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■ 50 YEARS SINCE KING GEORGE V 'BROKE' BRITISH RAIL'S MAIN LINE STEAM BAN

ISSUE 285 October 1 – October 29, 2021

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Pitchford Hall steps in

FOR SEVERN VALLEY GALA



Camelot

back in steam at Bluebell Railway

■ DONCASTER'S FIRST RAILWAY MUSEUM OFFICIALLY OPENED

■ KEIGHLEY & WORTH VALLEY RAILWAY WELCOMES BACK 'RAILWAY CHILDREN' LOCOMOTIVE

■ FLYING SCOTSMAN AND UNION OF SOUTH AFRICA TOGETHER FOR LAST TIME

■ SWANAGE RAILWAY TO RUN TO WAREHAM ON 90 DAYS IN 2022

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One of Doncaster's finest, A3 Pacific No. 60103 *Flying Scotsman*, passes Egham with Steam Dreams' 'Cathedrals Express' from London Victoria to Salisbury and return on September 21. STUART APPLEBY

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Distribution
Marketforce (UK) Ltd, 3rd Floor,
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Wolverhampton

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SUBSCRIPTION

Full subscription rates (but see page xx for offer): (12 months 13 issues, inc post and packing) – UK £59.80. Export rates are also available – see page XX for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax. Enquiries: subscriptions@mortons.co.uk

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ISSN No 1466-3560

Published

Every four weeks on a Friday.
Advertising deadline
October 14, 2021
Next issue on sale
October 29, 2021

Railway heritage is there for all to benefit

I was delighted to attend the delayed official opening ceremony for Doncaster's new Rail Heritage Centre in Danum Gallery, Library and Museum and inspect the exhibits, many of which are on public display for the first time. As reported in Headline News, pages 6 and 7, the current centrepieces of the museum are Doncaster-built V2 *Green Arrow* and C1 Atlantic No. 251, but finally we now have a chance to view unseen items from the legendary Doncaster Grammar School Railway Collection.

However, what impressed me most was the huge degree of civic pride rightly being shown in the town's world-shaping railway history by the leaders of Doncaster Metropolitan Borough Council, which begged the question – why was such a museum not set up long ago?

For me, the idea of Doncaster, which derived much of its prosperity from the Plant, the great LNER workshops which turned out the likes of *Mallard* and *Flying Scotsman*, being without a railway museum to showcase its transport treasures is very much like having Stratford-upon-Avon without Shakespeare's birthplace or its theatre.

General public awareness of local railway heritage, and the immense contribution it makes towards completing the identity of any town transcends our particular sector. It is not there just for us enthusiasts but for all of its residents and visitors alike. Railways shaped the modern world we have inherited – to lose sight of an integral and essential part of our past is a step towards losing sight of who we are.

After the ceremony, I boarded the train to Grantham and attended a meeting of South Kesteven District Council's planning committee, where members were asked to decide on the future of plans to build 373 new homes in Bourne. The Lincolnshire town was once a four-way railway

junction but lost its passenger services in 1959 when the Midland & Great Northern Joint Railway lines became the first complete system within the nationalised railway to be closed – sending shockwaves through the industry two years before Dr Richard Beeching was appointed as British Railways chairman.

These plans controversially include the demolition of Bourne's last surviving and publicly accessible major railway-built structure – a classic and in many ways unique three-arch Victorian overbridge, which in its day would have been seen by rail travellers as a trademark gateway to the town. Unlike other examples of railway infrastructure in Bourne, it survived simply by being forgotten, entombed for decades in a mass of vegetation that became an unofficial wildlife haven.

The developer does not need to demolish it to free up space. Instead, it has earmarked the bridge site as part of a 'pocket park' and children's play area, both of which could easily be located elsewhere on the planned estate. Thanks to Bourne History Group, townsfolk not only have been made aware of the existence of Bridge 234 and its historical importance, but have been adding their support to a campaign to save it (News, page 14).

At that committee meeting, a near-unanimous majority of councillors voted in favour of a motion which could yet (and should) prevent the demolition of the bridge. Yes, it is small fry when considered alongside Doncaster's vast array of steel-wheeled treasures, but Bridge 234 is an irreplaceable part of another town's rich pageant of history, and those enlightened South Kesteven councillors deserve widespread acclaim for their hugely commendable stand and far-sightedness.

Robin Jones Editor

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It's the last surviving BR-named Standard Five, almost certainly holds the speed record for the class, and is set for its third stint of heritage-era running. Toby Jennings turns the spotlight on No. 73082 *Camelot* and its owning group.



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Pitchford Hall pitches in to boost SVR autumn gala

Making a welcome return after an absence of two years was the Severn Valley Railway's first major gala since Covid-19 struck, reports John Titlow. The September 16-19 autumn steam gala featured last-minute guest GWR 4-6-0 No. 4953 *Pitchford Hall*.

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New showpiece Doncaster museum now officially open

By Robin Jones

PRIDE in local railway heritage was emphasised at the official opening ceremony for Doncaster's new showpiece Rail Heritage Centre on September 16.

As reported in issue 281, the centre – located in the new Danum Gallery, Library and Museum, with LNER V2 2-6-2 No. 4771 *Green Arrow* and GNR C1 Atlantic 4-4-2 No. 251 as the current star exhibits – opened its doors to the public on May 29.

However, Doncaster Council, the Trustees of the Doncaster Grammar School Railway Collection and the National Railway Museum opted for a formal ceremony now that national Covid restrictions have been lifted.

The centre showcases the importance of the rail industry to Doncaster and the pivotal role that the town and its world-famous plant have played in world transport history.

The centre also displays more than 500 items of railwayana and memorabilia from the Doncaster Grammar School Railway Collection, many on show for the first time. It will be refreshed with additional exhibits at regular intervals.

Swindon, hub of the GWR empire, has its STEAM Museum, and Crewe its Heritage Centre, while Darlington, home of the Head of Steam museum, is still turning out new steam locomotives in the form of A1 *Tornado* and P2 *Prince of Wales*. But

until now, Doncaster had not had an official focal point for its world-shaping railway history and heritage.

