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BLUEBELL RAILWAY CELEBRATES 60TH ANNIVERSARY TODAY ONE YEAR ON!

ISSUE 284 September 3 – October 1, 2021

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

AFTER 27 YEARS

PENDENNIS CASTLE

Back in steam!

'Cruise missile'

Blockbuster ending for movie loco

- SIXTY YEARS OF THE SCOTTISH RAILWAY PRESERVATION SOCIETY SPECIAL FEATURE
- GALA LATEST - WE TELL YOU WHICH LOCOMOTIVES WILL GUEST STAR THIS AUTUMN
- BACK FROM THE BRINK: LLANGOLLEN RAILWAY RUNNING STEAM SERVICES AGAIN



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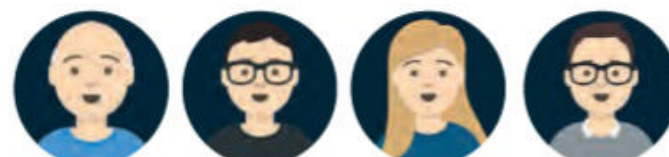
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A3 Pacific No. 60103 *Flying Scotsman* powers through Skipton on the evening of August 22 with the return leg of the Railway Touring Company's 'Waverley' tour from York to Carlisle. EDDIE BOBROWSKI

We've played our part: now it's over to you!

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BACK in 1983, a time when many of our top-flight heritage lines had been established, I drove past Toddington station and glimpsed the first of the Gloucestershire Warwickshire Railway revivalists at work. Would they, I wondered with hope, ever come near to equalling the magnificence of the Severn Valley Railway, as they laboured against the odds to restore sections of the Great Western Railway's Stratford-upon-Avon to Cheltenham main line that had been mostly torn up by BR four years before?

Four decades on and the G/WR is a proud testament to the achievements of an army of regular volunteers. Not only have they relaid 15 miles of the route and tackled a series of serious landslips in the process, but they also have created a somewhere-to-somewhere line that has long since earned its place as one of the Cotswolds' top tourist attractions, making a major contribution to the local tourist economy.

Yet it could do much more. A tantalisingly short 4½ miles of vacant trackbed lies between its northern railhead at Broadway and a potential reinstated main line link at Honeybourne.

The disused section is currently owned by Railway Paths Ltd, which acquired it with the aim of creating another Sustrans cycling route. However, it now wants rid of the trackbed, on which the future cost of repairing and maintaining a series of road overbridges will be potentially enormous, and has offered the route to the G/WR.

That sounds an excellent idea but in these Covid-stricken times, the railway would not be ready to fund another northern push. The Department for Transport appears to take the view that heritage railways cannot provide a sufficiently strong covenant to secure the continuing maintenance of road bridges over such redundant lines.

It seems that Whitehall will allow the transfer of ownership of such trackbeds and infrastructure to bodies such as local authorities, which have the finance to maintain the bridges, possibly leasing the route back to the local heritage railway.

If that is the case, on paper it seems an attractive compromise. Imagine a future when the tourist honeypot of Broadway receives incoming charters on a year-round weekly basis, decanting 500 customers to spend their money in the fabled yellowstone town's shops, restaurants and pubs, and the resulting boost for the economy (and, through business rates, the local council's coffers too), while arriving without adding cars to the country roads to get there.

As we have reported both on News, page 48, and in recent editions, there is now growing national outrage over Highways England's plans to infill or remove historic railway bridges when they could be reused for long-distance footpaths and cycleways or, yes, rail revival schemes.

It is imperative that the Broadway to Honeybourne route and its bridges are kept intact for the day when the G/WR is ready to use them, for the multi-faceted benefit of all.

The railway revivalists have shown without a shadow of a doubt how their efforts have brought success to their regions. Now, local councillors of all political persuasions – it's your turn to do likewise.

Here at *Heritage Railway*, we will continue to bring you the latest updates on this and all news of the complete preservation scene every 28 days. On pages 30-31, see how you can take advantage of our latest subscription offers and have your copy delivered to your door.

Robin Jones Editor

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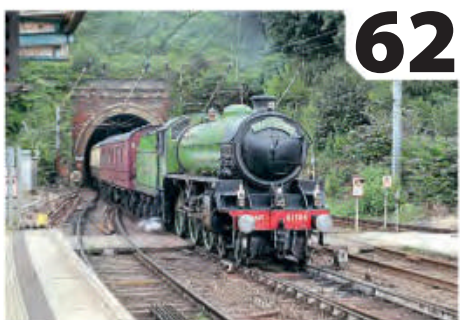


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COVER: Nearly 27 years after it last ran, in Australia prior to its repatriation to England in 2000, iconic GWR 4-6-0 No. 4079 *Pendennis Castle* underwent its first test steaming at Didcot Railway Centre on August 13 in readiness for the Great Western Society's second 60th anniversary event, the August bank holiday weekend steam-up. For the full story, see the special feature by editor Robin Jones on pages 52-57. FRANK DUMBLETON

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The Great Western Society celebrates its 60th anniversary by lining up most of its steam fleet at Didcot Railway Centre on July 8. DON BISHOP



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Pendennis Castle back in steam after 27 years!

Once dubbed "the most powerful express passenger locomotive in Britain" when lined up alongside none other than *Flying Scotsman*, GWR 4-6-0 No. 4079 *Pendennis Castle* steamed again at Didcot Railway Centre on August 13, decades after being repatriated from Australia, reports Robin Jones.



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The Great Little Trains of World Heritage

Railway heritage has received a major boost with the awarding of UNESCO World Heritage Site status to the slate landscape of North West Wales, opening up new horizons for its narrow gauge lines, reports Robin Jones.

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While North Wales' slate industry and its railways have been declared a UNESCO World Heritage Site, South Wales already has a location with that status – Blaenavon. John Titlow profiles the rapidly developing Pontypool & Blaenavon Railway.



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Big museum for the Big Country!

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Do you want to get involved in a steam locomotive restoration project? David Holmes, a trustee of the 2874 Trust, explains how anyone can help with the resurrection of a Barry scrapyard wreck such as the group's GWR 28XX 2-8-0.

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Kernow Model Rail Centre receives the engineering prototypes of its GWR steam railmotor, and a model of SECR D class 4-4-0 No. 737 is available from Locomotion.



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The eagerly-awaited OO-scale models of the Great Western Railway's 5101 and 6100 class large Prairie tanks from Dapol Ltd prompt Pete Kelly to research the history of these fine locomotives.

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Reborn Llangollen Railway runs first steam services

By Robin Jones

STEAM services returned to the Llangollen Railway on Saturday, August 21. The 10.30am departure from Llangollen to Carrog, headed by Nick Gilbert's GWR Collett heavy freight 2-8-0 No. 3802, was the first steam-hauled train since October – and marked a major milestone in the recovery of the line under the Llangollen Railway Trust.

No. 3802's certification was completed to the satisfaction of the Office of Rail and Road by members of the motive power department. The occasion doubled up as a day of reassessment of the competence of the footplate crews after a 10-month lay-off in operations.

Despite the wet weather, good numbers boarded the train for the run behind the 2884 class.

As the line began the long road back to recovery – after the railway's plc went into administration with debts of £350,000, which led to much of its rolling stock being sold at auction – services were reintroduced in July with a diesel railcar running to Berwyn, echoing the line's pioneering days of 1986/87, when services from Llangollen first extended across the Dee bridge. July figures revealed that the initial service was a "modest success," with more than 3000 assorted tickets bought for various travel options to and from Berwyn, making a useful contribution towards the railway's overheads across 11 operating days.

Average loadings per train allowed for adequate social distancing on all services to the satisfaction of staff and passengers.

The service later extended to Glyndyfrdwy from August 13, and to Carrog on August 21.

Trust chairman Peter Edwards said: "The resumption of a steam-hauled service at Llangollen is the culmination of a huge effort by our volunteers and small team of paid staff.



Steam back at Carrog at last! GWR 2-8-0 No. 3802 arrives with the 10.30am from Llangollen on August 21. GEORGE JONES

"It is a significant milestone in our return to full operations. We can't afford to be complacent, though. We are dependent on ongoing support from the Welsh Government and there are still challenges in front of us if we are to return the railway to stability and profitability."

The Class 109 Wickham diesel multiple unit supplemented the steam-hauled train with a 75-minute interval service for the weekend.

→ The railway will be without steam again from late September until October, when No. 3802 visits the Great Central Railway at Loughborough for its September 30 to October 3 autumn steam gala. It will

offer an intensive timetable, with both passenger and goods trains operating. The other guest will be BR 9F 2-10-0 No. 92134 from the North Yorkshire Moors Railway, while out of the eight rostered locomotives from the home fleet, LMS 'Black Five' 4-6-0 No. 45305 will be making its last gala appearance before overhaul.

No. 3802 will also be at Loughborough for the weekends either side of the gala for service trains and possible photographic charters, after which it will be taken to West Coast Railways' Carnforth base for the rear driving wheels to be reprofiled before returning to Llangollen.



Martin Fuller drove No. 3802 on the first steam trip back to Carrog on August 21, accompanied by fireman Steph Ellwood. GEORGE JONES



The new longitudinal beams and bracing now in place on the columns around the subway stairway at Corwen. PETER NEVE

New Corwen station canopy beams now in place

AN OPERATION by contractors Barnett Engineering of Rhosllanerchrugog has seen the longitudinal beams craned in on the canopy columns either side of the waiting room steelwork on the island platform at the Llangollen Railway's new Corwen terminus.

Measuring a total length of 112ft, the main beams are supplemented with cross bracing between the four pairs of ex-Blackfriars station columns and form the base for the planned canopy structure, the subject of a grant application.

The beams obscure the so-called unsightly connections between the end pairs of columns which caused a furore during the line's previous regime a year ago.

Meanwhile, work on bricking up the steelwork for the waiting room continues, alongside preparations being made for the insertion of the first window frame sills. The sills have been delivered for the replication of GWR architecture in the building.

Appeal launched to keep *Camelot* in steam

AS BR Standard 5MT No. 73082 *Camelot* prepares to steam again at the Bluebell Railway, its owning group has launched an appeal to help keep it running.

The Riddles 4-6-0 is nearing the end of an intermediate overhaul at the Sheffield Park works, and is expected to return to service in September with a fresh 10-year boiler certificate.

It is owned by the 73082 Camelot Locomotive Society, which rescued it from Barry scrapyard in 1979 and restored it at the Bluebell, returning it to steam in 1995. Its latest overhaul, prompted by problems with the firebox foundation ring, commenced at the start of this year.

The society contributed £35,000 towards materials for the overhaul, as well as funding the £2500 cost of restoring its SR-design CCT (Covered Carriage Truck) No. S2531 – but has been unable to raise funds through its sales stand during the pandemic.

The society stated: "As owners and custodians of the sole surviving BR-named Standard Class 5, we have willingly supported the Bluebell Railway financially to keep *Camelot* in running condition. Our contribution has depleted the society's financial reserves, which we need to replace, so we can help again at future overhauls.

"The restoration of No. S2531 was done by the Bluebell Railway's Carriage and Wagon department



BR Standard 5MT No. 73082 *Camelot* on display at the Bluebell model railway weekend on July 31. JULIAN HEINEMANN/CLS

volunteers at Horsted Keynes over a three-year period. The CCT returned to service in the autumn of 2020.

"By funding this work, we have kept the money in house at the Bluebell, rather than putting it out to external contract.

"The £2500 donation made by the society will be utilised to help fund the

restoration of the unique SR Maunsell Restaurant Car No. 7864."

No target figure has been set for the appeal, but the society concluded: "As a small locomotive group, committed to keeping *Camelot* running well into the future, we are making this rare appeal to all those who have enjoyed the sights, sounds and smell of

No. 73082 in action over the years. We would appreciate your support."

→ Details of how to contribute can be found at www.73082-camelot.com or cheques, payable to '73082 Camelot Locomotive Society', can be sent to: The Treasurer, 73082 Camelot Locomotive Society, Oakhurst, Blackheath Road, Wenhaston, Suffolk IP19 9HD.

Bredgar & Wormshill Light Railway launches £250,000 survival appeal

A £250,000 appeal to save the Bredgar & Wormshill Light Railway has been launched.

The 2ft gauge line near Sittingbourne in Kent was founded in 1975 by brothers Bill and David Best. Friends helped them in their spare time and a track was laid around the farmhouse where Bill lived with his family. Eventually they decided to open the line to the public once a month, the admission money being used to fund restoration projects.

Bill passed away in early 2020 and his son, also Bill Best, acquired the site and railway from his four brothers. To prevent the venue being sold and physically dismantled, several valuable items from the collection had to be sold, although the bulk of it remains intact.

The railway has provided support to groups like Kent Wildlife Trust, and has made donations to the village school and church.

However, while the railway has opened each month since May, visitor numbers have been very

low because of Covid-19 social distancing restrictions.

Volunteer Dave Parfitt said: "I am keen to help Bill retain the rest of the collection of engines, vehicles and museum items.

"Although I and a considerable number of other volunteers have provided our time and support for free, it is possible that without financial help, the sale of the property and railway in its entirety would become inevitable.

"It would be wonderful to know that the railway's future and place in this community is secure, and to be able to continue to carry out important but as yet unfinished restoration projects started by his father and uncle. If sufficient funds are raised, we may be able to start work on some specific projects.

"The process of becoming a registered charity has begun, however, it may be many months before that is in place and the railway is in need of support now."

The appeal is online at www.justgiving.com/crowdfunding/bredgarrailway

New man in charge at L&B

WEST Somerset Railway running foreman Stuart Nelhams has been appointed as the new general manager of the Lynton & Barnstaple Railway.

Taking up his post on August 11, Stuart, 47, replaces Martyn Budd, who retired on his 65th birthday, having served since 2007.

On the WSR, Stuart worked first as a volunteer and then as a paid employee since his schooldays. He has worked as a driver, instructor and fireman, shed fitter and steam experience courses manager, and as part of the events planning team.

An L&B spokesman said: "Stuart is a railwayman of many talents. We are lucky to have him."



Stuart Nelhams (left) and his predecessor, Martyn Budd (right), at Woody Bay station. LBR

Devon lines exchange carriages

THE South Devon Railway has exchanged Mk.1 RMB (Restaurant Miniature Buffet) No. 4802 for the Dartmouth Steam Railway's CK (Corridor Composite) No. 16071.

No. 4802, formerly the SDR's combined buffet and disabled carriage, which had been stripped back to almost a shell pending

major structural repairs, will be restored at Churston.

The seven-compartment No. 16071 is also in need of restoration, but is basically complete with original fittings. It needs less work than other carriages in the Buckfastleigh restoration queue.



Inset above: A helicopter swoops over the quarry edge to film the last seconds of the locomotive before its fatal plunge.

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Right: Thankfully it's not a real engine! The mock-up Class 7 4-6-2 ended both its European tour and its existence by plunging over the edge of a cliff at Darlton Quarry, in Stoney Middleton, into a pool of water, where it smashed to pieces.

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Inset right: Tom Cruise.

GAGE SKIDMORE/CREATIVE COMMONS



'Cruise missile' locomotive crashes at Derbyshire quarry

By Robin Jones

A MYSTERY Class 7 4-6-2 which first appeared on the Great Central Railway in August last year is now no more – after plunging to its doom off the edge of a quarry in Derbyshire.

As reported in issue 272, the disaster was nothing less than an ultimate scene in the forthcoming Tom Cruise blockbuster *Mission: Impossible 7*.

Spotted outside Loughborough shed, there had been widespread speculation as to whether the

locomotive was a Britannia, Stanier Pacific or continental type 'dirtied up' for filming sequences on the GCR.

In reality, it was a very convincing life-size film prop powered by a diesel motor in its tender.

Filmed in three countries

It carried the nameplates *Le General Rive-Reine*, which appears to be a reference to the 1964 Second World War film *The Train*, where there is a crash at a town named Rive-Reine, and, true to its word, that is exactly how it met its fate – watched on by the actor himself.

For several months, the production team oversaw the building of the set for the filming of the locomotive's final demise, with a temporary 400-yard standard gauge line running straight to a broken pier at the end of the disused quarry. The Peak District National Park Authority granted permission to Jupiter Spring Productions Ltd for the site to be used, and a pool was excavated in the floor of the quarry to receive the falling locomotive.

Film crews on board helicopters captured the stunt from several angles; it was said that Cruise himself arrived at the set by helicopter.

Wildlife photographer Villager Jim, who has been described as "the Banksy of the photography world" by BBC TV's *Countryfile*, said: "Waited five months for this shot... of the train in the new *Mission: Impossible* movie going off the cliff!! Tom was there too, amazing day!" He said it was "not every day as a photographer you take a steam train going off a cliff".

During pre-production of the film two years ago, a rough concept was devised of a train running at 60mph through a bridge in the Swiss Alps being blown up. However, the

producer was refused permission to film the stunt in Switzerland and then Poland.

After its appearance on the GCR, the locomotive was shipped from Grimsby to Møre og Romsdal in Norway to film scenes using continental heritage carriages on the Åndalsnes–Dombås Raumabanen main line. Filming then moved to Italy, only for progress to stall after crew members tested positive for Covid-19.

2022 release

As reported in issue 280, in April the locomotive reappeared in the UK, this time at the North Yorkshire Moors Railway, where it was filmed hauling continental carriages.

Days after the quarry crash, 58-year-old Cruise, who plays *Impossible Missions Force* agent Ethan Hunt, was also spotted with co-star Hayley Atwell filming more scenes in Birmingham's Grand Central shopping centre before a huge crowd of fans and onlookers.

Delayed by the pandemic, *Mission: Impossible 7* is now set for release on May 17, 2022, with an eighth film in the franchise planned for July 7, 2023.



Waiting for the end: The locomotive movie prop, which carried the number 469.09.MO and the name *Le General Rive-Reine*, stands on August 15 on the specially-laid track at Stoney Middleton, over which it would make its final journey into oblivion and Hollywood fame. ROBERT FALCONER

New and authentic territory for *Bahamas* in August jaunts to Plymouth and Nene Valley

LMS Jubilee No. 45596 *Bahamas* broke new ground for the class in August with a railtour over the South Devon banks before returning to more authentic territory at the Nene Valley Railway.

The Railway Touring Company's 'Royal Duchy' to Par on August 1, on which the Stanier 4-6-0 worked from Taunton to Plymouth and back, is believed to be the first time that a Jubilee has ventured this far into the West Country.

At least two examples reached Exeter in steam days – No. 45660 *Rooke* with a parcels train from Bristol on September 15, 1962, and now-preserved No. 45690 *Leander* the following year, while an unidentified classmate was recorded at Goodrington after working a freight to Newton Abbot.

Unique double-chimney example *Bahamas* showed its mettle at the foot of Rattery bank, west of Totnes, where it was halted by a red signal but sure-footedly restarted its nine-coach load on the 1-in-66 gradient.

To Weymouth and Wansford

RTC's 'Dorset Coast Express' from London Victoria on August 5 took *Bahamas* to Weymouth – another location that hosted Jubilees in BR days, including *Rooke*, which arrived on a pigeon special, and No. 45560 *Prince Edward Island*, which was then remarkably pressed into service on the Upwey banking duty.

At the end of the month, No. 45596 headed to the Nene Valley Railway, where the reappearance of a Stanier 4-6-0 recalled the line's heyday as a London Midland Region cross-country route. Although 'Black Fives' were the staple motive power on the line in steam days, Jubilees also hauled passenger trains from Rugby to Peterborough, and sometimes appeared on a freight diagram from Warrington to March's Whitemoor marshalling yard.

Bahamas last visited the NVR more than a quarter of a century ago in



Above: Jubilee No. 45596 *Bahamas* accelerates through Totnes before tackling Rattery Bank with the Railway Touring Company's 'Royal Duchy' on August 1.

MARK WILKINS

Right: Back on the Nene Valley Railway after 26 years, on August 21, *Bahamas* heads along the 'double track' at Longueville Junction, which offers that 'London Midland Region main line' look.

TOBY JENNINGS



1995, two years before its previous boiler certificate expired.

It was in steam for an enthusiast weekend on August 21/22 this year, as well as working driver experience turns.

It was due to run again for a 1950s-themed Bank Holiday weekend.

→ In a new venture, the Bahamas Locomotive Society is to present monthly online talks featuring guest speakers. In the first, on Wednesday, October 13, John Hillier will talk about '*Bahamas* – A Preservation Pioneer.'

On Wednesday, November 10, Peter W Skellon's subject will be LNWR Coal Tank No. 1054, and on

Wednesday, December 8, Helen Ashby OBE will present 'An Incredible Journey – The Sierra Leone National Railway Museum.'

All talks start at 7.30pm on Zoom, and will last about two hours. Non-members must book in advance via www.bahamas45596.co.uk, with the cost being £5 per talk.

Betton Grange makes the final lap as superheater is fitted

TYSELEY Locomotive Works has completed the assembly of the new superheater and header for new-build GWR 4-6-0 No. 6880 *Betton Grange*.

The superheater is the last major outstanding task required to complete the locomotive, and was due to be fitted inside the boiler as we went to press.

The main steam pipes, steam fittings and a quantity of

lubrication pipework are among the outstanding jobs, and the 6880 *Betton Grange* (Society) Ltd hopes that the locomotive will steam for the first time this autumn. However, its debut on revenue-earning trains is likely to be early 2022.

As reported last issue, it is intended to hire the Collett 4000-gallon tender of GWR 2884 2-8-0 No. 3814, now at Northern Steam Engineering Ltd in Stockton-

on-Tees, to run with the *Grange* while a new one for main line use is built.

→ For details of to how you can help the *Betton Grange* 'Tendering to Success' appeal, visit the website www.6880.co.uk

Looking more like a Swindon classic every day: No. 6880 *Betton Grange* inside Tyseley Locomotive Works on August 12. ROBIN JONES



IN BRIEF

→ THE West Somerset Railway is to become the latest line to introduce Christmas illuminated trains in addition to traditional Santa services. The series of 14 Winterlights trains will run between Bishops Lydeard and Crowcombe between November 19 and December 23. Full details are on the railway's website at www.west-somerset-railway.co.uk

→ THE Heritage Railway Association is seeking to appoint a Policy, Research & Communications Manager to cover "a wide range of communications, public affairs, advocacy and research tasks". The role is home-based but with a requirement for travel, has a salary of £27,000 to £30,000 depending on experience, and the closing date is 4pm on Monday, September 6. For details, send an email to amy.sugrue@hra.uk.com

→ BULLEID Battle of Britain 4-6-2 No. 34059 Sir Archibald Sinclair was rewheeled at the Bluebell Railway on July 26. The rebuilt Pacific is under overhaul, having been withdrawn in 2011 with firebox problems.

→ STAFF and volunteers at Swindon's STEAM – Museum of the GWR, which has doubled up as a Covid-19 vaccination centre since December, have been celebrating the 200,000th injection being administered.

→ THE owner of Masbury station on the Somerset & Dorset line is restoring the buildings, and is looking for a short section of track and some wagons to place between the platforms. Contact joe.bourne@live.co.uk

→ THE boiler for Danish State Railways F class 0-6-0T No. 656 returned to the Nene Valley Railway in late July from overhaul at Locomotive Maintenance Services of Loughborough.

Booming month as summer crowds flock to heritage railways

By Robin Jones

HERITAGE railways have reported a bumper summer for passenger numbers, buoyed by record temperatures and the easing of Covid-19 restrictions.

North Norfolk Railway general manager Andrew Munden said that by mid-August, more passengers were carried than in the previous best month in 2016.

"Since the final easing of restrictions in July we have seen a massive increase in passenger numbers, driven largely by the huge influx of staycation holiday visitors into North Norfolk," he said. On August 17 for example, "we sold

over 1500 tickets and had to press the Gresley Quad-Art set into traffic, hauled by the Class 37 D6732, as an unscheduled relief service."

A four-car Class 101 DMU was subsequently added to traffic as a relief service.

Holiday lines

The Bodmin & Wenford Railway reported that with Cornwall being overwhelmed by visitors, passenger numbers and revenue have been much better than anticipated, and services increased from four to six daily.

"It's looking like a record-breaking summer in South Devon, and looking like it will be on the Dartmouth Steam Railway and Riverboat

Company," said managing director John Jones.

"We are running with less capacity on our trains but running more services per day, which is smashing daily passenger numbers".

West Somerset Railway plc chairman Jonathan Jones Pratt said: "Our financial results look encouraging.

"The results for June show a small profit of £2524 compared to a budgeted loss of £110,120. Fare income was £80,301, compared with a budget of £45,640.

"The budget was anticipating a 50% reduction due to Covid-19 restrictions and reduced capacity. However, a significant number of the



Bishop Andy John in the permanent Awdry Study exhibition inside the award-winning Narrow Gauge Railway Museum at Tywyn Wharf. JONATHAN MANN



Heritage Railway Association board member Mark Smith (right) presents the HRA Outstanding Visitor Attraction Award 2020 to Dartmouth Steam Railway's managing director, John Jones, and the line's sales and marketing executive, Sereny Damon. DSR

Trust formed to save Bourne's Bridge 234

CAMPAIGNERS fighting to save the Midland & Great Northern Joint Railway Bridge 234 in Bourne from being demolished to make way for an extension to the Lincolnshire town's modern Elsea Park housing estate are to set up a charitable trust to maintain it – provided planning permission for its demolition is refused.

As previously reported, the classic Victorian three-arch overbridge is the sole surviving significant railway-

built structure in Bourne, once a four-way junction. South Kesteven District Council has ordered surveys for protected species on the site.

Nearly 100 local residents attended a meeting on August 19 to save the bridge, after which moves to launch a trust began, so the bridge can be preserved at no cost to townsfolk.

Campaigners are appealing for supporters to visit www.facebook.com/BourneHistory

Poster exhibition goes ahead at Winchcombe

AN exhibition of railway posters is to go ahead at the Gloucestershire Warwickshire Railway on September 18/19, having been postponed twice because of Covid-19 restrictions.

As highlighted in issue 279, the Posters From The Steam Age gallery display, in the Tim Mitchell building at the GWR's Winchcombe station, marks the centenary of the late railway artist Laurence Fish, who latterly lived and worked in Winchcombe. His widow, Jean

Bray, will be signing copies of his biography, *Pick Up A Pencil*.

Original examples of the travel posters he produced for BR in the late 1950s and 1960s are now rare and can sell for four-figure sums at auction. He also designed coachwork for car manufacturers such as Alvis, Delahaye and Bentley, and during the Second World War worked for MI5 to produce drawings of booby-trap devices, including an exploding chocolate bar.

HERITAGE RAILWAY

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The Great Central Railway recreated a sight seldom seen in preservation during its Railways at Work gala on August 14/15 – a tanker train. Accurately marshalled with barrier wagons at the front and rear, as was the practice in steam days for tankers carrying hazardous substances, the train enters Swithland Sidings behind Hawksworth Modified Hall 4-6-0 No. 6990 Witherslack Hall on August 15. ALAN WEAVER

trains that ran during the month were close to full capacity!"

Busiest for five years

Tallylyn Railway general manager Stuart Williams said the August 14/15 Awdry extravaganza was the busiest weekend for five years.

The weekend included a once-in-a-lifetime exhibition of the Reverend Wilbert Awdry's work, including original artwork from his 'Railway Series' of Thomas the Tank Engine books. It was opened by the Bishop of Bangor, the Right Rev Andrew John, with popular TV presenter and railway historian Tim Dunn conducting interviews with staff and volunteers.

Severn Valley Railway's head of visitor experience, Michael Dunn, said: "I'm over the moon with how things have gone this summer. In

comparison to other attractions, we've performed really well. I'm hearing from others in the tourist industry that numbers were 50% down."

In 2019, the SVR carried 34,190 passengers over the six-week holiday period. This year, despite restricting numbers to assist social distancing, figures were only about 25% down. The Covid-safe excursion services meant that passengers were spread out more evenly across each day, and across the week as a whole.

A Great Central Railway spokesman said that passenger figures were "good and on a par with 2019", when about 2000 were carried each week in the summer.

The Churnet Valley Railway's first weekend of reopening, on July 24/25, saw some of the highest numbers carried in its 25 years of operation.

Better than planned

North Yorkshire Moors Railway general manager Chris Price said that passenger numbers in August were "better than expected and better than planned for."

Ffestiniog & Welsh Highland Railways general manager Paul Lewin said: "The early part of the season was slower than expected but as we went into June, we were getting some pretty robust results. By August we were at a point where traffic and income levels were back to normal."

But, having made staff cuts last year, he added: "We are having to deliver that with 60% of our resources."

"The permanent staff and volunteers have rallied round and helped to a tremendous degree – they've really shown the Ffestiniog spirit and gone the extra mile, and that's what's made it all happen. We have a strong survival plan and

will be going into 2022 with all guns blazing."

However, Keith Whitmore, vice president of the East Lancs Railway Preservation Society and chairman of Heaton Park Tramway, said that social distancing was "still proving to be really challenging in terms of viability" for both those venues.

For the ELR, he said: "Without the income from bar and refreshment takings, we would have been disappointed with the footfall at the July diesel gala, and the August Thomas event had to be socially distanced so we could not do all the things we normally do."

For Heaton Park, he added: "We can basically only fill half a tram – even in Stockport No. 5, a double-deck tram with 53 seats, we could only allow 24 people to board each trip, causing queues and longer waiting times."

More lines join Love Your Railway campaign to raise awareness of heritage

TWO MPS have endorsed the nationwide Love Your Railway six-week summer campaign to boost awareness of the heritage sector.

A total of 55 venues have now joined up, an increase on the original 37 as reported last issue

Kevin Hollinrake, MP for Thirsk and Malton, said: "I wholeheartedly support the Love Your Railway campaign, spearheaded by the North Yorkshire Moors Railway. This has been a hugely challenging time for heritage railways and tourism in general, so it is even more important that we continue to show support in any way we can."

"I'm pleased to see that the campaign is demonstrating how

there's so much more to heritage railways, including education, communities and sustainability, as well as supporting rural economies through employment and training of young people.

"I encourage families to visit their local heritage railway and support this hugely important campaign."

Taunton Deane MP Rebecca Pow said: "The campaign is a great example of the nation's heritage railways working together to highlight what they do so well in conserving the past for current and future generations to enjoy, and it deserves support."

"The West Somerset Railway is the longest heritage line in

England and is one of our unique local attractions; keeping it up and running is important to all those who love it, as well as the local economy."

WSR plc Chairman Jonathan Jones-Pratt said: "I'm very grateful to Rebecca Pow, as one of our local MPs, for both her support of Love Your Railway and her understanding about what the railway does so well."

"Sadly, the WSR is currently facing yet another financial mountain to climb without the anticipated Culture Recovery Fund Round 2 grant from the Government to support our running costs and reopening plans."

"But we will battle on, as we have done in the past, to succeed with our £1 million SOS appeal."

"We are still receiving donations every week because people believe so strongly in our railway's future."

NYMR general manager Chris Price said: "We've been overwhelmed by the response to Love Your Railway"

"To have more than 50 heritage railways taking part in its first year shows the incredible support and solidarity running through the sector."

Heritage Railway Association CEO Steve Oates added: "We are thrilled to see the way this campaign has hit the spot."

Duchess of Sutherland for Severn Valley autumn gala

By Robin Jones

LMS Princess Coronation 4-6-2 No. 6233 *Duchess of Sutherland* is to be the star guest at the Severn Valley Railway's September 16-19 autumn steam gala.

The Stanier Pacific is owned by the Princess Royal Class Locomotive Trust and, as detailed last issue, will be fresh from recent maintenance at its Swanwick Junction base on the Midland Railway – Butterley. It has been a guest at several previous SVR galas, most recently in 2018.

The other visiting engine for the event will be Hawksworth 94XX 0-6-0PT No. 9466, owned by West Somerset Railway chairman Jonathan Jones-Pratt and currently on loan to the Ecclesbourne Valley Railway.

Locomotives in service from the home fleet will include Port Talbot Railway/GWR 0-6-0ST No. 813, rebuilt Bulleid West Country Pacific No. 34027 *Taw Valley*, and BR Standard 4MT 4-6-0 No. 75069.

The gala will be the first big event on the line to offer traditional hop-on hop-off services, which will return from September 7.

Since it reopened in August 2020 after the first lockdown, the SVR has been running fixed excursion services, on which passengers had exclusive use of a private compartment for the entirety of their visit. This arrangement proved extremely popular with visitors, and gave many the confidence to return to the railway, while it operated in accordance with Covid-19 restrictions.



LMS Princess Coronation 4-6-2 No. 6233 *Duchess of Sutherland* passing the Devil's Spittleful nature reserve during the Severn Valley Railway's 2018 autumn steam gala. KEITH WILKINSON

Regular services will now again offer full-day freedom-of-the-line tickets or on journeys between selected stations, and gala visitors will also be able to choose their itineraries rather than travelling on designated trains as previously planned.

SVR general manager Helen Smith said: "We've thought long and hard about making this latest change. It's been a delicate balancing act between operating safely and returning to our traditional way of operating.

"With the progressive easing of Government restrictions and the

success of the Covid-19 vaccination programme, we think now is the right time to go back to a more traditional service at the SVR.

"We will continue to offer a small number of private pre-bookable compartments, where passengers are guaranteed exclusive use of a compartment on a single train throughout the day. There's still a demand for these, and the high numbers of five-star reviews we've received on TripAdvisor show how much people have appreciated the way we've done things."

The popular all-night trains will be returning for the gala, with GWR 28XX 2-8-0 No. 2857 in charge.

Premium experiences are being introduced, with the autumn steam gala VIP package priced at £195, including a brake van ride for a full return trip, a guided tour of the carriage and locomotive workshops and Bridgnorth signal box, as well as breakfast, lunch and dinner.

Tickets for the autumn steam and diesel galas (see below for more details) can be booked online at www.svr.co.uk

Class 24 and 31 to star in Severn Valley diesel gala

TWO BR Type 2s are to star in the Severn Valley Railway's September 30-October 3 Autumn Diesel Gala.

Making its first visit to the SVR is Class 31 No. 31466, which has already arrived on loan from the Dean Forest Railway until late autumn, covering for Class 33 No. 33108, which is undergoing bodywork repairs.

Owned by the Dean Forest Diesel Association, it has been restored in EWS red and gold livery – a historically authentic guise, as it was one of only two 31s to receive it (the other being No. 31255, also now preserved at the Mid-Norfolk Railway) before EWS withdrew the class as new Class 66s were delivered.

Class 24 No. 24081 is the other guest, which is based at the

Gloucestershire Warwickshire Railway and owned by the 24081 Locomotive Group.

One of only four survivors of the class, it was the last example to be withdrawn from BR service back in 1981.

"The Class 24 is making its third visit and we've had many requests for its return," said Jonathan Dunster, chairman of the SVR's diesels committee.

Resident diesels in action will be Class 14 D9551, Clayton Class 17 D8568, Class 52s D1015 *Western Champion* and D1062 *Western Courier* (the latter having just returned to service after repairs – see separate story, page 18), Class 40 No. 40106 *Atlantic Conveyor*, and Class 50s from



Currently on loan to the SVR from the Dean Forest Railway, Class 31 No. 31466 was pressed into service to top and tail the Saphos Trains 'Severn Valley Enterprise' railtour with 'Black Five' No. 45231 *The Sherwood Forester* on July 21, and is pictured at the site of Miners' Halt near Highley. PETER HUDSON

a pool of Nos. 50007 *Hercules*, 50035 *Ark Royal* and 50049 *Defiance*.

➔ Another diesel visitor to the SVR in August was Class 50 No. 50008 *Thunderer*, owned by Hanson & Hall Rail Services. It arrived on August 1,

towed by *Hercules* and *Defiance*, to use the lifting jacks at Kidderminster diesel depot for repairs to a defective spring.

The work was carried out by the Class 50 Alliance, the owners of *Hercules* and *Defiance*.

London Transport pannier for Epping Ongar events

PANNIER tank No. L92 is to return to London Underground metals for the first time in preservation, marking 50 years since the end of London Transport steam.

The Collett 57XX is to star in two events at the Epping Ongar Railway this autumn – the steam gala on September 11/12, and a London Transport weekend on October 8-10.

Its appearance on the former London Underground branch will be its first on the LT network since 1969, when it was acquired for preservation by the Worcester Locomotive Society.

Subsequently based at the Severn Valley Railway and Bulmers Railway Centre, it is now resident on the South Devon Railway, and spent this season on loan to the Gwili Railway.

London Transport acquired 13 57XXs from BR in the late 1950s and early 1960s to replace its older steam fleet on engineering trains. Steam thus continued in the capital until June 6, 1971, when No. L94 (GWR No. 7752, now preserved at Tyseley) hauled the final commemorative train.

Both EOR galas will have a strong GWR line-up, with the September event also fielding resident Hall 4-6-0 No. 4953 *Pitchford Hall*, and on-loan 56XX 0-6-2T No. 5619.

At the October weekend, the other guest is LT maroon-liveried 4575 2-6-2T No. L150 (5521) fresh from its appearance at the Swindon & Cricklade Railway's gala on September 10-12 which, as reported last issue, will mark 60 years since the closure of the Midland & South Western Junction Railway, part of which is now occupied by the heritage line.



Above: While on loan to the Gwili Railway this summer, ex-London Transport 57XX 0-6-0PT No. L92 approaches Bronwydd Arms station. JOSH HOLMES

Right: While keeping its London Transport livery, newly-overhauled 2-6-2T No. L150 (GWR 5521) has been relettered as Midland & South Western Junction Railway No. 60 for the 60th anniversary of the pre-Grouping line. It ran in this guise on the Swindon & Cricklade Railway during its August 7/8 vintage weekend. BILL PARKER



Hawthorn returns and Y7 bows out at Middleton

'FIRST and Last Chance' is the theme of the Middleton Railway's September 4/5 gala, with one engine back in steam and another about to be withdrawn for overhaul.

It will be the first gala the Leeds line has staged in nearly two years, and will mark the return of Hawthorn Leslie 0-4-0ST *Swanscombe* No. 6 (Works No. 3860 of 1935) after more than 40 years on the sidelines.

The locomotive formerly worked for Associated Portland Cement Manufacturers at Swanscombe chalk quarry in Kent, part of which is now occupied by Bluewater Shopping Centre.

It was acquired for preservation at the Middleton in 1971, but last steamed there in 1975. Since 2001, it has been undergoing a major overhaul, including the replacement of both sides of the outer firebox wrapper by Northern Steam Engineering, the original sections

having been corroded by the hard water used at the quarry.

The gala will be the last appearance by NER Y7 0-4-0T No. 1310, before its boiler certificate expires shortly after the event.

Hudswell Clarke 0-4-0 diesel shunters *Mary* and *Carroll* will also take part in the intensive train service on the main route to Middleton Park and the rarely-used Balm Road branch.



Hawthorn Leslie 0-4-0ST *Swanscombe* No. 6, restored in the livery of Associated Portland Cement Manufacturers. IAN SMITH/MIDDLETON RAILWAY

IN BRIEF

→ **FIRST** World War veteran Hunslet 4-6-0T Works No. 1215 of 1916 will be the guest locomotive at the Lynton & Barnstaple Railway's Autumn Gala on September 25/26. Repatriated from Australia in 2005 by the War Office Locomotive Society, it returned to steam in 2018, restored to its original guise as Light Railway Operating Division No. 303 at the Moseley Railway Trust's Apedale Valley Light Railway.

→ THE Pontypool & Blaenavon Railway's steam gala on September 11/12 will be a home fleet event, with all four resident working industrial engines: Andrew Barclay 0-4-0STs Works Nos. 1219 of 1910 and 1385 of 1914 *Rosyth* No. 1, Hunslet 0-6-0ST Works No. 1873 of 1937 *Jessie*, and Bagnall 0-6-0ST Works No. 3061 of 1954 *Empress*.

City of Wells set for Watercress Line's Somerset & Dorset gala

By Toby Jennings

A SOMERSET & Dorset-themed gala is being held at the Mid-Hants Railway on October 1-3 to welcome the S&D Trust to the line.

Bulleid West Country Pacific No. 34092 *City of Wells* will return to its native Southern Region metals, visiting from the East Lancashire Railway. The other guest is still to be confirmed, with the possible contenders including BR Standard or heavy freight designs authentic to the Bath-Bournemouth cross-country route.

As this issue went to press, MHR general manager Simon Baggott told *Heritage Railway*: "There will be a second visitor for certain, but there are three engines in the frame (there were four), all S&D types."

The visitors will join the S&D Trust's 7F 2-8-0 No. 53808, now resident at the 'Watercress Line' and two other Ropley-based engines of classes authentic to the S&D, Ivatt 2MT 2-6-2T No. 41312 and BR Standard 4MT 2-6-0 No. 76017.

The line's 'Thomas the Tank Engine', converted Hunslet Austerity 0-6-0ST Works No. 3781 of 1952, will act as yard pilot at Ropley, where shunting demonstrations will take place.

The event will feature the grand opening of a new display of S&D



Somerset & Dorset Joint Railway 7F 2-8-0 No. 53808 heads a passenger service at Ropley station on the Mid-Hants Railway on August 13. MARTYN TATTAM

artefacts at Alresford, moved there by the S&D Trust following its eviction from its previous base at Washford on the West Somerset Railway. Some of the trust's collection of wagons will also be on display.

Each day will have a different theme, with Friday recalling 'the S&D at work' with passenger and goods trains, the

Saturday having a holiday feel with frequent passenger workings, and the Sunday recreating the route's 'Pines Express'.

For the latter, it is hoped to display the original platform 'finger board' from Bath Green Park on the platform at Alresford, with a 'Pines' destination board. Brake van rides may also be

available, and a real ale train will run on the Saturday evening.

Unlike previous events under coronavirus restrictions, there will be no allocated seats and passengers will be free to move between trains, with all the stations open – although the railway states that advance booking is preferred at www.watercressline.co.uk

Cheltenham and S160 to join Clan Line for 'Giants of Steam' celebration

SCHOOLS Class No. 30925 *Cheltenham* and US Army Transportation Corps S160 2-8-0 No. 6046 are to take part in the Bluebell Railway's 'Giants of Steam' gala on October 8-10.

The National Collection's Maunsell Class V 4-4-0, based at the Mid-Hants Railway, is the second guest to be announced for the event, alongside rebuilt Bulleid Merchant Navy Pacific No. 35028 *Clan Line*.

Cheltenham previously visited the Bluebell in 2015, in Southern Malachite green livery; it now carries BR green.

As reported on page 31, Churnet Valley Railway-based No. 6046 has been hired

for the rest of the Bluebell summer season.

Resident engines in action will be BR Standard 4MT 2-6-4T No. 80151 and BR Standard 5MT 4-6-0 No. 73082 *Camelot*, the latter expected back in service in September following overhaul.

Southern Railway 1934-built Maunsell Schools 4-4-0 No. 30925 *Cheltenham* in BR lined green livery with 1956 totem on the 9.50am Alresford to Alton service at Medstead & Four Marks on the Mid-Hants Railway on April 30.

HUGH LLEWELLYN/CREATIVE COMMONS



Prairie No. 5526 heads to Gwili until January 2022 to replace pannier

GWR 4575 2-6-2T No. 5526 is to visit the Gwili Railway between mid-September and January 2022, including the line's October 9 end-of-season gala.

Based at the South Devon Railway and currently on loan to the Dartmouth Steam Railway, No. 5526

will replace fellow SDR resident, 57XX pannier No. L92, which has been on hire to the Gwili this season but is now going to the Epping Ongar Railway, also from September to January (see separate story, page 13). At the gala, No. 5526 will run alongside

recently overhauled RSH 0-6-0ST *Moorbarrow* (see previous issue of *Heritage Railway*) and BR Class 03 diesel shunter D2178. The event will mark 25 years since D2178's owner, the Caerphilly Railway Society, moved to the Gwili in 1996.

The timetable will feature double-heading and banking, while miniature traction engines will be on display at Bronwydd Arms, and there will be an opening ceremony for the Gwili Railway Preservation Society's new bookshop.

B12 will bid farewell at Sheringham

LNER B12 No. 8572 will make one of its last special event appearances at the North Norfolk Railway's gala on September 3-5 before being withdrawn for overhaul.

The Great Eastern-design 4-6-0 returned to steam in March 2012 following its second major overhaul in preservation. Its 10-year boiler certificate is valid until next February but Keith Ashford, chief mechanical engineer for the NNR and the B12's owning group, the Midland & Great Northern Joint Railway Society, said it is planned to withdraw the engine at the end of the NNR's main running season in October to start the next overhaul as soon as possible.

For the September gala, it will run alongside the NNR's home fleet of GER Y14 0-6-0 No. 564, BR Standard 4MT 2-6-0 No. 76084, WD 2-10-0 No. 90775 *The Royal Norfolk Regiment*, and BR 9F 2-10-0 No. 92203 *Black Prince*. It is also hoped that Somerset & Dorset 7F 2-8-0 No. 53809 will be in



LNER B12 No. 8572 during the North Norfolk Railway's previous 1940s weekend on September 14, 2019. STEVE ALLEN/NNR

action, subject to successful testing following a boiler exam.

Similarly, Hudswell Clarke 0-6-0ST *Wissington* (Works No. 1700 of 1938) may feature at the event subject to completion of its 10-yearly overhaul, although it is not certain whether it will be in steam.

