investigation, and Bridge 312 at East Leake is also said to be in need of work.

As highlighted last issue, the trust has launched its Forward Fund to raise £5 million to reopen its line and turn it into one of the region's leading attractions.

Trust chairman David Rae said it was suggested that GCR(N) Ltd is to relinquish its lease on the southern 5½ miles of its line, with the GCR plc at Loughborough to become the new operator of the length from the



Future iconic motive power for a reunified Great Central Railway: High Speed Train Class 43 power car No. 43159, which was part of the train which set a world speed record for diesel haulage on Stoke Bank, Lincolnshire, on November 1, 1987, has arrived at the newly-rebranded Nottingham Heritage Railway, having been acquired by the 125 Group. 125 GROUP

connection with the Midland Main Line at Loughborough to Rushcliffe Halt and the British Gypsum works.

However, Michael said this has not been agreed.

Permission for the GCR(N) to use the name Great Central was withdrawn, he said, in order to protect the Loughborough business; the GCR had received calls from customers thinking it was closed,

when it was just the GCR(N) that was shut. "We are happy to help the trust with the project to repair Bridge 326," he added.

The bridge over the MML is in place, and the bridge over the Grand Union Canal, just north of Loughborough shed, has been restored. Funds are now being raised for the GCR's 'Factory Flyover', the next two bridges between the MML and the canal.

Lincolnshire Coast Light Railway flagship Peckett 0-6-0ST No. 1008 of 1903 *Jurassic* returned to service on July 24 after passing its hydraulic and steam tests. The first passenger on its inaugural 'return to steam' journey was its first engineer and driver, Ray Crome, who helped rebuild and operate *Jurassic* after its delivery from Rugby Portland Cement at Southam in 1961. The line has reopened after missing its planned 60th birthday celebrations last year as a result of the pandemic.

CHRIS BATES



Mayflower becomes a Footballer

DURING the weekend of August 14/15, Steam Dreams will stage its East Anglian celebration of the 175th anniversary of the opening of the Eastern Union Railway – which was the first line to reach Ipswich.

For a series of railtours to mark the occasion, David Buck's Thompson B1 4-6-0 No. 61306 *Mayflower* with be top-and-tailed with a 'Black Five' and will run in the guise of B2 'Footballer' No. 61674, with the name of a football club, understood to be *Ipswich Town*.

The temporary identity of No. 61674 is the next number in sequence to new-build B17 No. 61673 *Spirit of Sandringham*, which is under

construction at CTL Seal Ltd in Sheffield. The two-cylinder B2s were a Doncaster rebuild of 10 three-cylinder B17s.

Two trips will run from Colchester via Ipswich to Bury St Edmunds on the 14th with an 'East Anglian Circular' from Colchester and Ipswich in the evening. The following day, there will be two trips from Ipswich to Bury, followed by another evening circular trip from Colchester and Ipswich.

The B1 will become a B2 after Steam Dreams' London Victoria to Windsor trips on August 12, and will revert back immediately after EUR175.

HS2 'will not cut off Quainton yards'

THE Buckinghamshire Railway Centre has said fears that the building of High Speed 2 next to its Quainton Road base will cut off access to its yards, making them inaccessible for locomotive owners to move them in and out by road, are unfounded. Quainton Railway Society trustee (operations and

engineering) Colin Ashman said: "HS2 has given a commitment to us in writing to provide uninterrupted access to both yards for members, staff, contractors and deliveries, including large ones on low-loaders.

"What that access will be is subject to negotiations."

One in, one out at Welshpool as *The Earl* returns from overhaul

ORIGINAL Beyer Peacock 0-6-0T No. 1 *The Earl* returned to the Welshpool & Llanfair Light Railway on July 26 with a fresh 10-year boiler ticket and newly-applied GWR green livery replacing its previous black, following an extensive

overhaul at the Vale of Rheidol Railway's works in Aberystwyth.

It is planned to run *The Earl* on special trains at the head of the line's set of replica Pickering carriages during the summer.

The low-loader that delivered *The Earl* to Llanfair Caereinion also collected former Sierra Leone Railways Hunslet 2-6-2T No. 85 and took it to the VoR for its condition to be assessed.

Out of service since its boiler ticket expired in 2010, No. 85 will be stripped down, and if an overhaul is practical, the Friends of the Sierra Leone National Railway Museum will take on fundraising.

MPs call for public role for heritage lines

A NEW report from the All-Party Parliamentary Group on Heritage Rail has called for more use of preserved lines as public transport to boost tourism.

The report highlights the fact that 32 heritage lines are either connected or have an interchange with the national network, while two lines have regular scheduled through services to and from Network Rail metals.

It said that closer partnerships with main line operators could reap rewards.

While running heritage locomotive and rolling stock on the national network involves expensive modification, the use of modern rolling stock working on heritage lines is a much more straightforward process. However, while it is feasible to run trains from outside on to some heritage lines, the use of modern stock could impinge on the heritage atmosphere and may even deter volunteers, the group acknowledged.

The group also called for the protection of disused trackbeds where extensions to heritage lines may be needed in the future. Members also wanted to see National Rail Enquiries providing information on principal connecting heritage lines, and a role for preserved lines in new passenger service contracts with national train operators who could assist with national ticketing and information systems.

Common interest

Despite the differing business models, a common interest between national operators and the heritage sector has formed with the growth in the leisure travel market, said the report.

Group chairman Liz Saville Roberts MP (Dwyfor Meirionnydd) said: "Heritage railways are a key part of the tourism sector but offer so much more in terms of local employment, skills training and well-being benefits to both the volunteers who work on them and the visitors who enjoy them to access the countryside.

"Our study shows there are clear opportunities to co-operate more closely with the national rail network in developing a new era of growth in leisure travel by rail."



The traction of yesterday passes beneath the transport of the day or century before. BR 9F 2-10-0 No. 92134 departs from Goathland on the North Yorkshire Moors Railway. ALISON RAWSON/NYMR

Moorsline leads national campaign to show 'what railways can do for you'

By Robin Jones

THE North Yorkshire Moors Railway – Britain's most popular heritage line in terms of annual passenger figures – is the driving force behind a new nationwide campaign to boost public awareness of the sector.

The NYMR, which carries more than 300,000 passengers each year and is an educational charitable trust, is collaborating with 37 other heritage lines and venues in the six-week Love Your Railway summer campaign, running from July 26 to September 5.

It aims to showcase not only the important work heritage railways do regarding conservation, education and research, but also highlight how they have been affected by the Covid-19 pandemic in terms of reduced capacities and income.

NYMR general manager Chris Price said: "We're optimistic and excited about the summer ahead, but the last 12 months have been like no other year, with lockdowns, reduced capacities due to social distancing, and staff and volunteers falling victim to the virus.

"There are more than 150 operational heritage railways running trains over nearly 600 miles of track which protect, conserve and bring to life part of the nation's rich cultural heritage – giving enjoyment and learning to thousands of people every year.

"We want to do all we can to raise awareness of every heritage railway throughout the country

and the challenges we face; all the participating railways will be posting their own social content across the six themed weeks.

"We also want to encourage the public to get involved in the campaign by sharing their favourite memories and inspiring imagery from their visits using the hashtag #LoveYourRailway."

The campaign's six weekly themes are heritage, education, volunteers, family, sustainability and future.

Rich histories

The railways taking part are: the Apedale Valley Light; Bluebell; Bodmin & Wenford; Bure Valley; Chinnor & Princes Risborough; Colne Valley; East Somerset; Ffestiniog & Welsh Highland; Foxfield; Gloucestershire Warwickshire Steam; Great Central; Isle of Man Steam; Isle of Wight Steam; Keighley & Worth Valley; Keith & Dufftown; Lincolnshire Wolds; Lynton & Barnstaple; Mid-Suffolk Light; Northampton & Lamport; North Dorset; Pontypool & Blaenavon; Ravenglass & Eskdale; Romney Hythe & Dymchurch; Severn Valley; Sittingbourne & Kemsley Light; Snowdon Mountain; South Devon; South Tynedale; Spa Valley; Stephenson Steam; Vale of Rheidol; West Somerset and Whitwell & Reepham; Crich Tramway Village; Head of Steam, Darlington; Lathalmond Railway Museum; The Postal Museum; and Whitehead Railway Museum.

South Devon Railway Trust chairman Jon Morton said: "We are delighted to support the laudable Love Your Railway campaign to

highlight the work that heritage lines all over the country do to conserve, protect, promote, entertain and educate people about Britain's rich 200-year railway history and culture.

"Heritage railways in the south west and across the country have all had a rotten time during the Covid-19 pandemic, with restricted operations and mounting financial losses.

"We need people to visit us now like never before just to survive and keep the wheels turning."

Chinnor & Princes Risborough Railway chairman Stanley Hart said: "We are grateful to our many members and volunteers for the support they have shown during the very difficult previous year, and we are looking forward to returning to what we do best – taking visitors on a heritage steam or vintage diesel ride to both delight and inform them on how a rural railway operated in yesteryear."

"Although our capacity was cut by about two-thirds during the pandemic, we continued to operate steam trains when possible."

He added: "We do all of it simply because we are passionate that this unique slice of local rural transport history is something well worth preserving and passing on to entertain and educate future generations."

West Somerset Railway Association chairman Mike Sherwood described Love Your Railway as a "great initiative for the railway heritage movement in the UK".

Welshpool's historic post-Covid Parliamentary train

THE Welshpool & Llanfair Light Railway ran an historic 'Parliamentary Train' to Llanfair Caereinion on July 17 as members of the All-Party Parliamentary Group on Heritage Rail visited the line.

The group included former Education Secretary Baroness Morgan of Cotes, who set it up in 2011 and is a director of the Great Central Railway, Heritage Railway Association president Lord Faulkner of Worcester, HRA CEO Steve Oates, and deputy chairman Chris Price.

Members visited stations and workshops and met railway staff, and were joined by the leader of Powys County Council, Coun Rosemarie Harris.

Lord Faulkner said: "The future of heritage railways lies in the hands of volunteers like Oliver (Edwards, pictured right with his HRA award), and they bring so much to their railways in terms of enthusiasm, drive and understanding of Britain's unique railway heritage."

The WLLR also received a highly commended certificate in the internal communications category of the HRA Awards for its digital members' newsletter, which proved

vital during the Covid-19 pandemic in keeping members in touch with the line they were temporarily unable to visit.

Group chairman Liz Saville Roberts MP said: "The 12 Great Little Trains of Wales are a main attraction for visitors to North Wales. They also provide valuable jobs and skills training for young people, so it is great to visit the railway and hear at first-hand how they have built this successful business and survived the pandemic."

Montgomeryshire MP Craig Williams, who lives in Llanfair and was proud to show fellow Parliamentarians the 2ft gauge line, said: "The railway is much loved by the local community here and is a magnet for visitors to this very lovely part of Wales. With so many holidaying in Britain, we all hope this will be a good year for our heritage railways and for tourism."

WLLR chairman Steve Clews said: "We are proud that for what was effectively its first visit post-Covid, the group came to us, as we are not one of the larger lines in the UK heritage railway movement."



Liz Saville Roberts MP, Welshpool & Llanfair Light Railway chairman Steve Clews, and Lord Faulkner of Worcester at Llanfair Caereinion. WLLR

"We welcomed the opportunity to discuss the challenges facing railway preservation in today's environment, but mainly to celebrate the many achievements of the Welshpool & Llanfair Light Railway, both locally and on the wider stage."

Parliamentary trains were introduced following the Railways Act 1845, requiring each company to run at least one train a day on each line, calling at all stations and at a fare of no more than one penny a mile.

Right: In front of on-loan Austrian Zillertalbahn U class 0-6-2T No. 2 Zillertal at Llanfair Caereinion, Lord Faulkner presents the HRA award he sponsors for Young Volunteer of the Year to Oliver Edwards, a WLLR volunteer and trustee, as reported in issue 280. WLLR



Railway Children 'Green Dragon' has fire in its belly again

LANCASHIRE & Yorkshire Railway 'Ironclad' No. 957 is back in steam, in the 'Green Dragon' guise it wore for The Railway Children film in 1970.

The Barton Wright Class 25 0-6-0 underwent its steam test at Haworth, on the Keighley & Worth Valley Railway, on July 21 following its 10-yearly overhaul. It last steamed in

January 2013 when its previous boiler certificate expired.

Mike Curtis is a trustee of the 'Ironclad's' owners, the Bowers 957 Trust, and has led the volunteer team carrying out the overhaul. He said: "The test up to full working pressure (140 psi) went well but a number of minor issues need to be tackled

before running in can commence. We plan to carry out a steam test for the boiler insurance inspection on August 5, subject to one of the aforementioned issues being resolved (safety valve caps).

"We did take the opportunity to move the loco under its own steam within the confines of Haworth yard

and loop. We were satisfied with the result of that test, and look forward to further testing on or very soon after August 5."

The engine will run in the fictional Great Northern & Southern Railway green until the end of the season and will later revert to BR black as No. 52044.



The volunteer team who have overhauled LYR 'Ironclad' No. 957, pictured during the engine's steam test at Haworth on July 21. Left to right are: Mike Curtis, Derek Binner, Philip Shackleton, Neville Wilkinson, Steve Cole, John Foster and Graham Cottrell. JOHN SAGAR

IN BRIEF

→ **PATHFINDER** Tours' Class 37-hauled 'The Here There and Everywhere – Yet Again!' enthusiast railtour on July 30/31 was cancelled by operator DB Cargo UK, which stated it was "due to an increase in the number of colleagues either off ill or self-isolating due to Covid-19." Pathfinder aims to add the tour to its 2022 itinerary.

→ THE Talylyn Railway has placed an order with the Ffestiniog & Welsh Highland Railways to build three new carriages at Boston Lodge after being awarded £300,000 from the Coastal Community Fund towards them. They will provide heated passenger accommodation during winter months.

→ **NETWORK Rail** is talking to the Wensleydale Railway about using it for the training of off-track teams in safety and tree climbing, as well as trialling fencing materials. NR staff have visited the railway to see how it controls roadside vegetation.

→ THE Leighton Buzzard Railway is to host the 2021 Bedfordshire Whisky Festival on Saturday, August 28, with an enhanced train service from Page's Park.

→ **AFTER LMS 4-6-2 No. 6201 Princess Elizabeth** failed its fitness-to-run examination at Carnforth on July 23, A1 Pacific No. 60163 *Tornado* took over the following day's 'Northern Belle' from Carlisle to Preston via the Settle and Carlisle line.

→ **PLANS** have been drawn up by Green Gates Design and Build on behalf of an unnamed householder to restore Dial Cottage, home of *Rocket* inventor George Stephenson, in Forest Hall, and submitted to North Tyneside Council, which may make a decision by the end of August. The plans include reopening to the public and a display room about the Stephensons.

→ **AFTER they went on sale on July 2**, more than £23,000 worth of tickets were sold in one day for the Severn Valley Railway's 2021 series of Steam in Lights illuminated Christmas trains, running from November to late December.

This year, narration is included in the experience, along with live entertainment on the platform at Bridgnorth prior to departure.

Meanwhile, the line will run up to seven of its standard Santa specials from Kidderminster Town on selected days from November 27 until Christmas Eve. Passengers will be taken to Arley for an all-new Christmas show, Jingle, Jangle and the North Pole Lake. Tickets are now on sale online at www.svr.co.uk

Llangollen praised for successful relaunch

By Robin Jones

THE relaunch of Llangollen Railway services on Friday, July 9 following its spring crisis has been declared a success.

Following approval of the new Safety Management System by inspectors from the Office of Rail and Road, a diesel railcar service ran from Llangollen to Berwyn during July 9-11 in a 'shakedown exercise'. This was to ensure operational arrangements went to plan. More than 450 passengers were carried, generating more than £3000 in fares.

Passengers aboard the line's Class 108 DMU had a 15-minute stopover to view Berwyn's Chain Bridge and the Dee Gorge, or to stay longer and walk to the Horseshoe Falls.

Llangollen Railway Trust chairman Peter Edwards said: "The ride reminded many passengers of the early years of the restoration of the railway, and some had memories of childhood visits on Santa specials when his grotto was at Berwyn."

Steam in August?

"Many recognised the shuttle service as a first step in the reopening of the line through to Glyndyfrdwy, when various essential engineering works are completed – hopefully during August when steam engines may return."

Operations director Mike Williams described July 9 as "a fantastic day when everything went as planned."

Clwyd South MP Simon Baynes joined the 1pm departure that day and said: "It's a great tribute to the board members and volunteers who have dedicated a huge amount of



The line's Class 108 DMU waits at Berwyn to return to Llangollen with the first round trip on July 9. GEORGE JONES

time to make this happen."

Subsequent weekends have seen similar support for the Berwyn DMU service.

The completion of remedial trackwork inside Berwyn tunnel saw Class 26 D5310 take the line's 12-ton crane through to Glyndyfrdwy to help with the vital relaying of the west end points, and the Road Rail Vehicle came from Corwen as support. Services may also be extended to Carrog in late August, and March 1 has been set as a provisional opening date for the new Corwen terminus.

The trust took over the line after Llangollen Railway plc went into administration with debts of around £350,000, leading to its rolling stock, plant and equipment being auctioned (issue 281). It has been awarded £143,290 from the Wales Cultural Recovery Fund Phase 2 to

cover salary and overhead costs during the initial reopening weeks.

The trust's financial director Phil Freeth said: "It enables us to be confident of being able to employ staff for certain essential positions, which we hope will include at least some staff previously employed by the plc. Crucially, the award secures the railway's immediate future in uncertain times – into 2022 and beyond, if visitor numbers hold up."

Welsh Assembly Deputy Minister for Arts and Sport, Dawn Bowden MS, rode on the DMU on July 20. "The Llangollen Railway says so much about the area and our railway heritage," she said. "It's something we want to support and to see thrive."

Further high-level political interest was evident on July 27 when cabinet minister Amanda Milling MP was accompanied by Simon Baynes on a ride on the railcar to Berwyn to see how the line was recovering from lockdown.

Following completion of the Glyndyfrdwy pointwork repairs, it was hoped to reintroduce a steam service on Fridays to Sundays until August 31 using GWR 2-8-0 No. 3802, with a mixture of steam and diesel traction from Mondays to Thursdays.

→ On July 22, the Collett 4000-gallon tender of ex-Barry GWR 2-8-0 No. 3814 joined the engine at Northern Steam Engineering Ltd in Stockton-on-Tees for its restoration to be completed.

Owner Peter Robinson was given notice to move No. 3814 from Llangollen Railway Engineering after it closed last year. The tender will be hired to new Grange No. 6880 *Betton Grange*, provided work can finish before the 4-6-0's anticipated steaming at Tyseley later this year.



Wales' Deputy Minister for Arts and Sport, Dawn Bowden MS, meets Llangollen Railway Trust board members and younger volunteers at Berwyn. GEORGE JONES



Bridgnorth is becoming a regular railtour destination. On July 21, Saphos Trains' 'Severn Valley Enterprise' arrived from Crewe behind 'Black Five' No. 45231. Due to fire risk on the main line, a Class 47 diesel was assisting. At Kidderminster, No. 45231 was turned before running to Bridgnorth for the return trip, pictured on departure. JOHN TITLOW

LSWR coaches saved but no takers for GWR survivor

THE British Titanic Society has confirmed that it is preserving two LSWR carriages thought to have been in RMS *Titanic's* boat trains.

The two Restaurant Composite coaches, Nos. 70 and 76, are currently stored in the open at the Pontypool & Blaenavon Railway, which gave their owner, Charles James, notice to remove them as part of a clear-out of surplus stock (issue 281).

Society chairman David Scott-Beddard said: "Following a structural survey, work has begun to prepare the carriages to be moved by the end of September, hopefully to a special storage facility close to the Mid-Hants Railway.

"The Titanic Boat Train Heritage Trust is currently being formed to oversee the fundraising, restoration and promotion of the project."

Elsewhere, the Swanage Railway has taken delivery of an 1886-built LSWR five-compartment third class carriage body from Swanmore in the Meon Valley, Hampshire – believed to have been Southern Railway No. 019.

Withdrawn in 1926, it was bought along with fellow LSWR coach No. 018 to form a house.

Also, a c1855 GWR carriage body failed to find a buyer at auction in July.

Believed to be a four-wheel first class coach, it had been grounded in a New Forest field since the 1930s.

It was entered into the July 8/9 sale at Charterhouse Auctioneers of Sherborne. However, director Richard Bromell said: "The client increased the reserve from £5000 to £10,000 on the day and it was unsold. Since then, we have heard nothing and are therefore unable to comment as to his plans."



Above: One of the LSWR Restaurant Composite coaches being acquired by the British Titanic Society, pictured in storage at the Pontypool & Blaenavon Railway. BRITISH TITANIC SOCIETY



Right: The recovered 1886-built LSWR coach body being craned into position at Corfe Castle station on July 1. ANDREW PM WRIGHT



The GWR carriage body in the New Forest. CHARTERHOUSE AUCTIONEERS

Bricked-up Bricket Wood station revival gets a boost with £250,000 grant

A PROJECT to renovate and reopen the historic Bricket Wood station building as a community hub has been awarded a £250,000 grant.

The Bricket Wood Station Heritage Trust, formed only four years ago, can now restore the bricked-up building on Network Rail's single-track 'Abbey Flyer' route between Watford and St

Albans, thanks to the award from line operator London North Western Railway's Customer and Communities Investment Fund, an aim of which is "to bring disused stations back to life".

Trust chairman and co-founder David Horton said: "By sheer determination and optimism we stand here today with a vision, a

plan, and now the funding to make it happen.

"The station here used to be the pride of the village until cutbacks in the 1960s destroyed that spirit. We will bring it back to life."

Apart from being used as a storeroom at one point, the building has been mothballed since 1966, while other original buildings

were demolished long ago. The scheme will restore the Edwardian exterior, and open a traditional station tearoom to generate income for maintenance.

Once finished, the building will be available to community groups.

The total cost is nearly £300,000, with work starting in November and set to last up to six months.



Twelve of the first volunteers still giving their services free today, together with Colonel Mike Bennett, Glyn Cornish, chairman of the charitable Gloucestershire Warwickshire Railway Trust, and Richard Johnson, chairman of GWSR plc. Left to right, they are: Mr Cornish, Steve Long, Malcolm Walker, Greg Wigg, Dave Hancox, Celia Wigg, Col Bennett, Nigel Barton-Hawkins, Bob and Gill Mackintosh, Tim Bazeley, Bryan Nicholls, Peter Dickinson, Tom Couling and Richard Johnson. G/WR

Toddington pioneers honoured with 40th anniversary awards

By Robin Jones

FORTY years on from the formation of Gloucestershire Warwickshire Steam Railway plc to restore part of the GWR Stratford-upon-Avon to Cheltenham route, 12 of those pioneer volunteers reunited at Winchcombe station.

At the informal ceremony on July 20, Colonel Mike Bennett OBE, DL, a non-executive volunteer director with the heritage railway's plc, presented them with special 40-year pin badges and certificates to mark their continuing voluntary service.

Among those first people who arrived on site in 1981 was the railway's first chairman, Tim Bazeley. BR closed the line in 1976 and lifted the track three years later, and so the revivalists were faced with a monumental task of rebuilding

a railway almost from scratch, along with all the infrastructure and stations, which had closed in 1960. Today, the line has 950-plus volunteers.

Enjoyment for all

Col Bennett told the dozen: "We owe so much to you and your colleagues for your vision and determination to create the railway we enjoy today.

"Indeed, without voluntary effort of this kind, we would not have a railway. Today, here are more than 950 volunteers who continue to develop it, operate it, and do everything necessary to ensure the success of the business.

"It makes a vital contribution to the local economy, as well as offering a meaningful and worthwhile occupation for hundreds of people,

and enjoyment for thousands of visitors.

"I feel very proud to count myself as a volunteer and to recognise the effort put in by you and those who have followed since those pioneering days."

After the presentation, the dozen posed in front of the Marchants of Cheltenham bus which has recently been 'wrapped' with huge images of the railway's locomotives and trains. The double-deck Volvo B7 Alexander ALX400 features images of WR Modified Hall 4-6-0 No. 7903 *Foremarke Hall* crossing Stanway viaduct on each side and a full-size head-on view of Merchant Navy Pacific No. 35006 *Peninsular & Oriental* SN Co on the rear.

Marchants managing director Roger Marchant said: "This is a really

exciting opportunity for us and for the railway. It's the first time we have featured a full 'wrap' on an entire bus – it's certainly going to be a striking advertisement for the railway!

"It has been such a pleasure dealing with the G/WR. They were kind enough to help us out during the first lockdown when the Covid crisis really began to bite and we had to relocate one of our depots at short notice.

"The railway allowed us to store some of our vehicles at Toddington. We were delighted to offer some of our bus backs for G/WR advertisements and now the idea has developed into this ambitious bus wrap. I even managed to specially reregister the vehicle to V21 GWR!"

It's a wrap!

The pictures used were taken by professional photographer, railway volunteer and Heritage Railway contributor Jack Boskett, who said: "My images have never been enlarged to this kind of size before – and have certainly never been on a bus! It's a unique opportunity and I'm honoured."

After the ceremony, the volunteers boarded a train headed by GWR 2-8-0T No. 4270 for lunch on a round trip to Broadway, on the first service day for the line since the Government lifted Covid-19 restrictions.

The ceremony also marked the opening of an exhibition celebrating the 40 years of progress on the heritage line. The exhibition runs until September and entry is free.



Above: Tim Bazeley, the railway's first plc chairman, receives his award from Colonel Mike Bennett. G/WR

Left: GWR 2-8-0T No. 4270 arrives at Winchcombe with the first post-Covid restrictions train from Cheltenham Racecourse bearing the 40th anniversary headboard. G/WR

KESR's £100k appeal success is hailed as a 'fantastic achievement'

By Geoff Courtney

THE Kent & East Sussex Railway is celebrating the storming success of a 60th anniversary and pandemic lockdown appeal that has raised £100,000 since the turn of the year, a result which the railway's chairman, Simon Marsh, has lauded as a "fantastic achievement".

Damian Green, Conservative MP for Ashford, and fellow Tory Huw Merriman, MP for Bexhill & Battle, provided heavyweight backing for the fundraising, while Simon also highlighted the generosity of friends and supporters.

Speaking to *Heritage Railway* on July 20, the day he announced the success of the appeal, Simon said it meant the railway could look forward to the future with confidence.

"It demonstrates the affection in which we are held by our ever-growing family, who have taken the opportunity to contribute to keeping

steam trains running for generations to come.

"The effects of the pandemic lockdown and tier restrictions have been devastating, but this success will help to make up for lost revenue and sustain us into the future." He warned, however, that support was always needed. "It costs a lot to restore and maintain our historic equipment, and donations are always welcome."

Running 10½ miles from its Tenterden base to Bodiam, the railway is also home to the acclaimed Colonel Stephens Railway Museum.

The line was closed by BR to passengers in January 1954 and to freight in June 1961, and the Kent & East Sussex Railway Preservation Society was formed almost immediately. The first trains in preservation ran from Tenterden Town station to Rolvenden in February 1974, to Wittersham Road in 1977, onwards to Northiam in 1990, and to Bodiam in 2000.



Reaching the top: GWR-designed BR-built 0-6-0PT No. 1638 reaches the top of the 1-in-50 Tenterden bank on the approach to the Kent & East Sussex Railway's Tenterden Town terminus on July 17, three days before the railway announced that a 60th anniversary and pandemic lockdown appeal launched earlier this year had reached its £100,000 target. CAROLINE WARNE

Moorsline's £4m carriage shed at Pickering is unveiled

THE North Yorkshire Moors Railway has unveiled its £4 million carriage shed, one of the key projects in its £10 million Yorkshire's Magnificent Journey (YMJ) Appeal.

The five-track single-storey cantilevered-roofed carriage shed at Pickering will house up to 40 of the carriages, and enable servicing and cleaning tasks to be completed undercover for the first time.

The new facility forms part of the larger YMJ scheme to transform the railway and secure its future as part of the appeal, which has been funded by grants from the European Union, the National Lottery Heritage Fund, the Department of Environment Farming and Rural Affairs, the Local Enterprise Partnership, and donations from the charity's members and supporters.

Immersive history

It is one of six projects – which also includes the new education coach at Goathland – aimed at helping deliver one of the charity's key objectives: to improve interpretation and education facilities on the railway.

The education coach, which has recently returned from a full refurbishment, will bring to life the story of the railway through the people who worked on it.

An immersive social history experience is currently being developed and will include material from the recent oral history project

where people donated their memories. The coach is due to be operational by April 2022.

The appeal also focusses on lineside conservation; the NYMR's lineside conservation officer, Kerry Fieldhouse, and her team have completed a full habitat survey along the 18 miles of track, and all special or scientifically significant flora and habitats have been mapped. This will form part of the ongoing conservation management plan.

The next stage is a survey of animal species, including bats, butterflies, reptiles and turtle doves.

In keeping with the charity's educational objectives, the newly-published visitors' guide and

children's activity guide will help raise awareness of the landscape around the railway and the wildlife it sustains.

YMJ is also funding heritage conservation work to the boundary fences and a full review of the lineside huts and fogmen's huts to identify opportunities for upgrading, preservation and conservation.

Volunteer hub

The appeal funding has enabled the NYMR to completely redevelop the old school at Stape with a new role as The Outstation, the railway's new volunteer development hub and outreach centre. It provides fully-equipped facility of 20 berths, enabling the NYMR to offer

unparalleled levels of engagement and experiences to new and non-traditional audiences. It is intended to give a more diverse range of people and wider communities the opportunity to experience the pleasure and benefits of volunteering on a heritage railway.

Other appeal projects in progress include the conversion of four carriages to provide fuss-free access, with seating for wheelchair users and accessible toilets on every train.

Next February, the funding will also enable the renewal and reconstruction of Bridges 24 and 25 at Goathland station, a move which is crucial to the railway's ongoing operation.



The finished £4 million carriage shed at Pickering. CHARLOTTE GRAHAM/NYMR

A 'new' loco for the Midland & South Western 98 years on!

By Robin Jones

NEARLY a century after it was taken over by the GWR, the Midland & South Western Junction Railway is to get its 'own' prairie tank.

Bill Parker's GWR 2-6-2T No. 5521 – which for eight years has run as London Transport No. L.150, repainted in maroon for the celebrations to mark the 150th anniversary of the Metropolitan Railway in 2013, and with a cut-down cab to fit inside Underground tunnel clearances – is to be the star guest at the Swindon & Cricklade Railway's September 10-12 gala.

The event will mark the 60th anniversary of the closure of the MSWJR, which ran from Andoversford via Swindon and Marlborough to Andover. A small section is used by the heritage line, which it is currently extending towards Cricklade.

No. L.150 has just completed its 10-yearly overhaul at Bill's Four Mill workshops at Bream in the Forest of Dean, and its maroon livery – identical to that worn by MSWJR locomotives before the Grouping in 1923 – has been renewed. It will run on the SCR as MSWJR No. 60, the number reflecting the anniversary.

After the gala it will revert to London Transport livery as L.150 at

the Epping Ongar Railway, and star in its London Transport weekend on October 8-10.

One of Charles Collett's 4575 class of small mixed traffic branch locomotives could never have run on the line in MSWJR days, as Swindon Works did not turn out the first until 1927, four years after the Grouping.

Therefore, the appearance of No. 5521 in that company's livery is reminiscent of the Keighley Worth Valley Railway's 57XX pannier No. 5775, the greatest claim to fame of which is its appearance in the 1970 movie *The Railway Children* in fictitious ochre Great Northern & Southern Railway livery. Edith A Nesbit's novel is set in Edwardian times, while No. 5775 was not built until 1929, when the first of the Collett class appeared from Swindon.

After GWR and BR service, No. 5775 was sold to London Transport and ran in maroon livery as No. L89.

Small prairies certainly ran on the ex-MSWJR, however, with preserved No. 5526 recorded on a Swindon to Andover train in 1962.

It will be the latest in a series of adventures for No. 5521 since the ex-Barry scrapyard locomotive was bought by Bill and his brother Richard in 1980 and restored. In 2007, it visited Poland and took part in



Fresh from its overhaul, GWR 2-6-2T L.150 stands outside the Flour Mill resplendent in maroon livery, all set to become the first locomotive to appear in the Midland & South Western Junction Railway's livery since the Grouping of 1923. BILL PARKER

the Wolsztyn Parade of locomotives organised by Polish State Railways for that town's depot's centenary.

After the parade, No. 5521 travelled to Budapest, which it worked with heritage organisation MAV Nosztalgia, and at one stage even piloted the Orient Express.

Back in Poland in 2008, it operated main line suburban services from Wrocław to Jelcz Laskowice and also attended the Wolsztyn Parade in 2008 and 2009 before returning to England, where it was exhibited on the turntable of the NRM.

Meanwhile, the SCR's northern extension has been boosted by a grant from local company The Hills Group.

The grant, facilitated by Community First – Wiltshire, helped replace a damaged culvert just north of South Meadow Lane with a steel pipe, and re-level the trackbed.

The current phase of the extension project is to lay 600 yards of track up to Farfield Lane cutting.

The line aims to raise £100,000 to refurbish the trackbed and buy ballast.

Severn Valley saddle tank visits Mid-Norfolk Railway

PORT Talbot Railway/GWR 0-6-0ST No. 813 is visiting the Mid-Norfolk Railway for the summer.

The 1901-built Hudswell Clarke engine is based at the Severn Valley Railway, where it has seen extensive use in recent months alongside other resident small engines such as pannier tanks Nos. 1501 and 7714, but is now going on hire as the SVR will be running its larger locomotives during the peak summer period.

Meanwhile, the MNR is set to start work shortly on its next track renewal project.

The latest in a programme of upgrades, between Wymondham and Dereham, will see the replacement of the down running line north of Thuxton station level crossing with concrete sleepers and flat bottom rail.

The major track work will be conducted by contractor Sonic Rail Services, with the railway's own staff and volunteers assisting.

The work will also see another step forward in the long-standing project



Visiting Port Talbot Railway 0-6-0ST No. 813 departs Wymondham Abbey station on July 7. IAN MCDONALD/MNR

to re-signal the line. At Thuxton this has involved the construction of a new signalbox, and the gradual return of signals and the installation of point motors, all of which are controlled from the 'box.

Attention here has now turned to the re-signalling of Dereham station and its yard, with Dereham Central 'box to be fully commissioned soon.

MNR general manager George Saville said: "This is an extremely

important upgrade as this passing loop is vital to the operation of multiple trains on our running line.

"The work also brings to a conclusion the refurbishment and upgrade of this section of the line."



GWR Saint 4-6-0 No. 2999 *Lady of Legend*, pictured alongside 0-4-0ST No. 1340 *Trojan* during a Timeline Events photo charter at its Didcot Railway Centre home on July 10, is to be the star guest at the North Yorkshire Moors Railway's Autumn Steam Gala. FRANK DUMBLETON

Saint is set to meet *Tornado* at North York Moors gala

NEW-BUILD GWR Saint No. 2999 *Lady of Legend* and Peppercorn A1 No. 60163 *Tornado* are to headline the North Yorkshire Moors Railway's Autumn Steam Gala on September 23-26.

The Churchward 4-6-0 and the LNER-design Pacific are the first two new-build examples of large standard gauge main line steam locomotives to be completed in preservation (excluding replicas of

early locomotives) and this event will bring them together for the first time.

They will be joined by LMS 8F 2-8-0 No. 48305 from the Great Central Railway – the first of its class to appear on the NYMR for nearly 30 years. The only other example to run on the line in preservation, and probably in its history, was the Keighley & Worth Valley Railway's No. 48431, which paid a brief visit in

October and November 1993 for the NYMR's Wartime Weekend.

Along with the three guests, 10 resident locomotives are expected to be in steam: Southern Railway S15 4-6-0 No. 825 and Schools 4-4-0 No. 926 *Repton*; LMS 'Black Five' No. 5428; NER Q6 0-8-0 No. 63395 and LNER J27 0-6-0 No. 65894; BR 4MT 2-6-0 No. 76079; 2-6-4T No. 80136 and 9F 2-10-0 No. 92134;

Cockerill tram engine No. 8 'Lucie' and Lambton 0-6-2T No. 29.

The NYMR-based LNER Carriage Association had also enquired about the possibility of hiring recently-restored Gresley 'Beavertail' observation saloon No. 1729 for the event, but this is not now expected to attend. However, LNERCA chairman Nick Stringer said it is still hoped to bring it to the NYMR in the future.

Hosking's 9F makes headway at Butterley

THE chassis of Jeremy Hosking's 9F No. 92212 is now fully stripped down inside the West Shed at Swanwick Junction on the Midland Railway – Butterley following its move from the Llangollen Railway's closed engineering business in 2020.

Following shotblasting of the frames, some fatigue cracking has been found in various bracketry, so this will be welded up.

Due to severe corrosion, the rear dragbox has to be replaced. Work

also has to be done on part of the front dragbox, with some platingwork needing replacement.

The next phase of the overhaul will consist of removal of all valve and cylinder liners, due to being life-expired.

Following shotblasting, the wheels have been found to be in good condition and so these will get ultrasonic testing and repainting.

➔ **Busy beehive Butterley:** special feature on pages 98-101.



The stripped-down frames of 9F No. 92212 under overhaul in the West Shed. In the background are BR Standard 2-6-4T No. 80098 and LMS 4-6-2 No. 46233 *Duchess of Sutherland*. JOHN TITLOW

Merchant Navy *Clan Line* guests at Bluebell 'Giants of Steam' gala

MERCHANT Navy No. 35028 *Clan Line* is to be the star guest at the Bluebell Railway's Giants of Steam gala on October 8-10.

The rebuilt Bulleid Pacific spends most of its time hauling main line railtours and seldom runs on heritage lines; the last time it did so was a brief appearance at the Bluebell in 2019 to use the wheeldrop at Sheffield Park, after which it hauled one service train as a trial run. Previously, it visited

the Mid-Hants Railway's spring steam gala in 2014.

Giants of Steam is set to be a celebration of 1950s/60s Southern Region steam, with BR Standard SMT 4-6-0 No. 73082 *Camelot*, 4MT 2-6-4T No. 80151 and Maunsell Q class 0-6-0 No. 30541 in steam, along with another guest engine.

Camelot is currently nearing the end of an intermediate overhaul at Sheffield Park to gain a fresh 10-year boiler certificate.

92134 and 3802 visit for GCR gala

UNIQUE surviving single-chimney 9F 2-10-0 No. 92134 is to visit the Great Central Railway for its Autumn Steam Gala on September 30 to October 3. The other guest is GWR 2884 2-8-0 No. 3802, based at the Llangollen Railway.

The 9F will be making its first trip away from its home at the North

Yorkshire Moors Railway since its restoration from Barry scrapyard condition was completed in 2019, and returning to within a stone's throw of the Midland Main Line, over which it formerly worked from Wellingborough and Leicester sheds. Visit www.gcrailway.co.uk for more.

Summer season is cancelled due to bridges inspection

REOPENING of the Weardale Railway this summer has been cancelled pending inspection of some of the line's bridges.

Weardale Railway Heritage Services, a subsidiary of the Weardale Railway Trust, had planned to commence volunteer-operated DMU services over the 5½-mile section from Wolsingham to Stanhope on July 31, while holding company Weardale Railway Ltd had hoped to hold events in the summer.

However, the trust stated in late July: "The company, in going through the preparatory work for an upcoming Rail Regulator inspection, has found that four of the railway bridges had been omitted in the surveys carried out by the previous owners.

"These bridges now need inspection and recertification before traffic can be allowed to pass. Thus, until we have the inspection results and carried out any work that may be found necessary, it is not possible to predict with any certainty a date when trains can recommence.

Possible Christmas trains

"Reluctantly the company and the trust have concluded that it will not be possible to repair the line and then retrain the operating volunteers in time to operate trains during the summer holiday season this year.

"We are sorry to have to announce this news but hope in time to announce a possible service over the Christmas period; 2022 should also see special trains operated by the company and the resumption of the regular heritage diesel unit passenger services."

In preparation for the planned reopening, trust volunteers and Weardale Railway Ltd permanent way staff had constructed a new station – Kingfisher Halt, serving the leisure and caravan park of that name between Frosterley and Wolsingham stations – funded by a trust member's donation.

Also under construction in July was a footpath from the Weardale Railway's Bishop Auckland West terminus to Network Rail's Bishop Auckland station.



As a precursor to the Bluebell Railway's belated 60th anniversary celebrations on August 6-8, which is scheduled to feature a packed weekend of displays, activities, music and festivities alongside regular services, here is a magnificent Maunsell double-header as Q Class 0-6-0 No. 30541 pilots S15 4-6-0 No. 847 into Horsted Keynes station. PETER EDWARDS/BR

When the Great Western led the world in healthcare

By Robin Jones

DID the GWR provide the blueprint for Britain's world-leading National Health Service? That is a question being posted at two new exhibitions being staged by STEAM – Museum of the Great Western Railway in Swindon.

The exhibitions will celebrate the 150th anniversary of the opening of the Great Western Railway Hospital in Swindon.

The first, *The Doctor Will See You Now*, explores the cradle-to-grave healthcare service introduced by the GWR's Medical Fund Society.

By the 1940s, the GWR Medical Fund was one of the oldest and most successful medical aid societies in the country, encompassing swimming baths, a dentist, optician and chiropodist, and even a massage therapist.

The hospital had capacity for 42 beds, with a new X-ray department and blood donor service. The exhibition also examines how the GWR Medical Fund may have inspired the foundation of the modern-day NHS.

The GWR also set up many other societies and clubs for the health, education and well-being of their employees when Swindon Works opened in 1843.

The second exhibition, called *Work, Rest and Play – Life Outside Swindon Works*, explores how the GWR supported the town's growth through the construction of new facilities such as the Railway Village,



Swindon's GWR Medical Fund Hospital in 1862, nearly nine decades before the founding of the NHS. STEAM

Mechanics' Institute and Bristol Street School.

STEAM collections and exhibitions officer Felicity Jones said: "The Great Western Railway recognised that happy and fulfilled employees were likely to be loyal and hard-working.

"Through education, as well as a range of clubs and societies supported by the GWR, the company made a continuous effort to offer worthwhile pursuits for employees outside work.

"Visitors will be able to see objects that would have been used during daily life, such as a Mechanics' Institute membership card and a rent book from a resident at the Swindon Railway Village. Other items include

a pair of bowling balls that belonged to a member of the GWR Bowling Club. It is the first time that many of the objects have been on display at STEAM."

Work, Rest and Play is located in the museum's Speed to the West area, with *The Doctor Will See You Now* located in the museum's recreated station building.

Admission to both exhibitions is included in STEAM admission and free to season ticket holders. Visitors will be requested to respect social distancing and wear face masks.

The steel wheels have now turned full circle, for in recent months STEAM has been used as a Covid-19 vaccination centre.



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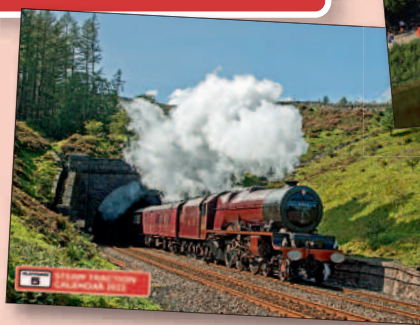
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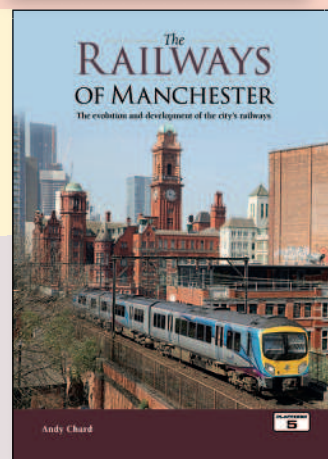
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Starring role for Bo'ness in hydrogen train trial runs

THE pioneer Scottish Hydrogen Train is to run over the Bo'ness & Kinneil Railway during this autumn's 2021 United Nations Climate Change Conference (COP26) in Glasgow.

During the event, running from October 31 to November 12, the project, backed by Transport Scotland, Scottish Enterprise and the University of St Andrews, will see a demonstration of the deployment-ready train, created by the conversion of retired ScotRail Class 314 EMU No. 314209 to use hydrogen fuel cell technology power (as reported in issue 276) – a cleaner, greener alternative to diesel for non-electrified routes.

Arcola Energy is now at the halfway point in converting the EMU as part of a programme to demonstrate the role hydrogen trains can play in decarbonising Scottish railways by 2035.

On July 6, Transport Minister Graeme Dey MSP visited Arcola Energy's rail engineering team working on the project.

Decarbonisation plan

He said: "I am impressed by the enthusiasm and professionalism of all involved in this exciting project. The team is clearly demonstrating that hydrogen provides another available option to tackle the challenge of removing diesel as a source of power on our rail network."

"Our Decarbonisation Action Plan and its associated infrastructure investment, including hydrogen powered-trains, represents a significant undertaking. This requires careful, in-depth planning and design to ensure we deliver the right projects at the right time which – when complete – will bring many benefits to local communities, businesses and rail users across Scotland."

"This project is tangible evidence of our commitment to make good on that plan."

Angel Trains is investing more than £500,000 in a flexible refueller installation capable of delivering green hydrogen.

Once trials are completed, the train will be available for local suppliers and academics to test and develop hydrogen technology.

Volunteer Jean now has her own carriage!

By Robin Jones

THE Dartmouth Steam Railway has found the perfect way to say thank-you to volunteer Jean Watson – by naming a carriage after her.

Jean was born in 1935 and grew up in Paignton. Aged three, her uncle would take her to Newton Abbot station to watch the trains go past.

After the Second World War, she would stand on the old wooden railway bridge at Paignton and watch holidaymakers pour off the trains to start their English Riviera holidays.

Jean was also one of the lucky ones to travel behind A3 Pacific No. 4472 *Flying Scotsman* when it visited the line in 1973 following its repatriation from California by the late Sir William McAlpine.

Jean worked in nursing for many years in London and Cambridgeshire, and in 1998 her sister mentioned moving back to Devon. Jean did so and became an active member of the local Baptist church. It was there she met Andrew Hamilton, one of the railway's guards, and in 1999 he asked if she would man a platform passenger barrier at Kingswear for a Thomas the Tank Engine weekend.

Jean's voluntary work with the award-winning railway began from that day on.

In 2000 Jean looked after Churston and Goodrington booking offices.

The following year she began training to become a travelling ticket

inspector and worked the Devon Belle observation saloon. She also helped out with the Santa specials and made cakes for the café at Paignton.

A DSR spokesman said: "Jean was always the one to call if there was any mischievous activity happening. She recalls back in the day a party getting up to no good and deciding to remove the plant pots from Churston station and place them on the train."

"Jean, in her beautifully well-mannered but strict way, said, 'This train will not move until you put those back!' The look was noted by the party and they instantly obeyed."

'Second family'

"To acknowledge Jean's amazing volunteering for us, we have placed her name on one of our carriages," said the spokesman.

"We would like to say a huge thank-you to her, and we know that she has enjoyed her volunteering years with us and that in Jean's own words, we will always be her second family."

Managing director John Jones added: "Jean has done a lot for the company."

"Her volunteering work has been incredible and when she pops in to see us she lifts the staff's morale, not only with her presence but with her homemade lemon cakes too – which stoke our bellies."



One duty Jean had never performed is to wave a train out on departure. For an extra treat, with her named carriage in the set, she waved the train away with the guard on Wednesday, June 30. DSR



Jean Watson with *Jean*, the Dartmouth Steam Railway carriage named in her honour. DSR



LBSCR 'Terrier' 0-6-0T No. 32670 *Poplar*, paired with two Mk.1 carriages in Southern Region green livery, drifts around Orpin's Curve on the approach to Rolvenden with a Bodiam-bound service on April 5, 2015. The locomotive is currently under overhaul and will return to service to celebrate its 150th anniversary in 2022 and star in the event in the London borough of Poplar. TOM WHITE/THE TERRIER TRUST

Lottery grant places 'Terrier' *Poplar* on the curriculum!