The council's chief executive, Damian Allen, greeted guests by saying: "It is fantastic to welcome to Danum Gallery, Library and Museum the people who have contributed to making this astounding Rail Heritage Centre possible. It's been a true partnership effort.

"Having two locomotives back home in Doncaster where they were built, complemented by an incredible array of rail related exhibits and artefacts is just incredible.

"Together they showcase the golden age of steam and the vital role Doncaster played in making it happen."

NRM's head curator and assistant director, Andrew McLean, said:

"The NRM is proud to partner with Doncaster Council to loan two of the most iconic of all Doncaster-built locomotives to add to the Danum Gallery, Library and Museum's rich and fascinating displays. By celebrating Doncaster's important contribution to the railways, I hope future generations will be inspired to make their own mark in continuing the engineering legacy of this great town."

Representing the grammar school collection, Chris Barron said: "This is the result of a long but successful collaboration. The trustees are delighted with the outstanding support we have received from the



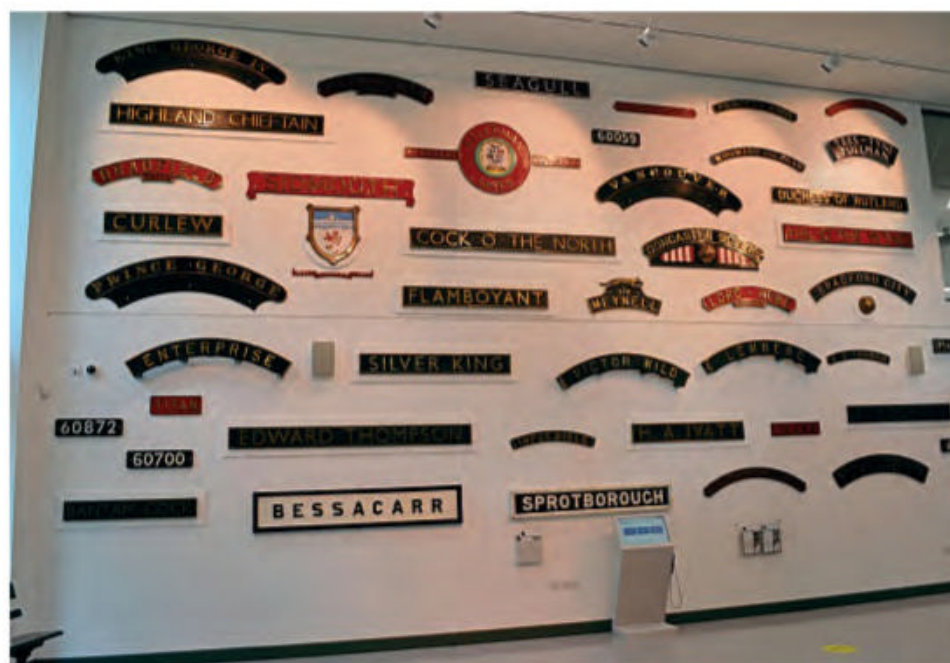
Graham Boyes and Chris Barron from the Doncaster Grammar School Railway Collection, Andrew McLean from the National Railway Museum and Damian Allen from Doncaster Council, inside the new Rail Heritage Centre at its official opening on September 16. NRM



Weasel, Daisy, Nelly, Haweswater... this particular wall is said to carry the largest collection of industrial locomotive nameplates in the UK and maybe the world. ROBIN JONES



Whistles and gauges from the Doncaster Grammar School Railway Collection on display. ROBIN JONES



Some of the greatest names from the days of steam are now displayed on this wall in the new Rail Heritage Centre. NRM



Station lamps helping to illuminate railway history far and wide. ROBIN JONES

council. We look forward to working alongside heritage staff to make the collection better known and appreciated by local people and visitors from all over the world."

Coun Nigel Ball, the council's cabinet member for public health, leisure, culture and planning, added: "Danum Gallery, Library and Museum is a wonderful community asset and visitor attraction in Doncaster town centre."

"It features the restored frontage of the former Doncaster High School for Girls and many of its original features. It has modern libraries and educational facilities, fascinating museums, a great art gallery and, of course, a marvellous Rail Heritage Centre."

The Doncaster Grammar School Railway Collection was started in 1948 by the school's railway society. Its instigator and eventual curator of the collection was pupil Tony Peart,

who continued building up the thousands of pieces until he died in 2006.

While the collection is diverse and varied, reflecting railways in every part of the UK, it has a clear emphasis on Doncaster's heritage.

Pride of place goes to nameplates from locomotives designed by Sir Nigel Gresley and built at Doncaster such as *Cock O' The North* and *Silver King*. After 70 years hidden away in a tower at what is now Hall Cross Academy, the collection is now being placed on public display for the first time at the new heritage centre.

→ **The trustees of the school collection have released a new 60pp book, *Treasures in the Tower*, telling the story of the unique collection of more than 10,000 items built up over many decades. It is available priced £7.99 from the museum shop and Doncaster Tourist Information Centre.**



National Collection duo V2 No. 4771 *Green Arrow* and GNR C1 Atlantic No. 251 inside the new Rail Heritage Centre. ROBIN JONES

Camelot steams again in preparation for Bluebell 'Giants of Steam' gala

BR Standard 5MT No. 73082 *Camelot* has steamed again at the Bluebell Railway following overhaul.

The Riddles 4-6-0 underwent a successful steam test, to its full boiler pressure of 225psi, at Sheffield Park on September 15, giving it a new 10-year boiler certificate. Test runs were expected to take place on September 23, and the engine is due to run at the line's Giants of Steam gala on October 8-10.

The 'Standard Arthur' went into the works at the start of this year with a leaking firebox foundation ring, but the opportunity was taken to carry out additional boiler work in order to gain a fresh ticket, as well as mechanical maintenance

on the locomotive's bottom end. Many of the boiler fittings have been refurbished, including the valve for the chime whistle.

Peter Gibbs, chairman of owning group the 73082 Camelot Locomotive Society, said: "It is an ex-BR fitting and has been prone to leakage, making the whistle sound rather 'watery' at times."

Crest change

A new boiler blowdown valve has also been fitted, and most of the ashpan replaced, with a water spray added to reduce dust when it is emptied. Grease lubrication has been added to the slides which carry the firebox feet and allow the boiler to move in the frames as it expands.