Popular weekend returns

Meanwhile, the line's hugely-popular 1940s weekend will return on September 18/19 after a year's absence due to the pandemic, but in a much-reduced format.

Attendees will once again be encouraged to dress up in period clothing, and there will be displays of military vehicles and a host of stalls selling clothing, food and other items from the wartime years.

In 2019, more than 40,000 people visited Sheringham for the event. However, due to health and safety considerations, this time round will be an advance booking ticket-only event. Due to neither Sheringham nor Holt taking part, there will be no street entertainment, park-and-ride bus service, or road closures.

The popular parades will not take place either, and so numbers are expected to be significantly lower.

A railway statement said: "Public safety and the financial recovery of the railway is at the forefront of our planning this year and we hope everyone understands this was a difficult decision for us to make in the present climate. We hope, however, that shops in both towns will still take part by dressing their premises and staff, as they have in the past."

Tickets can be bought only online at www.nnrailway.co.uk

Bronllwyd back 'home' for Bressingham's birthday

HUDSWELL Clarke 0-6-0WT No. GP 39 *Bronllwyd* is to return to its former home of Bressingham for the venue's 60th anniversary event on September 17-19.

Today based at the Statfold Barn Railway, *Bronllwyd* was an early resident at Bressingham, entering service on the centre's 2ft gauge Nursery Line in 1969.

Supplied new to Surrey County Council in 1930 for use in the construction of the Guildford bypass, the locomotive was sold four years later to Penrhyn slate quarries in North Wales, where it was named.

In 1951, its boiler and cab were used to rebuild Quarry Hunslet 0-4-0ST *Pamela* and its chassis was laid up on the scrap line – but in 1966, Bressingham's founder, the

late horticulturalist Alan Bloom, acquired it and the boiler from Kerr Stuart Tattoo class 0-4-2ST *Stanhope*, combining the two to make a working engine.

Bressingham's first steam machine – Burrell traction engine *Bertha*, which Mr Bloom brought to the garden centre in 1961 – will be on display for the event, with other visiting road locomotives and stationary engines in operation.

A second ex-Penrhyn guest, Quarry Hunslet *Sybil Mary*, will attend, also from the Statfold Barn Railway.

On the standard gauge line, LBSCR 'Terrier' No. 662 *Martello* will be in steam on the Sunday, while Hunslet Austerity Works No. 3193 of 1944 is expected to run on the Saturday.



No. GP39 *Bronllwyd* and Quarry Hunslet 0-4-0ST No. 921 of 1906 *Sybil Mary* are seen at the Balloon Loop waiting to head back to Statfold Low Level during the Quarry Hunslet 150 gala at the Statfold Barn Railway on July 10. MARTYN TATTAM



Diana in action during the Vale of Rheidol Railway's steam festival in September 2015. R BANCE/VOR

Tallyllyn event will welcome 2ft gauge visitors *Diana* and *Stanhope*

A STRETCH of temporary 2ft gauge track will be laid at the Tallyllyn Railway's Tywyn Wharf headquarters to accommodate 0-4-0T No. 1158 of 1917 *Diana* and 0-4-2ST No. 2395 of 1917 *Stanhope* when they visit to take part in the 100th birthday gala for fellow Kerr Stuart No. 4 *Edward Thomas* (Works No. 4047 of 1921) on September 11/12.

Diana, which was built for the Kerry Tramway in central Wales

and restored by the Vale of Rheidol Railway, is now based at the Amerton Railway.

Stanhope, which was bought new by civil engineering contractors Holloway Brothers, is now part of the Apedale Valley Light Railway fleet.

Also attending the gala will be replica Kerr Stuart Tattoo 0-4-2ST No. 7 from the Tallyllyn's sister 2ft 3in gauge line, the Corris Railway.

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IN BRIEF

→ CLASS 26 and 27 prototypes Nos. 26007 and 27001 will visit the Keighley & Worth Valley Railway's Mixed Traffic Gala on September 10-12, which it is hoped will mark the return to service of Lancashire & Yorkshire Railway 0-6-0 No. 957 after overhaul. Resident 4F No. 43924, Ivatt 2MT No. 41241, S160 No. 5820 and BR 2MT No. 78022 will be in steam, along with Taff Vale Railway 0-6-2T No. 85 if repairs are completed in time. Resident diesels in operation will be Nos. 20031, 37075, D0226 *Vulcan*, Hudswell Clarke D2511, and Hunslet No. 32 *Huskisson*.

→ THE Ribble Steam Railway's Autumn Steam Gala on September 25/26 will feature home-based industrials, namely Grant Ritchie 0-4-OST Works No. 272 of 1894, Bagnall 0-6-OST Works No. 2680 of 1942 *Courageous*, and Hawthorn Leslie 0-6-OST Works No. 3931 of 1938 *Linda*.

→ VISITING Haworth 94XX 0-6-OPT No. 9466 and BR Standard 4MT 2-6-4T No. 80080 will be in action for the Ecclesbourne Valley Railway's Steam in the Valley gala on September 3-5, along with resident Barclay 0-4-OSTs Works Nos. 2217 of 1947 *Henry Ellison* and 2360 of 1954 *Brian Harrison*.

→ DARLINGTON'S Head of Steam museum has again won the Sandford Award for Heritage Education, an independently judged assessment of education programmes at UK heritage sites, museums, archives and collections. It last won in 2016.

→ THE overhaul of NELPG's J72 0-6-OT 69023 *Joem* at Darlington continues to progress, with work by contractors well advanced on the patterns for casting a new cylinder block. However, more work will be required on the outer firebox wrapper than had been first thought. Meanwhile, work is proceeding on the chassis, on the machining and realignment of the horn guides.



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Tender moments: Converted Hunslet Austerity No. 2890 heads a Spa Valley Railway train past Poke Hill Farm on July 17. Accompanied by SR Pacific No. 34053 *Sir Keith Park* and Classes 31 and 33 diesels, the engine faces a busy two months in a programme of special events that is set to draw the crowds as the Tunbridge Wells-based railway recovers from the Covid lockdowns. SJORS VAN DONGEN

Spa Valley boss hails role of volunteers as busy schedule unveiled

By Geoff Courtney

SPA Valley Railway commercial manager Jonnie Pay has lauded the role of his 250 volunteers after announcing a series of special events in September and October featuring steam and diesel, real ale and cider, a murder mystery, and a Halloween spine-chiller.

As the intensive two-month programme approached, Jonnie told *Heritage Railway*: "Without the volunteers, these events and the day-to-day running of the railway simply wouldn't happen. They are at the heart of our railway, and every one of them is valued and vital to our ongoing success. Indeed, we wouldn't exist without them."

First in the busy line-up are real ale trains on September 4 and 11, followed by real ale and cider festival trips on October 1-3, a murder mystery train on October 9, and Dr Frankenslime trains on the October 30/31 Halloween weekend.

Austerity No. 2890 *Douglas* will share duties with Class 33s Nos. 33002 *Sea King* (D6501) and 33063 *R.J. Mitchell* (D6583) on the September 4 real ale trains, which depart from Tunbridge Wells West station for a return trip to Eridge at 5.30pm, 6.45pm, 7.55pm and 9pm. On September 11, a 7pm train will be headed by SR Battle of Britain Pacific No. 34053 *Sir Keith Park* and No. 2890.

The line will hold its first-ever model railway weekend on September 11/12, with layouts in Tunbridge Wells West shed and at Groombridge and Eridge stations. Trains will be hauled by No. 34053, No. 2890 and No. 33002. No. 34053 will haul a fish and chip train on the Saturday evening.

On October 1-3, beer aficionados will be spoilt for choice thanks to more than 200 real ales and 40 ciders being available at Tunbridge Wells West, Groombridge and Eridge

stations as part of the railway's 10th real ale and cider festival. In addition, ale and cider will be on tap on trains running over the three days, for which the motive power will again be Nos. 34053 and 2890 and diesels Nos. 33002 and 33063, with further support from Class 31 No. 31430 *Sister Dora* (D5695).

No. 2890 and either Nos. 31430 or 33063 will also be in action the following weekend, when the railway holds a fish and chip murder mystery train on October 9. As passengers tuck into their meal, the 368 Theatre Company will enact a play centred on a murder in the sleepy Cornish village of Morlington Hill that has baffled the local constabulary.

The event starts at Tunbridge Wells West at 6.15pm, and after two return runs to Groombridge, passengers will congregate in the railway's LBSCR engine shed at Tunbridge Wells West where all will be revealed.

Finally, Halloween is celebrated on October 30/31 with 'Trick or Treat Express' trains to Eridge for a comedy/magic show by the wacky Dr Frankenslime. There will be departures from Tunbridge Wells West each day at 4.15pm and 6pm, operated by No. 2890, again with either a Class 31 or 33.

No. 2890 was built by Hunslet in 1943 for the War Department as an 0-6-OST and was converted into an 0-6-0 tender locomotive in the late 1990s. On loan from the East Lancashire Railway, it will remain at Tunbridge Wells until early 2023.

Former Swanage Railway resident No. 34053, owned by Southern Locomotives Ltd, was built at Brighton in January 1947, withdrawn from Bournemouth (70F) in October 1965, and was rescued from Barry in mid-1984. It moved permanently to the Spa Valley a year ago, since when it has become a star attraction.



Task force: Spa Valley volunteers (from left) John Castle, David Cross, Mick Avis, Mike Ridger, Lesley Lee, Peter Sales, and rear Steve Fox, with Hunslet 0-6-OST *Ring Haw* at Tunbridge Wells West. The railway's commercial manager, Jonnie Pay, has praised the vital role volunteers play in ensuring the railway's existence. CAROLINE EDMUNDS

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Baby Deltic makes major progress

THE Barrow Hill-based project to recreate a Class 23 Baby Deltic has taken a major step forward in recent weeks. The body shell, shortened and rebuilt from a withdrawn Class 37, was lowered onto an overhauled pair of Class 20 4W bogies, followed shortly afterwards by the installation of its power unit, the sole surviving T9-29 engine.

Fitting the bogies under the body involved major surgery, requiring the modification of the entire centre casting, pivot members and side-bearers, as well as all the bracing and load concentration points. In addition, the Class 37 noses were too long and had to be shortened.

The Class 23s spent their working lives with BR based at Hornsey, undertaking King's Cross outer suburban duties such as the Cambridge Buffet Express as well as services from King's Cross to the Moorgate sub-surface platforms via the 'Widened lines' (now part of Thameslink). They were also entrusted with race specials from King's Cross to Newmarket race meetings.

Photographic possibilities

On all these services they would have worked with a mixture of BR Mk.1 corridor and non-corridor stock as well as former LNER Gresley and Thompson carriages, providing some interesting photo charter possibilities on lines with such carriages once the locomotive is complete and starts going 'on tour'.

Their working lives were short, however. Introduced from mid-1959, they were withdrawn from 1968-71 with just one, D5901, transferred to the Rail Technical Centre at Derby, where it was used to power test trains until 1975, when it was replaced by a Class 24. Although this locomotive was cut up in 1977, the power unit being used in the recreation was retained as a spare for it at Stratford depot and subsequently acquired by the National Railway Museum.

The locomotives were fitted with a nine-cylinder version of the 18-cylinder engine used on the Class 55s. It developed 1100hp compared with the 1650hp produced by the larger engines, meaning that the Class 23 were rated as Type 2 locomotives.

Owner's shock after rare railwayana theft

By Geoff Courtney

TWO rare items of railwayana bought at auction for nearly £2000 were stolen in a daylight theft only hours after being collected by their new owner – but one was recovered a week later when it was spotted for sale at an antiques fair.

Long-time railwayana collector Chris Pratt, of Taunton, Somerset, successfully bid for the two cast iron signalling nameboards at a GW Railwayana live online auction on July 24, paying £1000 for a Weston-super-Mare East Box board and £800 for a Junction Lock South ground frame board from the Bristol Harbour Railway's Canons Marsh branch line.

He loaded the two heavy items onto his trailer when collecting them from GW Railwayana's Simon Turner on August 4. Hours later the trailer, with its load, was stolen from a hotel car park in Dudley, West Midlands, when he was on his way to visit Kidderminster Railway Museum.

Simon alerted members of the railwayana movement about the theft in an internet posting with photographs should they be offered the signs. Among the many who read it was Roger Phipps, of Talisman Railwayana, who, to his surprise, saw the ground frame sign for sale at an antiques fair at Newark Showground on August 12.

"My wife Sandra and I spotted it at one of the stalls and recognised it immediately as being one of the boards Simon had posted about," said Roger. "We contacted the local constabulary and they sent a policeman over, and he took the sign to Newark police station. We are delighted that we have been able to help Chris retrieve one of the boards."

Amazing coincidence

That delight was shared by Simon, who said: "I am really pleased that one of the two stolen items was recovered so soon after its theft, thanks to Roger and Sandra having read my alert and being on alert themselves. It is an amazing coincidence that they should have attended the very fair that one of the signs was being sold at."

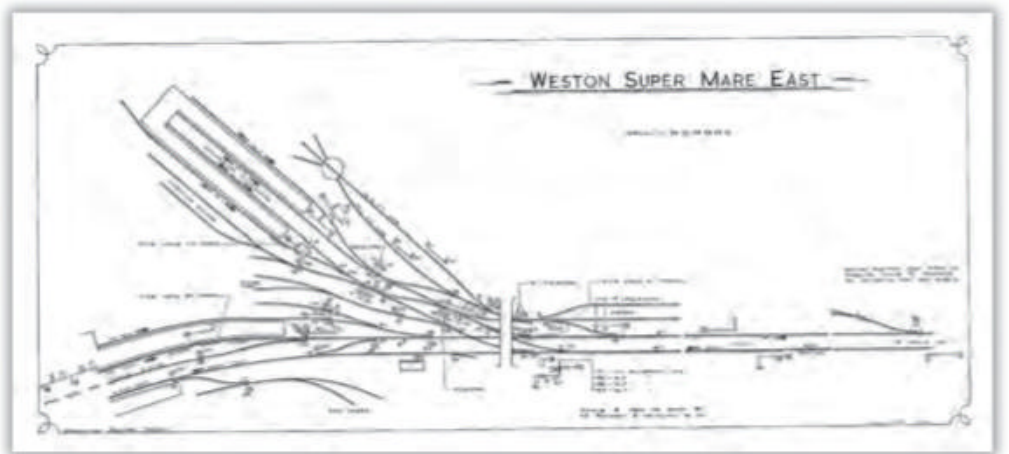
Chris, 70, is chairman of the Heritage Railways' Signalling Inspectors Group and a former chief signalling inspector for the West Somerset Railway.

He said: "I was devastated and in shock when I saw the car still there but not the trailer. It was almost surreal, I couldn't believe it."

The thieves had separated the trailer from his car by using bolt cutters.



King of the track: GWR No. 6018 *King Henry VI* passes Weston-super-Mare signalbox with an Up express in the early 1960s. Western-super-Mare station is just out of shot on the left, and top right is the four-platform Locking Road terminus, which closed in September 1964. The 'box was originally named Weston-super-Mare East, but the East was dropped – and painted over – in 1955 when the West signalbox closed. TRANSPORT TREASURY/GEORGE HEIRON
Inset: The nameboard from the signalbox, with the East painted over, that sold at auction on July 24 for £1000 but was stolen just over a week later. It remains unrecovered. GW RAILWAYANA



Railway lines: A diagram of Weston-super-Mare East signalbox showing the 'box near the bottom left of the bridge, the main line station curving away on the left, and Locking Road excursion station top left beside the locomotive turntable. SIGNALLING RECORD SOCIETY

Chris's interest in signalling goes back 55 years to when he was a 15-year-old schoolboy involved in the study and implementation of research into mainly GWR and BR Western Region signalling.

"During my schooldays in the 1960s I visited many signalboxes prior to their closure, including Weston-super-Mare East, and had tried to acquire the plate from the then owner a number of times," he said.

The nameboard dates from an original 1897 signalbox, and was transferred to a replacement 'box that opened in 1922.

It was named Weston-super-Mare East Box until September 1955, when the East in the title was

dropped following the closure of the station's West signalbox. It closed in January 1972.

Chris, who has now been reunited with the ground frame sign, said he would welcome any information on the whereabouts of the signalbox nameboard via his email address, chris.r.p@btopenworld.com. The West Midlands Police crime reference number is 20/1342091/21.

The theft is the second in recent times that has seen stolen railwayana being offered for sale in Newark. As reported last issue, a running-in board stolen on May 23 from the closed but surviving Potton station in Bedfordshire, later resurfaced at an autojumble in the town.



LSWR O2 0-4-4T No. 24 *Calbourne* approaches Deacons Lane bridge with the 11.13am from Smallbrook Junction on the Isle of Wight Steam Railway on August 3. NICK GILLIAM



Maryfield tram depot, which will house Dundee Museum of Transport from 2024. Its carbon neutral plans will be on show at the Cop-26 climate change conference in Glasgow in November. HUGH DOUGHERTY

It's a fair 'Cop' as Dundee museum makes history

By Hugh Dougherty

DUNDEE Transport Museum is making climate change history as the only transport museum in the world to be represented at the international COP26 climate change conference being held in Glasgow in November.

The museum's plans to be the first carbon neutral transport museum in the country have been chosen for display at the Glasgow Science Centre, one of the conference's venues, alongside information on seven other carbon neutral projects, after the museum beat off international competition from 48 other projects to win the right to be part of the prestigious conference.

Currently housed in temporary premises at Market Mews, the museum will be moving in 2024 to the city's former Maryfield tram depot, built in 1901. It will be powered by solar panels, heated by

ground heat pumps and lit by LED lights.

Displays will include trams, railways, buses, shipping, steam traction engines, cars, bicycles and commercial vehicles, and there is a long-term aim of operating electric trams on track which survives at the depot site, despite being closed to trams in 1956.

Museum chairman Jim Pettigrew said: "We are proud to have beaten off opposition to be part of this most important conference of world leaders and to be on track to become the country's first carbon neutral transport museum, showing that the transport heritage sector has a key role to play in using and promoting the use of sustainable energy."

The museum's temporary premises have already been converted to LED lighting, and an exhibition held last year highlighted the role of electricity in transport on rail and road.

Western Courier back in action at Severn Valley

BR Class 52 diesel-hydraulic D1062 *Western Courier* is back in service on the Severn Valley Railway after nearly two years out of action for repairs.

It returned to traffic on July 11, sharing duties on the SVR's Kidderminster-Bridgnorth 'Pioneer' service with classmate D1015 *Western Champion* – the latter hauling the first return trip before D1062 took over at Bewdley for the second run.

The duo then worked in top-and-tail formation for the third trip, with D1015 leading to Bridgnorth and D1062 heading the return journey.

D1062 is owned by the Western Locomotive Association, along with D1013 *Western Ranger*, which is currently under overhaul. The latter was one of the last Class 52s in BR service, taking part in the farewell

'Western Tribute' railtour on February 26, 1977.

The work undertaken on D1062 included the replacement of a worn bogie equalising beam; removal of one of the cardan shafts for repair; replacement of air brake pipework and modifying the braking system to make it more accessible in the cab; and the complex installation of a replacement dynostarter at the A end of the locomotive. A working team spent three days undertaking the latter task under Covid-secure conditions in May.

As reported last issue, *Western Champion* – owned by the Diesel Traction Group – is due to return to the main line on September 25, hauling the 'Champion Torbay Express' for Pathfinder Tours.



Class 52 diesel-hydraulic D1062 *Western Courier* at Kidderminster diesel depot on July 11, with classmate D1015 *Western Champion* behind. PAUL FINCH/WLA

Bluebell Railway marks 60th anniversary – one year late

By Robin Jones

THE Bluebell Railway – whose volunteers operated the first train over a revived section of the BR standard gauge national network behind LBSCR A1X 'Terrier' 0-6-0T Stepney on Sunday, August 7, 1960 – ran its 60th anniversary gala marking the ground-breaking occasion a year late.

Last year's planned celebrations on August 7-9 were cancelled because of the Covid-19 pandemic. Following the lifting of Government restrictions, a replacement '60+1' three-day event was held on August 6-8, and despite summer rain over two of the days, it was declared a success.

A busy timetable was operated, with exhibitions and displays at every station, and visitors were given opportunities to see progress made on projects inside the workshops.

Early-morning visitors were able to see the daily ritual of lighting up locomotives in the running shed at Sheffield Park, allowing them to appreciate the work involved from close at hand.

Pioneering achievement

Chris Vine, author of *Peter's Railway*, headed tours of SteamWorks! at Sheffield Park on the Saturday and Sunday. In addition, a music festival took place at Horsted Keynes, with entertainment from local bands including Fragile Lucy, Broad Minded, Xperiment, The Orange Sunshine, Newick Folk, Into the Blue and The Lizards.

The event showcased the fact that back in the 1960s, the achievement of the Bluebell pioneers in saving a first section of the closed Lewes to East Grinstead line set an example

for revivalists across the UK to follow. Founders of lines like the Severn Valley Railway have often credited their inspiration to the early Bluebell achievers.

For the gala, the tightness of the current motive power situation limited steam haulage to just four locomotives – BR Standard 4MT 2-6-4T No. 80151; SR Q 0-6-0 No. 30541; SECR H 0-4-4T No. 263; and SECR O1 0-6-0 No. 65 – for four duties.

The railway has responded by hiring in a locomotive for the rest of the season in the form of USATC S160 2-8-0 No. 6046 from the Churnet Valley Railway, which arrived at Sheffield Park on August 11 following its appearance at the Great Western Society's own 60th anniversary gala at Didcot Railway Centre (see pages 31 and 32-33 of this issue).

For much of its history, the Bluebell has had a reputation for its 'no diesel' policy. However, at the 60+1 gala, two were in operation, at Horsted Keynes.

Shunting demonstrations

Class 09 D4106 gave demonstrations of how a goods train is made up, with the shunt being performed in the Up side yard.

All the wagons had numbers which were drawn out of a hat, and the shunter had to arrange them all in order for a seven-wagon rake, while a running commentary explained what was happening to the public.

Meanwhile, the carriage and wagon department's Sentinel/Rolls-Royce/Thomas Hill 4W diesel-hydraulic No. 10241 was used to offer driver experiences for the public under supervision.





SECR H 0-4-4T No. 263 climbs Freshfield Bank with the 2.30pm from Sheffield Park on August 6. NICK GILLIAM



Above: Class 09 D4106 gives brake van rides at Horsted Keynes. MIKE HOPPS/BR

Below left: SR Q 0-6-0 No. 30541 leaves Horsted Keynes with the 4.45pm from Sheffield Park on August 6. NICK GILLIAM



Celebrating six decades, one year of magnificence and market-leading inspiration: SECR 01 0-6-0 No. 65 in action during the gala. DAVID CABLE/BR

Bluebell marketing and communications manager Ruth Rowatt said: "We were disappointed not to be able to celebrate properly in 2020 due to Covid-19 but very glad at the time to reopen.

"However, this year we are so excited and relieved that restrictions are lifted, and we are able to celebrate our achievements of the last 61 years properly.

"It is important that it flourishes for the next 60 years for future

generations to experience and enjoy their heritage."

Looking to the future

One eagerly-anticipated major landmark in the years ahead will be the completion of the new Brighton H2 Atlantic No. 32424 *Beachy Head*, replicating the original that was cut up at Eastleigh Works just prior to the formation of the Bluebell.

Then there is the possibility of the rebuilding of the Ardingly

branch, and maybe a second main line connection, this time into Haywards Heath.

The next special event is the first Bluebell Railway Beer Festival over the weekend of September 10-12. It is mainly taking place at Sheffield Park, but there will be some special beers at Horsted Keynes and on board trains.

→ A special feature on 60 years of the Bluebell Railway was carried in issue 268.



Running a year late? BR Standard 4MT 2-6-4T No. 80151 proudly carries the Bluebell Railway 1960-2020 60th anniversary headboard. DAVID CABLE/BR

School train: Pacer becomes a classroom

A WITHDRAWN Pacer has started a new life as a classroom and library at a Northumberland school.

The two-car unit, No. 144002, was donated by leasing company Porterbrook to The Dales specialist education primary school in Blyth. It was delivered on July 19 and unloaded the following day by Railway Support Services, which provided road transport at a discounted rate from the unit's previous location of Workop. It was placed on track donated and installed by Network Rail, but because of the constraints of the site, both vehicles had to be unloaded onto temporary lengths of rail before being slewed sideways into their final position.

The unit has had its engine and transmission removed, and it will be fitted out as a learning centre.

The Dales headteacher Dr Sue Fisher said: "The train will provide children with engaging learning opportunities and offer those with additional needs a chance to learn new travel skills, develop career aspirations and a lifelong love of reading."

Another Pacer, former Arriva Trains Wales Class 143 unit No. 143602, has arrived at the Nene Valley Railway.

Open-top bus links with ELR

SUMMER visitors to the East Lancashire Railway have been offered the chance to combine their journey with an open-top bus ride.

Diamond Bus North West's 'Rammy Rambler' open-top bus will provide three through journeys per day between Wednesday and Sunday from Bolton Interchange to Ramsbottom.

ELR chairman Mike Kelly said: "As foreign travel restrictions mean fewer of us will be enjoying a traditional sunshine break abroad this year, families are now rediscovering the delights that are on their own doorstep."

To book tickets, visit www.eastlancsrailway.org.uk/events-activities/rammy-rambler

Southwold's new *Blyth* gets ready to steam

By Robin Jones

BRITAIN'S latest new-build locomotive – the replica of 3ft gauge Southwold Railway Sharp Stewart 2-4-0T No. 3 *Blyth* – is due to steam imminently.

The £300,000 locomotive is in the final stage of construction by North Bay Railway Engineering Services at Darlington, which, as we closed for press, was undertaking the multitude of essential plumbing jobs, having completed all the platework. A final coat of blue livery is to be applied before it is lined out.

The owner the Southwold Railway Trust has launched a £40,000 appeal to cover the cost of completing the locomotive.

No. 3 *Blyth* was one of three supplied to the legendary Suffolk railway when it opened in 1879 but was the only original locomotive in service throughout its entire 50-year lifespan until it ceased operations in 1929, when it nearly became the world's first heritage railway – more than two decades before that honour went to the Talylyn.

Once completed, the new *Blyth* will be delivered to the Southwold Railway after first being run on rollers at Darlington. The Southwold Railway's Steamworks visitor centre in Blyth Road is being created on a former gasworks site next to the original formation of the line.

Another new-build to follow

Trust chairman John Bennett said: "The brass whistle is now firmly fixed on top of the cab so I think we can call that a 'topping out', to borrow an architectural expression. North Bay is making a beautiful job of it."

"We still need to raise funds for it, so any contributions will be gratefully received."

Anyone who would like to contribute to the completion of *Blyth* is invited to send contributions to the Southwold Railway Trust at 1 Barnaby Green, Southwold IP18 6AP, or donate via Paypal by visiting www.southwoldrailway.co.uk and navigating to Heritage Train Project under the Trust Projects drop-down menu.

Also nearing completion at NBRES is *Big Dave*, a 2ft gauge replica Bagnall Sipat class 0-4-OST based on an original built in 1909 for the Sipat Water Works in India, which is being built for Scotland's Shed 47 Railway Restoration Group at Lathalmond Railway Museum to the north of Dunfermline, on a shared site with the Scottish Vintage Bus Museum.



The new *Blyth* inside the North Bay Railway Engineering Services workshop in Darlington, ready for its final coat of blue paint. NBRES



New-build Bagnall Sipat class 0-4-OST *Georgina* is up for sale after the North Bay Railway decided to stop using steam locomotives. NICK SKELTON

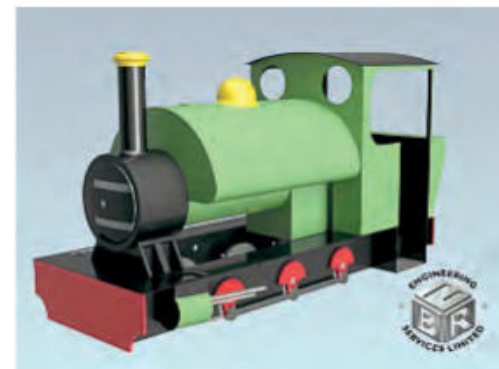
Based in an original Second World War loco shed during the past 24 years, the group has been rebuilding a small section of the once vast railway system that served the Royal Naval Supply Depot at Lathalmond. The group has both standard and 2ft gauge operational lines.

NBRES had been formed especially to build a replica Sipat, the first being *Georgina* which, launched on March 23, 2016 (issue 214), was supplied to Scarborough's 20in gauge North Bay Railway, then owned by David Humphreys. Up to that point, the line, which opened in 1931, had used 'miniature' Hudswell Clarke diesel-

powered steam outline locomotives.

In March, the North Bay Railway was sold to Cleethorpes Coast Light Railway proprietors John Kerr and Peter Bryant, who have since decided not to run steam on the Scarborough line – and so *Georgina* has been returned to David.

Because of the rarity of 20in gauge lines in the UK on which to run *Georgina*, it is to be regauged to 2ft – after which it will be offered for sale at £65,000. However, if the buyer is happy to allow it to remain at 20in gauge, a discount will be available. Serious inquiries are invited at david@nbres.co.uk or 07831 381333.



Above: A schematic of the new locomotive to be built for the Perrygrove Railway. NBRES

Left: Now for the next 25 years! Celebrating the Perrygrove Railway's first quarter of a century as a major player in the local tourist economy are, left to right, the Mayor of Coleford, Coun Nick Penny BEM, railway owner David Nelson-Brown, and Michael Crofts, original builder and former owner of the line, with Exmoor Steam Railway 0-6-0T *Spirit of Adventure* (left) and 2-6-2T *Lydia*, built by Alan Keef in 2008. PR

Perrygrove launches new steam loco project

THE Forest of Dean's 15in gauge Perrygrove Railway celebrated its 25th birthday on August 1 – and marked the occasion with the announcement that a new 0-6-0ST will be built by North Bay Railway Engineering Services.

NBRES owner David Humphreys said that the design of the new locomotive will draw on Perrygrove's 0-6-0T *Spirit of Adventure*, which was built in 1994 by Exmoor Steam Railway. Supplied to Perrygrove for the opening of the Coleford line in 1996, it was its first steam locomotive and hauled all of its services for the first decade on its own.

On August 1, all of the line's three steam locomotives were in service,

welcoming the Mayor of Coleford, Coun Nick Penny BEM, and a special birthday cake modelled on *Spirit of Adventure* was on display.

That first departure a quarter of a century ago was recreated with *Spirit of Adventure* and two Exmoor carriages, and departed Perrygrove station full.

Stronger engine needed

The first train was driven by Michael Crofts and fired by David Nelson-Brown. Michael and his wife Frances built Perrygrove and still live next door. David and his wife Katherine now own the railway, also living on site with their children.

Coun Penny said: "I am delighted to be here today to show my support to Perrygrove. The team does so much to enhance the tourism offering in Coleford and the wider Forest of Dean area."

Mr Nelson-Brown said: "It was a lovely summer's day back in 1996. Of course, a lot has changed over the years, but after a difficult 18 months we're thrilled to say that things are most definitely going in the right direction, hence the launching today of our new steam locomotive project."

"The railway is getting busier and is opening in low season more and more, so a new, stronger engine is now needed."

"We're very much looking forward to being involved in the build. The colour and name of the new loco is yet to be decided; although my wife and daughter keep asking for it to be pink, I am resisting and dropping hints about Port of Par green!"

2023 target

A crowdfunding appeal towards the locomotive, which is scheduled for completion by spring 2023, has been set up at www.gofundme.com/f/perrygrove-railway-new-steam-locomotive-project

The railway, which carries about 35,000 passengers each year, also has a project to build a new diesel.

Embsay is the new home for two LNER coaches from Llangollen

By Robin Jones

THE LNER Coach Association is taking care of two historic coaches which have recently been moved from the Llangollen Railway.

Thompson Buffet Car No. E1706E is one of two Doncaster-built vehicles, Nos. 1705 and 1706, which were built in 1948 as lounge buffets for the postwar 'Flying Scotsman' service.

To mark the coronation of Queen Elizabeth II in 1953, BR incorporated them in two sets consisting entirely of Thompson coaches for the non-stop 'Elizabethan' service between King's Cross and Edinburgh.

The pair were the last passenger coaches of pre-nationalisation design to remain in service with BR. In 1957 the catering vehicles were replaced in the 'Elizabethan' sets

and the two lounge buffets were rebuilt for general use as restaurant buffets.

During its subsequent service, No. E1706E appeared on both the 'North Country Continental' route between Harwich and Manchester and the West Highland line in Scotland.

Transferred to Departmental use in 1979, it was sold for preservation in 1981 and arrived at Llangollen in 1986.

It is owned by the Thompson Heritage Buffet Association (THBA), which modified it to a close representation of its original layout as a lounge buffet, the work being completed in 2012. The superbly-restored coach figured as 'The Flying Scotsman's Cocktail Bar' in the National Railway Museum's Service with Style exhibition in 2016.



Thompson Buffet No. E1706E in the condition that it was displayed at the National Railway Museum's Service with Style exhibition in 2016.

PETER LUND/THBA

No. E1706E has been transferred to secure accommodation at the Embsay & Bolton Abbey Steam Railway, along with 1907-built East Coast Joint Stock Third Corridor No. 377. One of the earliest Gresley coaches, it was latterly used to store spares.

As part of No. 377's restoration to ECJS condition, the LNERCA intends to reconstruct the interior, which was gutted by BR. Chairman Nick Stringer said: "We are very grateful to the THBA for generously making

this superb Thompson Buffet available to join the collection under LNERCA's care. After attention to the running gear, it will be available to the EBASR to run in its very successful dining train services.

"The ECJS coach is a longer-term project and we are indebted to our hosts at Embsay for making available covered accommodation for both coaches."

→ The LNERCA has stocked up on teak from a 'barn find' for future restoration projects – see page 45.

S&D Trust and Midsomer Norton group forge closer partnership

TWO Somerset & Dorset Railway preservation groups – the S&D Railway Trust and the Midsomer Norton-based S&D Railway Heritage Trust – are to work together for the first time.

Following the eviction of the SDRT from its long-time home on the West Somerset Railway at Washford, it has entered into a formal agreement with the Heritage Trust for some of its museum artefacts to go on long-term display at the restored S&D Midsomer Norton station.

This will include several station running-in boards from the northern half of the famous Bath Green Park-Bournemouth West cross-country line. It is anticipated that they will go on display later this year.

Other small artefacts from the SDRT collection will also go to Midsomer Norton on a short-term rotating basis, being chosen by membership representatives from both organisations.

At this stage, it is not anticipated that any of the SDRT's collection of rolling stock, or its flagship SDJR 7F 2-8-0 No. 53808, are likely to make the same move – but both groups stated they “hope this initial agreement will be the start of a developing relationship that will in the future see more of the SDRT's unique collection complementing the restored station, line and operations at Midsomer Norton.”

SDRT chairman Ian Young and SDRHT chairman Stephen Lacey commented: “This is a significant and welcome development for



Kitson 0-6-0ST *Austin 1* (Works No. 5459 of 1932), from the Llangollen Railway, is currently visiting the Somerset & Dorset Railway Heritage Trust at Midsomer Norton. On July 4, it was in steam for a Mixed Traction Gala, along with the resident steam locomotive *Sentinel 4wVBT* Works No. 7109 of 1927, restored in LMS livery to represent the almost identical Sentinels that worked on the S&D at nearby Radstock. DUNCAN SAVIDGE

both trusts. We believe that much progress in terms of promoting the history and awareness of the Somerset & Dorset Joint Railway can be achieved by cooperative ventures such as this. We look forward to future developments.”

Originally called the Somerset & Dorset Railway Circle, the SDRT was formed towards the end of 1965 to record the history of the S&D, which was then just months from its closure on March 6, 1966.

However, the group quickly started preserving rolling stock, most notably rescuing No. 53808 from Barry scrapyard. After its initial plan to set up a preserved line on the S&D at Radstock fell through, it moved to Washford in 1975.

The West Somerset Railway plc gave the trust notice in February 2020 to quit the Washford site, since when the 7F, Peckett 0-4-0ST Works No. 1788 of 1929 *Kilmersdon* and some of the rolling stock have

moved to the Mid-Hants Railway. The Watercress Line is holding an S&D-themed gala on October 1-3, which will include the opening of a new museum display with other artefacts from the trust's collection (see separate story, page 14).

The Heritage Trust moved into Midsomer Norton station in March 1996. Since then, it has restored the station and relaid a mile of track southwards towards Chilcompton, with plans for further extensions.

North Yorkshire Moors Railway appeals for lineside conservation volunteers

THE North Yorkshire Moors Railway has issued a plea for more volunteers to help with its ongoing lineside conservation projects that are part of its £10 million Yorkshire's Magnificent Journey (YMJ) project to secure the future of the line.

Following a full habitat survey along its 18 miles of track, NYMR lineside conservation officer Kerry Fieldhouse and her team are now developing a full habitat management plan. It will not only focus on preserving and encouraging the flora and fauna, but also look at the restoration and preservation of the many lineside huts that can be seen along the railway.

Kerry said: “We have a fantastic group but we're looking for more volunteers who are practical and

can help with the hands-on repairs of the boundaries and buildings where, in days gone by, workers would have camped out for days on end. It'd be really nice to restore them in situ and make some of them part of the habitat, creating nesting opportunities.

“We also need more people to help with the habitat management; it's a privilege for someone who loves nature. A lot of our volunteers feel very connected with the landscape, and it's great to really feel part of what you're doing.

“At a time when many of us have felt a little disconnected, it's nice to get back out there.”

The YMJ appeal is 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 by donations from the charity's members and supporters.

The funding has also enabled the NYMR to redevelop the old school

at Stape as The Outstation, a new volunteer development hub and outreach centre.

To find out more and volunteer at the NYMR, visit www.nymr.co.uk/volunteer



Lineside conservation officer Kerry Fieldhouse. NYMR



A volunteer carrying out masonry work on a lineside wall. NYMR

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KESR's relief after 'monumental' refurbishment of vital dining coach

By Geoff Courtney

KENT & East Sussex Railway staff and volunteers are breathing a sigh of relief following the return from a £250,000 refurbishment of a kitchen car central to the railway's post-Covid fightback after as its finances were decimated by the lockdowns.

The coach, 1961-built BR Mk.1 RU No. 1987, will replace Pullman kitchen car *Diana*, which itself needs a major overhaul after 40 years of continuous service. The Mk.1's availability for the 2022 season means the future of the railway's Wealden Pullman dining train, a vital money-spinner which accounts for about 16% of the KESR annual income, is assured.

KESR commercial manager André Freeman described the restoration, which was carried out by Arlington Fleet Services at the former LSWR works in Eastleigh, as a "monumental project, especially in the middle of a global pandemic."

Feedback and repeat bookings, he said, illustrated how much the train, which in a normal year carries up to 4500 passengers and averages 97% loadings, was appreciated.

Green technology

"The kitchen equipment will now be fitted by our carriage and wagon department at Tenterden prior to its introduction next spring. We have taken a huge step forward in securing the service for the years to come."

Another reason for the railway's delight and pride at completing the project is that, as reported in issue 277, the restoration represented a leap forward for the world of railway preservation due to its use of green technology. Instead of the kitchen car's catering equipment being powered by a large traditional diesel-powered electrical generator, it will be battery-driven, using the latest technology available in this field.

Not only will this benefit the environment, but it will also lead to

the elimination of all noise, vibration and combustion gas, and will future-proof the train against increasing environmental controls.

"With the kitchen car now set to enter service next spring and the fundraising appeal for the £250,000 cost of the refurbishment having reached its target, our next Wealden Pullman projects include the restoration of the exquisite marquetry in our Pullman car *Theodora*, the return of Pullman car *Aries*, and the provision of cover to protect these valuable heritage vehicles," said André.

The Wealden Pullman train was introduced by preservationists when the railway, which was closed by BR in 1961, opened as a heritage line in 1974. Two of its carriages, *Barbara* and *Theodora*, are the only survivors of those built by the Metropolitan Carriage Wagon & Finance Co in 1926 to operate from London's Cannon Street and Charing Cross stations to Tunbridge Wells and Hastings.

The railway has received another boost with the return on September 11/12 of its 1940s weekend, when the clock will be turned back to wartime Britain.

Wartime displays

Steam trains will leave Tenterden and Bodiam stations at each end of the 10½-mile line hourly between 10.30am and 4.30pm. Both stations will feature live music, while Tenterden will also have wartime cooking demonstrations and Bodiam a vintage pop-up tea room. Weather permitting, there will also be an aerial Spitfire display.

Other entertainment will include vintage stalls, live performers, a display of vintage civilian and military vehicles, and Land Army displays.

"After such a long time apart, we are looking forward to the return of this popular weekend, which provides fun for all the family," said sales and marketing manager Helen Douglas.



Going green: Former Norwegian State Railways Class 21c 2-6-0 No. 376 *Norwegian*, the only tender locomotive on the Kent & East Sussex Railway, heads towards Wittersham Road station with the Wealden Pullman dining train on August 29, 2016. The four-coach train comprises, rearward from the locomotive, SR Maunsell brake No. 4433 from 1933, Pullman car *Theodora* from 1926, BR Mk.1 *Diana* dating from 1955, and Pullman car *Barbara*, also built in 1926. A green technology kitchen car will be a feature of the train next year after a £250,000 refurbishment. PHIL EDWARDS

Warley Model Railway 2021 show cancelled over coronavirus fears

DESPITE the Government's 'Freedom Day' lifting of Covid-19 restrictions, this year's Warley National Model Railway Exhibition has been cancelled.

With infection rates again reported as rising throughout the country, the show at the National Exhibition Centre near Birmingham was called off because "the ongoing perception

of risk means there are too many uncertainties to deliver a successful event in 2021," a statement from organiser, the Warley Model Railway Club, said.

The 2022 event at the NEC will now be held on November 26/27, and invitations to exhibitors and trade stands will be sent out on January 16.

New tubeplate for 2-8-0 No. 3814

A NEW front tubeplate has been ordered for ex-Barry scrapyard GWR 2884 2-8-0 No. 3814, which is under restoration at Northern Steam Engineering of Stockton-on-Tees.

Its driving and pony wheelsets are to be sent to the South Devon Railway for new tyres. As reported last issue, its Collett 4000-gallon

tender has recently moved to NSE from the locomotive's previous base of the Llangollen Railway, and is to be completed with the intention of initially hiring it to new-build 4-6-0 No. 6880 *Betton Grange*, which is now nearing completion at Tyseley Locomotive Works.



Left: LNER A4 No. 60009
Union of South Africa passes
Castleton Junction with
the 'Scarborough Flyer' on
the morning of September
14, 2012. Earmarked for
retirement and a future on
static display at owner John
Cameron's proposed new Fife
museum, No. 60009 will be
hauling passenger trains on
October 15-17, December 31
and January 1-3 on the East
Lancashire Railway before its
boiler ticket runs out. For full
details of its last trips, visit
www.eastlancsrailway.org.uk
ALAN WEAVER

Below: The proposed
Castleton terminus for the
East Lancashire Railway.
ROCHDALE BOROUGH
COUNCIL

Rochdale council plans ELR Castleton extension

ROCHDALE Borough Council has published a development plan for the area around Castleton station in preparation for the East Lancashire Railway's future extension to the town.

The ELR plans to extend its services from its current eastern terminus of Heywood over the existing 1½ miles of freight-only line that connects it to Network Rail to a cross-platform main line interchange at Castleton station. The proposed extension will make the ELR 14 miles long in total.

No estimated timescale has been given for the extension, but the council's Supplementary Planning

Document is described as a strategy "to guide future development and infrastructure investment within the Castleton area over a minimum of 20 years and beyond."

It envisages new housing and public open spaces, including the "revitalisation" of the Rochdale Canal, and will safeguard two possible plots of land for the ELR terminus, either adjacent to the existing Castleton platforms or slightly to the south of the current station on the opposite side of Manchester Road bridge.

Transport for Greater Manchester is also proposing 'tram-train' operation between Oldham, Rochdale and



Heywood via Castleton, while the restoration of services between Bury and Bolton is the subject of a bid to the Government's Restoring Your Railways fund.

However, the council's plan states: "It is paramount that any proposals that come forward protect the

successful and increasingly popular ELR heritage services."

As featured last issue, to cater for the anticipated growth in traffic when the Castleton extension goes ahead, the ELR is planning a major redevelopment of its Buckley Wells engineering headquarters at Bury.

Now the new P2 gets 1000 pints a week!

By Robin Jones

THE ground-breaking project to build the seventh example of Britain's most powerful express passenger steam locomotive is celebrating signing up its 1000th 'P2 for the price of a pint of beer a week' covenantor.

The scheme is on track to raise more than £250,000 a year for the project to build Gresley 'Mikado' 2-8-2 No. 2007 *Prince of Wales*, having raised nearly £2 million so far.

The A1 Steam Locomotive Trust has proved a market leader in raising funds for its new-build projects, beginning with A1 No. 60163 *Tornado*.

The Boiler Club has recruited 228 of its 300-member initial target, while The Tender Club has reached 106 of its 250-member initial target and The P2 Support Coach Appeal has 56 of its 100-supporter initial

target. The Injectors Club launched in June has already recruited 14 of its 50-member initial target and The Cylinder Manufacturing Club, only launched in July, has recruited 26 of its 250-member initial target. The trust's Dedicated Donation scheme has raised more than £440,000.