THE National Lottery Heritage Fund has awarded £33,000 to the Terrier Trust CIO to create an educational programme for primary school children based on its 149-year-old LBSCR A1X 0-6-0T No. 70 *Poplar*.

Poplar's home, the Kent & East Sussex Railway, is also a partner in the innovative scheme which complements the line's existing programme of school activities.

No. 70 was the first 'Terrier' to be built and like others was named after areas served by the LBSCR. Today, *Poplar* is part of the London borough of Tower Hamlets and the initiative will see project partners Global Learning London work with children in the area to co-create an immersive National Curriculum-based programme, resulting in resource boxes for schools.

These boxes will be available nationally through schools library services and are likely to include material relating to historic railway themes, such as commuting in the 1870s.

Pupils studying science and geography will look at sources of energy, changing environmental considerations, and the impact of railway development worldwide, while railway-themed stories, poems, music and drawing will help develop English, music and arts skills.

Community links

The project will culminate in spring 2022 with a procession by the children in conjunction with an event featuring No. 70, which will visit London for the schoolchildren and local community to enjoy.

David Nibloe, a trustee of both the trust and the KESR, which is leading the project, said: "We are delighted to be reaching a new audience. Our locomotive's historic link with East London enables the 150 years of social history witnessed to be brought to life, including the development of light railways in the days of steam through to today's Docklands Light Railway, and East Enders' annual hop-picking

'holidays' in Kent – many journeys ending with a ride along the KESR hauled by this very engine."

Trust chairman Tom White added: "A unique feature of the programme is that it will be shaped by children in the area after which our locomotive was named."

Manorfield Primary School headteacher Paul Jackson said: "In today's fast-paced world, where we are all looking forward to the 'future', it is so important that we pause and don't forget our past and the rich heritage that surrounds us. While there is much excitement among our children and young people for the technology of today, we wouldn't be where we are without the technological breakthroughs of the past.

"This is a great opportunity for children for many years to come to celebrate the past while enhancing learning through a hands-on experience in their immediate community."

Dee Bleach, headteacher at Mayflower Primary School, said: "What a great opportunity this project presents; a tangible link to the past.

"We are looking forward to getting our pupils at Mayflower involved!"

Sustainable future

Helen Ashby, director of The International Railway Heritage Consultancy Ltd and former head of knowledge and collections at the National Railway Museum in York, said: "The associated schools programme, both in Tower Hamlets and at the Kent & East Sussex Railway, will provide useful learning for the young people and lasting memories. In turn, this will support a sustainable future for the locomotive, in that it will raise its profile, creating future enthusiasm and volunteer potential to deliver its long-term care. I particularly like the idea of co-curating the programme with the local community, which will ensure their engagement with and understanding of their heritage."

Kirtley No. 158A is moved to Shildon

THE oldest surviving Midland Railway locomotive, Matthew Kirtley 156 class 2-4-0 No. 158A, has been moved to Locomotion at Shildon after 46 years at the Midland Railway-Butterley.

On July 6, No. 158A was pulled out of the Matthew Kirtley building at Swanwick Junction and towed to Butterley behind recently restored diesel shunter Castle Donnington Power Station No. 4 in preparation for its journey north.

At Butterley it was pushed into the paint shop by Class 11 No. 12077 for safe storage, ready for transportation to Shildon on July 12.

It was built as No. 158 at Derby in 1866 as one of a class of 29 for express passenger work, the suffix being added in 1896.

At the time it ran into the railway's London terminus at King's Cross

two years before St Pancras opened in 1868.

Several rebuilds took place throughout its long working life and it received a Johnson boiler and cab, a Deeley/Fowler smokebox and Stanier chimney, but the frames are Kirtley. After 81 years of service, it was withdrawn from Nottingham as station pilot in 1947.

Recognising the importance of the class, the LMS set aside the first of the class, No. 156, for preservation but William Stanier decided against this and it was scrapped. However, No. 158A survived and was preserved at Derby Works.

Now part of the National Collection, in 1975 it moved to Butterley for static display on a long-term loan in an agreement which has now expired.



Kirtley 2-4-0 No. 158A, minus cladding after asbestos removal at Butterley, arrives at the Locomotion museum in Shildon on the evening of July 12. NRM

An NRM spokesman said the move will "allow further conservation and mechanical assessment following a course of asbestos remediation which was successfully carried out by specialist contractors at Butterley." The cladding,

some pipework and fittings are already at Locomotion pending further conservation.

Following this, a decision will be made regarding its future. There is a possibility it may return to Swanwick Junction.

Railwayana auction houses reveal post-lockdown plans

EXCLUSIVE

By Geoff Courtney

THE relaxation of Covid lockdown restrictions in England on July 19 has given hope to the large army of railwayana collectors who have yearned for a return to live audience auctions.

As reported in last month's issue, there was a belief among many that the auction scene may be edging towards normality, and this has been confirmed within the last few weeks by leading railwayana specialist auction houses who have told *Heritage Railway* that they are either on the cusp of reopening their doors or have definite plans to do so in the not-so-distant future.

As this issue went to press, Great Central Railwayana was showing signs that it could become the first specialist auction house to hold a live saleroom sale, possibly as early as mid-August.

Auctioneer Mike Soden said: "We are looking at holding a live audience Bloxham auction then, and are talking to our usual venue, The Warriner School."

These general railwayana sales are quickfire, no-frills auctions that keep the momentum going by accepting in-the-room bids only.

However, Mike thought it unlikely that Great Central's main sales would return to live audience auctions this year, but that the company expect to hold one or two next year.

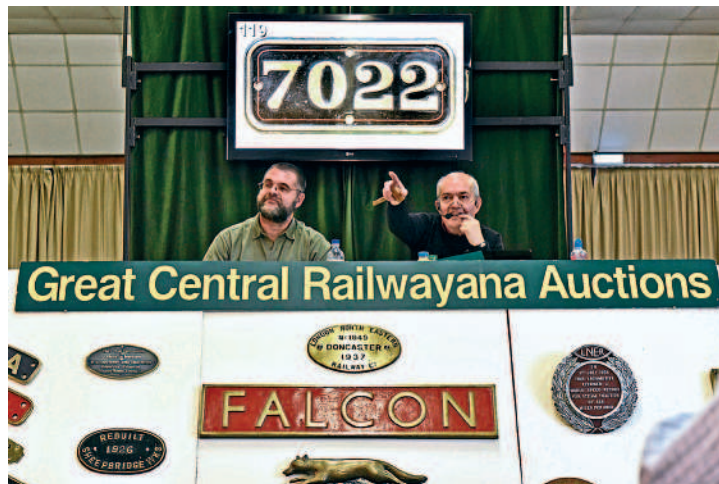
One of the 'definitely, but not quite yet' companies is GW Railwayana, whose boss, Simon Turner, confirmed he would hold two live audience sales next year – a main auction in July and one of his series of Buy & Go Bloxham-style sales of general railwayana, both probably at his regular Pershore High School venue.

"I have spoken frequently to collectors over the past year or so, and there is without doubt a hard core who want to return," he said "I estimate that currently it's 50:50 between those who would attend and those who would be reluctant to do so."

Simon's pledge that he will return to live saleroom auctions may surprise some collectors, for he has enthusiastically and successfully embraced the concept of live online sales during the lockdowns, and their fear was that the attraction of not having to pay the cost of hiring a venue or spending many hours setting up far outweighed the desirability of returning to live audience sales.

However, he said tellingly: "The savings are not as much as some people may think, especially because we still distribute a free full-colour catalogue, and in any case the many who want a return to a live saleroom should not be ignored."

"I would not dispel the possibility that we would return to all our sales being live."



Pointing the way: Auctioneer Mile Soden (right) handles bids for GWR cabside numberplate 7022 at a Great Central Railwayana auction at Stoneleigh on December 5, 2015. The plate, from *Hereford Castle*, sold for £10,200, while the *Falcon* nameplate on display below him and clerk Martin Quartermain, from LNER A4 No. 60025, went for £29,500. Many within the railwayana collecting movement are hoping that such saleroom scenes will not be consigned to history but will return if not this year, then in 2022. DAVID HOWES

Cheerleader

Great Northern Railwayana's Dave Robinson is a cheerleader for live audience auctions and openly said he hoped to return to the concept at his next sale on October 2.

But he has decided on a cautious approach that means the auction will be email, telephone and postal only, and run from September 26 to October 12.

"There are still people who are nervous about the situation, and our Poynton Leisure Centre venue is large, and it would cost too much if the hall was only half full," he said.

"Also, I think the goalposts will get moved again with regards to restrictions. Committing to a live audience sale is too much of a gamble – and I'm not a gambler."

Talisman Railwayana's Roger Phipps said his next auction would run from September 11-29 as an internet, telephone and postal sale but he has planned to return to live saleroom auctions on March 26 next year at Newark Showground.

This will be the Lincolnshire-themed event that was postponed in September last year due to the pandemic.

"We have had a lot of collectors asking us when we expect to go live again, and we are confident people will be pleased with our return next March," he said.

"So many have missed the cut-and-thrust of live auctions and the fact that they are also social occasions."

Transport Auctions of London boss Michael Wickham issued a statement that will be interpreted by some collectors as a strong indication he may never return to live saleroom auctions. "We have no plans to return to saleroom auctions for the time being," he said. "This is partly because our live online sales during the lockdowns have been so successful – more so than any of our previous in-the-room auctions."

"Most of our customers fall into age groups that are naturally risk-averse, and we believe that most of them are highly unlikely to want to participate in crowded indoor events for the time being. To date, we have had no requests for a return to room sales."

Michael, whose auctions were launched in March 2016 and have included an increasing amount of UK-wide main line railwayana, said the situation would be reviewed if there was evidence of a strong depth of desire for saleroom auctions.

Vectis, whose monthly model train auctions of 500 or more lots also include railwayana and railway books, reopened its saleroom doors to collectors at the end of May under social distancing and mask-wearing rules and, after the relaxation on July 19, has continued to ask those attending to wear masks when walking around. The Thornaby-based auction house is to be the subject of a 10-part documentary series on the TV channel Yesterday, titled *Scouting for Toys*.



We will return: GW Railwayana auctioneer Simon Turner (centre) is about to bring the hammer down at £4500 for GWR nameplate *Saint Dunstan* from No. 2921 at his winter auction at Pershore High School on November 17, 2018. On the left is Mark Templeman handling online bids and on the right auctioneer's clerk Bryan Boskett. Simon has said he plans to return to live saleroom sales next year after the easing of Covid restrictions. IAN CASTLEDINE



Jubilee No. 45690 *Leander* skirts the Irish Sea with a Railway Touring Company 'North Wales Coast Express' to Holyhead on July 18. ANDREW BELL

'Lost' Bagnall saddle tank *Dorothy* to be reborn for use on Bala extension

By Robin Jones

THE kit of parts that comprises 'lost' Bagnall 0-4-0ST *Dorothy* has arrived at the Bala Lake Railway – where it is to be rebuilt to spearhead the line's planned triumphant return into the town.

Built at Stafford in 1899 and works number 1568, *Dorothy* was the last of three similar steam locos supplied to Greaves Llechwedd Slate Mines in Blaenau Ffestiniog.

Its sisters, No. 1445 of 1895 *Margaret* and No. 1278 of 1890 *Edith*, became involved in a pioneering conversion project which turned them into two of the earliest electric locomotives to work in the UK, renamed *The Eclipse* in 1927 and *The Coalition* in 1930 respectively. Both are now stored at the Statfold Barn Railway.

Parts donor?

At the same time, *Dorothy* was dismantled and several historians believed it had supplied donor parts for *The Eclipse*.

However, the conversion was not completed, and the remaining parts survived. It is believed that *Dorothy* was used and laid up on the top level of the quarry, and was therefore out of reach of the scrap man.

The late railway enthusiast Rich Morris began collecting narrow gauge rolling stock in 1963, when he purchased a metre gauge Ruston Proctor locomotive from a china clay mine in St Austell.

He later moved his extensive locomotive and stock collection to Blaenau Ffestiniog, where it formed the basis of the Gloddfa Ganol museum collection.

In 1972, Rich bought the remains of *Dorothy* – basically the chassis and other smaller parts found nearby which were thought to be from the locomotive – and placed them on a wagon at Gloddfa Ganol.

When Gloddfa Ganol closed in 1997, the wagon, complete with the parts of *Dorothy*, was bought by Brian Gent. The locomotive was subsequently acquired by

the Selway family, who continued with its restoration with the help of Alan Civil.

During the following years, new parts were manufactured for the engine from the plans, including a boiler, wheelsets, cylinders, motion work and a blastpipe. Many parts were cast to patterns made by Alan Davenport.

New home

Over the years, Eddie Draper (at Butterley's Golden Valley Light Railway), Ben Hicks and Will Dakin helped with the restoration. However, following a period of inactivity, the Selway family decided it was time that *Dorothy's* restoration was completed, and made several enquiries to railways around the UK. It was decided that Bala Lake was a

most suitable and natural home for *Dorothy*, following its success in overhauling Quarry Hunslet 0-4-0ST No. 364 of 1885 *Winifred* after its repatriation from the USA in 2012, and the completion of the long-term restoration of Quarry Hunslet 0-4-0ST *George B*.

The reassembly and restreaming of *Dorothy* will be undertaken by the line's Llanuwchllyn works.

Dorothy is expected to remain as part of the operational fleet at Llanuwchllyn for at least 10 years and will provide additional motive power for when the line is extended into Bala.

→ The Selway family and Bala Lake Railway want to fill in the missing gaps in *Dorothy's* history. Anyone with information is invited to contact enquiries@bala-lake-railway.co.uk



The boiler, smokebox and saddle tank of *Dorothy* back in the country where it was built to serve. TIM WILLIAMS



Part of *Dorothy's* chassis awaits unloading at Llanuwchllyn on July 17. TIM WILLIAMS



Lord Faulkner of Worcester, president of the Heritage Railway Association and vice chairman of the All-Party Parliamentary Group for Heritage Rail. HRA

Parliamentary support for heritage coal exemption

PEERS have spoken in support of an exemption to the Government's latest Environment Bill to ensure that heritage users can continue to burn coal.

As reported last issue, legislation came into force on May 1 banning the sale of bagged traditional house coal or wet wood in quantities of less than 25kg, while the Environment Bill aims to set new targets to reduce emissions.

However, Lord Faulkner of Worcester – president of the HRA and vice-chairman of the All-Party Parliamentary Group for Heritage Rail – tabled an amendment to the bill to clarify it would not apply to heritage railways or other historic transport and buildings.

With the bill at committee stage in the House of Lords in early July, several peers expressed support, including Lord Forsyth of Drumlean (president of the Steamboat Association) and Lord Bradshaw.

Another supporter was Baroness Neville-Rolfe, who said: "This bill could bring about the death of Thomas the Tank Engine and his or her nautical steamboat equivalent."

Lord Faulkner said: "Wanting to preserve heritage steam's right to burn the coal we need doesn't mean we are not committed to being as green as we can." Biocoal is being developed – see separate story and last issue.

The Heritage Railway Association stated: "Precedents have been set – for example: permitting historic vehicles to be driven in the Transport for London Low Emission zone after its introduction in 2020. The Irish government has also confirmed that it will not ban the use of coal for heritage purposes."

Traction engines used in trials of biocoal

By Toby Jennings

FOLLOWING successful trials at the Bure Valley Railway, biocoal is now being tested in road locomotives.

As reported last issue, CPL Industries, Europe's largest manufacturer of smokeless fuels, tested its Ecoal 50 product at the BVR in June. Ecoal consists of 50% biomass, including crushed olive stones – which cannot be disposed of in landfill, because they produce gas when they break down – mixed with coal dust, and produces approximately 30% lower emissions than Welsh steam coal.

Following the BVR trials, the organisers of the Weald of Kent Steam Rally – Kent's largest such event – contacted CPL to try the fuel in its traction engines, whose boilers are significantly larger than those of the BVR's 15in gauge locomotives.

Successful trials have been undertaken with the Ecoal, with the engines running over a set route. The organisers hope to carry out comparative tests with another CPL product, Supertherm, and dry Welsh steam coal from Ffos-y-fran opencast pit before the rally is held on August 7/8 at Little Engeham Farm, Woodchurch, Kent.

As detailed last issue, Ffos-y-fran is now the last domestic coal mine in the UK but is expected to close in 2022, while new environmental legislation has banned the sale of house coal and wet wood in quantities of less than 25kg – a restriction that could particularly affect the road steam market.

Following the Ecoal tests, rally organiser Bill Giles said it had worked well in the traction engines and believes it could be used in full-size railway locomotives. Although 'caking' of the fire was found to occur after



This 1901 Burrell single-crank compound, double drive, general purpose traction engine, Works No. 2386 *Titaness*, is being used for trials of biocoal. It belongs to Bill Giles, one of the organisers of the Weald of Kent Steam Rally, which will be held on August 7/8. BILL GILES

a period, this was not considered a serious issue.

"Towards the end of the day, there was an element of, not clinking, but the fuel settling into a closely linked pattern across the grate, because it's a uniform size," he explained. "But there are ways round that – the manufacturer is looking at mixing shapes and sizes.

"With Ffos-y-fran, we tend not to poke the fire around and disturb it too much, and we're trying to compare like with like – but we may need to evolve a different firing technique."

"I've no doubt it has potential," he concluded, "but we're still working out the best combination."

Heritage Railway has contacted CPL Industries for further comment.



Reminiscent of the ovoids used in BR steam days; CPL Industries' Ecoal 50 biofuel. BILL GILES



***Titaness* in Tenterden High Street during a trial run with Ecoal 50. BILL GILES**



Furness Railway No. 20 made its first public appearance for three years at the Dock Museum, in Barrow, for Barrow-in-Furness's Festival of Transport on Saturday, July 17. The event also celebrated 175 years of the Furness Railway. FR 20 is virtually complete and is in the final stages of a 10-yearly boiler overhaul which has taken place at the Furness Railway Trust's base at the Ribble Steam Railway, Preston, and which has also included other maintenance work on the locomotive. It is anticipated that it will undergo its formal steam test shortly. No. 20 is pictured at the Dock Museum on board a Reid Freight low loader behind a working 5in gauge model of it constructed by Tom Jones, of Seascale. TIM OWEN

Talyllyn invests in woodland scheme to offset emissions

THE Talyllyn Railway is investing in a woodland scheme to offset its carbon emissions.

It has entered into a partnership with Forest Carbon, a developer of UK nature-based climate projects, to contribute to the creation of a wood at Breckenhill in Northern Ireland.

A total of 1688 trees have been planted on the 1.1-hectare site that will absorb 322 tonnes of carbon dioxide over the next 50 years. This works out at 6.44 tonnes annually.

In a typical year, the TR consumes 95 tonnes of coal, creating 210 tonnes of CO₂; equivalent to 127 people on a return flight from London to Los Angeles.

However, this was significantly reduced during the Covid-19 pandemic; in 2020, the line burned only 36.5 tonnes of coal, creating 81 tonnes of CO₂.

The railway ultimately aims to be

carbon neutral, and in the shorter term it has committed to offset its annual emissions with the purchase of carbon credits through the Carbon Neutral Britain Climate Fund scheme.

Along with Forest Carbon, it is also seeking Welsh landowners interested in increasing wooded areas.

The TR recently introduced a new environmental policy covering resource management, water, electricity and biodiversity. Other projects have included the installation of a 13-kilowatt solar panel, electric car charging points at the two main stations, and the removal of single-use plastics.

TR general manager Stuart Williams said: "Our attack is twofold. Planting trees is not a 'quick win' – it represents something tangible that we can see mature, hang our hat on and show something for the investment.



Talyllyn Railway 0-4-2T No. 7 Tom Rolt at Tywyn Wharf. STUART WILLIAMS/TR

"The TR is in a sound financial place and we are already seeing people add 'carbon offset your journey' options to their tickets – which just adds £1 to the cost of their journey.

"I expect the short-term offset to be covered by the add-ons, and we will

invest any extra in offsetting more than just our coal consumption."

The Vale of Rheidol Railway and The A1 Steam Locomotive Trust are among the other lines and heritage groups who are planting trees to offset their emissions, Stuart added.

Grant application for new Wallingford GWR station building is turned down

AN application for grant funding towards a new station building at the Cholsey & Wallingford Railway has been rejected.

Following the reconstruction of Maidenhead train shed at Wallingford (as reported last issue), the C&WR plans to construct a GWR-style building. It applied for a £360,000 Biffa Award grant under the Landfill Communities Fund, a tax credit scheme enabling landfill operators to contribute to community projects. However, the C&WR learned in July that its application was unsuccessful.

Biffa Award grants manager Rachel Maidment said: "The Biffa Award's Partnership Grants Scheme is an extremely popular and over-subscribed fund. Last year we received 46 applications totalling £24 million of funding, but with £1.6 million available we were only able to fund four projects.

"Similarly, this year we have received 47 applications totalling £21.2 million but have an estimated funding pot of just £2.1 million.

"This means we have to make some tough decisions and ensure that each project invited forward

to the full application stage closely aligns with both the Biffa Award criteria as well as that of the scheme regulator.

"We understand therefore that some applicants may feel disappointed that we are unable to take their application further, as in the case of the Cholsey & Wallingford Railway, but we wish them luck for their future fundraising efforts."

With the total cost estimated at £400,000, the railway had already begun raising the required matched funding.

C&WR Preservation Society chairman Tony Stead commented:

"I think we will start the station building with our own funds – we will probably start with a new toilet block that we hope to have in place before the Polar Express starts. We can then extend this as and when funding (our own or grants) permit."

Two possible designs have been drawn up, based on Wallingford and Abingdon stations. No decision has been taken as to which would be built.

→ See Preserved Line Profile, pages 74-79.

Thieves steal ex-BR sack barrow to wheel away original station signs

By Geoff Courtney

THIEVES who stole two large original running-in boards from a restored Bedfordshire station are believed to have also stolen an ex-BR sack barrow at the site to wheel them to a waiting vehicle.

The thefts occurred at the former Cambridge-Oxford 'Varsity line' station of Potton, near Sandy, where ex-railwayman George Howe has lived for 57 years.

The 79-year-old began his railway career in 1958 as a telegraph lad at Hitchin South signalbox, subsequently became a signaller on the Hitchin-Huntingdon section of the ECML, and retired in 1999 when in management at King's Cross.

He moved into the Potton station building in 1964 as a tenant, and remained there after the station and the Cambridge-Bedford line closed in January 1968. In 1975, he was able to buy the property. No track remains, but the two platforms and the distinctive up platform canopy survive, as did the running-in boards – until the theft on May 23.

"They were BR Eastern Region signs and had been there for up to 70 years," he said. "They were my pride and joy, and it hurt. They are quite large – probably 4ft by 2ft 6in – and it must have taken two people to move them.

"As well as the signs, a BR two-wheeled sack barrow I had on the platform was taken. It was probably used to transfer them to a waiting van or pick-up."

Bedfordshire Police said one of the signs had now been recovered, but George still feels the pain of the loss.

Appeal for information

He appealed to anyone who might be able to help trace the whereabouts of the second sign or the barrow, or any railwayana collector who is offered them or has learned where they are, to contact the police.

Louise Ross, Bedfordshire Police communications officer, said the recovered sign was reported as being for sale at an autojumble in Newark.

"The person selling the sign was spoken to and we were satisfied he obtained it in good faith," she said.

It is understood police now have possession of the sign, and George is awaiting its return.

"The second sign and barrow have not yet been recovered and we have explored all lines of inquiry," said Louise.

"If anyone has further information, report it to us at www.bedfordshire.



Above: A Cambridge-bound train enters Potton station, near Sandy, on August 22, 1959. The station closed in 1968 but the distinctive canopy on the up Bedford platform survives, as does the station building, which has been home to career railwayman George Howe for 57 years. Two original running-in boards, which were George's pride and joy, were stolen in May. One has now been recovered, but the second sign and a BR sack barrow taken at the same time are still missing. TRANSPORT TREASURY/JAMES HARROLD

Right: One of the stolen running-in boards at Potton station is clearly visible in this photograph taken in March 2008. The station, on the Cambridge-Bedford 'Varsity line,' closed with the line in January 1968.

ALAN YOUNG



police.uk/report, quoting reference 40/26016/21."

Great Central Railwayana auctioneer and director Mike Soden said he had never before heard of such a theft.

"They are obviously large items, and it can't have been a chance thing, it must have been planned," he said.

"We will certainly play our part in alerting other auction houses and collectors, and will do our best to reunite George with the second sign and the barrow.

"He must be greatly saddened by what has happened."

The original Potton station was on the Sandy & Potton Railway, a three-mile standard gauge line built by Captain William Peel, the son of former Prime Minister Sir Robert Peel, to carry fruit and vegetable traffic through his 1400-acre estate. The line opened to goods traffic in June 1857 and to passengers in November that year, when Potton opened.

Trains were initially worked by a George England & Co 0-4-0WT which Capt Peel named *Shannon*, after a frigate that was under his command.

This locomotive subsequently worked on the Wantage Tramway,

was purchased by the GWR in 1945 and put on display at Wantage Road station, and is now part of the National Collection based at Didcot Railway Centre.

The Bedford & Cambridge Railway acquired the Sandy & Potton Railway in 1860 and opened a new Potton station to the north that provided better facilities, including an impressive glass canopy on the up platform. This station remained in service until the closure of the line's Bedford-Cambridge section in January 1968, and has been George's home for 57 years.

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Class 31 and diesel railbus back in traffic in East Anglia

By Robin Jones

TWO BR diesels which were once an everyday sight in East Anglia have returned to service on local heritage lines following major overhauls.

The Midland & Great Northern Joint Railway Society's Class 31 D5631, outshopped in BR green with bodyside stripes and small yellow front panels, returned to service on the North Norfolk Railway after 4½ years on July 24 at the line's mixed traction weekend.

Initially focussing on the badly corroded bodywork, a drawback which plagued the Brush Type 2 class as a whole, the overhaul in the Weybourne workshops of North Norfolk Railway Engineering has also seen the replacement of its No. 4 traction motor and extensive electrical work.

To increase operational usefulness on a heritage line with steam-heated stock, it was decided to reinstall a steam boiler with which class members were equipped when built. These were removed from many in the 1970s and 1980s during major overhauls following the demise of steam-heated carriages; D5631's boiler went in a major overhaul at Doncaster in 1986.

Besides fitting the new water tank, steam generator and associated fittings, and removing the concrete stability weight installed when the boiler equipment was removed, the bodyside steps to access the water tank have been reinstated, bringing it very close to its original form.

Official handover

Prior to the departure of the 1pm charter train for members, shareholders and the media, a short ceremony to mark the completion of the overhaul project saw NNR's chief mechanical engineer, Keith



Above: Freshly overhauled Brush Type 2 D5631 at the head of the July 24 charter train at Sheringham.

PETER MAYNE/NNR

Right: Waggon und Maschinenbau Railbus E79963 at Chappel & Wakes Colne station after the completion of its marathon overhaul. EARM

Ashford, hand over the Class 31 to society chairman Neil Sharpe.

Neil, who presented the keys to the driver ready for departure, said: "The loco looks superb. It has certainly been worth the wait."

Keith said: "This is a special project with much work being undertaken in the Weybourne workshops during the 16 months of Covid-19 restrictions demanded by the Government"

D5631 was delivered to Norwich (32A) in July 1960 as the final Class 31 allocated new there. As No. 31207, it was initially purchased privately from EWS, arriving at Sheringham on February 12, 2004.



Meanwhile, the East Anglian Railway Museum welcomed the return of Waggon und Maschinenbau Railbus E79963 at its July 18 diesel day following a seven-year restoration.

Museum chairman Peter Martin said: "This has been a long project by

museum volunteers and has resulted in a first-class restoration of one of the unsung heroes of our railways in the 1950s and 1960s."

The 1958-built railbus formed the last train on the Saffron Walden branch on September 6, 1964.



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The grandchildren of the late centenarian NHS fundraiser extraordinaire Captain Sir Tom Moore were welcomed by the Bahamas Locomotive Society to its museum at Ingrow on the Keighley & Worth Valley Railway in July. Cpt Tom's family were in Keighley to visit the town where he was born and to scatter his ashes over the grave of his father at Riddlesden Cemetery, and were accompanied by Keighley's mayor, Coun Julie Adams, and her consort, husband Chris Adams. Pictured are Coun and Mr Adams (left) with Benjie Ingram-Moore and Georgia Ingram-Moore in front of Hudswell Clarke 0-4-0ST No. 402 of 1893 *Lord Mayor*. BLS



Davey Paxman 2-8-2 *River Esk* passes Beckfoot with a train for Dalegarth on July 11 during the Ravensglass & Eskdale Railway gala to mark the 60th anniversary of the line's purchase by its preservation society in September 1960, which saved it from closure. MATTHEW DITCH

Rother Valley public inquiry under way

A PUBLIC inquiry into the Rother Valley Railway's extension to link up with the Kent & East Sussex Railway was under way as this issue went to press.

It considers the application by RVR Ltd, working in partnership with the KESR, for a Transport & Works Act Order, titled the 'Rother Valley Railway (Bodiam to Robertsbridge Junction) Order'.

The RVR was formed in 1991 as a separate company, with the support of the KESR, to acquire land for and construct the extension. Since then, it has relaid a half-mile running line eastwards from its base at the main line station of Robertsbridge to Northbridge Street, as well as a further three quarters of a mile of track westwards from the KESR's current terminus of Bodiam to Junction Road.

The TWAO would give the RVR statutory powers to rebuild the remaining 2¼ miles of the former KESR between Northbridge Street and Junction Road, as well as constructing level crossings over those two roads and the A21 Robertsbridge bypass, with associated powers for compulsory purchase of the remaining land.

This would give the KESR a main line connection at Robertsbridge, and extend it from its current 10½ miles to 14 miles. Planning permission for the extension was approved by Rother District Council in March 2017.

The level crossings are one of the main issues that the inquiry will consider; indeed, it was the planned Robertsbridge bypass that forced the KESR's founders to abandon the Bodiam-Robertsbridge section in the 1960s, as then Transport Minister Barbara Castle refused permission for the preservationists to take over that part of the line.

Highways England (HE) has objected to the order, raising concerns that the A21 crossing would be a safety hazard and impede traffic flow on this busy trunk route between London and Hastings.

However, talks between the RVR and HE are ongoing, with a Statement of Common Ground submitted to the inquiry on July 12, listing all matters as either agreed or under discussion.

In a letter to the inquiry inspector (Ian Jenkins, BSc CEng MICE MCIWEM) on May 21, Ian Raxton, HM Principal Inspector of Railways at the Office of Rail and Road, stated that the proposed A21 crossing is "consistent with those seen on the main line railway and would appear to be an arrangement that reduces risks to as low as is reasonably practicable."

Because the A21 at this point crosses a floodplain on a low embankment, a bridge for the railway to cross over or under the road was

considered impractical. Some local residents also raised concerns that the reconstruction of the railway would exacerbate flooding in the area, but the RVR states that modelling by consultants has shown that its embankments, culverts and bridges can be designed to ensure there is no significant effect.

The landowners of the remaining sections of trackbed – the Hoad family of Parsonage Farm, Salehurst, and the trustees of the Noel de Quincey Estate – are also objecting to the scheme.

Supporters include Network Rail chairman Sir Peter Hendy, the Campaign for Better Transport – East Sussex, and Councillor Susan Prochak, deputy leader of Rother District Council.

Having started on July 6, the inquiry is expected to run until August 6, after which the inspector will produce a report and recommendations for the Secretary of State for Transport.



A delightful scene reminiscent of the Kent & East Sussex Railway's heyday, yet this is the Rother Valley Railway's all-new station at Robertsbridge. LBSCR 'Terrier' 0-6-0T No. 32670 visited from the KESR on September 20, 2013, for the official opening of the RVR's initial half-mile running line to Northbridge Street.

TOBY JENNINGS

Collett auto tank moves to WSR for completion

GWR 14XX No. 1466 has moved from the Dean Forest Railway to Williton works on the West Somerset Railway for its overhaul to be completed.

The Collett 0-4-2T, the first locomotive acquired by the Great Western Society in 1961, is being overhauled with the aim of returning it to steam this year to celebrate the society's 60th anniversary.

Contractor Western Steam Engineering had reassembled its bottom half at the DFR, while WSR Engineering will carry out the remaining boiler work and reassembly. The boiler work will include replacing three quarters of the firebox backplate, sections of the lower side plate and throatplate, a new front tubeplate, barrel section and a new smokebox, as well as new stays and tubes.

Didcot Railway Centre's head of visitor experience and marketing, Graham Hukins, said: "The reason for the move is to ensure completion is as quick as possible and try to recoup some of the time lost due to Covid. The hope is that the loco may still steam later this year, but we are determined to do a thorough job rather than rush to meet a deadline."

Donations towards the project can be made at bit.ly/DRC-60Fund

Components are coming together for County 4-6-0

MOTION parts for new-build GWR County No. 1014 *County of Glamorgan* have been delivered to Didcot Railway Centre.

The coupling rods, connecting rods, crossheads, pistons, piston rods and slidebars were all produced for the Hawksworth 4-6-0 some time ago, but have since been in storage around the country. The next step will be to manufacture the bearings for the rods before fitting them to the locomotive.

David Bradshaw, press officer for the Great Western Society's 1014 GWR County Project, described them as "£70,000 worth of stuff, ready to be assembled over the next six months".

The locomotive's boiler is under construction at Heritage Boiler Steam Services of Liverpool, and the steel for its tender tank is also at Didcot.

Fundraising for the engine passed the £1 million mark earlier this year, and it is estimated that just £150,000 is needed to complete it – creating the first working County since 1964, when No. 1011 *County of Chester* was withdrawn. Donations can be made at www.county1014.org

North Eastern pride at North Tyneside's 30th anniversary

By Toby Jennings

ON February 26, 1965, a driver at Percy Main shed remarked to his fireman: "This place will never close."

He was wrong. The very next day, J27 0-6-0 No. 65795 moved off the shed for the last time, with a Union Jack tied across its smokebox door to mark the end of steam – making it

the last in a long line of 0-6-0 freight engines to work from the North Tyneside depot, including some that were built at the adjacent works of the Blyth & Tyne Railway. Exactly a year later, on February 27, 1966, the last diesel shunters left, and the shed did indeed close.

More than half a century on, another J27 with a Union Jack on its

smokebox stood just feet from the site of Percy Main shed to celebrate 30 years of the North Tyneside Steam Railway.

It was the North Eastern Locomotive Preservation Group's No. 65894, the star guest of the NTSR's 30th anniversary gala on July 9-11, recalling the days when many of its classmates made up virtually

the entire locomotive allocation at Percy Main (52E).

When it reversed into the headshunt before running round its train at the NTSR's southern terminus of Percy Main, it was next to the site of the shed, now redeveloped as a housing estate. The only other surviving vestige of the area's past is the adjacent Railwaymen pub, now boarded up and derelict.

Although No. 65894 itself was never a Percy Main engine, the other guest certainly did run over this line during its working life – Austerity 0-6-OST No. 49 from the Tanfield Railway.

Built in Newcastle in 1943 by Robert Stephenson & Hawthorn, it was acquired by the National Coal Board in December 1959 and allocated to Backworth Colliery, where Jimmy Scott applied the unofficial lined green livery it still carries today (the official colour scheme of the NCB's Northumberland area being dark blue). At Backworth, it was registered to work on BR metals hauling coal trains to Whitehill Point Staitths on the River Tyne, running over part of what is now the NTSR.

Two of the NTSR's home fleet were also in operation: former Gateshead Class 03 shunter No. 03078 and Bagnall 0-6-OST No. 401. The latter is set to be reunited with its surviving sister engine *Victor* next year (see separate story).

Northern spirit

Returning a J27 to the site of the class's former haunts and recreating a little bit of history was an emotional moment – but even more so was watching and hearing the Backworth Colliery band playing in front of the ex-Backworth Austerity.

The sense of pride in the history of an area built on coal mining, and in keeping that memory alive despite all it has lost, was almost tangible.

Because of the pandemic, it was the first engagement in 18 months for the band. Formed in around 1886, it is now the last surviving colliery band in North Tyneside and, 41 years on from the pit's closure in 1980, no longer has any ex-miners playing.

"The nearest we've got is sons of miners now," said Calum Hartley, the band's musical director, "although we do have one ex-officio member who doesn't play anymore and was down the pit."

"But we're trying to pass it on to new generations and keep it alive."

Stephen Thornton, chairman of the North Tyneside Steam Railway Association, said: "Our 30th

J27 No. 65894 heads the 12.20am Percy Main to Middle Engine Lane service on July 9. 'The Norseman' headboard carried by the J27 is attached in memory of the Norseman boat train that ran through this spot, taking passengers to join a boat from Newcastle to Bergen. MAURICE BURNS





1



2

1: J27 0-6-0 No. 65795 decorated with a Union Jack to mark the last day of steam at Percy Main shed on February 27, 1965.
NTSR

2: The North Eastern Locomotive Preservation Group's J27 No. 65894 recalls the 1965 scene as it stands in the headshunt at the North Tyneside Steam Railway's Percy Main station, adjacent to the site of the steam shed, on July 11.
TOBY JENNINGS

Anniversary Gala was an event that had been 'in the works' for well over a year. To see it come together so well proved that the efforts and dedication of our small pool of volunteers really paid off. Having the J27 visit us was something we had wanted to do for so many years.

"This was our first big gala event, and our volunteers and association members all pulled through and worked very hard to make the event work.

"While we are a small railway, I feel as though we have a lot to offer as the North Tyneside Steam Railway is constantly growing and improving, and we all can't wait to host our next big event."



3

3: The Backworth Colliery band play in front of former Backworth Austerity 0-6-0ST No. 49 at the NTSR's Middle Engine Lane headquarters on July 11.
TOBY JENNINGS

Victor and Vulcan reunion to go ahead in May next year

A REUNION of Bagnall 0-6-0STs *Victor* and *Vulcan*, for the first time in over 30 years, is to go ahead at the North Tyneside Steam Railway next May.

Resident No. 401 (*Vulcan*) will be joined by sister engine Works No. 2996 *Victor*, from the Lakeside & Haverthwaite Railway, for the event during the early May Bank Holiday weekend.

It will be the first time the pair have been together since 1986. They were the first two steam locomotives to arrive at the heritage-era West Somerset Railway in the early 1970s, but by the following decade had been replaced by ex-BR motive power more suitable for the 20-mile line.

Vulcan was sold to Tyne & Wear Archives & Museums for the NTSR in 1986, while *Victor* departed the WSR in 1988 for the Strathspey Railway, since when it has also been resident at the Battlefield Line and the Great Central Railway (Nottingham) before ending up at the LHR.

The reunion was originally planned for May 2020, but was cancelled because of the coronavirus pandemic.

The locomotives are the survivors of a trio built by Bagnall in 1951

for the Steel Company of Wales at Margam, designed with modern features such as roller bearings, rocking grates and hopper ash pans to compete with diesels. However, Works Nos. 2994 and 2996 were

sold in 1957 to the Austin Motor Company at Longbridge, where they received the names *Vulcan* and *Victor*. The third, Works No. 2995, was sold to the National Coal Board in South Wales and scrapped in 1967.

On arrival at the NTSR, *Vulcan* was renamed in honour of local MP Thomas Burt but was restored in 2019 to its original Steel Company of Wales livery, minus its later names.



Bagnall 0-6-0ST No. 401 climbs towards Middle Engine Lane station on July 9. MATTHEW DITCH

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A1 Peppercorn Pacific No. 60163 *Tornado* paid tribute to the 'Bournemouth Belle' by hauling a special 'Northern Belle' from London Victoria to Bournemouth on Monday, July 5, 2021, before the locomotive and 11 carriages plus support coach ran on to the Swanage Railway for servicing. The tour marked 90 years since the inaugural 'Bournemouth Belle' on July 5, 1931, the service running for the last time on Sunday, July, 9 1967, the last day of Southern Region steam traction. West Coast Railways Class 57 No. 57313 *Scarborough Castle* remained on the Wareham end of the special, which was stabled west of Norden Gates level crossing. The stock included three Mk.3 sleeping cars, believed to be the first time that such carriages have ever visited the Swanage Railway. *Tornado*, with its support carriage, ran on to Swanage station for coaling and watering. The A1 is seen waiting while Bulleid West Country 4-6-2 *Eddystone* No. 34028 pulls into the station, carrying a wreath in tribute to a supporter whose family invited donations to the railway following his recent passing. ANDREW PM WRIGHT

Buses complete Minehead link as crossing work progresses

By Robin Jones

VINTAGE buses are completing full-length journeys of the West Somerset Railway.

Friday, July 16 saw steam trains running from Bishops Lydeard to Dunster, with a small fleet of heritage buses travelling onwards to Minehead.

Two of the vintage buses were open-top types, which proved very popular with visitors given the sunny weather, and another and more modern bus was disabled-friendly.

The first is a former Devon General AEC double decker, originally built in 1934 with a closed top. Converted to open top in 1955 and operated along Torquay and Paignton seafront, it was withdrawn from regular service in 1961 and moved to South Wales before entering preservation.

The second bus is a Bristol VR type which first entered service with the Bristol Omnibus Company in 1976 – the same year that the WSR first started running trains.

Level crossing delayed

More than 120 people travelled on the buses on the first day, with many more jumping aboard during the following weekend.

The bus services have been made necessary by the controversial delays in completing the Somerset County Council-funded £1.2 million project to rebuild the Seaward Way level



Rail replacement buses – but to Minehead and not Paignton and Torquay, where this classic Devon General AEC double decker ran along the seafront in the late 1950s and early 1960s. WSR

crossing outside Minehead to 21st century safety standards.

Traffic across the level crossing has increased over the last 20 years and the equipment is now worn out after years of exposure to sea air. The current two-barrier crossing will be replaced by four barriers to extend over the entire road and will be controlled from the signalbox, with the railway signalling also having to be rebuilt.

The delays in completing the project in time for the 2021 season,

which have been blamed on the pandemic, have attracted criticism from Minehead traders and civic representatives, but hopes were rising that the crossing might yet reopen at some point in September.

Pay on the day

A WSR statement said: "Work on completing Seaward Way level crossing is proceeding well. A number of contractors and the WSR's own technical team have been working for several months, and the main technical



Class 33 D6566, part of the Diesel & Electric Preservation Group's collection at Williton, is expected to be in action for a Mixed Traction Weekend on September 17/18. Its headcode in this picture refers to its 60th birthday this year. DEPG

contractors – Amey Rail – will start work on the ground shortly.

"The new closed circuit television system is also due to be installed shortly. It is unlikely to reopen for passenger trains before the end of September. But everyone involved is working hard to try to bring that date forward."

On July 19, when Government Covid-19 restrictions were largely lifted, the WSR opened all staffed stations between Bishops Lydeard and Minehead, allowing passengers to buy tickets on the day without pre-booking. However, the smaller stations at Doniford and Washford will remain closed for the time being.

Passengers from Bishops Lydeard, Watchet and Minehead can reserve spaces at tables or in compartments, either by telephoning 01643 704996 or visiting www.west-somerset-railway.co.uk/events

Some passengers paid in advance to travel in reserved coaches with significant circulation space, in which walk-up passengers cannot travel.

Throughout August, trains run every day except Mondays and Fridays – and all will be steam hauled by GWR-designed locomotives, including Class 5101 2-6-2T No. 5199 which has just been repainted in GWR green livery (see separate story).

As reported last issue, the planned Mixed Traction Weekend on September 17/18 and the Autumn Steam Gala on October 1-3, will be the line's first enthusiast events since the Winter Steam Festival of December 2019. Visitors are advised to check the website for updates.



Operating the first diesel hauled diagram on the West Somerset Railway since 2019, Class 35 'Hymek' D7018 departs Dunster working the return 1.20pm service to Bishops Lydeard via the Norton Fitzwarren triangle on Saturday, July 17. With access to Minehead station still denied to the railway, all services are being terminated at Dunster via the sidings using a shunt release working practice to allow the locomotives to be repositioned on the opposite end of the train for the return eastbound workings. STEPHEN GINN



GWR 2-6-2T No. 5199, fresh from its repaint into GWR green at Minehead on July 8, will be hauling many of the West Somerset Railway's trains this summer. RICHARD HISCOX

5199 goes GWR green for the first time in preservation

PRAIRIE 2-6-2T No. 5199 has been painted in GWR green for the first time in the heritage era.

The Collett engine was turned out from the workshop at Minehead on July 8 with full 'Great Western' lettering, replicating its appearance when new from Swindon Works in November 1934.

It is believed to have been one of the last locomotives to receive this

livery, as the GWR changed over to the 'shirtbutton' logo that year. Later, pictures of the engine rusting in Dai Woodham's scrapyard at Barry show the 'Great Western' lettering reappearing, as its later coats of BR green and black paintwork eroded away.

Since the 5199 Project returned it to steam at the Llangollen Railway in 2003, it has worn BR-lined green and

plain black liveries, both with the early 'cycling lion' crest.

"We always said from the word go that we'd ring the changes," said 5199 Project chairman Richard Pumphrey, "and a majority of the shareholders voted for GWR livery at the annual general meeting a few years ago."

"It only had one coat of black, so it's been looking very shabby in recent years."

"Richard Hiscox and the boys have done a fabulous job," he added, paying tribute to the efforts of WSR staff and volunteers. In contrast to the previous black, No. 5199 received five coats of green.

The locomotive will remain on loan to the WSR until the end of this year. It has about three years remaining on its current boiler certificate, although an extension may be sought.

Broker saves West Somerset £12,800 in energy bills

THE West Somerset Railway raised nearly £30,000 in the first month since it launched its £1 million SOS appeal on June 7.

As reported last issue, the appeal was launched to keep the WSR going until next May after the unexpected rejection of the railway's bid for £432,200 from the Government's Department of Culture, Media & Sport under its Culture Recovery Fund for Heritage (CRFH) and an anticipated poor 2021 season as a result of Covid restrictions, plus delays on reopening the Seaward Way level crossing. The railway has been left facing an immediate need to raise £500,000 of the target total this year to just keep going, and then a further £500,000 for infrastructure.

A large part of the funds raised so far, albeit not by donations to the appeal, has been the saving of

£12,800 in gas and electricity bills through business procurement service Meercat Associates.

Hearing about the appeal, Meercat contacted the WSR and found it could make savings in its energy systems.

WSR plc chairman Jonathan Jones-Pratt said: "We operate 10 stations, gift shops and cafes, but had multiple energy and other suppliers with an array of contracts operating on different dates."

"Managing our supply costs is very complex and time-consuming so, as well as the annual savings gained so far, which will go towards our SOS appeal, we're delighted that Meercat is now monitoring our ongoing consumption of core services and will give strategic advice as and when we should switch suppliers again in the future."

Meercat is now offering its services to other UK heritage lines and can be contacted at www.meercatassociates.com

Donations to the SOS appeal at www.west-somerset-railway.co.uk/donations are invited.

A WSR spokesman said: "The WSR is now looking to expand its 'Fiver/Tenner a Month' regular donation scheme for supporters to help raise the monies required."

"As yet, we have to determine with the WSR Association and WSR Heritage Trust, as our official support charitable bodies, how, when and if they will be able to support the appeal as they both did previously. The plc is still considering launching the share appeal option too."

"There might yet be a chance to bid for further CRFH monies from DCMS."

ELR runs football special to help reborn club

THE East Lancashire Railway has run a football special for supporters of Bury's 'phoenix club'.

In 2019, financial problems led to Bury FC being booted out of the Football League, bringing 134 years of history to a close.