Pipework has also been refurbished or replaced where needed.

On the motion, most of the main rod bushes have been replaced, the expansion links reground and new die-blocks manufactured, while the brake rigging has also received new bushes where necessary. The coupled wheelsets were removed on the works' wheeldrop for the axlebox horn guides to be examined and re-shimmed to the correct clearances.

The locomotive now carries the later BR crest for the first time in preservation, with the boiler cladding and tender having been repainted by Heritage Painting.

The cabsides were also changed to match the late crest, with the

power class 5 above the number instead of the earlier '5P/5F', and a yellow triangle instead of the previous circle. The Southern Region's TIA water treatment system was originally denoted by the yellow circle, but it was quickly changed to a triangle to avoid confusion with the Western Region's route availability symbols.

→ The 73082 Camelot Locomotive Society is appealing for funds to replenish its bank account, having contributed £35,000 towards the overhaul. To find out how you can help, and to read the story of how the group rescued the engine from Barry scrapyard and restored it, see our special feature on pages 52-57.

Gleaming in its new coat of BR black with late crest, BR Standard 5MT No. 73082 *Camelot* lifts both its safety valves at 225psi as it undergoes a steam test at Sheffield Park shed on September 15. PETER GIBBS



Swanage to run Wareham services for 90 days in 2022

By Robin Jones

THE Swanage Railway is preparing for the introduction of a second one-year selected days passenger train service between Swanage and Wareham, where a connection will be made with South Western Railway main line services.

Subject to a satisfactory business case, the line intends to initially operate the new Wareham service over 90 days between April and October 2022 using its DMUs, which have been overhauled to main line condition thanks to a grant from the Government's Coastal Communities Fund.

This grant has also enabled essential work on upgrading the track and infrastructure between its existing limit of passenger operation at Norden park-and-ride station and the junction with Network Rail's London to Weymouth line, near Wareham.

The Project Wareham three-car Class 117 DMU was used for the first time on a Norden to Corfe Castle and Swanage service during the August bank holiday 'Roads to Rail'



Swanage Railway volunteer and Project Wareham signalling project manager Mike Walshaw shows National Rail Heritage Awards chairman Theo Steel the interior of Norden Gates level crossing signalbox during the judges' visit on September 4. ANDREW PM WRIGHT



Earmarked for regular running to Wareham, the Swanage Railway's main line-registered Class 117 DMU is seen in public service at Swanage on August 27. ANDREW PM WRIGHT

steam rally next to Norden station. Full details on days of operation of Wareham services and ticketing arrangements will be announced nearer the time.

Meanwhile, National Railway Heritage Award judges – who awarded the railway the Abellio Signalling Award in December 2019 for its innovative signalling system enabling trains to run to Wareham – paid a belated visit to present the

award plaque on September 4. Their planned visit was delayed by Covid.

The design, installation, testing and commissioning of the signalling system between Norden Gates level crossing and Network Rail's station at Wareham was a four-year project that took 3000 hours of work by a dedicated team of Swanage Railway volunteers between 2011 and 2015, led by volunteer Mike Walshaw, a retired electrical engineer with the

Ministry of Defence Scientific Civil Service. Mike said: "The biggest challenge of the project was meeting the very demanding standards imposed on us by Network Rail for operating in part on an electrified main line into Wareham station."

The award plaque has been installed in Norden Gates level crossing signalbox, the exterior of which was modelled on the 'box at Lyme Regis station.



Cockerill articulated Garratt 2-6-2+2-6-2 No. 87 of 1936 and the world's first Beyer Garratt, Tasmanian Railways K1 0-4-0+0-4-0 K1, together at Dinas on the Welsh Highland Railway on September 17. On loan to restorer the Statfold Barn Railway for 10 years, K1 returned home for the Welsh Highland Railway Society's September 17-19 annual general meeting weekend, during which it worked passenger trains from Caernarfon to Rhyd Ddu for members. CHRIS PARRY/FF&WHR

Overhaul of Taff Vale No. 28 can begin as first funding landmark is reached

By Robin Jones

THE first fundraising milestone has been reached to enable the overhaul and eventual return to steam of Taff Vale Railway 0-6-2T No. 28 – the last surviving Welsh-built standard gauge steam locomotive – at the Gwili Railway.

Despite the Covid-19 pandemic, the first £32,000 towards the engine's overhaul has been raised by the Gwili Vintage Carriage Group. A grant of £18,250 from the Association for Industrial Archaeology has been backed by public donations.

The funding will enable the first sections of the engine's frames and motion to receive essential repair work and will also enable the boiler to be lifted and inspected.

The condition of the boiler will determine the remaining cost and timescale for the project, but the overall cost is expected to reach £160,000. The boiler inspection and the first phase of work is due to be complete by next spring.

Following the overhaul, No. 28 will operate Gwili passenger services. It is hoped that the engine will eventually



Measuring up Taff Vale Railway 0-6-2T No. 28's old water tank before CAD modelling the new one. GR/ NRM

haul a rake of surviving Taff Vale Railway vintage carriages which are being restored separately.

No. 28 was built in 1897 at the Taff Vale Railway's Cardiff West Yard Works and withdrawn in 1927. Owned by the National Railway Museum, it has run in the heritage era but has not steamed in more than 30 years.

David Murray, the Gwili Railway's project manager for the overhaul,

said: "I would like to thank everyone who has generously contributed to the project so far. Reaching this first target is an important milestone and will enable us to inspect the boiler and give us a much better idea of how much work will be needed to complete the overhaul."

→ Contributions towards the overhaul of No. 28 can be made at www.taffvalerailway28.co.uk/Fundraising/

West Somerset trade 'better than expected' – but more is needed

WEST Somerset Railway plc chairman Jonathan Jones-Pratt said that the line's financial fortunes during the peak summer period were better than expected.

July showed a profit of £49,503 compared to a budgeted loss of £29,036, while income during the month mainly comprises fares of £123,794, retail income of £49,588, locomotive department income of £14,255, and restoration income of £11,264.

"While the results for July are very encouraging, we still have work to do here," he said. "When we set the budgets, we were cautious and forecast a loss of £416,458 for the year to the end of July. We have achieved a better result, with a smaller loss of £148,594."