The Motion Club has passed its initial target of 175 members and will remain open until the final heavy motion is delivered, while The Pony (Truck) Club has passed its 20-member initial target with 32 members signed up, enabling the funding of certification costs; and The Turbogen Club has reached its initial target of 40 members.

The Founders Club had a target of 100 members but has now recruited more than 360, while The Mikado Club has reached its extended target of 200 members to fund the wheeling of the engine and tender;

and The Cylinder Club has hit its initial target of 100 members.

So far more than £4 million has been raised and spent of the estimated £6 million required to complete No. 2007 within the next two years. Design work for the modified cylinder block is complete with construction underway, with the focus now turned to adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design.

Trustee Mark Allatt said: "The levels of support and interest that have been generated towards our new P2 have been nothing short of sensational."

→ Supporters can become a P2 Covenantor (regular donor) at www.p2steam.com/support/regular-donations, by emailing enquiries@p2steam.com or telephoning 01325 460163.



A1 Steam Locomotive Trust chairman
Steve Davies MBE presses the button
to start machining the first cylinder
block component for new P2 No. 2007
Prince of Wales at Howco Group Plc,
Irvine. A1SLT

A4 plate and badge pairing to be auctioned for first time

EXCLUSIVE

By Geoff Courtney

A NAMEPLATE, badge and smokebox numberplate from A4 No. 60027 *Merlin* will be joined at auction by another A4 plate, and plates from an A1 and A3, in an LNER Pacific bonanza on November 13. It will be the first time an A4 nameplate has gone under the hammer with its badge.

A Scottish resident all its life, No. 60027 was built at Doncaster (works No. 1851) in March 1937 and was allocated to Edinburgh Haymarket (64B) for 25 years. It was a regular on the Edinburgh to London King's Cross 'Elizabethan' express due to it being one of the 23 members of the class paired with a corridor tender that enabled the footplate crews to change during the 393-mile non-stop journey.

Scottish 'cop'

Being often seen on this flagship train enabled London-based trainspotters to 'cop' a 64B engine, a rarity comparable to a 66A (Glasgow Polmadie) Princess Coronation Pacific drawing into Euston.

The Pacific, which was withdrawn from the Edinburgh shed of St

MERLIN

60027



A4 memories: The nameplate, badge and smokebox numberplate from A4 No. 60027 *Merlin* being auctioned on November 13. GW RAILWAYANA

Margaret's (64A) in September 1965, was one of a select band of A4s that carried a badge or plaque, others including fellow Haymarket residents Nos. 60009 *Union of South Africa* and 60024 *Kingfisher*.

The plaques depict the badge of HMS Merlin, a Royal Naval Air Service station in Donibristle, Fife, and were fitted to the locomotive's cabsides in May 1946 and transferred to the boiler streamlining in 1948.

GW Railwayana director and auctioneer Simon Turner estimates the plate with badge, which will be sold together, at £40,000 to £50,000, and the smokebox numberplate, which is being auctioned separately,

at £5000 to £8000. He said the late collector, whose family was selling the set, had cherished the plate so much that at his funeral flowers poignantly depicted the locomotive, nameplate and badge.

Pacific line-up

The second A4 nameplate in the auction is *Miles Beevor* from No. 60026, named after the LNER chief legal advisor from 1943 until nationalisation in 1948.

It was built at Doncaster a month before No. 60027, in February 1937 (works No. 1850), was named *Kestrel* until being renamed in November 1947 just weeks before the LNER became part of British Railways,

and was withdrawn from Aberdeen Ferryhill (61B) in December 1965.

Completing the LNER Pacific nameplate line-up are *Melton* from A3 No. 60044 and *Silurian* from A1 No. 60121. The former was built at Doncaster in June 1924 and withdrawn from King's Cross shed (34A) in June 1963 after a main line career of nearly 40 years, while the LNER-designed A1 was built by BR also at Doncaster in December 1948 and taken out of service from York (50A) in October 1965. All are from the same collection as *Merlin*.

Simon said that the four represented the highest number of LNER nameplates he had ever sold at one auction.

"The *Merlin* plate with its badge and smokebox is obviously a top-drawer set, but to have it accompanied in the same auction by another A4, and A1 and A3 plates is really the icing on the cake."

The auction will be live online, with email, telephone, and commission bids, and starts at 9.30am.

➔ For a full preview of the auction, see Geoff Courtney's railwayana column in next month's issue.



Watching brief: A4 No. 60027 *Merlin* passes the signalbox at Hilton Junction, south of Perth, with a Glasgow-Aberdeen express on August 15, 1963. The fireman of the Pacific, which was based at the Glasgow shed of St Rollox (65B) to work these prestigious three-hour trains, is looking behind him at someone walking along the Up line – perhaps it is the signalman from the 1873 'box that oversees the junction. A nameplate and badge from the locomotive, with its smokebox numberplate, will be coming up for auction on November 13 at a combined top estimate of £58,000. TRANSPORT TREASURY/NEVILLE STEAD COLLECTION



Above: Former Nuneaton and Great Central Railway engineman Cliff Perry, who died on August 1. GCR

Left: Passing through Swithland Sidings, LMS 'Black Five' 4-6-0 No. 45305 heads the 11.15am up Loughborough-Leicester North train, carrying a wreath in memory of the late Cliff Perry.

ANDREW SOUTHWELL

Farewell to Nuneaton and GCR engineman Cliff Perry

GREAT Central Railway staff and volunteers are mourning the loss of driver Cliff Perry at the age of 75 on August 1, following a short illness.

He began his railway career at Nuneaton shed in 1961, although with the demise of steam it lasted only a few years. Returning to the

footplate at the GCR, "his efforts and skills were highly regarded," said the line's general manager Richard Patching. "Always a team player, Cliff contributed fully to the less glamorous prepping and disposal of locomotives and always went the extra mile to welcome so many

guests over the years on their 'Drive a Loco' experiences.

"Words can probably never sufficiently describe how everyone found Cliff, whether they be his GCR colleagues, or visitors and guests – his unfailing cheerfulness, courtesy and helpfulness were evident to all.

"The railway sends its condolences at this difficult time to Cliff's wife, June, and their family."

Cliff's funeral was held at Canley Crematorium, Coventry, on August 16. The previous day, 'Black Five' No. 45305 carried a wreath during the GCR's Railways at Work event.

J21 on course for 2022 steaming with tender to be rebuilt this year

NER J21 0-6-0 No. 65033 continues to make progress towards a 2023 steaming, as expected by the owning Locomotive Conservation & Learning Trust.

With the engine completely stripped and refurbishment of many



A landmark for the restoration of NER J21 No. 65033 was the first application of NER green to the refurbished driving wheels. Work is not expected to begin on the engine's rolling chassis until early next year, once the tender is completed. DAVID WRIGHT

parts ongoing, rebuilding the tender is this year's priority. As revealed by *Heritage Railway* in late 2019, new tender frames were needed due to severe wastage and risk of cracking on the existing ones.

It is being restored by Locomotive Maintenance Services Ltd at Loughborough, where it has been since September 2019. LCLT chairman Toby Watkins said: "During this year steady progress has been made, with assembling the tender using the old frames as a template. Building a new tender isn't simply a case of bunging all the bits onto the new frames; there has been a painstaking process of offering up, measuring and reference to the old frames, before drilling and fitting – for every part."

With a new tender tank arriving in the autumn, the LCLT is on course for a completed tender by the end of the year, with a number of refurbished

parts such as horn guides, spring hangers and brake gear now installed. The tender wheelsets, freshly refurbished by South Devon Railway Engineering Ltd, will shortly be on site to create a rolling chassis.

Toby added: "The LCLT/LMSL approach is to reuse every part possible unless engineering, operational or safety needs dictate otherwise. Where new parts are cast, they then have to be machined across several faces, drilled and then machined again. This can take one person almost an entire week to do; thus glib statements such as 'new tender frame brackets fitted' can hide a lot of work and expense."

Every part of the J21 has been assessed from a heritage and an engineering point of view, including the decision in 2019 to replace the engine and tender frames.

"We could actually save a few quid here and there by cutting the odd

corner or two, but to do so would be false economy," Toby continued.

"This Heritage Lottery Fund-backed restoration is a one-off that will never happen again and so we need to take this opportunity to do the job right; not only from a conservation point of view, but also an important operational one."

➔ Meanwhile, the J21's eventual home of Kirkby Stephen East station on the Stainmore Railway finally reopened on July 25 for the first time since the pandemic began. Its main focus is the recently-arrived 1903-built NER seven-compartment clerestory luggage composite No. 818, on long-term loan from Beamish Museum.

The vehicle is complete but in need of some £25,000 to refurbish and repaint it, and remedy where water ingress has damaged two compartments. It is hoped to have it running next year, and eventually run behind the J21.

High Speed Trains arrive at Arley in Severn Valley Railway storage contract

VISITORS to the quintessential GWR branch line station of Arley on the Severn Valley Railway over the next few months will be confronted by the incongruous sight of five High Speed Train power cars.

The Class 43 locomotives –

Nos. 43251, 43257, 43272, 43274 and 43277 – which formerly ran with Train Operating Company LNER, are now part of the Colas Rail fleet for use on Network Rail test trains

As well as keeping them in storage, the SVR hopes it may gain

further contract work from test runs with the vehicles.

A sixth example, No. 43044, was briefly in residence but was quickly moved on by road to its new preservation home with the 125 Group at the Nottingham Heritage

Railway. It had been at Leeds Neville Hill depot, but, explained SVR operations manager Matt Robinson: "It was delivered to Kidderminster due to road access issues at Leeds Neville Hill depot and rail access issues at the NHR."

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LATE EVENING STEAM: Churnet Valley Railway-based 1945-built USATC S160 2-8-0 No. 6046 in action during its recent loan visit to Didcot Railway, where it joined in the first set of celebrations to mark the Great Western Society's 60th anniversary, as described overleaf. Following No. 6046's Didcot appearance, it was taken by low loader to the Bluebell Railway, which has hired it for the rest of the main summer season to offset a temporary steam shortage. The Sussex line has not seen the need to hire an extra steam locomotive since 2015. The S160 arrived at Sheffield Park by low loader on August 11. FRANK DUMBLETON



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Visiting USATC S160 2-8-0 No. 6046 heads a passenger train. FRANK DUMBLETON

Movie debutant S160 2-8-0 takes centre stage at first GWS 60 gala

By Robin Jones

UNITED States Army Transportation Corps S160 2-8-0 No. 6046 – representative of a class that ran on the GWR system during World War Two – proved to be one of the highlights at the first of two summer galas held at Didcot Railway Centre to mark the 60th anniversary of the Great Western Society.

No. 6046, based at the Churnet Valley Railway, was brought to Didcot to appear in scenes for a new Second World War drama being filmed for streaming service Apple TV+.

After the filming ended on July 25, it stayed on to appear in the July 31-August 1 gala and was a hit with visitors.

No. 6046 was built by Baldwin Locomotive Works in Philadelphia

in 1945 and transported to France. After its use there ended, it was used in Hungary where it was classified as the MAV 411 Class by the Hungarian State Railways, and became No. 411.144.

It spent the majority of its working life on industrial lines before being withdrawn and formally preserved as part of the Hungarian National Collection.

However, due to an administrative error it was sent for scrap – only to be saved by enthusiast Martin Haines who brought it to the UK, with its restoration beginning at Tyseley.

It was sold on to Greg Wilson, who took it to the CVR where it steamed for the first time in Britain in 2012.

In February 2017 it double-headed with sister No. 5197 – the first time in more than 70 years that two S160s operated together in Britain.

First-time visit

Another visitor was powerful 1904-built Kitson-built Lambton Colliery 0-6-2T No. 29, making its first visit to Didcot on loan for the summer season from the North Yorkshire Moors Railway.

They ran alongside unique new-build Saint No. 2999 *Lady of Legend* and recently restored Alexandra Docks Railway Avonside 0-4-0ST No. 1340 *Trojan*, which returned to steam in May following a £200,000 overhaul, while Class 14 diesel D9516 and Class 08 No. 08604 *Phantom* also worked passenger trains on both days.

More than 1500 visitors attended the gala, which set the stage for the centre's second 60th anniversary event, the August 28-30 Bank Holiday Steam Up.

A special feature of 60 years of the GWS appeared in issue 282.

→ See also centre spread, page 58-59.



Recently restored Avonside 0-4-0ST No. 1340 *Trojan* works a passenger train on the centre's branch line on August 1.

GARETH EVANS



The 1940s all over again: S160 No. 6046 recreates in monochrome a night-time scene of the time when class members ran on the GWR and six were allocated to Didcot shed in 1943 and 1944. FRANK DUMBLETON



Lambton Colliery 0-6-2T No. 29, visiting from the North Yorkshire Moors Railway, heads a branch passenger train. GARETH EVANS



Award-winning new Saint 4-6-0 No. 2999 *Lady of Legend* works a passenger train on Didcot's main demonstration line on August 1. GARETH EVANS



Now to begin another 60 years of ground-breaking achievements at Didcot – new-build Hawksworth 4-6-0 No. 1014 *County of Glamorgan* slowly but surely taking shape in the works on August 1. GARETH EVANS



Class 14 No. D9516 hauls a passenger train on the main demonstration line. GARETH EVANS

Trackbed offer reopens door for Honeybourne extension

By Toby Jennings

A NORTHERN extension of the Gloucestershire Warwickshire Railway to Honeybourne could once again be on the cards, with the trackbed having been offered to the line.

The 4½-mile section of the former Cheltenham-Stratford-upon-Avon main line, between the G/WR's northern terminus of Broadway and the national network at Honeybourne, is owned by Railway Paths Limited, a subsidiary of cycling charity Sustrans.

It was one of a number of disused railways transferred to RPL by the Department for Transport for conversion into cyclepaths – but RPL has decided not to proceed with such a route on the Broadway-Honeybourne section and has offered the formation to the G/WR. However, such a transfer of ownership requires the approval of the DfT, which was not forthcoming.

Costly liabilities

G/WR chairman Richard Johnson explained: "It appears to be the policy of the DfT that heritage railways cannot provide a sufficiently strong covenant to secure the continuing maintenance of road bridges that cross such redundant lines.

"This is of concern, given the current controversy surrounding the Highways England strategy to infill or demolish a number of such structures on redundant railways across the UK.

"My understanding is that consideration will only be given to transferring ownership to a body such as a local authority which, by definition, has the necessary resources to maintain the bridges. In such a case, an option would be that



The Gloucestershire Warwickshire Railway's northern terminus of Broadway, pictured on March 3, 2018, when *Hawksworth Modified Hall 4-6-0 No. 7903 Foremarke Hall* was the first steam locomotive to arrive in preservation, on a gauging trial run. This view is looking north towards Honeybourne. JACK BOSKETT

the line would be leased back to the heritage railway concerned.

"We have written to the DfT to confirm that this policy is indeed correct, whether it could be waived in this case, and to seek confirmation that nothing will be done to the bridges or trackbed that could compromise potential re-use as a railway line."

While no money would change hands in the transaction, it would transfer the liabilities for maintaining the trackbed and its infrastructure – creating a costly repair bill for the new owner. Most of the bridges between Broadway and Honeybourne are in poor condition,

with three of the overbridges being held up by brick pillars or steel props.

Although an aspiration of the G/WR since its foundation 1981 has been "to reopen as much as possible of the former Stratford-upon-Avon to Cheltenham line", it is at present "not in a position to extend the railway northwards, and is unlikely to contemplate doing so within the foreseeable future."

Potential connection

The offer of the trackbed, it added, "couldn't have come at a worse time as the railway emerges from the financial strictures of nearly 18 months without income thanks to Covid."

However, during an upgrade of the Worcester-Oxford North Cotswold line between 2008 and 2011, Network Rail made passive provision for the G/WR to run into Honeybourne station, realigning the Long Marston freight-only branch on the line towards Stratford-upon-Avon, and renewing the bridge over the former Cheltenham trackbed with enough room for the preserved line to run underneath.

As part of the Restoring your Railway scheme, the Government is funding a study into reinstating the Honeybourne-Stratford-upon-Avon line, coinciding with a £200 million bid to the DfT by the North Cotswold Line Taskforce to further improve the Worcester-Oxford line.

As reported last issue, the All-Party Parliamentary Group for Heritage Rail has undertaken a study calling for preserved lines to play a greater public transport role, especially where they have the potential to reconnect to the national network.

Richard Johnson concluded: "Our first responsibility is, of course, the security and viability of our current business – however, we also have a responsibility to ensure that we don't compromise the original aspirations of our founders and see that the line north of Broadway is secured for potential future development."

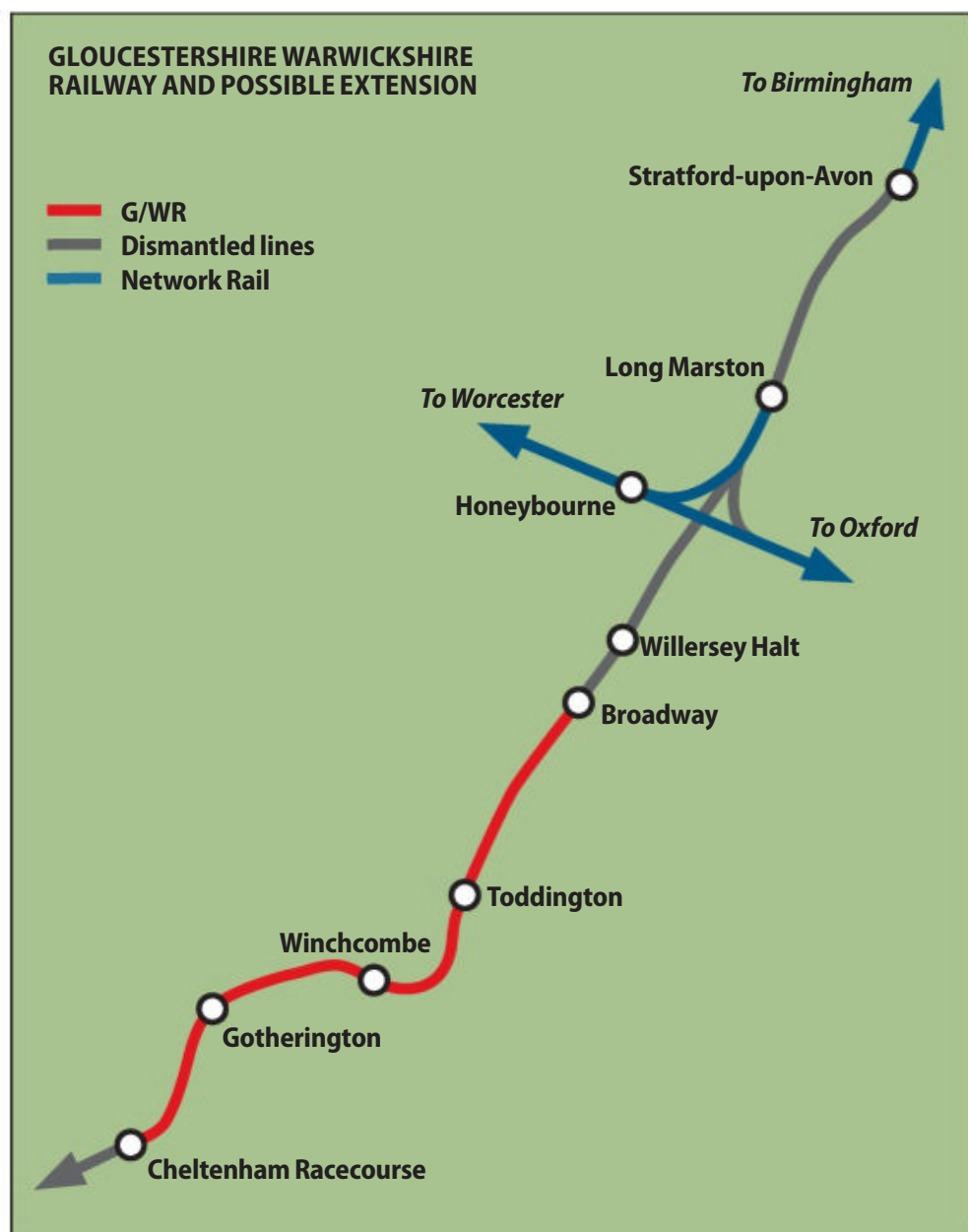
Heritage Railway has contacted RPL and the DfT for comment.



Class 73 electro-diesel E6036 (73129) with an engineering train at the Gloucestershire Warwickshire Railway's northern railhead in January 2018, about to ballast one of the two headshunts at Broadway. The palisade fencing marks the G/WR's boundary, the trackbed beneath Springfield Lane Bridge and northwards to Honeybourne being owned by Railway Paths Ltd. JO ROESEN



Collin Lane road overbridge, near Willersey on the Broadway-Honeybourne line, is described as being "in a very poor state with brickwork damage and seriously corroded steel". It is propped from beneath in order to carry heavy lorries. JO ROESEN



Berlin Wall remembered 60 years on at Crich

IT WAS an occasion 60 years ago that many people, particularly Germans, would rather forget.

On the morning of August 13, 1961, residents of Berlin awoke to find that two thirds of their city had been isolated by the tearing up of roads, the blocking of railway lines and the erection of barbed wire fencing along the 97-mile border the western sector shared with the German Democratic Republic and the 27 miles that divided West and East Berlin. Within four days, the wire would be replaced by a concrete wall.

At first, the citizens on each side were unable to visit or even telephone each other, but from the mid-1960s, West Berliners were allowed to visit their relatives in the East at Christmas.

In 1971, following negotiations by the four occupying powers, the restrictions were further relaxed – but even then, those in the East could only cross to West Berlin for work, important family events, and if they were pensioners or deemed of no further use to the communist state.

The restrictions on East Berliners travelling to the West were revoked



Remembering the day the wall went up: Berlin Tramways (BVB) No. 223 006-4 and its crew at Crich. CTM

on November 9, 1989, when the wall came down, and reunification of Germany came the following year.

In 1996, a refugee from Berlin arrived at the National Tramway Museum at Crich, in Derbyshire: an East Berlin "Rekowagen" or rebuilt tram dating from 1969.

Berlin Tramways (BVB) No. 223 006-4 has been fitted with a lift to enable people with impaired mobility to ride on the museum's tramway.

To mark 60 years since the Berlin Wall was built, the tram was displayed on August 13.



Congratulations!



Heritage railway lovers

Sam and Joanna

on their wedding day

May they steam ahead into
a first class future.

2 October 2021

Last Darlington-built Class 37 is donated to Head of Steam

By Robin Jones

FIVE months after George and Robert Stephenson's pioneering *Locomotion* was controversially moved out of Darlington's Head of Steam Museum, another locomotive with a key place in the town's railway history has moved in – after being donated in a 'first' by Network Rail.

In April 1964, Class 37 D6898 (37198) became the last locomotive to be built at the Darlington factory of Robert Stephenson & Hawthorns, by then part of English Electric.

RSH's predecessor, Robert Stephenson & Company, founded in Newcastle in 1823, built No. 1 *Locomotion*, which two years later hauled the first train on the Stockton & Darlington Railway, the world's first steam-hauled public line.

In 1902 Robert Stephenson & Co, relocated to Darlington. 'Stivvies', as it became known, produced locomotives for export around the world.

It also produced important replicas of its world-famous *Rocket*, including one for the Science Museum (now in the National Railway Museum at York)

and another for the private museum of Henry Ford in Michigan.

After the war the company continued to produce locomotives for sale internationally, as well as fulfilling domestic orders. The works became part of English Electric in 1955.

D6898 was one of a batch of 309 English Electric Type 3 locomotives, around half of which were built in Darlington. Its outshooting brought down the final curtain on 141 years of railway history.

Preserved twice

Under TOPS, its number changed to No. 37198 in 1974. It was withdrawn by English Welsh & Scottish Railway in 1999 and placed in storage.

Preserved in 2004, it was moved to the Wensleydale Railway where it was restored to working order and repainted BR blue, and worked its first passenger trains in the heritage era in May 2005. The following year, it moved to the Dartmoor Railway, where it was often used on passenger workings. But its owner, BRE Ltd, went bankrupt in November 2007, and Nos. 37198 and 37905 were sold

for scrap. They moved to the EMR Kingsbury scrapyards in Warwickshire.

However, No. 37198 was bought by Network Rail, moving it to Rothley on the Great Central Railway, where it underwent several repairs and was repainted in Network Rail yellow livery.

Not used for several years, it has been a spare parts donor for other 37s and while no longer operational, it is externally complete.

Network Rail has now donated it to Head of Steam. It has undergone a complete aesthetic refurbishment, including all paintwork and livery, and now appears once again as it did when it left the factory back in 1964.

It went on display on August 10, ahead of celebrations to mark the 200th anniversary of the Stockton & Darlington Railway.

This is the first time Network Rail has ever donated an entire locomotive to any museum.

Darlington Borough Council leader Coun Heather Scott said: "This Class 37 is a most significant piece of railway engineering, being the very last of its kind to roll out of the Robert

Stephenson & Hawthorns factory in Darlington. Bringing this beautiful locomotive back home marks another step towards the bicentenary celebrations in 2025 of the Stockton & Darlington Railway and the transformation of the Railway Quarter."

Local pride

A council statement added: "There may well be workers from Stivvies still living in Darlington who worked on its construction. It is clearly a symbol of great local pride."

As reported in issue 278, following a heated nationwide public debate lasting more than a year, the Science Museum Group (which includes the NRM) and the council reached a landmark agreement over the future of *Locomotion*, under which it moved to Locomotion, Shildon, on March 7 ahead of the bicentenary celebrations.

Darlington had been its permanent home for 163 years and it was the first time since the museum was built around it in 1975 that the engine had moved location.

It will return to Head of Steam for six months in the first half of 2025.



The last locomotive to be built at the Robert Stephenson & Hawthorns (later English Electric) factory in Darlington, Class 37 D6898 (37198) is seen newly delivered to the town's Head of Steam Museum, having been returned to its as-built 1964 appearance. DBC

Ex-Stratford footplatemen to meet up again at Mangapps

By Geoff Courtney

LOTS of Rosie Lee will be drunk at Mangapps Railway Museum in deepest Essex on September 25, former railwaymen will be looking forward to meeting some of their old chinas, no one will be left on his tod, there will be rides on the hail and rain, and everyone will hope the currant bun shines.

The occasion will be the annual reunion of retired former Stratford drivers and firemen, who will bring their own brand of humour – and their Cockney rhyming slang – to the working museum and ¾-mile line near Burnham-on-Crouch.

Dave Brennand, who began his 40-year railway career at Stratford in 1973 as a 16-year-old engine cleaner and within five years was driving diesels, is the event's organiser. "Stratford in its heyday, whether in the steam or diesel eras, was one of the best depots in the country for the variety of work and its great bunch of colleagues," he said. "There is no bond quite like the comradeship between footplatemen."

Third reunion

Thanking Mangapps' owner, John Jolly, for hosting the event, Dave said: "This will be our third reunion, and I am so pleased its popularity continues to gather pace as word spreads throughout the retirees' grapevine."

"At the previous two events we had former drivers come down from Scotland and up from the West Country, so hopefully that will be repeated this year."



On the ball: LNER Class B17 'Footballer' No. 61650 *Grimsby Town* at its home depot of Stratford (30A) on August 15, 1953. The 4-6-0, which was built at Darlington in March 1936 and withdrawn in September 1958, displays its fine nameplate with club colours, a feature that so appealed to passengers and enthusiasts alike. A reunion of former Stratford railwaymen is being held at Mangapps Museum in Essex on September 25. TRANSPORT TREASURY/NEVILLE STEAD COLLECTION

Reflecting on the suitability of the reunion being held at Mangapps, he added: "The museum is the perfect setting thanks to its superb collection of Eastern Region memorabilia and its former Stratford Classes 03 and 31 diesels, which many of those attending would have driven during their long and still vividly remembered railway careers."

"Nothing could be more guaranteed to get those memories flowing."

At one of the previous reunions, former driver Steve D'ath echoed Dave's sentiment when he mused: "Sitting in the refreshments carriage here at Mangapps with the staple footplate diet of plenty of tea, reliving

the past with dozens of my old mates, is just like being back in the mess room in the 1970s."

Major expansion

In the past two years the museum has undergone a £1 million expansion project, including the construction of a three-road 150ft-long carriage shed, a 60ft extension to the locomotive shed, and a five-road 80ft extension to the museum itself, home to one of the country's finest privately-owned railwayana collections.

John Jolly said: "It is an opportunity for people who worked at that iconic railway complex and other depots in the surrounding area to

get together, swap memories and renew friendships.

"It is also a wonderful opportunity for us to learn what it was really like to work in the UK's largest motive power depot. We are proud to provide a home at Mangapps to many historic artefacts, from locos and rolling stock to signs and small items, which help to recreate the atmosphere of old Stratford, Liverpool Street, and the railways of east London and Essex."

For those not acquainted with Cockney rhyming slang, Rosie Lee is tea, old china is an old mate (china plate), on his tod is being on one's own (Tod Sloan), hail and rain is train, and currant bun is sun.

New chairman and locomotive engineering director for Bluebell Railway

CAREER railwayman Geoff Mee has been appointed as the Bluebell Railway plc's new chairman, and long-serving volunteer Paul Russell as its locomotive engineering director.

Geoff joined BR as an engineering student in 1971 and was the last graduate engineer taken on by the Southern Region. Following initial training at Selhurst, he later worked at Eastleigh Works and Derby.

He went on to become managing director of the South East Division of Network South East, wrote the timetable for the opening of the Channel Tunnel, and was the privatisation director for the British Railways Board. After privatisation, he was the managing director of Connex Rail.

He has also been an adviser to Transport for London, deputy chief executive of Qatar Rail, and a railway management consultant since 2012.

Having first visited the Bluebell in 1971, he is now a life member. He takes over from Graham Flight, who

has been interim chairman since Chris Hunford stepped down as chairman and locomotive director in January. Graham remains company secretary and a director.

Geoff said: "I feel really privileged to be part of the Bluebell Railway



Above: New Bluebell Railway plc chairman Geoff Mee. BR

Right: New Bluebell Railway plc locomotive engineering director Paul Russell on *Flying Scotsman* during its visit to the line in 2017. BR

and I am grateful to the directors for appointing me. It was as rigorous an appointment as I have had in 50 years of working for the railways or being associated with the railways."

Paul Russell, a chartered electrical engineer, has worked for more than



30 years on the management of maintenance operations and major construction projects in the cement industry, and is a Bluebell driver.

He has been a volunteer for more than 40 years, working on steam locomotive restoration projects, and is also the department's diesel traction engineering co-ordinator.

He takes over from Bob Pamment, who has been acting locomotive director since January and remains on the board.

Paul said: "The Bluebell has been a major part of my life, and through my many years of volunteering I understand the challenges involved in the overhaul, restoration and maintenance of steam locomotives."

"Coupled with my professional experience in running maintenance operations and projects and working with the works manager, I hope to use these skills to further develop the safety, quality and efficiency of the loco works operation."

Hagley Hall turns a wheel as 2-6-2T No. 4150 gets a lift

By John Titlow

SEVERN Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* has turned a wheel again at Bridgnorth, while the restoration of GWR 2-6-2T No. 4150 continues apace.

Having had its driving wheels fitted on April 21, as reported in issue 280, No. 4930's front bogie, coupling and connecting rods are fitted so it is beginning to resemble a Hall again. It is now off the lifting jacks, and in early August was towed around the yard to check that all moving parts were working correctly.

The cab has been fitted and the completed boiler is sitting in the yard, hopefully for refitting soon.

As No. 4930 vacated the jacks, it was the turn of No. 4150 to be lifted after its movement to Bridgnorth on April 30 – its first move from Bewdley in 43 years. Before moving to Bridgnorth it was positioned over the pit at Bewdley to inspect the brake rigging, where it was discovered to be upside down – not easy to see without a pit and impossible to correct without one. After a fitness-to-run exam, the move took place.

The cab roof and bunker were in position and bolted in place temporarily for the move but have since been removed for some planned work. The side tanks may also be removed to speed up the



GWR Hall 4-6-0 No. 4930 *Hagley Hall* back on its wheels, and with its cab and rods refitted, in Bridgnorth shed on August 13. The Severn Valley Railway is appealing for funds to reroof this building – see story below. JOHN TITLOW

riveting of the baffle plates inside the tanks; this can be done more easily with them on the ground, as someone has to get inside for this task.

In ex-Barry scrapyards condition, No. 4150 arrived at Bewdley on January 19, 1978, and is the only SVR-based locomotive never to have steamed in preservation. It was built

in 1947 at Swindon Works, entering service at Stourbridge Junction. With strong local connections, this locomotive would have worked on the SVR in its day.

It has just had its rods removed and is on the lifting jacks, enabling examination of the axles and axleboxes that were last looked at many years ago when it was initially

rewheeled at Bewdley. Work is also needed on a frame stretcher that is easier to carry out with some wheels removed.

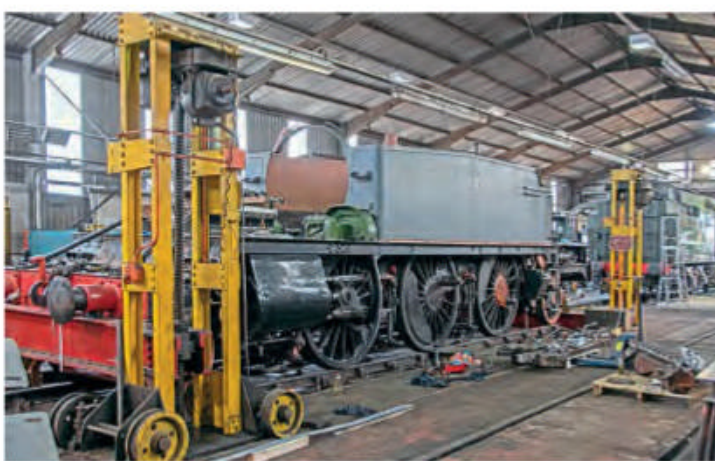
All this is being done while regular maintenance, running repairs and boiler washouts continue on the operating fleet. Hawksworth 15XX 0-6-0PT No. 1501 has received attention to the bottom end. There were reports of two axleboxes running warm and using oil – a warning sign of problems. Utilising the wheeldrop, which has become invaluable, each wheelset was dropped, the bearings inspected, and all oil pads replaced in about a fortnight.

Although No. 1501 has been in traffic for nine years and is now around 12 months away from withdrawal, these works are considered essential to ensure its reliability.

No. 4150 is owned by the 4150 Fund. Its website can be found at www.4150.org.uk



Hawksworth 15XX 0-6-0PT No. 1501 having its front driving wheels removed using the wheeldrop in Bridgnorth shed on July 21, for inspection of the bearings and replacement of the oil pads. JOHN TITLOW



GWR 5101 2-6-2T No. 4150 is prepared for lifting on the jacks at Bridgnorth shed on August 13, as its restoration from Barry scrapyards condition nears completion. JOHN TITLOW

Appeal to reroof Bridgnorth shed passes 70% mark despite cost increase

AN APPEAL to reroof the Severn Valley Railway's Bridgnorth locomotive shed is closing in on its target – despite that figure having significantly increased.

When launched in mid-May, the Home and Dry appeal aimed to raise £425,000 to fit a new roof

with translucent sections, as well as better lighting and a travelling overhead crane. However, the escalating cost of materials, especially steel, has increased the required total to £475,000.

Nonetheless, donations have now reached £340,000 – more than

70% of the way to the new target. Donations can be made online at www.svrtrust.org.uk/home-and-dry

Plans for the project have been submitted to Shropshire County Council, and a decision is awaited from the conservation architect.

A separate appeal for £5000 to restore the classic GWR bracket signal to the south of Bewdley station, using long-lasting African hardwood, has raised £2480. Donations to this can be made at www.justgiving.com/campaign/bracket-signal



Threlkeld Mining Museum's annual steam gala on July 24/25, preceded by a 30742 charter on July 23, featured three guest engines from the Statfold Barn Railway. They were ex-Fiji Hudswell Clarke 0-4-0ST Colonial Sugar Refinery No. 19, ex-Dorothea Slate Quarry Bagnall 0-4-0ST Wendy, and Kerr Stuart 0-4-0ST ISC Ltd No. 2 Roger. Here, the trio line up with resident Bagnall 0-4-0ST Sir Tom between CSR No. 19 and Wendy. ROBERT FALCONER

Llangollen suburban coach approaches completion

THE Llangollen Suburban Group is nearing the completion of its fifth restoration project, Brake Second (BS) No. E43359.

The carriage arrived from the Epping Ongar Railway in July 2017 in a dilapidated state, and the group made plans to restore it to pristine condition so it can join the Llangollen Railway Trust's other four suburban coaches in traffic.

The luggage end has been adapted to include end windows which give a panoramic view of the line.

Although this modification is not technically authentic, it mirrors the very similar LNER suburban

brakes, and group members feel it is justified for its new purpose, with the luggage compartment adapted for use by wheelchair occupants. Seating is provided for up to five companions.

The guard's area has been partitioned off as a separate compartment and restored to its original condition, as fitted with periscopes.

The suburban set will now play a greater role in services following the sale by auction of coaching stock belonging to the Llangollen Railway plc, which entered administration with £350,000 of debt, as previously reported.



The luggage end with new windows, which will offer panoramic views of the Dee Valley. LSG

The set has originally been intended primarily for gala events.

Author Barry Allen, whose book, *Just The Ticket: Memories of a Liverpool booking clerk 1962-65*,



The restoration of Brake Second (BS) No. E43359 nearing completion on the Llangollen Railway. LSG

published by Mortons Books, has agreed to donate all royalties from its sale towards the restoration of this coach. Order your copy for just £10 at www.mortonsbooks.co.uk

Julie Walters on board with new Severn Valley Christmas services

BAFTA award-winning actress Julie Walters is to narrate the Severn Valley Railway's all-new Enchanted Express Christmas services.

The voice of the Harry Potter star will be heard as passengers arrive at Bridgnorth station, and again once everyone has settled into their private compartment, when she will narrate a seasonal tale based on the classic poem 'Twas the Night Before Christmas.

Characters from the poem will appear en route, along with Santa Claus, who has a gift for each child.

The SVR's head of visitor experience, Michael Dunn, said: "We're thrilled Dame Julie has agreed to narrate our latest exciting event in its debut year."

The line's festive programme also includes the conventional Santa special trains from Kidderminster Town, and Steam in Lights illuminated services from Bridgnorth.

Enchanted Express tickets start from £27.50 per person and are on sale now at www.svr.co.uk

Meanwhile, Christmas will come early on the North Yorkshire Moors Railway, which will run its Yuletide illuminated trains over the October 24-31 half-term week rather than in the run-up to or during Christmas.

A line of thought was that the move would avoid a clash between festive services on offer and save parents having to choose between the train of lights and traditional Santa specials.

Stock for sale in Lavender clear-out

A DIESEL shunter and six carriages are up for sale in a clear-out of surplus stock at the Lavender Line.

The Sussex line, which was due to reopen on August 29/30, said the sale follows "a reappraisal of what the railway intends to restore and keep long term."

Offered on an 'as seen' basis are Ruston class LSSH 0-6-0 diesel shunter No. 422 (in working order but requiring some minor repairs); Class 108 DMU Driving Trailer Composite Lavatory No. 54279 (requiring an overhaul); a three-car Class 309 'Clacton' EMU (in good cosmetic condition and suitable for overhaul as hauled stock); former 4-BIG EMU Mk.1 buffet car No. 6933; and Mk.1 BG

(Gangway Brake) No. 81214 (both in need of overhaul).

Buyers must remove the items from the Lavender Line's Isfield base within two months of purchase, and assistance with loading will be provided. Interested parties should email richard.hingley@lavender-line.co.uk

The 'Clacton' unit is one of two survivors that were formerly at the now-closed Electric Railway Museum in Coventry, the other having gone to the Tanat Valley Light Railway at Nantmawr.

Built in 1962 for use on Liverpool Street-Clacton services, they were the first EMUs capable of 100mph operation.



No. 764-158 is craned away from Sighisoara station on August 24. SARUK



Sister 0-8-0T No. 764-155 heads a special train in 1995. SARUK

UK enthusiasts fund first steam engine for Transylvanian line

THE volunteers of Romania's heritage Sibiu-Agnita Railway, led by local enthusiast Mihai Blotor and UK lawyer Neil McGregor, are celebrating the acquisition of their first steam engine, funded entirely by British supporters.

Following a sudden announcement of the auction of the locomotive, British supporters of the SAR (known as SARUK) came up with half of the €14,000 purchase price within hours, and Bill Parker, who owns the Flour Mill workshop at Bream in the Forest of Dean, contributed the other half.

Although the original section of the line between Sighișoara and Agnita was closed in the 1960s, No.764.158, an 0-8-0T built by the Malaxa works in Bucharest in 1949 was later displayed at Sighisoara main line station.

The local Friends of the SAR (Asociația Prietenii Mocaniței) learned over August 7/8 that the locomotive would be offered for auction in Bucharest two days later, together with other narrow-gauge items, following the insolvency of

the state-owned Tourist Railway Company created after the end of communism.

The New Europe Railway Heritage Trust, led by Stephen Wiggs, has given the money to move No.764.158 from the garden outside Sighisoara railway station to the society's base at Cornățel, where it will be on display during a steam weekend with a hired locomotive on September 11/12.

Restoration prospect

For the first time in decades the locomotive will then be stored in the safe indoor shed at Hosman, appropriate for a historic item, with the prospect of being restored to working order to run again on the SAR. Volunteers from the UK will inspect the locomotive this autumn to establish its condition and begin the process of getting it running.

The whip-round to contribute to this has begun with a generous offer from Colin Shaw, who worked in Romania for years and is another active volunteer. It is hoped that

this move will serve as a model for the preservation of other historic Romanian locomotives currently left unprotected in the open air, including some that also worked on the SAR.

As reported in issue 274, on November 8, 2020, a letter of support for the Sibiu-Agnita Railway was sent by the Prince of Wales.

Charles wrote: "For as long as I have been fortunate enough to visit Romania, I have always been so impressed by the great skill and dedication of local people and organisations in preserving the natural and historic beauty of their country, as well as protecting their architectural heritage.

"It seems to me that these things are so vitally important for the health and soul of a nation, and that is why I am so full of admiration for the splendid work of the volunteers who, over recent years, have been striving valiantly to bring back to life the historic narrow gauge railway from Sibiu to Agnita and Vurpar, working

together for the love of the project to repair the lines and to run trains there.

"In the UK I have supported and visited many of the wonderful steam railways which we are lucky enough still to have, and I have seen how these initiatives can breathe life into local areas and communities, and how much they are appreciated by visitors, thus bringing so much money into local economies."

Volunteers encouraged

Following the purchase, Mihai, the president of Asociația Prietenii Mocaniței, said: "The dream has come true. After nearly 15 years we have our own steam engine! Not only has it really encouraged the volunteers, but it is also generating new interest in our project.

"Now we have an engine to show the Prince when he makes his promised visit! Thanks from all of us to those railway enthusiasts in Britain who have made this possible – please come and see us when you can."

Churchward County wheel appeal is three-quarters of the way to its target

A £40,000 appeal to produce the driving wheelsets for new-build Churchward County 4-4-0 No. 3840 *County of Montgomery* is three-quarters of the way to its target.

The Forty 4-4-0s Club, launched in March 2019, allows supporters to 'adopt' one of the original 40 Counties for a £1000 donation, receiving incentives including a framed photograph of the engine concerned, life membership of the Churchward County Trust (CCT), and a seat on No. 3840's first train.

The three-quarter milestone was reached in mid-August, with No. 3822 *County of Brecon* being the 30th engine taken up.

The first two wheels were cast by Trefoil Steel of Sheffield in April, using the pattern from new Saint No. 2999 *Lady of Legend*, loaned by the Great Western Society. The other two are expected to be cast in November, once the pattern has been modified to increase the size of the centre boss, those on the Counties' leading and trailing driving wheels being of different sizes.

10 engines to go

CCT chairman and trustee Gary Boyd-Hope said: "I'm delighted that this appeal has reached the £30,000 mark, and thanks to all who

have adopted a County so far. Their donations have allowed us to have the first two wheels cast and finance the casting of the second two. We just need the final 10 Counties to be adopted in order for us to get the wheels machined and mounted on their axles, completing another phase of the project."

The engines still available are Nos. 3803 *County Cork*; 3804 *County Dublin*; 3805 *County Kerry*; 3806 *County Kildare*; 3809 *County Wexford*; 3810 *County Wicklow*; 3813 *County of Carmarthen*; 3818 *County of Radnor*; 3823 *County of Carnarvon*; and 3838 *County of Glamorgan*.



The newly-cast first two driving wheels for No. 3840 *County of Montgomery*. CCT

The £1000 donation can be made in a lump sum or instalments of £125. Details can be obtained at www.churchwardcounty.org.uk or from the trust c/o 4 Green End Barns, Ramsey Road, St Ives, Cambridgeshire PE27 5RH.