However, hardcore Shakers fans had other ideas and in December that year formed a replacement club, Bury AFC, which is 100% supporter owned and competes at non-league level in the North West Counties League Division One South, playing home games at Radcliffe FC's Stainton Park ground.

On Saturday, July 24, when the new club faced neighbours Ramsbottom United away at the Harry Williams Riverside Stadium in a friendly, the heritage line ran a Bury AFC special fare, with spectators benefiting from a discount on train tickets.

Dartmoor Line is part of the national network again

By Robin Jones

NETWORK Rail has completed the purchase of the Dartmoor Line.

A heritage line has become part of the national network again, in a reversal of the situation nearly half a century ago when the Ministry of Transport sold what is now the Dartmouth Steam Railway to the Dart Valley Railway Company Ltd on December 30, 1972.

The 16-mile Coleford Junction to Meldon Quarry line has been purchased by Network Rail from Aggregate Industries, which acquired it from BR in 1994. BR withdrew its services from Exeter to Okehampton in 1972, but a summer-only service was introduced in 1997.

The company ran freight trains to and from the quarry until 2008, but since then continued to support train operations through a long-term lease to the Dartmoor Railway Community Interest Company (DRCIC), as well as backing the Dartmoor Railway Association in its aim to reopen the line.

After the DRCIC went into administration following the collapse of parent Iowa Pacific Holdings, Aggregate Industries has worked

collaboratively with Network Rail and Great Western Railway as detailed surveys established which improvements are needed to bring the line up to the required standards for regular passenger services.

On March 19, it was announced that the Dartmoor Line was the first beneficiary of the Government's Restoring Your Railway Fund, launched in January 2020 to reinstate axed local services and restore closed stations. The line has received £40.5 million in investment.

At Okehampton station on July 1, Aggregate Industries' aggregate director, south west, Phil Coupland, marked the sale of the railway by presenting Network Rail's industry programme director Christian Irwin with a train staff. The sale was also marked with Devon County councillor Andrea Davis presenting Network Rail with a set of keys to the station.

The county council has transferred ownership of the northern part of the station to Network Rail for a peppercorn £1, enabling the station and platform to also become part of the national network. The council will retain ownership of the southern side



Network Rail industry programme director Christian Irwin (left) is presented with a train staff by Phil Coupland, aggregate director, south at Aggregate Industries, marking the Dartmoor Line sale, watched by Devon County councillor Andrea Davis and GWR regional development manager Matt Barnes. CHRIS SAVILLE

and will maintain the footbridge to allow connectivity between the two sides of the station.

Dartmoor Railway Association dropped the word 'Supporters' from its title in May, but plans to continue promoting the line. Meanwhile, the rolling stock assets of the former DRCIC remain at the railway, stored at Meldon, and are gradually being disposed of by RMS Locotec. The

future of the Okehampton to Meldon section remains unclear.

Elsewhere, on the southern part of the former Southern Railway main line to Exeter via Okehampton to Plymouth, the county council has submitted a funding bid under the Restoring Your Railway programme to develop a business case for reopening the section between Tavistock, Bere Alston and Plymouth.

Model engineering exhibitions cancelled over coronavirus fears

THE 2021 Midlands Model Engineering Exhibition due to be held at the Warwickshire Event Centre on October 14-17 has been cancelled because of the coronavirus pandemic.

A statement from organiser Meridienne Exhibitions said: "Over the past few weeks we have been in the excruciating position of considering every possible scenario to see how we might be able to proceed, but sadly the risks of holding the event now far outweigh the reasons for going ahead."

"The core decision is based on the escalating cases of Covid-19, and the risks that widespread illness and self-isolation could have on everyone involved."

"We have navigated our way over the past 16 months through obstacles, but now feel that the odds are stacked against us and we are no longer in a position to be able to proceed safely with the unknown Government Covid-19

requirement for the autumn and winter ahead."

"We have also, again regretfully, decided that it is not practical nor financially viable to proceed with the London Model Engineering Exhibition at Alexandra Palace in January 2022."

After considering the current guidance, the Corris Railway Society has also cancelled its planned model railway exhibition which was due to take place at Y Plas in Machynlleth on August 28/29.

There was a likelihood and a risk of people grouping around layouts and at trade stands, and the society decided that calling off the event would be the safest and most responsible course of action.

However, the railway has now added additional operating days in August over and above its advertised Sundays. Additional trains will run on Saturdays August 7, 14, 21 and 28, plus Bank Holiday Monday, August 30.



Paul Booker (left), head of the Gwili Railway's motive power department, and Chris Hartley-Woolley with RSH 0-6-0ST *Moorbarrow* at Danycoed. DEWI JONES

Moorbarrow steams again

ROBERT Stephenson & Hawthorn 0-6-0ST No. 7849 of 1955 *Moorbarrow* has returned to steam at the Gwili Railway following its 10-yearly overhaul.

The bottom half of the locomotive was overhauled and reassembled in the Carmarthenshire line's new shed at Bronwydd Arms, while the boiler was sent to Yorkshire firm McEwens for overhaul. The privately-owned

engine will now remain at the Gwili for at least two years.

Built for the National Coal Board, the locomotive was first used at Backworth Colliery before moving to Whittle Colliery, from where it was sold into preservation in 1973. Its first home was the North Yorkshire Moors Railway, where it was named *Moorbarrow*.



This 5in gauge model of 'Black Five' No. 5001 will run at the Wythall Miniature Railway's 'standard gauge' day on August 21. WYTHALL MINIATURE RAILWAY

Wythall Miniature Railway goes 'standard gauge' for first time

THE Wythall Miniature Railway near Birmingham is to hold its first 'standard gauge' event on August 21, featuring models of full-size main line engines.

A 5in gauge LMS 'Black Five' and a 7¼in gauge GWR King will be among the star attractions. Other

visiting locomotives are expected, including a GWR 2-6-2T and Southern Railway Q class 0-6-0.

Elmdon Miniature Engineering Society operate 3½in, 5in and 7¼in gauge locomotives on the fully-signalled line within the grounds of Transport

Museum Wythall, Worcestershire, but this will be the first time that members have run their main line models for the public.

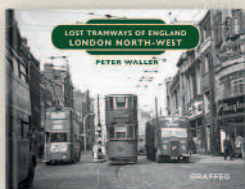
More details can be found at www.wythall.org.uk and www.wythallsteamrail.com

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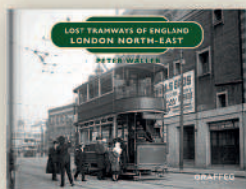
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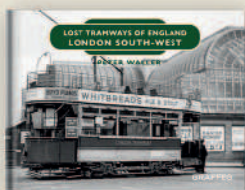
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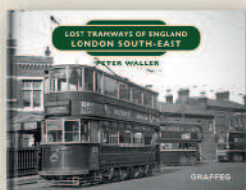
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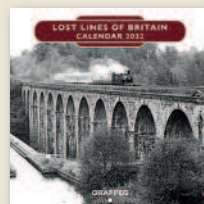
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IN BRIEF

→ A LARGE quantity of metal and brass was stolen from Horsted Keynes on the Bluebell Railway overnight on July 6. West Sussex Police are appealing for witnesses to contact them using the reference CAD 0405.

→ A MAJOR training exercise for the emergency services was held at the Barry Tourist Railway over the weekend of June 26/27, attended by more than 120 firefighters and 17 appliances from the South Wales Fire & Rescue Service. The line's ex-Gatwick Express coaches were used, with scrap cars and vans placed on the track to simulate various collision scenarios. Other partners in the exercise included South Wales Police, the Welsh Ambulance Services, NHS Trust, Network Rail and Cardiff University.

→ CHOLSEY & Wallingford Railway volunteers have recovered nine track panels from the site of the demolished Didcot A power station, comprising three right-hand points and nearly 20 lengths of bullhead rail, together with their associated fishplates, chairs and keys. C&WR Preservation Society chairman Dr Tony Stead commented: "We had to clear about 40cm of coal dust from the points, all held together by plant roots. There are several projects at the railway that will benefit from this acquisition." For more on the C&WR and its future plans, see pages 74-79.

→ A MANOR house built by GWR engineer Isambard Kingdom Brunel is set to open as a 13-bedroom hotel and fine dining restaurant after being bought by developers. New owners Paul Stone and Paul Yarnley and their company, Welbeck Manor and Golf Ltd, have undertaken a complete revamp of Welbeck Manor at Sparkwell, on the edge of Plymouth.

→ CLASS 37 No. 37263 hauled its first passenger trains in preservation at the Telford Steam Railway on June 13. The English Electric Type 3, which last worked a passenger train on February 16, 1998, was rostered for a Branch Line Society special which made three trips to Lawley and Spring Village.

→ WORK on the overhaul of the Yeovil Railway Centre's Peckett 0-4-OST No. 1579 of 1921 *Pectin* is nearing completion, with a view to having it steaming alongside Barclay 0-4-OST No. 1398 of 1915 *Lord Fisher* this summer. The centre reopened on May 22.

→ FOR the first time, Seaton Tramway will take part in the Heritage Open Days festival. On September 11, it will open for behind-the-scenes events with free admission.

Rare Manchester South Junction & Altrincham Railway coach restored

By John Titlow

THE Manchester South Junction & Altrincham Railway is one of those little known and obscure railways from which little rolling stock has been preserved, but tucked away at the Midland Railway – Butterley are two of its compartment carriages dating back to 1931.

The MSJ&AR main line was between Ordsall Lane and London Road but there was a branch, 8½ miles long, running from Manchester London Road (now Piccadilly) to Altrincham. Eventually it was connected to the Cheshire Lines Committee at Altrincham and became a through route.

The original railway owned its carriages but never owned any locomotives, instead using those from the London & North Western Railway and the Manchester, Sheffield and Lincolnshire Railway.

World first

In 1931 the Altrincham branch became the world's first urban passenger railway to be electrified with overhead wires at 1500V DC, this voltage being used to feed the heaters which were wound for 750 volts and positioned under the seats!

Twenty-two of these three-car electric multiple units were built to provide their suburban services by Metropolitan-Cammell, based on the LMS type 1 design, teak framed, with metal panels and non-corridor. They gave 40 years of service until April 30, 1971. It is two of these centre carriages that are preserved and

owned by the Altrincham Electric Railway Preservation Society (AERPS), which was formed in June 1970.

The original aim was to preserve a complete train, but none of the driving or driving trailer units were saved because of high copper prices at the time, so only carriages Nos. 117 and 121 remain.

They were purchased after withdrawal in 1971 and moved to the Embay & Bolton Abbey Railway in 1972, enabling the line to open to passengers, but lacking vacuum braking, they were sidelined and left in the open.



The elaborate MSJ&AR crest applied to carriage No. 117. BOTH: JOHN TITLOW

Their condition slowly deteriorated so in 1983, with the society's ex-Army box van, they were moved to the Matthew Kirtley Museum at Swanwick Junction, where they joined No. 114, which had been purchased for spares by the Midland Railway Project Group in 2006. No. 114 was eventually scrapped,

with the bogies going to the Historic Carriage and Wagon Department.

The AERPS is a corporate member of the Midland Railway Trust.

During the 1990s major restoration work was carried out on No. 117, beginning with the replacement of the steel panelling and roof repairs.

In 2012 the society entered into an agreement with the Midland Railway Trust PLC for the partial external restoration of No. 117.

Externally complete

Restoration of No. 117 to this stage has been a long, drawn-out affair taking more than 40 years, and the recent attention to asbestos issues will enable further progress to be made on the interior.

Having been fully repainted by the Butterley DMU group, on July 6 No. 117 was pulled out of the paint shop into the daylight for a journey from Butterley behind Class 11 diesel shunter No. 12077 to the museum at Swanwick Junction for safe keeping.

Now No. 117 is externally restored, much further work is needed, including re-upholstery and the addition of vacuum brakes before it can carry passengers again.

Restoration has not been helped by the windows and doors being slightly different sizes. Presently, sister coach No. 121 is in a skeletal state, awaiting restoration.

→ The AERPS is now established as a charitable trust and a Just Giving webpage will shortly be available for online donations. Its own website is at <http://altrinchamelectric.org.uk>



Manchester South Junction & Altrincham Railway carriage No. 117 is moved out of the paint shop at Butterley on July 6.



Lancashire & Yorkshire Railway Class 23 0-6-0ST No. 51456 (752) at Ramsbottom with the 2.50pm Bury-Rawtenstall train on July 4, carrying flags to celebrate the England football team's 4-0 victory over Ukraine the previous day. JOHN SAGAR

Steaming dates for 'Lanky' saddle tank at East Lancs

STEAMING dates have been announced for recently overhauled Lancashire & Yorkshire Railway 0-6-0ST No. 51456 at the East Lancashire Railway.

The Aspinall Class 23 – actually Lyr No. 752 but restored in 2020 with the number that it would have carried if it had entered BR service – will work ELR service trains on August 22, September 12, 19 and 26, October 10 and 24, and November 7 and 21. It is owned by the Lancashire & Yorkshire

Railway Trust, which also recently moved Lyr Hughes Brake Third coach No. 1474 from the Keighley & Worth Valley Railway to the ELR.

Once repair work on the carriage is complete, it may be paired with No. 51456 for some of the service trains, offering a unique opportunity to travel in an Lyr coach behind an Lyr locomotive on former Lyr metals.

Trust volunteer John Sagar said: "There's an outside chance that the coach will be available to run with

No. 51456 in August."

After the saddle tank was rostered for service trains on July 4, he commented: "The ELR was delighted with the engine's performance on four coaches, including Broadfield bank up to Heywood twice, and feels it could probably take five."

The group also owns both surviving Lyr 'Pug' 0-4-0STs: No. 51218, which is awaiting overhaul at the Keighley & Worth Valley Railway; and No. 19, which is under overhaul at the ELR

for an anticipated mid-winter return to steam.

John said: "Boiler work on No. 19 is half complete and should be finished over the next month. The frames are finished and ready for re-wheeling, which should take place in early August. The axleboxes and brake hangers are currently being worked on."

→ Fundraising appeals are open for No. 19 and the Hughes coach, with details at <https://lyrtrust.org.uk>



The tender from WD 2-10-0 No. 3672 *Dame Vera Lynn* has been dispatched from the North Yorkshire Moors Railway to Riley & Son (E) Ltd of Heywood for overhaul. As detailed last issue, the 1944-built North British engine, which was the first steam locomotive to run 100,000 miles in preservation, is the subject of an appeal for £450,000 to return it to steam in 2024/25 for the 80th anniversary of its construction and of VE Day (www.nymr.co.uk for details). Here, guard Matthew Donald and driver Kieran Murray shunt the tender off shed at Grosmont on July 1. MARK LACY

Kirklees has become Whistlestop Valley

THE Kirklees Light Railway has rebranded itself as Whistlestop Valley.

The rebranding, which took effect on July 17 in time for the school holiday season, includes a complete name change, including on the attraction's social media accounts, a new logo, and a new website.

A spokesman for the 15in gauge West Yorkshire line at Clayon West, which welcomes about 65,000 visitors each year, said: "The rebrand will bring a fresh look to the already popular family visitor attraction and will focus the marketing efforts towards the attraction's main audience of families with young children. The hope is that this focussed strategy will lead to an increase in custom, putting the attraction firmly on the regional visitor map as opposed to just the local visitor map."

"The Kirklees Light Railway itself (the trains and the line) will retain its own identity and – despite the name change of the wider company – there will be no material changes to the operation of the railway with the exception of its own refreshed logo."

"Railway enthusiasts will be as welcome as ever, where volunteers and staff are only too pleased to show people the locomotives and workshop facilities."

Whistlestop Valley has seen new visitor facilities, including a new indoor activity area inside the refurbished carriage shed.

Mk.3 buffet will now be Weardale cafe

AN InterCity 125 Mk.3 first class buffet car is to become a community arts café on the Weardale Railway. No. 40701, which has retired from main line service after 43 years, has been donated by leasing company Porterbrook to Citizen Songwriters, a North-East arts-based social enterprise, which plans to use it to engage communities in the story of the region's railways in the run-up to the 2025 Stockton & Darlington bicentenary.

Now let's complete the P2's cylinder block!

By Robin Jones

SUPPORTERS of the project to build an example of Britain's most powerful express passenger steam locomotive are being urged to back a £250,000 scheme to fabricate its cylinder block.

The A1 Steam Locomotive Trust, the builder of new Gresley P2 2-8-2 No. 2007 *Prince of Wales*, has commissioned Howco Group Plc in Irvine to fabricate the new cylinder block, using steel castings supplied by principal sponsor William Cook Cast Products Ltd of Sheffield. Delivery is scheduled for spring 2022.

To fund the component, the trust has launched The Cylinder Manufacturing Club to raise an initial target of £250,000 from 250 supporters each donating £1000 plus Gift Aid.

The trust's engineering team has now completed the considerable amount of work involved in converting the original P2 monobloc casting design into a welded fabrication. This work included Finite Element Analysis to check for structural integrity; improving the layout of the valves to reduce the clearance volume (which affects cylinder efficiency); rerouting the steam and exhaust passages to physically separate them to prevent incoming steam from heating the outgoing exhaust; increasing the size and improving internal streamlining of steam passages along Chapelon lines to increase maximum power and improve economy; and reducing the overall width of the cylinder block to provide *Prince of Wales* with the widest possible route availability on the main line.

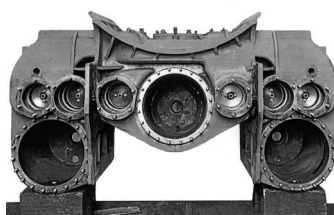
Scottish link

In addition, and as part of the continued application of modern techniques in the design and development of the improved class P2, the trust commissioned Frewer & Co Engineers Ltd of Dorking, Surrey, to undertake a Computational Fluid Dynamics analysis of the inlet and exhaust steam passages of the cylinder block.

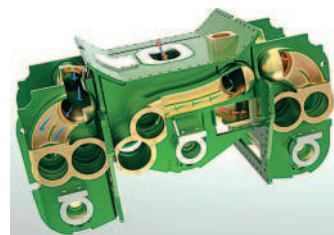
The Cylinder Club was launched in October 2017 to raise an initial £100,000 towards the design and construction of the block – the final of four principal areas of major redesign of the original Gresley design, which it achieved within five months thanks to the generosity of supporters. Having completed the redesign and produced the manufacturing drawings, in early 2021, the trust approached



Steve Davies, chairman of The A1 Steam Locomotive Trust, signs the letter of agreement for the fabrication of the new P2 cylinder block with Iain Frater, Howco Group Plc plant director. A1SLT



The cylinder block of the first of the original Gresley P2 'Mikados', No. 2001 *Cock o' the North*. A1SLT



3D CAD image of the cylinder block for No. 2007 *Prince of Wales*. FREWER & CO ENGINEERING LTD/A1SLT

five engineering companies with a request for quotation for construction to manufacture the complex fabricated cylinder block.

Howco Group Plc specialises in high-grade alloys for demanding applications and was selected by the trust because of its deep engineering expertise, its understanding of materials and their properties, and its ability to meet the demanding standards of the railway industry and the challenging environments in which steam locomotives operate.

Howco Group Plc plant director Iain Frater said: "Howco Irvine is proud to be selected as the manufacturer of the cylinder block."

"The association of the P2s with Scotland and the innovation in Sir Nigel Gresley's original design make this an appropriate and interesting project for our company to be associated with."

Despite the pandemic, progress on the construction of No. 2007 is moving forward rapidly, as highlighted at www.p2steam.com

The structurally complete tender tank and tender wheelsets are now at Darlington Locomotive Works. Construction and assembly work continues on all fronts, including the boiler, wheelsets, tender, motion, pipework and electricals.

Significant milestone

Trust chairman Steve Davies MBE said: "Placing the order for the fabrication of the redesigned and improved cylinder block is a very significant milestone in the project to build Britain's most powerful steam locomotive."

"Our engineering team has done a magnificent job converting the original class P2 monobloc – or one-piece – casting into a welded fabrication. In spite of the impact of Covid-19, we are pleased with the support the project has received since its launch more than seven years ago, with over £3.4 million spent and almost £4 million donated to date of the estimated £5 million required."

Members of The Cylinder Manufacturing Club will have the opportunity to buy a ticket (seat already reserved) on one of the first trains hauled by No. 2007, receive an exclusive print of the cylinder block, be allowed reasonable access to No. 2007 at all times, be given the first choice of components to sponsor, and attend a special supporters' day with A1 No. 60163 *Tornado*.

➔ To join The Cylinder Manufacturing Club, visit www.p2steam.com/support/the-cylinder-manufacturing-club, email enquiries@p2steam.com or telephone 01325 460163.



F&WHR general manager Paul Lewin drives *Lyd* over the Britannia Bridge level crossing into Porthmadog Harbour station on July 6. CHRIS PARRY

On par with the Taj Mahal – Welsh slate and its railways get UNESCO World Heritage Site status

By Robin Jones

THE slate landscape of north-west Wales – which includes the Tallyllyn and Ffestiniog & Welsh Highland Railways – has officially been named as the 33rd UNESCO World Heritage Site, it was announced as we closed for press.

The bid to UNESCO, led by Gwynedd Council, contained six key areas chosen to demonstrate outstanding universal value. They included Ffestiniog's slate mines and quarries, the 'city of slates' and the railway to Porthmadog, along with Bryneglwys slate quarry, Abergynolwyn village and the

Tallyllyn, the world's first heritage line operated by volunteers.

The other four key areas were the Penrhyn slate quarry and Bethesda and the Ogwen Valley to Port Penrhyn, Dinorwic slate quarry mountain landscape, the Nantlle Valley slate quarry landscape and Gorseddau and the Prince of Wales slate quarries, railways and mill.

The decision by the World Heritage Committee places the North Wales slate landscape in the same category as the Great Wall of China, the Taj Mahal, Grand Canyon – and the British-built Darjeeling Himalayan Railway.

The slate landscapes are said to have "roofed the 19th-century world". The industry had become the world leader for the production and export of slate during the 18th century. Welsh Assembly First Minister Mark Drakeford said the "worldwide recognition" would go some way to helping preserve the area and its legacy.

"The quarrying and mining of slate has left a unique legacy in Gwynedd, which the communities are rightly proud of," he said. "Welsh slate can be found all over the world."

"This worldwide recognition by UNESCO will help preserve

that legacy and history in those communities for generations to come and help them with future regeneration.

"I'd like to thank and congratulate everyone who has worked so hard on this bid.

"It's been a real team effort and the announcement is a credit to all those involved."

Wales now has four designated World Heritage Sites, the others being the castles and town walls of Edward I at Caernarfon, Conwy, Beaumaris and Harlech, the Blaenavon Industrial Landscape, and Pontcysyllte aqueduct and canal.

Lyd is back in traffic and all set for Ffestiniog's 'Back to Blaenau' trains

REPLICA Lynton & Barnstaple Railway 2-6-2T *Lyd* is back in traffic on the Ffestiniog & Welsh Highland Railways after a fast-track overhaul.

It was taken out of traffic in May 2020 but the overhaul did not start until late October due to Covid-19. The Boston Lodge staff then divided into two teams, one working on the boiler and the other on the chassis.

While in service, *Lyd*'s superheater performance significantly worsened so that mild steel tubes replaced the stainless steel ones, which, being

very hard, were prone to cracking. The remaining boiler work was straightforward; it had only 10 years of service and needed retubing only.

Chassis work included removing the cylinders, whose port faces were reconditioned due to problems caused by lubrication failures.

The rear pony truck was modified to allow the installation of a side discharging ashpan in place of the originally fitted end discharging pan. On the L&B, ash was discharged directly into an ash pit, but the

F&WHR does not have such pits, and the ash is discharged into a wheelbarrow.

The brake gear was accordingly modified to run down the centre of the chassis as far as the rear pony truck in order to give clearance to the new ashpan.

A new locomotive brake control has been fitted to allow the vacuum brake to be operated while the rest of the train has full vacuum. This removes the need to wind on the handbrake at every station stop.

Lyd was tested in May and completed a successful shakedown process. The only outstanding work is paintwork repairs and revarnishing. It will retain Southern Railway livery for the foreseeable future.

F&WHR general manager Paul Lewin said: "I am particularly pleased with the staff completing the overhaul so quickly, considering it involved the removal and reinstallation of the boiler and cylinders."

Class act: Battle of Britain 4-6-2 No. 34053 *Sir Keith* Park near Cold Bath on the Spa Valley Railway with an Eridge-Tunbridge Wells West service on May 22. The Bulleid Pacific, which recently returned to its original identity after a spell as No. 34095 *Brentor*, is to work a Faulty Towers The Dining Experience train on August 28.
STEVE LEE



A faulty line will bring laughter to the Spa Valley's dining trains

By Geoff Courtney

MEMORIES of one of the BBC's most acclaimed sitcoms will bring hilarity and laughter to the Spa Valley Railway in August and September when an Australian theatre company pays homage to *Fawlty Towers*.

Titled *Faulty Towers The Dining Experience*, the interactive production made its debut in 1997 in Australia and has since been performed in 41 countries, with tours in Europe, Asia and its home country.

It also appears each year for an extended season at the Edinburgh Fringe Festival and has an ongoing residency in London's West End.

The two-hour show – for which the millionth ticket was recently sold

– will take place on the Spa Valley Railway in dining trains on August 28 and September 25.

Spa Valley commercial and finance manager Jonnie Pay said: "Passengers will be part of the action as actors playing Basil, Sybil and Manuel serve up mayhem alongside a three-course meal and non-stop laughter.

Improvised and interactive

"There will be guaranteed fun and a brilliant night out. More than 70% of the show is improvised, and it is a completely immersive and highly interactive comedy spectacular in which anything can happen – and usually does!"

The evenings will begin at 6pm in the railway's LBSCR shed at Tunbridge

Wells station prior to a heritage diesel-hauled journey to Eridge and a return by steam to Tunbridge Wells.

The return steam journey on August 28 is expected to be hauled by Southern Railway Battle of Britain Pacific No. 34053 *Sir Keith Park*, which, at the request of former railwayman Phill Brentor, spent the weekend of June 26/27 as West Country No. 34095 *Brentor*, as reported last issue.

Former Austerly 0-6-0ST *Douglas*, built by Hunslet Engine Co in 1943 for the War Department (Works No. 2890) and converted into an 0-6-0 tender locomotive in the late 1990s, will be rostered for the September 25 turn. It is on loan from the East Lancashire Railway until early 2023.

Tickets must be booked in advance,

at £150 for a table of two and £300 for a table of four.

Fawlty Towers, starring John Cleese, Prunella Scales and Andrew Sachs, was aired on BBC2 over two six-episode series in 1975 and 1979, and won numerous television awards.

Ex-BR fleet

In addition to No. 34053, former BR locomotives resident at the 1891-built Tunbridge Wells West shed (75F) include LBSCR Class A1X 'Terrier' 0-6-0T No. 32650, LMS 'Jinty' 0-6-0T No. 47493, LNER J94 class 0-6-0ST No. 68077, diesels Class 10 D3489, Class 09 No. 09026 (D4114), Class 12 No. 15224, Class 20 D8188, Class 31 No. 31430 (D5695), Class 33s Nos. 33063 (D6583) and 33065 (D6585) and Class 73 electro-diesel No. 73140 (E6047).

Great Orme Tramway back in action after a year's closure due to Covid

LLANDUDNO'S Great Orme Tramway is back in action after missing its first year since it opened in 1902 due to the coronavirus pandemic.

Passenger numbers are limited to 24, half the capacity of each carriage, to ensure social distancing, and face masks must be worn on board.

The popular tourist attraction is running carriages from Victoria station every 20 minutes. There is no pre-booking system in place

and all tickets must be purchased from Victoria station.

A statement from the tramway said: "The unique way that the tramway operates meant that navigating the changing restrictions during the Covid-19 pandemic was a challenge to say the least!

"We're delighted to have figured out a way of operating safely within the new guidelines but it means there are a few changes to the way things work."



Hunslet Austerly 0-6-0ST No. WD192 *Waggoner* is expected back in traffic at the Isle of Wight Steam Railway this year following its 10-yearly overhaul. Its firebox crown stays are being refitted, after which the boiler requires the installation of the main steam pipe, regulator J-pipe and a re-tube to complete it. With the engine's bottom end overhauled, a return to steam around the end of August is anticipated. TOBY JENNINGS



Reconstructed Southern Railway Ryde Pier tramcar No. 2 at the Isle of Wight Steam Railway on June 25. JOHN FAULKNER

Ryde Pier tram returns to Isle of Wight

A PIECE of Isle of Wight railway history has returned to the island with the completion of Ryde Pier tramcar No. 2.

The Drewry-built diesel railcar arrived at the Isle of Wight Steam Railway on June 25 following a complete rebuild at Alan Keef Ltd of Ross-on-Wye.

It was immediately tested on two round trips over the five-mile line, first on its own and then hauling the chassis of its replica trailer No. 10, which had already been delivered on June 7 and was ballasted to simulate its eventual weight once its body has been fitted.

Original parts

The tramcar will now undergo further testing and driver training before entering traffic. How it will be used is yet to be decided, but demonstration runs in the sidings at Havenstreet or off-peak passenger services along the whole line are two suggested possibilities.

It brings a complete and working Ryde Pier tramcar back to the island for the first time in more than 50 years. The two tramcars, Nos. 1 and 2, were built by Drewry for the Southern Railway in 1927, while their trailers, Nos. 7 and 8, were built at Eastleigh. They worked the half-mile tramway along Ryde Pier until it closed on January 26, 1969.

The Island Vintage Transport Group rescued No. 2 for preservation but

it had its bodywork removed for its movement to the Wight Locomotive Society's then base in Newport.

Its chassis was used to transport materials around the station and during the society's move to Havenstreet on January 24, 1971, but it last ran the following year.

The project to restore it was mooted in 2011 and launched the following year. The chassis was too badly corroded to restore but was fully recorded before being dismantled, while most of the bodywork had been scrapped, apart from some doors, windows and fittings.

The new chassis for No. 2 and the trailer were designed by Graham Morris and constructed by AJ Lowther & Sons Ltd, with Alan Keef then assembling the running chassis of No. 2. It incorporates the original axleboxes, their horn guides, the spring hangers, some of the engine subframe brackets, the brake column, parts of the brake rigging, and the front coupling.

A more powerful diesel engine was donated by Perkins to ensure it could cope with the loWSR's gradients. The tramcars originally had petrol engines but were fitted with diesel units in 1958/59.

Most of the original body parts had deteriorated too badly for reuse, while modern safety regulations prevented the use of the original glass, but some

of the locks, handles and other fittings were incorporated into the new bodywork. All of the unused parts have been retained and stored.

Other modifications to make the tramcar suitable for present-day passenger use included a slight increase in floor height to match the loWSR's platforms, and a driving position at both ends. Originally the trams could only be driven from one end and were reversed in one direction, leading to a number of collisions with the stop blocks.

A temporary driving position will be placed in one end of the tramcar, but this will later be incorporated into the new trailer car. Care is being taken to keep the vehicles looking as close to the originals as possible.

Trailer to follow

The trailer will replicate No. 8, the last-built example, and will be modified for disabled access; all four original vehicles were slightly different, No. 8 having sliding doors and a slightly larger verandah. The new vehicle is numbered 10 to follow on from baggage car No. 9, which was built in 1939 but cut up after the tramway's closure, along with the other remaining stock. A decision is now to be made as to whether the bodywork will be produced in-house at the loWSR or contracted out.

The project has been funded through the Isle of Wight Railway Co. Ltd, supported by donations. An appeal for the construction of the trailer body is expected to be launched later this year.

The project has been overseen by loWSR infrastructure manager Bob Huxtable alongside Terry Hastings, who has acted as historical advisor.

Terry said: "Bob and I are, as the NASA ladies said, 'proud, happy and thrilled'. So far it's been four and a half years of research and planning, and five years of construction!

"As Bob and I were responsible (with a few others) for removing car No. 2 from Ryde to Newport in 1970, we felt the least we could do was to put it back together again, and we worked well together to achieve it."



O'Doherty's premises on Railway Street, Strabane. HUGH DOUGHERTY

Lightning strike sparks blaze at Co. Donegal railcar factory

A LIGHTNING strike has been blamed for a devastating fire which has destroyed a Strabane factory where the earliest County Donegal Railways railcar bodies were built.

Flames consumed the O'Doherty's premises in Railway Street on Sunday, July 4.

The firm, which built railcar bodies and trailers for the CDR as well as overhauling the company's rail replacement buses in 1965, had also supplied bus and road van bodies to the Londonderry & Lough Swilly Railway.

In recent years, O'Doherty's has concentrated on making coffins but is very conscious of its links with local railway heritage.

The factory turned out CDR railcar No. 4 in 1928, railcar trailer No. 5 in 1929, railcar No. 6 in 1930, and railcars Nos. 7 and 8 – the first diesel-engined railcars to go into public service in Europe – in 1931.

Trailer No. 5 is preserved at Donegal Railway Heritage Centre as the only surviving item of CDR rolling stock built by O'Doherty.



Restored Trailer 5m built by O'Doherty's in 1929, at the Donegal Railway Heritage Centre. HUGH DOUGHERTY



Ryde Pier tramcar No. 2 at Smallbrook Junction during its test runs with the chassis of its replica trailer No. 10, ballasted to simulate its weight once the bodywork is added. JOHN FAULKNER



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Quarry Hunslet *Britomart* (left) takes its place in the operational Statfold fleet for the anniversary weekend. Its blue livery is based on that of the former Great Northern Railway of Ireland. SBR

Statfold celebrates 150+1 years of Quarry Hunslets

By Robin Jones

FOURTEEN locomotives were in steam when the Statfold Barn Railway celebrated 150 years of the Quarry Hunslet at a special enthusiast weekend.

The event, designed to celebrate the heritage of one of Britain's most famous builders of industrial locomotives, was held a year after the anniversary on July 10/11, having been delayed from 2020 because of the coronavirus pandemic.

About 1500 people attended the gala, which featured three visiting

Quarry Hunslets, No. 554 of 1891 *Lilla* and No. 707 of 1899 *Britomart* from the Ffestiniog & Welsh Highland Railways, and, on static display, No. 678 of 1898 *Jonathan*, from the now-private Lytham Creek Motive Power Museum at Helical Technology in Lytham St Annes.

Working life

Lilla was built for the Cilgwyn Slate Co. Quarry at Nantlle and bought by the Penrhyn Quarry in 1928 as a standby for its 'main line'. However, it spent most of its working life at Penrhyn as a quarry

engine, reportedly on the Red Lion Level.

Bernard Latham bought *Lilla* in 1963 and restored it in his garden. Several parts were missing, including the connecting rods which had been sold to the Ffestiniog for use on England 0-4-0STT *Prince*. These missing parts were later tracked down, including the name and works plates, at the Narrow Gauge Railway Museum.

The restoration was completed in 1972 and Bernard moved *Lilla* to the Knebworth Park and Winter Green Railway at Knebworth House,

Hertfordshire. In 1987, *Lilla* was moved to the new line at Kew Bridge Steam Museum but proved too large for this location, and in 1991 moved to the Bala Lake Railway.

Again too large and heavy for regular use there, *Lilla* visited the Ffestiniog for the Hunslet Hundred event and stayed on there afterwards.

In 1997 *Lilla* was bought by a consortium under the banner of the Lilla Locomotive Group through the Festiniog Railway Trust.

Britomart was supplied new to the Pen-yr-Orsedd Quarry in the Nantlle

Quarry Hunslets old and new in freight action: No. 542 of 1891 *Cloister*, No. 3904 of 2005 *Jack Lane*, and No. 921 of 1906 *Sybil Mary*. SBR





Quarry Hunslet No. 707 of 1899 *Britomart* double heads a passenger service with No. 3903 of 2005 *Statfold*. GRAHAM NUTTALL

Vale and named after a character in Edmund Spenser's epic poem of 1596, *The Faerie Queene*.

In 1965, it was bought by a private consortium of FR workers and volunteers and was first steamed on the FR in July 1966. The gala saw *Britomart*'s second visit to Statfold Barn, its first being on June 4, 2011.

The Hunslet Engine Company was founded in 1864 at Jack Lane, Hunslet, Leeds, by civil engineering contractor John Towler Leather, who appointed James Campbell, the son of Leeds engineer Alexander Campbell, as his works manager.

The firm's first engine was *Linden*, a standard gauge 0-6-0ST built in 1865 and delivered to railway civil engineering contractor Brassey and Ballard.

In 1870, Hunslet built its first narrow gauge engine in *Dinorwic*, a 1ft 10¾in gauge 0-4-0ST for the Dinorwic Slate Quarry at Llanberis. Later renamed

Charlie, it was the first of 20 similar engines built for this quarry and did much to establish the firm as a major builder of quarry engines.

Indeed, Quarry Hunslets became synonymous with the slate industry of North Wales.

Worldwide supplier

This quarry was linked to Port Dinorwic by a 4ft gauge line, for which Hunslet supplied 0-6-0Ts *Dinorwic*, *Padarn* and *Velinheli*. Much larger than the normal quarry type, 1ft 10¾in gauge 0-4-0STs *Charles*, *Blanche* and *Linda* were built in 1882/3 for use on the Penrhyn Quarry Railway 'main line' between Bethesda and Port Penrhyn, the latter having long since been part of the heritage-era Ffestiniog Railway fleet.

The first Hunslet engine built for export was No. 10, an 0-4-0ST supplied to Java. By 1902, Hunslet had supplied engines to more than 30 countries worldwide.

In 1971, Hunslet completed 0-4-2ST No. 3902, the last steam locomotive to be built in the UK for non-heritage purposes.

It had been ordered by Robert Hudson & Co Ltd, a Leeds-based rail equipment firm, for delivery to the Trangkil sugar mill estate in Indonesia. As *Trangkil No. 4*, it spent 33 years in service on the plantation before being repatriated to the UK by Statfold founder Graham Lee; indeed, it became Statfold's first steam locomotive and, as reported last issue, was the centrepiece of the venue's June 12/13 Trangkil 50 enthusiasts' weekend.

In 2005, when Graham was chairman of the family-owned LH Group, which supplied railway engineering services, the firm acquired what was left of the Hunslet Engine Company.

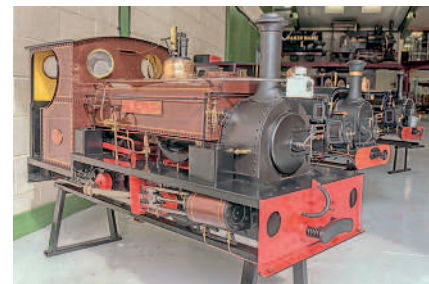
After Wabtec acquired the LH Group in 2012, Graham retained the rights to produce steam locomotives under the Hunslet name via a new company called Statfold Engineering Works Ltd.

The first was 0-4-0ST No. 3903 of 2005 *Statfold*, followed by No. 3904 of 2005 *Jack Lane*, and as visitors to the gala were able to see, the Hunslet production line is still building steam locomotives.

The latest Quarry Hunslet under construction in the works is *Juliette*, on order for Midlands-based career railwayman Daniel Cartwright.

Built to from original 1922 drawings, it will be outshopped in old gold livery lined out in sky blue and black, and will carry the Wolverhampton coat of arms on each cabside.

The next big railway event at Statfold is the Road, Rail and Ale Festival on September 11/12.



The gala also featured a display of 7½in gauge Quarry Hunslets, including No. 671 of 1898 *Cackler*, supplied to Dinorwic Quarries. GRAHAM NUTTALL



Vising Quarry Hunslet *Jonathan* may have been on static display – but it still took to the rails on the back of a flat wagon. JAMES KINDRED



The frames and wheelsets of the latest new-build Quarry Hunslet *Juliette* in the Statfold Engineering Ltd workshops. SBR



Visiting No. 554 of 1891 *Lilla* in action on July 10. GRAHAM NUTTALL

New Operation Trevithick aims to restore St Blazey turntable to use

By Robin Jones

A FORMER Bodmin & Wenford Railway young volunteer and passed fireman is leading a new skills regeneration project which could bring St Blazey turntable back into use after several years.

The Operation Trevithick project is the first step for newly-formed MPower Kernow (MPKC) CIC to create a unique technical training centre for science, technology, engineering and maths (STEM) and construction industry skills in the heart of Cornwall.

The project is centred around the restoration of the Grade II* listed turntable and part of the associated DB Cargo railfreight depot, for which a seven-year lease agreement was signed by DB Cargo UK and MPKC on June 24.

The pioneering scheme will also include clearance of vegetation and debris and the repair of an engineering plant to be used on site.

The turntable has not been used since 2018 and is now being assessed as to the extent of the repairs that are needed to return it to regular use. Making the 70ft turntable available again would, at a stroke, boost flexibility for steam charter train operators and greatly enhance Cornwall as a choice destination.

MPKC has been established by Duncan Mitchell, who began volunteering at Bodmin General at the age of 12 and is a Merchant Navy chief engineer with 25 years of marine engineering and project engineering experience, and Mervyn Allcock, who saved Barrow Hill roundhouse three



In what was believed to be the first time that one of the class had been west of Plymouth, Merchant Navy Pacific No. 35028 *Clan Line* stands on the St Blazey turntable midway through the Pathfinder Tours 'The Cornishman Express' from Bristol Temple Meads to Par on June 17, 2018. JIMMY JAMES

decades ago and turned it into a major heritage railway venue. The pair are supported by a highly experienced team of non-executive directors and management.

The launch of the project coincides with the 250th anniversary of the birth of Cornish mining engineer Richard Trevithick, the inventor of the steam railway locomotive, which was first publicly demonstrated on the Penydarren Tramroad near Merthyr Tydfil in 1804.

A MPKC statement said: "The restoration of the turntable and the creation of a servicing facility for steam locomotives running on the main line will provide opportunities for learning a range of practical STEM and construction industry skills.

"In addition, it will provide important economic benefits to the whole of Cornwall by providing the facilities required to operate

steam trains on the main line rail network throughout the South West and beyond.

"At the start of the 19th century, Trevithick developed the high-pressure steam engine, the technology that powered the industrial world for more than 150 years. With its modern status of 'tourist destination', it is often forgotten that Cornwall was one of the leaders of the Industrial Revolution."

Operation Trevithick is aimed particularly at youngsters from disadvantaged backgrounds who are disenfranchised from mainstream education, or with special needs.

MPKC said: "St Blazey and several other communities in Cornwall are among the UK's most deprived areas.

"MPKC's objective is to help alleviate local poverty and support social and economic regeneration by providing practical training opportunities

to a broad cross section of the community to provide a 'work-ready' labour force with the transferable STEM and construction skills that companies demand."

Duncan said: "MPKC will inspire the Cornish engineers of the future by instilling a pride in Cornwall's engineering past and equipping them with the skills required by modern industry."

Mervyn added: "I am very pleased to be able to assist in setting up what I believe is a project with huge potential, not just in Cornwall but in the UK and beyond."

DB Cargo UK chief executive Andrea Rossi said: "We are delighted to be able to support this fantastic community initiative which will breathe new life into one of our now redundant assets."

Funding avenues for the work on the turntable are now being explored.

Mystery surrounds the 'survival' of bogies from pioneer LMS diesel No. 10000

THE Ivatt Diesel Recreation Society is puzzled after being sent a photograph showing bogies from LMS pioneer main line diesel No. 10000 at Carlisle on July 12, 1968. However, No. 10000, of which the society aims to build a

replica, was scrapped in January that year.

"The question arises – why and how the bogies made their way to Carlisle?" said society secretary Andrew Hoseason.

"The bogies fitted to class D16/1 were very similar to those fitted to Class EMR2 and the Class 600 Warships, but there are small detail differences which let us confirm that these bogies are indeed from

Nos. 10000/1. Given that we have a photograph of No. 10001 in a scrapyard with its bogies in the summer of 1968, we can be certain that these are from 10000.

"It has been suggested that they were there to be used as accommodation bogies, or in connection with Workington steelworks. However, information is scarce.

"If any reader has information about this, the IDRS would be grateful to receive it."

The society can be contacted by post at 46 Biddick Village Centre, Washington, NE38 7NP or by email at info@LMS10000.co.uk

Meanwhile, the former EM2 bogies now owned by the society arrived at its Centenary Works base in



Left: Colour-Rail has just uncovered a rare picture of No. 10000 at Willesden on July 23, 1949. Colour-Rail's Paul Chancellor said: "I have seen very few shots of No. 10000 with LMS lettering but I have never seen any pictures with the corridor connector fitted as seen here." R BROUGHTON/COLOUR-RAIL



Mist opportunity: Australian streamlined Pacific No. 3801 emerges from the mist south of Bathurst on June 5 during a successful 10-day railtour to central west New South Wales, following which further trips had to be cancelled after the state government announced tighter coronavirus restrictions. PHIL SMITH

Covid-19 blow for restored Australian Pacific after 1400-mile railtour success

By Geoff Courtney

OFFICIALS' elation at the success of a barnstorming 10-day 1400-mile railtour in June by Australia's flagship preserved locomotive was followed by dismay when future trips had to be cancelled due to new Covid-19 restrictions.

As reported in issue 280, streamlined Class C38 No. 3801 – which was built by Clyde Engineering of Sydney in 1943 for New South Wales Government Railways and entered preservation on withdrawal in 1962 – returned to railtour duty in March after a 13-year overhaul.

At the time, Transport Heritage NSW, the custodian of the state-

owned Pacific, unveiled a programme for the rest of the year of Sydney-based trips and other state-wide visits, one of which was a railtour to central west NSW from June 4-14.

Refunds issued

That went ahead, but planned trips in July and August were called off due to an announcement by the state government on July 9 of tighter coronavirus restrictions in the Australian city and surrounding areas.

David Bennett, head of engagement at Transport Heritage NSW, praised the success of the June 4-14 tour, during which No. 3801 travelled 1400 miles, carried 7000 passengers,

including 700 schoolchildren, and was welcomed by thousands of linesiders at such towns as Bathurst, Blayney and Orange.

After the Pacific returned to its base at NSW Rail Museum in Thirlmere, south-west of Sydney, staff and volunteers began preparing the 4-6-2 for its July and August programme, but their delight at the successful June tour turned to dismay when the new restrictions were announced.

"We had to cancel our July and August trips, issue refunds, and put on hold promoting any future events until we have more certainty around this evolving situation," said a disappointed David.

Historic Class 143 Pacer enters preservation

TWO Class 143 Pacer DMUs, including the last of the class to run in main line service, have been preserved at the Tanat Valley Light Railway.

The 1½-mile line near Oswestry has acquired units Nos. 143601 and 143616. As well as being the first Class 143 to be completed at Andrew Barclay's works, the former has the claim to fame of being the last Pacer to work in revenue-earning service on the national network, and the only example ever to work a timetabled passenger service from a London terminus.

During the winter of 1996/7, a Class 158 unit on a Gloucester-Paddington service failed at Swindon with its cab heater not working. The crew took it empty to Bristol depot, where the only available substitute was No. 143601.

TWAO appeal

The Pacer ran non-stop to Paddington, working the 05.50 Penzance service as far as Bristol Temple Meads, where a Class 158 took over the diagram again.

The Pacer was then put onto the Severn Beach branch and promptly failed as it had run out of coolant.

It brought down the curtain on Pacer operation on the main line on May 29 this year, when it formed the 22.02 service from Rhymney to Cardiff Central, arriving at 23.08.

Before they can enter traffic on the TVLR, the line needs to obtain a Transport & Works Act Order, for which it has raised just over £10,500 of the £40,000 cost.

Donations can be made online at www.tanatvalleyrailway.co.uk/twao/index



The bogies of D16/1 No. 10000 at Carlisle depot, six months after they were believed scrapped. ANDY WALKER

Wirksworth earlier this year. Since then, the brake systems on one bogie have been successfully tested, showing that they are in better condition than had been expected.