"We don't yet know the complete fare income for August, though early returns are promising and most trains are well loaded."

Culture Fund bid

However, he added: "Once we break even on our day-to-day operations, we must raise money to invest in and improve the track, infrastructure and stock for the future. We need to make progress on this through the coming winter to get ready for an even busier 2022."

"We are working on a further Culture Recovery Fund bid and a bid to the Somerset County Council Fund."

"Our own SOS recovery fund, launched in June, is slowly building but more effort is required."

"The recent incoming main line excursions and the servicing were excellent and demonstrate the good reputation we have with external operators."

The £1 million SOS appeal has passed the £50,000 mark. The WSR is looking to increase this figure rapidly now, with the help of a new fundraising drive to push donations in different ways, plus some specific infrastructure projects that the line's two charities can also support.

Illuminated trains

After launching its Christmas programme on August 30 with both the traditional Santa Express and new Winterlights illuminated trains, both seasonal products have been eagerly snapped up; 2650 tickets have been sold, bringing in more than £55,500 in much-needed income. Winterlights has done particularly well, with 2000 tickets sold at a value of £42,500 altogether, and some trains have already sold out. Early Santa Express bookings have sold 650 tickets, with a value of £13,000.

The WSR remained hopeful that the delayed opening of the new Seaward Way level crossing in Minehead will take place in October.



Class 483 tube train No. 483006, seen on the Island Line, is being prepared for a future in South Wales. LTTG

Wight tube duo prepare for South Wales 'first'

WALES is soon to get its first two London Underground trains. The two tube train sets – Nos. 483006 and 483008, which were delivered to the Underground in 1940 and latterly saw service on the Isle of Wight's Island Line as BR Class 483 – were acquired by the London Transport Traction Group following their withdrawal.

The group has now reached agreement with the Llanelli & Mynydd Mawr Railway at Cynheidre for the sets to be based there, and will deliver them in the coming months.

While No. 483008 requires significant work to make it accessible to the public, it is hoped that No. 483006, which formed the last Class 483 service on January 3, may be opened for inspection by visitors soon after its arrival. It is believed that this will be the first time that a tube train will have visited Wales.

At first, both units will be placed on disconnected track, but the new owners aim to run them on the railway at a later date. The group's plan is to use one of the cars from No. 483008 to carry batteries; as built, they ran using current taken from conductor rails.

Earlier hopes that they could have been based on the Epping Ongar Railway, a former tube line, did not materialise.

Hagley Hall boiler passes test alongside fellow Hall

ON September 15, despite Bridgnorth yard being full of locomotives preparing for the Severn Valley Railway's autumn steam gala the following day, the boiler of flagship GWR 4-6-0 No. 4930 *Hagley Hall* underwent a steam test on a flat wagon and was brought up to its working pressure of 225 psi.

The boiler passed its test and the railway is waiting to fix a date for the final hydraulic examination with British Engineering Services, its independent boiler surveyor, which effectively provides insurance validation.

Providing all goes well, the 10-year boiler clock will be reset and once completed, the boiler can then be placed back into the frames, thereby passing a huge milestone.



No. 4953 *Pitchford Hall* being steamed following its arrival for the Severn Valley Railway's autumn steam gala (feature, pages 68-71) and the boiler of No. 4930 *Hagley Hall* being tested. JOHN TITLOW

East Lancashire Railway gala swansong for ‘Number Nine?’

EXCLUSIVE

By Cedric Johns

FOLLOWING a lengthy lay-off because of the threat of Covid-19, which closed the East Lancashire Railway until late spring, visiting A4 No. 60009 *Union of South Africa* made a welcome return to steam in May and June and is booked to appear in the line's October 15-17 gala.

As reported more than a year ago the 4-6-2 was given over to the care of the ELR after its main line certificate expired, with an agreement that the engine was placed at the disposal of the railway until such time that its boiler ticket ran out.

It seems that the A4 has proved to be a popular attraction, only to be recently overshadowed by the recent visit of A3 Pacific No. 60103 *Flying Scotsman*. However, *Union of South Africa* remains to remind visitors that the A4s ruled the roost on the daily King's Cross to Waverley route.

But with other previously announced farewell running dates now 'to be confirmed', will No. 60009 stay in East Lancashire after the gala?

Its owner, Dr John Cameron CBE, revealed that the current agreement with the ELR runs out in January – so what then?

Unless a new contract is drawn up, he said that the engine's boiler certificate remains valid until early April next year and he is prepared to hire the 4-6-2 to any heritage line for, say, a three-month period, should interest be shown.

All this uncertainty marks the build-up of Mr Cameron's desire to establish



No. 60009 crosses the River Irwell at Summerseat on August 29. ALAN WEAVER

a public display of the A4, its support coach, and his K4 No. 61994 *The Great Marquess*, which is presently at Bo'ness. He is currently concentrating on making the final touches to a farmland visitor centre at Balbuthie.

Once that project is complete, he will turn his attention to the

creation of a railway museum. He reported that support is growing, on the basis that it will generate more tourists to Fife for the benefit of local business establishments.

In his introduction to a new book – *Union of South Africa, Stories from the Support Crew* – John wrote:

"From my first visit to see 'Number Nine' at Ferryhill depot in Aberdeen, where the knowledgeable foreman fitter – the late Jock Tosh, a real railway character – informed me that 'Number Nine' was the best of the A4s still running, the engine and support crews have been a big part of my life".



A sight very unlikely to be seen again in the near future with No. 60009's impending retirement – the A4 waits at Ramsbottom station with the 9.51am service for Rawtenstall as No. 60103 heads through non-stop with a train for Bury Bolton Street on August 30. MARTYN TATTAM



The 'cod's mouth' is wound open on *Union of South Africa* to access the smokebox door, while *Flying Scotsman* simmers in the background during the 3P20 Charters night shoot at Bury Buckley Wells on September 2. EDDIE BOBROWSKI



A scene reminiscent of King's Cross 'Top Shed', or perhaps Haymarket, in the early 1960s as A3 No. 60103 *Flying Scotsman* and A4 No. 60009 *Union of South Africa* stand on shed at Bury Buckley Wells during a night shoot organised by Richard Newton of 3P20 Charters on September 2. EDDIE BOBROWSKI

"Even at the negotiation to purchase 'Number Nine', those involved were so helpful.