SVR plans for next stage of Bridgnorth refurbishment

PLANNING applications have been submitted to Shropshire Council for the next stage in the Severn Valley Railway's refurbishment of its Bridgnorth headquarters.

Phase one of the project, a new-build refreshment room and toilet facility designed in GWR style to sympathetically match the original 1862 station building, was completed and opened to the public at the start of 2019. A new car park had also been built.

Now the SVR is preparing for the renovation of the station building itself, including internal alterations to the waiting room and extending the bar area of the Railwayman's Arms pub.

External changes to the Grade II listed building will be minimal, although it will also involve the demolition and then the reconstruction of a lean-to parcels office constructed in 1940. This will be incorporated into an enlarged shop area.

Although its demolition is necessary, as it is suffering from structural movement owing to inadequate foundations, the parcels office is considered an important part of the station's history, relating to the wartime period when Bridgnorth was the location of a major RAF basic training camp for about 3000 recruits.

In preparation for the main phase of work, the SVR has carried out some smaller tasks, such as replacement of the gutters and the relocation of the main electrical supply unit prior to



Bridgnorth station with 15XX 0-6-0PT No. 1501 arriving, showing the 1940 lean-to parcels office on the left. SVR

rewiring – all classed as repair work under the listed building regulations.

SVR general manager Helen Smith said: "We have applied for planning permission for works to the Bridgnorth station building, and are hoping that these will begin in the early part of 2022. We are, however, concerned about the availability of

contractors and supplies for these works, as they have been severely affected by the pandemic and Brexit."

A later stage of the Bridgnorth project is planned to include the installation of the former Bristol Bath Road turntable, but the next task will be the re-roofing and installation of an overhead crane at the locomotive

works, for which the SVR is appealing for funds (see separate story).

After this, said Helen: "We will then look at relaying the yard in front of the building.

"Only then will the turntable be considered. Our priority is to work on critical projects first, and the turntable is not mission critical."

Tube secrets explored at Acton depot open days

UNDERGROUND Uncovered is the theme of a behind-the-scenes event at London Transport Museum's Acton depot from September 23-26.

Visitors will be invited to a series of talks by disused station history expert Siddy Holloway, co-presenter of the new Secrets of the London Underground TV series on the Yesterday channel, who is the Hidden London engagement manager at the museum.

Each day there will be a series of half-hour lectures on subjects ranging from art and poster history to station architecture, the rich design history of London's transport network and heritage vehicles.

There will be a demonstration with restored London Underground signalling frames, and visitors will be invited to try their hand at being a train operator in the museum's Victoria Line driving cab and see how the trains on the world's first automatic railway work.

On the depot forecourt, visitors will be able to view the 1936-built red 89Q tower wagon used to maintain overhead tram and trolleybus systems and the 351X Fordson tractor of 1937, which was used to push or tow trams within depots and retrieve those that had broken down.

Train shed invite

On certain days, they will be invited to visit the historic Q stock carriages in the train shed, and learn about the current restoration project.

Guests will also be treated to a programme of mini talks and vintage vehicle displays, as well as activities for families.

The depot's miniature railway will also run.

Timed tickets must be booked in advance online at www.ltmuseum.co.uk/visit/depot/events and cost £15 for adults, £7.50 for children, with under-threes free. Concessions are available.

Photography contest deadline is approaching



READERS are reminded that entries for the Young Railway Photographer of the Year Competition must be submitted by October 31, 2021.

Entries should comprise a portfolio of six images illustrating the diversity of the current railway scene, and must have been taken since January 1, 2019. There are two age categories – under 18, and between 19 and 25 on the closing date. Winners will be announced during the early

part of 2022. Full details and the entry form can be found at www.youngrailphotographeroftheyear.co.uk

Organised by the Rail Camera Club, the competition is being sponsored by Network Rail, the National Railway Museum, Jessops Europe Limited, Mortons Media, Bauer Media, Time Line Events and the Bahamas Locomotive Society. There are a range of excellent prizes provided by the sponsors.

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The car becomes king in a castle of steam at SVR event

Words and pictures by John Titlow

OUR portfolio of heritage lines have for decades pulled out all the stops to recreate the times when railways were still the country's primary form of public transport.

However, that situation was reversed at the Severn Valley Railway's August 7/8 annual Vintage Transport Extravaganza, when steam provided the essential link to convey passengers between several stations where the best of 1950s and 1960s 'modern transport' was displayed.

In what was in effect a 16-mile linear festival of iconic road transport, more than 200 vintage vehicles were on show at stations along the line, and train services were packed with visitors coming to see them.

Poor weather, in particular rain on the Saturday, did not dampen people's enthusiasm to get out and enjoy this event.

It was a resounding success, with

exhibitions of vintage road vehicles at all the stations, and trains were full on both days.

Each station had a different transport theme, giving them and their surroundings a chance to shine rather than just the trains, and to make it more interesting, displays changed over the two days.

Road steam display

The previous event of this type on the SVR took place in August 2019, but last year's vintage vehicles weekend on August 8/9 was cancelled due to Covid-19 and social distancing requirements.

Locomotives rostered for the train service were regulars WR 0-6-0PT No. 1501, BR Standard 4MT 4-6-0 No. 75069, GWR 0-6-0PT No. 7714 and Ivatt 4MT 2-6-0 No. 43106 running a three-train service on the summer B timetable.

Outside Kidderminster station, an impressive display of traction

engines in steam welcomed visitors. Two daily trips down Comberton Hill took place, causing traffic jams around the roundabouts and bypass. However, everyone remained relaxed despite the hold-ups and thoroughly enjoyed watching these wonderful machines stagger back up the hill to the station. SVR volunteer Scott Lewis organised the traction engines.

After passing the traction engines and entering through the booking office, visitors were greeted by a display of cars and the LNWR Society's live-steam model railway beneath the canopy on the concourse.

Their presence came as a complete surprise to visitors, but is not the first time that cars have been displayed here, and they provided a perfect start to the journey.

Bewdley station played host to different displays over the weekend. On Saturday it was buses and cars, and on Sunday cars were positioned

outside the station building, bringing back the 1950s and 1960s eras.

Arley had tractors by the station building and cars parked against a backdrop of the signalbox and crane.

At Highley the lane approaching the station was jam-packed with a mixed variety of cars, with some on display outside the Engine House museum and visitor centre. The Vauxhall Cresta featured on the centre spread of issue 282 was also on display.

Land Rover on rails

Hampton Loade featured an impressive display of motorcycles from the very early days up to the 1970s.

On the Sunday, Bridgnorth played host to the buses and commercial vehicles.

And if you were lucky, you caught a glimpse of special guest 'Plimsoll', the road-rail Land Rover, which travelled along the tracks from Bridgnorth



BR Standard 4MT 4-6-0 No. 75069 pulls up at Arley to allow passengers to alight and inspect the display of vintage cars and tractors parked at its front.



Classic cars on the concourse inside Kidderminster Town station.



Classics line the forecourt at Bewdley station on August 8.



Vintage motorbikes were the order of the day at Hampton Loade.



Icons of the 1950s and 1960s welcome visitors to Highley station.

to Kidderminster early on Saturday morning in the pouring rain.

Feedback has been positive from exhibitors and visitors alike, and hopefully, with the spread of Covid-19 having been reduced, we can look forward to greater freedom next year and more time to soak up the atmosphere of this annual event, weather permitting, of course.

As reported on page 12, from September 7 the SVR will resume hop-on hop-off services between stations again, offering the flexibility of traditional local train services.

However, with the pandemic still far from over at the time of writing despite vaccination levels among the population soaring, passengers will nonetheless still be asked to wear face masks and observe social distancing.



Look, no rails: A fleet of road steam engines outside Kidderminster Town station.



Vintage double and single-deckers outside Bridgnorth station.



Classic tractors awaiting visitors at Arley.

Charity 'bowled over' after HST125 locomotive nameplates raise £53,000

By Geoff Courtney

MORE than £53,000 has been raised for charity by train operating company LNER following the sale of 10 nameplates from the iconic HST125 diesel express trains, which have been in service for 45 years and are still in use with three operators.

Seven of the aluminium nameplates were sold at a GW Railwayana auction in November for £41,000, the highest single realisation being £13,900 for *Highland Chieftain* from power car No. 43308, and on July 24 three further plates were sold for a total of £12,300.

These three comprised *Spirit of Sunderland* from power car No. 43274, which went under auctioneer Simon Turner's hammer for £4600; *Lincolnshire Echo* from No. 43208, which fetched £4000; and *Bounds Green* from No. 43257 (£3700). No. 43208 was named after a weekly newspaper first published in 1893 and No. 43257 after a railway maintenance depot in north London.

The money is being donated by state-owned LNER to the Campaign Against Living Miserably charity (Calm), whose chief executive Simon Gunning said: "We have been bowled over by LNER's generosity. The money will go towards supporting our life-saving helpline that since lockdown has answered more than 197,000 calls."

LNER managing director David Horne said: "We know these pieces of railway history are sought-after and

we are delighted they have raised so much at auction.

"Calm's helpline has seen unprecedented levels of demand over the past 16 months and we are aware of just how important their work is."

The company has raised more than £300,000 for Calm since entering into a partnership with it three years ago.

Staggering

GW Railwayana's Simon Turner described the £53,300 raised at the two auctions as "staggering," adding: "There is huge interest in diesel nameplates and worksplates, especially for the Class 43 HSTs."

"LNER helped promote the sales with coverage on social media channels and its own website, and they have been a pleasure to work with."

The HST125 has become one of the most popular ever trains among passengers and railway staff since its introduction into service in 1976.

Nearly 200 power cars were built by British Rail Engineering at Crewe up to 1982, and a number of units are still operating with ScotRail, Great Western Railway, and CrossCountry.

Their 45 years (and counting) on the main line are a tribute to the soundness of the original design by Sir Kenneth Grange, and their longevity eclipses that of such steam locomotive predecessors as the iconic King, Merchant Navy, Princess Coronation and A4.



Record-breaker: NRM senior curator Anthony Coulls at Locomotion railway museum in Shildon with HST125 power car No. 43102, holder of the world rail speed record for diesel traction and now part of the National Collection. Nameplates from 10 of the class, which Anthony describes as "an absolute icon of engineering and design," have been sold for charity for more than £53,000. NRM

Fittingly, the HST has followed in the wheeltracks of the A4 by also becoming the holder of a world rail speed record. This was achieved by power car No. 43102, which is now preserved in the National Collection, when it reached 148.5mph with a test train between Northallerton and York on November 1, 1987 – the highest ever speed recorded by a diesel locomotive.

As reported last issue, power car No. 43159, which was also part of that train, is now at the Ruddington

Transport Heritage Centre on the newly-rebranded Nottingham Heritage Railway, having been acquired by the 125 Group.

Among many HST admirers is Anthony Coulls, senior curator of rail transport and technology at the NRM, who regards the class as the world's most successful passenger train ever and "an absolute icon of engineering and design".

→ See Geoff Courtney's railwayana column on page 80 for full details of the GW Railwayana auction on July 24.

Peckett's new whistle chimes with the public at Lincolnshire Coast Railway

A NEW chime whistle fitted to Peckett 0-6-0ST *Jurassic* drew extra passengers to the Lincolnshire Coast Light Railway as it reopened for business.

The former Southam cement works locomotive, Works No. 1008 of 1903, received the new whistle to replace one described by volunteer Chris Bates as "somewhat spluttery".

Having been unable to run any public trains in 2020, the three-quarter-mile line at Skegness Water Leisure Park reopened on July 24. On the second day of steam operation on July 31, Chris said: "Passengers told the railway's ticket clerk they could hear the melodic notes of the chime whistle as far away as Butlins and in neighbouring holiday parks and caravan sites! It certainly attracted substantial numbers to

ride the trains."

Butlins is half a mile from the line, with the other sites within a three-quarter mile radius.

The LCLR originally opened in 1960, 42 miles to the north at Humberston, becoming the first heritage line in the world to be built on a greenfield site – the second being the Ocean Beach Railway in Dunedin, New Zealand, which opened in 1963. Although the original LCLR closed in 1985, the track and rolling stock were kept in storage, and the line was rebuilt at Skegness, opening in 2009.

Jurassic, which had been the line's first working steam locomotive in 1961, returned to traffic in 2017 following a restoration supported by the National Lottery Heritage Fund.



The new chime whistle is visible on the cab spectacle plate of Peckett 0-6-0ST *Jurassic* on July 31, as it passes the new flowerbed created on the site of the Lincolnshire Coast Light Railway's former South Loop terminus. DAVE ENEFER/LCLR



Three birds of a feather: Kerr Stuart 1922-built 0-4-0ST Wren sisters *Lorna Doone* and *Peter Pan* worked together for the first time in 70 years when they starred in the Amerton Railway's recent steam gala. The pair worked for Devon County Council, and *Peter Pan* visited from the Leighton Buzzard Railway to run alongside Amerton resident *Lorna Doone* and Hunslet 0-4-0ST No. 3905 of 2008 *Jennie*, a modern-day copy of the Wren design. They are seen triple heading on July 17. ALISTAIR GRIEVE

Ivatt 2MT No. 46464 goes back on its wheels at the Strathspey

JUST a day after LMS 'Black Five' No. 5025 was relaunched at the Strathspey Railway, as pictured on our cover last issue, Ivatt 2MT No. 46464 was rewheeled.

The 2-6-0's frames were placed back on the driving wheels using the lifting jacks in Aviemore carriage shed on July 28. It is the first time the 1950 Crewe-built engine has been on its wheels in almost 20 years, having been dismantled in March 2002.

Previously based at Bridge of Dun on the Caledonian Railway, No. 46464 moved to the Strathspey in early 2020 to be completed in a joint effort between Aviemore shed staff and the volunteers of its restoration group, the Carmyllie Pilot Company.

Known as 'The Carmyllie Pilot' because of its regular work on the Carmyllie branch in BR days, it was purchased from BR by the late Ian Fraser in 1966. Initially kept at Dundee, it then went to the Strathspey, where it hauled the line's reopening train in 1978. However, it was withdrawn the following year with firebox problems and has not steamed since.

Ian Fraser moved it to the Caledonian Railway in 1989, but he died three years later. The Carmyllie Pilot Company was formed in 2000 to restore and

operate the engine. The group still has a workshop at Bridge of Dun, where a new ashpan is being constructed for the locomotive and work is being on other small parts, such as lubrication pipework and the atomiser that delivers oil to the cylinders.

The locomotive's boiler is under overhaul at Northern Steam Engineering of Stockton-on-Tees and expected to be finished within months, raising the possibility of a return to steam next year.

Robin Taylor, chairman of the Carmyllie Pilot Company, said: "It would be nice to think the engine will steam towards the end of 2022, but subject to all the usual caveats."

On July 29, the other Ivatt 2MT resident at Aviemore, No. 46512, was also lifted on the carriage shed jacks to drop its rear driving wheelset, for attention to the axleboxes and loose rivets on the axlebox horn guides.

This work is part of an intermediate overhaul, with the engine's boiler expected to have been hydraulically tested and returned to its frames by the time this issue goes on sale and a return to service anticipated in mid-September.

The railway will then have three steam locomotives available for traffic: No. 5025, No. 46512 and Caledonian Railway 0-6-0 No. 828.

Ivatt 2MT 2-6-0 No. 46464 in Aviemore locomotive shed, with recently outshopped 'Black Five' No. 5025, after being rewheeled on July 28. ROBIN TAYLOR/CARMYLLIE PILOT COMPANY



LNERCA stocks up on teak from a 'barn find'

By Roger Melton

THE LNER Coach Association has taken an unexpected opportunity to buy, at a very favourable price, a large quantity of top quality teak – about 20 tons – that has been stored in a barn in Essex since the mid-1990s.

It is planning to share its good fortune with several other groups restoring teak carriages who have expressed an interest in acquiring some of it.

Good quality teak in large sizes is virtually impossible to obtain now, so this is a particularly important find. Most teak now being imported is plantation-grown timber that is harvested at a relatively early stage of life and is hence of small size.

As part of the same deal, which has been financed by a very generous donation to the association, sufficient West African mahogany, or utile, has been obtained to completely rebuild the body frame of the LNERCA's unique NER open first No. 2118, the frame of which was built from this material. Although not needed yet, the cross-sections and lengths that are required are, like teak, becoming increasingly rare.

Progress on projects

The LNERCA is now making good progress with settling into its new home at Kirby Misperton industrial estate near the North Yorkshire Moors Railway, with good progress being made with kitting it out and two vehicles undergoing restoration in the building, as pictured in issue 282.

Thompson non-corridor lavatory composite CL No. 88339 is undergoing frame repairs prior to having its steel panelling refitted, while Gresley corridor third TK No. 23896, partly externally restored at Carnforth some years ago, is having new compartment bulkheads made and fitted.

In the Atkins Building, beside Pickering station car park, volunteers are making steady progress with the restoration of East Coast Joint Stock clerestory third class dining car No. 189, on which reproduction Lincrusta has recently been fitted and relief-gilded, giving the first hint of its former glory.

Helston volunteers excavate third cutting for third station

By Toby Jennings

HELSTON Railway volunteers have partially excavated their third infilled cutting – to build the line's third station in 1¼ miles.

An estimated 3000 to 4000 tonnes of spoil have been dug out of the cutting at Prospidnick to make way for a new northern terminus, which will replace the current temporary platform. Track has been laid to accommodate the BR General Utility Van and Park Royal Class 103 DMU that house the line's shop and buffet.

Approximately one-third of the 800ft-long, 15ft-deep cutting has been cleared and widened from single to double track for a run-round loop.

It was filled in with the spoil from the construction of a nearby farm complex in the 1970s, burying an overbridge in the process – but the remaining length will also be excavated for the future extension to Nancegollan.

Since work to rebuild the line commenced in 2005, two other cuttings have been dug out – one 20 feet deep just north of the intermediate station of Trevarno, and another between there and the southern terminus of Truthall Halt, which together accounted for about 5000 tonnes of spoil.

Helston Railway chairman James Packman said he expected the new Prospidnick station to be operational within about 18 months to two years.

The station is needed to cope with the increase in passenger numbers since steam operation commenced in 2018, which he said is "rapidly outgrowing" the current platform.

Having remained closed to the public throughout 2020, the railway reopened on July 28, using on-loan Peckett 0-6-OST Works No. 2000 of 1942 – the largest engine to work on the line in preservation so far, all the others having been four-coupled.

South of Truthall Halt, the railway is working to purchase sections of



Park Royal Class 103 DMU Nos. 50413 and 56169 at the northern end of the Helston Railway at Prospidnick, where a cutting has been partially excavated and a new station is planned. PHIL BARNES

trackbed towards Helston, with the latest stretch to be acquired leading to a fourth cutting infilled with a further 4000 tonnes of spoil.

The eventual aim is a three-mile line running from Water-ma-Trout, on the outskirts of Helston, to Nancegollan.



Visiting Peckett 0-6-OST No. 2000 of 1942 during crew training at the recreated Truthall Halt – the only original station on the rebuilt section of the Helston branch – runs on July 21 in preparation for reopening the following week. The Peckett was supplied new to the Sproughton sugar beet factory at Ipswich, entered preservation on the Nene Valley Railway in 1977, and has been based at Barrow Hill in recent times. PHIL BARNES



The Lough Swilly rescue train, hauled by one of the line's two 4-8-4T locomotives, on the viaduct, the day after the accident. DONEGAL RAILWAY HERITAGE CENTRE



The viaduct as it is today. Could the piers be used to support a new bridge to mark the centenary of the accident? HUGH DOUGHERTY

Memorial unveiled to commemorate Owencarrow railway viaduct disaster

By Hugh Dougherty

A MEMORIAL marking when a Londonderry & Lough Swilly Railway Letterkenny-to-Burtonport train was blown off its 3ft gauge rails as it crossed the Owencarrow Viaduct in an Atlantic storm, killing four passengers and injuring more, was unveiled on July 7 by the Creeslough Community Association.

The memorial is situated at Drimacarry Townland, close to the end of the viaduct at which the accident happened on January 30, 1920.

With both English and Irish versions, the memorial uses one of the pieces of stonework dislodged from the viaduct during the disaster, and includes a short section of rail and a broken wooden step, taken from coach No. 11 at the accident site and kept by a local family since.

The names of the victims – husband and wife Philip and Sarah Boyle from Arranmore, Neil Duggan, from Meenabunone and Una Mulligan from Falcarragh – are inscribed on the stone.

'Lasting link'

Association chairman Ben McFadden said: "We have long wanted to mark the worst accident in the history of the Lough Swilly Railway. "It had a very significant impact on our community.

"We're delighted to be able to unveil the memorial thanks to the



With the viaduct visible in the background, the memorial recalls those who died in the accident. CREESLOUGH COMMUNITY ASSOCIATION

generosity of many local businesses and benefactors as a lasting link with our local railway heritage."

Ben and the association are also looking at ways of raising the profile of the viaduct further as the centenary of the accident falls in 2025.

A local councillor has put forward a scheme to use the piers of the viaduct, which were left after demolition of the spans in 1949, as supports for a bridge in a scheme not dissimilar to Manx Government proposals to use the piers of the Isle of Man Railway's dismantled Glen Wyllin Viaduct as the basis of a new

bridge on the closed Ramsey line, also carrying a leisure-use path.

Coun John Sheamais O'Ferraigh said: "We already have parts of the Letterkenny to Burtonport line, including a section at Creeslough, developed as a walking, cycling and riding route. Restoring the viaduct as a bridge would be not just be a tourist attraction in its own right, but would link up the track bed again for leisure use.

"I've asked the council to consider the proposal, which would go a long way towards making the whole route between Letterkenny and Burtonport accessible again."



Midland Railway six-wheel Composite No. 358, being painted by Chris Smith in the Vintage Carriages Trust workshop at Ingrow. JOHN SAGAR

Coach's five-year restoration for Midland branch line

A MIDLAND Railway coach is nearing the end of a five-year restoration to run on a former Midland branch line at the Keighley & Worth Valley Railway.

The 1886-built six-wheeled Composite No. 358 is part of the Vintage Carriages Trust collection based at Ingrow West station.

The only Midland coach on the KWVR, it is also one of only three surviving MR six-wheel coaches still on its original underframe, the others being in the National Railway Museum at York and at the Midland Railway – Butterley.

Its bodywork is now being painted following the completion of extensive work on the chassis, including new steelwork and reconditioned springs.

Its seats have been installed, but the VCT is experiencing some difficulty in obtaining the correct pattern of material for the doors and walls of the first class compartments.

"We need to find someone willing to do a run of the fibre," said VCT trustee Ian Smith, "but just enough for one coach doesn't usually cut it, so we'll be working with others such as the Midland Railway – Butterley."

Gas lighting

Ending its days as a stores van for the signal and telegraph department at Edge Hill shed, the coach was acquired by the VCT in July 1968 and travelled to Keighley by rail. Since then, however, it was only cosmetically restored for use in several filming assignments, including the 1970 production of The Railway Children.

Having been stored outside for many years, it was brought into the workshop six years ago. "It took a year to dry out," Ian said, "so we've only been working on it for five years."

Parts of the coach's original gas lighting system – the cylinders and much of the pipework – were still in place. The fittings will be replicated, with LED lights inside.

So far, the restoration has cost £45,000, including a £10,000 grant from the KWVR Trust, with an estimated £25,000 needed to finish it.

"It's not far off," said Ian. "We might get it done next year if everything works out."

Worth Valley driver celebrates 50 years at the regulator

KEIGHLEY & Worth Valley Railway volunteer John Morris has celebrated 50 years as a driver on the line this summer.

John, universally nicknamed 'Doggy' for reasons now forgotten, was among the first young volunteers to train as a fireman on the KWVR after it reopened in 1968.

He was promoted to driver in the summer of 1971, and is still driving both steam and diesel locomotives on the line today, after 50 years' unbroken service.

A bus and coach electrician by trade, he also works on locomotive maintenance and did much of

the work to return BR 4MT 2-6-4T No. 80002 to steam more than 40 years ago. He was an examining



KWVR driver John Morris during a driving turn on S160 No. 5820 in July. JOHN SAGAR

fitter, certifying locomotives as fit to run, and served as the KWVR's diesel locomotive superintendent for many years.

One memorable event from his firing days occurred on Manchester Ship Canal 0-6-0T No. 31 *Hamburg*, whose coil springs on the trailing axle gave a lively ride when running downhill bunker-first.

On one particularly severe dipped rail joint, John's denture fell out of his mouth and disappeared through a hole in the cab floor.

The train carried on, but made a special stop on the return journey to recover the lost denture.

Government halts plans to infill historic railway bridges

By Robin Jones

PRIME Minister Boris Johnson has called a halt to plans by Government roads agency Highways England to fill in 69 disused Victorian railway bridges with concrete and demolish another 15 over the next five years.

The Whitehall move came after 159-years-old Great Musgrave Bridge in Cumbria was infilled by contractors using about 10,000 tons of concrete, blocking a trackbed which could one day be used to link the Stainmore Railway at Kirkby Stephen East with the Eden Valley Railway, thereby creating an 11-mile heritage line, as highlighted last issue.

The Historical Railways Estate, managed by Highways England on behalf of the Department for Transport, comprises about 3800 bridges, tunnels and viaducts, including 77 listed structures.

In a major U-turn on July 30, Transport Secretary Grant Shapps announced a new strategy to preserve redundant bridges under threat.

A Government cycling strategy document read: "We will consider whether more of our historic railway structures could be used for cycle routes or other transport purposes.

"There has been concern about the fate of a small proportion of the 3250 railway structures managed by Highways England.

"By the autumn, we will establish a formalised framework and engagement process for these structures to understand, in each case, whether there is a realistic prospect of it being used for active travel or other transport purposes in future; and to ensure that the views of local stakeholders, including active travel groups and the local authority, are fully taken into account.

"Until then, any infilling or demolition on these structures will be paused unless there is an immediate and emergency need to act on grounds of public safety."

Residents and local councils will also be given a greater say in whether the redundant bridges should be preserved.

However, it was not clear if the future of bridges that have already been infilled would be reviewed.

Mr Shapps said: "Millions of us have found over the past year how cycling and walking are great ways to stay fit, ease congestion on the roads and do your bit for the environment.

"As we build back greener from the pandemic, we're determined to keep that trend going by making active travel easier and safer for everyone."

Widespread opposition

Graeme Bickerdike, spokesman for the Historical Railways Estate Group, which has been formed to campaign for the retention of the bridges, said such infillings were "a scandalous wrecking ball" that would destroy any chance of turning redundant trackbeds into greenways for walkers and cyclists.

In the latest controversy, the South Downs National Park Authority, along with engineers and transport planners, condemned Highways England's plan to infill Stoke Bridge at Stoke Itchen, which spans the disused section of the LSWR line to Winchester, west of the Mid-Hants Railway's Alresford terminus.

The bridge is pencilled in for reuse as part of a 27-mile circular walking and cycling route linking Alresford, Kings Worthy, South Wonston and Sutton Scotney. The route is safeguarded against adverse development under a policy adopted in the park authority's Local Plan.



In a major about-turn, Lochanhead bridge on the former Stranraer to Dumfries line will now be repaired rather than infilled. HRE GROUP

In April 2020, the park authority ordered Highways England to apply for planning permission for the infilling, but instead the agency opted to undertake the work under permitted development rights. The facility permits temporary works to be carried out without planning permission in emergency situations presenting a serious threat of death or injury.

Both the park authority and the HRE Group questioned the claim that the bridge was in a dangerous state.

A statement from the park authority said it would be "questioning the use of emergency powers and strongly resisting this vandalism."

Following the July 30 Government intervention, however, Highways England confirmed that the planned infilling has been placed on hold.

Highways England has also backed down on its plan to infill a disused bridge at Lochanhead, which spans the former Dumfries-Stranraer line,

claiming such work was needed to avoid structural collapse.

The plans were announced in April last year and sparked a backlash from local people, engineers and railway campaign groups.

Repair plan

Highways England subsequently stated that it is planning to repair the former overbridge at the location, rather than infill it.

A Highways England spokesman added: "We are delighted to have a plan in place for Lochanhead bridge which will support the vision for the Dumfries-Stranraer line being brought back into use as an operational railway to improve freight connectivity.

"Bridges like Lochanhead have a wider social value, and as we're not funded to repurpose them, we welcome the opportunity to transfer these structures to other parties who are better placed to finance or rekindle the routes."

North Norfolk set to restore Bulleid Pacific trailing truck

NORTH Norfolk Railway Engineering is to restore the trailing truck for ex-Barry Merchant Navy No. 35011 *General Steam Navigation*.

The Bulleid Pacific, based at the Swindon & Cricklade Railway, is being returned to its original air-smoothed condition by the General Steam Navigation Locomotive Restoration Society.

The group said NNR Engineering tendered "a strong bid for the work with a high level of engineering detail that respects the historical

merit of the unique truck." *General Steam Navigation* is the only preserved MN with a fabricated trailing truck, these having originally been fitted to the third series of the class, Nos. 35021-30, while the others had cast trucks.

Funds are being raised through the 'Trailing Truck Transformers Club'. Details of this and other ways to help the project can be found at <https://35011gsn.co.uk>

Thanks to research by the University of Birmingham, the

group is also ready to move forward with a major part of the project – the replacement of the crank axle, the original having been removed before the engine went to Barry scrapyard in 1966.

Finite element analysis, conducted at the university under the supervision of Professor Karl Dearn, has concluded that A4T steel is suitable for the new axle, allowing the society to proceed to the final design stage before ordering the material.



The unique fabricated trailing truck from Merchant Navy No. 35011 *General Steam Navigation*, which was removed from the ex-Barry Bulleid Pacific in October 2020. GENERAL STEAM NAVIGATION LOCOMOTIVE RESTORATION SOCIETY



The 1:8 scale South African Railways Class 15F 4-8-2, built by Andrew Giffen, on display at the Guildford Model Engineering Society's annual gala. JAMES HAMILTON

South African Railways 15F 4-8-2 debuts at Guildford model engineering gala

THE popular Guildford Model Engineering Society's annual gala returned to Stoke Park on July 3/4 after having been cancelled last year due to the pandemic.

The star of the show was the 1:8 scale South African Railways Class 15F 4-8-2, built by Andrew Giffen, a South African who lives in Lincolnshire.

He is a member of the Grimsby & Cleethorpes Model Engineering Society.

A total of 255 15Fs were built between 1938 and 1948, many of them by the North British Locomotive Company, from where the 73ft-long 3ft 6in gauge engines were shipped and partly disassembled into

shippable component parts.

The 15Fs were used on anything from express passenger to shunting duties, and more than 30 are known to still exist.

Andrew's 5in gauge model, which is more than 9ft long, was started four years ago, before which he learned how to use CAD (Computer Aided Design).

He worked from 250 of the original drawings that are freely available on the internet.

The locomotive made its maiden run on the Saturday, and the Sunday saw it running faultlessly on passenger duties, driven by Harry Wilcox.

Destined for a life in Switzerland,

the locomotive was commissioned at a Guildford gala several years ago by Remo Bussola of Zurich, who saw it running for the first time at the gala.

Andrew already has plans for future projects, and was keen to show a smaller scale South African Railways Garratt locomotive model on display in the GMES members display marquee.

The society was founded in 1954 and moved to Stoke Park four years later. It now has more than 200 members from as far afield as continental Europe and North America.

The gala was visited by Guildford's Deputy Mayor, Coun Dennis Booth, on the Sunday.

Severn Valley pilots weed killer train

A NEW weed-killing train for the national network has been tested on the Severn Valley Railway.

The Smart Weed System Train, which arrived in mid-June, is a project by Bayer Environmental Science, GB Railfreight, Network Rail and several hi-tech start-ups.

A ROGS (Railways and Other Guided Transport Systems (Safety) Regulations 2006) exemption certificate was obtained from the Office of Rail and Road in order to allow 35mph running on the heritage line.

The train uses special on-board detection cameras and algorithms to detect the density and type of weeds along a railway line, and delivers a targeted, calibrated dose of herbicide at just the right time and place. It is the first of three which will go into service on the main line.

Teams from Bayer and the SVR worked an intensive programme of 12-hour overnight shifts for almost



Class 50 No. 50049 *Defiance* heads one of many run pasts by the Smart Weed System train, just north of Bewdley tunnel. MATT ROBINSON/SVR

three weeks during a complicated array of tests and recalibrations.

The first three nights were worked by home-based Class 50s Nos. 50035 and 50049, which were later replaced by GBRf Class 66s No. 66709 *Sorrento* and No. 66771 *Amanda*.

Tests were run over a 220-yard section of track between the Bewdley South Down Distant signal and the mouth of Bewdley tunnel. The Bayer team placed their own weeds at

strategic points on the track and on tarpaulins trackside, so they could determine the accuracy of the train's performance.

The system delivered plain water rather than herbicide.

Bayer's engineering manager, Manuel Celis, said: "We had great work from the SVR in this regard, and they were able to comply with all our requirements; we're really happy with the result."

IN BRIEF

→ ONE of the biggest transport collectors' fairs in the North East is returning. Held by the Samuel Ledgard Society, it is taking place at Pudsey Civic Hall, Leeds, from 10am to 3pm on October 30. Admission is £3. Up to 100 tables will be selling railwayana, bus, air, and sea transport memorabilia.

→ SENTINEL 0-4-0VBT Works No. 9622 of 1958 *Swansea Vale No. 1* has moved from the Teifi Valley Railway to the East Kent Railway for restoration. Owned by an EKR member, its boiler has been lifted out of the frames for overhaul.

→ ON July 9, Clwyd South MP Simon Baynes visited the Old Tramway Engine Shed in Glyn Ceiriog and met with The New Glyn Valley Tramway and Industrial Heritage Trust volunteers – after which he and his wife Maggie became joint members to support the group.

The Craft of the Fireman

IN OUR feature in issue 272 on the Mortons Book publication *The Craft of the Fireman*, the author, Trevor Matthews, has requested we clarify the following points:

Mr Matthews was not the author of the article.

All grammatical errors are the responsibility of the publication.

On page 91 column 1, paragraph 5, line 6 'to be tanked' should read 'to be tackled'; pg 91, col 1, par 6, line 3 'the number of interfaces runs were into four figures', the word 'were' should be deleted; pg 91, col 2, par 1, line 1 'colourful volume' should read 'calorific value'; and pg 91, col 2, par 4, line 8 'sheet tonnage' should be 'sheer tonnage'.

PRE-ORDER ISSUE 285

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Help get unique N7 back in steam for its 100th birthday

By Robin Jones

A £100,000 appeal to restore GER N7 0-6-2T No. 69621 to steam in time for its centenary in 2024 has been launched by the East Anglian Railway Museum.

Ordered by the GER as No. 999, it was the last locomotive built at Stratford, and it entered traffic with the LNER on March 19, 1924.

One of a class of 134, under the LNER, it first became No.999E and then, on March 31, 1926, No. 7999.

Intended for the heavy suburban trains out of Liverpool Street to Chingford and Enfield. It was given a new Gresley round-top firebox in the summer of 1947, and was reclassified as N7/4 No. 9621. Under BR, it became No. 69621.

Withdrawn on September 11, 1962, it was bought by the Middleton Railway saviour, the late Dr Fred Youell. It arrived at Chappel & Wakes Colne in September 1973, but restoration did not start until 1981 and took eight years. It starred in the Southend centenary

celebrations of August 1989, also making appearances at Colchester, Cambridge and Stratford, before taking part in London Underground's Steam on the Met event in 1992.

Its boiler certificate expired in 1999, and it was then overhauled by the North Norfolk Railway, where it operated for five years.

It returned to the EARM for the centre's 40th anniversary in 2011, after which it went to the Churnet Valley Railway until its boiler ticket again expired in 2015, having also visited several other heritage lines. It returned to the EARM that September.

The boiler was removed last August, and signwriting took place in April.

Appeal for supporters

Now the museum is appealing for supporters to sponsor components such as a crown stay, smoke tube or flue tube. Component sponsorship starts at £35, with 800 parts available.

A flue tube sponsorship (18 are



N7 0-6-2T No. 69621 passes Swithland Reservoir with a passenger service on April 19, 2009, during a visit to the Great Central Railway.

DUNCAN HARRIS/CREATIVE COMMONS

available at £680 each) will be rewarded with a complimentary half-day train driver experience on the locomotive. It is also possible to donate sums as small as £5.

EARM considers No. 69621 to be the largest and most important item in its collection.

→ For more details of the appeal, visit www.earm.co.uk/n7_resto_appeal/



North British-built GMAM Garratt No. 4114 on the low-loader at Bloemfontein, ready for the move to Sandstone. DAVE RICHARDSON

Giant British-built engines on the move in South Africa

By John Titlow

WITH the security situation worsening in South Africa, the Sandstone Heritage Trust has moved its four 3ft 6in Cape gauge steam locomotives, two water tanks and historic crane from the railway shed at Bloemfontein to Sandstone Estates, near Ficksburg in the Orange Free State, for safekeeping. Bloemfontein shed has been home

to the country's reserve museum collection, but with little security and most of the site unfenced, vandalism and the removal of parts was causing great concern.

The railways in South Africa have suffered considerably from the theft of signal cables and overhead catenary during the Covid-19 lockdown; even rails have been stolen, causing derailments.

The four locomotives, moved 140 miles by road in August, were Krupp 19D 4-8-2 No. 2654; North British Class 24 2-8-4 No. 3688; North British Class 11 2-8-2 No. 929; and the largest, a GMAM Garratt 4-8-2+2-8-4 No. 4114 built by North British, Glasgow, in 1957 and weighing about 190 imperial tons. It had been in store for more than 20 years. At 93ft 10in, the GMAM was transported on an

18-axle flatbed low loader, each axle having four wheels. The crane was built by Cowans, Sheldon and Co of Carlisle in 1890.

All will be cosmetically restored, with the GMAM positioned at the entrance of Sandstone Estates, as the site specialises in 2ft gauge and does not have any 3ft 6in gauge track to run them on. Further details will appear next issue.



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PRINCESS ALEXANDRA



PENDENNIS CASTLE BACK IN STEAM AFTER 27 YEARS!

Once dubbed “the most powerful express passenger locomotive in Britain” when lined up alongside none other than *Flying Scotsman*, No. 4079 *Pendennis Castle* steamed again at Didcot Railway Centre on Friday, August 13 – decades after being repatriated from Australia, reports **Robin Jones**.

It seems almost like yesterday when, on Saturday, June 8, 2000, I met up with Adrian Knowles, of the Great Western Society, at Portbury Dock near Bristol, watching with bated breath the unloading of the Wallenius Wilhmsen roll-on roll-off cargo ship *Toba*.

It was about 3.30pm and we had a grandstand view from a parked trailer of the distinctive outline of a Swindon-built classic emerging from the murky depths of the ship's hold.

It was GWR 4-6-0 No. 4079 *Pendennis Castle*, which was on the last lap of a 20,000-mile journey home from the far side of the planet. Five days later, the load was cleared by customs officers and taken by low loader to begin a new life at Didcot Railway Centre in the ownership of the society where its preservation story began in 1964.

A painstakingly thorough restoration that lasted more than 21 years since that Portbury touchdown has seen *Pendennis Castle* emerge from the Didcot shed to undergo the first of its static steam tests for insurance purposes. The boiler, main steam pipes, header and other major pressurised components had already undergone tests.

All being well, No. 4079 was scheduled to appear in the second of the society's 60th anniversary gala events, Didcot's August 28-30 bank holiday steam up, after we closed for press. For the event, it was lined up to make limited light engine moves but not haul passenger trains until further thorough checks and running-in are completed.

Now headlining those anniversary year celebrations, *Pendennis Castle* is all set to reprise its role as an ultimate Swindon icon.

No. 4079 was the seventh of GWR chief mechanical engineer Charles Collett's 171 Castles to be built, and was completed at Swindon in February 1924. Incidentally, September 10 this year marks the 150th anniversary of Collett's birth.

It was named after Pendennis Castle near Falmouth, one of Henry VIII's chain of forts built around the south coast to protect England from a French invasion.

No. 4079's claim to fame dates from 1925, when the GWR loaned it to the London & North Eastern Railway for trials against Sir Nigel Gresley's new Pacifics – which included No. 4472 *Flying Scotsman*.

Heading 16-coach trains on the East Coast Main Line, No. 4079 outperformed its larger rivals. Competing against the larger A1 No. 2545 *Diamond Jubilee*, it made the ascent from King's Cross to Finsbury Park regularly in less than six minutes, better than anything the Pacifics offered at that stage.

Pendennis Castle was also shown to be more economical in both coal and water on the test runs.

The LNER sent A1 No. 4474 *Victor Wild* to the GWR in exchange for comparative trials, but it would not match the Castle's performance on the Plymouth run.

Before returning to the GWR, *Pendennis Castle* attended the second Wembley Exhibition between May and October 1925, cheekily displayed by the GWR next to *Flying Scotsman* with a notice proclaiming it to be the most powerful passenger express locomotive in Britain.

Its exploits then became the talk of every schoolboy in Britain.



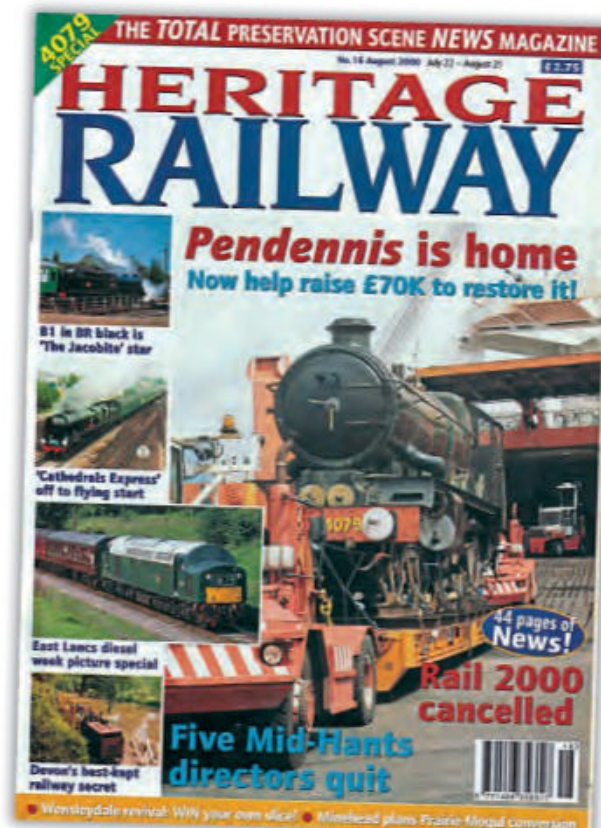
No. 4079 *Pendennis Castle* rounds Didcot West Curve with a Stephenson Locomotive Society special from Swindon to Birmingham on April 26, 1964. MORTONS RAILWAY MAGAZINE ARCHIVE/DA ANDERSON



The whistle of GWR 4-6-0 No. 4079 *Pendennis Castle* blows as it undergoes its first steam test outside Didcot Railway Centre's locomotive shed on August 13. FRANK DUMBLETON



Above: Every schoolboy's dream machine, a sepia postcard view of No. 4079 *Pendennis Castle* in GWR days.
ROBIN JONES COLLECTION



Right: *Pendennis Castle's* homecoming, as covered by *Heritage Railway* in 2000. MORTONS MEDIA LTD





No. 4079 Pendennis Castle heads the 'Talyllyn Railway Special' out of Wolverhampton Low Level station on September 25, 1965.
MORTONS RAILWAY MAGAZINE ARCHIVE/LA NIXON



No. 4079 at Worcester motive power depot on August 8, 1966, after working a Paddington-Swindon Ian Allan special. MORTONS RAILWAY MAGAZINE ARCHIVE/NORMAN PREEDY

Saved by molten firebars?

As highlighted in our 60th anniversary feature in issue 282, the Great Western Society was formed by four schoolboys in 1961 who set out with the aim of preserving a Collett 1400 class 0-4-2T.

Three years later, having successfully purchased several items of rolling stock, the society was thought by supporter Mike Higson, owner of The Roundhouse bookshop at Hatch End, to be in favour with BR. Mike, a former LMR fireman, asked the then society chairman Ken Williams to negotiate the purchase of a Castle because BR's higher echelons had previously refused Mike's own application.

So early in 1964, Ken and Mike talked about which Castle would be the best one to preserve. They proposed Nos. 4079 *Pendennis Castle*; 5029 *Nunney Castle*; 5051 *Earl Bathurst*; 5057 *Earl Waldegrave*; 7011 *Banbury Castle*; 7019

Fowey Castle; No. 7027 *Thornbury Castle*; 7029 *Clun Castle*; and 7032 *Denbigh Castle*. After much research, Nos. 4079, 7011, 7019, 7029 and 7032 were shortlisted.

On April 24, 1964, a letter was sent to BRB asking for a price, together with a request for an autococh and three wagons for the GWS.

However, the hand of fate might well have played a part in the unexpected survival of No. 4079.

May 9, 1964 was the 60th anniversary of *City of Truro*'s unofficial 100mph 'first', and publisher Ian Allan Ltd was arranging a Paddington-Plymouth special via Bristol hauled by Castles, as No. 3440 was at that time a static exhibit inside Swindon Museum. The selected engines were Nos. 4079, 7029 and 5054 *Earl of Ducie*, with standby locomotives Nos. 7025 *Sudeley Castle*, 7008 *Swansea Castle* and 7023 *Penrice Castle*. Specially-selected best Welsh coal was provided for the Castles, which

were thoroughly prepared with boilers washed out and tender water tanks cleaned, and two firemen allocated to each.