Also, the overhaul of the electrical cubicle from donor Class 58

No. 58022 has been sponsored by a member of the society.

The public are invited to visit Centenary Works during the Ecclesbourne Valley Railway galas, taking place on August 6-8 and September 4-6.

First Corris train in 91 years for No. 4

AS part of the line's centenary year celebrations, another Corris Railway landmark will be passed at 11am on Saturday, August 28, when visiting original 1921-built Kerr Stuart Modified Tattoo 0-4-2ST No. 4 Edward Thomas will head its first passenger train from Corris station since 1930, followed by further services at 1pm and 3pm.

Tickets must be pre-booked via www.corris.co.uk

BR closed the Corris in 1948, but its two surviving locomotives were bought by the revivalists of the sister 2ft 3in gauge Talyllyn

Railway and retained their original numbers. No. 4 was overhauled by Hunslet and made its Tywyn debut in 1952. It revisited the Corris once before, in 1996, but was able to work only demonstration freights.

The Corris revivalists then had a new Tattoo built in No. 7, which made its debut in 2005.

On September 4/5, No. 4 will work alongside No. 7 during a gala event operating passenger trains between Corris and Maespoeth Junction. On September 11/12, both will be on the Talyllyn together in a return visit.

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Ben Alder project drums up Drummond advice

By Hugh Dougherty

THE team behind the project to create a replica of Highland Railway 4-4-0 No. 2 *Ben Alder* – planned to be the first steam locomotive to be built in Scotland since 1958 – is drumming up support and progressing by working closely with an existing Drummond-designed engine operator and another new builder.

Trustee Gavin Johnson said his group is working closely with the Ruddington Transport Heritage Centre-based GCR 567 project, which is also building a replica 4-4-0 in the shape of a Manchester, Sheffield & Lincolnshire Railway Class 2, which later became part of the Great Central Railway's locomotive fleet as that railway's No. 567.

Bogie modified

"We have funding in place for 50% of *Ben Alder*'s bogie wheels and a pledge for a further half-wheel," said Gavin. "The GCR 567 Group has kindly agreed for us to use the pattern it has employed to have its bogie wheels cast."

"The 3ft 6in diameter 10-spoke wheels match ours and once we've arranged a hired use of the pattern, we will source prices and have the wheels cast. Our aim is to have as much of the work done in Scotland as we can."

The group is also receiving useful advice from the Swanage Railway, home to the Dugald Drummond-designed T9 4-4-0 No. 30120, part of the National Collection, as to the design and performance of a classic Drummond front bogie.

"We examined the bogie arrangement of the T9 and it confirmed our suspicions that the original drawings we have for *Ben Alder* contained several errors made at the design stage before building in 1898 by Henry Dübs in Glasgow."

"On our own new CAD drawing for the bogie frame, from which we'll work, we have included a 'joggle' above the axlebox cut-outs to allow free movement when pivoting. Without this, the bogie would foul the motion casting between the frames."



In LMS days, *Ben Alder* stands on Inverness shed showing its inside-axlebox Drummond tender. MIKE MORANT



Left: With 54398's numberplate at Bo'ness in front of Peppercorn A1 Pacific No. 60163 *Tornado*, the new-build that inspired them, are, left to right, Jack Goodall, Gavin Johnson, Anthony Wiczek and Ross Isdale, of the *Ben Alder* Project. BEN ALDER PROJECT



The front bogie redesigned using CAD, which corrects errors made in the original working drawings. BEN ALDER PROJECT

Gavin and the team are now concentrating on fundraising. They have negotiated a base at the Fife Heritage Railway's Leven headquarters, and a container is currently being sought to store components as and when they are produced.

Gaining support

The completion of the new *Ben Alder* has been estimated at between 10 and 15 years. A price tag of £7 million seems likely, with work going ahead as funds become available.

A recent tranche of very positive coverage in the mainstream Scottish

media gave the team a much-needed boost after the project was forced to virtually shut down during the Covid crisis. Gavin and his fellow trustees are now determined to build on the public support generated by the publicity and push ahead as quickly as possible with Scotland's first new-build heritage steam locomotive.

The original *Ben Alder* was one of a class of 20 designed for the Highland Railway by Peter Drummond, brother of Dugald.

The locomotive passed to the LMS in 1923 and was withdrawn by BR in 1953. It was named after a 3766ft peak between Loch Erich and Glen Spean.

The classic Victorian 4-4-0 was set aside for preservation but, after storage in Dawsholm shed and later at Boat of Garten, BR No. 54398 was cut up in 1967, leaving the Jones Goods 4-6-0 No. 103 as the only Highland Railway locomotive to survive into preservation. This is currently on static display in Glasgow's Riverside Museum.

Gavin said: "We've been inspired by other new-build projects, especially by *Tornado*. We believe that *Ben Alder* will fill a gap on Scottish heritage railways which currently do not have an operational 4-4-0 of this classic design of its day available."

"All support for our project, whether by donations, volunteering or giving engineering advice, is very welcome and we're currently looking for funds to push our wheel appeal forward."

→ Support the project by visiting www.benaldernewbuild.com

Academics may help solve Severn Valley Sterns slippages

FOLLOWING a site visit by Nigel Cassidy, professor of geotechnical infrastructure engineering, the Severn Valley Railway is looking at forming a partnership with the University of Birmingham to find a long-term

solution to land slippages at Sterns at the foot of Eardington bank.

Academic expertise may open funding possibilities and lead to an innovative long-term solution for the problems. The next key

stage is a trial survey of an area of Sterns using ground resistivity testing, a technique which allows a far more detailed picture of the slip area's underground make-up than the data so far collected from

the existing borehole. The trial may lead on to a wider survey of the whole area to create a three-dimensional underground map, to which, it is hoped, funding bodies might contribute.

Take the fast track to a Cornish carriage holiday

CORNISH company Railholiday is celebrating a prestigious national title, having won the accolade of Self Catering Accommodation of the Year in the iPaper's Staycation awards.

Dave and Lizzy Stroud began their venture in 1998 with a small carriage in their trackside garden. They have since expanded their fleet to include five beautifully converted carriages at two Cornish sites, St Germans and Hayle, and are currently restoring a coach made by the GWR for Queen Victoria.

Sophie Lam, iPaper's travel editor, said: "What a lovely place to stay. We were really impressed by Railholiday's focus on the local environment

and sustainability initiatives, as well as its welcoming outlook – making a historic train carriage accessible proves that self-catering accommodation can be, and should be, inclusive."

Historic TPO

The site at St Germans station includes a GWR TPO which formed part of the 'Ocean Mails' special from Plymouth to Paddington headed by GWR 4-4-0 No. 3440 *City of Truro* when it unofficially broke the 100mph barrier on Wellington Bank in 1904.

Built to diagram L3 as broad gauge No.599, it was converted in September 1891 to standard gauge



At St Germans, you can stay in this luxury converted GWR TPO, which was part of the train which *City of Truro* reputedly headed at 100mph. RAILHOLIDAYS

as No. 2086 and five years later was then transformed to diagram L12 as No. 841. It was condemned in 1934 and rescued from South Wales a few years ago by Railholidays.

Lizzy said: "We are completely thrilled to have won this award.

"Knowing that our guests have nominated us has been a wonderful balm to the challenges of the last 18 months. Our original aim of providing holidays that would be accessible by

train, were environmentally friendly, community rooted and accessible to all has remained at the core of all we do.

"To be able to celebrate our success in achieving this with the honour of being crowned iPaper's Self Catering Accommodation of the Year is the icing on the cake indeed."

➔ Further details of the carriage accommodation may be obtained at www.railholiday.co.uk

Two track gauges in new Irish project

TRACKS both broad and narrow on the Irish 5ft 3in and 3ft gauge are being laid at restored Belturbet station by members of the Belturbet Heritage Railway group.

It is planned to lay around two-thirds of a mile of narrow and broad gauge tracks on the former Cavan & Leitrim and Great Northern Railway of Ireland trackbeds, terminating at the original station platform and used as an interchange between Belturbet's two railways.

The ambitious project, which would be the first to restore broad and narrow gauge tracks running together in Ireland, aims to run the station's existing 5ft 3in gauge Ruston diesel and a former Bord na Mona 3ft gauge Ruston, which saw service in Mayo before being bought by a private owner, for use on a short line at Mullanbouys Halt, on the former County Donegal Railways Killybegs line, now also at Belturbet.

Passenger trips are planned on both gauges, while Velorail-style passenger-powered rail vehicles, based on inspection trolleys once common on Irish railways, are also envisaged to extend the appeal and generate revenue when the heritage trains are not running.



Laying 3ft gauge track at Belturbet station. BHR

Group treasurer Tony Prior said: "The Belturbet Community Development Association bought the then derelict 1885-built station in 1994, restored it, and opened it to the public with tours and a museum, commencing in 1999.

"We set up the heritage railway group in 2018 so it could concentrate on establishing and running a railway, and we've now laid the first sections of narrow gauge track, having already laid 5ft 3in track to stable our Ruston, some wagons and brake van.

"Bord na Mona, which is currently disposing of 3ft gauge track with the end of peat harvesting, has earmarked enough narrow gauge track for us to lay the narrow gauge line, but we need to raise 20,000 Euros to purchase this track.

"Now, we've launched an appeal to help us raise the funds.

"This is an ambitious and exciting project which aims to employ full-time staff and create jobs in our area, as well as boosting tourism while celebrating our local and national railway heritage in a unique way."

Tony said the group, which is currently seeking charitable status, is in touch with railway preservation organisations throughout Ireland to tap into their expertise – especially its near neighbour, Micheal Kennedy's Cavan & Leitrim Railway at Dromod, linked, until closure in 1959, to Belturbet, by the original C&L system.

➔ For details of how to support the Belturbet track appeal and for more information, visit <https://gofundme.com/f/belturbet-heritage-railway-fundraiser>

Springburn Works statues preserved

TWO statues celebrating the work of women workers in Glasgow's Springburn's locomotive building empire have been saved for posterity.

Based on Roman goddess sculptures, the statues date from the opening of Springburn Halls in 1902, and were gifted to the community by locomotive magnate, Hugh Reid of Neilson Reid fame. They stood on the frontage of the building until it was demolished in 2012.

It was believed that the statues – one holding an 0-6-0 steam locomotive and the other grasping locomotive engineering tools – had been destroyed in the demolition but were discovered in an industrial unit owned by Ng Homes, the builder of flats on the site.

Known as The Springburn Maidens, the figures went on public show for the first time since 2012 at the Glasgow International contemporary art festival during June.

Curator Thomas Abercromby said: "The statues were incorporated in the frontage of Hugh Reid's new public halls. We don't know who the sculptor was but they certainly reflect the fact that many women were employed in the locomotive building works of Springburn, many acting as tracers of the drawings used to build the locomotives.

"These statues are important not only to local railway history but also to the history of Scotland and across the world, as Springburn locomotives were exported far and wide."

Now the challenge is on to find a permanent home for the statues. Local historian Gary Nisbet proposed



The figure on the frontage of the halls, holding the steam locomotive and a locomotive wheel at her feet.

GLASGOW INTERNATIONAL CONTEMPORARY ARTS FESTIVAL

that they should have been put on public display in Springburn after the halls were demolished.

The historic building was taken down despite a local campaign to save it – at that time one of very few surviving reminders of the area's railway past.

Despite the fact that Glasgow City Council museum's operator, Glasgow Life, rejected the statues as being unworthy of adding to its collections in 2015, the public body seems to be ready to review that decision.

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GREAT RATES SEE PAGE 30





Brampford Speke station served the Exe Valley Line until it closed 58 years ago. STAGS



The surviving part of the body of 1885-built LSWR six-wheel six-compartment coach No. 757 stands in the gardens of converted Brampford Speke station. STAGS

Buy your very own station in Devon – complete with coach!

By Robin Jones

TWO railway stations are on the market in Devon – one next to a heritage line and the other complete with a vintage carriage.

The lease on Torrington station includes The Puffing Billy restaurant, tea room and café, and is being offered for £119,500.

Built by the North Devon Railway and opened on July 18, 1872 to serve trains to Bideford, it was operated by the LSWR. It closed to regular passenger services in 1965 under the Beeching Axe. However, due to both local china clay and milk train traffic, freight trains and the occasional passenger special, the line remained in use until 1982.

After full closure, the station building was converted to a public house and then to its present form, a restaurant/licensed café. It stands next to the Tarka Valley Railway, which has a separate office and hopes to eventually rebuild the line

to Bideford. However, the station building is owned by a separate local charity and there is no link between The Puffing Billy and the operators of the heritage line.

The trackbed to the north, to Barnstaple and Braunton, and south to Meeth both now form part of the Tarka Trail long-distance cyclepath and footpath.

The premises includes the original stationmaster's door in its entrance foyer and the original platform, which is now the main restaurant. There is also self-contained accommodation within the building, with a lounge, kitchen and diner, and two bedrooms, plus a private outside area where the station's former bus shelter is in situ.

The lease is being marketed by James Doble, of Westward Ho!-based commercial and business specialists JD Commercial (01227 425053 or www.jd-commercial.co.uk), who said: "Many buildings purport to have a history, heritage, and a story behind



The lease on Torrington station, now The Puffing Billy, is on the market. JB COMMERCIAL

them but surely many cannot match the stories and history that could be told about The Puffing Billy."

On the opposite side of the county, the converted former station at Brampford Speke on the GWR Exe Valley Line, which opened in May 1885 and closed in 1963 under the Beeching Axe, is for sale for £550,000.

The three-bedroom property is set in 6.2 acres of mature gardens and meadow areas, which includes an old carriage, rustic kitchen,

wooden chalet, a large pond crossed by a stone bridge, and rewilded woodland, as well as the original platform. Inside, the former ticket office is now the main bedroom, adjoining the sitting room with the ticket hatch still in place. Modern amenities and cosy furnishings are present throughout, and the original fireplace remains a feature.

It is being marketed by Stags of Exeter (01392 255202 or www.stags.co.uk).

New metal for new-build BR Standard locomotives

TWO BR Standard new-build projects are making significant progress, with the firebox being assembled for 3MT No. 82045 and the rear frames fitted to Clan No. 72010 *Hengist*.

The outer firebox for the 82045 Steam Locomotive Trust's Riddles 2-6-2T was beginning to take recognisable shape in the Bridgnorth workshops of the Severn Valley Railway during June, with the throatplate ring, backplate, foundation ring and crown plate all bolted together. Drilling of the firebox platingwork was also underway.

One of the outstanding jobs on the almost-complete pony trucks (as reported in issue 281) has been completed, namely the dust shields for the axleboxes, while the bolt holes have been bored in the

slidebars, and the cylinder lubrication atomisers are being machined.

Meanwhile, the frames for the Clan 4-6-2 have had the rear frame extensions bolted to the main frames at CTL Seal of Sheffield.

Once the extensions are aligned with laser measuring equipment, both the front and rear bufferbeams can be riveted into place, with the work being carried out in one operation to reduce costs.

The front bufferbeam and its strengthening gussets are already in position.

Components for the bogie's lubrication system are being produced, ready for assembly once the main central casting is complete.

One of the next major components to be produced for the Riddles Class 6



The frames of Clan No. 72010 *Hengist* in the workshops of CTL Seal in Sheffield. CHRIS JONES/SSLC

Right: The outer firebox being assembled for new-build BR 3MT 2-6-2T No. 82045. MARTIN WHITE/SVR



Pacific will be the trailing truck.

Geoff Turner, chief engineer of No. 72010's builder, the Standard Steam Locomotive Company, said: "Progress is currently steady rather

than spectacular, but much is being achieved. We have already carried out the design review for the trailing truck and have started fundraising to enable its construction."



The last photograph that Ian Murray took for the Severn Valley Railway, standing on the footbridge just a short way from Kidderminster Town station. Class 50 No. 50007 *Hercules* waits to take the Belmond Pullman back onto Network Rail metals following its visit on June 5, as reported last issue. IAN MURRAY

Ian Murray, camera in hand in his Class 50 element, talking to James Gregory. CHRIS PONSFORD

Severn Valley bids a fond farewell to 50 fan Ian Murray

THE Severn Valley Railway has paid tribute to long-time supporter and photographer Ian Murray, who died on June 10 after a battle against pancreatic cancer.

Ian, 62, submitted photographs to SVR publications over the years, and several are to be found in the line's new 2022 diesel calendar, as highlighted in *Off The Shelf*, page 82.

SVR diesel committee chairman Jonathan Dunster said: "Ian was a familiar face along the SVR at stations

and on the lineside over the past 30 years, during which time he took many thousands of images of steam and diesel traction.

"Ian's real passion was for the SVR's diesel fleet and for the Class 50s, so it was fitting that the Class 50-hauled Pioneer services operating on June 11 and 13 carried a wreath in his memory.

"Fortunately, Ian's legacy will live on, as he's donated his entire photographic collection to the SVR and the Class 50 Alliance."

Ian's widow, Sally, said: "Over the last year, Ian had a lot of support from his train mates at the SVR and the Fifty Fund, of which he was a member for more than 25 years and the reason we moved to Shropshire 14 years ago. We were so blessed that he had the time there and took a great many photos.

"The tributes on social media have been truly amazing. He was known as a gentleman, passionate and knowledgeable about trains, and a perfectionist with his photos, often

seen by the side of the track and quickly identifiable with his long hair.

"He was not an extrovert, but very proud when his work was appreciated.

"I did not mind sharing him with his hobby as I know how very much his train mates and the trains meant to him. The SVR has kindly agreed to scatter his ashes at our favourite spot by the line and near the river where we spent many a happy hour after a ride on his favourite Class 50, of course."

Lost military line commemorated

A PLAQUE commemorating York's 'Ordnance Railway' has been officially unveiled by former National Railway Museum director Andrew Scott.

The short line beside the River Ouse was once used to transport munitions to the Ordnance Depot after being brought from Woolwich Arsenal on the schooner *Princess*. The depot stood between the modern-day Ordnance Lane and Hospital Fields Road from a wharf in New Walk.

The munitions were unloaded by a small crane.

Rediscovered when the city's Millennium Bridge was being built, the tracks were uncovered again in April by a team of volunteers.

Rail meets road steam at the big August Swanage Railway bash

SWANAGE Railway volunteers are to stage a four-day mini steam rally in a field next to Norden station during the August Bank Holiday, from August 27-30.

The Roads To Rail event will feature up to 20 traction engines, steam rollers and showman's engines, as well as fairground rides, trade stalls, food stalls, a bar and live music.

A special intensive steam service will run between Norden and Swanage. There will also be a special evening diesel railcar service on the Friday, Saturday and

Sunday evenings.

Camping pitches, which must be pre-booked via the website page www.swanagerailway.co.uk/events/view/roads-to-rail, will be available in a field close to Norden station.

One of the event organisers, long-time volunteer driver Nick Lloyd, said: "It's the first time that the public will have the chance to explore and enjoy steam on road and rail together on the Swanage Railway – an event that everyone who's involved in it is very much looking forward to staging."

Funicular line remains closed

SALTBURN-BY-THE-SEA'S Victorian cliff tramway will remain closed during the summer despite the lifting of the Government's coronavirus restrictions.

A spokesman for Redcar and Cleveland Council said in July: "It is with regret that the tough decision has been taken for it to remain closed this year.

"This is following Government guidance that we should remain cautious, especially in small, enclosed spaces, and comes at a time when the Covid-19 infection rate in our borough is increasing.

"The opportunity will be taken to refurbish the carriages to make the tramway more comfortable."

IN BRIEF

→ TWO heritage lines are to receive track components recycled from two railway development projects.

The Avon Valley Railway Heritage Trust will receive components from the MetroWest Phase 1 project, which is set to deliver a £116 million railway between Portishead and Bristol over the route of the mothballed GWR branch between 2022 and 2024. North Somerset Council councillors agreed that parts of the disused line could go to the AVR.

In Scotland, track from the five-mile Leven-to-Thornton line is being lifted to make way for the new £70 million Levenmouth rail link. About a mile of the old track will be donated to the Leven-based Fife Heritage Railway, whose chairman, Michael Urwin, said: "People will be able to come to Leven on the new railway, then take a ride on our old one."

→ **THE Swanage Railway's Herston carriage shed appeal has reached its target of £65,000, allowing the steel structure to be ordered and delivered to the site for construction to take place during the winter. The project is due for completion by next spring. A video about it can be viewed online at youtu.be/ArPwVn988LA**

→ VOLUNTEERS who run Blackpool Heritage Tram Tours, part of Blackpool Transport Services, and which operates the resort's fleet of vintage tramcars, have been honoured with the Queen's Award for Voluntary Service. The presentation was delayed due to Covid-19 restrictions but former Blackpool MP Joan Humble, who is chairman of Blackpool Civic Trust, presented it on behalf of the Lord Lieutenant of Lancashire.

→ **THE boiler of LNER N7 No. 69621 was sent to Heritage Boiler Steam Services of Liverpool for overhaul on June 30. The aim is for the GER-designed 0-6-2T, East Anglian Railway Museum's flagship locomotive, to be returned to steam for its centenary in 2024.**

→ A RESTORED oil painting of Melton Mowbray around 1848 with its newly-completed railway in the foreground will be displayed at the Full Steam Ahead railway exhibition at Melton Carnegie Museum from August 10-28, alongside local artist Ferneley's 1832 painting of The Opening of the Leicester and Swannington Railway.

→ **THE Dean Forest Railway's Lydney Junction station was vandalised on July 5, only days after a refurbishment project was completed. The door was kicked in and damaged, and fire-extinguishers were emptied inside the building. DFR commercial director Tim McLennan invited donations to repair the damage and the police have appealed for witnesses.**

Highways Agency could be forced to remove infill

By Robin Jones

GOVERNMENT agency Highways England (HE) has been ordered to apply for planning permission if it wants to keep its controversial concrete infilling of 159-years-old Great Musgrave Bridge in Cumbria.

As highlighted last issue, the work by contractors, which began on May 24, has used about 10,000 tons of concrete to block a disused trackbed which could one day link two heritage lines, the Eden Valley Railway and the Stainmore Railway at Kirkby Stephen East, creating an 11-mile route.

An Eden District Council spokesman said: "The council is aware that HE has now infilled the bridge at Great Musgrave. In relation to whether these works require planning permission, it is important to note that HE does have permitted development rights to carry out certain works, without the need for the prior granting of planning permission. The council's acceptance of Highways England's Permitted Development Rights does not constitute permission for the infilling to be retained. Planning processes will be followed and due consideration given to any future application in respect of the infilling of Great Musgrave Bridge."

Campaigners protest

If planning consent is not forthcoming, HE would be forced to remove the infill, which has been condemned by recently-formed campaign organisation the Historical Railways Estate (HRE) Group, an alliance of engineers and sustainable transport supporters.

HRE Group member Graeme Bickerdike said: "The requirement for planning permission should have been recognised from the outset. Hundreds of tonnes of aggregate and concrete were used to bury the bridge with no scrutiny of the heritage, or the environmental, ecological, transport and sustainable development implications."

He said HE's own engineers had reported that the bridge presented



Great Musgrave Bridge infilled by concrete, despite protests. THE HRE GROUP

"no significant risk" and that they had recommended repointing at a cost of £5000 compared with the £124,000 cost of infilling.

Heritage Railway Association president Lord Richard Faulkner of Worcester accused Highways England of "cultural vandalism" at the bridge during a recent House of Lords debate on the issue.

The Labour peer demanded that the Government will from now on insist that HE consults widely before any future infilling or demolition goes ahead.

During the debate, peers from across the political divide said that the body was using a 'back-door process' so it would not have to consult widely or formally apply for planning permission before proceeding.

However, Richard Marshall, director of Highways England Historical Railways Estate, which has responsibility for about 3800 bridges, tunnels and viaducts, said: "We needed to carry out this work for safety reasons. The bridge was deteriorating and no weight restriction was in place, meaning it could be used by vehicles of any weight."

"The support provided by infilling the arch removes the risk of the bridge deck failing."

Scottish bridges next

"This means a weight limit is no longer required and the bridge will remain safe for everyone who wishes to use it. Our work has preserved the structure and the bridge remains intact and supported."

He said that HE would be delighted to work with rail groups and the local authority to remove the infill at no cost if and when the route was required at a future date.

A similar controversy is raging in Dumfries and Galloway, where the Highways Agency has been given the green light to fill in two bridges at Kirtlebridge and Lochanhead without the need for planning permission.

→ **Elsewhere, in Lincolnshire, South Kesteven District Council has given a stay of execution to the Midland & Great Northern Joint Railway Bridge 234 at Bourne (privately owned and not part of the HE portfolio) which developer Bellway Homes has applied to demolish as part of a scheme to build 373 homes, as reported in issue 279 and 280.**

On July 22, members of the council's planning committee deferred a decision on the developer's landscaping proposals.

Several councillors criticised the loss of the bridge, which is not a listed structure.

All Patriot's driving wheels to be replaced

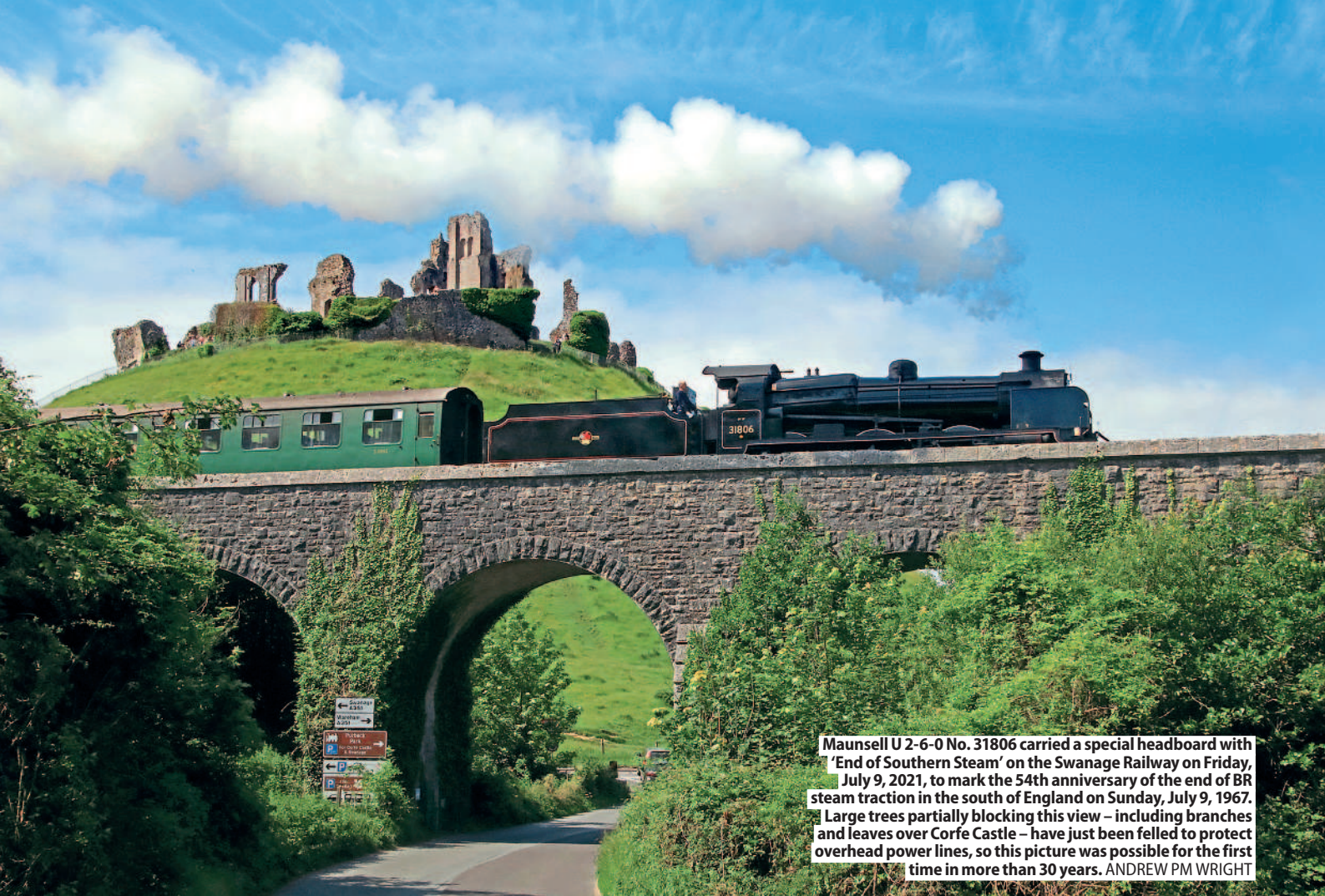
ALL six driving wheels on new-build Patriot No. 5551 *The Unknown Warrior* must be replaced due to cracking.

The wheel castings – produced by the Boro Foundry in 2010/11 – have been inspected by British Engineering Services using magnetic particle testing, following the discovery that one of the trailing wheels had

"serious and extensive" cracking (HR 280). The LMS-Patriot Project stated: "A report received from BES has confirmed that all five driving wheels that were tested in June have widespread serious cracking. After discussion with our certification body, Ricardo, and the Princess Royal Class Locomotive Trust (which is assembling

No. 5551 at its West Shed workshop at Butterley), it has been determined that all six driving wheels will need to be replaced. An investigation is continuing with all parties involved, but it is believed that the cracks originate from the casting process."

Heritage Railway has contacted the Boro Foundry for comment.



Maunsell U 2-6-0 No. 31806 carried a special headboard with 'End of Southern Steam' on the Swanage Railway on Friday, July 9, 2021, to mark the 54th anniversary of the end of BR steam traction in the south of England on Sunday, July 9, 1967. Large trees partially blocking this view – including branches and leaves over Corfe Castle – have just been felled to protect overhead power lines, so this picture was possible for the first time in more than 30 years. ANDREW PM WRIGHT

A S160 back on Great Western metals at Didcot

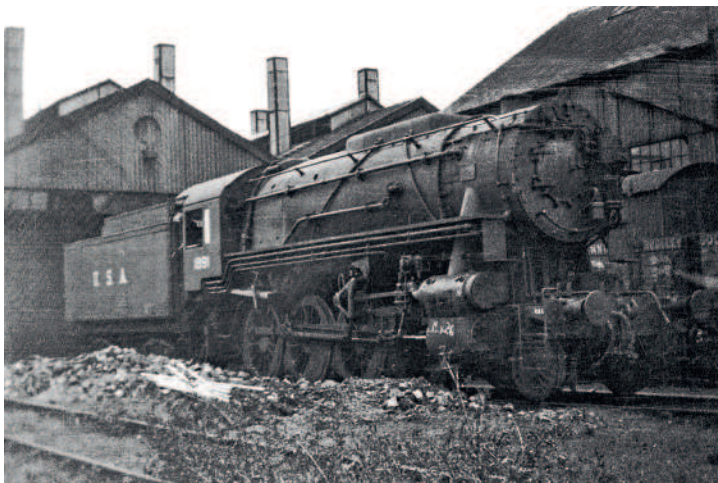
A USATC S160 2-8-0 was set to appear at Didcot Railway Centre for major celebrations to mark the 60th anniversary of the Great Western Society.

Visiting from the Churnet Valley Railway, No. 6046 was due to star in part one of the Diamond Jubilee Gala on July 31/August 1, recalling the days when six of the type were allocated to Didcot in 1943 and 1944.

The centre's head of visitor experience and marketing, Graham

Hukins, said: "The class is one of the few that were based at Didcot in Great Western days that has not made an appearance in the preservation era."

The society is planning part two of the gala in October once the results of the Government's easing of lockdown restrictions are assessed. That event will showcase the society's first carriage, auto trailer No. 231, and GWR diesel railcar No. 22.



S160 No. 1891 at Didcot in 1944. The locomotive, built by Baldwin, was allocated to Oxford in July 1943, transferred to Swindon in April 1944 and returned to Oxford in August 1944. OLIVE WEBB



Kenneth Phillips' collection of name and numberplates set for auction. RAILWAYANA AUCTIONS UK LTD

Fireman's £250k Jubilee legacy to be auctioned

A TREASURE trove of nameplates and smokebox numberplates largely from LMS Jubilee 4-6-0s, collected by a former Peterborough New England shed fireman and found hidden in his house after his death, is to be auctioned in September.

Bachelor Kenneth Phillips' collection includes 16 nameplates with a mixture of Commonwealth countries and Navy connections, 20 Jubilee smokebox numberplates, 24 locomotive shedcode plates from sheds where Jubilees were stabled, five express headboards and 10

smokebox numberplates from other locomotives. It is said to be worth more than £250,000 in total.

Neil Booth, the owner of Railwayana Auctions UK Ltd, said: "This is by far the find of the decade in steam locomotive collecting circles, and we look forward to them finding new homes when they come to auction in September."

A special viewing is being arranged on September 4 at Crewe Heritage Centre, in the town where most of the engines were built, prior to the September 10-12 auction.

PRESERVED LINE PROFILE

IN THE



HORWICH TRADITION

The great Lancashire & Yorkshire Railway works at Horwich may be gone but the East Lancashire Railway is determined to keep its spirit alive with a major redevelopment of its Buckley Wells engineering headquarters, reports **Toby Jennings**.



Built at Horwich, overhauled at Buckley Wells. One of the engines flying the Lancashire & Yorkshire Railway flag at the East Lancashire Railway is Class 27 0-6-0 No. 52322, expected to return to steam in October. Here it hauls the 10.45am Bury-Rawtenstall train at Ewood Bridge on April 19, 2018. BRIAN DOBBS

“**H**orwich has gone and we’re the lingering embers of the L&Y.” So said East Lancashire Railway general manager and Lancashire & Yorkshire Railway enthusiast Tracey Parkinson, referring to the sad loss of the pre-Grouping company’s great works at Horwich, which was torn down recently by developers to make way for new housing and a road.

But she was also referring to the ELR’s determination to keep the spirit of Horwich alive – not just with its resident locomotives that were designed and built there, but carrying on its traditions with a major redevelopment of its Buckley Wells site, including the restoration of another former LYR workshop and possibly even incorporating some small pieces of Horwich Works itself.

A growing railway

Horwich was the last major railway works in Britain to be constructed on a greenfield site, between 1887 and 1892, turning what was a small village with less than 4000 inhabitants into a railway town with a population of 12,850; 3000 of whom were employed in the works.

It was built to serve the expanding needs of the LYR, for which its existing two workshops were proving inadequate – its original facility at Miles Platting in Manchester, and the works of the original East Lancashire Railway, constructed at Buckley Wells in Bury in 1856.

Today, that Buckley Wells building is still standing, with Grade II* listed status, and is once again the engineering headquarters of an East Lancashire Railway – the preserved line of that name which opened in Bury in 1987.

But, in an echo of the LYR’s experience of the 1880s, these facilities now need a major upgrade to meet the requirements of a successful and growing railway.

Like every other preserved line, the ELR has been hit hard by the impact of coronavirus – but before Covid-19 struck, it had doubled

“Most of our stock is outside, being hammered by the weather, and we’ve had spates of vandalism.”

its passenger figures from just over 100,000 in 2008 to 205,000 in 2018 – the third highest in preservation after the North Yorkshire Moors and Severn Valley railways, while in the same period, its turnover increased from £1.4 million to £4.5 million. In 2017, it was estimated that the ELR generated a GVA (Gross Value Added) of £5.7 million across the three local authority areas – Bury itself, Rossendale for the northern section of the line to Rawtenstall, and Rochdale for the eastern leg to Heywood.

In short, it has done just what those local authorities hoped it would from the outset – ever since Bury Council first granted the ELR Preservation Society a one-year lease on Castlecroft goods yard, where the Bury Transport Museum was created.

“We have probably the strongest connection to our local authorities of any heritage railway,” said David Layland, the line’s volunteer financial director. “Bury and Rochdale councils now have senior people dedicated to the railway” – or, as East Lancashire Light Railway Company chairman Mike Kelly put it, “a go-to person” in each organisation.

“They see it as a huge asset in economic development, as well as the kudos of having a major tourist attraction,” said Mike. To illustrate how it draws visitors to the area from far and wide, he added: “We had some Chinese visitors who stayed in the Bury Premier Inn, spent a day on the ELR and then visited the football museum in Manchester.”

As reported in News, Rochdale Council has an eye on the ELR’s potential to help regenerate a run-down area. It has drawn up a plan to redevelop the area around Castleton’s main line station, with one of the key factors being the ELR’s plan to extend its services here, over the existing 1½-mile line

from Heywood, for a cross-platform main line connection.

“They want to develop it like another Ramsbottom,” said Mike, referring to the way in which that town is now thriving, thanks in no small part to the presence of the ELR’s main intermediate station.

Coaches need cover

But, continued Mike: “How do we support and handle that growth? With more trains to Heywood and Castleton, we need more workshop space to look after our fleet. Most of our stock is outside, being hammered by the weather, and we’ve had spates of vandalism.”

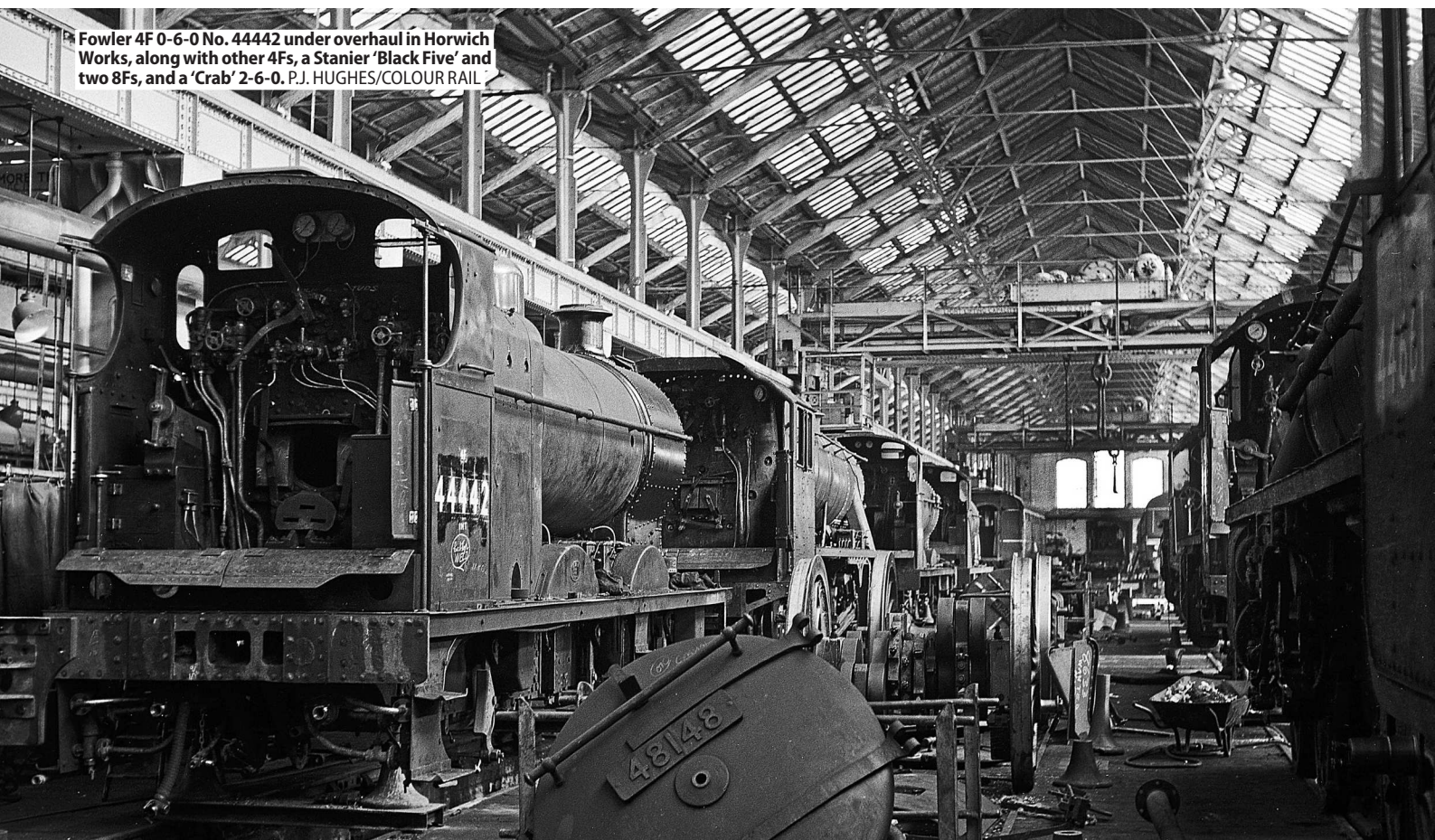
Having had to make some of its full-time staff redundant and put others on furlough because of Covid-19, the ELR now has a backlog of carriage maintenance.

“I’m concerned at the deterioration of our stock left outside,” said David. “We used to turn out four or five overhauled coaches a year, and we need to get back to that – we’re running on the spot to keep the numbers we’ve got.”

The railway’s dining train, which Mike described as “worth hundreds of thousands of pounds in revenue”, is kept under cover in the existing Carriage & Wagon works. Thanks to this, said David, “it only needs repainting every 10 or 11 years, but the service fleet is outside, and it’s starting to look shabby. There’s a lot of patch painting.”

But even the existing arrangement with the dining train isn’t ideal, he explained. It’s formed of six coaches, but because the Carriage & Wagon works is only long enough for four, the set has to be split and re-marshalled every time it is brought in or out. For all these reasons, the top priority in the ELR’s grand plan for Buckley Wells is a new carriage shed.

Fowler 4F 0-6-0 No. 44442 under overhaul in Horwich Works, along with other 4Fs, a Stanier ‘Black Five’ and two 8Fs, and a ‘Crab’ 2-6-0. P.J. HUGHES/COLOUR RAIL





Bury steam shed (26D) in October 1959, with Ivatt 2MT 2-6-0s Nos. 46406, 46417 and 46436, and a WD 2-8-0. P.J. HUGHES/COLOUR RAIL

That being the case, the line has set up a Buckley Wells funding group, which is in discussions with Greater Manchester Combined Authority and Bury Council about financial support. Grant funding will be sought “for whatever we can make self-financing”, said Mike, including solar panels on the roof for electricity generation.

Then, he continued: “We’ll be eyeing up a bid to the National Lottery Heritage Fund for circa £3 million to fully restore Buckley Wells and make it good for another 100 years.”

Building blocks

Just like Horwich, Buckley Wells (sometimes also referred to as Baron Street) has a proud engineering history stretching over a century. Following its time as the first ELR’s works, it was latterly used as a depot for the

electric multiple units working from Bury to Manchester, until that route became part of the Metrolink tram network in the early 1990s. More recently, the shed – owned by Bury Council and leased to the ELR – was the workshop of both the ELR and Riley & Son (E) Ltd, until the latter moved to larger premises at Heywood in 2016, leaving the entire building for the use of the preserved line.

But now the 1856 shed is showing its age, requiring attention to the brickwork, and receives annual repairs to keep it windproof and watertight. A full refurbishment, however, could make good use of some of those “lingering embers” from Horwich.

The ELR acquired about 4500 bricks from the demolished Lyr erecting shop, which could potentially be used in the repairs to

Buckley Wells, though one other possibility is to construct a base for the top half of the former Crumpsall signalbox, which the ELR has earmarked for use at Heywood or as part of the Castleton extension.

Admitting that 4500 bricks “aren’t going very far,” general manager Tracey said: “They would have given us more and we would have liked more, but we’re limited in what we can store. I regret not going to Horwich when it was working but at least we’ve got part of it.”

Preserving skills

Currently, the western half of the 1856 shed contains the ELR’s engineering workshops (in the space once used by Riley), while the eastern half is used as a running shed. The ultimate plan – though “very aspirational and longer-term,” in Mike’s words – is to turn the entire building into one gigantic locomotive works, which in itself will look and feel a lot like the Horwich erecting shop, while constructing a new running shed on the empty land to the west.

This is a historic site in itself – the location of Bury’s original locomotive shed, coded 26D under BR and closed to steam in 1965, before being used to store electric locomotives (mothballed West Coast ones, and withdrawn ones from the Woodhead Route) together with, briefly, preserved LMS Jubilee 4-6-0 No. 5596 *Bahamas*.

Sadly, this Lyr building was demolished in 1975 but the ELR’s plans for a modern steel-framed four-road shed do include a small tribute to it in the design, with a twin pitched roof and smoke vents similar to the originals. “We’ll make a nod to the heritage where we can,” said Mike.

Another key component of the Buckley Wells plan, however, will keep alive a less



An artist’s impression of the ELR’s planned new running shed on the site of the steam depot, of modern construction but including a roof design similar to the original. ELR



tangible – but no less important – part of the LYR's tradition.

The 'Lanky' was always a very forward-thinking company, not least in motive power terms – its Southport and Bury lines were among the pioneering electrification schemes in this country – but also in its staff relations and training.

During Horwich's construction, the company's then CME, Sir John Audley Frederick Aspinall, invested heavily in welfare facilities, including a hospital, sports ground and theatre, as well as a mechanics' institute and library where workers could study mechanical engineering, electricity, mathematics and machine drawing. Similarly, many of the company's footplatemen attended the Manchester School of Technology to learn more about their craft.

In similar vein, the ELR proposes to use the revamped Buckley Wells to offer apprenticeships, work experience and training schemes in engineering and manufacturing in partnership with Bolton University and, in Mike's words, "make it a centre of excellence, keeping engineering skills alive for young people."

'Business Line'

With the carriage shed, Buckley Wells restoration and the running shed estimated at £3 million each, and allowing some leeway for contingencies and inflation, the bottom line of the whole project reads £10 million to £12 million.

It will be no small task to raise that, but for the moment, the ELR must, in any case, play a waiting game. It has submitted its planning application for the project to Bury Council, but the decision has been deferred to September; and an objection came from

Rossendale Council, which has a long-standing idea to run commuter trains over the ELR to an interchange with the Metrolink at Buckley Wells.

The ELR's passenger figures are currently showing a very mixed picture, said Mike. The July diesel gala was sold out to a 75% Covid-safe capacity, but many mid-week trains are only half as full as they were before the pandemic, with four coaches perfectly adequate for the job – though this does at least provide regular work for one of the resident LYR engines, Class 23 0-6-0ST No. 51456. Nonetheless, the ELR is thinking ahead to better times, when longer trains will once again be needed.

With the line on the doorstep of Manchester and its huge population, said David: "As people get more confident, I'm sure they'll come back."

Interestingly, Mike's assessment is that the ELR is likely to "become more of an event railway" rather than simply catering for day trips, estimating 60% of the former and 40% of the latter in the future. "I think it will evolve in that direction as we rebuild."

"But that brings its own challenges," added David. "We need 20-odd coaches at events. We've got enough stock... it's just not all in service!"

Which brings us back to Buckley Wells, the carriage shed and the works – which, Tracey concluded, is "our next step after Covid".

Operating across the prosperous industrial north, the LYR gained the nickname of The Business Line, and that's a title that could be just as fittingly applied to the ELR today. As well as preserving some of the infrastructure and rolling hardware of the 'Lanky', it's preserving that forward-thinking and enterprising spirit, too. **HR**

The ELR locomotive fleet

STEAM LOCOMOTIVES

LYR

- Class 23 0-6-0ST No. 752 (51456) – operational.
- Class 27 0-6-0 No. 52322 – under overhaul, expected to steam in October.
- 'Pug' 0-4-0ST No. 19 – under overhaul.

LMS

- 'Crab' 2-6-0 No. 13065 – withdrawn 2018 with firebox problems – awaiting repairs.
- 'Crab' 2-6-0 No. 42859 – awaiting restoration (frames only).
- 'Black Five' 4-6-0 No. 5337 – boiler being inspected prior to planned overhaul.
- 'Jinty' 0-6-0T No. 47324 – under overhaul – £40k appeal to finish by 2023 (see issue 282).
- BR (M) '2MT' 2-6-0 No. 46428 – under restoration.