"The chief stores controller at Buchanan House, as it was then, informed me that only registered metal dealers could purchase old locomotives.

"He then asked if I had any machinery. I replied that I only had tractors and combines, whereupon he replied, 'Okay, you are a metal dealer!'"

"Over a lifetime of memories, one unfading was of 2015 for the opening of the Borders Railway, where 'Number Nine' successfully hauled the royal

train conveying Her Majesty the Queen from Waverley to Tweedbank for the opening ceremony.

"Now both 'Number Nine' and I are going quietly into retirement.

"But none of these memories could have been possible without the willing participation of the various

members of the support crew, to whom I am eternally grateful."

John received a CBE for services to agriculture in 1986 and became a Doctor of Technology at Napier University in 1998 and then a Doctor of Laws at St Andrews University in 2017.



***Union of South Africa* crosses Burrs Country Park with the last train of the day on August 29. SIMON ROBERTS**

Edward Thomas celebrates 100th birthday at both its lines!

By Robin Jones

TALYLLYN Railway 0-4-2ST No. 4 *Edward Thomas* has marked its centenary by returning to the Corris Railway for which it was built in 1921 before being sold to its 'sister' 2ft 3in gauge line 30 years later.

The Tattoo class locomotive was built by Kerr Stuart of Stoke-on-Trent to become the fourth operational Corris locomotive, the other three being in a poor condition and in need of overhaul. After the GWR took over the Corris in 1930, No. 4 worked the line with Hughes 0-4-2ST No. 3 of 1878.

At nationalisation in 1948, No. 4 was out of service and in need of overhaul. When the Corris Railway was closed by BR that year, the two locomotives were stored under a tarpaulin on a siding behind Machynlleth station for three years until Nos. 3 and 4 were purchased by the newly-formed Talyllyn Railway Preservation Society in 1951, to be named *Sir Haydn* and *Edward Thomas* respectively.

On September 4/5, No. 4 made a return visit to its former home line for a 100th birthday gala weekend, running with 2005-built Tattoo replica No. 7.

No. 4, which had not headed a passenger train from Corris station since 1930, carried a suitable birthday headboard.

Links with the past

The weekend also brought some welcome visitors whose parents and grandparents had worked on the Corris before its closure in 1948.

Selwyn Humphreys is the son of Humphrey Humphreys who was the last regular driver and fireman, working from the locomotive shed at Maespoeth Junction where No. 4 was housed during its return. Elizabeth Humphreys, Humphrey's sister, was the final stationmistress at Corris.



Back in the country for which it was built: Sirpar class 0-4-0T *Diana* in the Tywyn Wharf line-up of Kerr Stuart locomotives on September 11. BARBARA FULLER

The railway's mechanical engineer in the 1920s when No. 4 was delivered was Albert Hulme who performed or arranged work on the locomotive to ensure that it worked reliably after initial problems – not to mention a mishap when the original chimney was damaged in a collision with an overhanging branch or structure.

A first class engineer, he was also responsible for amalgamating components of the original trio of Loughborough steam engines built in 1878 into one locomotive which, numbered 3, worked with No. 4 until the Corris was closed by BR. He seems to have lost his job when the GWR took over the line in 1930 and returned to his native Manchester.

Albert's grandsons David and Stephen came to the event where they met Jackie Jeffrey whose grandfather Thomas Squire worked with him on the Corris in 1926, when he lived in Esgairgeiliog, served by the next station down the line from Maespoeth Junction.

After the Corris closed in 1948, the engines seemed destined for scrap, but the stationmaster at Machynlleth, Campbell Thomas, hoped that they might have a future life and kept them sheeted over in the goods yard at his station, away from prying eyes. Had it not been for the actions of Mr Thomas it is unlikely that either would have survived.

Temporary renaming

After three years under his care, they were purchased by the Talyllyn in 1951, helping to establish the world's first heritage railway. Without the Corris pair it is questionable as to whether the Talyllyn preservation project would have succeeded, and the history of the heritage era might have been very different.

To recognise its role in the birth of railway preservation, No. 4 was temporarily renamed *Campbell Thomas* in the presence of Chris Magner whose book *The Saviours of British Railways Narrow Gauge*

Railways relates how Mr Thomas and other BR officials helped to conserve and preserve locomotives and infrastructure of mid-Wales narrow gauge lines including the Welshpool & Llanfair and the Vale of Rheidol.

The following weekend, September 11/12, No. 4 returned to the Talyllyn to continue the celebrations with another gala – and was accompanied by No. 7.

In addition to *Edward Thomas* running, special trains were made up over the weekend in which *Edward Thomas* ran as a double header with No. 7.

The Talyllyn gala weekend also featured two other visiting Kerr Stuarts, 0-4-0T No. 1158 of 1909 *Diana*, and Apedale Valley Light Railway-based 0-4-2ST Tattoo No.2395 of 1917 *Stanhope*, which both ran on temporary 2ft gauge track giving cab rides in the yard at Tywyn Wharf.

Diana, which was supplied new to the Kerry Tramway in mid-Wales, had been partially restored after being



A gauge difference of three inches separated these pairs at the Talyllyn Railway's 100th birthday gala for No. 4 *Edward Thomas*: Frpm left are visiting Kerr Stuarts *Diana* and *Stanhope* on a specially-laid 2ft gauge demonstration track at Tywyn Wharf, and Tattoos Nos. 4 and 7. PHIL TUGWELL



Hauling its first passenger trains on its original line in 91 years, No. 4 Edward Thomas approaches Corris station with the empty coaching stock for the 11am service train on Sunday, September 5. PAUL STRATFORD

bought by enthusiast Graham Mullis in 1964. It was purchased in 2014 by Talylyn member and volunteer Phil Mason who completed its restoration in 2015. *Diana* was back in service, on the Bala Lake Railway, by the end of that year. *Diana's* own centenary

in 2017 was celebrated by a tour of several UK railways including Statfold Barn, Beamish Museum, the Ffestiniog Railway and the Welsh Highland Railway. It is currently operating on the Amerton Railway.