City of Truro may have been absent, but *Pendennis Castle* appeared from the start – determined to be ready to wear its fabled mantle for the occasion.

After hitting 97mph, No. 4079 dropped its fire on to the track; the coal was too hot and had melted the firebars. This failure caused severe damage to the driving wheel axleboxes and the engine was immediately condemned.

It has been conjectured that the choice of high quality, very hot burning coal and the high rate of firing may have contributed to No. 4079's failure.

At Westbury, it was exchanged for No. 6999 *Capel Dewi Hall*. On the return from Exeter to Bristol, *Clun Castle* completed the journey four minutes faster than *Truro* had allegedly done.

Poor *Pendennis* seemed to have become a prime candidate for the cutter's torch at it stood dumped at Westbury. However, its stricken condition and isolation may well have lowered the asking price to below that of the other Castles under consideration.

A new approach was made to BR in a letter dated May 28, 1964, requesting a price for No. 4079. A reply dated June 30, 1964 quoted £1750 for No. 4079 in the condition in which it stood, plus extra for repairs at Swindon.

The deal was struck, but it took seven months for No. 4079 to be moved to Swindon, where it was overhauled to a high standard and outshopped in March 1965.

No. 4079 was then moved to Southall and appeared at one of the first pre-Didcot society open days at Taplow, Buckinghamshire, in September 1965.

In 1967, Mike sold *Pendennis Castle* to Pat Whitehouse, who had helped save the Talyllyn Railway in 1951 and become one of the pioneers of the heritage railway sector, later signing a lease of part of the Tyseley roundhouse depot which evolved into today's Tyseley Locomotive Works.

However, Pat was asked by the seller to retract his offer, as two other enthusiasts – the late Bill McAlpine, the multi-millionaire construction company supremo, and his friend John Gretton had made a higher bid.

Pat agreed, but diverted his attention to *Clun Castle*, which had also hauled the final BR-era steam working out of Paddington on June 11, 1965 (on November 20, 1965, *Pendennis Castle*

"From the start, the overhaul of No. 4079 was an all-volunteer project, carried out by members of a 20-strong pool working every other Saturday, as opposed to a big chequebook exercise."



***Pendennis Castle* passes Southcote Junction en route from Paddington with the first leg of the fabled Ian Allan high-speed railtour of May 9, 1964, arranged to mark the 60th anniversary of *City of Truro*'s unofficial 100mph 'first' and the swansong of Western Region steam. Sadly, No. 4079 failed at Westbury after reaching 97mph, was pronounced a failure and dumped – but nonetheless managed to escape the cutter's torch.**
COLOUR-RAIL.COM



Pendennis Castle at Chester during the Ian Allan 'Birkenhead Flyer' railtour on March 4, 1967. COLOUR RAIL.COM

became the last Castle to arrive in Paddington before the end of BR steam).

Pat and fellow Dart Valley Railway director John Evans made up the shortfall in a fund set up to buy No. 7029, transferring the locomotive to a new company, 7029 Clun Castle Ltd. No. 7029, and *Pendennis Castle* was used on specials in the first weekend of March 1967 to mark the closure of Birmingham Snow Hill station and the GWR through route from there to Birkenhead.

Under its new ownership, No. 4079 was initially based at Didcot before the society moved in. In 1971, after BR relaxed its post-

1968 near-total main line steam ban (only *Flying Scotsman* was the exception), *Pendennis Castle* was among the first wave of preserved locomotives to be allowed back on the national network.

It was included in a list of 23 preserved locomotives approved for main line running, on just five routes — one of which was Birmingham-Didcot.

No. 4079 moved to Market Overton in Rutland in 1972. On April 6, 1974, No. 4079 was reunited with No. 4472 *Flying Scotsman* for two steam specials, working a return trip from Newport to Shrewsbury.

Sold to Australia

By 1977, Bill McAlpine had become sole owner of No. 4079, which was in storage and awaiting repairs at the former Steamtown museum in Carnforth — today the base of West Coast Railways.

The heritage sector was shocked when Bill — who four years earlier had repatriated the stranded *Flying Scotsman* from California as rumours circulated that it could be cut up — decided to sell No. 4079 to Western Australian mining concern Hamersley Iron.

Sir Russell Maddigan, managing director of the Rio Tinto Zinc Corporation, parent



No. 4079 rounds the curve at Saltney with the return Ian Allan 'Birkenhead Flyer' on March 4, 1967. MORTONS RAILWAY MAGAZINE ARCHIVE/BA WYNNE



The first time that *Pendennis Castle* underwent restoration at Didcot, pictured on September 20, 1969, two years after the motive power depot was taken over by the Great Western Society. MORTONS RAILWAY MAGAZINE ARCHIVE/DAVID M SMITH



In June 1978, *Pendennis Castle* was craned on to *MV Mishref* at Avonmouth's Royal Albert Dock prior to departing for Australia. It would be back, returning to Portbury Dock on the far side of the Bristol Avon estuary, 22 years later. COLIN MOMBER

company of Hamersley, promised to acquire a steam locomotive for use by a group of his workers; two years earlier they had formed the Pilbara Railways Historical Society, on the company's 240-mile line across the desert landscapes between Dampier, Tom Price and Paraburdoo.

Hamersley had already given the society a collection of redundant diesels to get it started, but found difficulty in obtaining a standard gauge steam locomotive because the majority of Australian systems were 3ft 6in or 5ft 3in gauge.

Originally, Maddigan offered to buy No. 4472 but settled for No. 4079 and had it restored to working order by the Carnforth workforce. The job involved boiler repairs and a new smokebox tubeplate.

Pendennis Castle made its farewell UK tour from Saltley to Didcot on May 29, 1977, before running from Dorridge to Avonmouth Docks two days later. It was loaded on to *MV Wishref*, which sailed on June 4.

On March 26, 1978, *Pendennis Castle* was towed 100 miles and loaded aboard the *Iron Baron* for the voyage to the Pilbara. Unloaded

at Dampier on April 29, 1978, it was handed over to the Pilbara society a week later.

Its first passenger trip in Australia was a school outing for 60 children on November 7, 1978, with a 5000-gallon water tank coupled behind it.

No. 4079 underwent modifications in 1980 and was used for excursion trains on the company's ore-carrying railways.

After further modifications, it was moved 1050 miles by road to Perth for an historic reunion with *Flying Scotsman*, which was undertaking a tour of Australia as part of the country's bicentennial celebrations, on September 17, 1989.

During the 1990s, after various difficulties and with the expiry of the boiler certificate, *Pendennis Castle* made a final run in October 1994.

Hamersley Iron was not prepared to pay a repair bill of 240,000 Australian dollars, and repairs were becoming uneconomical after fully electronic signalling was installed on the Hamersley system in 1994. Accordingly, the locomotive was stored for several years.

Aware of its immense heritage importance, Rio Tinto began looking for a new home for No. 4079.

A preliminary inquiry was made in September 1998 to Nick Pigott, then editor of *The Railway Magazine*, now a sister title to *Heritage Railway*.

Nick wasted no time and immediately contacted Adrian Knowles, who was at Goodwood races that day. Adrian sprang into



***Pendennis Castle* at Marchbrook on April 6, 1974, when it hauled Flying Scotsman Enterprises' 'Western Mail Steam Special' from Newport to Shrewsbury and back again. COLOUR-RAIL.COM**



Seeing daylight in its home country again, No. 4079 emerges from the hold of cargo ship *Toba* at Portbury Dock on July 8, 2000. ROBIN JONES



Engine and tender reunited on the Portbury quayside prior to movement by low loader to Didcot for the start of a marathon restoration. ROBIN JONES

action, and prepared a case for Didcot Railway Centre having the locomotive.

Rio Tinto plc visited Didcot and was so impressed by the facilities on offer and the achievements clocked up by the society since 1961 that it decided this was the perfect future home for No. 4079.

Once shipping was arranged, helped by an extremely welcome fast-track Heritage Lottery Fund grant of £37,300 that covered 75% of the cost, No. 4079 departed from Fremantle on Easter Sunday 2000, on board the roll-on roll-off container ship *Toba* for the long voyage home.

Taking the opposite way to its outward journey, No. 4079 travelled via the Pacific Rim, the Panama Canal, the Eastern Seaboard of the USA and across the Atlantic – making it the first 4-6-0 to circumnavigate the world, and only the second steam locomotive to do so after *Flying Scotsman*.

The long road back

Once *Pendennis Castle* was safe and secure on British soil, speculation mounted as to when it would run again.

At first, it was placed on public display at Didcot, complete with a coat of Australian red

desert dust, while some internal parts were removed for overhaul.

At first it was hoped to have it running again by 2004, the 40th anniversary of that landmark Ian Allan railtour in 1964. When that did not happen, 2007 became a target date, marking not only the 1967 railtours but the sale to Australia in 1977.

It was later hoped that it could run in 2014 to mark the 50th anniversary of the Ian Allan tour, and then haul a special in 2017 to remember the end of the Castles in BR service 50 years on. Again, nothing came of any of these aspirations.

From the start, the overhaul of No. 4079 was an all-volunteer project, carried out by members of a 20-strong pool working every other Saturday, as opposed to a big chequebook exercise.

Only a handful of jobs were contracted out, including tyre turning and specialist welding to a crack in the cast iron smokebox saddle.

Project manager Drew Fermor said the team was determined to complete the project to a high standard while keeping costs down.

The boiler was lifted from the frames in 2003 and temporarily returned 12 years later to attach pipes and other fittings. In 2016, the

team concentrated on cladding the boiler, which had previously been carried by No. 5086 *Viscount Horne*. In 2018, the society's board decided not to register any of its locomotives for main line running, on the basis that a more reliable revenue stream would result from hiring them out to other heritage lines.

Furthermore, essential and very expensive modifications to enable them to run on today's national network, such as lowering of cabs and fitting TPWS, OTMR and other requirements, would denigrate their original and authentic appearances.

It is conjectured that *Pendennis Castle* may spend the next season or two running on Didcot's lines before being hired out, but any hopes that it may one day head main line specials again appear to have been permanently extinguished.

A society statement said: "There's no doubt that the repatriation of *Pendennis Castle* has warmed many hearts that were saddened when the engine left for Australia. Its contribution to the status of the Didcot collection is beyond question and future generations of preservationists will have good reason to remember the generosity of Hamersley Iron and Rio Tinto with gratitude." **HR**



Above: One of the biggest engineering tasks on *Pendennis Castle*'s restoration, apart from the boiler, was relining the valves and cylinders, work which was contracted to Bryn Engineering of Wigan. In December 2010, John Marrow and Duncan Ward, of Bryn Engineering, were at Didcot Railway Centre to clean and measure the valve and cylinder castings on the locomotive, before machining to size the liners, which had already been cast, and later returning to shrink fit them. Duncan is seen here pushing the front valve liner into the left-hand outside cylinder of No. 4079, after it had been shrunk in liquid nitrogen. FRANK DUMBLETON

Left: Still in the works at Didcot on August 1, *Pendennis Castle* waits to have its pipework completed and cab roof lifted back into place. GARETH EVANS



HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

The Great Western Society, believed to own the world's biggest collection of locomotives from a single railway company, has been celebrating its 60th anniversary at Didcot Railway Centre. Pictured on July 8 are most members of the steam fleet positioned around Didcot shed.

GWR 4-6-0s Nos. 5900 *Hinderton Hall*, 5051 *Earl Bathurst*, 6023 *King Edward II* and 2999 *Lady of Legend*, 2-6-2T No. 5572 and 2-6-0 No. 5322, head a line-up which also includes 4-6-0 No. 7808 *Cookham Manor*, 2-6-2T No. 6106, 0-6-2T No. 6697, Avonside 0-4-0ST No. 1340 *Trojan*, 0-6-0PT No. 3738 and Kitson 0-4-0ST No. 1338. DON BISHOP



Hastings DEMU heads to Faversham

ENCOURAGED by the loadings of a series of trains run between Eastbourne, Hastings and Tonbridge on August 7, Hastings Diesels Limited has announced a second outing for its unique six-car DEMU No. 1001, running from Hastings to Faversham via Canterbury East.

Timed to depart Hastings at 11.5am on Saturday, September 11, the 'Faversham Flyer' calls at Rye, where, because of the short platform, passengers are advised to board by the first coach, then Ashford International, and Canterbury East, arriving at Faversham at 1.10pm.

The promoter said HDL is reducing Covid-19 precautions in line with the gradual relaxation of national restrictions. "We ask passengers to wear a face covering except when seated. An endeavour will be made to provide some social distancing in the seating arrangements, with single individuals possibly seated diagonally opposite one another in a bay of four seats," he said. A limited Club Class service will be available, comprising tea or coffee, sandwiches for lunch and on the return journey, and a pre-prepared ploughman's supper with wine. The buffet car will be open to Standard Class passengers.

Following a two-hour break, the DEMU leaves Faversham at 3.32pm, reaching Hastings at 5.30pm. Standard Class fares are from £40 to £47.

HDL said that tickets are sold subject to its code of conduct and adherence to Covid-19 precautions. Children under 16 must be accompanied by a responsible adult.

'Duchess' to haul extra Vintage Trains outings

By Robin Jones

LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* is booked to haul two extra tours which have been added to the Vintage Trains autumn schedule.

With 10 journeys already planned between the end of September and mid-December, the Tyseley-based Train Operating Company has added a day trip to Chester on Saturday, November 27 and an additional visit to York Christmas Market on Wednesday, December 15.

The Chester train will stop at Tamworth, Burton, Leicester, and Nuneaton, and run via the West Coast Main Line and Crewe.

VT added a second York Christmas tour as the first has nearly sold out.

Duchess of Sutherland will replace GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, which is still undergoing its 10-yearly boiler overhaul at Tyseley. No. 6233 and Tyseley flagship GWR 4-6-0 No. 7029 *Clun Castle* will now be the locomotives hauling all of the remaining Vintage Trains steam trips in 2021.

A spokesman said: "Despite the difficult circumstances that the entire hospitality and transport industry are encountering throughout Britain, VT has received a positive reaction to its autumn and winter calendar, which starts with a Stephenson Locomotive Special on September 25."

The trip, the first Stephenson Locomotive Society Swindon special for more than 25 years, celebrates the 70th anniversary of the once annual SLS special trains originating from Birmingham and organised by Arthur 'Cam' Camwell, the society's Midland branch secretary.

Clun Castle is set to return to traffic in September after suffering a mechanical mishap at Tyseley.

Steam leak

No. 7029 successfully passed its annual independent insurance steam test and several additional depot tests with no issues before it was declared fit to run, and the appropriate certificate was sent to Control on July 26.

However, early that evening, a previously non-existent steam leak became apparent within the smokebox and, on an initial examination, it became clear that it emanated from the superheater header. "This was a most unusual occurrence, never before experienced at Tyseley during the entire heritage era," said a spokesman.

"Work has begun to remove the superheater header for examination.

"This will require a considerable amount of dismantling within the



Above: GWR 4-6-0 No. 7029 *Clun Castle* undergoing repairs inside Tyseley Locomotive Works following the superheater header mishap on July 26. VT



Left: Placing the welfare and safety of its passengers first and foremost, Vintage Trains has installed social distancing screens in all of its Pullman carriages. ROBIN JONES



The failure of *Clun Castle* left the July 29 launch of this season's 'Shakespeare Express' to be handled by Class 20 No. 20189 and Class 47 No. 47773. The Class 20 is pictured at Birmingham Moor Street prior to departure. CHRIS MILNER

smokebox, which will be time-consuming.

"Once the header has been examined, our workshop will then undertake such remedial work as required. We do not anticipate any changes to *Clun Castle's* booked tours from September onwards."

Meanwhile, VT's Class 47 No. 47773 underwent a successful test run from

Tyseley to Stratford-upon-Avon on July 27, outward via Henley in Arden at speeds up to 60mph and returning via Solihull at up to 75mph.

In the consist was Pullman car *Eagle*, which made its first main line run in Vintage Trains' ownership.

For more details about VT's schedule, visit <https://vintagetrains.co.uk>

PRE-ORDER ISSUE 285

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Bulleid Merchant Navy Pacific No. 35018 *British India Line* crosses Ribbleshead Viaduct with the Railway Touring Company's 'Waverley' on August 8. This picture was taken just after the ashes of the late David Rodgers had been placed in the firebox. Global steam tours expert David, 70, one of Britain's top lineside photographers, died at his home in Huddersfield on January 9, 2021, as reported. EDDIE BOBROWSKI

Covid-19 'pinging' hits charter trains

By Cedric Johns

ALTHOUGH the Government's anti-virus restrictions have been considerably eased, the ongoing Covid-19 pandemic has recently hit the charter train business hard by causing plans to be changed at the last moment or, in extreme cases, the cancellation of trips.

Whereas popular lineside rumours attribute the non-appearance of whole trains or particular locomotives to motive power failures, in three recent cases trips have been affected by train staff being forced to isolate after being 'pinged' by the Government's Covid-19 app.

'The Here There and Everywhere' mini tours by Pathfinder Tours, which were planned to run on July 30/31, were cancelled when operator DB

Cargo advised it was unable to fulfil its commitment. A spokesman said: "Due to an increase in the number of colleagues either off ill or self-isolating due to Covid-19, it is with regret that DB Cargo UK has had to cancel a planned two-day charter service.

"This is not a decision taken lightly and we would apologise sincerely for the disappointment and disruption caused to Pathfinder's passengers.

"We, DB Cargo, will work with Pathfinder to rearrange the planned charter as soon as is practically possible."

'Pingdemic'

Elsewhere, a Steam Dreams trip from London Victoria was cancelled when, ready to run a well-loaded train to the Dorset coast on Sunday, July 31, train

operator West Coast Railways contacted the tour promoter to say it could not provide a train crew because of staff self-isolating after also being pinged.

Such situations cause the promoter a sudden and unexpected extra burden on its resources when hundreds of passengers have to be advised within days – or sometimes only hours – that a particular trip had cancelled.

Steam Dreams has said it hopes to re-date the train by mid-September at the latest, or alternatively postpone it until next year.

The Railway Touring Company was the third promoter – along with many linesiders – to suffer disappointment when its 'Dorset Coast Express' was denied the appearance of U class 2-6-0 No. 31806 heading the train over the 60

miles from Weymouth to Southampton on the return leg for similar reasons on August 19.

Jubilee debut

Operated by West Coast, the Down morning train looked impressive with LMS Jubilee No. 45596 *Bahamas* making its debut along the Dorset coast, although spectators at one passing station were frustrated when a London-bound 10-car South Western Railway train stopped long enough to prevent any view of the green 4-6-0.

Similar pinging problems have also affected public services. Great Western and South Western railways have been issuing daily bulletins advising travellers to check departures for delays or cancellations because of staff shortages.

K1 is withdrawn with worn tyres

By Roger Melton

THE North Eastern Locomotive Preservation Group's LNER K1 2-6-0 No. 62005 has been withdrawn from 'Jacobite' services because of excessive tyre wear.

The wear has reduced its driving wheel flanges to close to the minimum permissible size, with insufficient tread depth remaining to allow the tyres to be turned to restore the flanges to an acceptable size.

It had previously been hoped that the tyres would last the current season out, but the wear rate has been excessive due to weather conditions this year.

What little life was left in the profiles has been expended in moving the locomotive to Carnforth, where a planned 10-yearly overhaul will begin earlier than planned and will of course

include retyring the driving wheels. It will be the fifth time in the heritage era that its wheels have been retyred, which is by far and away a preservation record, illustrating the arduous nature of working on the West Highland line.

It had always been planned to carry out the overhaul over the coming winter, with the aim of restoring the K1 to the 'Jacobite' as soon as possible.

The unexpected extra few months should give the NELPG volunteers, aided by West Coast Railways staff, some breathing room for achieving that aim.

The NELPG board has given approval to carrying out the overhaul to main line standards, and is expected to cost around £400,000.

This decision will have to be ratified by the membership via a special general meeting.

Princess Elizabeth failed with a leak

LMS Stanier 4-6-2 No. 6201 *Princess Elizabeth* has been stopped at Carnforth for a boiler examination.

Having completed four trips with Northern Belle, the engine was set to undergo its fitness exam on July 23 for its next booking, taking the 'Belle' over the Settle and Carlisle line the following day, when the telephone rang. Princess Elizabeth Locomotive Society chairman Clive Mojonnier said it was engineering manager Chris Beet, to say that the locomotive "had been failed due to a water leak."

Clive said: "Until I have seen the boiler inspector's report, I will not join lineside speculation as to the cause of the problem."

The trip was worked the following day by A1 4-6-2 No. 60163 *Tornado*.

Once aware of No. 6201's failure, West Coast moved quickly to negotiate the use of the A1 for the trip and subsequent departures.

Meanwhile, a new book published by Clive giving the complete history of No. 6201 is being published.

Due out before the end of the year, the hardback contains more than 200 pages of historic details and pictures.

It is available to society members for £25 if ordered prior to publication or £28.50 afterwards.

Cheques for £25 should be made to Clive Mojonnier and sent to: 39 Newton Street, Millom, Cumbria LA18 4DR. All proceeds go towards the ongoing upkeep of *Princess Elizabeth*.

Steam Dreams announces pre-Christmas tour itinerary

By Cedric Johns

DESPITE the difficulties experienced because of Government-imposed restrictions on everyday life – and heritage rail travel – Steam Dreams has announced its pre-Christmas itinerary.

Marketing executive Claire Newton said: "The season kicks off with a trip starting from King's Cross behind *Tornado* on November 18, bound for the award-winning St Nicholas Fair in York.

"On November 30, Bath's Christmas Market departs from London Victoria, with the A1 again working the train.

"As we head into December, we will be offering day trips to Lincoln's popular Christmas market from London, probably King's Cross, on December 5, and also a trip from Southend and subsequent stations to Oxford on December 9, with opportunities for passengers to visit the Christmas market and join in carols in one of the university town's oldest churches."

All these day trips are booked for steam haulage by A1 Pacific No. 60163 *Tornado*. The festive season will end with a series of trips from London Victoria

featuring 'Santa Steam Express' and 'Christmas Steam Express' trains, on December 13, 20 and 22.

Windsor trains end early

Meanwhile, the owning director of Steam Dreams, David Buck, decided to terminate the London Victoria-Windsor trains a week earlier than originally planned. The final departures ran on the last Tuesday in August.

He said that the lack of overseas tourists this year has impacted on the programme, although the Tuesday evening Sunset Surrey Hills dining trains have consistently booked well over the whole of the summer period.

Nevertheless, plans are afoot to extend next year's Windsor programme, with trains commencing possibly in May and extending into mid-September.

August was pleasingly busy, with day trips starting from Colchester and Ipswich on August 14/15 to mark the 175th anniversary of the Eastern Union Railway.

Reflecting on the event, David said he had never seen so many people on stations, bridges and in fields watching

his LNER B1 4-6-0 No. 61306 *Mayflower* passing by with well-filled trains.

However, plans to rename *Mayflower* as a B2 'Footballer' 4-6-0 with the identity of No. 61674 *Ipswich Town* for the occasion, as reported last issue, did not take place. This was due to the time factor involved with repainting cabsides and buffer beam, and physically changing nameplates.

The weekend was so successful that David said he will run a similar event next year. Then, it is possible that he will be able to make arrangements to run *Mayflower* as a 'Footballer'.

David was born and raised in Ipswich and is a lifelong fan of the football club. However, he was always frustrated that while the LNER named several of its locomotives after league clubs, Ipswich Town missed out because it was a non-league team until 1938.

Several Bahamas trips

September will see Steam Dreams run several trips behind LMS Jubilee No. 45596 *Bahamas*. On September 8, it is booked to work the 'Welsh Dragon' back to London, and on the

23rd, No. 45596 and the B1 double head a train to Cardiff.

The pair of 4-6-0s double up again over September 28 to October 1 for a unique coupling, heading down the Berks & Hants line to Penzance via Taunton, Exeter, Newton Abbot, the South Devon banks and Plymouth for a four-day holiday excursion.

Stay in Tregenna Castle

Premier Dining passengers will stay in Carbis Bay's luxurious 72-acre Tregenna Castle resort, where world leaders including US president Joe Biden and Boris Johnson stayed in June for the G7 summit.

Built in 1774, the Grade II listed building was later leased to and the bought by the GWR, which opened its St Ives branch line in 1877.

Some passengers will also stay at the Carbis Bay or Harbour hotels, with rooms allocated on the basis of class of travel.

On October 3, *Bahamas* moves north, heading a 'Cathedrals Express' to York, the 4-6-0 working one way and a diesel returning the 'Express' back to London.



LNER B1 4-6-0 No. 61306 *Mayflower* leaving the tunnel at Ipswich with the Steam Dreams 2.10pm Colchester to Bury St Edmunds service on August 14 during the Eastern Union Railway 175 weekend. BARRY MARTIN

RTC runs full trains after Covid rules are relaxed

THE Railway Touring Company's operations manager, Rachel Jackson, said that the King's Lynn based promoter has taken advantage of the Government's latest relaxation of Covid-19 restrictions to run full trains.

No less than eight trains are planned to run in September. However, there were doubts about two trips, the September 2 'Dorset Coast Express' to Weymouth and the September 9 'Swanage Belle', due to the availability of motive power.

Originally it was thought that a 'Black Five' might work both trains but with K1 No. 62005 back at Carnforth from 'Jacobite' duties and stripped for heavy overhaul, West Coast's three 'Black Fives' are all committed in Scotland until October.

Otherwise, it appears that the remainder of RTC's early autumn programme is ready to run, as on

September 5 one of its popular trips, a 'Cumbrian Mountain Express', will depart Euston behind the usual Class 86 electric. This takes the train as far as Carnforth, where it gives way to steam, bound for Carlisle via Shap.

Scarborough is the destination on September 11 when the 'Coast to Coast Express' leaves Liverpool Lime Street, travelling via Manchester Victoria, Sheffield and York.

A 'Royal Duchy' unusually starts its journey to Cornwall from Slough on September 12, diesel-hauled to Taunton. From there, steam takes it to Plymouth and Par, calling at Reading, Newbury, Westbury, Taunton and Exeter.

Another 'Cumbrian Mountain Express' is dated for September 18, following the well-established itinerary outlined above.

The month ends with RTC's 'Jolly Fisherman' from King's Cross to Skegness.



Heading the Railway Touring Company's 'The Waverley' from York to Carlisle and return on August 22, A3 Pacific No. 60103 *Flying Scotsman* passes beneath the footbridge at Rose Lane, Church Fenton, as a young family look on. The footbridge is earmarked for either removal (if the lane it serves is rerouted) or a higher rebuild to make way for the impending electrification of the line to Leeds. Previously, No. 60103 was on public display at the Locomotion museum in Shildon from July 28 until August 20, when it returned to its home at the National Railway Museum in York. ANDREW SOUTHWELL

Returning *Western Champion* pulls in Pathfinder bookings

SET to make its inaugural run after lengthy repairs to engine B, the Diesel Traction Group's Swindon-built Class 52 diesel-hydraulic D1015 *Western Champion* is showing its popularity, with WR enthusiasts eager to book seats for Pathfinder's 'Torbay Express'.

The day trip, which starts from Eastleigh on September 25, will recall the 1960s and 1970s when 52s dominated express services from Paddington to Devon and Cornwall.

Calling at Basingstoke, Reading West, Didcot, Swindon, Kemble, Stroud, Stonehouse, Gloucester and Bristol Parkway, the 'Express' makes its way to Torbay via Taunton, Exeter, Newton

Abbot and Aller Junction, then to Torquay, Paignton and Kingswear for Dartmouth.

Latest reports from Pathfinder indicate that the trip is pulling in bookings fast. Seating for two is sold out in all three classes, and Standard Class is filling quickly. Pathfinder has advised that would-be travellers should book early.

Once this trip is run, it seems possible that general manager Peter Watts will re-plan his 'Western Farewell' tour that was put on hold when D1015 failed two years ago. As a regular user of the 52, it is probable that he will add the locomotive to other future trips on Pathfinder's drawing board.



LMS 4-6-0 No. 46115 *Scots Guardsman* heads through Lostock Hall with West Coast Railways' 'The Dalesman' on August 17. No. 46115 is carrying a wreath in memory of popular footplateman Mike Middleton, who died after being taken ill while working on a West Coast Railways 'Dalesman' service over the Settle and Carlisle line on August 18 last year. Mike, 62, a steam driver on the Ffestiniog & Welsh Highland Railways, was acting as fireman on *Scots Guardsman* when he fell ill near Garsdale. FRED KERR

Beth lands her dream job as travel centre manager at Northern Belle

BETH Cooper has been promoted to travel centre manager for the Northern Belle as the luxury train company gets back on course after the pandemic.

Huddersfield businessman David Pitts, who bought the distinctive Pullman carriages from the iconic Orient Express group, plans to further strengthen the team at the head office in Nantwich.

Beth, 25, a travel and tourism graduate from South Cheshire College, joined the company three years ago.

She said: "It's a dream job. One of the perks is I get to travel on trips around the country on a beautiful train meeting our passengers.

"Many are celebrating a special occasion, like a birthday, retirement or a wedding anniversary, and it is lovely chatting to them. Lots are loyal guests who keep returning to take trips on the Northern Belle so it's important we build a good rapport to make them feel valued.

"Of course, the last 18 months has been a very challenging time for us because of Covid-19, but bookings have soared since the lockdown ended.

"We have some wonderful trips arranged around Britain this year,



Beth Cooper, the Northern Belle's new travel centre manager. NB

including several steam-hauled ones over the Settle-Carlisle line which have been highly acclaimed by actor Bill Nighy.

"He told Channel 5 viewers earlier this year that the Northern Belle was the 'Grand Duchess' of luxury rail travel and said a televised journey hauled by steam engine *Princess Elizabeth* had been 'the trip of a lifetime'.

David said: "I believe Beth is well placed to help us take the business forward, and we will be looking to further strengthen our Nantwich team as things return to normal after the pandemic."



The UK Railtours 'The John Farrow Salute' memorial train from London Victoria to Sherborne on August 18 is seen passing Brookwood station behind Merchant Navy Pacific No. 35028 *Clan Line*, one of John's favourite locomotives. He was the founder firstly of Hertfordshire Railtours and then UK Railtours, and passed away on April 19, 2020. The train was given a favourable path with the fast line from Byfleet to Basingstoke, while the return run also had a good path and ran up to 10 minutes ahead of time. JAMES HAMILTON

UK Railtours covers branches

By Cedric Johns

FOLLOWING the success of UK Railtours' fully booked 'John Farrow Memorial Train' honouring the firm's founder, which ran to Sherborne behind Bulleid Merchant Navy 4-6-2 No. 35028 *Clan Line* on August 18, drawing large crowds at the Yeovil Railway Centre when it arrived for turning, the next trip offers something completely different – 'Only Freight Track and Horses'...

With a nod to the classic British television sitcom *Only Fools and Horses*, the firm said: "We are delighted to offer customers this special charter which will circle the White Horse county of Wiltshire via a number of freight-only lines."

This is the second railtour in its 2021 Forgotten Tracks programme designed

by Ian Loveday, so enthusiasts can expect to run over tracks which rarely see a passenger train, and can even expect surprise or two on the day.

Reopened branch

The train departs Paddington and heads west over the Berks & Hants line to Westbury, overlooked by the famous white horse, where a reversal takes the train to Bristol Temple Meads via Trowbridge, Bradford Junction and Bath.

After a break, the train runs over the reopened branch line to Tytherington quarry via Bristol East, Dr Days curve, Bristol Parkway, Yate, Westerleigh, Cheltenham, the Golden Valley and Swindon for Reading and Paddington.

The UK Railtours trip from King's Cross via Peterborough to Shrewsbury on

September 25 offers optional visits to Telford and Ironbridge.

'The Derbyshire Rose' on October 2 runs from King's Cross via Melton Mowbray and Loughborough to Alfreton and Chesterfield, offering visits to the National Tramway Museum at Crich or Chatsworth House, while 'The York Deviator' from King's Cross on October 9 is expected to be one of the first charter services to use the Werrington Grade Separation, a new two-track railway line under the East Coast Main Line north of Peterborough. From there, the train runs via the Sleaford avoiding line and Gainsborough.

Running from Peterborough via Huntingdon, Stevenage, Welwyn Garden City, Potters Bar and Finsbury Park, 'The Cotswold Lion' to Worcester on

October 16 features off-train options to visit the Gloucestershire Warwickshire Railway or the Elgar Birthplace Museum.

'Yellow Submarine'

'The Yellow Submarine' heads from Euston to Liverpool on October 23, and 'The Doctor Syn' runs from Derby and other Midland Main Line stations and around West London for a tour of the Kent railways on October 30.

UK Railtours has reaffirmed its policy of never cancelling a trip because of low ticket sales.

"Once we have activated a trip and sold seats we will run the train irrespective of the loading – good or poor – to keep faith with those passengers who have paid for seats," said the promoter's leading lady, Elizabeth Morris.

Patriot driving wheels returned to foundry for investigation into cracking

THE driving wheels of new-build LMS Patriot No. 5551 *The Unknown Warrior* have been returned to their makers, the Boro Foundry, for an investigation into their cracking.

As reported last issue, the discovery of "widespread serious cracking" means that all six of the Fowler 5XP 4-6-0's driving wheels will have to be replaced. The Boro Foundry, which cast the wheels in 2010/11, will carry

out its own investigation prior to further discussions with the LMS-Patriot Project, which in the meantime is looking at options for casting the new wheels.

The locomotive, which is intended for eventual main line running, is at the West Shed premises of new contractor the Princess Royal Class Locomotive Trust, which has concluded its assessment of the

Patriot's chassis and is carrying out rectification work. Preparations are being made for minor modifications to the outside cylinders.

With Liverpool boiler contractor Heritage Boiler Steam Services having completed the side stays on the locomotive's firebox, an order has been placed for the firm to install the transverse stays. The tender chassis is at Devon contractor Leaky Finders,

with whom an order has been placed for the next phase of work on its axlebox horns.

Donations to the project can be made at www.lms-patriot.org.uk → The Patriot group also announced in the latest issue of its house magazine *The Warrior* that it has dropped its plan to build a replica Fowler 2-6-4T No. 42424 in order to concentrate on finishing No. 5551.

Prince of Wales visits Dunrobin Castle station to mark its 150th anniversary

THE 150th anniversary of the Duke of Sutherland's railway was marked on August 8 with a visit by the Prince of Wales, whose Scottish title is Duke of Rothesay.

At Dunrobin Castle station, the Prince, wearing a kilt, was greeted by Dr Monica Main, the Lord Lieutenant of Sutherland, who presented him to the modern-day Earl of Sutherland.

Charles then joined a reception, where he met with guests including representatives of the railway industry and the neighbouring castle. He then toured the station with stationmaster Daniel Brittain-Catlin and unveiled two commemorative plaques.



The Prince of Wales unveiled this plaque at Dunrobin Castle station commemorating the 150th anniversary of the Duke of Sutherland's railway. JOHN BAIKIE

Private station

The Duke of Sutherland's Railway is the only part of the national rail network to have been planned, financed and opened by one person, the third duke.

Running from Golspie to Helmsdale, it opened on May 16, 1871, and the duke paid for an extension to Brora, ensuring a service for his home, Dunrobin Castle. In September 1870 an isolated 17-mile-long section was opened from Dunrobin, a mile north of Golspie, to West Helmsdale, the temporary

terminus, by Princess Helena. The Highland Railway absorbed the line into its own network on July 31, 1884.

Dunrobin Castle station, having opened with the line, has closed, reopened and closed, the most recent reopening being on June 30, 1985. The station, including the platform and building, is situated at the top of the drive leading to the castle. It remains in the ownership of the Sutherland Estate and is believed to be the only such station

on the network. Trains to Dunrobin are operated by Scotrail's Far North Line service between Inverness and Thurso/Wick. The station is open to the public throughout the castle's season, from April to October. It has always been a request stop, and intending passengers must signal to the driver in 'bus stop' fashion.

The original low platform is still in use, and boxes with three steps are provided for passengers to board.

Private locomotives

The third and fourth duke also each commissioned their own steam locomotive named *Dunrobin* to run on the line, and until they were revoked by BR in 1949, had running rights between Dunrobin Castle and Inverness. The second locomotive, Sharp Stewart 0-4-4T No. 4085 of 1895, which is very similar to the Highland Railway W class, was sold by the duke, along with his two coaches, when he lost the running powers.

Dunrobin and one coach were acquired by Romney, Hythe & Dymchurch Railway founder Captain Hovey and placed on static display at New Romney. When he died in 1963, they were sold for export to Canada and became exhibits at Fort Steele heritage village in British Columbia. *Dunrobin* was last steamed at Fort Steele in 2005, and in 2011 it was announced that the locomotive and coach had been bought by Beamish Museum. *Dunrobin* is now undergoing an extensive overhaul at Bridgnorth on the Severn Valley Railway.

In a speech at the station on August 8, Alan Ross, Network Rail's director of engineering and asset management (Scotland), said: "This, the 150th anniversary, is the perfect occasion to celebrate the work of the third Duke of Sutherland, who in modern-day terms spent about £45 million on his various railway projects, including his own line and his own train."

"I think it goes without saying that if anyone here is prepared to invest a similar sum today, we at Network Rail would be most interested to hear from you!"

Blaenavon's Heritage Railway

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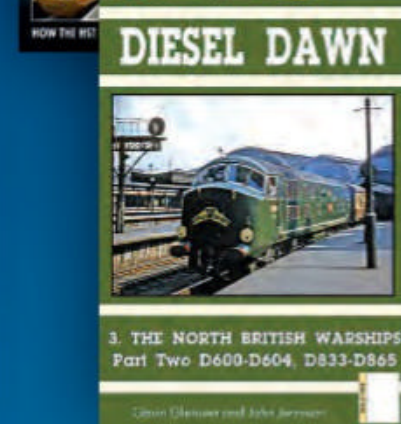
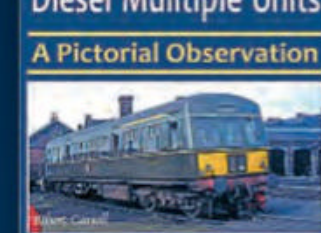
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September

4 'The Cumbrian Mountain Express'
Euston, Carlisle & return. Steam-hauled
Carnforth, Shap, Carlisle, Settle, Preston.
Loco: No. 45690 *Leander*, No. 45699
Galatea or No. 46115 *Scots Guardsman*.
RTC

4 'Aviemore & Inverness'
Linlithgow, Inverness & return. Steam-
hailed throughout.

Loco: No. 60163 *Tornado*. SRPS

4-8 'The Welsh Dragon'
Paddington, Shrewsbury, Pwllheli, Crewe
& return. Steam-hauled Paddington-
Shrewsbury and Crewe-London.

Locos: No. 61306 *Mayflower*
(Paddington-Shrewsbury), No. 45596
Bahamas (Crewe-Paddington). SD

4 'The Magna Carta'
Crewe, Salisbury & return. Steam-hauled
throughout.
Loco: No. 34046 *Braunton*, No. 45231 or
No. 46100 *Royal Scot*. ST

8 'The Cambrian Coast Express II'
Bristol Parkway, Pwllheli & return. Diesel-
hailed throughout.

Locos: Two Network Rail Class 97/3s
Wellington-Pwllheli and return. PT

8 'The Severn Valley Enterprise'
Paddington, Bridgnorth & return. Steam-
hailed throughout.

Loco: No. 34046 *Braunton*, No. 45231 or
No. 46100 *Royal Scot*. ST

9 'The Swanage Belle'
London Victoria, Swanage & return.
Steam-hauled Victoria-Swanage and
Southampton-Salisbury-Victoria.

Loco: TBA. RTC

**10 'The Golden Age of Travel by
Steam'**

Circular tour from London Victoria.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

11 'Settle & Carlisle Steam Special'
Crewe, Liverpool, Manchester, Carlisle &
return. Steam-hauled Carnforth, Carlisle,
Settle, Preston.

Loco: No. 6201 *Princess Elizabeth*. NB

11 'The Galloway Fifties'
Tame Bridge Parkway, Birmingham New
Street, Stranraer & return. Diesel-hauled
throughout.

Locos: Two Class 50s. PT

11 'The Coast to Coast Express'
Liverpool, Scarborough & return. Steam-
hailed Liverpool, Scarborough, Milford
Loop.

Loco: No. 45690 *Leander*, No. 45699
Galatea or No. 46115 *Scots Guardsman*.
RTC

11 'The Cathedrals Express'
King's Cross, Cambridge, Great Yarmouth
& return. Steam-hauled King's Cross-Great
Yarmouth and Norwich-King's Cross.

Loco: No. 61306 *Mayflower*. SD

12 'The Royal Duchy'
Slough, Par & return. Steam-hauled
Taunton, Plymouth & return.

Loco: TBA. RTC

13 & 15 'The Devon Belle'
Paddington, Kingswear & return (outward
13th, return 15th). Steam-hauled
throughout.

Loco: No. 34046 *Braunton*, No. 45231 or
No. 46100 *Royal Scot*. ST

14 'The Welshman'

Kingswear, Cardiff & return. Steam-hauled
throughout.

Loco: No. 34046 *Braunton*, No. 45231 or
No. 46100 *Royal Scot*. ST

15 'The Man of Kent'

Newport, Chepstow, Margate & return.
Steam-hauled London, Margate and
return.

Loco: No. 35028 *Clan Line*. PT

16 'The Jorvik Express'
Liverpool, Manchester, York & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1SLT

18 'The Caledonian'
Birmingham, Wolverhampton,
Edinburgh & return. Steam-hauled
Carnforth, Edinburgh & return.

Loco: No. 60163 *Tornado*. A1SLT

18 'The Mazey Day Cornishman 2021'
Birmingham New Street, Penzance &
return. Diesel-hauled throughout.

Locos: Two Class 50s Gloucester-
Penzance & return. PT

18 'The Cumbrian Coast Express'
Euston, Carlisle & return. Steam-hauled
Carlisle, Whitehaven, Carnforth.

Loco: No. 45690 *Leander*, No. 45699
Galatea or No. 46115 *Scots Guardsman*.
RTC

19 'The Cathedrals Express'
Paddington, Chichester & return. Steam-
hailed Paddington-Chichester and
Fratton-Paddington.

Loco: No. 61306 *Mayflower*. SD

19 'The Cathedrals Express'
Chichester, Littlehampton & return.
Steam-hauled Chichester-Littlehampton

and Southampton-Chichester.

Loco: No. 61306 *Mayflower*. SD

21 'The Cathedrals Express'
London Victoria, Salisbury & return.
Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

21 'The Cathedrals Express'
Circular tour from Salisbury. Steam-
hailed throughout.

Loco: No. 60103 *Flying Scotsman*. SD

23 'The Cathedrals Express'
Paddington, Gloucester, Cardiff & return.
Steam-hauled throughout.

Locos: No. 45596 *Bahamas* and No.
61306 *Mayflower*. SD

25 'Settle & Carlisle Steam Special'
York, Wakefield, Carlisle & return.
Steam-hauled Carnforth, Carlisle, Settle,
Hellifield.

Loco: No. 6201 *Princess Elizabeth*. NB

25 'The Champion Torbay Express'
Eastleigh, Gloucester, Kingswear &
return. Diesel-hauled throughout.

Loco: D1015 *Western Champion*
Gloucester-Kingswear & return. PT

25 'The Jolly Fisherman'
King's Cross, Skegness & return. Steam-
hailed throughout.

Loco: No. 60103 *Flying Scotsman*. RTC

25 'SLS Special'
Tyseley, Swindon & return. Steam-hauled
throughout.

Loco: No. 5043 *Earl of Mount Edgcumbe*.
VT

25 'The Lune Rivers Trust'
Carnforth, Chester & return. Steam-
hailed throughout.

Loco: No. 45690 *Leander*, No. 45699



On July 5, Northern Belle ran a London Victoria-Bournemouth tour with new-build A1 No. 60163 *Tornado*, marking 90 years to the day since the Southern Railway introduced the 'Bournemouth Belle' in 1931. Running four minutes early, the Peppercorn Pacific crosses Redbridge Causeway near Southampton. DON BENN

The scene opposite closely replicates this shot from the final years of the famous Pullman train, showing rebuilt Bulleid Merchant Navy Pacific No. 35024 *East Asiatic Company* at the same location with the Down ‘Belle’ on Good Friday, March 27, 1964.
DON BENN



Galatea or No. 46115 *Scots Guardsman*. WCR
26 ‘The Cathedrals Express’
Paddington, Oxford & return. Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. SD
26 ‘The Cathedrals Express’
Oxford Parkway, Didcot, Reading, Pewsey & return. Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. SD
28 ‘Mayflower to Devon and Cornwall’
Paddington, Penzance. Steam-hauled throughout.
Locos: No. 45596 *Bahamas* and No. 61306 *Mayflower*. SD
29 ‘The Buxton Spa Express’
Hereford, Buxton & return. Steam-hauled Crewe, Buxton & return.
Loco: No. 34046 *Braunton*, No. 45231 or No. 46100 *Royal Scot*. ST
30 ‘The Ribbleshead Rambler’
Hull, Leeds, Carlisle & return. Steam-hauled throughout.
Loco: No. 60163 *Tornado*. A1SLT

October

1 ‘Mayflower to Devon and Cornwall’
Penzance, Paddington. Steam-hauled throughout.
Locos: No. 45596 *Bahamas* and No. 61306 *Mayflower*. SD
2 ‘Settle & Carlisle Steam Special’
Newcastle, Durham, Darlington, York, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Hellifield.
Loco: No. 6201 *Princess Elizabeth*. NB
2 ‘The Easterling’
King’s Cross, Norwich, Lowestoft & return. Steam-hauled throughout.
Loco: No. 60163 *Tornado*. RTC
2 ‘Plockton and Kyle of Lochalsh’
Dunbar, Kyle of Lochalsh and return. Diesel-hauled throughout.
Loco: TBA. SRPS
2 ‘The Return to Steam 50th Anniversary Special’
Tyseley, Hereford & return. Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT
3 ‘The Cathedrals Express’
Ealing Broadway, York & return. Steam-hauled Ealing, York.
Loco: No. 45596 *Bahamas*. SD
6 ‘Bath & Bristol by Steam’
London Victoria, Bath, Bristol & return.

Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. BEL
6 ‘The Great Western Envoy’
Bridgnorth, Bath, Bristol & return. Steam-hauled throughout.
Loco: No. 34046 *Braunton*, No. 45231 or No. 46100 *Royal Scot*. ST
7 ‘Settle & Carlisle Steam Special’
Coventry, Birmingham, Wolverhampton, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Preston.
Loco: No. 6201 *Princess Elizabeth*. NB
9 ‘The Cumbrian Mountain Express’
Euston, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Preston.
Loco: No. 45690 *Leander*, No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC
9 ‘Welsh Marches Express’
Tyseley, Hereford & return. Steam-hauled throughout.
Loco: No. 6233 *Duchess of Sutherland*. VT
9 ‘Fort William & Glenfinnan’
Dunfermline, Glenfinnan and return. Diesel-hauled throughout.
Loco: TBA. SRPS
16 ‘Settle & Carlisle Steam Special’
Crewe, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Preston.
Loco: No. 6201 *Princess Elizabeth*. NB
16 ‘The Yorkshireman’
Ealing Broadway, York & return. Steam-hauled Ealing, York.
Loco: No. 6233 *Duchess of Sutherland*. RTC
19 ‘Settle & Carlisle Steam Special’
Hull, York, Wakefield, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Hellifield.
Loco: No. 6201 *Princess Elizabeth*. NB
20 ‘Tornado and Flying Scotsman on the S&C’
Tamworth, Carlisle & return. Steam-hauled Preston, Carlisle & return.
Loco: No. 60163 *Tornado* (Preston-Carlisle) and No. 60103 *Flying Scotsman* (Carlisle-Preston). A1SLT
21 ‘Tornado and Flying Scotsman on the S&C’
Birmingham, Wolverhampton, Carlisle & return. Steam-hauled Preston, Carlisle & return.
Loco: No. 60103 *Flying Scotsman* (Preston-Carlisle) and No. 60163 *Tornado* (Carlisle-Preston). A1SLT
23 ‘Settle & Carlisle Steam Special’
Liverpool, Manchester, Carlisle & return.

Steam-hauled Carnforth, Carlisle, Settle, Preston.
Loco: No. 6201 *Princess Elizabeth*. NB
24 ‘The Tin Bath’
Preston, Sheffield & return. Steam-hauled throughout.
Loco: No. 45690 *Leander*, No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC
27 ‘Tornado and Flying Scotsman on the S&C’
Middlesbrough, York, Carlisle & return. Steam-hauled Middlesbrough, Carlisle, York.
Loco: No. 60163 *Tornado* (Middlesbrough-Carlisle) and No. 60103 *Flying Scotsman* (Carlisle-York). A1SLT
28 ‘Tornado and Flying Scotsman on the S&C’
Peterborough, York, Carlisle & return. Steam-hauled York, Carlisle & return.
Loco: No. 60103 *Flying Scotsman* (York-Carlisle) and No. 60163 *Tornado* (Carlisle-York). A1SLT
29 ‘The Golden Age of Travel by Steam’
Circular tour from London Victoria. Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. BEL
30 ‘The Stratford Flyer’
Manchester, Stratford-upon-Avon & return. Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. RTC
30 ‘The Midland Bristolian’
Derby, Tyseley, Bristol & return. Steam-hauled Dorridge, Bristol, Derby.
Loco: No. 6233 *Duchess of Sutherland*. VT

Regular Steam

Daily until October 29 ‘The Jacobite’
Fort William, Mallaig & return (pm train until October 1). Steam-hauled throughout.
Locos: Nos. 44871, 45212 or 45407. WCR
Tuesday September 14 ‘The Dalesman’
Chester, Carlisle & return. Steam-hauled Hellifield, Carlisle, Carnforth.
Loco: No. 45690 *Leander*, No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. WCR
Tuesday September 21 ‘The Pendle Dalesman’
Lancaster, Carlisle & return. Steam-hauled throughout.
Loco: No. 45690 *Leander*, No. 45699

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 0772 222
NB	Northern Belle 01270 895844
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
SRPS	Scottish Railway Preservation Society 0131 202 1033
SR	Statesman Rail 0345 310 2458
ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960

Galatea or No. 46115 *Scots Guardsman*. WCR
Thursdays September 2, 23 ‘The Dalesman’
York, Carlisle & return. Steam-hauled Hellifield, Carlisle and return.
Loco: No. 45690 *Leander*, No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. WCR
Thursdays September 9, 16 ‘The Scarborough Spa Express’
Carnforth, Scarborough & return (via Lancaster, Preston, Blackburn, Hebden Bridge and Wakefield September 9, via Hellifield, Skipton & Keighley September 16) Steam-hauled York, Scarborough & return.
Loco: No. 35018 *British India Line*. WCR
Saturday September 11 ‘The Aberdonian’
Edinburgh, Aberdeen & return. Steam-hauled throughout.
Loco: No. 60163 *Tornado*. A1SLT
Sunday September 5 ‘The Waverley’
York, Carlisle & return. Steam-hauled throughout.
Loco: No. 35018 *British India Line*. RTC

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.

THE GREAT LITTLE TRAINS OF WORLD HERITAGE

The heritage railway sector has received one of the biggest boosts in its history by the awarding of UNESCO World Heritage Site status to the slate landscape of North West Wales. The prestigious status has been rapturously welcomed as instantly elevating the region to a new high on the international 'must visit' tourist map while opening up exciting new horizons for its fabled narrow gauge lines, reports **Robin Jones**.

Seventy years ago, the Talyllyn Railway led the world by becoming the first heritage line to be operated by volunteers, and three years later the Ffestiniog Railway reopened by similar means.

On July 28, UNESCO (United Nations Educational, Scientific and Cultural Organisation) announced that a bid to designate the slate landscape of North West Wales as a World Heritage Site – in which both lines were included – had been successful, as reported last issue as we closed for press.

Led by Gwynedd Council, the inscribing of the prestigious status is the culmination of more than 15 years of graft by partners including Cadw, the historic environment service of the Welsh Government, the National Museum of Wales, the Royal Commission on Ancient and Historical Monuments in Wales, Bangor University, the National Trust, the Slate Wales Partnership and Snowdonia National Park Authority to prepare the bid record, and safeguard and recognise the heritage of its slate landscape.

What is Britain's 32nd World Heritage Site (and the fourth in Wales) officially comprises



Penrhyn slate quarry, Bethesda and the Ogwen Valley to Port Penrhyn; Dinorwic (or Dinorwig) slate quarry mountain landscape; Nantlle Valley slate quarry landscape; Gorseddau and Prince of Wales slate quarries, railways and mill; Blaenau Ffestiniog's slate mines, quarries, the 'city of slates' and the railway to Porthmadog, Bryneglwys slate

quarry, Abergynolwyn village and the Talyllyn Railway. The status now places the slate region in the same elite global group as Egypt's pyramids, Peru's Machu Picchu, India's Taj Mahal, the Grand Canyon Yellowstone National Park, Ecuador's Galapagos Islands and Stonehenge.

Lord Dafydd Wigley, chairman of the Wales Slate Partnership Steering Group, which led the successful bid, addressed its committee by video link from the National Slate Museum in Llanberis and said: "Here in Gwynedd we have an outstanding example of a complete landscape, and this inscription is a source of great pride for our communities. It's a celebration of our contribution to the world."

"We look forward to being part of the wider community of World Heritage Sites, and this inscription has recognised our global contribution."

Welsh Government First Minister Mark Drakeford, who was also in Llanberis to hear the announcement, said that the status "recognises the significant contribution this part of North Wales has made to the cultural and industrial heritage not only of Wales, but of the wider world. Welsh slate can be found all over the world."

The UK Government had announced the Welsh slate landscape as a nomination for UNESCO status in 2018, when Boris Johnson described it as "an area of remarkable uniqueness and breath-taking beauty."

The area served international demand for Welsh slate between 1780 and 1940, with Gwynedd also home to major developments in quarrying and stone processing – including its transportation by narrow gauge railways like the Ffestiniog and Talyllyn, which were listed in the bid.

By late Victorian times, the North Wales slate industry – said to be the only major UK industry conducted in a language other than English – employed more than 17,000 people and produced nearly 500,000 tonnes of stone each year, including about a third of all roofing slate used in the world at the time. Welsh slate had been used in the Houses of Parliament, Copenhagen City Hall, and the Royal Exhibition Building in Melbourne, Australia. In 1830, half the buildings in New York had roofs made of it.

UK heritage minister Caroline Dinenage said: "UNESCO World Heritage status is



The July 28 celebratory slate train from Tywyn Wharf station to Brynglas and back carried a special headboard produced for the occasion. No. 2 *Dolgoch*, pictured at Tywyn Wharf, was driven by James Foster, with Anthony Coulls as fireman and Ian Drummond as guard. TR



A quintessential slate country scene: Double Fairlie *Merddin Emrys* heads a rake of restored traditional slate wagons on the Ffestiniog Railway, which leads from Blaenau Ffestiniog – once dubbed the ‘city of slates’ because of its massive quarrying operations – to the harbour at Porthmadog. CHRIS PARRY/FF&WHR

a huge achievement and testament to the importance this region played in the Industrial Revolution and Wales’s slate mining heritage. I welcome the prospect of increased investment and jobs, and a better understanding of this stunning part of the UK.”

Christopher Catling, the secretary of the Royal Commission on the Ancient and Historical Monuments of Wales, whose staff helped compile the nomination document, said: “Human muscle and ingenuity have left us with a remarkable landscape combining natural and man-made features that are fully worthy of being included in the top tier of all heritage sites in the world.

“Here you can see the evidence for the entire slate production process, from hillside quarries and cavernous underground mines to the engine houses, wheelhouses and mills powered by ingenious water systems needed to work the slate; the inclines and aerial ropeways used to carry raw and worked slate from remote hills to tramways, and the narrow gauge railways capable of negotiating mountainous terrain carrying slate to the harbours at Port Penrhyn and Porthmadog for shipment to all parts of the world.”

The Talyllyn – which was the first of the Welsh narrow gauge slate railways to be designed for steam haulage – ran a special slate train on the afternoon of July 28. Arranged in anticipation of the UNESCO announcement that day, the special included original and replica slate wagons and its original brake van, hauled by 1866-built Fletcher Jennings 0-4-0WT No. 2 *Dolgoch*.

General manager Stuart Williams said: “The arrangements were made in secret in case it was thought we had any inside knowledge, but like everyone else we had to wait for

Right: A modern-day recreation of a traditional gravity working, in which a rake of loaded slate wagons rolled unassisted by motive power down the Ffestiniog Railway ruling gradient from quarry to port, the speed of their descent controlled only by a brakeman.

CHRIS PARRY/
FF&WHR



the announcement on the day. The tension increased during the morning, particularly when the live stream of the meeting went down, but fortunately it was back up in time for the announcement. Then we could give the go-ahead for the train and get out the bunting and balloons to celebrate.

“This has been a long road and we would like to pay tribute to the team at Gwynedd Council for all their hard work during the long bid process.”

Ian Drummond, chairman of the railway’s heritage working group, added: “We are already seeing benefits, not only on the railway but also in the local communities, as projects have been undertaken to emphasise, interpret and, in some cases, restore the heritage of the slate industry and its contribution to the history of the area. We are delighted to have played a role in the process so far, and the railway will now be one of the main ‘hubs’ of the World Heritage Site, giving people the

opportunity to understand more of the heritage and culture of this wonderful area.”

Anthony Coulls, senior curator at the National Railway Museum and a long-serving Talyllyn volunteer, said: “The recognition of the Talyllyn Railway’s role both as a pioneer narrow gauge slate railway and as the world’s first preserved railway is richly deserved.

“It now takes its place alongside the Darjeeling Himalayan Railway in India and the Semmering Railway in Austria as railways recognised as having World Heritage Status, something that will now also apply to the Ffestiniog. This is therefore a day to be celebrated by all in the international heritage railway movement.”

Trustees of the adjacent Narrow Gauge Railway Museum – winner of the Heritage Railway Association’s Interpretation Award 2021, sponsored by *Heritage Railway* magazine – also recognised the conferring of the World Heritage Site status on the region.

The museum is based at Tywyn Wharf station, which was equipped from the outset with a purpose-built facility for transhipment of slate from narrow to standard gauge wagons, enabling the onward movement of Bryneglwys Quarry slate both within Britain and around the world.

The museum collection features two locomotives that worked in slate quarries, slate wagons and a unique 'piggyback' wagon from the Padarn Railway, and the scary 'car gwyllt' portable man-rider used for a rapid getaway down the quarry inclines at the end of the working day.

A Ffestiniog & Welsh Highland Railways statement said its officials were "delighted to hear the fantastic news."

"Our railway has been part of the North West Wales scene for almost 200 years," it read. "Ever changing and adapting the railway represents heritage of local and national importance, and has shared technology around the globe.

"The railway was created to link the slate mines of Blaenau Ffestiniog with the Port in Porthmadog, which enabled slate from those mines to be shipped all over the world. A slate mine without an effective transport system is not a viable proposition. The combination of harbour, railway and mine drove the success of the slate industry in Blaenau.

"These are hugely exciting times for everyone involved in the UNESCO World Heritage Site and we cannot wait to play our part in welcoming visitors to North West Wales!"

Not only but also...

While the Talyllyn and Ffestiniog railways are listed as being part of the World Heritage Site, other members of the Great Little Trains of Wales have welcomed the UNESCO designation.

In southern Meirionnydd, two principal veins of slate were formed about 500 million years ago. The Broad Vein in the north was 1000 feet wide, while the southern Narrow Vein was 60ft

wide. The Narrow Vein slate is more consistent in quality, and the railway significance of the Narrow Vein was that it was mined at Hendre-ddu, Aberllefenni, Corris, Bryneglwys and Dolgoch. The Hendre-ddu mines were served by a tramway and the other quartet of locations was connected to the wider world by a pair of 2ft 3in gauge railways, the Corris and the Talyllyn.

The Corris began in 1859 as the Corris, Machynlleth and River Dovey Tramway. It was horse-worked, with slates being loaded to shipping at wharves on the river Dovey at Derwenlas. The section beyond Machynlleth fell out of use after the standard gauge line from Newtown – later part of the Cambrian Railways and subsequently the GWR and BR – arrived to offer an improved link for the slate to travel for use in roofing and industry. The Corris also served quarries on the eastern side of the Dulas Valley connected by tramways, the one at Llyngwern now being the site of the Centre For Alternative Technology.

While the Talyllyn opened as a steam-worked line in 1865, it was 1878 when a whistle was first heard in the Dulas Valley after a trio of Loughborough-built 0-4-0STs were delivered. Later modified to 0-4-2STs, in the 1920s they were cannibalised to produce one working engine, which became No. 3 and is now *Sir Haydn* on the Talyllyn.

Steam engines on the Corris worked as far as Aberllefenni, with rails extending further in the form of the Ratgoed Tramway. The Upper Corris Tramway, which diverged at Maespoeth Junction, south of Corris, was also horse-worked.

Passengers had travelled unofficially on the Corris since its earliest days, but services did not commence officially until 1883. The quarry owners were fearful that the passenger trains would interfere with the movement of their traffic.

One of the unusual features of the Corris was the carrying of slab slate on four-wheeled trestle waggon; the remains of one now resides in the museum at Corris station. This museum was the first part of the revival of the Corris, which began in 1966.

The Corris revivalists built a new trestle waggon in the early 21st century but it fell victim to damp and a fungal growth which attacked its wood. However, the volunteer team which maintain and build wagons in the carriage shed plans to build a new one.

A family attraction, King Arthur's Labyrinth, is based in part of the old Dulas Valley slate workings, and the Corris Craft Centre is sited in another former slate mining area. There is also still a chance to drink in the Slaters Arms in Corris, which until 1948 had its beer rolled across the road while the train stood on a level crossing opposite.

On both the Corris and the Talyllyn, trains pass between fences built from pieces of slate wired together. North of Corris, this distinctive fencing still marks the route of the old line on its way to Aberllefenni.

Meanwhile, at the Bala Lake Railway, chairman Julian Birley said: "The World Heritage Site status for North Wales is fantastic for all the railways that have an association with the slate industry.

"Being built on the old GWR line from Barmouth to Ruabon, the BLR may not have the historical integrity of the Talyllyn, Ffestiniog and Corris but we do have an extensive collection of locomotives and rolling



Quarry Hunslet No. 873 of 1905 *Una*, which worked at the Pen Yr Orsedd Quarry in Dyffryn Nantlle, is now a static exhibit at the National Slate Museum at Llanberis, the 19th-century workshops of the long-disused Dinorwic Quarry, within the Padarn Country Park, Llanberis. The success of the World Heritage Site bid was publicly announced on July 28 at the free-to-enter museum, an anchor point of the European Route of Industrial Heritage and part of the National Museum Wales. BEN BUCKI



Quarry Hunslet 0-4-0ST No. 849 of 1904 *Thomas Bach* heads a passenger service on the 2ft gauge Llanberis Lake Railway on August 5. The heritage line, which runs to the National Slate Museum at Llanberis and opened in May 1971, was laid along part of the course of the seven-mile 4ft-gauge Padarn Railway which carried slate from Dinorwic Quarry to Port Dinorwic. BEN BUCKI



The steam-hauled Snowdon Lily service in action on the only rack-and-pinion railway in Britain. SMR.

stock associated with several of the slate quarries of the region.

“Not being allied to any one particular quarry, we are able to accurately demonstrate trains that would have been seen at places such as Dinorwic, Penrhyn and Pen y Orsedd. Our award-winning heritage centre has displays from a further number of quarries, along with physical artefacts used in the quarrying of the finest slate in the world.”

An economic impact assessment, submitted by engineering, environmental and planning consultants Caulmert as part of a pre-planning application public consultation exercise which ended on August 23, suggested that the three-quarters-of-a-mile extension into Bala town centre will increase passenger numbers from 29,000 to 60,000 per year.

The development is forecast to attract an increase of 29,000 visitors to the area annually, injecting £420,000 into the local economy, and create 40 new jobs.

The Snowdon Mountain Railway was likewise not built for carrying slate, but offers the most spectacular views of slate country regardless.

Its marketing manager, Carrie Druce, said: “The new UNESCO World Heritage Site status is fantastic news for North Wales and a celebration of the area’s quarrying history and communities.

“We are sure it will entice even more visitors to come and explore the beautiful landscape North Wales has to offer.”

The other World Heritage Sites in Wales are Beaumaris, Conwy, Caernarfon and Harlech castles, and the attendant fortified towns at Conwy and Caernarfon; and Pontcysyllte Aqueduct and the Blaenavon industrial landscape (for more on the latter, see pages 84-89).

→ In the latest round of 33 new UNESCO designations, another railway has become a World Heritage Site in its own right.

The 865-mile Trans-Iranian Railway, which opened in 1938 after taking 11 years to build,

WORLD’S FIRST GARRATT TO RETURN TO WELSH HIGHLAND LINE

PIONEER Garratt 0-4-0+0-4-0 K1, currently on a 10-year loan to the Statfold Barn Railway at Tamworth, will return briefly to the Welsh Highland Railway for the weekend of September 17-19.

There will be opportunities to travel on K1-hauled trains, but places are limited and are booked by compartment.

Dinas Yard will be opened to members on the Sunday morning so that K1 can be seen in steam there. Visitors will be able to get up close, and there may even be the

opportunity for a footplate ride. There will also be Garratt-hauled freight trains on both Saturday and Sunday.

K1, the world’s first Garratt locomotive, was built by Beyer Peacock in Manchester in 1909 for the North East Dundas Tramway in Tasmania.

After withdrawal, it was purchased by Beyer Peacock for its museum collection and later went to the Ffestiniog Railway.

It was rebuilt there between 1995 and 2006 for the revived sister Welsh Highland Railway.



Beyer Garratt K1 in action on June 12 during the Statfold Barn Railway’s Quarry Hunslet 150 open weekend. CHRIS PARRY/FF&WHR

links the Persian Gulf with the Caspian Sea; 224 tunnels, 174 viaducts and 186 smaller bridges carry the railway across deep ravines and river valleys as it climbs to two 7000ft summits.

Not widely known outside Iran, it is considered to be one of the greatest

engineering feats of the 20th century.

Constructed by an Italian contractor, the line was the first part of an ambitious network planned by the-then leader of the country Reza Shah-Pahlevi as he strove to modernise Iran’s communications and economy in the 1930s. **HR**

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E&OE. All train services, locomotives, exhibits and other attractions appear subject to availability and are subject to change without prior notice.
92134 appears courtesy of the Self family and the North Yorkshire Moors Railway. 3802 appears courtesy of its owners and the Llangollen Railway.

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Mike Pavie



Summary Specification



Approx length 80"

- | | | | |
|---|----------------------------|---------------------------------|-----------------------------|
| • Stainless steel motion | • Choice of liveries | • Piston Valves | • Superheater |
| • Boiler feed by axle pump, injector, hand pump | • Painted and ready-to-run | • Walschaerts valve gear | • Reverser |
| • Etched brass body with rivet detail | • Coal-fired live steam | • Drain cocks | Approx Dimensions: |
| • 4 Safety valves | • 5" gauge | • Mechanical Lubricator | • (L) 80"x (W) 10"x (H) 14" |
| | • 4 Cylinder | • Silver soldered copper boiler | • Weight: 116 kg |

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Castle holds the fort for GWR as Southern locomotives advance

CASTLE class No. 5076 repelled the advancing Southern Railway army to comfortably head GW Railwayana's auction on July 24, when one of its *Gladiator* nameplates went under Simon Turner's hammer for £18,200. The 1938-built 4-6-0 was originally named *Dryslwyn Castle*, but was renamed in January 1941 and its first name given to classmate No. 7018.

A trio of Southern Railway nameplates in the chasing pack comprised *Robert Blake* from No. 30855 (£11,100), *Portland Bill* from No. 32038 (£9900), and *Taw Valley* from West Country Pacific No. 34027 (£9500), following which the LMS joined in the action with *Cornwallis* from Jubilee No. 45666 (£7200).

Bringing up the rear in the main line category were *Blackwell Grange* from No. 6806 (£6800), one of whose cabside numberplates sold immediately after for £3500, *Lambton Castle* (LNER Class B17 No. 61623 – £3600), and *Hart Hall* from

GWR No. 7907, which went for £3150, followed by its cabside at £1300.

Diesels were right in the nameplate mix, including *Western Monarch* and cabside from Class 52 diesel-hydraulic D1049 (£11,000) and *Ivernia* from Class 40 D221/40021 (£10,600), and another diesel success was a badge from Class 55 Deltic D9004/55004 *Queen's Own Highlander* that sold for £8100.

Up there too was the leading station totem sign, BR(W) St Ives (£10,500), some way ahead of this category's runner-up, BR(W) Bath Spa (£6300) and third-placed BR(S) Crowborough & Jarvis Brook (£4300).

The top London Underground roundel was Paddington (£4000), and from the

LMS came a Peak Forest hawkeye that went for £2000.

An 1873 Black Hawthorn & Co of Gateshead worksplate from a 4-4-0T built for the 3ft 6in gauge Prince Edward Island Railway in Canada realised £5600, top diesel plate was a 1965 Beyer Peacock Gorton from Class 25 D7624/25274 (£3800), and heading the electrics at £1600 was a Gorton 1951 example from Class 76 No. 26011/76011.

In addition to the GWR cabside from Nos. 6806 and 7907, there was 5002 and 5004 from *Ludlow Castle* and *Llanstephan Castle* respectively, each at £4000, and 5045 from *Bridgwater Castle* (later renamed *Earl of Dudley*) at £3000, while E3033 from a 1960-built Class 83 electric also fetched £3000. Top of the smokebox numberplate selection was 35013 from SR Merchant Navy Pacific *Blue Funnel* (£4300).

Signalling flexed its muscles when a Wrexham Mold & Connah's Quay Railway Wise's patent staff – engraved 'C. Quay to N. Hall' and complete with both keys and all six integral locked metal tickets – sold for £6300. Dating from 1880, it was mounted on a display stand for presentation to EG Brentnall, chief signal & telecommunications engineer for BR's London Midland Region, on his retirement in May 1968.

Enamel signs enjoyed themselves thanks to a BR(NE) 'Lounge and refreshments' doorplate going to a new

home for £4300, a BR(M) 'Waiting and Tea Room' plate for £3800, and a BR(M) Rugby Central Station direction sign for £2600. Handlamps peaked at £3800 for a Cambrian Railway's ex-Weston Wharf permanent way example, and the chime whistle from LNER A4 Pacific No. 60025 *Falcon* achieved £3700.

On July 23, the day before the 525-lot main auction, Simon held a sale of 335 lots comprising posters, paintings, shedplates, carriage prints and clocks, the star of which was a Neath & Brecon Railway 12in dial trunk clock from circa 1870 that went for £3200.

A painting by Don Breckon (1935-2013) depicting LMS Princess Coronation streamlined Pacific No. 6223 *Princess Alice* climbing Shap with the Down 'Coronation Scot' sold for £2600, and a 'Kent – the garden of England' poster issued by the Southern Region in 1955 for £2400. It was the work of Frank Sherwin (1896-1986), who also painted posters for the GWR, LMS and LNER.

Both auctions were live online and also included email, telephone and commission bids, and the prices quoted exclude buyer's premium of 15% (+ VAT). Of the two days' events, Simon said: "A total of 860 lots was an enormous undertaking, but I was happy with the way it went, and indeed happy with the way things are going at present.

"Probably what surprised me most about the realisations was how well the steam nameplates sold."

WESTERN MONARCH

D 1049

35013



Major single-owner collection is to go under the hammer

MORE than 300 lots from a single collection of London Underground station signs, coupled with tram, bus and trolleybus memorabilia and other ephemera, will be going under the hammer at a timed auction being held by Catherine Southon Auctioneers, of Chislehurst, from September 10-24.

The auction house's Simon Spier said the collector's main interest was enamel signs with a leaning towards north London, although BR's London Midland Region was also represented. London Underground enamels

include roundel platform signs from Oxford Circus, Bond Street, Tottenham Court Road and Highgate, and a 'Way out and to Piccadilly Line' direction sign, believed to be ex-Holborn station.

There is also a Northern Line direction sign from East Finchley station showing the proposed Northern Heights extension from Edgware to Bushey Heath that was proposed in 1935 but never built.

"The collection, which also includes posters, maps and paintings, was the result of a lifetime's collecting," said



Simon. "The owner was a true Londoner who had a particular eye for historic Underground memorabilia but who also covered the history of the national rail network."

Hall and N-gauge are category winners while clock makes its mark

NAMEPLATE *Ashford Hall* and matching cabside numberplate from GWR No. 5966 topped the charts in a railwayana and model trains auction held by Spicers of Old Goole, East Yorkshire, on August 6, selling for £4100 and £950 respectively. The 4-6-0 was built at Swindon in March 1937 and withdrawn from Oxford (81F) in September 1962.

A Caledonian Railway 14in dial clock went for £400 and a BR(NE) South Milford running-in board for £320.

The station was opened by the Leeds & Selby Railway – the first main line railway in Yorkshire – in 1834, and is still open today, 187 years later.

The highest models' realisation was £780 for a collection of 12 N-gauge steam and diesel locomotives, 13 coaches and 60 wagons. The auction was live online with telephone and commission bids, and prices exclude buyer's premium of 20% (inc VAT).

Lancashire & Yorkshire veteran in the mix as LMS get set to take centre stage

WHILE the star of Great Northern Railwayana's online auction that runs from September 25 to October 12 will surely be nameplate *Princess Alexandra*, with works and tender plates from LMS Princess Coronation No. 46224, as featured in *Heritage Railway* issue 282, other locomotive items lower down the financial pecking order are set to go under the hammer.

These include cabside numberplates from GWR 0-6-0PT Nos. 1618 and 1625, each of which was built by BR at Swindon under order No. 381, the former in December 1949 and the latter in August 1950.

Despite it being the older locomotive, No. 1618 outlived its classmate by two years, being withdrawn from Wrexham's Croes Newydd shed (89B) in May 1962, while No. 1625 ended its days at Hereford (85C) in June 1960.

Among the smokebox numberplates are 30864 from SR Lord Nelson 4-6-0 *Sir Martin Frobisher*, and 52207 from a Lancashire & Yorkshire Railway 27 Class 0-6-0 that was built at Horwich in July



1893 and withdrawn from the Oldham shed of Lees (26E) in April 1961 after a life of nearly 68 years with the L&Y, LMS and BR.

There is also a selection of GWR, LMS, and BR Western Region and Standard tenderplates that is mostly from a single collection, including two BR(W) Swindon 5000-gallon plates which records show were carried by WD Austerity 2-8-0 Nos. 90312 and 90715. The two locomotives were built respectively by North British in March 1944 and Vulcan Foundry a year later, but with the plates identifying the tenders as being built by the post-1948 BR Western Region, the tenders initially paired with these engines

when they entered traffic is unclear.

Another collection comprises guards' watches from the South Eastern & Chatham Railway, all of the Big Four, and BR's Western, Eastern, London Midland and Scottish regions.

Among the artwork is a painting of a GWR broad-gauge locomotive passing under a bridge dating back more than 100 years.

It was the work of Herbert William Garratt, who was a part-time artist but is more readily known as the inventor of the Garratt articulated locomotive system.

Born in 1864, Garratt served an apprenticeship at the North London Railway's works in Bow before making his indelible mark on the world of locomotive engineering.

He died away in 1913 at the age of 49.



Crawley is on target ahead of BR holiday posters in London auction

A SOUTHERN Railway station target sign and a BR Western Region poster led the main line selection in a Transport Auctions of London sale on July 31.

The target, from Crawley, sold for £900, and the poster, issued in 1958 to promote Plymouth, for £850, followed by two other BR(W) posters from 1956 advertising Aberystwyth (£800) and the Isles of Scilly (£550).

Locomotive items included at £650 the smokebox numberplate from Standard Class 2MT No. 84027, a 2-6-2T built at Darlington in May 1957 that

was in service for a mere seven years before being withdrawn from the Nottinghamshire shed of Annesley (16B) in May 1964, and behind at £450 was a 1919 North British Loco worksplate (works No. 22088) from ex-ROD 2-8-0 GWR No. 3024.

An 1891 GWR closets cast iron sign referring to waste and shavings fetched £500, and a second Southern Railway station target sign from Horsted Keynes sold for £450. The top totem was BR(E) Upminster Bridge (£320), and train and other transport photographs and

postcards from the substantial collection of the late Alan Jackson went under the hammer in 13 lots for between £1100 and £380.

Among the London Underground selection was a 1954 poster map that realised £900, and a double-sided Aldgate/Liverpool St destination plate believed to have been used on the front of the Metropolitan Railway Bo-Bo electric locomotives that were withdrawn in 1962 (£400), while a London Electric Railways' pocket map dating from 1909 fetched £650. However, post-sale, an Underground Leicester Square platform roundel topped them all by selling for £2200.

The auction was run live online, with bids also being made by email, telephone or commission, and the prices exclude buyer's premium of 15% (+ VAT).



Railwayana Auction Calendar

■ September 4

Great Central Railwayana
(Live online, email, telephone and commission)

■ September 10-24

Catherine Southon Auctioneers
(Timed auction)

■ September 18

Thirsk Railwayana
(Live on site)

■ September 24

Vectis (model trains)
(Live online, email, telephone and postal)

■ September 25-October 3

Railwayana Sales
(Internet and telephone)

■ September 25-October 12

Great Northern Railwayana
(Online)

■ September 29-October 13

Talisman Railwayana
(Telephone, email and postal)

Photo finish for Paperchase

BLACK-AND-WHITE negatives of European steam in the 1960s and early 1970s had collectors reaching for their chequebooks in the Paperchase quarterly email, telephone and postal auction of transport literature, paperwork and photographs that ran from July 14-August 3.

A collection of 100 negatives sold in a single lot for £530 and three further lots, comprising a total of 320 negatives, including Austrian and Portuguese locomotives, went for £360 per lot.

A 200-page London & North Western Railway book of diagrams of private sidings in the Lancashire district south of Preston dated June 1918 fetched £410, and three lots that each realised £360 were a bound volume of summer 1905 Bradshaw's guides, an undated GWR plan of Swansea storage siding accommodation, and 71 LNER platform tickets. Prices exclude buyer's premium of 12½%.

→ A HORNBY Dublo GWR 0-6-2T went under the hammer for £1300 at a Vectis railwayana and model trains sale on July 23. The model was in GWR green livery but was numbered 6231, which was the identity of LMS Princess Coronation Pacific *Duchess of Atholl*. The auction catalogue speculated that this was a factory error.

Behind at £750 was an SMT of South Korea HO-gauge Pennsylvania Railroad 4-4-6-4 No. 6175, followed by a Hornby O-gauge LMS Princess Royal Pacific No. 6201 *Princess Elizabeth* (£680). Prices exclude buyer's premium of 25% (inc VAT).

Wagonplate from private railway with GWR link is GCRA latecomer

A WAGONPLATE from a Victorian-era private narrow gauge railway that had its own sidings beside a GWR main line is among the late entries in Great Central's seventh 200-lot monthly auction on September 4. The plate is from the Eaton Railway, a 15in gauge 4½-mile line that until closure in 1946 linked the Grosvenor estate near Eccleston in Cheshire to the GWR Shrewsbury-Chester route at Balderton.

The railway was opened in 1896 for conveying fuel and other supplies to Eaton Hall, the ancestral home of the Dukes of Westminster, and to its 11,000-acre estate, and was operated by three 0-4-0 and 0-6-0 tank engines. It also had

a number of wagons, some of which were built by the railway itself. The plate entered in the auction is dated 1896 and numbered 58.

Among a selection of cast iron signs is a Dundalk Newry & Greenore Railway of Ireland trespass sign that is dated 1945 but follows the pattern of LNWR signs, as this company owned the railway from its opening in 1873 until Grouping in 1923, when it became part of the LMS. It closed in 1951.



For east London enthusiasts there is a lamp tablet from Stratford Market, which was opened by the Eastern Counties Railway in 1847 and closed by BR in 1957. The station

was on the Palace Gates to North Woolwich route, a line that will be recalled by trainspotters who used to dash down from the Stratford main line station above to the Low Level station whenever a train was heard in the distance.

Two single-line staffs going under the hammer cover the entire 8½ miles of the GWR branch that ran from Gwinear Road to Helston in Cornwall, the first being for the Gwinear Road West to Nancegollan Crossing section and the second from there to Helston. The line opened in 1887 and was closed to passengers in 1962 and to freight two years later.

As reported in last month's column, the headline items of the live online, email, telephone and commission auction, which starts at 10am, are nameplates *Princess Augusta* from GWR No. 4058 and *City of Liverpool* from GCR No. 428/LNER No. 1493.

More than a scrap of interest when Bristol reopens its doors

BRISTOL Railwayana will be opening its doors to collectors on October 3 for the first time in two years following the easing of lockdown restrictions, with the auction house's Jon Baulch admitting that he had a feeling of "excitement" at the prospect of a live saleroom sale. A collection of seven labels that were

attached to BR locomotives on their final journeys to scrapyards in the early to mid-1960s will feature in the auction.

The labels, some dated, identified the scrapyards to which the locos were headed, and these comprised Cashmore's and Buttergie, both in Newport, south Wales, TW Ward of

Briton Ferry, also south Wales, and Bescot MPD in Walsall. The locomotives to which they were attached were GWR 0-6-0PT Nos. 1664 and 4638, 2-6-2T No. 6143 and 0-6-2T No. 6685, LMS pair Class 4F 0-6-0 No. 44269 and Class 8F 2-8-0 No. 48726, and Standard 4MT No. 76032.

Also among the lots is a previously-unknown GWR enamel lapel badge made by Thomas Fattorini, a 194-year-old family-owned Birmingham designer and manufacturer of bespoke jewellery, medals and insignia. The auction is being held at Abbeywood Community School, Stoke Gifford, and starts at 11am.



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60 YEARS OF THE SCOTTISH RAILWAY PRESERVATION SOCIETY

This year marks the Diamond Jubilee of the ground-breaking group which not only operates the Bo'ness & Kinneil Railway but has also developed the landmark Museum of Scottish Railways at its terminus. **Hugh Dougherty** traces the history of the SRPS and its multiple achievements – from its beginnings in Falkirk and its search for a bigger home before its permanent move to Bo'ness.

I can remember, as a 15-year-old, looking up at a railway bridge over the main road at Murrayfield station in Edinburgh in 1965, as we drove along in the family car, and spotting a notice pointing up to a railway museum there.

This was news, and quite intriguing to me, for what I was actually looking at was the first public manifestation of the then-fledgling Scottish Railway Preservation Society.

Founded 60 years ago in 1961 by a group of visionary and courageous enthusiasts, the society recognised, even in those pre-Beeching days, that much of Scottish railway history was destined to disappear without trace unless urgent and decisive action was taken.

The Murrayfield museum housed small relics only but, under the chairmanship of John Hunter, who held office from 1961 to 1966, the society, realising that pre-grouping locomotives were still in everyday use on Scottish railways, pushed ahead with plans to buy Caledonian Railway 0-4-4T No. 419 – still very much with the society today as its original and mascot steam locomotive, and also to buy a former North British Railway 0-6-2T. No. 419 was successfully purchased, but the 0-6-2T, which

was in poor condition, was replaced by NBR 0-6-0 No. 673 *Maude*, which became equally well-known as a flag carrier for the SRPS.

Other major acquisitions early on included the Great North of Scotland Railway royal saloon, and it became clear that a permanent home was needed for these and a growing rolling stock collection.

That home was found in 1964, just three years after the society was founded, now with about 100 members. Many were students, some still schoolboys, and none too well-off, but they took the bold step of renting a run-down BR transit shed, whose roof had been damaged by fire but, crucially, was rail-connected to Springfield goods yard in Falkirk.

Although rather basic, this allowed engine and rolling stock restoration to start. When *Maude* arrived there in 1967, there was a home for the locomotive, although rapid acquisition of main line and industrial items meant that the shed quickly became overcrowded.

The search began for a new base, especially as from the outset, the society aimed not just to preserve, but to operate a railway, too. Scottish railway author Jack Kernahan, who is currently celebrating 50 years of SRPS membership, said:

“Our Falkirk shed was known to us all – with plenty of humour, affection, and some realism – as The Midden, and when I joined in 1971, it was clear we needed to look elsewhere in the longer term, although Falkirk played a vital role in those early years, both as a stock storage and restoration home, but also as a centre to public open days.

“Crucially, I was there in September 1971 to see No. 419, steamed for the first time under our ownership, and to photograph the historic occasion. Society history was made at



Early days of the SRPS with 1928-built Barclay 0-4-0ST *Clydesmill* No. 3 in steam at Falkirk in 1971. Gifted to the society, the locomotive beat the BR steam ban by being driven from Clydesmill Power Station to Falkirk under its own power, with a sympathetic BR turning a blind eye! JACK KERNAHAN





Right: SRPS history is made as 0-4-4T No. 419, fresh from repainting, is shown off to the public in steam at Falkirk in 1971. In those more relaxed times of health and safety, BR allowed the society to unofficially use the goods yard tracks at Falkirk. JACK KERNAHAN



Left: Falkirk in 1973, with members in front of Wemyss Private Railway Barclay 0-6-0T No. 20 (No. 2068 of 1939). SRPS



Back in time: Bo'ness in 1980. SRPS



Murrayfield station building, housing the museum, with some members outside. SRPS

The locomotive that started it all: The Scottish Railway Preservation Society's Caledonian Railway 0-4-4T No. 419 heads a passenger service at Bo'ness on August 10. MAGNUS HAGDORN/CREATIVE COMMONS





Taking shape: By 1984, all the bones of today's Bo'ness station were there or under construction. SRPS



Birkhill was looking every inch the authentic branch line station by June 1998, as 0-6-0 Maude prepares to return to Bo'ness. HUGH DOUGHERTY



The signalman waits with his train token as North British Railway J36 0-6-0 No. 673 Maude backs on to its train at Bo'ness in 1998. HUGH DOUGHERTY



Flagship Caledonian Railway 0-4-4T No. 419 rests between duties at Bo'ness in April 2007. HUGH DOUGHERTY



On loan from Glasgow Transport Museum, Great North of Scotland Railway Class F 4-4-0 No. 49 Gordon Highlander inside the museum at Bo'ness. ROBIN JONES

Falkirk, and The Midden is very much part of that history.”

This might all seem like the early days of any preservation group of the period, and anywhere in the UK, but the courage required by this small band should not be underestimated as they sought to break very new ground in Scotland. For, compared to England, there were and always have been, and still are, far fewer Scottish railway enthusiasts and active volunteers, simply because of Scotland's smaller population, and in many ways the awareness and celebration of railway and industrial heritage developed later north of the border.

That's why the exceptional far-sightedness of the SRPS pioneers must be recognised. Between 1966 and 1975, under the energetic leadership of John Hume, Scotland's leading industrial heritage academic and later inspector of Public Monuments for Historic Scotland, the society increased its collection and, crucially, began the search for a permanent home and line on which to run trains as a true heritage railway.

Searching for a bigger home

I well remember in 1966 taking an illegal look round the then-extant and recently-closed Doune station on the Dunblane-Callander line. The station was still complete, with all track, signalling and even the last train register book on a desk in the signal cabin, and there was a notice on the station building declaring: “Reserved for the Scottish Railway Preservation Society.” I was fascinated.

The society was, in fact, considering the line from Dunblane, where there was a main line connection, through Doune, to Callander, the latter being even then a tourist honeypot as gateway to the Trossachs. But the plan fell through and sights were set on the Alloa-Dollar line instead, a scheme which also proved stillborn as the society was a small, voluntary organisation with no immediate source of capital funding.

Original member Andrew Boyd, who, as a solicitor, guided the SRPS through its earliest years, and who was chairman during the crucial stage of the move to Bo'ness and establishment of the railway there, said: “Yes, in many ways I do regret that we weren't able to take on the Dunblane-Callander line, but at that stage in our evolution, we had to be realistic and recognise that we were a relatively small organisation, with about 100 members, most of whom were young, and there was simply no chance of taking on such a large project. Going to Bo'ness was and has proved to be the right decision.”

On September 17, 1966, meanwhile, a milestone was passed at Falkirk when the society held its first open day. No. 419, which had been purchased from BR for £750 in 1964 thanks to the generosity of Worcestershire farmer and supporter WEC Watkinson, was presented to the public by being drawn out of the shed by a BR diesel shunter. SRPS wheels had turned as a symbol of determination to keep them turning in the future.

In 1968, the almost inevitable split that has traditionally haunted railway preservation groups throughout the country at key times in their evolution and development came to the SRPS's door. Highlands and Island Development made an offer to financially support the society in taking over the closed line between Aviemore, then a town with big tourism ambitions, and Boat of Garten. Some



Neilson Reid 0-6-0T *Lord Roberts* and North British Railway 0-6-0 No. 673 *Maude* double-head the 'Polar Express' in December 1998. HUGH DOUGHERTY

members broke away to form what became the Strathspey Railway Association, while others kept faith with the SRPS and continued the preservation of rolling stock and artefacts at Falkirk, as well as searching out a home for a museum and an operating base for a working branch line.

Life member Dr Ann Glen MBE recalls the Strathspey split as a very difficult time for all concerned. "There was great bitterness," she said. "I kept faith with looking for a base in the lowlands, and worked hard in the longer term to help heal what was then a potentially very damaging rift for the railway heritage movement in Scotland. Now, relations and co-operation between us and the Strathspey are excellent, and we co-operate in many different ways."

Meanwhile, the society took part in the Stockton & Darlington Railway 150th anniversary celebrations in 1975 by sending No. 419 and LNER D49 4-4-0 No. 246 *Morayshire*, loaned to the society by the Royal Scottish Museum as a symbol of the museum's trust in the professionalism of the SRPS, to Darlington. This move gained useful publicity for the society and its work, and reflected how far it had moved in just 14 years since its first meeting.