LNER

- 'A4' 4-6-2 No. 60009 *Union of South Africa* – operational, last runs scheduled for December/January event (see issue 282).

SR

- BR (S) 'West Country' 4-6-2 No. 34092 *City of Wells* – operational, boiler ticket expires 2023/24. Decision to be taken whether to carry out intermediate overhaul or full 10-yearly.

GWR

- '2884' 2-8-0 No. 3855 – under restoration.
- '56XX' 0-6-2T No. 5643 – operational, on loan from Furness Railway Trust.
- '72XX' 2-8-2T No. 7229 – awaiting restoration.

BR Standard

- '4MT' 2-6-4T No. 80097 – operational, in ticket till 2028.

Industrial

- Hudswell Clarke 0-6-0T *Gothenburg* – operational as 'Thomas'.
- Andrew Barclay 0-4-0ST No. 1 – static display in Bury Transport Museum.
- Hunslet 0-6-0 No. 2890 *Douglas* – on loan to Spa Valley.
- Sentinel 4wVBT *Ann* – operational.

BR DIESEL LOCOS

- Class 01 D2956 – under restoration.
- Class 03 D2062 – operational.
- Class 07 07013 – awaiting repairs.
- Class 08 08164 – operational.
- Class 08 08479 – operational.
- Class 08 08944 – stored.
- Class 08 09024 – operational.
- Class 14 D9502 – under restoration.
- Class 14 D9531 – operational.
- Class 15 D8233 – under restoration.
- Class 20 20087 – stored.
- Class 24 D5054 – operational.
- Class 25 D7629 – operational, painted blue 2020/1.
- Class 28 D5705 – under restoration.
- Class 33 33046 – spare parts donor.
- Class 33 33109 – operational.
- Class 33 33117 – under restoration.
- Class 35 'Hymek' D7076 – overhaul nearly complete.
- Class 37 37109 – operational.
- Class 40 40106 – on loan to Severn Valley Railway.
- Class 40 40135 – under repair following crankshaft failure.
- Class 40 40145 – on loan to LSL, receiving body repairs/repaint.
- Class 42 'Warship' D832 – operational, repainted blue 2020 – running as 818 *Glory*.
- Class 45 'Peak' 45108 – operational, on loan from Butterley, received bodywork repairs and repainted 2020.
- Class 45 'Peak' 45135 – under restoration.
- Class 47 D1501 – operational.
- Class 47 47765 – operational.
- Class 50 50015 *Valiant* – operational.
- Class 52 D1041 *Western Prince* – under overhaul.
- Class 56 56006 – operational, on loan from Class 56 Group.

The ELR also has an extensive fleet of diesel and electric multiple units, including the only complete Class 105 Ravens unit and a rare Class 110 set (both operational), and the last surviving Class 504 EMU from the Bury-Manchester line (of which one car is under restoration).





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

Steaming again to the seaside as seen from the sky: with the broad expanse of the Bristol Channel beneath a stunning blue sky, a drone captures WR 4-6-0 No. 7822 *Foxcote Manor* leaving Blue Anchor with a Bishops Lydeard to Dunster service on the West Somerset Railway on July 18. DON BISHOP

From The Bahamas to Bahamas... a special guest on board Jubilee

By Cedric Johns

SUNDAY, July 18 was a notable date for Steam Dreams when double chimney Jubilee 4-6-0 No. 45596 *Bahamas* worked its first passenger train out of London since BR days with the High Commissioner for the Commonwealth of The Bahamas on board.

Temperatures soared into the high 20s, helping His Excellency Ellison E Greenslade QPM feel as though he might be back home in the West Indies. Almost every carriage top light was wide open, creating some relief for passengers and despite the heat, the trip went well.

On arrival at Salisbury, the usual local crowd turned up on platform four to get a close-up of *Bahamas* while passengers, including the High Commissioner and his entourage, left the train to discover city sights, with some paying a visit to the cathedral.

Once clear of passengers, the train was

cleaned and prepared for the afternoon 'Cream Tea Special' which ran through parts of Wiltshire and Hampshire.

The relationship between the locomotive's owner, the Bahamas Locomotive Society, and the Bahamas Tourist Office, in particular the High Commissioner, began in 1967 when it received a £25 donation towards No. 45596's preservation. The then crest of the islands was carried on the engine's nameplate during its time in red LMS livery (1967-1973).

Passengers returning

The society maintained regular contact with the office over several years. There was representation at No. 45596's first steaming at Tyseley Locomotive Works after its recent overhaul and again at its commissioning at Ingrow on August 29, 2018. The trip to Salisbury and back was the first occasion that the High Commissioner had travelled behind No. 45596

He and his small party were guests of Steam Dreams supremo David Buck, in a visit facilitated by society officials.

They used the occasion to present him with one of the mounted replica nameplates from the 1967-73 period which carried the crest of the islands; the crest has subsequently been changed.

David said he was thrilled to be running trains again with greater capacity following Government lockdowns.

"Demand for tours since March has been very high," he said. "The public has a definite appetite to travel, and we are delighted that we can now accommodate more passengers. But we are not allowing tables of four to be occupied by couples who are unknown to each other."

Following the Government's Freedom Day on July 19 at, demand for seats on Steam Dreams' London Victoria trains to Windsor is slowly building, albeit a noticeable absence of tourists – a



Bahamas High Commissioner Ellison E Greenslade QPM 'cabs' No. 45596 Bahamas. JOHN HILLIER/BLS

factor which also applies to the Tuesday evening 'Sunset' diners, which are booking well in advance of departure dates. As of July 20, visitors to Windsor were able to return direct to central London by train from Windsor, usually diesel-hauled and drawn from a pool, including No. 33207 *Jim Martin*.

Dreams partnership

On July 31, Steam Dreams reunited its B1 4-6-0 *Mayflower* with U 2-6-0 No. 31806. Having run down to the Dorset coast in the morning, the mogul worked the train out of Weymouth to Redbridge. At the rear but now facing the right way, the B1 took over for the run back to London via Romsey and Andover.



The special guest party on board the July 18 trip to London were (left to right): Patricia and David Buck (Steam Dreams); Ellison E Greenslade QPM, High Commissioner of the Commonwealth of The Bahamas; Mrs Kimberly Greenslade; Keith Whitmore, chairman, Bahamas Locomotive Society; Anthony Stuart, Director – Europe, Bahamas Tourist Office; and Julie Angove, media relations, Bahamas Tourist Office. JOHN HILLIER/BLS



Sir Nigel Gresley Crewe-bound for completion

THE heavy overhaul of A4 4-6-2 No.60007 *Sir Nigel Gresley* inside the National Railway Museum's workshop at York must now continue elsewhere.

The museum has contacted members of the Sir Nigel Gresley Locomotive Trust to arrange for No. 60007 to leave the museum's workshop by August 20.

The overhaul of the Gresley Pacific began in early 2016 and the licence for the engine to occupy the facility was due to end in November 2018.

Following delays to the project, this was extended on a regular basis until spring 2020, when the lockdown caused setbacks to the timescale.

The overhaul resumed in September 2020 but has not been completed and the workshop is needed for other projects, said a museum spokesman.

In the short term, the workshop is needed for asbestos remediation on some objects in the museum's collection. In the longer term, it will become the home of the museum's new £5 million Wonderlab interactive gallery, part of the Vision 2025 development.

New facilities

Wonderlab will be constructed on the site of the museum's current workshop and many original features – such as the locomotive wheel drop and crane – will be incorporated.

New workshop facilities and an improved preparation bay will be constructed to enable essential locomotive maintenance and repairs to be carried out on site.

"The museum will continue to work with the trust to enable a smooth transition to a new venue where the overhaul can be completed," said the spokesman.

Reliable sources say that the 4-6-2 is to be moved to Locomotive Services at Crewe, where work will be finished by trust volunteer engineers.

As previously reported, the trust has reached an agreement with Jeremy Hosking's organisation to use Crewe's facilities and work selected Saphos Trains' day trips, as well as a smaller number of trust charters.

Duchess of Sutherland may return in late August

By John Titlow

THE fitting of new outside cylinder liners to LMS Stanier 4-6-2 No. 6233 *Duchess of Sutherland* on July 6 raised hopes that the locomotive could return to the main line in late August.

The liners were fitted inside the Princess Royal Class Locomotive Trust's West Shed at Swanwick Junction at the Midland Railway – Butterley, the inside ones having been replaced in 2016.

The liners were placed into a half-full bath of liquid nitrogen to shrink them and manually rotated to ensure an even temperature overall. The bath is not full because otherwise, gloves would freeze when immersed to pick up the liners.

When down to temperature, the liquid nitrogen stops bubbling and time is of the essence to slide them into the cylinders. It only takes two minutes for the liner to expand in place, so careful positioning is essential.

Each liner costs £6000 including fitting, so it is important to get it right. Watching the engineers lift one onto a



Above: Fitting the replacement outside cylinder liners to No. 6233 *Duchess of Sutherland* inside the West Shed on July 6.
JOHN TITLOW

Left: Liquid nitrogen steaming from the new cylinder liners.
JOHN TITLOW

trolley adjusted to height and simply sliding them in place is fascinating. It all looked so easy and took around five minutes.

After this work continues apace on the outside two single lead cylinders by the fitting of the pistons and valves, each piston has three rings costing £160 per ring, six in total. The valves have two heads each, one with six rings per head costing £50 each, with a total of 24 for the two cylinders. Rings alone on the two cylinders and valves comes to £2160.

Following piston and valve fitting, the next move was to refit the front drivers that were removed to enable the works, then reassemble the motion. The boiler is still in ticket until 2028 so it

is important to get the locomotive back on the main line and earning revenue as quickly as possible. Providing all goes well, it will need to pass a fitness-to-run exam, then complete light engine and loaded test runs.

Its last main line run was on February 15, 2020, working the 'Valentines White Rose' from Ealing Broadway to York for the Railway Touring Company. As yet there are no projected tour dates, and the trust is happy to work with all tour companies.

When time permits, work continues to overhaul the trust's BR 4MT 2-6-4T No. 80098 for main line use, but no date has been set for its return.

To help fund No. 80098, visit the website www.prc.lt.co.uk

UK Railtours returns following a 17-month absence

AFTER an absence of 17 months, its last trip having run in February 2020, UK Railtours is back in action.

The first of its post-lockdown railtours was 'The Dorset Maiden', which ran from Peterborough to Bournemouth and Poole on July 24.

It was followed by the 'Aln Valley Venturer', running from King's Cross to Morpeth and Alnmouth, on August 7. On August 14, the 'Tinsley Tugger'

– a classical forgotten tracks trip – is scheduled to depart Finsbury Park for Doncaster and the South Yorkshire railheads, Cedric Johns writes.

The John Farrow memorial train will depart London Victoria on August 18 bound for Sherborne.

Merchant Navy Pacific No. 35028 *Clan Line* and empty stock runs on to the Yeovil Railway Centre for turning and servicing, then returns to Sherborne

for passengers and the homeward run. The trip has been described as "a tribute to the late John Farrow, a great railwayman, respected businessman and gentleman".

On August 28, *Clan Line* departs King's Cross with 'The Merchant of Norfolk' for Norwich. It will be only the second time that the 4-6-2 has worked out of King's Cross and its first visit to Norwich.

Return to 'normality' for Railway Touring Company

By Cedric Johns

"It's good to back to something like normality," said Railway Touring Company's Kelly Osborne, reporting that demand for seats for August departures had been increasing on an almost daily basis during June and July.

"With restrictions eased, trains are now able to operate at almost full capacity – but we will ask passengers to continue wearing face coverings when boarding or alighting or when moving along carriages to the buffet or toilet."

RTC's three remaining trips from London Victoria to Bournemouth, Poole and Weymouth will include

return journeys headed by Swanage-based U 2-6-0 No. 31806, an engine which is gaining popularity with rail tour promoters.

The Weymouth trips, on August 5 – with LMS Jubilee No. 45596 *Bahamas*, August 19, and the final outing for the 'Dorset Coast Express', September 2, will see a unique pairing with No. 31806 on the return journey, with 4-6-0 doubtless giving the mogul a helping hand when tackling the 1-in-50/60 Parkstone bank on August 5.

In terms of motive power for the 'Express' on August 19 and September 2, RTC has pencilled in 'Black Fives' on both occasions, although West Coast

might allow Bulleid West County 4-6-2 No. 35018 *British India Line* another opportunity of running on home territory.

Other trains include the 'Pennine Limited', running from Norwich to Carlisle via the Settle and Carlisle line in both directions on August 7.

On August 14, the 'West Somerset Steam Express' departs Paddington behind *Bahamas* for Bishop Lydeard and the West Somerset Railway, in a replay of the July 24 trip when on arrival, WR 4-6-0s Nos. 7822 *Foxcote Manor* and 7828 *Odne Manor* forwarded the train on to Watchet.

On arrival, a local engine will forward

the train over the heritage line where, as highlighted in News, pages 32 and 33, heritage buses are currently taking passengers over the final stretch from Dunster to Minehead.

On August 15, the 'Waverley' leaves York for Carlisle via the Settle and Carlisle line, a trip which is repeated on August 22.

RTC has suffered a double blow this year because the Covid-19 pandemic has also wiped out the tour promoter's overseas markets.

It is credit to Kelly Osborne and the team that the business, now in its 21st year, has overcome many odds in surviving the financial vacuum during the past 18 months.

Jubilee *Galatea* is given a makeover as *Sierra Leone*

LMS Jubilee No. 45699 *Galatea* has been turned out in the guise of scrapped classmate No. 45627 *Sierra Leone*.

The Stanier 4-6-0, part of the Carnforth-based West Coast Railways fleet, appeared with its new identity to haul the 'Scarborough Spa Express' from York on July 8, with replica nameplates and smokebox numberplate.

The renumbering has been carried out to promote the Sierra Leone National Railway Museum, which former National Railway Museum director Steve Davies, chairman of

The A1 Steam Locomotive Trust, was instrumental in setting up in 2004.

After No. 45699 has run as No. 45627 for a period, one of the nameplates will be auctioned to raise funds for the museum, which will receive the other nameplate and the smokebox numberplate for display.

It is the second change of identity for *Galatea*, which since November 2019 has been running in the guise of No. 45562 *Alberta*, the last member of the class in BR service in 1967.

The original No. 45627 was also historically significant as the last

Jubilee in service on the class's native London Midland Region, when it was withdrawn from Liverpool's Bank Hall shed in the week ending September 17, 1966. After this, all the remaining examples were concentrated on the North Eastern Region at Leeds Holbeck, Farnley Junction, Low Moor and Wakefield sheds.

For its first run as *Sierra Leone*, *Galatea* wore a dual identity, with the number 45562 still on its cabside. However, it is planned to finish the makeover by repainting the cabside with the number 45627, complete with the yellow stripe

applied to the original *Sierra Leone* and at least 75 other Jubilees in 1964 to signify that they were banned from working south of Crewe under the overhead wires.

It will be only the second steam locomotive to wear the yellow stripe on the main line in preservation, the first having been Stanier Pacific No. 46229 *Duchess of Hamilton* during its farewell main line run on November 30, 1996.

Three other engines have had the stripe applied on preserved lines: Fowler 4F 0-6-0s Nos. 43924 and 44422, and Stanier 8F 2-8-0 No. 48773.



Wearing a replica name and numberplates as No. 45627 *Sierra Leone*, but still with the number 45562 (*Alberta*) on its cabside, Jubilee No. 45699 *Galatea* heads the 'Scarborough Spa Express' at York on July 8. DAVID TILLOTSON



A1 Peppercorn Pacific No. 60163 Tornado leaves Moorcock Tunnel on the Settle and Carlisle line with the 'The Viking Venturer' from Edinburgh and Linlithgow to York on the return leg on July 22. A wreath was carried on the smokebox out of respect for Tony Lord, who passed away the previous week. Once a senior engineering assistant in the British Railways Board chief architect's building services department, Tony was a long-serving volunteer at The A1 Steam Locomotive Trust and his wife Gill has been a trustee. MAURICE BURNS

Western Champion is back for Pathfinder Tours

By Cedric Johns

WESTERN Region Class 52 diesel hydraulic D1015 Western Champion will be back on the main line in September – and Pathfinder Tours has booked it for an inaugural day trip to Torquay, Paignton and Kingswear.

The train, the 'Champion Torbay Express', departs from Eastleigh on September 25, calling at most stations between Basingstoke, Reading West, Didcot, Gloucester and Bristol Parkway, taking the old Bristol & Exeter line via Taunton and Exeter to Aller Junction before turning left for Torbay.

Calling at Torquay and Paignton, the 'Express' runs on over Dartmouth Steam Railway metals to Kingswear, with passengers crossing to Dartmouth by ferry. Returning, the 'Express' travels via Taunton, Westbury, Trowbridge and Bath to Bristol, then picks up its original route back to Eastleigh.

With Covid-19 restrictions eased, Pathfinder has reshuffled its line-up of

railtours beginning with the 'Blueboys Merrimixer' on August 7. The revised dates are the 'Cambridge & Norfolk Explorer' on August 14, the 'Cambrian Coast Express' on August 20, and the 'Cumbrian Freighter' on August 30.

The 'Cambrian Coast Express II' departs on September 8; the 'Galloway Fifties' on September 11; 'Man of Kent' on September 15; the much-redated 'Mazeyday Cornishman' on September 18; and finally the 'Champion Torbay Express' on September 25.

In keeping with other tour promoters, a proportion of empty safe-distancing seats will now become available, especially for those on waiting lists.

Last issue we reported that Pathfinder general manager Peter Watts was preparing to step back with a view to retirement after more than 40 years in the business. Marketing manager Jenni Gardener is also standing down, and her place has been taken by photographer and *Heritage Railway* contributor Jack Boskett.

Hastings DEMU returns to action after 18-month lockdown absence

HASTINGS Diesels' first run in 18 months is scheduled to take place on Saturday, August 7 when the narrow-bodied six-car unit visits Hastings, Eastbourne and Tonbridge.

Countermanding potential Covid-19 threats, Hastings Diesels has planned a local excursion which avoids passengers being inside the carriages for long periods.

The day's outing will start and finish at Eastbourne, with four separate journeys between Eastbourne-Hastings and Tonbridge.

Passengers are able to book certain sections of the tour or for the whole day, an arrangement which may suit enthusiasts travelling from further afield, especially those planning to join at Tonbridge.

Timetables for the train(s), the 'Sussex & Kent Explorer', sees the first departure leave Eastbourne at 9.29am, picking up at Bexhill, St Leonards (Warrior Square), Battle,

Robertsbridge, Etchingham and Tunbridge Wells for Tonbridge.

The return (all stations) trip departs Tonbridge at 12.34pm but runs only as far as Hastings, arriving at 13.54pm. For the third departure, the 'Explorer' leaves Hastings at 3.11pm, calling at all stations back to Tonbridge.

For its final run, the unit starts at 4.34pm from Tonbridge bound for Eastbourne, arriving at 6.26pm and stopping at all stations en route.

On arrival at Hastings and Tonbridge, the train will be serviced and cleaned.

For passenger protection, the usual buffet counter service will be closed to avoid queueing. Instead a trolley service will offer drinks and light refreshments.

Fares are Eastbourne-Hastings £25 single or £35 return. Eastbourne-Hastings to Tonbridge is £30 single, £40 return, and all day £50.

Railway Preservation Society of Ireland gets Lottery Recovery Fund lifeline

WITHOUT income since the Covid-19 clampdown 18 months ago, a Lottery Recovery Fund grant of £167,300 has been described by RPSI chairman John MacKegney as a "life saver".

In the meantime, a steam experience is available at Whitehead, where

Hudswell Clarke 0-4-0ST No. 3 *Guinness* is working local rides every Saturday through August.

Other attractions for visitors include the museum, opening on Thursdays to Saturdays from 10am-2.30pm, and the much-admired Platform 3 café, which

opens at 9.30am for morning coffee and later offers a comprehensive menu.

Such activities may well be incidental to the running of main line trains, but they represent a small step towards operating steam between Belfast and Dublin.

Reported as being ready for traffic when railtour plans have been finalised are GNR 4-4-0 No. 85 *Merlin*, GNR 4-4-0 No. 131 and Dublin & South Eastern 2-6-0 No. 461. LMS-built 2-6-4T No. 4 is currently out of service and under repairs at Whitehead.

Trust gives £500k to help rebuild classic Troon station after blaze

By Robin Jones

THE Railway Heritage Trust immediately pledged £500,000 to help restore iconic Troon station after its main building was gutted by fire – but said it would cost far more than that to rebuild it.

Almost 130 years of history was destroyed after a fire broke out in the ticket office on platform one and spread to the roof around 12.40pm on July 17, the hottest day of the year up to then.

A hairdressing salon and café at the station were also gutted and part of the building collapsed. There were no injuries.

Damage to the overhead wires led to suspension of Scotrail services between Kilwinning and Ayr. Special supports were installed on both platforms to allow repairs to be carried out and new overhead power cables have also been installed, and part of the station reopened on July 26. The cause of the fire had not been established as we closed for press.

Huge loss

Local council chairman Dougie Graham said: "It's a disaster for the town, especially at this time of the year. It's going to be a huge loss for a lot of shops, restaurants and other businesses. Glasgow MSP Paul Sweeney said: "Tragic to see this fire engulf the beautiful James Miller-designed railway station building on platform one at Troon. I hope it can

be restored."

The station was opened by the Glasgow & South Western Railway on May 2, 1892, replacing an earlier station to the east which closed on the same day. Miller's work includes other west coast stations and Glasgow Royal Infirmary.

The station was refurbished in the spring of 2004, ready for that year's Open Golf Championship at the nearby Royal Troon Golf Club. The town is popular in the summer with tourists from across the west of Scotland who arrive by rail and flock to its beach as temperatures soar.

Dedicated stationmaster Brian Muir, 66, who has spent 24 years at Troon, said: "I would love to see it restored, even if the frontage can look the same but modern inside."

'Real devastation'

The Railway Heritage Trust's executive director, Andy Savage, said the fire was "a real devastation".

"Half a million pounds is going to contribute – it's not going to pay the whole bill or anything like it," he said. "Whether it's totally destroyed is another matter, because clearly the timber building is totally destroyed.

"The key thing with this is whether the iron and steel structure that supports and forms the roof between the two platforms has survived and is salvageable, because if that is



An aerial view of the fire which tore through Troon station's iconic Victorian building on July 17. SCOTRAIL

salvageable, then there are options."

Andy compared the blaze with one that destroyed the Old Royal Station at Ballater in 2015. The subsequent six-year restoration cost £4.5 million. "The only thing that gives me hope is that six years ago I was looking at very similar images of Ballater, which was also destroyed by fire," he said. "Then at the end of last month I was at Ballater unveiling a plaque... to celebrate the total restoration of the station. Whether that can be done at Troon is another matter – but it can be done."

The National Union of Rail, Maritime and Transport Workers called for an urgent investigation and claimed the station was unstaffed at the time. The union also demanded answers from the Chief Inspector of Railways, Ian Prosser, to whether the damage and subsequent disruption to rail services could have been avoided if the site had been properly staffed.

A fundraiser has been set up at <https://ie.gofundme.com/f/help-scan-troon-station-kiosk> to support the businesses affected.

Visit Flying Scotsman at Locomotion

LNER A3 Pacific No. 60103 *Flying Scotsman* is on public display at Locomotion in Shildon until August 17.

The visit was originally scheduled for 2020 but plans were postponed due to the Covid-19 pandemic.

The A3 is positioned outside the main visitor hall. Admission is free and the museum is open from 10.30am to 4pm daily, although booking online is required at <https://my.locomotion.org.uk> because of track and trace measures. Visitors must observe social distancing.

Visitors can also take part in free environmentally-themed family learning activities, taking place daily throughout the school summer holidays, and for which no booking is required.

Overhauls continue apace at Crewe

PROGRESS is being made with the restoration of locomotives at Locomotive Services Limited at Crewe.

BR Standard Class 7 4-6-2 No. 70000 *Britannia* is now a rolling chassis after being re-wheeled recently following adjustment to horn clearances.

The con rods are yet to be fitted, and the boiler is in the final stages of its overhaul and is now fully tubed, while the replacement side stays are in the advanced stages of being fitted.

Boiler fittings, cladding and pipework have all been fettled ready for fitting on completion of the boiler.

The new tender tank is now on the chassis and in the final stages of assembly.

Work continues on Peppercorn A2 No. 60532 *Blue Peter*, with frame alignment well underway following permanent fixing to the frames of the three cylinder blocks. The new rear dragbox is now fixed in position, while the brake gear is currently being fitted to the tender following delivery of the new brake cross shaft.



The boiler of No. 70000 *Britannia* in the final stages of its overhaul at Crewe on July 6. JOHN TITLOW

LMS 4-6-0 No. 46100 *Royal Scot* and 'Black Five' No. 45231 *The Sherwood Forester* have returned to Crewe for routine maintenance after their successful trips into the West Country. Elsewhere, the boiler ticket of GWR

4-6-0 No. 6960 *Raveningham Hall* expired on the Severn Valley Railway on July 1. It is to be taken to the One: One Collection at Margate for storage for about 18 months pending a full inspection.

Driving wheels assembled for 8P *Duke of Gloucester*

UNIQUE BR 8P No. 71000 *Duke of Gloucester* is well on the way to becoming a Pacific again, with the reassembly of its driving wheels.

The driving wheelsets of the 4-6-2 are at South Devon Railway Engineering, where the crank axle has been replaced and the cannon boxes (roller-bearing axleboxes) overhauled – both jobs requiring the wheels to be pressed off the axles.

All six wheels and the overhauled cannon boxes were returned to their axles by mid-July, with the next stage being to machine the wheels in preparation for new tyres. Once these are profiled, it is hoped to have the wheels back under No. 71000's frames at its home base, Tyseley Locomotive Works, for that venue's open weekend on October 23/24.

Modifications to the locomotive's front end to reduce piston ring wear are expected to be completed during early August. These include attaching the slidebars to the rear cylinder covers, instead of brackets from the frames, and improvements to the lubrication system.

The 'Duke's' custodian, the BR Class 8 Steam Locomotive Trust, has placed

an order with Rampart Engineering, at Barrow Hill Roundhouse, for the overhaul of the locomotive's BR Mk.1 Brake First Corridor support coach No. 17015.

The carriage will be fitted out with a kitchen, workshop, shower and retention tank toilet before being turned out in crimson and cream livery to match No. 71000, which is to receive BR green with the early 'cycling lion' emblem to recreate its appearance when new in 1954.

The £40,000 'sponsor a foot' appeal for the support coach overhaul has raised £18,500 (plus 25% Gift Aid) with 37ft of the 63ft coach sponsored at £500 each.

31 of the locomotive's 40 superheater flue tubes have been sponsored at £500 each, and 69 of the 136 small tubes at £140 each. Details of the appeals can be found online at www.theduke.uk.com

Trust chairman Trevor Tuckley has announced his intention to stand down from the group's management committee and as a trustee following the 'Duke's' first revenue-earning main line trip, as he reaches the age of 82 next January.



The BR early emblem that No. 71000 will carry on its tender when its overhaul is completed. BR CLASS 8 STEAM LOCOMOTIVE TRUST

Above: One of the wheels being refitted to the crank axle of No. 71000 *Duke of Gloucester* at South Devon Railway Engineering. Protruding just below the crankpin is the temporary key ensuring the wheel is precisely aligned on the axle. A permanent key will then be machined and fitted, positioning the crankpins exactly 120 degrees apart for the three-cylinder Class 8 Pacific. One of the roller-bearing cannon boxes is visible between the wheel and the middle crank webs.

BR CLASS 8 STEAM LOCOMOTIVE TRUST



On Friday, July 9, Merchant Navy Pacific No. 35018 *British India Line* hauled a Railway Touring Company main line excursion to Weymouth and back to London through Wareham (pictured) to mark the 54th anniversary of the end of BR steam haulage in the south of England on Sunday, July 9, 1967. ANDREW PM WRIGHT

A busy summer for Saphos Trains

AUGUST 18 is set to see 'The White Rose' run by Saphos Trains from Wolverhampton to York via the Calder Valley.

On August 21, 'The Lakeland' runs from Shrewsbury, with steam coming on at Chester – and passing through the Lakeland Fells to Carlisle.

'The William Shakespeare' starts out from Holyhead for Stratford-upon-Avon via Chester on September 1, and three days later the 'Magna Carta' departs Crewe for Salisbury, travelling through Oxford, Basingstoke and Woking Junction.

No details of motive power has been given for these trains so steam on the day will be provided by Bulleid 4-6-2 No. 34046 *Braunton*, LMS 4-6-0 No. 46100

Royal Scot or 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester*.

'The Severn Valley Enterprise' will leave Paddington for Kidderminster on September 8 and run through to Bridgnorth with a three-hour break, allowing passengers the chance to ride on a local service.

The Midland Pullman HST set continues to prove to be a major attraction and typically, the 'Settle & Carlisle Jorvik Pullman' from Perth to Carlisle on August 14 is fully booked.

On August 21, the 'Settle & Carlisle Pullman' from St Pancras to Carlisle is also fully booked.

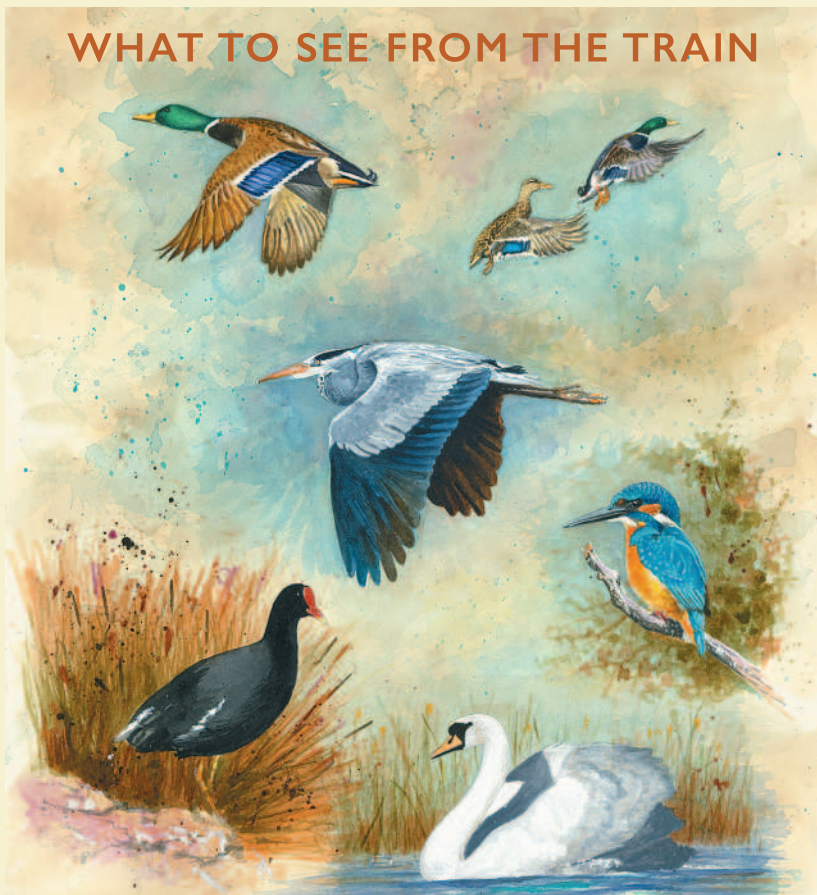
Seats are still available on the 'Devonian Pullman' starting from Peterborough for Kingswear and Dartmouth on August 30.

Visit <https://saphostrains.com>

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August

7 'The Blue Boys Merrymixer'

Eastleigh, Birmingham, Crewe & return.
Diesel-hauled throughout (DRS).
Locos: Two Class 37s Birmingham-Crewe,
Class 57 Birmingham-Eastleigh. PT

7 'The Pennine Limited'

Norwich, Carlisle & return. Steam-hauled
Hellfield, Carlisle and return.
Loco: No. 35018 *British India Line*,
No. 45690 *Leander* or No. 46115 *Scots*
Guardsman. RTC

8 'Settle & Carlisle Steam Special'

Glasgow Central, Settle & return. Steam-
hauled Carlisle, Settle, Carnforth.

Loco: No. 6201 *Princess Elizabeth*. NB

11 'Settle & Carlisle Steam Special'

Crewe, Carlisle & return. Steam-hauled
Carnforth, Carlisle, Settle, Preston.

Loco: No. 6201 *Princess Elizabeth*. NB

11 'The Welsh Marches Express'

Wigan North Western, Cardiff & return.
Steam-hauled Crewe, Cardiff and return.
Loco: No. 34046 *Braunton* or No. 45231
or No. 46100 *Royal Scot*. ST

11 'The Saint Tudno Express'

Tyseley, Llandudno & return. Diesel-
hauled throughout.

Locos: Two Class 20s. VT

14 'The Cambridge & Norfolk Explorer'

Eastleigh, Cambridge, Norwich & return.
Diesel-hauled throughout.

Locos: Two DRS Class 37s. PT

14 'The West Somerset Steam Express'

Paddington, West Somerset Railway &
return. Steam-hauled throughout.
Locos: TBA. RTC

14 'Eastern Union Railway 175'

Colchester, Bury St Edmunds & return
(3 trips). Evening circular tour from
Colchester & Ipswich. Steam-hauled
throughout.

Locos: No. 61306 *Mayflower* & TBA. SD

15 'Eastern Union Railway 175'

Ipswich, Bury St Edmunds & return
(4 trips). Evening circular tour from
Colchester & Ipswich. Steam-hauled
throughout.

Locos: No. 61306 *Mayflower* & TBA. SD

15 'The Forth Circle'

Linlithgow (am), Dalmeny, Inverkeithing
(pm), Forth Bridge, Stirling, Falkirk &
return. Steam-hauled throughout.

Loco: No. 60163 *Tornado*. SRPS

18 'Settle & Carlisle Steam Special'

Grimsby, Carlisle & return. Steam-hauled
Carnforth, Carlisle, Settle, Hellfield.

Loco: No. 6201 *Princess Elizabeth*. NB



LMS 7P No. 46100 *Royal Scot* and 'Black Five' No. 45231 climbing the Lickey Incline at Vigo Bridge with 'The Bristol Forty' on July 1. TOBY JENNINGS

18 'The White Rose'

Wolverhampton, York & return. Steam-
hauled Crewe, York and return.

Loco: No. 34046 *Braunton* or No. 45231
or No. 46100 *Royal Scot*. ST

18 'The John Farrow Salute'

London Victoria, Sherborne & return.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

20 'The Cambrian Coast Express'

Bristol Parkway, Pwllheli & return. Diesel-
hauled throughout.

Locos: NR Class 97/3s Shrewsbury-
Pwllheli & return. PT

21 'The Clyde Aberdonian'

Glasgow, Stirling, Aberdeen & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1SLT

21 'The Cotswold Venturer'

Paddington, Worcester & return. Steam-
hauled throughout.

Loco: TBA. RTC

21 'The Lakeland'

Shrewsbury, Carlisle & return. Steam-
hauled Chester, Carlisle and return.

Loco: No. 34046 *Braunton* or No. 45231
or No. 46100 *Royal Scot*. ST

22 'The Cathedrals Express'

Paddington, Oxford, Stratford-upon Avon
& return. Steam-hauled throughout.

Loco: TBA. SD

25 'The Scarborough Belle'

Tyseley, Scarborough & return. Diesel-
hauled throughout.

Locos: No. 47773 and Class 20. VT

28 'The Cumbrian Mountain Express'

Crewe, Shap, Carlisle, Settle, Crewe.
Steam-hauled throughout.

Loco: No. 35018 *British India Line*,
No. 45690 *Leander* or No. 46115 *Scots*
Guardsman. RTC

28 'The Cathedrals Express'

King's Cross, Great Yarmouth & return.
Steam-hauled King's Cross-Great
Yarmouth and Norwich-King's Cross.

Loco: TBA. SD

28 'The Merchant of Norfolk'

King's Cross, Norwich & return. Steam-
hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

29 'The Royal Duchy'

Slough, Par & return. Steam-hauled
Taunton, Plymouth and return.

Loco: TBA. RTC

30 'Settle & Carlisle Circular'

Bangor, Carlisle & return. Diesel-hauled
throughout. SR

September

1 'The William Shakespeare'

Holyhead, Stratford-upon-Avon & return.
Steam-hauled Crewe, Stratford-upon-
Avon and return.

Loco: No. 34046 *Braunton* or No. 45231
or No. 46100 *Royal Scot*. ST

3 'Dartmouth Steam Railway & Paignton'

Swansea, Cardiff, Newport, Paignton &
return. Diesel-hauled (steam-hauled trip
on Dartmouth Steam Railway). NB

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 August 10, 17, 24, 31,
September 14 'The Royal Windsor
Express'**

London Victoria, Windsor & Eton
Riverside (am and pm). Steam-hauled
throughout.

Loco: No. 61306. SD

**Tuesdays August 10, 17, 31,
September 14 'Windsor to London
Express'**

Windsor & Eton Riverside, London
Victoria. Diesel-hauled throughout.

Loco: Class 33, 37 or 47. SD

**Tuesdays August 10, 17, 24, 31,
September 14 'The Sunset Steam
Express'**

London Victoria, Guildford, Dorking,
Reigate & return. Steam-hauled throughout.
Loco: No. 61306. SD

Tuesdays August 24, September 14 '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 August 10, 17, 31,
September 21**

'The Pendle Dalesman'

Lancaster, Carlisle & return.
Steam-hauled throughout.

Loco: No. 35018 *British India Line*,
No. 45690 *Leander* or No. 46115 *Scots*
Guardsman. WCR

**Thursdays August 12,
September 2, 23 '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 August 19, 26, September 9,
16 'The Scarborough Spa Express'**

Carnforth, Scarborough & return.
Steam-hauled York, Scarborough &
return.

Loco: No. 45699 *Galatea*. WCR

**Thursdays August 12 and
September 2, Saturday September 11
'The Aberdonian'**

Edinburgh, Aberdeen & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1SLT

Thursdays August 19 and September

2 'The Dorset Coast Express'

London Victoria, Weymouth & return.
Steam-hauled throughout.

Loco: TBA, No. 31806 Weymouth-
Southampton. RTC

**Sundays August 8, 15, 22,
September 5 'The Waverley'**

York, Carlisle & return.
Steam-hauled throughout.

Locos: No. 45699 *Galatea* August 8,
15 and September 5, No. 60103 *Flying*
Scotsman August 22. RTC

**Sundays August 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.

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215	SRPS	Scottish Railway Preservation Society 0131 202 1033
BEL	Belmond Pullman 0845 0772 222	SR	Statesman Rail 0345 310 2458
NB	Northern Belle 01270 899638	ST	Saphos Trains 0800 038 5320
PT	Pathfinder Tours 01453 835414	UKRT	UK Railtours 01438 715050
RTC	Railway Touring Company 01553 661500	VT	Vintage Trains 0121 708 4960
SD	Steam Dreams 01483 209888	WCR	West Coast Railways 0333 996 6720

TABLE ONE: CARLISLE TO APPLEBY

Date Tuesday, June 8, 2021
 Train 15.34 Carlisle to Lancaster 'Pendle Dalesman'
 Loco MN Class 8 4-6-2 No. 35018 *British India Line*
 Load 11 coaches, 402 tons tare, 420 tons gross
 Driver Mick Kelly
 Fireman Craig Todd
 Recorder A. Smeaton
 Position Eighth coach
 Weather Dry, warm and little wind

	miles	sched	mins	secs	speed
Carlisle	0.00	0.00	00	00	one min late
Petteril Bridge Jct.	0.90	9.00	04	38	17½
MP 307	1.05		05	09	22
MP 306	2.05		07	15	33½
Scotby	2.70		08	22	37
Cumwhinton	3.90		10	14	40½
Howe & Co Sidings	5.09	16.00	11	46	50½
MP 302	6.05		12	58	49½
Cotehill	6.96		14	10	50
MP 300¼	7.80		15	05	49
Low House	8.36	18.00	15	44	57/58½
Armathwaite	9.94		17	57	20½* tsr
MP 297	11.05		19	56	42½
MP 296	12.05		21	16	47½
MP 295	13.05		22	29	50½/64½
Lazonby	15.45	28.00	24	52	59½
MP 291	17.05		26	28	61/62
Little Salkeld	18.35		27	45	59½
MP 289	19.05		28	28	57
Langwathby	19.78		29	13	59
MP 287	21.05		30	28	63/61½
Culgaith	23.37	37.00	32	41	63/60
New Biggin	24.70		34	00	60½
Kirby Thore	26.05	40.00	35	19	62½
Long Marton	27.85		37	02	63½
Appleby	30.78	48.00	41	47	5¼ mins early

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW



In his latest column, **Don Benn** covers recent performances by Carnforth-based rebuilt Merchant Navy Pacific No. 35018 *British India Line* southbound over the Settle and Carlisle line, a sprint north from Preston, and a run on the Atlantic Coast Express from Waterloo to Salisbury in 1962.

MERCHANT Navy class Pacific No. 35018 *British India Line* was one of 30 such engines designed by OVS Bulleid to an unusual and controversial design, all being built at Eastleigh between 1941 and 1949.

It was allocated to Nine Elms shed in May 1945 and spent most of its life there, apart from a brief spell at Bournemouth. It was the first of the class to be rebuilt in 1956, having done 504,900 miles, and was an early withdrawal in August 1964, having run a total of 956,544 miles.

I had 509¾ miles behind it in the days of steam, mostly normal everyday performances, and I have yet to have a high-class performance with it on its return to the main line. However, it has turned in some excellent running timed by others, including some of my correspondents. One such was on the return 'Pendle

Dalesman' on Tuesday, June 8, 2021, timed by Sandy Smeaton. Table One shows the section from Carlisle to Appleby and Table Two the continuation to Ais Gill and Hellfield. Sandy tells the story of the day behind this big Pacific:

"The 'Pendle Dalesman' this summer is steam worked from Lancaster to Carlisle via the S&C, offering 246 miles for £65. On this occasion No. 35018 *British India Line* had 11 coaches, 402 tons tare and only about 420 gross due to social distancing. The crew on the outward run were driver Mick Rawling and fireman Martyn Soames. The weather was dry, warm and mostly sunny, with little wind.

"A generous 36 minutes are allowed for the easy 21 miles from Lancaster to Preston once the start up the mile at 1-in-98 (or 1-in-94 according to the 'Railway



Rebuilt Merchant Navy No. 35018 *British India Line* at West Totton with the London Victoria-Weymouth railtour on July 3. DON BENN

Table A: 35018 MP307 to Long Marton times

Date	Load	Time M S	Notes
12.5.18	11	31 28	
8.6.21	11	32 01	20 tsr @ Armathwaite
3.5.19	10	33 22	
18.5.21	10	34 02	20 tsr @ Armathwaite
29.2.20	11	34 12	
8.5.18	12	34 36	
2.2.19	11	34 50	

Table B: 35018 MP275 to MP259½ times

Date	Load	Time M S	Notes
12.5.18	11	16 52	Nonstop thro' Appleby
8.6.21	11	18 23	
18.5.21	10	19 00	
3.5.19	10	19 29	
29.2.20	11	22 06	
8.5.18	12	23 13	
22.5.21	13	24 43	
2.2.19	11	24 46	

Data Centre') from Lancaster station is overcome. The sanders were used to ensure a slip-free and steady climb, taking six minutes to MP20 passed at 16½mph.

"The maximum before signals intervened was 68½mph at Milepost 8. Despite the early checks, only 32m 7s were taken to stop in Preston's Platform 2 after crossing over to the up slow at Fylde Jn.

"The schedule allows 23 minutes for the Preston to Blackburn section, with three only to Farington Curve Jn, which took 5m 14s. A maximum of 40mph at Bamber Bridge and a minimum of 28mph at Hoghton summit were not enough to recover the initial loss, and it took 25½ to the Blackburn stop. The climb up to Ramsgreave was effortless, reaching 28½mph at the summit, and 4¼ was knocked off the schedule to Clitheroe.

"The re-start was slow to Horrocksford Jn due to slipping on the 1-in-104, but there was no need for haste as we had to wait outside Hellfield for seven minutes to let the 09.20 Leeds-Carlisle pass north before entering the loop to water. The maximum in the Settle Jn dip before the 'Long Drag' was 56½mph, which fell away to a leisurely 28½mph at MP240.

"The easier grades before Horton allowed a rally to 37½mph before a gradual fall to a minimum of 29½mph prior to easing for the Batty Moss Viaduct restriction. Ribbleshead was passed in 28m 13s, scheduled 24. There were three 20mph Temporary Speed Restrictions ahead at Garsdale, Kirkby Stephen and Cumwhinton, but also a scheduled stop for 12 minutes at Langwathby.

"Kirkby Stephen was passed 13 late, but we ran through Langwathby so were two minutes early at Lazonby. But for a check outside Carlisle awaiting access to Platform 3, arrival might have been on time. In the event, we were only three late."

Second best time

"The crew for the return run were driver Mick Kelly and fireman Craig Todd. Once clear of Petteril Bridge Jn, it was refreshing to pass Scotby at 37mph and hold an almost steady 50mph up the 1-in-131 through Cotehill.

"The Armthwaite TSR was duly observed and progress continued running as near to the 60mph line limit as possible with a steam locomotive. We stopped at Appleby in 41m 47s, 6¼ minutes inside the 48 allowed. The time from MP307 to Long Marton was 31m 53s.

"After watering we departed Appleby on time, and 58mph was reached at Ormside Viaduct, falling only to 46mph at Griseburn and recovering to 59mph after Crosby Garrett. The minimum after Kirkby Stephen



British India Line prepares for departure from Carlisle with the 'Dalesman' to Lancaster on June 8.
SANDY SMEATON

TABLE TWO: APPLEBY TO HELLFIELD

Date	Tuesday, June 8, 2021					Saturday May 22, 2021			
Train	15.34 Carlisle to Lancaster 'Pendle Dalesman'					14.22 Carlisle to Euston 'Cumbrian Montain Express'			
Loco	MN Class 8 4-6-2 No. 35018 <i>British India Line</i>					MN Class 8 4-6-2 No. 35018 <i>British India Line</i>			
Load	11 coaches, 402 tons tare, 420 tons gross					13 coaches, 500 tons gross			
Driver	Mick Kelly					Steve Chipperfield			
Fireman	Craig Todd					Robin Russell, with Steve Clark			
Recorder	A. Smeaton					Graham Southway			
Position	Eighth coach					Fourth coach			
Weather	Dry, warm and little wind					Overcast, dry, but heavy rain near Mallerstang			
	miles	sched	mins	secs	speed	sched	mins	secs	speed
Appleby	0.00	0.00	00	00	right time	0.00	00	00	30 mins late
MP 276	1.34		03	52	47½/58		04	10	43
Ormside, MP 275	2.34		04	58	57½		05	23	54
MP 274	3.34		06	03	53½		06	31	49
MP 273	4.34		07	14	49		07	50	42
Griseburn	5.34		08	30	46		09	20	37½
MP 271	6.34		09	46	48½		10	55	39
Crosby Garrett	7.59		11	15	52½		12	49	41 wet rails
MP 269	8.34		12	04	58/59		14	11	47½
MP 268	9.34		13	07	54		15	12	39½
MP 267	10.34		14	15	50½		16	50	33½
Kirkby Stephen	10.78	16.00	14	47	48½/50½		17	34	32½
MP 266	11.34		15	28	50		18	37	35½
MP 265	12.34		16	42	47/44		20	24	31½
MP 264	13.34		18	01	45½		22	58	28½
Mallerstang	14.34		19	16	52½		24	45	37
MP 262	15.34		20	26	49½		26	00	34½
MP 261	16.34		21	41	46		27	47	33
MP 260	17.34		23	03	42½		29	39	31
Ais Gill Summit	17.59		23	23	44½		30	07	33½
MP 257	20.34		27	31	18½* tsr		34	46	18* tsr
Garsdale	20.65	33.00	28	26	25		35	44	22
Hellfield Up Loop	45.90	72.00	66	13	5¼ mins early	72.00	70	05	28 mins late
		Blue Riband time: 18 mins 25 secs				Time at Crosby Garrett Tunnel, not MP 269 Time at MP 263¼ not MP 264 Time at MP 262¼ not Mallerstang Blue Riband Time: 24 mins 44 seconds			
		* brakes or speed restriction				* brakes or speed restriction			



**Express passenger power then and now:
No. 35018 alongside Avanti West Coast Pendolino
No. 390131 at Carlisle on May 22. BOB RANDALL**

was 44mph, rising to 52½mph at Mallerstang before fading a little to a minimum of 42½mph before Ais Gill summit. The time from MP275 to MP259¼ was 18m 25s, No. 35018's second best time on record.