Stanhope had been owned by

several companies, the first being civil engineer Holloway Brothers for work on the construction of 1000 homes in Rosyth, relating to the Royal Naval dockyard. It was then transferred to Kent for the construction of the Swanley bypass, following which

ownership passed to Durham County Water Board, where it acquired its name.

The gala weekend was complemented by another of the popular Talylyn Railway craft beer, cider and gin festivals.



Above: Tattoo twins 84 years apart in age: Corris No. 7 lines up alongside visiting No. 4 at Maespoeth Junction on September 2. JOHN TITLOW

Right: No. 4 Edward Thomas double heads with visiting new-build 'sister' Tattoo 0-4-2ST No. 7 at Hendy bridge on the Talylyn Railway on September 10. BARBARA FULLER





Good as new – Berwyn's classic station is all set to take holiday guests.

GEORGE JONES

Book holidays at Berwyn station again

FOLLOWING major restoration of the Llangollen Railway's Berwyn station house, the property is now available to book through holiday letting company Hoseasons.

More than 600 hours of volunteer input has gone into this project. In addition to work by outside contractors, the building has received repairs to its trademark timber and the chimney, cleaning and repairs to gutters and downpipes, repairs to the lime render and block paving, and repairs to and a repaint of the window frames.

After several weeks encased in scaffolding, the external repairs and repaint of the station house have been completed.

The station is once more revealed in its black-and-white mock Tudor splendour, with internal redecoration also completed to allow for letting the three-bedroom property as holiday accommodation for the first time in 18 months. A deep clean of every room has also been carried out.

IN BRIEF

→ **VINTAGE** Trains will now have train running control provided by the Rail Operations Group after DB Cargo withdrew its services, but DBC is still providing train crew and competence management support. Meanwhile, there will be no Tyseley Locomotive Works open weekend this autumn. VT chairman Michael Whitehouse said that building and improvement work would be occupying the site, with further enhancement of the 15in gauge line underway.

→ PACER DMU No. 144001 was placed in the grounds of Airedale General Hospital on September 5 for use as a communal area to support patients and their families. It is the third of three such units to find new community uses as part of the Department for Transport's 'Transform a Pacer' competition, the others having gone to a mental health charity in Huddersfield station and a Bradford primary school, the latter forming a laboratory.

Councillors support growing campaign to save Victorian bridge

By Robin Jones

CAMPAIGNERS fighting to save the Midland & Great Northern Joint Railway's Bridge 234 in Bourne from being knocked down as part of a new housing scheme have won near-unanimous backing from district councillors.

At their meeting in Grantham on September 16, members of South Kesteven District Council's planning committee voted 8-1 against approving developer Bellway Homes' application for a 'pocket park' and children's play area on the site of the bridge adjacent to the Lincolnshire town's Elsea Park housing estate, on the grounds that it did not go far enough to protect its heritage – in the form of the bridge.

As previously reported, Bellway wants to build 373 homes on land surrounding the late Victorian overbridge, and has said that while it wants to demolish it, it plans to create a memorial to the distinctive three-arch structure by using salvaged bricks to create part of the play area, as well as erecting a memorial sign.

Campaigners for the bridge led by Bourne History Group, who are now backed by a growing number of townsfolk as well as the district councillors, say that is not good enough for what is the last surviving and publicly visible complete railway-built structure from Bourne's days as a four-way junction. They point out

that saving the bridge would not prevent Bellway from building any of the planned homes, but it would be a major heritage asset to the new estate and the town as a whole.

In recent weeks, signs calling for Bourne Bridge 234 to be saved have been displayed in shops throughout the town. Locals have now formed a charitable trust to repair, conserve and maintain the bridge at no cost to council taxpayers or the Elsea Park Residents' Association, and explore other options for its future. A petition to save the bridge has been signed by nearly 1400 people.

Site clearance

At the meeting, Coun Rosemary Kaberry-Brown said the council should do everything possible to stop the demolition going through. "We should be seen to be standing up," she said.

Coun Ian Selby said: "The Local Plan calls for the protection of the historic environment. The developer is missing a golden opportunity to give something back to the community."

Coun Phil Dilks added: "I just think the bridge is, and could be, quite an attraction if looked after properly."

Councillors also voted to attempt to hold fresh talks with Bellway over the future of the bridge.

However, in the same week, developers cleared several acres of vegetation and 20-year-old saplings from adjacent land in advance of

the next stage of building work; the bridge site remained fenced off and untouched.