Enter Bo'ness

A serious attempt was made to take over the Alloa-Dollar line, but being unable to raise the necessary capital, it was decided, under Andrew Boyd as chairman, who took office in 1976, to abandon the search for an existing branch line and to concentrate instead on building a station and line from scratch on vacant land at Bo'ness. From there a trackbed – at that time still in use for traffic from Kinneil Colliery – led to a connection with

the Glasgow-Edinburgh main line at Manuel.

Many months and years of negotiations with a very sympathetic BR Scottish Region and local and national bodies ensued, before permission was gained to start to turn the site of the former timber yard at Bo'ness into a station, with the foundations being laid in 1979. Historic Wormit station was dismantled, taken to Bo'ness and rebuilt there as the line's terminus station and offices, adding an immediate air of authenticity.

The relocation to Bo'ness was a very bold step for the volunteers, but with support from the Scottish Tourist Board and the Manpower Services Commission, and with landscaping carried out by the Scottish Development Agency and Falkirk District Council, enough work was done to run the first trains in 1981, in push-pull mode along the first few hundred yards of track as far as Bo'ness Library.

It was the society's policy of seeking positive relationships with public bodies that paid off, but, as Andrew Boyd recalled, the society had to show it could match-fund the cash on offer, and that seemed to be a challenge until a helpful accountant from the Scottish Tourist Board asked Andrew how the society raised money; he had turned the society down for a grant as it could not demonstrate regular earning capacity at that point.

"I replied that we had run a couple of railtours," said Andrew. "The first one had been in 1970, and in 1972, for example, we had run a tour to Kyle of Lochalsh for £3.50 return, and we were starting to make money out of the tours.

"That's when the accountant told us to get busy and expand the tours business, and that was what brought in the £30,000 we needed to match the STB funding for Bo'ness. The tours

business, which celebrated its golden jubilee in 2020, has never looked back, and is a vital and vibrant part of our operations today."

If you ask Ann Glen what the society's single greatest achievement has been over the last 60 years, she replies, without hesitation, that it is the fact that the SRPS took a derelict site at Bo'ness and succeeded in turning it into a convincing station, with all the facilities you would expect – so much so that visitors are convinced that it is totally authentic and has been there for more than a century.

That transformation was achieved over several decades, with the engine shed, train shed saved from Edinburgh Haymarket station, goods shed, signal box and signalling all appearing over time, adding to the air of establishment that is a hallmark of the Bo'ness & Kinneil Railway.

Meanwhile, volunteers were hard at work extending the line, first to Kinneil on to Birkhill and finally to Manuel, while the connection to the Edinburgh-Glasgow main line was rebuilt in 1989 and has proved invaluable to allow the SRPS main line coach rake to access the national system.

Bo'ness shed has hosted celebrity locomotives, and the line has been used for national network staff training and equipment trials, the latest venture being the conversion of a former BR Class 314 to hydrogen power, in time to be shown at the COP26 climate summit in Glasgow in November.

Neither was the society slow in tapping into the education market, and I can well remember being dispatched in 1983 to Bo'ness by the Times Education Supplement Scotland to cover the country's first schools week on a heritage railway, and there to meet volunteer

David Bytheway, a sub-editor on the Daily Record, who created the pioneering and highly successful event. That first schools week led, nearly 40 years ago now and long before it was fashionable in the heritage railway movement, to the society breaking new ground by working with the then Central Regional Council education department on a railway heritage curriculum pack. The schools event became an established part of the society's work.

Another assignment I always looked forward to was visiting one of the annual Santa special events, a few years later, to cover it for The Herald, and gaining the society a great deal of useful publicity as a result. The sheer professionalism of the way the events – a great novelty for the Scottish public and media alike – were run was impressive.

Drivers and firemen, guards, and, vitally, volunteers acting as elves toured the train with the Big Man, ensuring that children had an unforgettable experience. The events also boosted the railway's coffers to keep it going during the winter, and led on to its legendary New Year's Day Black Bun specials also polishing the rails, bringing in the cash during the off-season.

A national railway museum for Scotland

From the outset, the SRPS stated its aim was to preserve and display artefacts from the history of Scottish railways, as well as running a heritage railway. That is why, in 1995, the Museum of Scottish Railways was opened at Bo'ness and was extended in 2002 to allow even more exhibits to go on display.

Now curated by director Dr Becky Peacock,

already well-known for her heritage railway work in her earlier post on the Mid-Hants Railway, the museum is a must-see for all visitors to the railway.

Its collection ranges from the Royal Saloon saved by the fledgling society, through wagons dating from 1862 to 1963, Great North of Scotland Railway 4-4-0 No. 49 *Gordon Highlander*, on loan from Glasgow's Riverside Museum, to a Glasgow Subway motor coach.

Not forgetting tickets, station signs, wagons, road vehicles, and pictures of Scottish railway employees and their working life stories, this museum shows just how much the society has succeeded in achieving the aims of its founders.

Thanks to being registered, the museum was able to access grants from Museum Galleries Scotland during the Covid-19 crisis. However, as Andrew Boyd explained, being a registered museum needs constant hard work to maintain that status.

"We need to have an approved collection development policy, which includes not just acquiring new artefacts and items of rolling stock – we recently accessioned a Caledonian Sleeper Mk.3 coach – but also disposing of items we don't need," he said.

"As our railway essentially runs collection items in service, we have to be alive to the challenges of running a railway with 19th and 20th century origins and items of motive power and rolling stock under 21st century regulations and conditions."

He also paid great tribute to one volunteer, the late John Birnie, who took early retirement from his profession as an electrical engineer, retrained as a museum professional, and put his heart and soul into developing the museum.

When John died, the society had to replace him with a salaried museum professional, such was the scale and impact of his work at Bo'ness.

Currently, under acting chairman Iain Anderson, the SRPS, like all heritage railway organisations, is working hard to recover from the effects of the pandemic.

"Essentially, we had no revenue for over a year," said Iain. "Then, as if that wasn't bad enough, overnight on August 11/12 last year, torrential rain caused a landslip, delaying our planned reopening in the September, and we were presented with a £100,000 bill for repairing the damage to the line."

Members and supporters rallied round, however, with an incredible £70,000 coming in during the first week after an appeal was launched. With a total of £126,000 raised, contractors were appointed to complete the necessary work, handing back the line in December 2020 so that eventual reopening to passenger trains could take place for the 2021 season, after Covid-compliant procedures and staff training were carried out.

Like all heritage railways, the SRPS faces many challenges, not least the advancing age of many of its volunteers, procuring coal, and the eternal battle, as Iain Anderson said, of convincing potential visitors from Glasgow and the west of Scotland that Bo'ness is only 40 miles away and not at the other end of the country!

"We also need to publicise the Museum of Scottish Railways more effectively," said Iain. "We bring contractors in there, and they often say that they simply didn't know such a superb collection exists. We need to make it much better-known."



United Collieries /NCB Andrew Barclay 0-4-OST No. 6 (No.2043 of 1937) makes a spirited departure from Bo'ness on August 28, 2011. ROBIN JONES

Steaming ahead

With flourishing steam and diesel groups looking after 23 steam and 12 historic diesel locomotives between them, there is much to celebrate in the society's diamond jubilee year.

The welcome announcement came in 2020 that Historic Environment Scotland granted the society £158,654 to carry out a range of activities, including upgrading visitor building electrical systems, fitting Covid-compliant Perspex screens in carriages, and allowing the society to commission business consultants to advise on how best to take the railway and museum forward.

Best of all, and a real tonic for everyone at Bo'ness, has been the award of a total of £975,000 from the National Lottery Heritage Fund for the Steaming Ahead project.

Work is already well underway on a new engineering building in which the society's steam fleet will be maintained, with visitors being able to watch the work in progress from a viewing gallery.

The facility will also be used to train four apprentices in steam-age skills, as well as continuing training for the society's 400 volunteers and further training, in conjunction with Falkirk Council, for local people who will benefit from acquiring work-related skills.

Iain Anderson said: "Steaming Ahead is vital for the skills necessary to keep our railway running long into the society's next 60 years to ensure they are passed on to young people.

"The then young people of 1961 who founded our society have achieved and learned so much over the last six decades themselves.

"It is now the time to pass on their knowledge and skills by both involving and training the young people of today – and that is what we will be doing with our new facility."

Reflecting on the past and looking to the future

In its 60 years, the SRPS has achieved what its far-seeing founders set out to do in their world, so different from the world of today.

Not only does the Bo'ness & Kinneil Railway, in an ordinary Covid-free year, welcome 60,000 passengers annually and run a fascinating and highly successful museum, but SRPS railtour trains, hauled by main line diesel locomotives and classic steam engines, with passenger relations and catering expertly and enthusiastically provided by SRPS volunteer stewards, travel the length and breadth of the British railway network. One has even reached as far away from Bo'ness as Penzance... and come back!

The SRPS is a mature organisation, and it is perhaps a reflection of that fact which has led museum director Dr Becky Peacock to reflect: "We have successfully recorded, preserved and kept alive the history of Scottish railways. Perhaps we now need to record the history of Scottish railway preservation in which the SRPS has played a pioneering role."

The enthusiastic and youthful pioneers who first met in an Edinburgh YMCA in 1961 to found the SRPS would be very proud to hear those words, for they have won their rightful place in the history of Scottish railway heritage.

Sixty years on, their legacy is there for all to see at Bo'ness, where the spirit of an earlier age of the train in Scotland lives on.

Make sure you visit Bo'ness in the society's diamond jubilee year. You won't be disappointed, and yes, you'll be quite convinced that Bo'ness station has been there for all time. **HR**



LNER A3 Pacific No. 60103 *Flying Scotsman* takes on coal at Bo'ness before heading a SRPS railtour on May 16, 2016. SCOTLAND BY CAMERA/CREATIVE COMMONS



A quiet moment at Bo'ness in May 1999, under the canopy rescued from Edinburgh Haymarket station, but looking as if it had always been here. HUGH DOUGHERTY



A Glasgow Subway car on display in the Museum of Scottish Railways. HUGH DOUGHERTY



Mail by rail: This TPO in the Bo'ness museum allows visitors to have a go at sorting letters by hand. HUGH DOUGHERTY



Salt of the earth inside the Bo'ness museum! ROBIN JONES



Among the SRPS collection is this 1959-built Class 126 DMU. It is in running order and takes to the tracks at diesel gala events. HUGH DOUGHERTY

→ For full details of Bo'ness & Kinneil Railway train times, fares, locomotives, rolling stock, special events, the Museum of Scottish Railways, and the SRPS Railtours programme, and also how to join the society and how to become a volunteer, visit www.srps.org.uk

PRESERVED LINE PROFILE

BLAENAVON

STEAM IN A WORLD HERITAGE SITE

While North Wales' slate industry and its railways have just been declared a UNESCO World Heritage Site, South Wales already has a location with that status – the former iron and coal-producing area around Blaenavon. **John Titlow** profiles the rapidly-developing Pontypool & Blaenavon Railway.



Set in the valleys of South Wales, the Pontypool & Blaenavon Railway at the foot of the Brecon Beacons runs through a UNESCO World Heritage Site that was once famous for its coal mines. The reclaimed landscape is slowly transforming from colliery workings and spoil tips into a conservation area and nature reserve at nearby Garn Lakes.

After considerable work, cycle and walking tracks are now where there was once no vegetation whatsoever.

The original line was built by the Brynmawr & Blaenavon Railway and completed in 1869. It was immediately leased to the London & North Western Railway, connecting with the LNWR's Heads of the Valleys line at Brynmawr for the transportation of coal to the Midlands. Later it was extended south to join the GWR at

Abersychan & Talywain, connecting it with Pontypool. The LNWR ran passenger trains on the line in 1872.

Industrial heritage

Much like Coalbrookdale, Blaenavon played an important part in the Industrial Revolution, becoming one of the world's major iron and coal producers during the 19th century. Its rural landscape was transformed forever.

With the area rich in iron ore, limestone and coal, mining eventually became the major employer in Blaenavon. Kearsley's Pit, now known as Big Pit, began in 1880, exporting coal around the world – and Welsh coal was notably linked to the GWR.

The steady decline in heavy industry during the 20th century affected the fortunes of the line.

Nearby Blaenavon Ironworks closed in 1924. During World War Two, passenger services were withdrawn in 1941 and Blaenavon shed closed in 1942.

The line ambled on for a time and during 1953 was used for wagon storage until freight stopped in 1954. There was a temporary reprieve in 1960 when a new siding was laid to nearby Bloreng, connecting it with an open cast mine. Final closure came in 1980 and soon after, all platform buildings were demolished; this also coincided with the closure of the nearby Big Pit mine before the notorious miners' strike of the 1980s.

The area went into decline, but this did not deter enthusiasts wanting to preserve its rich industrial history. In 1983 the preservation society took over and opened the line between Furnace Sidings and Whistle Inn Halt. In 2010 it extended to Blaenavon High



One tends to think of the South Wales valleys as a GWR stronghold, but the Pontypool & Blaenavon Railway's main station at Furnace Sidings reflects the line's LNWR pedigree, with a footbridge recovered from Hinckley. The new building incorporates stonework recovered from Pontypool's Crane Street station. Arriving with the last train of the day on June 19 is Andrew Barclay 0-4-0ST Rosyth No. 1. JOHN TITLOW



A view through the carriage window of the footplate of *Rosyth No. 1*. JOHN TITLOW

Level and just beyond to Coed Avon; a year later the short branch line to the National Mining Museum opened.

Blaenavon originally had two stations, High Level being the LNWR's and Low Level the GWR's, gaining the suffixes after nationalisation in 1948 to avoid confusion. The line retained its LNWR infrastructure until closure.

Surrounding attractions

Though only 3½ miles long, the P&BR crams an awful lot into the journey with four stations. The central base is at Furnace Sidings, the site of the original washery and remaining water tower. From here the train is pushed under 'guard's control' up to Whistle Inn Halt, where there is no run-round loop, so it returns to Furnace Sidings before heading south to Blaenavon High Level. A further few hundred yards is covered to the buffer stops at Coed Avon, and again under guard's control it pushes back to High Level. After running round, the real fun begins with the return

"The major preserved sites of Blaenavon Ironworks and Big Pit, together with the outstanding derelict landscape of mineral exploitation, manufacturing, transport, and settlement which surrounds them, provide an extraordinarily comprehensive picture of all the crucial elements of the industrialisation process..."



to Furnace Sidings on a ruling gradient of 1-in-40, rising to 1-in-24 in places with the locomotives working extremely hard.

Much of the railway has become National Cycle Network route 46; ironically, the one that parallels the Severn Valley Railway is 45! As with most preserved railways, it is recognised locally that its presence significantly adds to the visitor experience and tourist potential of the town.

It is not just the major railways that have suffered considerably during the pandemic, but smaller lines like the P&BR are finding it even more difficult. After a short season last year, they were happy to reopen on May 1, but train services are currently reduced from four trains a day to three, at 11am, 12.30pm and 2pm. The 3.30pm has been cancelled until further notice and at the time of writing the Big Pit branch was not being used.

In 2000, the surrounding area and Blaenavon was recognised by UNESCO for the important role it played in the Industrial Revolution and was given World

Displayed beneath the preserved colliery winding gear at Big Pit are Hudswell Clarke 0-6-0ST No. 10 (left) and Andrew Barclay 0-4-0ST Nora. JOHN TITLOW



Class 37 No. 37216 and Hudswell Clarke 0-4-0 shunter Blaenavon No. 14 at Furnace Sidings. JOHN TITLOW

Heritage Site status. According to UNESCO, 'the major preserved sites of Blaenavon Ironworks and Big Pit, together with the outstanding derelict landscape of mineral exploitation, manufacturing, transport, and settlement which surrounds them, provide an extraordinarily comprehensive picture of all the crucial elements of the industrialisation process: coal and ore mines, quarries, a primitive railway system and canal, furnaces, workers' homes, and the social infrastructure of the early industrial community. The area reflects the pre-eminence of South Wales in the production of iron, steel and coal in the 19th century'.

The nearby Big Pit mining museum is reached either by the short branch (when running) or an easy walk. There is considerable railway interest here, with two standard gauge steam locomotives and coal wagons on display. The engines are Andrew Barclay 0-4-0ST No. 5 *Nora*, Works No. 1680 of 1920, formerly of Blaenavon Co. Ltd, and Hudswell Clarke 0-6-0ST No. 10, Works No. 544 of 1900. Both appear to be forgotten and are beginning to look rather sad, in need of some TLC and a coat of paint. There is also plenty of underground railway interest, although Covid-19 has currently stopped the underground tours. Admission is free and it is well worth a visit. P&BR tickets are valid for the day and other attractions are easily combined.

There is plenty to see for those interested in industrial archaeology, such as the ruined furnaces of the Blaenavon Ironworks, with its foundry remains and water balance tower that raised wagons 80ft into the air.

Industrials to the fore

Industrials are presently the main motive power, with four working steam locomotives; No 18 *Jessie*, an 0-6-0ST built by Hunslet in 1937 with works number 1873, was on hire to the Dean Forest Railway at the time of my visit. Steamable inside the shed was a diminutive 0-4-0ST from Andrew Barclay Sons & Co, Caledonia Works, Kilmarnock, Works No 1219 of 1910.

Working the service trains on the day was another Caledonia Works product, ex-dockyard 0-4-0ST *Rosyth* No. 1, Works No. 1385 of 1914. After previous lineside fires, a spark arrester was fitted – but it struggled

to get the two Mk.1 coaches up the 1-in-40 ruling gradient and was worked flat-out; normally it has no problems on the grade. The crew on the day were driver James Burnett and fireman Steve Vincent.

Length of trains depends on the number of booked passengers and which locomotive is best economically on the day. *Rosyth* No. 1 can only handle two coaches but the fourth working engine, Bagnall 0-6-0ST *Empress* (Works No. 3061 of 1954), can take three.

Three Mk.1s have recently been repainted in BR carmine and cream livery at Williton on the West Somerset Railway.

Empress was the second locomotive in steam on June 19 for an afternoon and evening charter organised by Martin Creese, of 30742 Charters. The ex-NCB engine, formerly of Measham and Cadley Hill collieries, fitted the bill with five 'Windcutter' wagons on loan from the Great Central Railway and the Shark brake van No. 62863 repainted especially.

Our driver, Alex Gourlay, fireman John Evans and cleaner Dave Thomas did a wonderful job where nothing was too much effort. Sadly the weather never played ball, but it looked wonderful to see a freight train among the colliery slag heaps – again evoking memories of times gone by.

Social distancing and safety along the line was followed, and this was one of the first standard gauge charters to take place in 2021; after such a considerable time in lockdown it was a pleasure to be at an event like this. A collection for the crew on the charter at the end of the day raised more than £100, which was donated to the railway's funds.

When chatting to the crew before the charter, fireman John Evans described his 50 years in preservation, starting at Dai Woodham's scrapyards in Barry working on GWR 42XX 2-8-0T No. 4270, recovering parts, preventing theft and preparing for its departure. He continued at the Swansea Maritime Museum, Gwili Railway, Severn Valley, Tyseley Locomotive Works and finally the P&BR – quite a varied life.

Two Class 37 diesels are in residence, Nos. 37023 and 37216, along with Class 31 No. D5627 *Steve Organ* GM, which is to be repainted soon. There is a collection of local colliery and industrial diesel locomotives of all shapes and sizes, and a Class 117 diesel multiple unit.



Future plans

At one point the P&BR had a poor reputation due to the amount of unrestored equipment on site, so a full stock review took place in 2019. This, coupled with a change in insurance provider, led to a considerable tidying-up of the site and the controversy regarding the 'Titanic Carriages', the two LSWR dining cars, now look to have a more secure future, as reported last issue.

From visiting the P&BR and meeting its people, it is hard to believe they would wantonly destroy historic carriages; this would go against all their preservation principles. The railway now looks much nicer and more professional; the general public do not want a ride through a scrapyard and preservation sites now have to look tidier.

Various other carriages are undergoing restoration on site. Of note is a Barry Railway four-wheel first/second class Composite No. 175 (GWR No. 6095) dating from circa 1897, which is in the early stages of restoration and protected from the elements inside a shed.

A recent welcome addition is the recently completed Eric Edwards Carriage Shed, built with funds from his legacy. Its three roads offer secure dry accommodation for

the preserved stock and locomotives. Inside are two special carriages, a Great Eastern Directors' Saloon from 1911 and a GWR District Engineer's inspection saloon from 1910, both operational.

Now the carriage shed is complete, plans are being drawn up for a new locomotive shed and servicing facility for the operational fleet. The large shed affectionately known as the 'Cathedral Building' will be extended for this to accommodate four large 0-6-0Ts.

Watering facilities are presently from a hydrant on Furnace station, but plans are afoot for a water tower and column of LNWR design; Covid-19 has delayed progress on this. Network Rail is providing design consultancy free of charge, along with considerable labour for its construction.

Three locomotives are currently undergoing restoration on site. Progress on *Llantarnam Abbey*, an Andrew Barclay 0-6-0ST of 1939, Works No. 2074, had stalled but is recently advancing. Robert Stephenson & Hawthorn Austerity 0-6-0ST No. 71515, formerly of Mech Navvies Ltd, is under overhaul. Almost hidden from view inside the shed is GWR pannier tank No. 9629, completely stripped down to its frames and undergoing a complete rebuild from Barry

scrapyard condition, after being displayed outside the Holiday Inn hotel in Cardiff for a time.

Extensions both north and south are being considered, but presently the northern one to Waenavon, over half way to the original Heads of the Valleys line at Brynmawr, looks more viable, as the trackbed is still intact and talks are taking place with owners.

Realignment of the track at Whistle Inn is necessary for clearance under the small road bridge. Should this take place, at 1400ft, Waenavon would be the highest standard-gauge station in both England and Wales, beating Dent by 350ft.

An extension south could be either on the LNWR alignment to Varteg or taking the branch to Varteg Hill. Over the next few years, the railway will investigate the feasibility of both routes.

In 2010 the P&BR won the Heritage Railway Association award for small groups and 11 years later there are ambitious plans afoot; we can only wish them every success for the future.

If you like small engines, do go for a ride. You will not be disappointed with the sounds on this friendly railway, and soak up our industrial heritage while you are there. **HR**



Great Eastern Railway directors' saloon No. 3 in the Eric Edwards carriage shed. JOHN TITLOW



Above: Barry Railway coach body No. 175 and a Mk.1 Restaurant Miniature Buffet inside the shed at Furnace Sidings. JOHN TITLOW

Left: Bagnall 0-6-0ST *Empress* hauls a set of BR 16-ton 'Windcutter' mineral wagons up the gradient towards Furnace Sidings during the 30742 photo charter on June 19. JOHN TITLOW

Below: The stripped-down frames of ex-Barry pannier tank No. 9629 under restoration. JOHN TITLOW



Prototypes of Kernow's OO-scale GWR railmotor arrive

THE Great Western Society, celebrating its 60th anniversary this year, filled a gap in preservation with its GWR railmotor. In OO scale, Kernow Model Rail Centre is filling that gap.

The Cornish-based shop has received the first engineering prototypes of its steam railmotor model, which it is producing in association with the GWS – using original drawings and laser scans of the preserved example, No. 93, at Didcot Railway Centre.

The idea for the model originated when No. 93 made a ground-breaking visit to Cornwall in 2012 to run on the Liskeard-Looe branch, and Kernow's managing director Chris Trerise travelled in it.

The railmotor is often described as the ancestor of today's multiple units and railcars; although the GWR was not the first or only railway to build such vehicles, it was one of the most prolific users, constructing 99 examples between 1904 and 1908.

Two types

Built in 1908, No. 93 was converted to a locomotive-hauled auto-trailer during 1934 and 1935 and preserved by the GWS in 1970, being rebuilt to its original form with a new boiler and power bogie in a Heritage Lottery Fund-supported project completed in 2011. The vehicle is now awaiting an overhaul at Didcot following the expiry of its boiler certificate this spring.

The tooling of the Kernow model will allow five versions to be produced, of Diagrams O and R, the two most numerous types – No. 93 being of Diagram R.

A model of No. 93 as preserved, in the lined crimson lake livery used from 1912 to 1922, will be offered, along with earlier and later liveries: GWR fully lined chocolate and cream (1903-1908); lined brown (1908-1912); and simplified chocolate and cream (late 1920s onwards).



Newly-restored GWR steam railmotor No. 93 at Glyndyfrdwy station on the Llangollen Railway during trial runs in March 2011. ROBIN JONES

Right: The engineering prototypes of the Kernow Model Rail Centre GWR steam railmotor. The Diagram R type, of which preserved example No. 93 is one, is on the left, and Diagram O on the right.

KERNOW MODEL RAIL CENTRE



The models have electrical pick-up on all wheels, fully-working Walschaerts valve gear, interior lights, and scale renditions of oil head and tail lamps which light up according to the direction of travel. They are Digital Command Control-ready with a sound speaker installed, and the motor is hidden inside the boiler on top of the power bogie.

They will cost £179.99 each, with a £10 discount if pre-ordered from www.kernowmodelrailcentre.com

Graham Muspratt, Kernow's development manager, said: "It is

great to receive the engineering prototypes for full checking and testing, although we are already aware of a few minor issues to amend.

"Initial tests show that they run very quietly and smoothly, and the valve gear is a joy to watch in action.

Delivery expected next year

"The livery artwork is underway concurrent with testing these prototypes and we hope to see decorated samples by the autumn.

"We should then be in a position to start to arrange production."

The on-sale date, he added, "is likely to be approximately the first quarter of 2022 but subject to alteration".

"We thank the Great Western Society for all their continued support and valued input as the project progresses," he said.

→ Kernow is also producing an OO-scale London & South Western Railway road van, of which four are preserved, at the Bluebell and Isle of Wight Steam railways, in the National Collection, and by the Somerset & Dorset Railway Trust. The model is in stock now, priced £34.99.

National Collection D Class available at Locomotion

WHAT is arguably one of the most beautiful locomotives in preservation is now available in OO scale – South Eastern & Chatham Railway D Class 4-4-0 No. 737.

The elegant Wainwright locomotive, built at Ashford Works in 1901, is today part of the National Collection and displayed at York. It has never steamed in preservation – but your OO-gauge heritage line can run it 'on loan from the NRM' thanks to Dapol, Locomotion Models and Rails of Sheffield. A partnership between the model manufacturer, the NRM's Locomotion

museum at Shildon and the Sheffield model shop led to the creation of the miniature No. 737.

The National Collection model, faithfully recreating the ornate SECR livery of the real thing, is only available from Locomotion (www.locomotionmodels.com), where it is now in stock at £199.99.

However, Dapol (www.dapol.co.uk) and Rails (railsosfsheffield.com) also offer SECR green, wartime grey, Southern Railway and BR liveries.



The OO-gauge model of National Collection SECR D Class 4-4-0 No. 737. LOCOMOTION MODELS

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Two GWR large Prairie tanks – 5101 class No. 4103 and 6100 class No. 6148 – arrive at Cheddar with the Home Counties Railway Society 'Mendip Railtour' of October 6, 1963. MORTONS RAILWAY MAGAZINE ARCHIVE/A. RICHARDSON

All Prairies large and small!

The eagerly-awaited OO-scale models of the Great Western Railway's 5101 and 6100 class large Prairie tanks from Dapol Ltd prompt **Pete Kelly** to research the history of these fine locomotives and their small Prairie siblings, which followed an almost unbroken line from George Jackson Churchward's 1903 prototype, No. 99.

THE history of the Great Western Railway's 2-6-2 tank locomotives, normally referred to as Prairies, began in 1903 with George Jackson Churchward's prototype Prairie tank, No. 99. The working pressure of its Standard No. 2 boiler was 200psi, which, together with the locomotive's two 18½in x 30in outside cylinders and 5ft 8in diameter driving wheels, combined to produce strong performances during extended trials that were conducted over the following two years.

It set the pattern for a further 39 large Prairie locomotives constructed in 1905 and 1906, whose only real difference was that they featured sloping rather than flat-topped tanks for greater visibility. This batch carried the running numbers 3111 to 3149, and in 1912 the prototype was renumbered 3100.

So successful were the large Prairie tanks that they continued to be built until 1949, when the final 20 were constructed under British Railways, but the story became more complex over the years with various

modifications and class numbering sequences.

Larger Prairies

In 1907, larger standard No. 4 boilers working at 200psi were fitted to a batch of Prairie tanks that were numbered 3150 to 3190 to form the 3150 class. These had a tractive effort of 25,670lb, and no fewer than 30 of them were still listed at nationalisation in 1948.

In 1928 Churchward's successor, Charles Collett, rebuilt the 3100 class into heavier locomotives with various detail alterations, and these became the 5100 class. The original No. 99 became No. 5100, and Nos. 3111-49 became Nos. 5111-49. These locomotives were subsequently fitted with superheaters, but none of them has survived into preservation.

Collett's own updated version of the 3100s was the 5101 class, introduced in 1929 and featuring standard Collett bunkers with a greater coal capacity and an increased axle loading that took them to the 'blue route' maximum.

They continued the tradition of 200psi boilers, 18in x 30in outside cylinders and 5ft 8in diameter driving wheels, and had a tractive effort of 24,300lb. When the 5100 number series ran out, new locomotives went back to the 4100 series, and the final 20 class members, Nos. 4160-79, were built under British Railways in 1948-9.

The 5101s were built primarily to haul suburban and local passenger services all over the GWR network, but as time went on these thoroughly capable locomotives took on several other roles, including main line piloting and banking, particularly over the South Devon banks between Exeter and Plymouth and the area around Severn Tunnel Junction on the South Wales main line.

At nationalisation, the 5101s were allocated over large areas of the GWR system, including no fewer than 26 stationed at Tyseley (84E); 24 at Stourbridge (84F); 12 at Newton Abbot (83A); 10 each at Leamington (84D) and Birkenhead (6C); eight at Chester (84K); seven at

Wellington (84H); six at Pontypool Road (86G); six at Wolverhampton Stafford Road (84A); six at Bristol Bath Road (82A); five at Barry (88C); and smaller numbers at other sheds including Newport Ebbw Junction (86A); Gloucester (85B); Taunton (83B); Worcester (85A); Kidderminster (85D); Landore (87E); Severn Tunnel Junction (86E); Shrewsbury (84G); Cardiff Canton (86C); Neath (87A); Exeter (83C); Laira (83D); Carmarthen (87G); Banbury (84C); Treherbert (88F); Duffryn Yard (87B); and Truro (83F).

The nearest station to my home town where I could 'spot' former GWR locomotives was Chester, where large Prairie tanks could often be seen waiting for incoming trains from the Western Region, which they would then take on from a bay platform to Birkenhead while the larger tender locomotives that had brought them in were serviced at the old GWR Chester shed (84K).

Swindon-designed BR Standard Class 3 2-6-2Ts painted in passenger



5101 class large Prairie tank No. 5188 at Bristol Temple Meads with a permanent way train on May 4, 1958. MORTONS RAILWAY MAGAZINE ARCHIVE/R. O. COFFIN



Collett 'Tanner-One-er' large Prairie tank No. 6117 heads an Up freight train near Saunderton in July 1961. MORTONS RAILWAY MAGAZINE ARCHIVE/C. R. L. COLES

green livery also took part in these duties.

When the withdrawals began, some of the 5101s allocated to Severn Tunnel Junction (86E) were dispatched to Woodham Brothers' yard at Barry and subsequently rescued.

'Tanner-One-ers'

By the early 1930s, more powerful versions of the 5101s were needed for the busy and sharply-timed commuter services into Paddington to replace the old 2221 class Atlantic (4-4-2) tank engine versions of the rapid 3800 class 'County' 4-4-0 tender engines with their large 6ft 8½ in driving wheels, so Swindon built a batch of 70 large Prairies featuring an increased boiler pressure of 225psi and subsequently higher tractive effort figure of 27,340lb. Constructed between 1931 and 1935, these were Collett's 6100 class that remained in service until the end of Western Region steam in 1965.

Anyone who remembers Britain's pre-decimal currency will know that the small sixpenny coins were usually referred to as tanners, and with the one representing a penny, this led to the class's widespread nickname of 'Tanner One-ers'.

Until their gradual replacement by diesel multiple units, their routes included Paddington to Aylesbury via High Wycombe, and to and from Oxford, Windsor, Reading and Basingstoke, with the vast majority of allocations at Old Oak Common (81A), Slough (81B),

Southall (81C), Reading (81D), Didcot (81E) and Oxford (81F). Many old railwaymen were sorry to see them lose these duties, and believed the DMU replacements made a poor substitute.

To complicate the 'Large Prairie' story further, in 1938 five of the 3150s (Nos. 3173, 3156, 3181, 3155 and 3179 respectively) were rebuilt under Charles Collett to form a new 3100 class, with a boiler pressure of 225lb and much smaller 5ft 3in driving wheels, to give an outstanding tractive effort of 31,170lb – and during the same year, 10 of the 5100 class locomotives were rebuilt with 225psi boilers and 5ft 6in driving wheels to form the 8100 class, this time with a tractive effort of 28,165lb.



Leaving Hereford with a stopping train for Gloucester on June 27, 1962, is 5101 class large Prairie tank No. 4138. MORTONS RAILWAY MAGAZINE ARCHIVE/DEREK CROSS



5101 class large Prairie tank No. 4105 passes Oxford MPD and approaches Walton Well road bridge with the 5.25pm Oxford-Banbury train on May 23, 1963. MORTONS RAILWAY MAGAZINE ARCHIVE/G. D. KING

At nationalisation, No. 3100 was allocated to Tondur (86F), No. 3101 to Tyseley (84E), Nos. 3102 and 3104 to Wolverhampton Stafford Road (84A) and No. 3103 to Newport Ebbw Junction (86A).

Two of the 8100s were allocated to Leamington (84D), another two to Neyland (87H), and one each to Oswestry (89A), Neath (87A), Bristol St Philip's Marsh (82B), Worcester (85A), Tyseley (84E) and Kidderminster (85D).

Sadly, none of the 3100s or 8100s survived, but nine 5101s are preserved (10 including No. 5193, which the West Somerset Railway rebuilt into lightweight 2-6-0 tender engine No. 9351), while No. 6106, in the Great Western Society's collection

at Didcot Railway Centre, is the last remaining 'Tanner-One-er'.

Smaller fry

No feature on the GWR 2-6-2 tank locomotives would be complete without mention of the small Prairies of the 4400, 4500 and 4575 classes. One of the main distinguishing features over their larger siblings, apart from their more delicate outlines, was that their driving wheels were all under 5ft in diameter, whereas the driving wheels of the large Prairies were all over 5ft in diameter.

The first small Prairies were the 11 locomotives of the 4400 class for branch line duties that were introduced in 1904. They were fitted with Standard No. 5 boilers, and their small 4ft 1½ in driving wheels



Beside the Blackwater, 6100 class large Prairie tank No. 6112 passes Hinksey with the 2.56pm Oxford-Didcot stopping train on July 17, 1953. MORTONS RAILWAY MAGAZINE ARCHIVE/E. D. BRUTON



A sad end for 5101 class large Prairie tank No. 4155, as the scrap men start cutting it up at Long Marston on February 2, 1966.

MORTONS RAILWAY MAGAZINE ARCHIVE/N. E. PREEDY



An immaculate 6100 class large Prairie tank No. 6106, with 5205 class 2-8-0T No. 5224, arrives at Rothley on the Great Central Railway with the 10.45 ex-Loughborough train on May 21, 1989.

MORTONS RAILWAY MAGAZINE ARCHIVE/W. A. SHARMAN

suited them to hillier terrain, such as on the Princetown branch. Only one of these engines was built at Swindon Works, the remaining 10 being constructed at Stafford Road Works in Wolverhampton. With a boiler pressure of 180psi and two outside 17 x 24in diameter cylinders, they produced a tractive effort of 21,440lb. All were withdrawn from service between 1949 and 1955.

Developed directly from the 4400 class were the 75 locomotives of the 4500 class, which boasted an increased boiler pressure of 200psi, and their larger-diameter (4ft 7½in) driving wheels gave higher speeds of up to 60mph and only a fractionally reduced tractive effort of 21,250psi.

Their cylinder size remained the same and the locomotives appeared in several batches between 1906 and 1915, the first 20 being the last GWR locomotives to be built at Wolverhampton. The remaining 55 were constructed at Swindon, with the final batch appearing under the tenure of new locomotive superintendent Charles Collett in 1924.

Collett oversaw the building of a further 100 small Prairies, the 4575 class, with increased water tank capacity between 1927-9. Some of these were fitted with auto train equipment in 1953, allowing them to work push-pull trains with auto trailers in South Wales.

Like their larger relatives, the small Prairies have proved to be useful and popular engines on heritage railways, with three of the 4500 series and 11 4575s in preservation.

Dapol's models

Dapol is modelling the 5101 and 6100 classes from the early 1930s, when cab side shutters were added, and many original general arrangement drawings have been used in their development.

To portray them over their lifetime, many separately added details will include two styles of safety-valve cover, a bunker lamp bracket shield, smokebox-top-mounted

lamp bracket, or a smokebox door-mounted bracket for the British Railways period, separately fitted top-feed pipes and handrails, separately-fitted lifting rings, screw-down and flip-top water filler covers.

They will be available with and without cab side shutters, and the tool planning and design has allowed for other desirable Prairie tanks, such as the 3100 and later 5100 and 8100 classes, to be modelled at later dates.

The technical specification will include a smooth and powerful five-pole skew-wound motor for outstanding haulage power and fine controllability, Dapol's tool-less DCC and speaker installation PCB (simply remove the smokebox door, pull out the PCB, click the speakers and decoder into place

and slide everything back inside), a compensated chassis for reliable running, and pick-up through all driving wheels. A cleverly-designed front pony truck will allow the cylinders to be mounted in full relief yet still negotiate R2 minimum-radius curves with ease, and on factory-fitted models only a realistic firebox glow is synchronised with sound.

Completing the specification will be sprung buffers, die-cast and profiled wheels and steel tyres, finely-engineered motion with prototypical connecting rods, and removable cab roofs and coal loads exposing the exquisite cab detail and making it easy to install footplate crews.

Sound-fitted versions available directly from Dapol will incorporate their own recorded sounds

and features such as RealDrive, which gives realistic braking and coasting characteristics.

The initial range will comprise No. 5109 in green and lettered 'Great Western' (45 041 001); No. 6129 in green and lettered 'Great Western' (45 041 002); No. 5108 in green with 'shirtbutton' GWR roundel (45 041 003); No. 5150 in green and lettered 'GWR' (45 041 004); No. 5190 in lined black and lettered 'British Railways' (45 041 005); No. 4134 in lined green with early BR lion and wheel crest and bunker steps (45 041 006); and No. 6167 in lined green with late BR crest and bunker steps (45 041 007).

Dapol's recommended retail prices are £140.71 DCC-ready, £171.76 DCC-fitted and £289.95 for factory-fitted sound. **HR**



5101 class large Prairie tank No. 5150 (45 041 004) will come in green with GWR tank-side lettering. Please note that these images are of decorated samples only, and that all models are subject to change and correction where necessary. DAPOL



From the perspective of the bunkers of Nos. 5109 (45 041 001) and 5150, it is easy to appreciate the difference that the full-relief cylinders will make. DAPOL

Above and right: The cab roofs and coal loads are removable to reveal the exquisite cab detail which includes the gauges and makes it simple to install a locomotive crew. DAPOL



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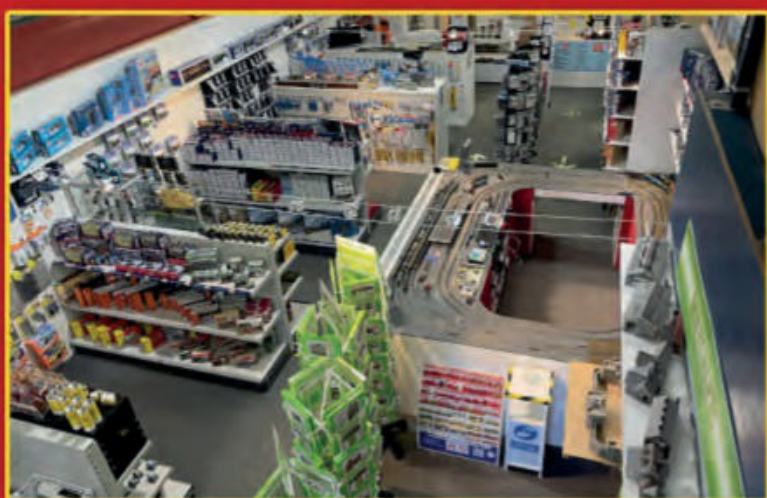
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LOCOMOTIVE RESTORATION: OPEN TO ALL

Do you want to get involved in a steam locomotive restoration project but think you don't have the necessary skills? **David Holmes**, a trustee of the 2874 Trust, explains how anyone can help with the resurrection of a Barry scrapyard wreck, such as the Churchward 28XX 2-8-0 being restored by the group at the Gloucestershire Warwickshire Railway.

Restoring a steam locomotive from Barry scrapyard condition has now been completed numerous times and there are many fine examples operating in the UK, but there are still a few such locomotives which have yet to feel the warmth of a fire and the gentle build-up of steam coursing through their tubes. GWR 28XX No. 2874 is one example, but is now being slowly restored by the 2874 Trust on the Gloucestershire Warwickshire Railway at Toddington.

The Churchward 2-8-0 has had a slow journey to where it is now, having been withdrawn from BR service and dispatched to Dai Woodham's Barry yard in 1963, then departing to the Pontypool & Blaenavon Railway in 1987, followed by a move to the

West Somerset Railway in 2007. Two years later the locomotive was sold to Dinmore Manor Locomotive Ltd and moved in 2014 to Toddington, where it was then sold to the 2874 Trust, an educational charity, in 2016 (for more information on the engine's history visit www.2874trust.org). Work has finally commenced on the restoration.

Sharing a hobby

I am sure many of you have been involved in the restoration of a locomotive, and many more of you will have watched from the sidelines, some no doubt with awe as a rusty hulk is turned into a gleaming living thing of beauty.

You may perhaps think that while you would love to get involved, you do not have the right skills, or are too young, or too old, or the

wrong gender. In reality, male or female, young or old, there is probably a job for you.

A huge amount of the work only requires what one may call decent DIY skills and a willingness to learn. You just need to be prepared to give up, say, one day a month and get dirty; you do not even need to be a great lover of steam locomotives (though that will grow) but you must be reasonably physically fit.

Ownership of a locomotive, is, of course, a not inexpensive hobby. Pete Waterman once famously said, "What do you call a billionaire who owns a steam locomotive? A millionaire. What do you call a millionaire who owns a steam locomotive? Broke." But when many get together, it becomes a means to both indulge in our hobby and become a part of the heritage movement.



Nowadays, a legal framework for ownership is normally required to protect both the asset and the individuals involved. This can take the form of either limited liability companies or charitable bodies; each has its own merits. Many locomotives are owned thus by groups of enthusiasts, allotting a few quid a week towards their restoration and upkeep, or buying blocks of shares on a frequent or infrequent basis, but you do not have to invest money in the locomotives; you can just join in as a volunteer. Each locomotive and host railway have different rules, so do check before you just turn up!

The 2874 Trust, being based at the G/WR, complies with its rules, which means you do need to join its associated trust and go through an induction so you are fully aware of the benefits and hazards of a working railway.

The trust is run on a totally voluntary basis. You can join as a volunteer or armchair member for £20 per annum, but as we are a volunteer organisation, all of that money goes towards restoring the locomotive. However, you do not need to join the 2874 Trust to work on the restoration; just the Gloucestershire Warwickshire Railway Trust (including for insurance purposes).

Keeping skills alive

Heritage engineering skills – what we now call the skills needed to restore, remake and repair much of the fabric and working parts – are slowly disappearing, which is why The 2874 Trust is encouraging people of all ages and genders to get involved and learn those skills, as well as further developing the expertise of those already involved. We are using our restoration as the ‘teaching aid’ and the development platform.

While it is true that many of the tasks require such heritage engineering skills, there are many other jobs which only require the ability to carry out simple tasks. We always ensure that appropriate training is provided and that our volunteers work at the level they are comfortable with.

We started with a rusty, dirty, grime-ingrained hulk of a chassis, and firstly the grime had to be removed. This took several forms – basic scraping by hand, wire brushing, pressure washing and ultimately shotblasting (for which we employed a specialist firm). Having removed the grime, grit and much of the surface rust from the frames and wheels, they had to be painted with anti-corrosive paint, which was also carried out by the shotblasting contractor.

The wheelsets were then sent off to the South Devon Railway whose specialist skills include the ability to re-tyre them and replace the rivets holding the balance weights in place. The axle journals were also re-machined; again a specialist job.

In the interim the frames needed painting, so several coats of black undercoat were liberally applied (can you paint?). We then got around to removing extraneous rusty platework, using angle grinders and the gas axe (oxy-acetylene cutting).

Left: It could be a scene from Barry scrapyard in the 1980s, but in fact it's GWR 28XX No. 2874 awaiting restoration at the Pontypool & Blaenavon Railway on July 29, 2007. Thankfully, as this article and the one on pages 84-89 prove, both the Churchward 2-8-0 and the P&BR have moved on since then, with the locomotive under restoration and the railway much tidier. TOBY JENNINGS



Churchward 2-8-0 No. 2874 approaches Stratford-upon-Avon with a goods train in 1954. BRIAN ENGLAND



What enthusiast could resist the desire to restore this to its former glory? 28XX No. 2874 waits patiently for rescue at Barry scrapyard in 1985. As the graffiti on its smokebox denotes, it had already been sold to its first preservation owner, Terry Rippingale, and would depart for the Pontypool & Blaenavon Railway two years later. DAVID HOLMES

“When restored, No. 2874 will be the only operating 28XX in original condition with inside steam pipes and the spectacle plate windows.”