"The previous section from MP307 to Long Marton is probably its best, taking the Armathwaite TSR into consideration. Its down S&C times on record are shown in Tables A & B.

"Such running meant Garsdale was passed 4½ early and we stopped in Hellfield loop for water 5¾ early. It is hard to kill all the time allowed for the Hellfield-Clitheroe section but it was a lovely evening to meander down the Ribble Valley.

"After the booked wait at Horrocksford Jn to let the 19.10 to Rochdale clear the section ahead, we left Clitheroe five early, which resulted in a signal stop

before Whalley. However, on a dry rail the Bulleid accelerated with ease from 12½ to 30½mph in three miles up 1-in-82.

"After Blackburn a run down to Preston with only one slight check was made, stopping there 1½ early. Here I left the 'Dalesman' to catch the 20.41 to Glasgow (1595).

"On the home run to Lancaster, the 'Pendle Dalesman' is booked to wait in Barton loop between 20.30 and 21.16 to let 1595, 1C59 Barrow and 9597 Glasgow overtake. However, the signaller chose to let No. 35018 run straight through until checked at MP19 by the empty 5H94 Pendolino (previously the 17.57 ex Euston), departing for Longsight from Lancaster's Platform 3. Dave Bradbury, still on the 'Dalesman', timed, in fading light, No. 35018 at an average of 80mph for a mile before the check." (See Table Three).

"All three following trains were delayed by about 10 minutes before Lancaster. None of them had recovered more than a couple of minutes at their final destinations. Two people made wrong decisions that night – the signaller and myself!" Sandy lives in Glasgow.

Digging in

The second part of Table Two shows the work of *British India Line* on the 13-coach 500-ton returning 'Cumbrian Mountain Express' on Saturday, May 22, 2021, timed by Graham Southway.

With this load and in mixed weather conditions, the Bulleid did well enough – though not in the same league as No. 60163 *Tornado* on the same day. With a similar load and in better weather conditions, the A1 turned in a 'Blue Riband' time of 16m 28s, just 14 seconds off the record, though the train didn't stop at Appleby. The Bulleid certainly has the power to at least equal the A1 if necessary but hasn't done so yet anywhere, though its sister engine No. 35028 *Clan Line* has.

Steve Chipperfield had Robin Russell firing on *British India Line*, with Steve Clark on assessment. When sending me the train running log, Graham commented that "the biggest surprise was the speed loss from



On a very wet August 6, 1962, *British India Line* speeds through New Malden with the 11.00 Waterloo-Ilfircombe 'Atlantic Coast Express'. DON BENN

TABLE THREE: PRESTON TO LANCASTER

Date	Tuesday, June 8, 2021
Train	15.34 Carlisle to Lancaster 'Pendle Dalesman'
Loco	MN Class 8 4-6-2 No. 35018 <i>British India Line</i>
Load	11 coaches, 402 tons tare, 410 tons gross
Driver	Mick Kelly
Fireman	Craig Todd
Recorder	David Bradbury
Position	Eighth coach
Weather	Dry, warm, still, low sun

	miles	mins	secs	speed
Preston	0.00	00	00	
MP 1	1.00	04	04	31
MP 2	2.00	05	33	45
MP 3	3.00	06	45	51
MP 4	4.00	07	48	59
MP 5¼	5.25	08	56	66½
MP 7	7.00	10	24	73
MP 8	8.00	11	11	78/80
MP 8½	8.50	11	34	76½/78½
MP 10	10.00	12	43	77½
MP 10¼	10.25	12	55	74/79
MP 11¼	11.25	13	43	75/75½
MP 11¾	11.75	14	06	77/76½
MP 12¾, Scorton	12.75	14	53	77/76½
MP 14	14.00	15	52	77/78½
MP 15¼, Bay Horse	15.25	16	49	79½/79
MP 16¼	16.25	17	35	80
MP 17¼	17.25	18	19	80½
MP 17¾	17.75	18	43	75*
MP 18, Oubeck	18.00	18	58	60*
MP 19	19.00	21	20	11*
		sigs stop		
		21	43	0*
		26	38	
MP 20¼	20.25	30	08	35
Appleby	20.98	32	35	

net time 22¾ minutes
* brakes. Slow crawl up to stop

Right: Top link men of today – driver Mick Kelly and fireman Martyn Soames on No. 35018 at Carlisle on June 8. SANDY SMEATON

Smardale to Kirkby Stephen. I couldn't tell from the train what the rail conditions were like."

Back on the 'Pendle Dalesman' on June 8, Table Three shows the last section from Preston to Lancaster referred to earlier. This little cameo which Sandy Smeaton missed was timed by Dave Bradbury in his usual manner, taking milepost and principal places only. I have added names to a few places where they align with milepost locations.

Mick Kelly and Craig Todd remained in charge of No. 35018 on 11 coaches but I have reduced the load to 410 tons to allow for those passengers alighting prior to the Preston departure. The start was, of necessity, slow and up the 1-in-503 climb to Milepost 3. From there the Bulleid was given its head and allowed to run, reaching 80mph in the downhill section at 1-in-1115/644 to Milepost 8, beyond Brock.

Speed then settled in the 75-78mph range along the level or slightly rising track until after Scorton where, on the dead level just after Bay Horse, speed rose slightly to the maximum of the day, being maintained for a mile. A demonstration of what this lovely engine can do. It didn't last as the 'Dalesman' crawled up to a dead stand for signals outside Lancaster.

I estimate the net time to have been under 23 minutes for the 20.98 miles. As a comparison, my run with No. 70010 *Owen Glendower*, with 10 coaches for



A top link man of steam days: Salisbury driver Percy Young with No. 35018 on the 'Atlantic Coast Express' at Waterloo on July 17, 1962. DON BENN



345 tons on the 10.55 Euston to Barrow on August 26, 1967, produced a net time of 22 minutes, with a maximum of 76mph at the same place as the maximum with No. 35018 (see *Heritage Railway* 281)

And finally...

My chosen run from the days of steam is one on the down 'Atlantic Coast Express' from Waterloo to Salisbury on July 17, 1962 (Table Four). With the 11.05 relief running on that date, the load was the usual 11 coaches for 400 tons, with No. 35018 in the charge of Percy Young, of Salisbury shed. The engine would not have needed to be worked very hard to achieve a net time of 80 minutes for the nonstop 83.66 miles.

This was typical running by that particular Salisbury top link driver, with the 30-minute schedule from Worting Jn to Salisbury kept almost to the second despite being 3¼m late due to the slowing for track work at Brookwood. The 62mph minimum over Grateley was good work after modest speeds downhill to Andover. Percy delivered an almost identical time the next day, both with the sort of finish into Salisbury which is impossible to contemplate today.

I would like to thank my correspondents Sandy Smeaton, Dave Bradbury, Graham Southway, and Bob Randall for sending me so much material, some of which is included this time. **HR**

TABLE FOUR: WATERLOO TO SALISBURY

Date	Tuesday, July 17, 1962
Train	11.00 Waterloo to Ilfracombe
Loco	MN class 4-6-2 No. 35018 <i>British India Line</i>
Load	11 coaches, 370 tons tare, 400 tons gross
Driver	Percy Young, Salisbury
Fireman	Unknown
Recorder	Don Benn
Weather	Fine

	miles	sched	mins	secs	speed
Waterloo	0.00	0.00	00	00	
Vauxhall	1.29		03	35	30
Queens Road	2.81		05	33	48
Clapham Junction	3.93	7.00	07	11	41*
Earlsfield	5.58		09	30	46
Wimbledon	7.24		11	31	51
Raynes Park	8.64		13	05	56
New Malden	9.78		14	16	60
Berrylands	10.98		15	27	61
Surbiton	12.04		16	30	63
Hampton Court Jct	13.34	17.30	17	42	66
Esher	14.39		18	37	68
Hersham	15.91		20	00	70
Walton	17.08		21	00	68/64
Weybridge	19.15		22	47	67
Byfleet	20.40		23	50	73
West Byfleet	21.68		24	52	72
Woking	24.29		27	08	67
Woking Jct	24.75	27.00	27	30	66
Brookwood	27.99		31	19	tsr 17*
MP 31	31.00		35	54	54
Farnborough	33.20		38	14	64
Fleet	36.48		41	03	72/74
Winchfield	39.83		43	52	70
Hook	42.16		45	52	72
Newnham Siding	43.70		47	07	75
Basingstoke	47.75		50	42	67
Worting Jct	50.30	50.00	53	15	58/56
Oakley	52.38		55	15	63
Overton	55.55		58	00	67
Whitchurch	59.10		61	08	72
Hurstbourne	61.14		62	48	74
MP 62½	62.50		64	08	63
Andover	66.35		67	20	76
Red Post Jct	67.65		68	30	68/70
Grateley	72.70		73	07	62
Allington Box	75.60		75	49	74
Porton	78.29		77	48	82/84
Tunnel Junction	82.56		81	15	50*
Salisbury	83.66	80.00	83	38	

net time 80 mins
start to stop average 60.2 mph

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WALLINGFORD: A NEW ASHBURTON?

As the Cholsey & Wallingford Railway officially opens its relocated Brunelian train shed from Maidenhead, **Toby Jennings** finds out more about its plans to develop and enhance this preserved GWR branch line.



50 years ago, 1971 witnessed one of the greatest victories in railway preservation – namely the return of main line steam – but also one of its most tragic losses.

On the same day as No. 6000 *King George V* was setting out on its epic week-long railtour that broke the BR steam ban, two more railtours were heading for the classic Great Western branch terminus of Ashburton – but would mark a sad ending rather than a new beginning.

After those trains left Ashburton, the trackbed of the embryonic Dart Valley Railway from there to Buckfastleigh was buried under the A38 dual carriageway, and one of the best-loved GWR stations in the country was cut off from the railway network, seemingly forever.

Visiting GWR 8750 0-6-OPT No. 4612 stands in Wallingford station under the newly rebuilt Maidenhead train shed during a 30742 photo charter on July 9. P WARRINGTON



The canopy at Maidenhead, in a picture believed to date from 1961. RAILWAY HERITAGE TRUST

Immortalised and instantly recognisable on countless model railways, Ashburton's fine Brunelian timber train shed would have made the perfect terminus for a preserved railway. But while it's not impossible that it could one day see a train again, this is – to say the least – one of preservation's longer-term aspirations.

In the meantime, that infamous wrong has now, to some degree, been righted, and in what many would consider the most unlikely place – Wallingford.

Transformed terminus...

For most of its preservation life, Wallingford station has been, to be frank, a dump. With the original terminus lost to redevelopment a quarter of a mile to the north, when the Cholsey & Wallingford Railway Preservation Society took over the branch, they had no choice but to construct a new station on the site of the former maltings siding whose freight traffic had kept the line alive. But for decades since, it's consisted of little more than a cluster of portable cabins, lines of rusting rolling stock, and none of the atmosphere you expect from a preserved GWR branch line.

So, the transformation wrought in the space of just a few years is remarkable. Now standing proudly over the platform and the end of the running line is a beautifully restored Brunelian timber train shed, decked out in GWR colours, complemented by the company's signage, fencing and even a resident locomotive that was once (albeit briefly) part of its fleet.

It's not quite Ashburton – but until we can return steam to Ashburton, having this at the end of an almost-complete GWR branch line isn't a bad substitute. Like Ashburton, the Maidenhead train shed was a victim of the inevitable march of progress but its move to Wallingford is a happy example of the 'big railway' working with preservationists to ensure that, despite such progress on the national network, historic buildings can still be put to good use in creating a steam-age environment.

Saving such authentic infrastructure and relocating it to heritage lines is far less common now than it was in the early days of railway preservation but the C&WR has proved what's still possible with co-operation.

...Fully funded

When the railway became aware that the redevelopment of Maidenhead station as part of the new Crossrail line meant sweeping away its historic train shed, it approached Network Rail to ask if the structure could be salvaged. NR agreed, but somewhere along the line a breakdown in communications almost wrecked the plan even before it got off the ground, as contractors unceremoniously and carelessly tore down the shed with gas-axes.

"When it arrived, we all thought it would be firewood," said Dr Tony Stead, chairman of the C&WRPS. But one of the railway's members obtained a report on its condition from structural engineering consultants Morton Partnership Ltd, who confirmed that it could be rebuilt – if the railway could solve the small problem of finding £320,000 to £330,000 to restore it, and yet more to re-erect it.

The line applied for a grant from the Railway Heritage Trust and Tony was "gobsmacked" when that organisation's executive director, Andy Savage, agreed to fund the entire project.

"You could have knocked me down with a feather," Tony said. "We were looking at reducing its length to save costs. We are incredibly grateful to them."

"Our grants totalled £782,000, which is the largest single amount we have ever awarded," said Andy. "This included a £200,000 extra contribution from Network Rail because of the damage caused in the dismantling of the structure."

That damage meant parts of other stations had to be incorporated to complete the jigsaw. "It needs five columns to hold it up, and we only had three left," explained Tony. "But as luck would have it, we recovered two columns from the canopy at Burnham."

But this is only the beginning of a new GWR station – partly new-build, partly reusing more structures relocated from elsewhere, and with further help from the Railway Heritage Trust.

Signalling the way

Next to the Great Western main line at Stoke Canon in Devon, guarding the level crossing but derelict and boarded-up, stands a Saxby & Farmer signalbox dating from Bristol & Exeter Railway days, circa 1874. The C&WR

"Donations recently have been phenomenal – we've had £2000 in a week and £10,000 to £12,000 in the last year."



Cambrian Railways coach body No. 250, containing the railway's museum, has been placed underneath the canopy at the back of the platform. Soon it will be joined by a private-owner wagon, restored in the livery of Cholsey coal merchant Hutts, and together they will give the impression of a train standing in a bay platform. C&WR



Right: Pannier tank No. 4612 and a 1947 Standard 8 at Winterbrook Crossing during the photo charter on July 9. MARTIN CREESE

Left: The derelict Bristol & Exeter Railway signalbox at Stoke Canon in Devon, which the Cholsey & Wallingford Railway hopes to rebuild at Wallingford. TOBY JENNINGS



wants to follow up the canopy project by fully signalling the new Wallingford station, for which a great deal of equipment has already been collected, including a bracket signal from Oxford – and rebuilding Stoke Canon box to control it.

“We’re hopeful we are going to get it, but we don’t know when,” said Tony, explaining how – because of its close proximity to the main line – careful removal can only be done under a full engineering possession. The next opportunity to do this is only expected to arise when planned work takes place on the roof of the nearby Whiteball Tunnel.

Network Rail will pay for the dismantling and movement of the Grade II* listed structure, while the Railway Heritage Trust will contribute to the reconstruction of the base. “Our normal grant for moving a box is £25,000,” said Andy. “There are so many listed boxes around that we can’t afford to restore them all.”

“Then we’ll have to raise funds for the top half,” continued Tony. That in itself might sound like a daunting prospect for what’s still a relatively small railway – but such are the relationships that it is cultivating, and such is the enthusiasm that the canopy project has

already engendered that one wouldn’t bet against it.

Not all of the recent change has been entirely smooth, Tony admitted. A major upheaval took place at the end of 2019 when the entire previous board resigned. “The canopy was the catalyst for it,” he said. “We were getting more volunteers and wanting to do more. The old board had achieved a lot, but they’d rested on their laurels.”

But now the canopy “has transformed the site and the attitude,” he continued, describing how it has more than doubled the numbers of volunteers in attendance; from a total of about 50-60, between 20 and 34 can now be found on site, even on a weekday. “It’s unheard of. It used to be six or seven on a weekday, and 12 or 13 on a Saturday if you were lucky.”

Only the total membership is “the disappointing thing,” he added. “We’ve struggled to get 300 paid-up members. We even tried reducing the subscription to half price but it didn’t have much effect, and some people said we weren’t charging enough!”

What they may lack in numbers, the C&WR’s supporters – both members and local well-wishers – more than make up for in their generosity. “The donations recently have been

phenomenal,” said Tony. “We’ve had people sponsoring station benches and lamps, and we’ve had £2000 in a week just in donations.

“I think we’ve had about £10,000 to £12,000 in the last year – we’ve never had donations of that magnitude before.”

So when it comes to raising money for the top half of a signalbox, or even a much larger sum for an all-new station building, the railway is confident that it can do it.

New-build station

To complement the canopy, plans are afoot to construct a station building in the style of an original GWR structure – though which one is still to be decided.

A replica of the original Wallingford station building was initially considered, but it would be too small for the requirements of a 21st century tourist attraction. “Today you need cafes and so on,” said Tony.

The second “preferred option” was based on the imposing terminus of another Oxfordshire branch line, Abingdon. This, said Tony, “is still on the table – but one of our volunteers has drawn up another plan, akin to Wallingford station but bigger.

“The volunteers would prefer Wallingford but we’ve still got to consult the members.”

With the Abingdon building planned at right angles to the track, but the Wallingford one parallel to the platform, he explained: “One of

“We know more about our track than probably any other heritage railway – dips, rail profiles, and the ballast.”



the limiting factors is the toilets and drainage. They're compatible with Wallingford, but for Abingdon you'd need an awful lot of excavation and relaying of sewers to put toilets in – or have a separate block."

Neither option will be cheap, but this consideration means the Abingdon structure would cost significantly more than the £400,000 estimated for the Wallingford-style building.

The railway applied for a BIFFA Award grant of £360,000 under the Landfill Communities Fund, a Government tax credit scheme enabling landfill operators to contribute to community projects – but, as reported in News, it was rejected. This was especially frustrating because the C&WR plainly has the ability to raise its share of match-funding.

"We have to find 10%, not from existing funds but new money," explained Tony. "But we've already got pledges of £32,000 and we've not gone public with it until now, so we're hoping we can reach £40,000 without too much difficulty."

The railway is receiving community support – sandblasting of lampposts and fencing, and fabrication of new doors for its Mk.1 coaches – from local firm Grundon Waste Management, which has recently started extracting gravel from a pit near the C&WR, immediately south of the level crossing over the Wallingford bypass.

Once the firm has finished with the site, said Tony, "it'll be turned into a lake, so it could be worth us building a halt there."

Generating 40 to 50 lorry movements per day, and with extraction set to continue for 10 to 20 years, this would appear to have offered a golden opportunity for freight traffic on the preserved line. But with the C&WR no longer physically connected to the Great Western Main Line at Cholsey, said Tony, "we did look into it but it would have cost £1 million to put a set of points in, and it wasn't considered cost-effective."

Commuter trains?

This isn't the only intriguing idea for what one might term 'main line' traffic on this branch line. Although it's not sounding too likely to happen at the moment, the C&WR just may become one of the few preserved railways to run regular commuter trains.

Back in late 2018, a temporary closure of the main line between Didcot and Oxford highlighted the fact that a large number of season ticket holders live in the Wallingford area. This potential passenger base is only set to increase with hundreds more new homes planned to the south of Wallingford, filling the fields between the town and its bypass.

The C&WR has since been in discussions with potential companies about operating a commuter service. One cannot be named at

present, but the others are Dudley Light Rail and Parry People Movers, the latter being the builders of the diminutive flywheel-powered Class 139 railcars that run on the Stourbridge Town branch.

The idea, explained Tony, would be to build a separate halt and shed for such railcars on the west side of the line near the bypass, for which a strip of land has already been reserved.

Unfortunately, because it already has two other railway projects in its current transport plan – the reopening of Grove station, and the reinstatement of passenger services on the Cowley branch – Oxfordshire County Council is not supporting the C&WR scheme at present. "But I will continue talking to people," said Tony. "We're not going to abandon it."

The C&WR does, in fact, already host traffic connected to the 'big railway' on a regular basis. Every two months, Dutch geotechnical firm and Network Rail contractor Fugro uses the line to calibrate its equipment, including laser scanners and ground-penetrating radar.

In conjunction with a Global Positioning System, explained Tony, this gear "can tell Network Rail to within centimetres which sleepers need replacing" – even working at speeds of up to 70mph.

Not only is this a great source of income, he added, "they provide us with data, so we know more about our track than probably any ➔

other heritage railway – dips, rail profiles, the condition of the ballast, and so on.”

Over the course of the C&WR's 2½ miles, 4000 measurements are taken to provide a comprehensive picture.

New arrivals

One further link between the C&WR and the main line that must be mentioned is the railway's new president, Mark Hopwood, a lifelong enthusiast who worked his way up through the railway industry to become the current managing director of the train operating company Great Western Railway.

“He even tried to get us a Class 31 for our 40th anniversary!” said Tony, referring to the fact that the Brush Type 2s, as detailed in issue 280, were the motive power for the last BR freight trains on the branch in 1981.

Only a handful of ex-BR guest engines have appeared on the C&WR in preservation but as reported last issue and pictured on these pages, GWR pannier tank No. 4612 from the Bodmin & Wenford Railway has been in attendance for the official opening of the

canopy. However, the line does in fact have a resident ex-GWR locomotive, albeit one of the least-known in preservation – Sentinel 4wVBT Works No. 6515, which was delivered new to the GWR as its No. 12 in 1926, and over the next couple of years was tried out on the Malmesbury branch and even the Shropshire & Montgomeryshire Light Railway.

As also reported last issue, two of its former stablemates from the Buckinghamshire Railway Centre are set to join it at Wallingford – fellow Sentinel No. 11 and Andrew Barclay 0-4-0ST *Swanscombe*, all three engines being owned by Keith Lolley.

“We'd love to have a resident main line engine,” said Tony, “but we need a shed, so that's a priority. It might entice some locomotive owners.”

A design has been drawn up for a 100ft-long single-road locomotive shed, spanning a weighbridge left in the yard from the former maltings, which will form the basis of an inspection pit. The final piece of the jigsaw for servicing steam locomotives will then

be the erection of a genuine GWR single column water tower, obtained from the Gloucestershire Warwickshire Railway in a swap for the rectangular tank formerly at Reading West.

This Christmas, however, the C&WR will host its largest steam locomotive yet... at least in preservation.

Thinking big

The line's annual passenger figures, said Tony, have remained “pretty static” at about the 6500 mark – but then he added: “We're anticipating 30,000 this year.”

That seemingly unbelievable increase will be thanks to the Polar Express, the licensed festive trains based on the 2004 children's movie. In conjunction with GWR and the Spa Valley Railway, the C&WR will be taking part this December, using one of the US Army Transportation Corps S160 2-8-0s from the Churnet Valley Railway and a rake of five Mk.3 coaches owned by organiser PNP Events – 30,000 being the total number of seats available over 17 days.



West Country No. 34015 *Exmouth* in Cholsey station on December 12, 1965, after assisting pannier tank No. 9773 from the Wallingford branch with the LCGB 'Cross Countryman' railtour. C&WR ARCHIVE



Three ex-BR Class 08 diesel shunters are resident at the C&WR, including two, *Lion* (No. 08022) and *Unicorn* (No. 08060), that later worked for Guinness at Park Royal brewery in West London. Both are on loan to the railway from Diageo, the owner of Guinness. C&WR



The trains will be operated in some form of push-pull or top-and-tail formation, though precisely how is still to be decided. One possibility being considered is a High Speed Train power car on the opposite end from the American locomotive.

Yet as bizarre as it may sound, the S160 will not be the largest or heaviest locomotive ever to run on the Wallingford branch – and a Class 43 power car would not even be the first to appear.

More than once, the section adjacent to Cholsey church was used to stable the Royal Train overnight, with two Castle 4-6-0s in charge on one occasion in 1953. This short stretch was relaid with concrete sleepers to cope with the weight of these express passenger machines, and the remains of the telephone box, giving the crew direct communication with Cholsey signalbox, can still be seen by the lineside. During the Second World War, Winston Churchill's train was once diverted here to avoid an air raid on London, and no doubt with similarly illustrious motive power.

“We’d love to have a resident main line engine, but we need a shed. It might entice some locomotive owners.”

On December 12, 1965, steam made one of its last appearances at Wallingford in BR days in the form of Collett 8750 0-6-0PT No. 9773, hauling the Locomotive Club of Great Britain's ‘Cross Countryman’ railtour. But on the return trip, the train of eight Southern Region Bulleid and Mk.1 coaches defeated the pannier, which stalled on the short but sharply curved 1-in-202 bank leading up to Cholsey station. Waiting there to take over for the next leg of the journey to Didcot and Oxford was West Country No. 34015 *Exmouth* – so the ‘Spam Can’ ventured down the branch to drag No. 9773 and its train the few hundred remaining yards into the station.

Finally, the now freight-only branch hosted perhaps the most unlikely express passenger machines of all in the mid-1970s, when the new Intercity 125 High Speed Trains were posed for publicity shots. Asked, with tongue only slightly in cheek, if such steam

locomotives might ever be seen here again, Tony pointed out that the headshunts at both Wallingford and Cholsey are too short to take tender engines, meaning that – as with the Polar Express – top and tail working would be necessary. “So if we did have any, it would only be for occasional visits,” he said.

But even so – a GWR branch line on which it is historically authentic to run Castles, a Bulleid and HSTs? This sounds like a railway modeller's dream.

For decades, the GWR branch line terminus has been the dream layout for many railway modellers, and Ashburton, with its Brunelian train shed and compact track plan, provided the ideal prototype or inspiration for dozens of such miniature recreations.

Now the C&WR is bringing those elements together in 1:1 scale to create its own ideal Great Western branch terminus from scratch – and is already much the better for it. **HR**

Close to the spot where classmate No. 9773 stalled on the LCGB ‘Cross Countryman’ railtour of December 12, 1965, No. 4612 heads a freight train for the photo charter on July 9. In the background is Cholsey church, where famous author Agatha Christie is buried. Having previously held special events for Agatha Christie fans, the C&WR has a plan to construct a new halt serving the church. Said Tony Stead: “It may not be all that long before it happens. The landowner is willing but we’ve still got a lot to do at Wallingford, so that’s where we need to focus the volunteer effort.” P WARRINGTON



Steam makes a comeback but totems keep up pressure

WITH the top four realisations being steam nameplates, Great Central's sixth monthly live online 200-lot auction on July 10 was almost a hark back to the old days, albeit helped by the fact that the diesel opposition was missing the in-depth selection that has been such a feature of the series since it started in February.

Top of the tree was *Caerhays Castle* from GWR-designed and BR-built No. 7014, which went under Mike Soden's hammer for £10,400, followed at £6000 each by another GWR offering, *County of Hants* (No. 1016), and LMS contender *Kenya* from Jubilee No. 45613.

Not far in arrears were *Wimpole Hall* carried by GWR No. 5963 (£5200) and *Henry Cort* from LNWR Experiment class 4-6-0 No. 1413 (£5000), while a second pre-Grouping steam nameplate rostered for this sale, *City of Liverpool* (GCR Class 1 No. 428/LNER B19 No. 1493), was held over to the next auction (see preview in this column).

Fighting the diesels' corner at £3600 was *Charles Babbage* from Class 60 Co-Co No. 60054, built by Brush Traction in April 1991 and named after a 19th century English mathematician.

Totem signs kept the nameplates on their toes, with the top six prices coming from stations covering all BR regions.

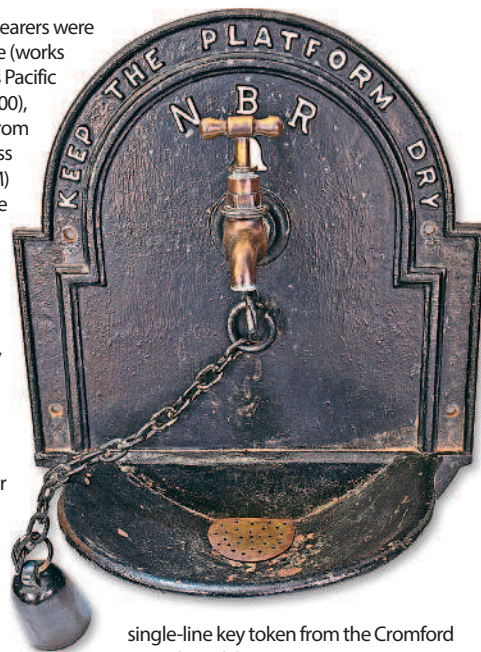
Leading the pack were BR(S) Henfield at £3200 and North Eastern Region's Stockton (£3100), with the ensuing quartet comprising BR(Sc) Coupar Angus, BR(M) Repton & Willington, BR(E) Soham, and Western Region's Taunton, at £2200, £2000, £1600, and £1500 respectively.

A circa 1860 London Chatham & Dover Railway 14in dial longcase clock from Crofton Park station in south-east London flew the flag for this category with a hammer price of £2700, and at the same price came the leading cabside numberplate from GWR 1884-built Dean Goods 0-6-0 No. 2340, accompanied by 4041 from GWR Star class 4-6-0 *Prince of Wales* (£1950).

Other category standard-bearers were a Darlington 1949 worksplate (works No. 2063) from LNER A1 class Pacific No. 60144 *King's Courier* (£2100), headboard 'The Welshman' from the London-Holyhead express at the same price, and a BR(M) ticket enamel sign listing nine destinations and believed to be ex-Preston (£1450).

Among the rather more off-beat successes were a set of GWR plans for the Whitland & Cardigan Railway dated 1895, comprising four leather-covered volumes that fetched £2600, a GWR inspector's tipstaff engraved with the maker's name Parker Field, Holborn, London (£1750), and a North British Railway drinking fountain that went for £1300.

Finally, signalling weighed in with £1200 realisations for each of a Tyer's No 6



single-line key token from the Cromford to High Peak line.

Auctioneer Mike Soden said: "After our June auction we felt there were signs that prices, which had been very buoyant, were maybe levelling off, but this July sale went very well, and the realisations were excellent."

Bids were accepted by telephone, email and commission in addition to live online, and the prices exclude buyer's premium of 15% (+ VAT).



Whitstone-Bude single-line tablet and a GWR Tyer's train describer that included such locations as Clifton, Yate, Badminton, and Stoke Gifford, and £1000 for a Briggs Sidings-Parsley Hay

Platform lamp outshines pair of Royal Bavarian Pacifics

MODEL trains were outshone in a Vectis auction on June 25 by a venerable piece of railwayana – a platform lamp from the Kent station of Stonehall & Lydden Halt that went under the hammer for £500. The lamp, complete with four brackets for wall-mounting, carries the halt's name as Stone Hall, although the correct spelling of both station and village is one word.

The halt, opened by the London Chatham & Dover Railway on the Canterbury-Dover line in July 1861 and closed by BR in April 1954, was near a proposed colliery that was abandoned in 1921 before any coal was mined, despite three shafts being sunk to a maximum depth of 273ft and surface buildings constructed, some of which survive today.

Leading the models were two HO-gauge Royal Bavarian State Railways S3/6 class Pacifics, Nos. 3601 and 3618 made by Roco of Austria, which sold as a single lot for £460. The auction was held live online with additional email, telephone, postal and commission bidding, and the two prices exclude buyer's premium of 25% (inc VAT).



Chris France re-enters the fray six years after sale of company

LONG-TIME collector Chris France re-enters the railwayana auction scene on September 27 with a week-long internet and telephone 60-lot sale of hardware and other items, including a GWR cabside numberplate and Southern Region smokebox plate, a diesel worksplate, totems, a Southern Railway station target sign, and a Southern Region running-in board.

The cabside is from No. 6963 *Throwley Hall*, a wartime product built at Swindon in April 1944 and withdrawn from Oxford (81F) in July 1965, while the smokebox numberplate is 32413, from an E6 class 0-6-2T built at the LBSCR Brighton works in July 1905 and withdrawn from the south London shed of Norwood Junction (75C) in November 1958 after a service life of more than half a century.

The diesel worksplate is a 1963 English Electric/Vulcan Works example from Class 37 D6835/37888.

The totems are BR(NE) Slaithwaite and BR(M) East Didsbury, the SR target Holsworthy, and the running-in board from Reading (Southern).

This station, the location of engine depot 70E, was opened in August 1855 as the terminus of the South Eastern Railway line from Redhill, and was named Reading until September 1949 when it became Reading South, and was renamed again in September 1961 to Reading (Southern).

Passenger services ceased four years later and freight in September 1970, and the station will be remembered by many trainspotters who frequented Reading (General), a larger and busier Western Region station which overlooked its Southern Region neighbour.

As reported in last month's issue, Chris, who ran internet auction house Railwayana.net until 2015, will trade under Railwayana Sales, and will additionally hold regular auctions of railway negatives, slides and photographs.



GCRRA spotlight on young and old as monthly live online series continues

YOUNG, middle-aged, and old will share the spotlight in Great Central's seventh monthly live online 200-lot auction on September 4.

From the young, there's a Class 60 diesel nameplate; from the middle-aged there are GWR cabsides, a smokebox numberplate, and an Irish nameplate; and from the old, two pre-Grouping nameplates and a venerable worksplate.

Seniority first, so starting with the pre-Grouping nameplate contenders, there's *Princess Augusta* from GWR No.4058 and *City of Liverpool* from Great Central Railway No. 428, which was held over from the July sale.

No. 4058 was a Star class 4-6-0 built at Swindon in July 1914, withdrawn by BR from Wolverhampton Stafford Road (84A) in April 1951, and named after a granddaughter of George III.

No. 428, one of six GCR Class 1 4-6-0s, was outshopped by Gorton

in December 1913 and withdrawn from Immingham as LNER Class B19 No. 1493 in April 1947, thus failing to join No. 4058 into BR stock by a matter of months.

The pre-Grouping worksplate is an 1889 Sharp Stewart & Co (works No. 3466) plate from GWR No. 212, an ex-Barry Railway Class B 0-6-2T that was withdrawn by BR in July 1948.

Onto to the middle-aged and to *Carra Castle*, carried by Northern Counties Committee of Ireland U2 class No. 83, which was built for the LMS-owned railway by North British Loco of

Glasgow in May 1925. Named after a 14th century ruin in County Antrim, the 4-4-0 was withdrawn in January 1956.

The GWR cabside numberplates from this era include 5958 from *Knolton Hall*, 1016 from *County of Hants* (one of its nameplates sold for £6000 in Great Central's July sale) and 3028 from an ex-Railway Operating Division 2-8-0. There's also the smokebox numberplate from No. 5944 *Ickenham Hall*.

Finally, the modern era, albeit to a nameplate with a hint of what has gone before. It is *Great Whenside* from Class 60 heavy freight Co-Co diesel No. 60020, which was built by Brush

Traction in January 1991 and is still in service. The name has echoes of *Whenside*, carried by an earlier BR diesel, 1959-built Class 44 'Peak' D6/44006.

The auction starts at 10am, and in addition to being live online, will accept email, telephone and commission bids.



Class 9F smokeboxes make their mark and model wagons obliterate estimate

TWO smokebox numberplates from Standard 9F class 2-10-0s featured in a Lacy Scott & Knight of Bury St Edmunds railwayana and model trains auction on June 18; the first, from No. 92089, realising £980, and the second, from No. 92074, £800.

Also at £980 was locomotive nameplate *Kitchener* with a Royal Engineers' badge, believed to have been carried by a 1945-built North British Loco WD 2-8-0, although this was not verified by the auction house.

The star of the model trains selection was an unnumbered 5in gauge live

steam GWR 4500 class 2-6-2T that went under the hammer for £2700, and next up came a group of wagons that exceeded expectations big-time. Comprising five pulp wagons from a deceased's estate that were commission-built for a private O-gauge railway in India, they sold in a single lot for £2200 – nearly 37 times their top estimate of £60.

LSK auctioneer Oliver Leggett said the wagons were made in 1948 by UK bespoke model maker Miniature Reproduction Co, whose customers included Bassett-Lowke. It is believed,

he said, that only another five exist, a scarcity which in part explained their appeal to the collecting fraternity.

Back to earth, two live steam unnumbered models – a part-finished 5in gauge LNER Class B1 and a 2½in gauge LMS *Princess Royal* – each sold for £1350, a live steam 3½in gauge Great Northern Railway C1 class Ivatt Atlantic No. 251 for £1200, and another GNR Atlantic, in 2½in gauge, for £1000.

The auction was live online with email, telephone and commission bids, and prices exclude buyer's premium of 22½% (+ VAT).



Railwayana Auction Calendar

■ August 20

Lacy Scott & Knight (railwayana and model trains)

(Live online, email, telephone and commission)

■ August 20

Vectis (model trains)

(Live online, email, telephone and postal)

■ August 23-29

Justa Clickago (photographs, negatives and slides)

(Online)

■ August 30-September 5

Railwayana Sales (photographs)

(Email and telephone)

■ September 4

Great Central Railwayana

(Live online, email, telephone and commission)

→ Japanese tickets and another from London were the top sellers in Paddington Ticket Auctions' postal and email sale that ended on June 8. The highest price of £340 was achieved by a third class 'Express Extra' ticket bearing the central Tokyo location of Shinbashi for a journey above 150 miles, while the second Japanese example was for a third class return journey priced at 4.22 yen from Osaka to Hiroshima, which fetched £270. Also at £270 was a London & India Docks Joint Committee second class ticket covering Royal Albert Dock Manor Way (Lower Office) to Royal Albert Dock Central, a journey that cost 2d. The joint committee was established in 1889 and was succeeded in 1909 by the Port of London Authority. Prices exclude buyer's premium of 10% (+ VAT).

→ A BR(M) totem from Luton Midland Road sold for £360 at an antique and collectors' auction held by W&H Peacock of Bedford on July 2. The station, on the Midland Main Line, was opened by the Midland Railway in 1868 and currently handles more than 3.5 million passengers annually. The price excludes buyer's premium of 17½% (+ VAT).
→ A 1942 Darlington worksplate with brass strip from LNER V2 class 2-6-2 No. 60945 headed a Thirsk Railwayana timed internet auction that ran from June 11-14 with a realisation of £640, followed by £410 for a BR(S) totem from the south-west London station of Whitton. Both prices exclude buyer's premium of 12% (+ VAT).

Southern To The Coast

Compiled by Jeffery Grayer (Transport Treasury Publishing, softback, 112pp, £14.50, ISBN 9781913251185). Cheques payable to Transport Treasury Publishing, 16 Highworth Close, High Wycombe, HP13 7PJ.

I'VE donned my increasingly-used rose-coloured spectacles, writes Geoff Courtney, and all I can see when recalling coastal holidays in the south is constant sunshine, ice creams that tasted like nowhere else, and the absence of the word 'stress' in anyone's lexicon. And, until July 9, 1967, steam, if you were lucky and in the right place.

It was on that summer Sunday that the Southern Region ran its last-ever steam train, a mixed van working out of Bournemouth hauled by Standard Class 3MT 2-6-0 No. 77014 of Guildford (70C), while earlier that day Merchant Navy No. 35030 *Elder Dempster Lines* had drawn into Waterloo from Weymouth with the region's last steam-hauled passenger train.

Holiday Haunts

Devon resident Jeffery Grayer has trawled through the Transport Treasury archive to produce a wealth of black-and-white images in Kent, East and West Sussex, Hampshire, Dorset, Devon and Cornwall, depicting

motive power from West Country, Battle of Britain and Merchant Navy Pacifics to 0-6-0 and 0-4-4 tank engines.

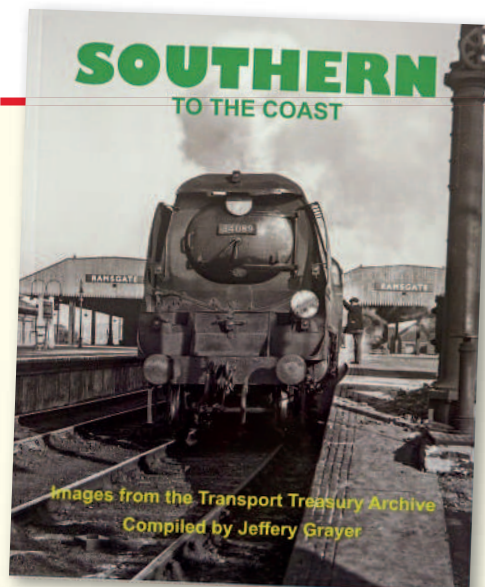
There's also sea, of course, and one appealing image is of a handsome Standard Vanguard estate car towing a caravan off an Isle of Wight ferry at Lymington Pier station on August 26, 1954, under the watchful eyes of several people, including two fascinated youngsters.

Described by its compiler as an "unashamedly nostalgic collection," the book also acts as a travel guide, quoting descriptions of the resorts from 'Holiday Haunts', published by BR in 1958. Thus, the guide says that if Bournemouth could be said to approach perfection, "nature supplied most of it, skilfully and felicitously aided and abetted by the local authorities," while Swanage is "favoured by nature and beloved by residents and visitors alike," and Brighton is "the focal point of that delectable part of southern England

known as the sunny south." With that last description comes a stunning photograph from Howard Place above Brighton shed on July 1, 1951, showing the depot absolutely awash with steam engines.

Out-of-date shedplate

There is a twist to the cover photo, which depicts Battle of Britain No. 34089 602 *Squadron* at Ramsgate on February 2, 1952, having arrived with a train from London. The Pacific had been loaned to the Eastern Region the previous November to provide cover for the new Britannias that had been taken out of service for modifications following complaints from drivers that the driving wheels were shifting on their axles. During its stay north of the Thames, it was logged on the Down 'Norfolkman' Liverpool Street to Norwich express on November 5.



EDITOR'S CHOICE

The Bulleid Pacific was recorded as having been returned to the Southern Region in January 1952.

But the cover image taken a month later shows it still carrying a 30A (Stratford) shedplate.

Perhaps the men at Ramsgate (74B), to which shed the locomotive had returned, were happy reminding themselves of the time they helped out their east London fellow railwaymen.

NOSTALGIC SWEEP FROM KENT TO CORNWALL

Severn Valley souvenir guide and 2022 calendars

(Steam calendars £9.99, 72-page guide £10, from www.svrshop.co.uk and Severn valley shops).

IN addition to its existing visitor guide, the Severn Valley Railway has produced a separate guide aimed at non-enthusiast visitors who may want to learn all about the line for the first time.

The all-colour guide is packed with facts, history and fascinating stories about the SVR from its earliest days to its current operation.

The SVR's head of marketing and communications, Lesley Carr, said: "We wanted to produce a book that's easily accessible to the general visiting public. They might simply be coming to the railway for a fun day out, but we think they might also be open to and interested in a little more behind-the-scenes information.



"We've worked hard to produce something that will appeal to all ages, and we hope that through its pages, they might just catch the heritage railway bug and want to come back for more!"

After the 2021 calendar quickly sold out despite lockdown, the SVR has doubled up to produce two this year, one highlighting steam and the other diesels. Each contains 12 pictures from locations along the 16-mile line, with sufficient space to make notes under each date.

All three are superbly illustrated and produced in their own right. Why not buy the guide and maybe a calendar as a Christmas present for a friend to show them just what a magnificent railway this is?

SPLENDID OFFERINGS WITH UNIVERSAL APPEAL

The Heartbeat of Hythe – The Story of the Hythe Pier Railway

By Alan Titheridge (softback, Ceratopia Books, www.ceratopiabooks.co.uk or from the author via Facebook Messenger, 136pp, £9.95, ISBN 9781838443245).

HAVING earned a place in the Guinness Book of Records for being "the oldest operating pier train, which has continually served the public", the 2ft gauge Hythe Pier Railway has been delivering passengers to waiting ferry boats to Southampton for 99 years since July 1922.

The Hythe Pier Heritage Association, which is engaged in a programme of restoration of both the railway and the pier, will stage a centenary celebration in July 2022.

Its locomotives were built in 1917 for use in the Avonmouth Munitions Factory and were bought from a catalogue of redundant stock from the War Office by Thomas Percy, who owned both the Hythe Pier and ferry, in 1920 after the First World War.

The locomotives have survived at least two recommendations of disposal. In 1935, Gerald Yorke, the consultant engineer who oversaw its installation, recommended as they were "in none too good a condition" they "could be scrapped", while in 2003 they were arguably saved by the dredger *Donald Redford* ploughing into Hythe Pier,

cutting it into two separate sections at a time when the then owners were exploring their replacement with modern people movers.

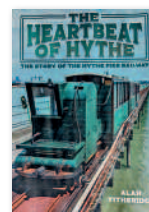
The carriages date from 1922/23 and like the locomotives still look very much as they did on arrival.

The book looks back at many of those who have driven the train, including Len Pearce, who was at the controls when King George VI was a passenger in May 1944, and Sarah Marsden who is still the only female driver.

While researching, Alan issued an appeal for personal reminiscences and anecdotes, with responses coming from local and former residents, some from as far away as Australia. Sandra Barnes, now living on the Isle of Wight, tells of an embarrassing occasion when, heavily pregnant, she had to be helped from the train through the protection wire fence when the train broke down mid-journey, while Lorraine McAusland of Hythe tells how she met her husband in one of the carriages.

There is even a section on how to drive the train, with a train driver knowledge test. The pages are packed with historical information and photographs, some previously unpublished.

UNIQUE INSIGHT INTO SOUTH COAST CENTENARIAN



Leighton Buzzard Sand & Simplex

By Rod Dingwall (softback, self published, £24 plus £6 p&p. Order by cheque to: Leighton Buzzard Narrow Gauge Railway, Page's Park Station, Billington Road, Leighton Buzzard, Bedfordshire LU7 4TN; mark envelope 'Sand and Simplex').

THE author has donated 180 copies to the Leighton Buzzard Railway (LBR), the proceeds of which will contribute to the line's Covid-19 survival fund.

Rod Dingwall, an LBR member from its early days, has accumulated a substantial photographic archive.

This book utilises all remaining images he holds, taken by himself and others, to produce an album of 450 photographs, primarily of the line in its industrial days.

The collection is supplemented by a short section illustrating progress on extending the running line in preservation.

Most pictures are monochrome, but there are many excellent colour images, including spectacular vistas across sand quarry workings. Text is limited but has contributions from people representing



the two major local sand companies, including a man who worked for George Garside's for 47 years.

The other, by Jeremy White of Arnold White Estates, tells the story of how the old Joseph Arnold sand company evolved into today's property operation, repurposing worked-out quarries.

FASCINATING BIOGRAPHY

The Last Years of West Midlands Steam

By Peter Tuffrey (Great Northern Books, hardback, 160pp, £19.99, ISBN 9781914227011).

ONE of the delights of steam photography is the people who often feature in the images, perhaps centre stage but frequently in the wings, writes Geoff Courtney.

Their presence, be they passengers, trainspotters or staff, combine with a station's infrastructure to add atmosphere and context to the locomotives that have drawn the photographer to record the scene.

This publication on steam from nationalisation to 1967 in Herefordshire, Shropshire, Staffordshire, Warwickshire and Worcestershire on lines once the domain of the LMS and the GWR has many images illustrating that railways are as much about people as the engines and trains. The cover sets the tone, with three young trainspotters

looking at the driver of 0-6-0 No. 2286 at Hereford station in July 1963, their body language pleading for permission to climb onto the footplate.

That brings back memories from 60 years ago, and I can sense the elation or disappointment which those three lads were about to experience.