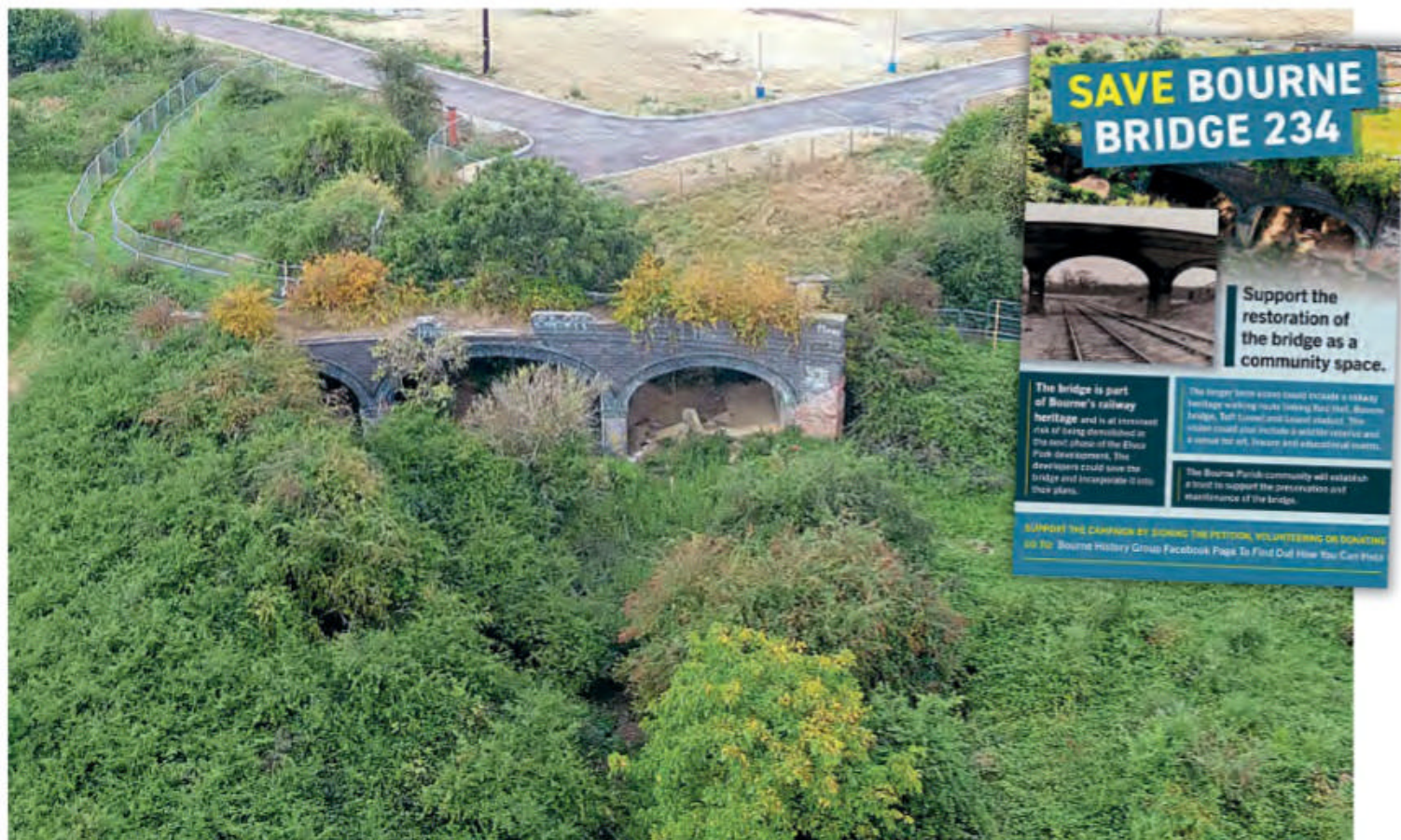
Meanwhile, after residents and councillors won their battle to save the historic Wycombe Railway bridge in Horspath, Oxfordshire, which they feared was at risk of demolition by Highways England, as reported in issue 278, repair work is now set to start on October 11.

The renovation is set to take until December 17. It will ensure the bridge's continued use for locals for many years to come while preserving an important piece of British heritage, said a statement from Government road agency Highways England's (now National Highways) Historical Railways Estate.

The infilling or removal of redundant railway bridges by Highways England (HE) has come under growing criticism in recent months. As reported last issue, Prime Minister Boris Johnson ordered a halt to HE's plans to fill in 69 Victorian bridges with concrete and demolish another nine over the next five years. However, Bridge 234 is not part of the HE portfolio; it is privately owned.

→ **The petition to save Bridge 234 can be signed at <https://you.38degrees.org.uk/petitions/preserve-our-heritage-bridge-234>**

More details about the campaign can be found at www.facebook.com/BourneHistory



A September aerial view of threatened Midland & Great Northern Joint Railway Bridge 234. BOURNE HISTORY GROUP



The Epping Ongar Railway's September 11/12 steam gala saw the Worcester Locomotive Society's GWR pannier tank No. L92 (5786) back on a former London Transport route for the first time in 50 years, making half a century since the end of steam on London Underground. It is pictured crossing Cripsey Brook viaduct on September 11. Also to mark the half centenary, the line's October 8-10 London Transport weekend will feature two other visitors in LT maroon livery, Bill Parker's GWR 2-6-2T No. 150 (5521) and Class 20 No. 20227, as well as Class 20 D8001.
KATIE PICKERSGILL/EOR

Veteran Beyer Peacock shunter steams again at Foxfield Railway

BEYER Peacock 0-4-0ST No. 1827 of 1879 has returned to steam at the Foxfield Railway after two years out of action.

The former Beyer Peacock Gorton Works shunter, which was originally built as an 0-4-2 crane tank, made its debut on September 4/5 at the head of the Knotty Coach Trust's train of vintage North Staffordshire Railway carriages. A unique 1884-built Midland Railway saloon has just returned to the line for restoration and eventual use with this set.

A mid-term mechanical overhaul on No. 1827 has included work on its motion, replacement of the timber in its bufferbeams (which consist of wood sandwiched between two steel sections) and a new smokebox.

It has been turned out in the lined green livery that it wore at Gorton from the 1930s to the 1950s. It previously carried both

plain and lined black guises in preservation, which are also historically authentic.

It is the second 0-4-0ST to be turned out from the Foxfield's workshops this year, the first having been Hawthorn Leslie No. 3581 of 1924 *Marston, Thompson & Evershed* No. 3, outshopped in July.

This former Burton-on-Trent brewery shunter was the second steam locomotive to arrive at the Foxfield in 1967, but it last steamed at the Great Central Railway over 40 years ago.

A third 0-4-0ST, Kerr Stuart Witch class No. 4388 of 1926, is also nearly ready to return to service. Acquired last year by Jack Dibnah, son of famous steeplejack Fred Dibnah, it has passed its boiler tests and made trial runs around the yard, albeit minus its saddle tank, for which a replacement still needs to be made.



Beyer Peacock 0-4-0ST No. 1827 of 1879 at Dilhorne Park with the Knotty Coach Trust's NSR carriages on September 4. KIERON RIGBY

Fifth suburban Mk.1 and vandal-hit DMU returned to traffic at Llangollen

CARRIAGE restorers have completed a £5000 project to return 1955-built Brake Second suburban compartment coach No. E43359 to working condition at the Llangollen Railway.

The York-built coach, which seats 72 persons in six separate compartments, has taken three years of volunteer effort to restore it at Pentrefelin Carriage & Wagon Works.

On September 10, No. E43359 was taken for a trial run attached to the rake of four suburbans forming the 11am departure from Llangollen behind Class 26 D5310. It recreated a scene from the late 1950s when such trains ran on the Eastern Region lines into King's Cross, and the assembled five suburbans offered a unique train operating formation on the heritage line.