Rivets needed removing, initially from one of the frame stretchers which was beyond economical repair, so back to the angle grinder and then, when the heads were ground away flush, the ‘Rivet Buster’. Ear protection and suitable Personal Protective Equipment has to be worn at all times; it sounds like the hounds of hell are knocking at your door with each blow. Similarly, the dragbox was corroded; now that the new stretcher is in place, the dragbox can be removed (meaning more rivet removal) and a new dragbox is on its way.

Original condition

Work continues on the construction of a new cab, utilising the angle and handrails from the original – sadly the platework was too badly corroded to reuse. The new cab will have the spectacle plate windows, as No. 2874 did when first outshopped from Swindon Works in November 1918.

Our intention is to restore the locomotive as closely as possible to how it emerged on

that day nearly 103 years ago. We swapped the wheelsets with those of Toddington stablemate Collett 2884 No. 3850; typical GWR practice of interchanging common parts meant that No. 3850 had Churchward pattern wheels and No. 2874 the Collett pattern, but both locomotives are now historically correct for their original condition.

When restored, No. 2874 will be the only operating 28XX in original condition with inside steam pipes and the spectacle plate windows. Sister engine No. 2818, now back home in Swindon at the STEAM Museum, still has the inside steam pipes, but other ‘refinements’ were made later in life.

The only other surviving 28XX with inside steam pipes, ex-Barry No. 2873, consists of only frames and wheels at the South Devon Railway, and does not appear likely to be restored anytime soon.

The restoration of No. 2874 is a longish-term project and, as we said, expensive. We have been extremely fortunate to receive financial



Above: Mike Solloway watching the valves being rebored by a member of the Tyseley Locomotive Works team. DAVID HOLMES

Left: Mike Solloway working on the new cab spectacle plate with Dan Wigg looking on. The round spectacle windows are visible, returning No. 2874 to its original condition. DAVID HOLMES

Right: Some jobs only require the use of a hammer... Mark Young and David Foster check the rivets on the driving wheel balance weights. DAVID HOLMES



"A huge amount of the work only requires what one may call decent DIY skills and a willingness to learn."



The frames of No. 2874 following cleaning and painting with anti-corrosive primer. DAVID HOLMES

support from the National Lottery Heritage Fund (to promote our work on training and development of engineering skills), Ecclesiastical Insurance, GB Railfreight, the Pilgrim Trust, Garfield Weston Foundation, the Swire Trust, Veronica Audry Charitable Trust, and the Rowlands Trust, for which we are extremely grateful.

We also received support from The Reed Foundation, which provided match funding for donations in The Big Give Christmas Challenge last year. Look out for our fundraiser as part of the campaign this coming December.

Time to get involved?

We still have a long way to go to complete our restoration, and we also have to find a Churchward 3500-gallon tender. Some of the additional (non-heavy engineering) skills

required include use of angle grinders, needle guns (instruction can be given) and hand scrapers, rubbing down, undercoating and painting.

But if you can use a lathe, milling machine or are a welder, then we would also be happy for you to join us.

One other way you can help is to become a member of The 2874 Trust. Membership is open to all, and more information can be found on our website, www.2874trust.org, which was built for us by South Gloucestershire College at Berkeley Green.

I hope I have been able to demonstrate to you, in a small way, that you do not necessarily need heavy engineering skills to become involved in locomotive restoration; just a mindset to help, perhaps a desire to get down and dirty, a sense of humour and – most importantly – the ability to make tea. **HR**



Left: "A gleaming living thing of beauty." Giving a good impression of how No. 2874 will look when complete – albeit with detail differences – classmate No. 2807 departs from Gotherington in March 2017. This locomotive, the oldest surviving 28XX, was similarly restored from Barry scrapyards condition at the Gloucestershire Warwickshire Railway in a 29-year project by Cotswold Steam Preservation Ltd. Note it has the later outside steam pipes, while No. 2874 retains the original inside steam pipes. MALCOLM RANIERI

Inset left: When restored, No. 2874 will carry this plaque in memory of GWR employees who died in the First and Second World Wars. THE 2874 TRUST



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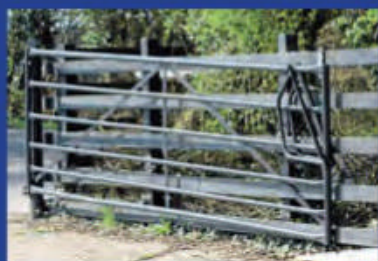
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The Railways of Salop

Compiled by Leslie Price (Totem Publishing, 80pp, ISBN 978-1-913893-06-4, hardback, £12.50 plus £1 p&p, cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe, HP13 7PJ).

HAVING written just one book – the history of one of Britain's small-volume car manufacturers – I am not remotely on a par with those splendid authors who have a number of railway and other transport publications under their belts, writes Geoff Courtney. One thing I did learn, however, from my sole venture into the world of publishing was that there is often an element of self-indulgence about putting pen to paper, or rather fingers to keyboard.

And why not? An author's interest in the subject is obviously central to a publication, and if that interest manifests itself in personal memories, that's the writer's prerogative and is invariably to a reader's advantage.

Journey to Bridgnorth

Leslie Price's personal memories are at the core of this publication, even to the extent of identifying on the cover a train that for him had a particular significance. Describing himself in the book's introduction as a "proud Salopian" and admitting that its contents are a journey back into his past, Leslie explains that the train

was the 5.30pm from Shrewsbury to Bridgnorth, and the date a Tuesday in early August 1963.

On that day Leslie's father, Tom, a BR passenger guard based at Shrewsbury, was rostered to work the train out and back, and he joined his dad sorting out a few parcels, including a consignment of day-old chicks. Their locomotive was Standard Class 4MT 2-6-4T No. 80102, and the footplate crew driver Charlie Coughy and fireman Norman Forrester, who Leslie took a photograph of with his dad beside their engine prior to departure.

The two journeys were uneventful and passengers were few, although a highlight was seeing on return to Shrewsbury LMS Princess Coronation Pacific No. 46243 *City of Lancaster* on an ex-works running-in turn. Of the trips, Leslie writes: "As routine as it was of its time, nevertheless an unforgettable journey. The same routine had been carried on for a past age but was soon to disappear for ever. Dr Beeching saw to that."

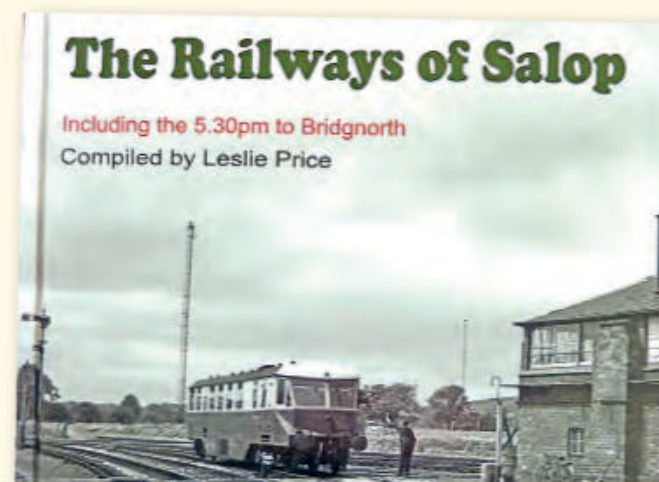
The memory-jerking black-and-white photographs, some of which are the

compiler's own work, are drawn mostly from the publisher's archives and date from 1933 until the end of steam. They are accompanied by captions which often go into fascinating and compelling detail, including locomotive histories and the delights of certain depots, such as Oswestry Works, which, says Leslie, was the place to go to see a "wonderful selection of ancient locomotives."

Bygone era

There's also that personal touch I mentioned earlier, including images of family members who were platform staff at Whitchurch in the 1920s, and another of Leslie's father Tom who, when a porter at Wem, would cycle 10 miles each way to the station from his home just outside Whitchurch.

To nominate a favourite image among such a varied selection is difficult, but I'm going for a photograph taken in the early-1960s at Farley Halt,



EDITOR'S CHOICE

in the delightfully-named valley of Farley Dingle between Buildwas and Much Wenlock. The rudimentary, tiny and isolated rural station is almost enveloped in trees, and one's attention is drawn to a lady on the platform leaning on her bicycle while chatting to the driver of a waiting Ivatt Class 2 locomotive.

"Is she going shopping or has she been visiting?" asks Leslie in his caption. "We shall never know, but nevertheless it is a fine illustration of how life was still being led in Shropshire even into the 1960s."

PERSONAL MEMORIES OF SHROPSHIRE STEAM

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MISSED out on steam during the first year of lockdown? This superb video capturing the finest action during the whole of the fragmented Severn Valley season in 2020

will go a long way to making amends.

By necessity a relatively quiet year by normal Valley standards, with no galas because of the pandemic, it played host to only two visiting locomotives, LMS 4-6-0 No. 46100 *Royal Scot* and Bulleid West Country 4-6-2 No. 34046 *Braunton*, which underwent test runs following repairs. Both of these are featured although it is the home fleet that dominate proceedings. Collett 0-4-2T No. 1450 did much work in its last year in traffic before its boiler ticket expired, and can also be seen in double-headed combinations which also featured panniers Nos. 7714 and 1501 and saddle tank No. 813.

Also appearing are BR Standard 4MT



No. 75069, GWR No. 6960 *Raveningham Hall*, Bulleid No. 34027 *Taw Valley* and Ivatt 4MT No. 43106.

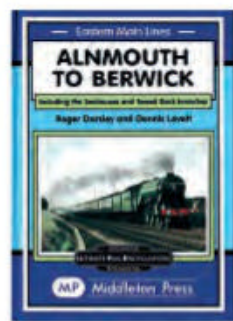
The Severn Valley remains one of Europe's most magnificent lines in any time of the year and as this video shows, under the most taxing of circumstances, and can here be thoroughly enjoyed from your armchair thanks to this splendid quality footage from a producer who clearly knows how to get the best out of the line.

UNMISSABLE VALLEY ACTION

Alnmouth to Berwick including the Seahouses and Tweed Dock branches

By Roger Darsley and Dennis Lovett (hardback, Middleton Press, 96pp, £18.95, ISBN 978 1 910356 50 0).

PART of the Eastern Main Lines series, here is a detailed account of the section of the East Coast Main Line between Alnmouth and Berwick, including the local small stations between these two points like Lesbury,



Loughton, Christon Bank, Lucker and Newham that have long been closed, and whose past existence will never become known to the majority of passengers who pass in an instant on today's fast expresses.

The volume follows the time-honoured successful MP format of drawing on an extensive library of mainly previously-unpublished archive black-and-white photographs accompanied by vintage Ordnance Survey large-scale plans and timetables.

The volume also covers the four-mile North Sunderland Railway which linked the main line at Chathill to Seahouses, which trialled a diesel locomotive as early as 1931 and bought one two years later. It closed in 1951.

The Tweed Dock branch at Tweedmouth was built in a bid to arrest the declining port traffic at Berwick, and included a curious zig-zag branch line provided by the NER, which the volume described as more associated with mountainous regions in South America and elsewhere. Trains had to reverse twice and the steep gradients limited them to four wagons at a time. Opened in 1878 and worked by the Tweedmouth yard pilot, it was not a great success and closed in 1964, being lifted the following year.

SUPERB LOCAL DETAIL

The East Kent Railway: The Line That Ran To Nowhere

By John Scott-Morgan (hardback, Pen & Sword Transport, 208pp, £25, ISBN 9781526726865).

THIS great book in the Branch Line Profiles series is jam packed with superb photographs from the experienced author John Scott-Morgan.

He has written an accurate account of the line from the beginning of the EKR, with the ups and downs which including the loss of many planned collieries during the early stages of the line, due to poor quality coal and constant flooding.

The book contains 180 pages of full size black and white photographs, many unseen before with around 50 from the author's own collection. They include the locomotive fleet, carriages, wagons and two photographs of the Guildford Colliery abandoned building and finally eight of various trains and locomotives seen on the line since preservation.

This book will take you back to the sometimes busy, often chaotic and grimy days of the line that oozed Colonel Stephens' character.

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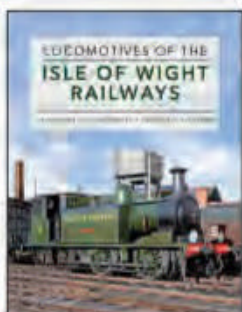
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Locomotives of the Isle of Wight Railways

TP Cooper, JCH Faulkner,
RJ Maycock and RA Silsbury

Although many books have appeared about the railways on the Isle of Wight, surprisingly little has been written about the locomotives which ran on the island. This is a definitive history of all the locomotives which have seen service on the island from the opening of the first stretch of line in June 1862 to the present day.

ISBN 9781910809877, Hardback, over 100 photos,
256 pages **£25.00**

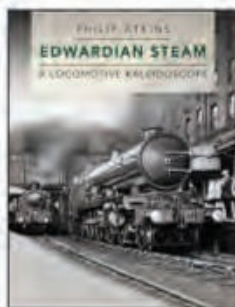


Edwardian Steam A Locomotive Kaleidoscope

Philip Atkins

In 1914 over 19,000 route miles of railway in Britain were operated by around 24,000 steam locomotives. Between 1901 and 1914 a new locomotive design or variant appeared at the rate of one every three weeks. Only six years separated the last GNR 4-2-2 and The Great Bear. This is a highly illustrated insight into the locomotives of this remarkable era.

ISBN 9781910809655, Hardback, over 150 photos,
256 pages **£25.00**

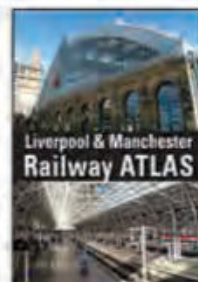


Liverpool & Manchester Railway Atlas 1st Edition

Joe Brown

This new Atlas covers all the railways, public and industrial, of the two cities in the title, in most of the historic county of Lancashire and other areas outside of this extending to places such as Chester and Buxton. In addition to the railway network, the Atlas maps the many tramway systems which once flourished in the area.

ISBN 9780860936879, Hardback, 256 pages **£30.00**

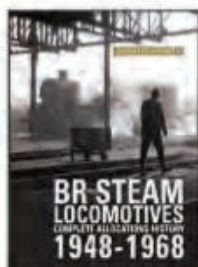


BR Steam Locomotives Complete Allocations History 1948-1968

Hugh Longworth

A class-by-class, locomotive-by-locomotive record of each loco in service on 1 January 1948 and all those built by BR after that date. Each locomotive is listed with its number, name, full reallocation listings and withdrawal date. Shed names and codes are shown, coloured graphics are used throughout to highlight the different regions and a map shows the location of the depots.

ISBN 9781910809723, Hardback, 400 pages,
200 photos **£35.00**

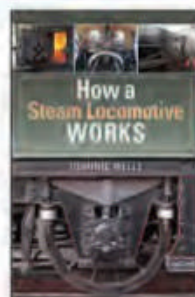


How a Steam Locomotive Works

Dominic Wells

This updated edition is the ideal introduction to the subject for all enthusiasts who love steam locomotives but may not be fully up to speed on how they actually operate. Easily understandable diagrams show the function of components in step-by-step sequences which require no prior technical or engineering knowledge. Photographs, both historic and contemporary, also illustrate the text.

ISBN 9781910809747, Hardback, 176 pages,
over 300 photos and diagrams **£19.95**



Swindon The Complete Works

Peter Timms

The author's two previous books on Swindon works have been combined and rewritten to form the basis for this enlarged work. This is a comprehensive account of the GWR's main works in what was its heyday. This study is researched from a wide range of sources, not least from many first hand recollections of those who worked there.

ISBN 9781910809860, Hardback, 248 pages, 200
photos £25 **£25.00**



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Through trains to Perranwell in the summer

I AM HAPPY to help Mr Bodily with his query in Platform, issue 283, about through trains from London to Perranwell in the early 1960s.

The Western Region summer 1963 timetable confirms that there was not only a through train in both directions on Saturdays, but that there was also one in both directions on weekdays.

The Saturday services were dedicated Falmouth trains while the weekday services comprised both Paignton and Falmouth portions.

The Saturday services were impressive in terms of the lack of intermediate station stops, with the Up service stopping at Truro, St Austell and Plymouth; only less impressive was the six hours and 17 minutes journey time!

Mr Bodily mentions travelling on the St Ives branch line. Despite serving a much more popular tourist area than the Falmouth branch line, it only had a through service from Paddington on Saturdays.

While the Down service, the 10.30am from Paddington, was always titled the 'Cornish Riviera Express' or similar, and certainly made a splendid sight with its 10 chocolate and cream carriages and two 45XX tanks, the Up service was rather more prosaic for much of the time, simply being, e.g. in 1961, the 9.20am from St Ives, and comprising a very mixed rake of 10 BR and GWR carriages.

However, the 1963 timetable shows it as the 'Cornish Riviera Express', albeit in its last year of service with its final Up journey on September 7, hauled by D6316 and D6321 and with a uniform maroon rake.

Michael Hill, Sidcup, Kent

STAR LETTER

It's not only the rolling stock that needs saving

THANKS for a very interesting magazine (issue 283), and I entirely agree with all aspects of your editorial, particularly in relation to the unacceptable attitude being taken by Highways England towards old railway infrastructure.

I hope that the Parliamentary Group on Heritage Rail, with its support for promoting the public transport role of heritage railways, might lead to the sort of financial grants from the Department for Transport that I've suggested in your magazine.

With the restoration of LMS 'Black Five' 4-6-0 No. 5025 now complete, the accompanying two photographs may be of interest.

The first was taken at Carnforth in July 1968, showing No. 45025 under the coaling tower (which, good to know, still exists), and the second showing No. 5025 after restoration in 1971 and working at the Keighley & Worth Valley Railway. Sadly the fields to the right of the train have recently



Long before West Coast Railways took over Carnforth depot, LMS 'Black Five' 4-6-0 No. 45025 sits beneath the coaling tower in BR service in July 1968, a few weeks before the end of BR steam haulage. DAVID SMITH

been built on despite being in the green belt.

They are a reminder that heritage railways need to be vigilant against developments that can destroy the

surrounding heritage, as well as reducing the pleasure from travelling on them.

David Smith,
Sheffield.



The locomotive is still very much with us, but the green fields to the right are not: 'Black Five' No. 5025 in action at the Keighley & Worth Valley Railway half a century ago. DAVID SMITH

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Bagnall trio were named in South Wales after RAF V bombers

I SUSPECT your author may be mistaken in asserting that the two surviving 18in Bagnall 0-6-0STs received their names *Victor* and *Vulcan* at the Austin Motor Company.

Other sources state the batch of three Bagnall locomotives, works numbers 2994/5/6, were purchased new by the Steel Company of Wales which originally allocated running numbers of Nos. 401/2/3,

respectively and subsequently named them *Vulcan*, *Valiant* and *Victor* after the three types of V bombers then in service with the RAF. Austin purchased only two of the three. The remaining one, No. 2995, went indirectly to the NCB where sadly its career mirrored that of the *Valiant*, the least successful of the V bombers, and it was scrapped after a relatively short life.

Mike Pinder, email



Publicity surrounding the takeover of Scarborough's North Bay Railway by the owners of the Cleethorpes Coast Light Railway this spring has led to the discovery of several old postcards published during the heyday of English seaside summer holidays. Reader Edmund Simpson sent a photograph of the opening of the North Bay Railway in 1931, taken by his grandfather Thomas Ernest Simpson – a veteran of the First World War's Battle of the Somme – and the family's only surviving souvenir of a pre-war family holiday in Scarborough. EDMUND SIMPSON COLLECTION

Tyseley not Severn Valley pannier

IN response to your article, 'Severn Valley marks pannier tank's 50 years on the railway' in News, issue 282, I was particularly interested to see your reader Ian Read's letter and photograph of an London Transport 57XX 0-6-0 pannier tank on the red-liveried Male & Son, of Pensnett, West Midlands road haulier, which he stated was taken on June 8, 1971, as it approached Junction 5 onto the M1. Even though, in Ian's own words, it is an "admittedly poor" image, it is a photograph not of the SVR pannier No. L95, but that of No. L94 on its way to Tyseley depot after being purchased by Clun Castle Ltd.

The small image can be discerned as No. L94 clearly enough by its large bunker number. What makes this photograph even more distinctive of being No. L94 is its relatively flat top to its dome and the soot/coal dust



London Transport pannier No. L95 (5764) having just arrived at Bridgnorth from Neasden depot on Saturday, June 19, 1971. DAVID COOKE

masking the cabside sheet number from having worked the 'The Last Steam Train on the Underground' special demonstration engineers train through the Metropolitan tunnels between Barbican and Baker Street on its very last LT journey back to Neasden depot on Sunday, June 6, 1971.

The locomotive is also carrying its last three digit-train number, 544, in its holder above the left-hand bunker buffer. Of the trio of panniers still in the LT fleet at the end of LT steam, No. L94

Left: Destined for preservation at Tyseley, London Transport pannier No. L94 at Klondyke Siding, Neasden Depot, after its arrival with 'The Last Steam Train on the Underground' on Sunday, June 6, 1971. DAVID IDLE

was obviously the first to be moved from Neasden, on Tuesday, June 8, followed by No. L90, and lastly, No. L95 to the SVR on Friday, June 18, with its delivery to Bridgnorth the following day.

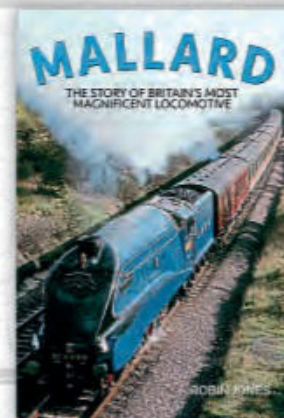
In contrast, No. L95 was moved from Neasden on a light blue Caudles of Sheldon, Birmingham, low loader, had a very prominent fixing nut to the dome, did not have any train numbers in the holder above the bunker buffer, and was transported up the M1 on June 18, 1971, 10 days later than the image in Platform, issue 283, as shown by my attached photograph.

Peter Hudson, on behalf of the Severn Valley Pannier Tank Fund.

→ Ian Read has acknowledged his error in describing his picture last issue at No. L95 rather than L94 – editor.

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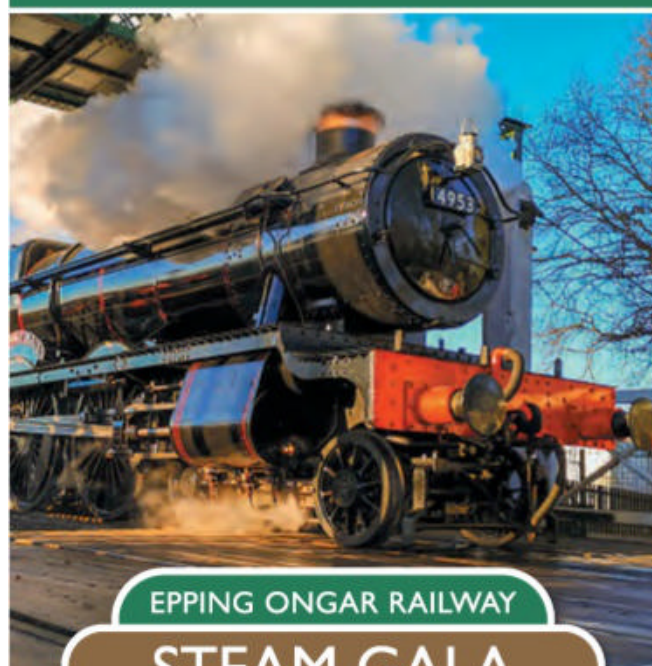
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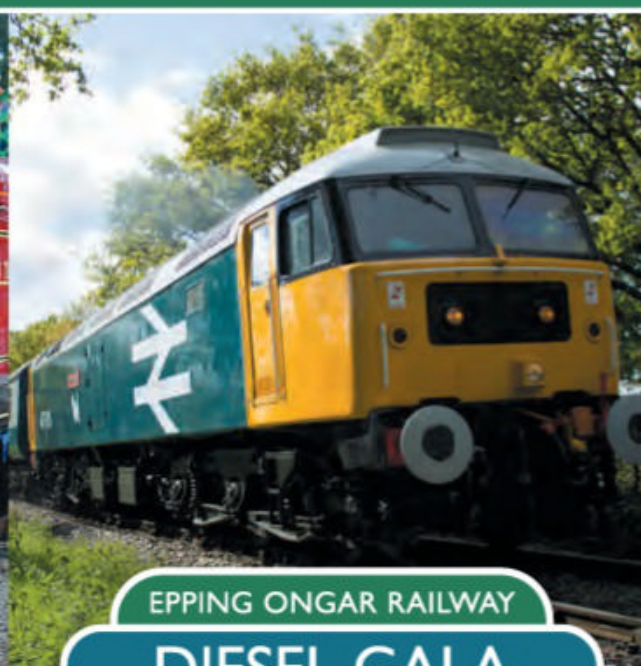
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SOUTH EAST

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: Daily until October 31.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Open: Weds-Suns. Running: Diesel Weds & Thurs, Open Day September 5.

Chatham Historic Dockyard

Standard gauge, one mile.
Chatham, Kent.
Tel: 01634 820800.

Open: Daily – railway operating dates TBA.

East Kent Railway

Standard gauge, two miles.
Shepherdswell, Kent.
Tel: 01304 832042.

Running: TBA.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles.

Running: TBA.

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: Weds & Suns in September.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Sats-Thurs until September 23, then W/Es and Tues-Thurs until October 24.

Kent & East Sussex Railway

Standard gauge, 10½ miles.
Tenterden, Kent.
Tel: 01580 765155.

Running: Weds/Thurs & W/Es in September, Weds & W/Es in October.

Lavender Line

Standard gauge, one mile.
Isfield, East Sussex.
Tel: 01825 750515.

Open Suns – running dates TBA.

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.

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 September, W/Es and Tues-Thurs until Oct 21.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es.

Sittingbourne & Kemsley Railway

2ft 6in gauge, 1¾ miles.
Sittingbourne, Kent. Tel: 01795 424899.
Running: Suns in September (last W/E TBC).

Spa Valley Railway

Standard gauge, five miles.
Tunbridge Wells, Kent.
Tel: 01892 300141.

Running: W/Es plus October 1 and 26-28.

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).

Bodmin & Wenford Railway

Standard gauge, 6½ miles,
Bodmin, Cornwall.
Tel: 01208 73555.

Running: 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.

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: Thurs-Suns in September.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: W/Es and Weds/Thurs until September 16, then W/Es and Weds until end of October.

Helston Railway

Standard gauge, 1¼ miles.
Helston, Cornwall.
Tel: 07901 977 597.

Open: Weds-Suns. 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 until end of October.

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: September 4/5, 12, 18/19, 26.

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: W/Es until September 19, then Suns.

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. W/Es and Tues-Thurs in October plus 25th and 29th.



Following its visits to the Isle of Wight and Embsay & Bolton Abbey railways' galas (HR282), roving LBSCR 'Terrier' No. 2678 *Knowle* travelled to the Spa Valley Railway for that line's 'Summer Steam Up' on July 17/18. For the last train on the Sunday, the Kent & East Sussex Railway-based Stroudley A1X 0-6-0T was the lead engine in a triple-header with converted Austerly 0-6-0 No. 2890 'Douglas' and Battle of Britain No. 34053 *Sir Keith Park*, pictured at High Rocks Halt. DAVID STAINES



Replica Baldwin 2-4-2T No. 762 *Lyn* climbing the gradient from Killington Lane with the Lynton & Barnstaple Railway's 11am train to Woody Bay on July 17. DON BENN

Swindon & Cricklade Railway

Standard gauge, three miles.
Blunsdon, Wiltshire.
Tel: 01793 771615.
Running: September 12, 25/26.
West Somerset Railway
Standard gauge, 20 miles.
Minehead, Somerset.
Tel: 01643 704996.
Running: Tues-Thurs & W/Es until September 19 (plus Friday 17), then Tues/Weds & W/Es. Steam gala October 1-3.
Yeovil Railway Centre
Standard gauge, ¾ mile.
Yeovil Junction station, Somerset.
Tel: 01935 410420.
Running: September 3-5, 12 & 19.

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, then W/Es and Tues-Thurs.
Colne Valley Railway
Standard gauge, ¾ mile, footplate experience.
Castle Hedingham, Essex.
Tel: 01787 461174.
Running: Diesel Suns except September 12, steam September 19 and October 17.
East Anglian Railway Museum
Standard gauge, ¼ mile.
Wakes Colne, Essex.
Tel: 01206 242524.
Open: W/Es & B/Hs. **Running:** Diesel September 18, October 23/24 and 27.

Ferry Meadows Railway
10¼in gauge, ½ mile.
Peterborough, Cambs.
Tel: 01733 398 889.
Running: W/Es in September.
Mangapps Railway Museum
Standard gauge, ¾ mile.
Near Burnham-on-Crouch, Essex.
Tel: 01621 784898.
Open: W/Es and Weds in September (TBC).
Mid-Norfolk Railway
Standard gauge, 11½ miles.
Dereham, Norfolk. Tel: 01362 851723.
Running: September 5 then W/Es and Weds. *Flying Scotsman* October 2-17.
Mid-Suffolk Light Railway
Standard gauge, ½ mile.
Brockford, Suffolk.
Tel: 01449 766899.
Running: September 4/5.
Nene Valley Railway
Standard gauge, 7½ miles.
Wansford, Peterborough, Cambs.
Tel: 01780 784444.
Running: W/Es until end of October plus Wed October 27.
North Norfolk Railway
Standard gauge, 5½ miles.
Sheringham, Norfolk, NR26 8RA.
Tel: 01263 820800.
Running: Daily until end of October.
Steam Gala September 3-5.
Wells & Walsingham Railway
10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.
Running: TBA.
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.
Quanton Road, Bucks.
Tel: 01296 655720
Running: Suns.
Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon.
Tel: 07979 055366
Running: September 5, 19, 26, Suns in October.
Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067
Running: Members' day September 26; 1940s Weekend October 2/3.
Didcot Railway Centre
Standard gauge.
Didcot, Oxon. Tel: 01235 817200.
Running: W/Es & Weds September 1-October 20.
Epping Ongar Railway
Standard gauge, six miles.
Ongar, Essex.
Tel: 01277 365200.
Running: W/Es in September and October. London Transport event October 8-10.
Great Whipsnade Railway
2ft 6in gauge.
Whipsnade Zoo, Dunstable.
Tel: 0344 225 1826.
Running: Daily.
Hampton & Kempton Waterworks Railway
2ft gauge.
Hanworth, Middlesex.
Tel: 07511 730782 or 01932 765328.
Running: Sundays in summer.

Leighton Buzzard Railway
2ft gauge, three miles.
Leighton Buzzard, Beds.
Tel: 01525 373888
Running: Suns until end of October.
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 until end of October, plus October 27.
Apedale Valley Railway
2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme, Staffs.
Tel: 0845 094 1953.
Running: September 4/5, 11/12, 18/19, October 2/3, 9.
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: W/Es until end of October, also Weds October 20 & 27.

Chasewater Railway

Standard gauge, two miles.

Walsall,

West Midlands.

Tel: 01543 452623.

Running: W/Es in September, Suns to October 17, then October 23/24, 27, 29-31.

Churnet Valley Railway

Standard gauge, 5¼ miles.

Cheddleton,

Staffs.

Tel: 01538 360522.

Running: W/Es & Weds in September, W/Es in October.

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 except October 23/24.

Ecclesbourne Valley Railway

Standard gauge, nine miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: Tues and Thurs-Suns in September. W/Es in October plus October 26 and 28-31.

Echills Wood Railway

7¼in gauge, 1¼ miles.

Kingsbury Water Park,

Sutton Coldfield.

Running: Suns plus October 27 & 29.

Evesham Vale Railway

15in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Tel: 01782 396210.

Running: Suns plus October 27.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles.

Toddington, Glos.

Tel: 01242 621405.

Running: W/Es, Tues-Thurs.

Great Central Railway

Standard gauge, eight miles.

Loughborough,

Leics, LE11 1RW.

Tel: 01509 632323.

www.gcrailway.co.uk

Running: W/Es plus Weds in September.

Midland Railway – Butterley

Standard gauge, 3½ miles.

Ripley, Derbyshire.

Tel: 01773 570140.

Running: W/Es until end of October.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: September 5 & 12.

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 September.

Nottingham Heritage Railway

Standard gauge,

10 miles.

Ruddington, Notts.

Tel: 0115 940 5705.

Open: September 4, 12.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire.

Tel: 01629 580381.

Running: September 4.

Perrygrove Railway

15in gauge.

B4228, Coleford,

Gloucestershire.

Tel: 01594 834991.

Running: Tues, Thurs & W/Es plus

October 25-31.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Tel: 07974 171068.

Open: September 5, 19,

October 3, 17, 24.

Rudyard Lake Railway

10¼in gauge, 1½ miles.

Leek, Staffs.

Tel: 01538 269948.

Running: W/Es plus October 25-31.

Rushden Transport Museum

Standard gauge, ½ mile.

Rushden, Northants.

Tel 0300 3023 150.

Open: Station bar open daily.

Oompah Night September 4;

Model Weekend September 18/19;

Music & Real Ale Festival September 24-

26; 1940s Weekend October 16/17.

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. Diesel Gala October 1-3. W/Es in October and 25-31.

Statfold Barn Railway

2ft gauge, one mile.

Tamworth, Staffs

B79 0BU.

Tel: 01827 830389.

Running: Road, Rail & Ale Festival

September 11/12. Wedding Fayre

September 26; 1940s Dance Evening

October 15.

Tanat Valley Light Railway

Standard gauge, 1½ miles.

Nantmawr, Shropshire

SY10 9HW.

Tel: 01691 780042.

www.tanatvalleyrailway.co.uk

Open: TBA.



Ravenglass & Eskdale Railway 0-4-2 Bonnie Dundee at the Cleethorpes Coast Light Railway on August 4. ROBIN JONES

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.

Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.

Open: Tues-Sun until September 30, then Wed-Sun.

Tel: 01325 405060.

Leeds Industrial Museum

Armley Mills, Leeds.

Open: Tues-Suns.

Tel: 0113 378 2097.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Daily until September 5 then TBA.

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: Daily.

Tel: 01535 690739

or 01535 680425.

Railworld Wildlife Haven

Peterborough.

Open: W/Es & Weds plus October 25-31.

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, then TBA.

Tel: +44 (0)28 9042 8428.



On loan from the Appleby Frodingham Railway Preservation Society at Scunthorpe, Hunslet Austerity 0-6-0ST No. 22 (Works No. 3844 of 1956) prepares to leave Ludborough station on the Lincolnshire Wolds Railway. ROBIN JONES

Telford Steam Railway

Standard gauge, one mile.
Telford, Shropshire.
Open: Suns in September.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles.
Bury, Lancs.
Tel: 0333 320 2830.
Running: Wed-Sun until September 26, W/Es in October. Autumn Steam Gala October 15-17.

Great Laxey Mine Railway

19in gauge, ¼ mile.
Laxey, Isle of Man.
Tel: 01624 862007/670386.
Running: Sats until end of September.

Groudle Glen Railway

2ft gauge, ¾ mile.
Isle of Man.
Tel: 01624 670453.
Running: Suns in September.
Heaton Park Tramway
Standard gauge, ½ mile.
Manchester.
Tel: 0161 740 1919.
Running: September 4/5, then Suns until November 14.

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 and Snaefell Mountain Railway
3ft gauge, 17 miles (MER), 5½ miles (SMR).
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. Gala Weekend September 25/26.
Threlkeld Quarry & Mining Museum

2ft gauge, ½ mile.
Threlkeld, Cumbria.
Tel: 01768 779747.
Open: Daily.
West Lancashire Light Railway
2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns until end of October.

NORTH EAST

Aln Valley Railway

Standard gauge, 1½ miles.
Alnwick, Northumberland.
Tel: 0300 030 3311.
Running: September 4/5 & 11/12.
Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.
Running: September 4, 11, 25, October 16, 23.

Bowes Railway

Standard gauge, 1¾ miles.
Springwell, Tyne & Wear.
Tel: 07850 916484.
Open: Heritage Open Day September 10.
Cleethorpes Coast Light Railway
15in gauge, two miles.
Cleethorpes, North East Lincolnshire.
Tel: 01472 604657.
Running: Daily until end of September. October 1-3, then W/Es and 25-31.

Derwent Valley Light Railway

Standard gauge, ½ mile.
Murton, near York.
Tel: 01904 489966.
Running: Suns until end of September.
Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks.
Tel: 01756 795189.
Running: September 4/5, 7, 11/12, 14, 18/19, 21, 25, 28, October 2/3, 5, 9/10, 12, 16, 19, 23.

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: September 3-5, 8. Mixed Traffic Gala 11/12. September 15, 18/19, 25/26, 29, October 2/3, 6, 9/10, 13. Beer & Music Festival October 14-17.

Lincolnshire Coast Light Railway

2ft gauge. Skegness, Lincs.
Tel: 07407 500884.
Running: September 4.
Lincolnshire Wolds Railway
Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.
Running: 1940s Weekend September 11/12.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0845 680 1758.
Running: W/Es in September.
North Bay Railway
20in gauge, 7/8 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: TBA.
North Yorkshire Moors Railway
Standard gauge, 18 miles.
Grosmont, North Yorks.
Tel: 01751 472508.
Running: Daily. Steam Gala September 23-26.

South Tynedale Railway

2ft gauge, 4¾ miles.
Alston, Cumbria.
Tel: 01434 338212.
Running: W/Es to end of October.
Stainmore Railway
Standard gauge, ½ mile.
Kirkby Stephen, Cumbria.
Tel: 01768 371700.

Tanfield Railway

Standard gauge, three miles.
Near Gateshead, Tyne and Wear.
Tel: 07508 092365.
Running: 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: W/Es & Weds in September and October.

Whistlestop Valley Railway (Kirklees)

15in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Running: September 1-5, 11/12, then Fris-Mons until October 15.
Yorkshire Wolds Railway
Standard gauge, 1,000ft.
Fimber, East Yorkshire.
Tel: 01377 338053.
Open: Suns & B/Hs until September 26.



Andrew Barclay 0-4-0ST *Bon Accord* (Works No. 807 of 1897) at the Royal Deeside Railway's Milton of Crathes station on July 25. TREVOR GREGG

WALES

Bala Lake Railway

2ft gauge, 4½ miles.
Llanuwchllyn, Gwynedd.
Tel: 01678 540666.

Running: Daily until September 4,
Sats-Thurs until September 16, then W/Es
and Tues-Thurs until end of September.
W/Es and Thurs in October plus 25-30.

Barry Tourist Railway

Standard gauge, two miles.
Barry, Vale of Glamorgan.
Tel 01446 748816.

Running: September 4.

Brecon Mountain Railway

1ft 11¾in gauge, five miles.
Pant, Mid-Glamorgan. Tel: 01685 722988.
Running: Tues-Sats except October 29.

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 until October 17, then Sat
23, Sun 31.

Fairbourne Railway

12¼in gauge, two miles.
Fairbourne, Gwynedd.
Tel: 01341 250362.

Running: W/Es & Tues-Thurs.

Ffestiniog Railway

2ft gauge, 13½ miles.
Porthmadog, Gwynedd.
Tel: 01766 516000.

Running: Daily in September.

Gwili Railway

Standard gauge, four miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: September 5, 7-9, 11/12, 14-16,
18, 21-23, 25/26, 28-30.

Llanberis Lake Railway

2ft gauge, three miles.
Llanberis, Gwynedd. Tel: 01286 870549.
Running: Daily until September 10, then
Suns-Fris until October 1, then Suns-
Thurs through October plus 29-31.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile.
Cynheidre, Carmarthenshire.
Tel: 07956 082305.

Running: TBA.

Pontypool & Blaenavon Railway

Standard gauge, 3½ miles.
Blaenavon, Torfaen. Tel: 01495 792263.
Running: Steam Gala September 11/12.
Rhyl Miniature Railway
15in gauge. Rhyl, North Wales.
Tel: 01352 759109.

Running: W/Es in September.

Snowdon Mountain Railway

800mm gauge, 4½ miles.
Llanberis, Gwynedd. Tel: 01286 870223.
Running: Daily until October 31 (diesel).

Talyllyn Railway

2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd. Tel: 01654 710472.
Running: Daily until October 31.

Teifi Valley Railway

2ft gauge, ½ mile.
Henllan, Ceredigion, SA44 5TD.
Tel: 01559 371077.

Running: September 4/5.

Vale of Rheidol Railway

1ft 11¾in 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.
Weds, Thurs & Sats in September, Weds &
Sats in October plus 27-30.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd. Tel: 01766 516000.
Running: September 3-12, 14-19, 21-26,
28 & 30.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.
Llanfair Caereinion, Powys.
Tel: 01938 810441.

Running: Vintage Transport Weekend
September 4/5.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles.
Bo'ness, West Lothian.
Tel: 01506 825855.

Running: W/Es & Tues until end of
October.

Caledonian Railway

Standard gauge, four miles.
Brechin, Angus.
Tel: 01356 622992.

Running: Diesel September 4, 11, 18,
steam September 5, 12, 19, 26.

Doon Valley Railway

Standard gauge.
Dunaskin, Ayrshire.

Open: TBA.

Keith & Dufftown Railway

Standard gauge, 11 miles.
Dufftown, Banffshire.
Tel: 01340 821181.

Running: Fris-Suns in 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: September 5.

Strathspey Railway

Standard gauge, 10 miles.
Aviemore, Inverness-shire.
Tel: 01479 810725.

Running: Thurs-Suns in September
except 9th.

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 September.

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.

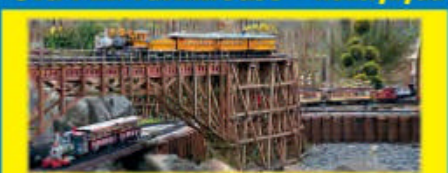
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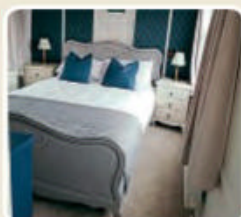
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THE ENTHUSIAST

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' nearing 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, Tgywyn 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, Berwyn Halt, Bonwm 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.

Running time 96 mins

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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



**CAPTION
COMPETITION**

CREDIT: TOBY JENNINGS

Rearranging the deckchairs on the J27

IT WAS common in steam days to see locomotives carrying bicycles on the back of the tender, with the driver or fireman taking their transport with them in order to get home at the end of the shift. But how often do you see a deckchair up there?

During the North Tyneside Steam Railway's 30th anniversary gala on June 11, young fireman Antony Walker was spotted looking very relaxed on the star guest engine, J27 0-6-0 No. 65894, while waiting for the tender to fill at the line's Middle Engine Lane headquarters.

Later that day, some of the locomotive crews were seen having pizza delivered for lunch. This place looks like the lap of luxury for a footplateman.

In true 'you wait ages for one and two come along at once' style, this picture too was asking for a caption competition.

Send us your thoughts...



CREDIT: JULIAN BIRLEY, INSET: TOM BIRLEY



THANK YOU for all your responses to the caption competition in issue 282, showing Julian Birley's Quarry Hunslet 0-4-0ST *Winifred* at a seemingly perilous angle while being loaded onto a lorry at Bala.

Julian himself admits his heart was in his mouth at this point; in fact, as the accompanying picture taken by his son Tom shows, he was hiding behind John Moorhouse (main shareholder of Somerset & Dorset 7F 2-8-0 No. 53809) while watching his pride and joy being lifted onto the lorry.

"This is what a worried loco owner looks like!" he said.

We wonder what John's expression would be if the 7F was loaded in similar fashion...

Anyway, without further ado, here are your captions.

Track realignment helps speed Bala services.

Peter Hodson

Wwwwweeeeeeeeeee.....!

Here we go again!

Malcolm Malins

Prepare for lift-off.

Off to a flying start.

Ready to launch.

Keith Adamson

When I said I was inclined to agree with you, driver, I meant...!

Steve Lloyd

These new magnetic wheels were money well spent!

David Lewis

Which user manual had Julian read before trying to bump-start a steam

locomotive from cold?

Mike Pugsley

Cor blimey! I reckon this makes the Lickey Incline seem flat!

Martyn Gregory

Lickey? No problem!

Eric Widdowson

Those last few were particularly strong contenders, but the winner – which was amusing partly because there is a grain of truth in it, at any rate where standard gauge engines are concerned – was this:

The instruction was it must be fully drained!

Geoff Carter

Thanks Geoff – a book or DVD will be in the post. And see left for the next caption competition...



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NEXT ISSUE

Issue 285 out Oct 1

We bring you pictures from the Severn Valley Railway's autumn steam gala with *Duchess of Sutherland*.

PLUS

KEEPING STANDARD 5
CAMELOT IN STEAM

As BR 5MT 4-6-0 No. 73082 prepares to return to service, we profile its owning group.



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