Two trainspotters are also seen overlooking Wolverhampton Low Level station in May 1965 as an LMS 'Black Five' heads a freight train beneath the bridge on which they are precariously – indeed, dangerously – poised while trying to determine the 4-6-0's grimy smokebox numberplate.

Precarious also describes a fireman leaning right out of the cab as he guides his driver, who is reversing No. 6903 Belmont Hall up to its set of carriages at Shrewsbury station on June 22, 1964.

Neither the young spotters nor the fireman, however, can compare with a member of the Bridgnorth station staff who, on December 30, 1960, is sweeping the very edge of the platform, seemingly oblivious to 2-6-0 No. 6388 approaching literally just yards away with a train of empty coal wagons, while the signalman in the platform 'box' is watching him seemingly equally unconcerned.

Then there is a passenger, or maybe a railwayman, on a platform seat peering intently at photographer Cedric Clayson while ignoring Britannia Pacific No.

70048 The Territorial Army 1908-1958 as it storms through a deserted Nuneaton Trent Valley station with an express on August 13, 1964. Conversely, No.

6006 King George I has an audience of probably more than 100 passengers as it draws into a crowded Birmingham Snow Hill with the 7.30am Shrewsbury-Paddington express on April 26, 1957.

The tiny Shropshire station of Much Wenlock could hardly be compared with Snow Hill, but photographer AJB Dodd still managed to capture three railway staff – probably the stationmaster, train guard and a porter – in April 1960 busying themselves on the sole platform with a local to Wellington.

Heading the two-coach train was No. 5764, an 0-6-0PT that was withdrawn the following month, sold to London Transport to become L95, and lives on today on the Severn Valley Railway.

Locomotives, though, are obviously the central theme, and there's nearly 250 colour and black-and-white photographs covering stations and locomotive depots both large and small, supported by lineside images, comprising ex-GWR and LMS engines as well as Standards, including 9F No. 92231 on the 1-in-37 Lickey Incline.

EX-GWR AND LMS MEMORIES



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Bachmann and TMC produce G5 in OO scale

WHILE a full-size new-build G5 0-4-4T is taking shape in the North East, Yorkshire firm The Model Centre is to offer its own miniature version.

The model renumbering and weathering company has commissioned a limited edition OO gauge model of the NER tank engine from Bachmann.

It is an appropriate choice for TMC, which is based at Beck Hole beside the North Yorkshire Moors Railway – a line over which G5s regularly worked in steam days.

Designed by Wilson Worsdell and built from 1894 to 1901, the 110-strong class was ubiquitous in former NER territory, but some roamed as far south as the Saffron Walden and Epping-Ongar branches in Essex, while others found their way to Scotland.

The last examples in BR service were withdrawn in 1958 and none were saved for preservation, but the G5 Locomotive Company Ltd is well advanced with the construction of its replica, No. 1759, on a private site at

LNER G5 0-4-4T No. 1886 calls at Levisham station circa 1937, hauling a Malton-Whitby train on what is now the North Yorkshire Moors Railway. Later in its journey, it will pass Beck Hole, today home to The Model Centre, which has commissioned a new OO scale G5 from Bachmann.

MORTONS RAILWAY MAGAZINE ARCHIVE/ W.H. TATE

Shildon in County Durham. Its boiler, frames, bogie and leading driving wheelset are all complete, with work now focused on the crank axle.

Currently at the engineering prototype stage, the TMC model is expected to be available in the third quarter of 2022. One will depict the future No. 1759 in NER lined green,

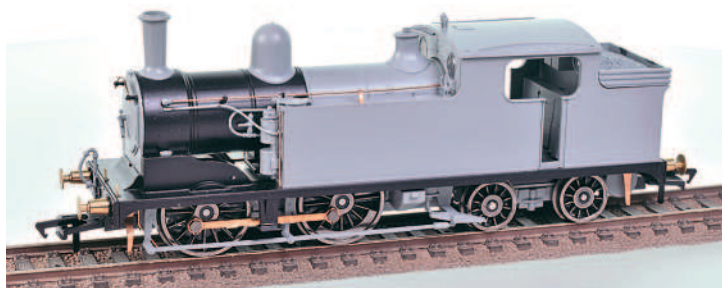
while LNER and BR lined black liveries will also be offered with different numbers and both BR crests.

Detail differences between class members, such as cages or coal rails on the bunkers and Westinghouse air pumps, will also be recreated.

TMC undertakes custom renumbering and weathering of

models to factory standards, and other Bachmann commissions include BR plate wagons (now in stock) and 24.5-ton mineral wagons (expected in the third quarter of this year).

For more details, visit www.themodelcentre.com or call 01947 899125.



Engineering prototypes of the OO scale Bachmann/TMC Worsdell G5 0-4-4T, with the original coal rail bunker and the later hopper-shaped 'cage'. THE MODEL CENTRE

International N Gauge show will go ahead in September, say organisers

ORGANISERS have confirmed that the International N Gauge Show is to go ahead at the Warwickshire Event Centre on September 11/12.

There had been doubts about whether Covid-19 restrictions would permit the event but exhibition manager Avril Spence said on June 29: "We are pleased to confirm that it is 'full steam ahead'."

Government advice and guidance will be monitored to ensure that the show will comply with any coronavirus restrictions.

More than 25 steam, modern image, continental and American layouts will be on display, while five of the leading N gauge societies and nearly 40 specialist suppliers are expected to attend.

Among the highlights will be models of Brinklow on the West Coast Main Line, and Freshwater, western terminus of the Freshwater, Yarmouth & Newport Railway on the Isle of Wight. Tickets are now on sale and more information can be found at www.ngaugheshow.co.uk

Second round of beers in Bluebell's brewery wagon

THE Bluebell Railway has produced two commemorative wagon models for 2021 in private owner liveries commemorating a local brewer.

Commissioned from Dapol, the OO scale four-plank vehicle wears the current colours of Harvey's Brewers, a Lewes-based firm with a history dating back to 1790.

It is the Bluebell's second Harvey's-liveried wagon; the first, which has now sold out, was lettered 'Harveys the Sussex Brewers' because at one time, the firm did not use an apostrophe in its name.

It also includes the legend '60+1', referring to the Bluebell's 60th anniversary celebrations of 2020 which had to be postponed because of the Covid-19 pandemic, but are



The Harvey's Brewers wagon marking the Bluebell Railway's 60th anniversary. BLUEBELL RAILWAY

now planned to go ahead on August 6-8. The model is supplied with a coal load as standard – but the Bluebell Railway's shop can also supply an appropriate load of Bachmann barrels at £7.50 for a pack of 10 (the wagon can carry 18).

Priced at £22 plus £1 postage, the wagon can be obtained from www.bluebell-railway.com/shop or by phoning 01825 720803.

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UP THE WORKERS!

The Worsdell J27 0-6-0s

Oxford Rail's newly-released OO-scale models of the North Eastern Railway's largest 0-6-0s, the P3s, which became J27s under the LNER, prompt **Pete Kelly** to delve into the history of these rugged and powerful stalwarts, some of which remained hard at work almost until the end of BR steam.

BUILT for the arduous task of hauling long goods trains in one of the most heavily-industrialised regions of the United Kingdom, the North Eastern Railway's P3 (LNER J27) 0-6-0s, introduced under Wilson Worsdell in 1906, were a modified version of the P2 (J26) engines built under the same Locomotive Superintendent from 1904.

Born at Monks Coppenhall near Crewe, Cheshire, in 1850, Worsdell worked for a short time at Crewe before crossing the Atlantic to gain more experience at the Pennsylvania Railroad's famous Altoona Works. By the time he returned home to work

for the London & North Western Railway in 1871, he was just 21 – they were certainly made of sterner stuff back then!

At 33 years old in 1883, he became an assistant locomotive superintendent of the North Eastern Railway under his older brother, Thomas William, taking over the full position when his brother retired in 1890.

The largest of the NER's 0-6-0s, the P3s were powerful, hard-working engines, and the first 80 saturated (non-superheated) locomotives were built in several batches between

1906 and 1909, construction being undertaken at Darlington Works as well as by the North British Locomotive Co, Beyer, Peacock & Co and Robert Stephenson & Co.

These locomotives could be distinguished from the P2s (J26s) by their deeper fireboxes with shallower, sloping fire grates. To make room for these modifications, the boilers were raised and the clearance between fireboxes and rear axles was reduced.

With a working boiler pressure of 180lb and a driving wheel diameter of 4ft 7¼in, the J27s had two 18½ by 26in inside cylinders operated by slide

valves and delivered a useful tractive effort of 24,640lb.

In 1921/22 Sir Vincent Raven, who succeeded Worsdell in 1910, further improved the design by building 25 of the 0-6-0s fitted with piston valves and Schmidt superheated boilers. A final 10 were built at Darlington's North Road Works under the auspices of the LNER in 1923, bringing the class total to 115. The final build figures were: Darlington Works, 65; North British, 20; Beyer, Peacock, 20; and Robert Stephenson, 10.

The superheated J27s could be identified by their extended

J27 No. 65831 negotiates the crossover at Fawcett Street Junction while on its way from Sunderland Central to South Dock Shed on August 20, 1965. MORTONS RAILWAY MAGAZINE ARCHIVE/IS CARR





smokeboxes, although in later years many boiler swaps took place between superheated and saturated versions, with the locomotives working side by side on the same duties.

The last J27 to be built was No. 2392, which the LNER changed to 5894 under its late-in-the-day renumbering scheme of 1946, and it eventually became No. 65894 under British Railways. It was one of the last five to remain at work (the others being Nos. 65811, 65879, 65882 and 65884) when the final withdrawals took place from the Blyth area in September 1967.

It's amazing to think that locomotives originating from the early 1900s should prove such valuable workhorses that, after withdrawals began in 1959, 36 of them were still hard at work hauling coal trains in County Durham and South Northumberland as late as the summer of 1966, by which time the 'Deltics' had been pounding up and down the East Coast Main Line for several years!

For such straightforward freight engines, the J27s' history regarding minor detail differences was fairly convoluted and included different safety-valves, tall and short chimneys, balanced or unbalanced wheels, different valve arrangements and plenty more.

Throughout their long careers, they saw many allocation changes, too. For example, the sole remaining survivor, after first being allocated to Bank Top, Darlington in 1923, was reallocated to Ferryhill for coal train workings, then in 1930 to York, where it spent most of its career on ordinary goods trains.

Its superheated boiler was swapped for a saturated type at Darlington Works in 1963. During its twilight years, on October 2, 1966, it was transferred to Sunderland South Dock, joining the other surviving J27s to work coal trains in East Durham. Less than a year later, on September 9, 1967, it worked the last diagrammed steam duty from Sunderland shed.

It looked like the end when it and the others were sent to Tyne Dock for disposal, but as we shall learn, its rescuers were waiting in the wings.



Above: We couldn't resist this photo showing one of Wilson Worsdell's predecessors to the J27 0-6-0s, J26 No. 65774. The lower-slung boiler is immediately noticeable as No. 65774 heads a down pick-up goods train at Norton-on-Tees on February 16, 1957. MORTONS RAILWAY MAGAZINE ARCHIVE/JOHN S PHILLIPS

Left: As late as March 31, 1967, J27 0-6-0 No. 65817 stands at Ryhope awaiting the road onto the main line with a coal train from Silkworth Colliery to Sunderland South Dock. MORTONS RAILWAY MAGAZINE ARCHIVE/G MCCLEAN



Received in June 1938, this photo shows J27 0-6-0 No. 2386 heading an up goods train near York. Note the original-style chimney. MORTONS RAILWAY MAGAZINE ARCHIVE/P RANSOME WALLIS

Returning to the class as a whole, the superheated J27s were fitted with balance weights on their centre wheels for faster running, but by 1932 it had been decided to fit the balance weights to the saturated locomotives as well.

After the formation of the LNER, the J27s became much more widely distributed, with 12 superheated examples moving to the former Great Eastern Railway area after the first Gresley-designed J39 0-6-0s entered service from 1926 onwards.

The J27s could be seen at March, Cambridge, Peterborough East, Ardsley, Langwith and Grantham working alongside former GER types such as the capable Holden J17s.

Three went to Carlisle, from where they worked goods trains to and from Newcastle, and Newport (North Eastern Region) eventually saw more than 20 examples.

In 1939 the Diagram 57 boiler of the J27s was modified to produce a Diagram 57A version, the main difference being the newcomer's

single rather than three-plate construction. The latter type could be recognised by their domes, which were mounted further back. A superheated version of the 57A boiler appeared in 1941.

Bringing the J27s in line with the company's overall loading gauge became a more urgent matter as war clouds gathered again in 1939. The answer was to replace the taller (and perhaps more elegant) NER chimneys with stubbier ones, repositioning the whistles and embracing other

minor changes, but despite all this some of the taller chimneys made a reappearance during the closing years of the war.

Most of the J27s returned to the North Eastern area, where their allocations embraced Heaton, Percy Main, North Blyth, Selby, Sunderland, West Hartlepool, Stockton, Neville Hill, South Blyth and Consett. As more powerful freight locomotives became available for the original long goods trains for which the J27s were designed, the 0-6-0s took up the equal challenge of working heavy mineral trains.

Sole survivor

After being sent to Tyne Dock to face oblivion, J27 No. 65894 was bought directly from British Railways by the pioneering North Eastern Locomotive Preservation Group, which began a full restoration on site before moving the locomotive to the National Coal Board's workshops at Philadelphia, County Durham.

After this, work continued at Thornaby depot and final touches, including the fitting of vacuum brake and steam heating apparatus for working passenger trains, were undertaken by NELPG volunteers at ICI Billingham.

Following its arrival at the fledgling North Yorkshire Moors Railway fully restored as NER No. 2392 in October 1971, the J27 became the mainstay of services on the line before its full reopening on May 1, 1973, when it piloted Lambton tank No. 29 on a Royal Reopening Special.

It also appeared at the Stockton & Darlington 150 celebrations and cavalcade of August 31, 1975, but soon afterwards the J27 was withdrawn for boiler repairs and displayed at the National Railway Museum at York from 1977 until the early part of 1982.

After a further overhaul, No. 2392 returned to the NYMR during the summer of 1996 and hauled its first train since its long absence on June 6 of that year.

Although still based at the NYMR, the J27 has been hired out to several other preserved railways, including the Embay & Bolton Abbey Railway, North Norfolk Railway, Nene Valley Railway, Keighley & Worth Valley Railway, East Lancashire Railway and Wensleydale Railway. In 1998 the locomotive was certified to work on the main line, and the two trips it ran between Grosmont and Whitby marked the start of a regular service of steam specials on the Esk Valley line.



Above: On October 11, 1963, J27 No. 65819 is turned at Reedsmouth Junction before going on to Bellingham with the three-times-weekly freight from Morpeth. MORTONS RAILWAY MAGAZINE ARCHIVE/WAC SMITH



Left: The sole surviving J27, the North Eastern Locomotive Preservation Group's No. 65894, visited the North Tyneside Steam Railway for its 30th anniversary gala on July 9-11 (News, pages 28/29). Here it departs from Percy Main station, close to the site of Percy Main shed, where many fellow J27s were allocated. The Union Jack on the smokebox recreates the appearance of No. 65795 on the last day of steam at the shed on February 27, 1965. TOBY JENNINGS

Keeping the locomotive in full working order for many more years than it ever spent in NER, LNER and British Railways service combined has been far from plain sailing. The owning group has had to deal with axlebox repairs, boiler tube leaks and cylinder casting fractures over the years.

The most recent overhaul to be completed on the locomotive took place in May 2018, when it was turned out in BR black livery as No. 65894 in readiness for that year's summer season on the NYMR, taking time out for a month on the Wensleydale Railway.

This year, No. 65894 has already visited the North Tyneside Steam Railway for the 30th Anniversary Gala which took place from July 9-11.

The models

Oxford Rail has just brought out a OO-scale model of an NER P3/LNER J27 featuring a highly-detailed body shell and underframe, with digital sound capability and a 21-pin socket.

More variations will soon become available, covering LNER and BR use, and Oxford will be tooling for many of the detail changes that the class saw over its lifespan, including different boiler types, chimneys and tenders.

The LNER-liveried plain black model of No. 1010 (OR76J27001) with a recommended retail price of £94, is on the shelves now.

Forthcoming variants will be No. 65837 in BR black with early emblems (OR76J27002), No. 65817 in BR black with late crests

(OR76J27003), and No. 1214 in LNER-lined black livery (OR76J27004) at the same price.

These models will also be offered factory-fitted with digital ESU LokSound V5 sound at £175. Look for code numbers OR76J27001XS, OR76J27002XS, OR76J27003XS and OR76J27004XS respectively.

All models have die-cast chassis, NEM couplings and separately-fitted hand rails, and the following tooling variations have been catered for:

- Two boilers (Diagrams 57 and 57A).
- Two safety-valve designs (Ross pop and Ramsbottom).
- Short and tall chimneys.
- NER/LNER and BR smokebox doors.
- Different tender coal rails.
- Driving wheels with or without balance weights. **HR**



Oxford Rail's OO-scale J27 in LNER black as No. 1010 and BR black as No. 65817. OXFORD RAIL



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VOLUNTEERING

SAFEGUARDING THE MIDDLETON'S FUTURE



Hands on: Kenny Burgess-Hall takes a pause from cleaning 1891-built NER Y7 0-4-0T No. 1310.

The Middleton Railway is the oldest line in the world in continuous use. Six decades ago, it blazed a trail as a pioneer of the heritage sector. As this ground-breaking industrial railway launches the nationwide Safeguarding the Future appeal in the wake of the pandemic, **Sally Clifford** reports in words and pictures on the work of the volunteers entrusted with the survival of its priceless legacies.

The Covid crisis has given us all a greater appreciation of things we have taken for granted. Lives have been on hold, along with the activities of many charities, community organisations and visitor attractions. Such organisations that were already struggling financially now face an uncertain future and are, no doubt, seeking inventive ways to survive.

It is thanks to the entrepreneurial spirit and, indeed, the canny foresight of a dedicated and committed workforce of volunteers that ambitious plans for one stoically independent railway have remained on track.

Stoicism is something that the Middleton Railway in Leeds inherited from its founder, the late Fred Youell. Fred is spoken of with great affection by the aforementioned workforce who are carrying on his legacy.

Fred is well remembered as a real character in every sense of the word. His passion for the place is infectious; you can feel it in the atmosphere and through the words spoken by those now holding the baton – from the younger volunteers to the more mature, who are passing on their skills and preserving this hugely important piece of railway history for future generations to enjoy.

“Fred had an idea and his vocabulary lacked the word ‘no’,” said the railway’s chairman, Charles Milner.

The railway was authorised by an Act of Parliament in 1758 to deliver coal to the centre of Leeds and has operated every year since then, making it the world’s oldest continually operating railway. In 1960, it became the world’s first standard gauge heritage railway to be revived as a passenger-carrying operation using fully voluntary labour.

It was Fred, then a lecturer at Leeds University, who effectively saved the railway from the bulldozers with a convincing plan for heritage trams (as opposed in the first instance to railway locomotives) to be operated on it by the university’s students.

Students who never left

It is with some irony that students who have come to study there in later years are now helping with ambitious plans to safeguard its future – among them Charles, who came to the university in the 1960s to study chemical engineering.

“My digs were across the road from where the depot was,” said Charles, who joined the railway as a volunteer in the late 1960s. “I was

interested in narrow gauge railways and the more quaint aspects of railways.

“My earliest memories were of a train at Ossett station platform and waving my uncle off when he joined a ship – he was a naval chaplain. I can still visualise that.

“I’d always had an interest in industrial and smaller railways and so it was a natural thing, coming to Leeds, and on Wednesday afternoons and Saturdays coming down here and helping.”

The railway’s vice president is Ian Smith, whose interest stems from growing up across the road from the line and has volunteered there for 50 years. He explained the two main aspects of the line’s current Safeguarding the Future appeal.



Welcome: The Middleton Railway in Leeds.



All aboard: Alex Smith steps into his role as trainee ticket inspector.



Volunteer Ailsa Sayles on board 1933 Shrewsbury-built LNER Y1 Sentinel 0-4-0VBT No. 68153, which is showcased in the railway’s impressive display hall at Moor Road.



Preserving the past: Middleton Railway vice president Ian Smith and chairman Charles Milner with Hunslet 0-4-ODM No. 1786 of 1935 Courage.

“One is sustainability. If the place cannot bring enough money in, it will not work very well, so we are working hard on the sustainability,” said Ian, who, as reported in issue 280, carried off *The Railway Magazine* Lifetime Achievement Award, sponsored by *Heritage Railway* publisher Mortons, at this year’s Heritage Railway Association annual awards ceremony.

Museum will be bigger and better by autumn 2021

The conference room, providing a rentable space with kitchen facilities, is expected to be completed soon, and the Mezzanine – an extension of the railway’s museum – is anticipated to open this autumn.

This impressive space gives a balcony view of the railway’s display hall, showcasing locomotive attractions as Hunslet 0-4-0DM No. 1786 of 1935 *Courage*, nicknamed Sweet Pea after cartoon character Popeye’s baby.

The Leeds-built locomotive’s previous purpose was transporting barrels for Alton’s *Courage* brewery.

Another star of the show is Hudswell Clarke 0-6-0T No. 1329 of 1921 *Manchester Ship* No. 67, famous for ‘bringing Daddy home’ in a scene from *The Railway Children*, the film which was released to UK audiences on December 21, 1970 and became an international box office smash hit.

Filed on the Keighley & Worth Valley Railway, it left a lasting indelible impression

of the then still-nascent heritage sector in the minds of the very receptive general public. Filming of the sequel, *The Railway Children Return*, again starring Jenny Agutter in one of the lead roles, has been taking place at the KWVR in recent weeks.

The Middleton Railway, said Charles, “is part of local history; it is still serving Leeds, though in different ways – which is what it has done for more than 200 years. And the museum is something special.”

With fellow university students, Charles helped fund the purchase of Hudswell Clarke 0-4-0DM D631 of 1946 *Carroll*, which worked for Bradford and Keighley Gas Works, and is also showcased in the display hall.

Funded through the Culture Recovery Fund, the Mezzanine will feature audio-visual and interactive displays telling the story of the importance of the pioneers of steam power, John Blenkinsop and Matthew Murray, and the Leeds locomotive building industry they helped create.

“The ambition is to tell the story of how Leeds pioneered the steam engine, and how the pair’s work led to Leeds being a pioneering area for the biggest locomotive building centre in England,” Charles said.

The story is integral to the Safeguarding the Future appeal.

By learning more about the railway and its industrial heritage, it is hoped that the surrounding community – which has grown

up around the railway – will take ownership and support its future plans.

As Charles explained, though the railway’s prudent management over the years and its volunteer workforce have kept it on track, Covid-19 came as “an unexpected shock”. Many charities and organisations are now counting the cost of the pandemic and will no doubt continue to feel the impact for many years to come.

The secret to the Middleton’s success is not being over-ambitious with its plans, and having dedicated and committed individuals bringing them to fruition.

Today’s young volunteers are a vital part of the plans

Among these individuals are the young volunteers who, Ian said, are the second and equally integral aspect to Safeguarding the Future.

Introducing 14-year-old Ailsa Sayles, Ian explained how, as well as helping to pass the baton to the next generation, the young volunteers are gaining hands-on experience and developing transferable skills for their own future careers.

Ailsa followed her older sister Ellen into the railway. Both worked as elves during the Santa specials, one of a number of events the railway hosts throughout the year. Ailsa loves the variety of the jobs involved and learning new skills.

Alex Smith, one of the original young



Living the dream: Middleton Railway chairman Charles Milner with Hudswell Clarke 0-4-0DM D631 of 1946 *Carroll*, which he helped raise funds for during his Leeds student days.



Keeping it in the family: Janet Auckland volunteers at the railway with her husband Jack.



Polished to perfection: John Linkins, who runs the Middleton Railway's youth movement, spruces up Fowler 0-4-0DM No. 3900002 of 1945.



Mind the gap: Peckett 0-4-ODM No. 5003 of 1961 *Austins No. 1* awaits its passengers. One of only five diesel shunters built by Peckett, it started out as a demonstration locomotive and in 1961 was sold to Dewsbury stockholders James Austin & Sons, hence its name.

volunteers, inherited his love of the railway from his late grandfather. His role is in general purpose engineering, but the 18-year-old also enjoys donning his dapper uniform to work the carriages as a trainee ticket inspector.

"I am gaining so much experience," said Alex, whose ambition is guarding on the main line.

"It's the atmosphere and the positive vibes. Being part of something and keeping it going is just the best thing."

Kenny Burgess-Hall is used to getting his hands dirty – his roles include locomotive cleaner and trainee fireman. The 17-year-old enjoys engineering and is eager to expand his knowledge as well as play his part in preserving the past.

"I think it's brilliant for the younger generation. We are seeing how this industry worked back in the day, and we are preserving that part of the history," said Kenny proudly.

The benefits to wellbeing

John Linkins was instrumental in helping to establish the line's young volunteer movement four years ago. His profession as a secondary school history teacher means he is perfectly placed to educate the young volunteers on the importance of preserving the past.

John is the fourth generation of his family to be involved in the railways. It was his family's interest – and also seeking a pastime to occupy him when he came to study at Leeds University in 2005 – that introduced him to the Middleton.

"My dad suggested we come here in the October half-term. Somebody showed me around and the rest, as they say, is history," he said.

Being part of the railway family also helped John cope with being away from home. "The railway changed my life. When I came here, that first time, I was bitterly homesick."

If it hadn't been for the railway, he may not have continued with his studies.

"Had it not been for this place, life would have been completely different for me. I finished my degree, I was so engaged in it, and that is why I wanted to stay in this area."

"The Middleton Railway changed my life. It gave me a focus and a sense of belonging, and it's probably why I wanted to get so involved."

The wellbeing benefits of becoming part of the railway is something John is passionate

about passing on to the young volunteers.

Volunteering there, he explains, isn't just about CV building. "It's not just upskilling them in terms of the railway," he said. "It provides them with life opportunities."

The railway's future is in your hands, too!

In 2020, the Middleton Railway Trust's Diamond Jubilee year, several new projects were being considered, as well as the expansion of the museum.

Preliminary plans were drawn up for the restoration of Kitson 0-6-OST No. 5469 of 1933 *Conway*, the largest steam locomotive in the railway's collection, and the casting of a new cylinder block for Manning Wardle 0-6-OST No. 1601 of 1903, *Matthew Murray*, so this historic Leeds-built locomotive can steam on past its 150th birthday.

Furthermore, it is hoped to finish the restoration of Hawthorn Leslie 0-4-OST No. 3860 of 1935 No. 6, a locomotive that last ran almost half a century ago, and the construction of a fourth coach on a newly-purchased chassis.

Such projects will involve young volunteers and again will help train them to become the custodians of the line's future heritage.

As elsewhere throughout the heritage sector, lockdowns and the resulting loss of income have led to the rundown of the railway's financial reserves. Therefore, many of these projects may have to be deferred or even cancelled.

However, Safeguarding the Future could go a long way to combatting the damaging effect of the pandemic.

Supporters and other members of the public are invited to make donations online towards the £25,000 goal by visiting the website www.gofundme.com/f/covid19-safeguarding-the-future

Donors may also Gift Aid their contribution to add 25% of its value to the railway.

Alternatively, donations may be made via Paypal or by a donation form. Details are available at www.middletonrailway.org.uk/index.php/development-projects/safeguarding-the-future-appeal

To donate £5 via text message, simply text RAILWAY 70085. To donate more, up to a limit of £20, text RAILWAY followed by the amount to 70085.

You may also donate by telephone on 0113 271 0320 (on weekends or evenings, please leave an answerphone message). **HR**



Film star: Manchester Ship Canal 0-6-OT No. 67, famous for 'bringing Daddy home' in *The Railway Children*.



Turning back time: The display hall's Potts clock, one of a pair manufactured by Leeds clockmaker William Potts & Sons for Llandudno Junction station.



Engineering the future: Steve Roberts, the railway's mechanical engineer.

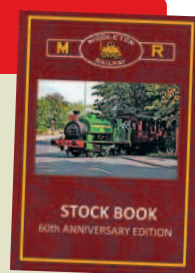
60TH ANNIVERSARY STOCKBOOK

The Middleton Railway has just published the 60th anniversary edition of its stockbook.

The volume covers the period from June 20, 1960, up to June 20, 2020, but its publication was delayed by a year because of the Covid-19 pandemic.

The 50-page softback all-colour volume (ISBN 978-1-9160711-2-4) devotes a page to each steam and diesel locomotive in its collection, and also has separate chapters on its mining locomotives, coaches, wagons and cranes.

→ An indispensable guide, it is priced at £5 plus £2 postage and packing, available from Middleton Railway Trust Ltd, The Station, Moor Road, Hunslet, Leeds LS10 2JQ, or at www.middletonrailway.org.uk



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TRACK TALK

→ Mallard and those driving wheel comparisons

IN REPLY to Pete Kelly's challenge (issue 281, page 84) to compare the rotational speeds of a 2-10-0's driving wheels at 90mph with A4 No. 4468 *Mallard's* at 126mph: straight comparison is quite simple without calculating the actual numbers:

A 5ft diameter driving wheel has a diameter of 60ins; a 6ft 8in wheel has a diameter of 80ins, i.e. one third larger.

As the circumference increases in direct proportion to the diameter, one rotation will take the larger wheel one third further.

So, for the same rotational speed, the larger wheel will be travelling one third faster. Hence, at the same wheel rotational speed as a 2-10-0 at 90mph, *Mallard* will be travelling one third faster, i.e. at 120mph.

As 126mph is 5% faster than that, we may conclude that *Mallard's* wheel rotational speed at 126mph was 5% faster than a 2-10-0's at 90mph.

As for the actual numbers, one rotation of a 60in diameter wheel moves the locomotive 188.5ins. Also, 1mph = 17.6 ins/sec: hence, at 90mph, the rotational speed of a 2-10-0's driving wheels would be $(90 \times 17.6) / 188.5 = 8.4$ rotations/sec. *Mallard's* at 126mph would have been 5% higher, i.e. just over 8.8 rotations per second. Perhaps it's no surprise that it didn't make it beyond Peterborough!

This all assumes that, at the time, the wheels all had their nominal diameter which, I guess, is the 'new' diameter. In practice, they may have been slightly smaller, so actual rotational speeds may have been very slightly higher.

*Bob Cripps,
Swanage, Dorset*

→ We must stop using coal – but what a sad day for steam

WITH regard to recent articles concerning the use of coal and oil: I sit with one foot in each camp.

I am a working member of three steam railways in my local area. I am also a pagan priest from a farming background.

There will, I fear, come a time when coal will not be able to sourced from either England or across the globe.

As a steam enthusiast, it will be a sad day, but for the greater good of humanity – coal will have to stop being used.

Steam railways make only contribute a small percentage of carbon emissions, but I want my grandchildren to be able to breathe the fresh air without constant flooding or droughts etc.

Arrow Mayer-Welch, Three Mile Cross, Reading, Berkshire

STAR LETTER

Cornish holidays by rail were an inspiration

GEOFF Courtney's piece on changing trains to complete a journey to Cornish resorts in the 1950s and early 1960s brought back memories of such journeys and of one occasion when, surprisingly, we didn't have to change trains at Truro to reach our destination of Perranwell on the Falmouth branch.

Usually, we would travel on the 'Cornish Rivera' from Paddington, having first travelled to Euston from Northampton Castle or, more likely, Blisworth. Sometimes we caught the 'Cornishman' from Stratford-upon-Avon. Either way we changed to a Falmouth branch train from the bay adjoining the main down platform at Truro. The locomotive on the branch would usually be a Collett 2-6-2T of the 4575 class, or occasionally a Hawksworth 94XX class 0-6-0PT.

Fully booked

On this occasion, sometime just after the 'Cornishman' had been diverted from its Stratford GWR route to the Midland Railway line, probably in 1963 or 1964, we travelled from Banbury to Paddington intending to take the 'Cornish Rivera', but unfortunately it was fully booked. We had to wait for a later Torbay-bound train which had a substantial Falmouth portion added.

I have it in my mind that it was the 'Torbay Express' itself – did it ever carry Falmouth through carriages? More likely it was a relief train. I didn't take much interest in the diesel hauling us at the time, but it was probably one of the new Western D1000 class.

Dad bought return tickets through to Perranwell and made sure that we got into carriages bound for Falmouth. Soon after departure, a ticket collector checked our tickets and remarked: "We don't get many for Perranwell."

Dad replied: "We'll change at Truro." "No need," asserted the collector, "this train stops at Perranwell." And much to our disbelief, it did! I recall that we walked over the board crossing in front of the D800 Warship diesel heading the train to leave the station from the up platform.

Does anyone have details of such a through service to Perranwell?

I have many happy memories of train journeys to Cornwall. In the very early 1950s when quite young, I was taken to the front of the train at Paddington to see the engine that was taking us on holiday – a single-chimneyed blue King. Earlier on our journey that day we had seen A3 4-6-2 No. 60103 *Flying Scotsman* heading north at Woodford Halse while waiting for our Marylebone-bound train.

Our 1959 holiday was one to remember as I was seriously spotting by then and apart from Warships, including the D800 and the unsatisfactory early D600 series, on the crack expresses, nearly all the locomotives I spotted were steam ones.

We travelled from Stratford on the Saturday equivalent to the 'Cornishman', headed by No. 5028 *Llantilio Castle*, and took the loop line at Bristol, avoiding Temple Meads. We pulled up alongside St Philip's Marsh depot, where our

engine uncoupled and went on shed to fill its tender with water and top up the coal then returned and recoupled.

Happy to be delayed

Was this standard practice on Saturdays? Most people on board were getting annoyed at this long delay, but I was happily walking along the train corridor from carriage window to carriage window, happily filling my notebook with numbers.

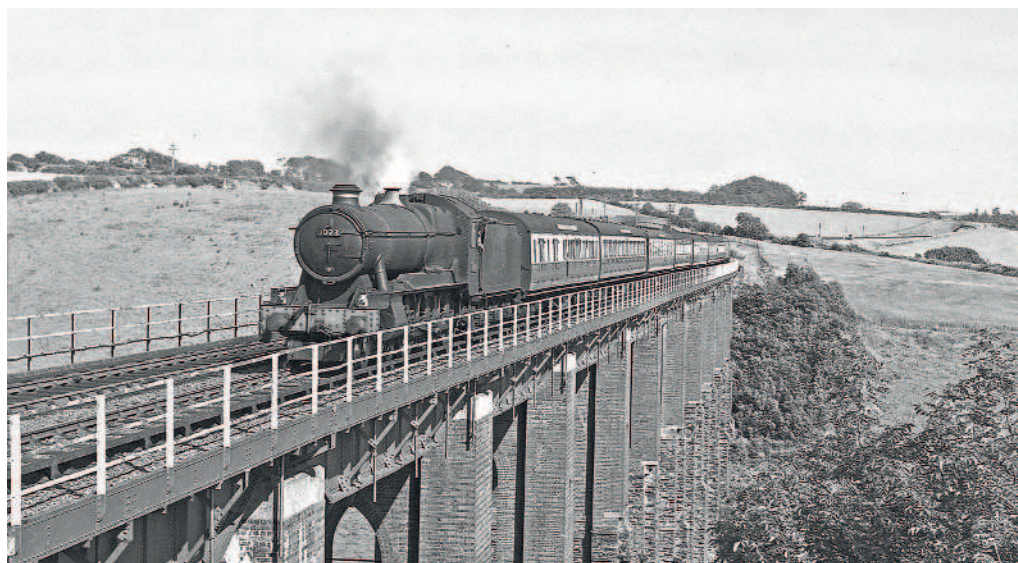
At Newton Abbot a new D6300 Type 2 diesel was to pilot our train over the Devon banks, while at Plymouth, No. 7022 *Hereford Castle* took over the train.

While on holiday we travelled from Perranwell to St Ives one day, changing at Truro and St Erth. We had a Grange in front on the main line and our engines on the St Ives branch were earlier Churchward 45XX series ones with then smaller straight topped tanks.

At Truro on another day I admired my first County 4-6-0, Truro's immaculate flagship No. 1023 *County of Oxford*, waiting to take its daily afternoon jaunt to Penzance and back.

Anxious to record all my GWR cops and with an imminent planned visit to Nine Elms and other London Southern sheds, I bought my first Ian Allan ABC Combined Volume that day at D Bradford Barton's shop, no less. We had another County take us as far as Plymouth on our return journey at the end of our holiday. Happy days!

*Dick Bodily,
Buckinghamshire*



GWR No. 1023 *County of Oxford* crosses Liskeard viaduct – at 150ft, Cornwall's second highest such structure – with a down express on July 7, 1955. The Hawksworth-designed 4-6-0 was the first member of the class 'copped' by *Heritage Railway* reader Dick Bodily. TRANSPORT TREASURY/RC RILEY

Heritage railways are already reversing the Beeching closures

I WAS very interested to read the article (issue 282, News, page 12) concerning the Heritage Railway Association setting up a Safety and Standards Board.

It's worth remembering that 50 years ago we saw the early development of what we called preserved railways, which then became the railway preservation movement. Over the years this has morphed into the heritage railway movement, with common use of the term 'heritage'.

I think this is partly because the Heritage Lottery Fund has been seen as a major beneficiary of our railways, and so railways have tended to look toward the Department for Culture, Media and Sport as the responsible body to which we report, particularly over the last 15 months. This is understandable, but I think we have to acknowledge that preserved/heritage railways are little different to the main line network and public transport in many respects, and need to be seen to be primarily responsible to the Office for Rail and Road, and in turn the Department for Transport (DfT).

This was why in 2019, when the Government announced that £500 million would be made available by DfT to 'reverse the Beeching Cuts', I felt that heritage railways should start to put the case that they have already gone a long way to reversing the Beeching cuts in their own localities and provide useful public transport services, particularly where they connect up with the main line network and/or provide park-and-ride facilities to well-known tourist destinations.

The fact that the DfT is providing a grant of more than £40 million to reopen the Dartmoor Railway adds to my case.

Given that Okehampton's population is about 5000 and it is not a particularly major tourist destination, my guess is it will carry between 100-200,000 passengers/year. This puts it on a similar footing to railways such as Swanage and West Somerset, even though they do not provide year-round services.

I guess that Dartmoor will also require substantial annual operating grants if it is to provide a half-hourly service frequency. I'm not suggesting that our heritage railways should be absorbed into the main line network in the way Dartmoor has been, but simply that whatever level of service they choose to provide is worthy of some financial support from DfT.

So, I hope that the HRA will redouble its efforts to explain to the DfT why heritage railways are deserving of financial support where they provide a demonstrable public transport service; perhaps a grant related to the number of passenger train miles operated.

A starting point may be for the HRA to explain that setting up a Safety and Standards Board will be expensive and might cost £600,000. For heritage railways to try to find this amount would be extremely difficult under present circumstances. On the other hand, £0.6 million would be a very small amount for the DfT to find out of its £500 million pot to reverse the Beeching cuts.

David Smith,
Sheffield

When did the LT pannier tank arrive at Severn Valley?

THANK you for issue 282. I was interested especially in the news item on page 43 concerning the Severn Valley Railway's pannier tank L95 and its journey from Neasden to Bridgnorth in June 1971. I think I can add a little bit to the story.

In 1971 I was working for road haulier Male & Son, of Pensnett, West Midlands on secondment from a transport business studies degree course. I worked with the haulage crews on a

number of fascinating heavy haulage jobs but didn't manage to get involved with this one.

At home in Bushey, Hertfordshire, on that weekend the L95 was collected from London Transport, I happened to see it on Male's Leyland low loader NBF 116D, going up the ramp at Junction 5 onto the M1 for its journey north. My record says this was on June 8, whereas the article states that the locomotive arrived at Bridgnorth on the 19th.

Did the lorry travel at 2mph all the way or is my date wrong!? The attached (admittedly poor) image was snatched at the time. Good luck to the boys at SVR who rescued the loco – 50 years on!

Ian Read,
email

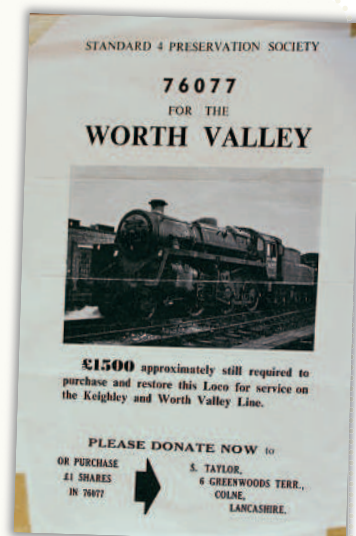


Worth Valley turned down 4MT 76077

I ENJOYED the article 'Piecing together the 76077 jigsaw' in issue 275 but was surprised no mention was made that in the early 1970s, BR Standard 4MT 2-6-0 No. 76077 was earmarked for preservation by the Standard 4 Locomotive Preservation Society for use on the Keighley & Worth Valley Railway.

Unfortunately for No. 76077, No 75078 was found to be in better condition and that locomotive was bought from Barry scrapyard instead. I attach a leaflet.

James Rogers,
Harrogate



Keighley's loss is now Taddington's gain.

Fuel for sustainable thought?

OLD KING COAL is now seen to be a dirty old soul, and the green lobby has had some success in discouraging what few attempts have been made to open new, often opencast coal mines. Even the proposed underground mine near Whitehaven in Cumbria is suffering a "review" by Cumbria County Council, which had previously given it planning permission.

Is this coal, described as coking coal and for use in blast furnaces, suitable for locomotive fireboxes? Or could simple/modest modifications make it useable and preferable to imports? Agreed, one can always import coal from countries like Russia and Colombia, and run the gauntlet of the human rights lobby, or even further from Australia, with a larger CO2 output just for the journey.

And also, at what price will preserved railways pay to fuel their locomotives in a sustainable future?

Could we have our own dash for gas? Butane is used on the larger scales of live steam model railways. How about a bit of blue-sky thinking and have compressed natural gas powering bigger steam locomotives?

It would seem not impossible to put a much bigger gas central heating type burner in a locomotive firebox. Oil burners have been around for generations but can be particularly

dirty, especially if not fired and driven properly.

We could copy the cylindrical tenders as used on the Class 19Ds in South Africa, among others. We could even retain the coal hopper on the front for cosmetic purposes. For tank engines, if the bunker is not big enough to hold a tank, towing a tank wagon behind to reinvent a mixed train might be better than nothing.

The exhaust should be as near-spotless as is possible, with condensed steam creating 'white smoke'. Perhaps a wash powder manufacturer could sponsor the project – 'Our smoke is whiter than white!' Any locomotive restorer wanting to try it?

Prolonged dry weather, even in UK, sometimes creates a ban of varying severity for perceived limeside fire risk. CNG steam ought to remove totally any fire risk on steam specials, even during the most severe droughts.

Agreed, unlike hydrogen, CNG is still a fossil fuel that produces some CO2, even if less than most alternatives, and if one accepts some figures, there is plenty of it in the earth's crust. In the meantime, every tree planted in a private garden and in larger numbers around preserved railway car parks can only be beneficial.

Wesley Paxton,
Annan, Dumfries and Galloway

Greece could have saved more 2-10-0s

I REALLY enjoyed reading about the North Yorkshire Moors Railway's War Department 2-10-0 No. 3672 *Dame Vera Lynn* in issue 282, particularly the negotiations with the Greek authorities in 1980-1984 that eventually led to its repatriation with two other locomotives.

It was somewhat ironic that certain government officials in Greece tried to

thwart the repatriation because at that time all 16 of the Greek 2-10-0s were intact, yet by 1985, 10 of the class were scrapped – leaving the six that still exist to this day (two in the UK and four in Greece).

Roy Wolstencroft,
Skirlaugh,
East Riding of Yorkshire



BUSY BEEHIVE BUTTERLEY!

The Midland Railway-Butterley reopened on July 24 – 16 months after it ran its last passenger train before the first Covid lockdown lowered the curtain. However, the closure period has seen progress made in every department inside the venue, not least of all the overhaul of locomotives, reports **John Titlow** in words and pictures.

Just because the Midland Railway at Butterley has not been running trains, it does not mean nothing has been happening – far from it.

It last ran a passenger train back in March 2020, immediately before the Covid-19 pandemic brought the heritage sector to an unprecedented standstill as far as visitors were concerned. However, as one door firmly closed, another opened, and the opportunity was taken to concentrate on jobs that are impossible to do when running trains.

As with all heritage railways during lockdown, Butterley faced the realisation of having no income, along with regular monthly bills and project expenditure from the winter months.

Fortunately, the management received calls from various railway training companies offering support in the form of utilising the venue to run courses. These offers were a lifeline, bringing in much-needed survival revenue.

Then came the news of a successful grant application in September 2020 of £104,400 from the National Lottery Heritage Fund's Heritage Emergency Fund. It was followed

in October by a further grant of £149,156 from the Government's £1.57-billion Culture Recovery Fund.

On the locomotive front, much has been happening, particularly regarding the imminent return to steam of one of the three LMS 3F 'Jinty' 0-6-0Ts which reside at Butterley. Two are under restoration but one is nearing completion and could be back in service this year.

LMS No. 16528 (BR 47445) – built by Hunslet in 1927 and which has never steamed in preservation – was the first of the three to begin the restoration process. However, when the first lockdown was imposed in March 2020, work came to a grinding halt.

The locomotive had already been stripped down, and the frames were due to be restored by the Princess Royal Class Locomotive Trust (PRCLT). But due to staff being furloughed it had a dramatic effect on the group as Covid spread.

When restrictions eased it became difficult for the PRCLT to undertake the works, so another contractor was sought. Three quotes were rapidly obtained in as many weeks by the Midland Railway Trust board. Riley &

Son (E) was appointed as contractor, and so the frames are now at the company's base in Heywood and work is progressing.

Despite already having one 'Jinty' under repair, the trust board voted during the first lockdown of 2020 to start work on a second, No. 16440 (BR 47357). It was built by North British in Glasgow in 1926, the last steam locomotive to be overhauled at Derby Works, and in June 1973 became the first 'Jinty' to enter service at Butterley.

Again, Riley & Son (E) was given the contract for its overhaul. As lockdown restrictions eased in August 2020, the frames, wheels and associated parts were transported to Heywood for repairs to begin.

In just three months, the frames had a new rear section and the cylinders had new liners fitted, and many other parts were overhauled or in the process of being repaired, ready for final assembly.

The wheels are now fitted and the 'Jinty' is a rolling chassis complete with con rods. The boiler has passed its hydraulic/steam test and moved to Riley's workshop from the North Norfolk Railway, while fabrication of a new smokebox and ashpan, along with



Above: Earlier this year, Orenstein and Koppel 0-4-0WT No. 7529 of 1914 returned to steam after a 20-year overhaul. CHARLES SAUNDERS

Left: LMS 3F 'Jinty' No. 47327, masquerading as Somerset & Dorset Joint Railway No. 23 but looking perfectly at home with three BR Mk. 1 coaches, crosses the causeway at Butterley on December 29, 2013. The current restoration of sister No. 16440 (47357) is now well advanced despite lockdown and hopefully we will see a 'Jinty' run again at the venue before the end of the year. JOHN TITLOW



BR Mk.1 BSO No. 9300 nearing the end of a 12-month overhaul at Butterley. ALAN ASLING

Right: The new door pillar at the end of No. 9300. ALAN ASLING



The boiler of No. 16440 lifts its safety valves during a boiler test at the North Norfolk Railway before transportation to Riley & Sons (E) workshop for fitting to the restored frames. MR-B



Once the boiler arrived at Riley & Sons workshop, it was quickly fitted to the rolling chassis. MR-B



final fitment of the boiler into the recently completed frames, is continuing. Locomotive Maintenance Services in Loughborough has manufactured new safety valves because the originals were life-expired.

The backhead boiler water gauge frames blowdown valves are having new castings and are being machined to make them serviceable. Locomotive Maintenance Services is also undertaking the overhaul of the driver's brake valves in readiness for fitment when the boiler and frames return to the Swanwick Junction workshop.

Meanwhile at Butterley, volunteers have painted the three bunker plates and carried out repair work on the wooden gauge blocks. Following removal from the cab, they have been varnished.

The LMS steam heat gauge is polished and will require calibration before final fitting, along with the boiler pressure gauge and vacuum gauge. Other boiler fittings are being worked on off-site to prepare as much as possible when the locomotive returns to Swanwick Junction.

The whistle and valve have been lapped in and polished, the large ejector valve overhauled, and all the motion oil pots cleaned out and polished, ready for fitting.

Attention is now turning to preparing the side tanks, bunker and cab by making space in the workshop for a detailed inspection to identify the scope of work required to make it serviceable for the next 10 years. It is intended to outshop the 3F in LMS lined maroon livery

as No. 16440 with LMS crest, which it first carried when restored in the early 1970s.

All of this work has been made possible and ringfenced via a legacy, and we should see a working 'Jinty' at Butterley by the end of the year.

Once No. 16440 is in traffic, progress will continue on sister No. 16410 (BR 47327). This has run at Butterley in the guise of Somerset & Dorset Joint Railway No. 23 after model manufacturer Bachmann sponsored the repaint because it was launching an OO-gauge 'Jinty' in that livery.

Built by North British in 1926, No. 16410 is still inside the Matthew Kirtley Building at Swanwick Junction awaiting its turn for overhaul. How wonderful it would be to have three 'Jinties' in different liveries available for traffic at Butterley in the future. With one close to finishing and a second underway, the third 3F would certainly be possible with adequate funding.

It is essential that preserved railways utilise their own locomotives, avoiding hire fees, hence the decision to restore the 'Jinties' – which are ideal for the venue's services – at a fast pace.

Hunslet Austerity 0-6-0ST No. 2868 of 1943 *Lord Phil* is presently the only operable steam locomotive at Butterley. One of the first of its class to be built for the War Department, in 1962 it was given a new lease of life and rebuilt as No. 3883 as a trial for the Hunslet underfeed stoker and gas producer combustion system.

A steam test was carried out in August 2020 to protect its boiler certificate and because of the decision not to operate trains, the boiler was drained down, washed out and prepared for winter storage. It is inside the Matthew Kirtley Building waiting for steam services to resume.

On the modern traction front

During the closure period, great progress has been made on Butterley's diesel locomotive fleet while complying with the original complete lockdown and subsequent Covid-compliant return-to-work restrictions.

Class 46 Type 4 'Peak' D182/46045, built in 1962 at Derby, has had its overhauled generator, turbocharger, intercoolers, triple pump and compressor motor refitted.

The majority of electrical relays and contactors have been overhauled and refitted, and new engine oil, filters and batteries have been fitted. Light engine test runs were completed satisfactorily and the locomotive is now sanded down, ready for repainting to start soon.

The general overhaul of Class 45 No. 45133/D40, which emerged from Derby Works in 1961, is progressing well with the engine rebuild complete, rewiring and electrical cubicle overhaul nearing completion, auxiliary machines overhauled and refitted, nose ends rebuilt, and the bodywork reskinning in progress. The generator is at Bowers, where it is currently stripped for inspection.

Class 47 No. 47401/D1500, built in 1962 by Brush Traction in Loughborough, is having its corroded roof rebuilt and a full internal clean and repaint.

Class 52 WR diesel hydraulic D1048 *Western Lady*, which emerged from Crewe Works in 1960, is receiving ongoing bodywork repairs prior to a repaint.

Class 20 20048/D8048, built by English Electric at Vulcan Foundry in 1959, is in working order after the engine overhaul has been completed.

Class 20 20189/D8189, built by English Electric at Vulcan Foundry in 1967, is currently in the diesel depot for a generator change following its failure on the main line.

Class 31 No. 31514/D5814, which was built by Brush Traction in 1961, was started in May for the first time in A1A Locomotives' ownership following extensive repairs and repainting.

Class 03 0-6-0 diesel shunter D2138 has been out of service for some time. Built at Swindon in 1960, there is now an opportunity to purchase a replacement Gardner engine which, it is hoped, will be on site this summer, enabling it to return to traffic.

Powerful Barclay 0-4-0DM shunter No. 416 of 1957 CEBG *Castle Donington Power Station No. 4* is now the shed pilot in Swanwick Yard. In February 2019, Butterley's traction and rolling stock team raised funds through social media to return it to operational duties.

Following lockdown, the engine has been stripped and repaired, and the locomotive has had a full repaint in its original livery carried at Castle Donington.

Derby-built Class 11 0-6-0DE shunter No. 12077 dates back to 1950 and is therefore older than many steam locomotives in preservation. A long-standing Swanwick Junction pilot, it was out of action for some time after being withdrawn with braking problems.

Work began in September 2020 by removing the brake cylinders when it was discovered the internal seals were perished. No. 12077 was then put into store while new rubber seals were bought. When they arrived, work resumed on cleaning the cylinders and parts, and fitting the replacements and cylinders.

Once fitted, other problems arose but were resolved by fitting a replacement driver's brake valve. The locomotive is now back in service.

Butterley's Class 108 DMU set comprising Nos. 54490 and 51907, built in 1960 at Derby, will be used when public services restart.



Outside the shed at Butterley on July 6 is the railway's Class 108 DMU set, all ready for the resumption of public services. JOHN TITLOW

Your carriage awaits...

The closure period has given the carriage department a golden opportunity to carry out a full, in-depth survey of the BR Mk.1 stock – the mainstay of the carriage fleet.

An overhaul programme has started that will eventually see the entire fleet refurbished to a high standard, and it is anticipated that the repainting of carriages will begin soon.

The usual Mk.1 issues of corrosion, particularly on the end corner pillars, is the main concern. It is a relatively straightforward task to rectify, but it takes time. Work is taking place on three vehicles simultaneously and good progress is being made.

BSO No. 9300 is nearing the end of a 12-month overhaul, including crash pillar inspection, body end welding of corrosion, new door pillar, interior re-varnish of all tables, refurbishment of the guards compartment, a new 6in skirt fitting to one side, a full rewire, and a full repaint.

RMB No. 1802 has been undergoing major restoration for the past two years, including new crash pillars, bogie overhaul, and major body work renewal. The restoration of this vehicle is nearing an end, with minor interior work and a repaint outstanding.

Work has begun on TSO No. 4904 recently, which it is hoped should be a quick turnaround.

The bogie overhaul was completed in 2018 before re-entering traffic, and work is now focused on a crash pillar inspection, and slight corrosion around the window frames, followed by a full repaint.

The short-term plans of the department are to return four Mk.1s to revenue-earning

service. Medium-term plans are to have eight available Mk.1s, enabling two sets of four carriages, then to concentrate on the trust's fleet of Mk.3 vehicles to undergo a repaint.

However, long-term plans are to operate a third short set comprising LMS vehicles.

The vintage set of Midland Railway rolling stock, with the earliest carriage dating back to 1866 is safely stored inside the Matthew Kirtley Building.

The historical carriage and wagon team is in the process of getting the vintage set operational. Droplights for No. 253 need attention, while royal saloon No.1910 needs work on the leaking gutters, peeling paintwork, and an overhaul of the vacuum brake cylinder, including replacement of the India rubber band, after which the brakes will need inspecting and testing.

Once completed, the set will need a general inspection, lubrication of the running gear and axleboxes, a check of all droplights and door locks, and the whole train fully cleaned.

Trackwork, signalling and telegraph

A comprehensive survey of Butterley's entire main and platform lines has been undertaken to give an accurate assessment of potential works by measuring and recording track condition.

A digital archive of wiring diagrams has been created for track circuits and cabinet layouts.

Without trains running, track and sleeper replacement was made slightly easier. The opportunity was taken to relay sections of the track and replace life-expired wooden



Class 11 shunter No. 12077 stands outside the Matthew Kirtley Building at Swanwick Junction on July 7 after pushing restored Manchester South Junction & Altrincham Railway carriage No. 117 inside (News, page 36). JOHN TITLOW



Built in 1957 by Andrew Barclay in Kilmarnock as Works No. 416, CEBG *Castle Donington Power Station No. 4*, the shed pilot in Swanwick Yard, stands at the head of the DMU at Butterley. JOHN TITLOW



BR Standard 5MT 4-6-0 No. 73129, which was built at Derby Works in 1956 and is owned by Derby City Museums and Art Gallery, is on a long-term lease to the Midland Railway Trust but has been out of operation since 2016. Recent quotations for its restoration have been received and submitted to the trust board for consideration and a fundraising plan will be inaugurated. However, an estimated £250,000 has to be raised before any work can start. Here it crosses the causeway between Hammersmith and Butterley with a post-Christmas service on December 28, 2014. JOHN TITLOW

sleepers with concrete ones, also renewing the ballast. Areas completed are the long section of track east of Swanwick Junction's platform 2 and a section of eight panels in Butterley to maintain smooth running.

Pointwork has seen various works, including replacement of life-expired timbers in Hammersmith East crossover, a new point laid connecting tracks for the yard fan feeding both diesel sheds, stripped, serviced, and rebuilt points at Butterley and Swanwick Junction on top of the regular permanent way maintenance jobs of oiling and adjusting signal detectors, maintenance of point rodding, and greasing fishplates and bolts.

Overhanging vegetation has been cleared and the weedkilling trolley has been in action, with hand-spraying of verges in public areas. Drains have been mapped and cleared between Swanwick Junction and Ironville.

A general clear-up has taken place throughout, with the reorganising of storage facilities; the creation of a central store and loading point for bulk track materials such as rail, chairs, fittings, ballast and stone will make future works easier.

A new permanent cabin provides facilities to store documents, tools and equipment, and contains a small workshop.

It is not just the track and signalling that takes up time. Plant and machinery has to be repaired and serviced too.

The Golden Valley Light Railway

The 2ft gauge railway on the Swanwick Junction site is home to a collection of 20 locomotives, including two steam engines. Ashover Light Railway coach No. 4 and two Ffestiniog Railway carriages are used on occasions.

As the first lockdown eased, all departments set up their own safe systems of working to allow activities related to reopening for the 2020 summer season which never happened.

Work was taken home where possible, such as painting the cab panels of Orenstein & Koppel 0-4-0WT No. 7529 of 1914, or overhauling the control box of 5hp battery locomotive *Baby Jane*. However, slowly maintenance activities and projects on site recommenced.

In March, as reported in issue 278, No. 7529 returned to steam after a 20-year overhaul. This well tank had spent its working life in a French sand quarry and has been in the UK for more than half a century.

Operating dates are yet to be confirmed; see www.midlandrailway-butterley.co.uk for the latest information.

Howell Castle, a Motor Rail Simplex 60hp 4wDM built in 1961, is in the middle of a major rebuild.

A new Deutz four-cylinder engine will replace the three-cylinder Dorman, uprating the locomotive to around 70hp. Also, a new

exhaust system has been fitted to Lister 4wDM No. 410994 of 1939.

Rust holes in the roof of ex-Ffestiniog coach No. 118 have been filled, and it is in the process of receiving a repaint, while the fleet of ex-RNAD vans are slowly going through the works.

A new trap point has been made and installed at Butterley Park, while the main line has been slightly realigned alongside the running shed in order to increase the clearance from the new standard gauge siding. Fencing has been replaced, and encroaching vegetation and blocked drains have been cleared.

So, if you thought that when a railway closes, work stops... think again.

Back in action at last

Over the weekends of July 10/11 and 17/18, crew familiarisation trains ran and a resumption of services using the Class 108 DMU began at weekends from Saturday, July 24.

It is hoped to have *Lord Phil* on a limited steam service in August or September but look out for the return of 'Jinty' No. 16440. Plans to celebrate its comeback are being drawn up, but everything depends on the success of the reopening.

Also, *Lord Phil's* boiler ticket expires in January, so expect a farewell event. **HR**



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Images courtesy: Jack Boskett, Matthew Pollard, John Hunt & Alan Weaver.

ANNUAL STEAM GALA 23 - 26 SEPTEMBER 2021

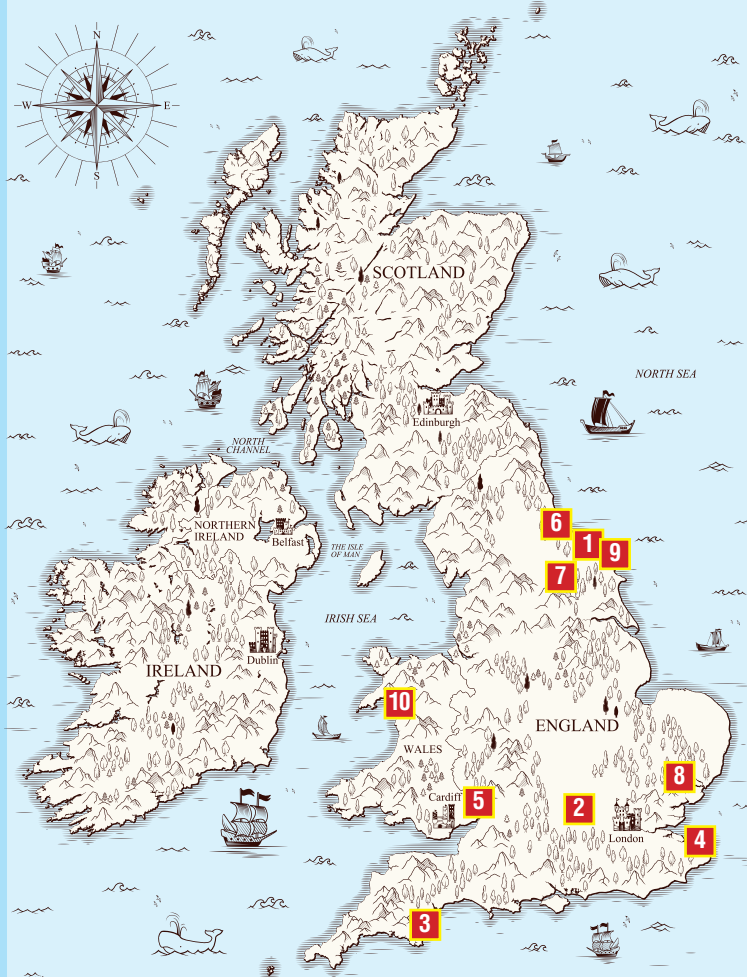
See a selection of guest locomotives, alongside 9 from our home fleet, at our extended four-day gala event.
Visiting locomotives include No. **2999 Lady of Legend**, courtesy of the Didcot Railway Centre, No. **60163 Tornado**,
courtesy of the AI Steam Locomotive Trust, and 8F No. **48305**, courtesy of the Great Central Railway.

Book Tickets: nymr.co.uk/steam-gala

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With restrictions easing across the UK, it's time to get back out and enjoy the best of British. Here are some great places to try this summer!



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01795 424899

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- 15th August - Steam Railway Day
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- 29th & 30th August - Model Mania & Hornby Collectors
- 4th & 5th September - Country Railway Gala
- 12th September - Steam Railway Day

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REMEMBERING THE END OF BR STEAM HAULAGE

The year 1968 was momentous across the globe, and the times were also a-changing here in the UK. On our national railway network, nearly a century and a half of history came to a close with the final BR steam-hauled standard gauge passenger train, as highlighted in *The End of BR Steam*, a new volume by **John Stretton** and **Peter Townsend** in Silver Link's Railways & Recollections series.

When Peter Townsend conceived the Railways & Recollections series of books for The Nostalgia Collection section of Silver Link Publishing, he invited me to come on board, writes John Stretton.

I was pleased to assist with the premise of, within a theme for each volume, mixing railways with key events of the times.

Some were dismissive of the idea. However, the title proved to be remarkably successful and here we are with number 88 in the series!

Both Peter and I were aware of the numerous publications that

appeared in 2018 to celebrate 50 years since the end of steam on BR, but we were also cognisant that 1968 still held a fascination and fondness for many and, thus, we embarked on this tribute, feeling it valid still despite being now 53 years on.

Scarce material

Ideally, and wherever possible, we wanted photographic material that had not been published in book form before – which immediately gave us a problem, as we quickly learned that many photographers had put away their cameras after the last weekend,

on August 11, 1968. I have to admit that I was equally as guilty!

We were fortunate to have within our respective collections a fair amount of material, but we wanted to feature other photographers, especially those who normally did not see their work in print. Thus, the call went out.

I had been fortunate to compile a number of books for Peter, so I was aware of the need to cast the net widely. However, I was not anticipating the sheer lack of new material.

The last two months before the end and, especially the final two

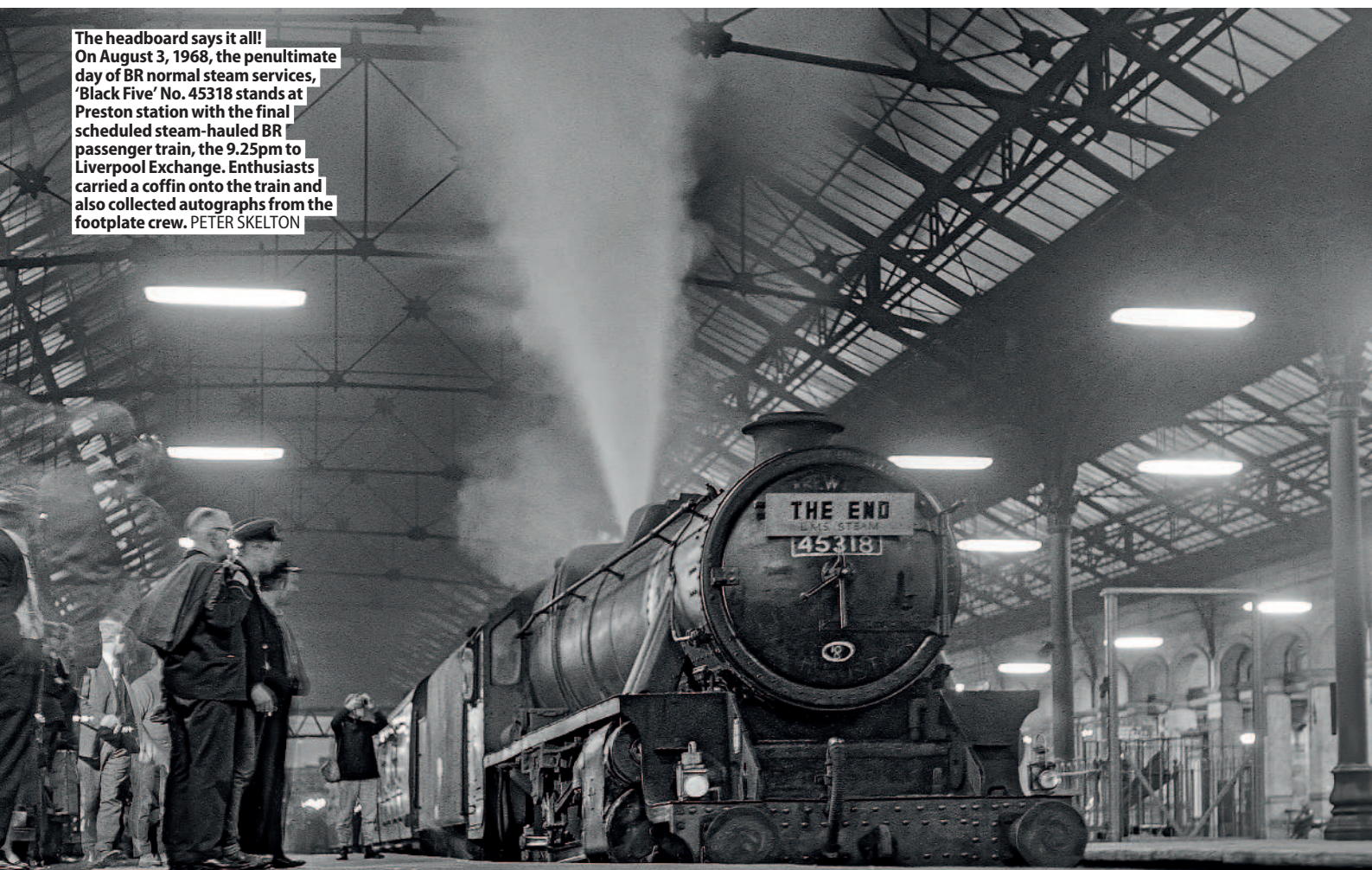
weekends of steam, produced a wealth of good images, but before and after was less prolific and, indeed, post-August to December 1968 was a virtual desert. We had not limited our trawl to just steam, but this did not help a great deal.

We progressively spread the word, to friends, friends of friends, and literally anyone we could think of, but it was like finding hens' teeth!

In memoriam

One of these positive contacts was Peter Skelton, who I had met on a couple of occasions. Sadly,

The headboard says it all!
On August 3, 1968, the penultimate day of BR normal steam services, 'Black Five' No. 45318 stands at Preston station with the final scheduled steam-hauled BR passenger train, the 9.25pm to Liverpool Exchange. Enthusiasts carried a coffin onto the train and also collected autographs from the footplate crew. PETER SKELTON





Capturing it all on camera before it's gone: Enthusiast Peter Simmonds capturing Stanier 8F No. 48390 from the 'perfect angle' at Patricroft on August 2, 1968. The locomotive had been withdrawn three months earlier and had inexplicably been renumbered in chalk to No. 70056 and named 'Earl of Ducie'. Peter and author John Stretton spent the first week of that final month capturing steam in the North West. JOHN STRETTON

he died suddenly, shortly after sending in his shots, while out on a walk with his wife. We have been pleased to thus dedicate the book to his memory and his ready willingness to help.

The book travels through the year chronologically, mixing steam and diesel and counterpointing themes and single images.

Many are in colour, but black-and-white is also featured and, indeed, some of these are among the most appealing, not least Wigston Glen Parva station in May and 'Black Five' 4-6-0 No. 45318 at Preston on August 3, seemingly befitting a past era.

Locations featured include Barry Docks, Sheringham and Ashchurch for Tewkesbury; BR's famed 'Fifteen Guinea Special'; and Buxton, Rose Grove, Carnforth, Bolton and Patricroft engine sheds. The book closes with a sheds wonderful shot by the late Ray Ruffell of an elephant emerging from its railway travelling wagon.

It is salutary to think back to the sheer variety of traffic handled by our railway system at its height. We will never see an elephant leaving a DMU!

Throughout, the layouts are thoughtfully creative and tastefully done. The images have been well scanned and printed, and the captions are detailed and informative.

We have been proud to produce this addition to the list of these books and pleased at the many positive comments received.

One wonders how many thrilling images are still hiding in the woodwork! **HR**



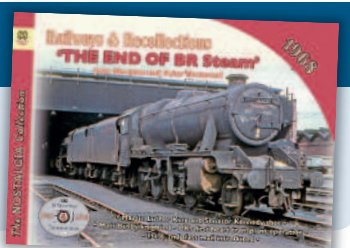
Stanier 8F No. 48319 at Bolton on August 2, 1968. Outshopped from Crewe in January 1944, it lasted for 20 years of nationalisation before being decommissioned. JOHN STRETTON



It is August 2, 1968, and the observer stands aghast at the state of 1944 Crewe-built 'Black Five' No. 44829 in Bolton shed yard – a smokebox on wheels at one end and a tender at the other. JOHN STRETTON

Railways and Recollections: The End of BR Steam

(Softback, 64pp, ISBN 9781857945256) is now available to order for just £8 at www.mortonsbooks.co.uk or by telephoning 01507 529529.



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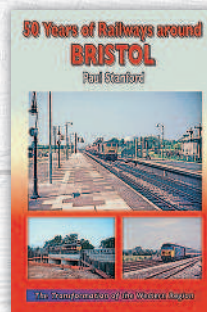
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YOUR ESSENTIAL GUIDE TO OPERATIONAL HERITAGE LINES AND MUSEUMS

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: August 6-8, 11-15, 18,
20-22, 25-30. September 4, 25,
other dates TBA.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Open: September 5.

Chatham Historic Dockyard

Standard gauge, one mile.
Chatham, Kent. Tel: 01634 820800.
Open: Daily – railway running August
28-30.

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.

Open: TBA.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Daily until September 5, then
Sats-Thurs until September 23.

Kent & East Sussex Railway

Standard gauge, 10½ miles.
Tenterden, Kent.
Tel: 01580 765155.

Running: Daily in August, Weds/Thurs &
W/Es in September.

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.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: Daily until September 10, then
Weds/Thurs & W/Es until September 30.

Mizens Railway

7¼in gauge, one mile.
Woking, Surrey.
Tel: 07962 400922.

Running: Suns until end of September
plus Thurs in August.

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 in August.

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, 1¼ miles.
Sittingbourne, Kent. Tel: 01795 424899.
Running: Suns & B/Hs until end of
September.

Spa Valley Railway

Standard gauge, five miles.
Tunbridge Wells, Kent.
Tel: 01892 300141.

Running: August 3-8, then Tues-Thurs &
W/Es plus August 30. September 1/2, 4/5
then W/Es.

Volk's Electric Railway

2ft 8½in gauge, one mile.
Brighton.
Running: Daily.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles.
Bitton, Bristol.
Tel: 0117 932 5538.

Running: W/Es to September (diesel
Sats, steam Suns) plus Weds in summer
holidays (planned).

Bodmin & Wenford Railway

Standard gauge, 6½ miles.
Bodmin, Cornwall.
Tel: 01208 73555.

Running: Tues-Suns in August, Tues-
Thurs & Suns September & October.

Bristol Harbour Railway

Standard gauge, 1½ miles.
Princes Wharf, Bristol.
Tel: 0117 352 6600.

M Shed Museum open Tues-Suns until
September 1. Railway operating dates
TBA.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine.
Paignton, Devon. Tel: 01803 555872.

Running: Daily.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: TBA.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: W/Es and Weds/Thurs plus
August 30.

Helston Railway

Standard gauge, 1¼ miles.
Helston, Cornwall.
Tel: 07901 977 597.

Running: Weds/Thurs.

Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile.
Newquay, Cornwall.
Tel: 01872 510317.

Running: Daily until October 31.

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: Daily until September 5, then
Tues-Thurs & W/Es.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: Daily until September 12 then
W/Es.

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: W/Es in August plus Thurs 19th,
September 4/5, 12, 18/19.

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: Weds & Suns, also August 7
& 30.

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.



West Country No. 34028 Eddystone departs from Swanage, passing on-loan BR 2MT No. 78018. ANDREW P.M. WRIGHT



BR 4MT 2-6-4T No. 80078 approaches Wymondham Abbey with the Mid-Norfolk Railway's newly repainted maroon Mk.1 and Mk.2 stock. IAN MCDONALD/MNR

Swindon & Cricklade Railway

Standard gauge, three miles.
Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: August 7/8 & 28-30.

West Somerset Railway

Standard gauge, 20 miles.
Minehead, Somerset.
Tel: 01643 704996.

Running: Tues-Thurs & W/Es plus August 27 & 30.

Yeovil Railway Centre

Standard gauge, ¾ mile.
Yeovil Junction station, Somerset.
Tel: 01935 410420.

Running: August 10, 17/18, 22, 24, September 3-5.

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 until September 30.

Colne Valley Railway

Standard gauge, ¾ mile,
footplate experience.
Castle Hedingham, Essex.
Tel: 01787 461174.

Running: Steam Weds & Suns plus B/H in August, diesel August 28. Diesel Suns in September, steam September 19.

East Anglian Railway Museum

Standard gauge, ¼ mile.
Wakes Colne, Essex.
Tel: 01206 242524.

Open: W/Es & B/Hs. Steam August 1, 8, 15, 22, diesel Weds in August.

Ferry Meadows Railway

10¼in gauge, ½ mile.
Peterborough, Cambs.
Tel: 01733 398 889.

Running: Daily in August, W/Es in September.

Mangapps Railway Museum

Standard gauge, ¾ mile.
Near Burnham-on-Crouch, Essex.
Tel: 01621 784898.

Open: TBA.

Mid-Norfolk Railway

Standard gauge, 11½ miles.
Dereham, Norfolk. Tel: 01362 851723.

Running: W/Es & Weds/Thurs in August, September 1 & 5.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk.
Tel: 01449 766899.

Running: Suns plus August 29/30, September 4/5.

Nene Valley Railway

Standard gauge, 7½ miles.
Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Running: W/Es until end of October.

North Norfolk Railway

Standard gauge, 5½ miles.
Sheringham, Norfolk, NR26 8RA.
Tel: 01263 820800.

Running: Daily until September 5. Steam Gala September 3-5.

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 & Weds in August, plus B/H Mon.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon.

Tel: 07979 055366

Running: August 8 & 15.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067

Running: August 7/8, 29/30, September 3-5.

Didcot Railway Centre

Standard gauge.
Didcot, Oxon.

Tel: 01235 817200.

Running: W/Es, Weds/Thurs in August. B/H Steam Up August 28-30.

Epping Ongar Railway

Standard gauge, six miles.
Ongar, Essex.

Tel: 01277 365200.

Running: Fris-Suns in August plus B/H Mon, W/Es in September.

Hampton & Kempton Waterworks Railway

2ft gauge.
Hanworth, Middlesex.
Tel: 07511 730782 or 01932 765328.

Running: Sundays.

Leighton Buzzard Railway

2ft gauge, three miles.
Leighton Buzzard, Beds.
Tel: 01525 373888

Running: Tues-Thurs & Suns until September 2 plus August 28-30. Steam Gala September 11/12.

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: Daily until October 31.

Amerton Railway

2ft gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01889 271337.

Running: W/Es and Weds in August plus B/H Mon. W/Es in September.

Apedale Valley Railway

2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme, Staffs.
Tel: 0845 094 1953.

Running: W/Es and August B/H.

Barrow Hill Roundhouse

Standard gauge.
Barrow Hill, near Chesterfield.
Tel: 01246 475554.

Open: Rail Ale Festival September 9-11.

Battlefield Line

Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754.

Running: Steam W/Es and B/H in August, diesel railcar Tues/Weds plus Thurs 25. Diesel September 4/5, steam 11/12.

Chasewater Railway

Standard gauge, two miles.
Walsall,
West Midlands.
Tel: 01543 452623.
Running: W/Es & Weds in August
plus B/H Mon. W/Es in September.
Churnet Valley Railway
Standard gauge, 5¼ miles.
Cheddleton,
Staffs.
Tel: 01538 360522.

Running: Tues/Weds and
W/Es, plus 'Bombay Express' August 6
and 20. Rail Ale Festival August 28-30.
W/Es & Weds in September plus
'Bombay Express' September 3.
Crich Tramway Village
Standard gauge, one mile.
Crich, Derbyshire.
Tel: 01773 854 321

Open: Daily until September 5, then
Sats-Thurs until October 31.
Dean Forest Railway
Standard gauge, 4½ miles.
Norchard, Lydney, Glos.
Tel: 01594 845840.
Running: W/Es, Weds plus August 30.

Ecclesbourne Valley Railway

Standard gauge, nine miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.
Running: Tues and Thurs-Suns. Daily
August 19-31.

Echills Wood Railway

7¼in gauge, 1¼ miles.
Kingsbury Water Park,
Sutton Coldfield.
Running: Weds, Fris & Suns in August
plus B/H W/E, then Suns in September.
Evesham Vale Railway
15in gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.
Running: Daily until September 5 then
W/Es.

Foxfield Railway

Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Tel: 01782 396210.
Running: W/Es and Weds plus B/H in
August. Suns in September

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles.
Toddington, Glos.

Tel: 01242 621405.
Running: W/Es, Tues-Thurs plus August
30.

Great Central Railway

Standard gauge, eight miles.
Loughborough, Leics, LE11 1RW.
Tel: 01509 632323. www.gcrailway.co.uk
Running: W/Es plus Tues-Thurs in August,
Weds in September.

Midland Railway - Butterley

Standard gauge, 3½ miles.
Ripley, Derbyshire.
Tel: 01773 570140.

Northampton & Lampport Railway

Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.
Running: Suns. Summer Gala August
28-30.

Northamptonshire Ironstone Railway

Standard gauge, 1½ miles.
Hunsbury Hill,
Northampton.
Tel: 01604 702031.
Running: Steam Rally September 25/26.

North Gloucestershire Railway

2ft gauge, ½ mile.
Gloucestershire Warwickshire Railway,
Toddington.
Running: Suns in August.
Nottingham Heritage Railway
Standard gauge, 10 miles.
Ruddington, Notts.
Tel: 0115 940 5705.
Open: August 8, September 4, 12.

Peak Rail

Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.

Perrygrove Railway

15in gauge.
B4228, Coleford, Gloucestershire.
Tel: 01594 834991.
Running: Daily in August, Tues, Thurs &
W/Es in September.
Rocks by Rail
Standard gauge, ¼ mile.
Cottesmore, Rutland.
Tel: 07974 171068.

Rudyard Lake Railway

10¼in gauge, 1½ miles.
Leek, Staffs.
Tel: 01538 269948.
Running: Daily in August, W/Es in
September.

Rushden Transport Museum

Standard gauge, ½ mile.
Rushden, Northants.
Tel 0300 3023 150.
Open: Station bar open Weds-Suns.
Classic car rally August 8, 'Curry Night
on the Pacer' August 21, Sausage & Cider
Festival August 28-30 (Classic motorcycle
rally August 30).

Severn Valley Railway

Standard gauge, 16 miles.
Kidderminster, Worcs, DY10 1QR.
Tel: 01562 757900.
Running: Daily until September 5, then
September 7-9, 11/12, 14/15, 21-26, 28-30.
Autumn Steam Gala September 16-19.

Statfold Barn Railway

2ft gauge, one mile.
Tamworth, Staffs
B79 0BU.
Tel: 01827 830389.
Running: August 4-6, 8, 10-12, 17-20,
23-27. Music night August 13, Road, Rail
& Ale Festival September 11/12.



BR-built Modified Hall No. 6990 *Witherslack Hall* at the Great Central Railway's Loughborough Central station. JOE CONNELL

Railway Museums

Beamish

County Durham.
The Living Museum of the North.
Open: Daily.
Tel: 0191 370 4000.

Coleford GWR Museum

Coleford, Gloucestershire.
Open: Fris 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 until September 30.
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: Daily in August, W/
Es & Weds in September.
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

Cultra, Co. Down.
Open: Tues-Suns until September 5, plus
August 30.
Tel: +44 (0)28 9042 8428.



Hunslet 0-4-2T Works No. 1859 *Green Dragon* prepares to leave Alston with the South Tynedale Railway's first train of the season on July 11. STR

Tanat Valley Light Railway

Standard gauge, 1½ miles.
Nantmawr, Shropshire SY10 9HW.
Tel: 01691 780042.
www.tanatvalleyrailway.co.uk
Open: TBA.

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.

Groule Glen Railway

2ft gauge, ¾ mile.
Isle of Man.
Tel: 01624 670453.

Running: Suns & Weds in August, Suns in September.

Heaton Park Tramway

Standard gauge, ½ mile.
Manchester.
Tel: 0161 740 1919.

Running: Suns to September 5 & B/H Mon.

Isle of Man Steam Railway

3ft gauge, 15½ miles.
Douglas, Isle of Man.
Tel: 01624 662525.

Running: Thurs-Mons until September 12.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.
Near Ulverston, Cumbria.
Tel: 01539 531594.

Running: Daily until Oct 31.

Manx Electric Railway

3ft gauge, 17 miles.
Douglas, Isle of Man.
Tel: 01624 697473.

Running: Tues/Weds & Fris-Suns until September 12.

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 until October 23 plus August 29.

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, B/H & Weds in August. September 4/5 & 11/12.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.

Running: September 4, 25, October 9, 23.

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: Daily until August 31, then Mons-Weds & W/Es until September 25.

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: Daily until August 28, then TBA.

Mixed Traffic Gala September 11/12.

Kirklees Light Railway

15in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.

Running: Daily until September 5, September 11/12, then Fris-Mons.

Lincolnshire Coast Light Railway

2ft gauge.
Skegness, Lincs.
Tel: 07407 500884.

Running: Steam Sats & diesel Weds until August 28, also steam September 4.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.

Running: Suns and Weds to August 18, then August 21/22 and 28-30. 1940s Weekend September 11/12.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.

Tel: 0845 680 1758.

Running: W/Es & Weds in August.

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.

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 to end of October.

Tanfield Railway

Standard gauge, three miles.
Near Gateshead, Tyne and Wear.
Tel: 07508 092365.

Running: August 19, September 16.

Weardale Railway

Standard gauge, 18 miles.
Stanhope, Co. Durham.
Running: TBA.

Wensleydale Railway

Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 01677 425805.

Open: Tues-Suns plus August 30, then W/Es & Weds in September.

Yorkshire Wolds Railway

Standard gauge, 1,000ft.
Fimber, East Yorkshire.
Tel: 01377 338053.

Open: Suns & B/Hs until September 26.



Derby-built Class 108 DMU Nos. 51568 and 52053 near Dufftown, forming the Keith & Dufftown Railway's first train of the 2021 season. TREVOR GREGG

WALES

Bala Lake Railway

2ft gauge, 4½ miles.
Llanuwchllyn, Gwynedd.
Tel: 01678 540666.

Running: Daily until September 4, then
Sats-Thurs until September 16. Steam
Gala August 28-30.

Barry Tourist Railway

Standard gauge, two miles.
Barry, Vale of Glamorgan.
Tel: 01446 748816.

Running: August 8.

Brecon Mountain Railway

1ft 11¼in gauge, five miles.
Pant, Mid-Glamorgan.
Tel: 01685 722988.

Reopening August 10 TBC.

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 plus August 28.

Fairbourne Railway

12¼in gauge, two miles.
Fairbourne, Gwynedd.
Tel: 01341 250362.

Running: Daily in August, W/Es & Tues-
Thurs in September.

Ffestiniog Railway

2ft gauge, 13½ miles.
Porthmadog, Gwynedd.
Tel: 01766 516000.
Running: Daily until September 5.

Gwili Railway

Standard gauge, four miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: Tues-Thurs & W/Es in August &
B/H Mon, September 1/2, 5, 7-9, 11/12.

Llanberis Lake Railway

2ft gauge, three miles.
Llanberis, Gwynedd. Tel: 01286 870549.

Running: Daily until September 10.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile.
Cynheidre, Carmarthenshire.
Tel: 07956 082305.

Running: Pacer gala August 28.

Pontypool & Blaenavon Railway

Standard gauge, 3½ miles.
Blaenavon, Torfaen.
Tel: 01495 792263.

Running: W/Es in August.

Rhyl Miniature Railway

15in gauge.
Rhyl, North Wales.
Tel: 01352 759109.

Running: Daily in August, W/Es in
September.

Snowdon Mountain Railway

800mm gauge, 4½ miles.
Llanberis, Gwynedd. Tel: 01286 870223.
Running: Daily until October 31 (diesel
only).

Talylllyn Railway

2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd.
Tel: 01654 710472.

Running: Daily.

Teifi Valley Railway

2ft gauge, ½ mile.
Henllan, Ceredigion, SA44 5TD.

Tel: 01559 371077.

Running: W/Es.

Vale of Rheidol Railway

1ft 11¼in gauge, 12 miles.
Aberystwyth, Ceredigion.
Tel: 01970 625819.

Running: Daily until October 31.

Welsh Highland Heritage Railway

2ft gauge, one mile.
Porthmadog, Gwynedd. Tel: 01766 513402.

Running: Tues-Thurs & W/Es in August,
Weds, Thurs & Sats in September.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd. Tel: 01766 516000.

Running: Daily until September 5.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.
Llanfair Caereinion, Powys.
Tel: 01938 810441.

Running: Daily in August.

Keith & Dufftown Railway

Standard gauge, 11 miles.
Dufftown, Banffshire.
Tel: 01340 821181.

Running: Fris-Suns August and
September.

Lathalmond Railway Museum

Standard gauge, ½ mile.
Scottish Vintage Bus Museum,
Lathalmond, nr Dunfermline.
Tel: 07379 914801.

Running: Suns until October 3.

Royal Deeside Railway

Standard gauge, 1¼ miles.
Banchory, Kincardineshire.
Tel: 01330 844416.

Running: Sundays until September 5.

Strathspey Railway

Standard gauge, 10 miles.
Aviemore, Inverness-shire.
Tel: 01479 810725.

Running: Daily in August.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles.
Bo'ness, West Lothian.
Tel: 01506 825855.

Running: Sats, Suns, Tues and Weds in
August.

Caledonian Railway

Standard gauge, four miles.
Bredichin, Angus.
Tel: 01356 622992.

Running: Reopening TBA.

Doon Valley Railway

Standard gauge.
Dunaskin, Ayrshire.
Cafe open W/Es. Open days TBA.

IRELAND

Railway Preservation Society of Ireland

5ft 3in gauge. Whitehead, Co. Antrim.
Tel: +44 28 9358 6200.
Open: Museum open Thurs to Sat.
Running: Sats in 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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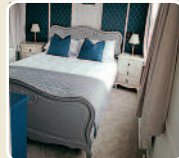
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- The fully glazed kitchen and balcony providing panoramic views of the station platform and Rother Valley

Guns & Roses Ammunition Wagon (Sleeps 2+2)

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- Barbecue • Individual garden • Fully insulated
- Double glazed and heated with great views of the station platform.



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Vol. 236 Cambrian Steam Miscellany No2

This volume has been compiled almost entirely from cine film taken by the late Jim Clemens covering much of the old
Cambrian Railways system and more. We begin at Gobowen 1966: double-headed Class 2 2-6-0s are seen on stone trains
from Nantmawr Quarry, plus the DMU shuttle to and from Oswestry via Park Hall Halt had just a few days of life left.
Covering the CR main line from Whitchurch via Ellesmere, Oswestry and Llanymynech to Welshpool. The route is followed
from Shrewsbury to Welshpool, Abermule, Newtown, Moat Lane Junction, Carno, Talerddig, Llanbrynmair, Machlilleth,
Dovey Junction and Borth to Aberystwyth. Filmed from the Vale of Rheidol line in 1964 we even parallel a 'manor' near
Aberystwyth hauling a freight train. Coastal route film includes: Dovey Estuary, Fairbourne, Morfa Mawddach, the famous
Barmouth Viaduct, Llanaber Halt, Llanbedr & Pensarn, Llandanwg Halt, Harlech, Tgwynn Halt (with class leader 82000),
Llandeewyn Halt, Pont Briwet, Penrhyndeudraeth, Porthmadoc, and Afon Wen, including Dinas Junction, to Caernarvon.
The GW line from Ruabon to the coast, Trevor, Llangollen, Beryn Halt, Bonym Halt, Corwen, Llandrillo, Llandderfel, Balla
Junction, Llanuwellyn, Drws-y-Nant, Dolgellau, Penmaenpool and Arthog. The shuttle from Balla Junction to Bala is seen
plus also film from 1959 of the passenger service onwards to Blaenau Ffestiniog Central, including the 'SLS' Last Train' in
January 1961. The time period for this video is from about 1959 to 1966. Motive power includes: Manor, 43xx, 2251, 45xx,
16xx, 74xx, 14xx, Black 5, 48xx, Ivatt class 2 2-6-0, 73xx, 76xx, 78xx, 80xx, 82xx, 84xx; plus even the odd DMU.
This nostalgic look at the last years of steam on the Cambrian has been assembled in the order the film runs off the
original cine reels, is mostly in colour, and includes a commentary plus sound track.

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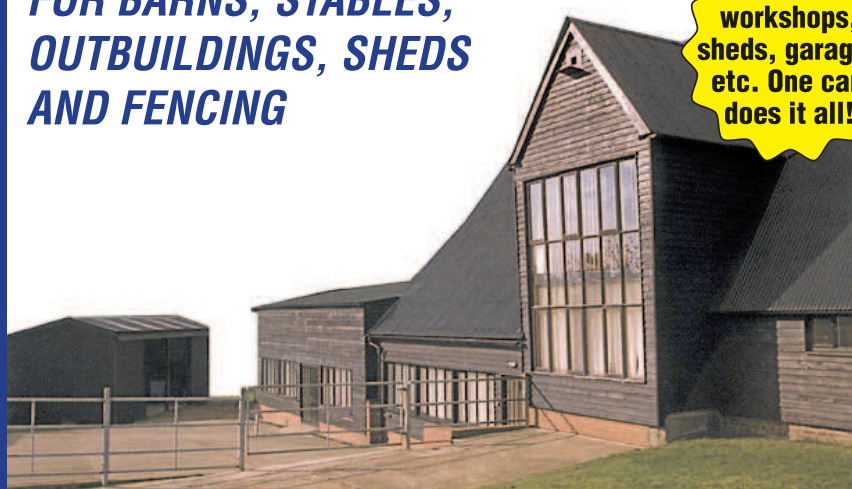
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WANTED Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email deputy editor Toby Jennings on tjennings@mortons.co.uk



Non-corridor stock – no problem! A bar is open in the luggage compartment of BR Mk.1 suburban Brake Second No. E43172 at the North Tyneside Steam Railway, pictured during the line's 30th anniversary gala on July 11.
TOBY JENNINGS

Non-corridor bar is open

"THERE is nothing in law to prevent a railway company from opening a bar in one of its trains whenever that train is under way."

So John Gregson pointed out to Stanley Holloway in the classic Ealing Comedy *The Titfield Thunderbolt*, clinching the latter's decision to finance the purchase of the railway.

In similarly enterprising fashion, although its entire passenger fleet consists of non-corridor BR Mk.1 suburban coaches, that hasn't prevented the North Tyneside Steam Railway from opening a bar in the brake vehicle.

Passengers can buy alcoholic or soft drinks prior to the train's departure from the line's Middle Engine Lane terminus, with the bar remaining open until just before the guard gives the 'right away'... though they are prevented from opening it when the train is under way.

PS. The winner of HR282's caption competition will be announced next month...

'Scotsman' supports England football team

WAS it tempting fate to put England flags on a locomotive with 'Scotsman' in its name before the UEFA Euro final?

With LNER A3 No. 60103 *Flying Scotsman* heading south from Carlisle to York with the return leg of the Railway Touring Company's 'Waverley' on July 11, the flags were fitted to the front end of the National Collection Gresley Pacific to show support for the England football team in their historic match with Italy that evening.

But Mark Neale – an NRM volunteer, RTC and West Coast steward, and a member of the 'Dave Team' who clean engines at York for main line tours – told us: "Apparently the right-hand flag fell off about the time that Italy equalised!"

He added: "We had a Scot, Fraser Birrell, firing. He was heard to say at Carlisle, as we put the flags on, 'England – is that where we are going?' A typical Scot showing their passion for their homeland."

Right: The England flags being affixed to *Flying Scotsman* at Carlisle prior to departure with the 'Waverley' on July 11. MARK NEALE



An LMS red *Flying Scotsman*?

WEARING England flags wasn't the only time that *Flying Scotsman* was showing red this month.

As we've reported on pages 52-57, the East Lancashire Railway has big plans for its Buckley Wells works, but among the artist's impressions was this image that, we felt, was more appropriate to this page...



An artist's impression of the planned carriage shed for Buckley Wells on the East Lancashire Railway...complete with red A3 and continental stock. ELR

The ELR takes a real and commendable pride in its Lancashire & Yorkshire Railway, and therefore, by extension, LMS, pedigree – but with *Flying Scotsman* due to pay another

visit to the line in August, maybe the National Railway Museum should first make sure there aren't any tins of Crimson Lake paint waiting for it at Buckley Wells...

NEXT ISSUE

Issue 284 out Sept 3

The Pontypool & Blaenavon Railway: running steam in a World Heritage site once at the centre of the Industrial Revolution.

PLUS

BELATED BIRTHDAY

Full report on the Bluebell Railway's '60+1' gala, marking the line's 60th anniversary a year late because of Covid-19.



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