As reported last issue, the opportunity was taken during the restoration to provide additional capacity for less able passengers. The luggage space within the guard's compartment was partitioned off and fitted with seats and space to accommodate wheelchair users and their carers.

Llangollen Railway Trust deputy chairman Phil Coles said: "The suburban coaches will provide the regular set for weekend trains during the autumn period running through to Halloween. Either a steam or diesel locomotive will haul the train and offer an example of what it was like to travel into the City of London in pre-electrification days."

The five-coach formation is BS No. E43182, Second Lavatory Open No. E48004, Second No. E46130,



The Llangollen Railway's newly-assembled five-coach suburban set at Carrog, with No. E43359 at the rear. GEORGE JONES

Composite Lavatory No. E43012 and BS No. E43359.

Meanwhile, the trust had George Fletcher's Class 108 two-car DMU restored to its 1960s BR livery in time for the August bank holiday weekend services after two sets were spray-painted by vandals four days before.

A railway statement said: "It is evident the incident was not a spontaneous action by an individual, but rather a well-co-ordinated attack by a group which had specifically identified a target for their handiwork and came to the railway well prepared for their night-time activity."

"The police are reviewing CCTV footage and gathering forensic evidence to identify the perpetrators of this damage."

→ **Autumn running on the reopened Llangollen Railway is confined to Wednesdays to Sundays, with DMU trips on weekdays and locomotive-hauled services at weekends. The resumption of coach party bookings is helping the passenger loadings.**



The Romney, Hythe & Dymchurch Railway's new heritage centre at New Romney station, where you can find out about the railway in wartime, visits by royalty and Hollywood stars like Laurel and Hardy, seaside holidays and taking the train to school. RHDR

New Romney heritage centre is now open

THE Romney, Hythe & Dymchurch Railway hosted a double celebration on September 4 when Krupp 4-6-2 No. 11 *Black Prince* returned to traffic after seven years and the new heritage centre at New Romney was opened.

General manager Danny Martin welcomed Paul Thomas, the Mayor of New Romney, to cut the ribbon to declare the centre open.

The association worked during the lockdown to complete the installation of panels and showcases inside the centre, set up inside the old New Romney paint shop.

After *Black Prince* (picture, page 106), YEC 4-6-2 No. 10 *Doctor Syn* will be the next locomotive to be overhauled.

RHDR Association trustee Nigel Whitburn said: "The funding of the rebuild of *Black Prince* is an example of our ongoing financial support and now the establishment of the heritage centre achieves another of our aims."

IN BRIEF

→ A3 Pacific No. 60103 *Flying Scotsman* will be making return trips on the Mid-Norfolk Railway on October 2, 3, 9, 10 and 16. Between trips, tickets can be purchased to see the train at Dereham.

→ LLANGOLLEN Railway Trust-owned Kitson 0-6-0ST No. 5459 of 1932 *Austin 1* is to stay on the Somerset and Dorset Joint Railway at Midsomer Norton until January. It will take part in a photographic charter on October 9, the end-of-season gala on October 23-24, and Santa specials on December 11/12 and 18/19.

→ THE privately-owned Richmond Light Railway has acquired Quarry Hunslet 0-4-0ST No. 827 of 1903 *Sybil* from the Brecon Mountain Railway. Built for the Pen-Yr-Orsedd slate quarry near Caernarfon, it was preserved in 1968 by BMR founder Tony Hills.

World's newest steam locomotive set for debut

By Robin Jones

THE world's newest steam locomotive is now being trialled on southern India's metre-gauge Nilgiri Mountain Railway for imminent entry to passenger service.

The Southern Railway's Golden Rock Railway Workshop recently unveiled the first-ever coal-fired X class 0-8-2T to be built in the country.

Trials for No. X-37400, which is equipped with dynamic, band brake and vacuum brake systems, have been successfully completed at the workshop, and the Ministry of Railways said: "The 'Black Beauty' will soon be inducted into service in the UNESCO-listed Nilgiri Mountain Railway."

Rack and pinion

X class locomotives are used on the 17-mile section between Coonoor and Mettupalayam, where the steepest gradient is 1-in-12.5 and where the Abt rack-and-pinion system is used.

They were first acquired to replace the line's original Beyer Peacock 2-4-0T rack locomotives, which were not powerful enough to handle the traffic.

The first batch of 12 X class locomotives was built by the Swiss Locomotive and Machine Works in Winterthur and delivered between 1914 and 1925, and the second batch



Ready to roll: New Nilgiri Mountain Railway X class No. X-37400 in the Golden Rock workshop. MINISTRY OF RAILWAYS

of five arrived in 1952. Four more members of the class were built in India between 2011 and 2014, but these were all oil-fired. Golden Rock began work on building one coal-fired and one oil-fired X class in 2020,

but construction was hampered by Covid-19.

The 29-mile railway from Mettupalayam to Ooty in the Nilgiri Hills is world-famous for its scenic views.

First cylinder is cast for new L&B Manning Wardle fleet

THE first of nine cylinders has been cast for a planned fleet of new-build Lynton & Barnstaple Railway Manning Wardle 2-6-2Ts.

Following its successful construction of replica Baldwin 2-4-2T No. 762 *Lyn* for the revived L&B at Woody Bay, the 762 Club now plans to construct replicas of all four of the original line's Manning Wardle 2-6-2Ts – Nos. 759 *Yeo*, 760 *Exe*, 761 *Taw* and 188 *Lew*.

The first cylinder has been produced at Cerdic Foundry of Chard, using the original patterns from the construction of Ffestiniog Railway-based L&B 2-6-2T No. 190 *Lyd*, which was completed in 2010. Some improvements to the cylinder design have been made in the light of experience with this locomotive.

The first casting was sent to Boston Lodge works on the Ffestiniog Railway for checking and declared satisfactory. Cerdic Foundry has therefore been given the go-ahead to make the other eight cylinders, along with

their end covers and valve chest covers. Nine castings are being produced to leave one spare for *Lyd*, which has just returned to service following its first 10-yearly overhaul.

Yeo and *Exe* will be the first of the fleet to be constructed, with *Yeo* being built at Workshop X and *Exe* at Boston Lodge. The first two sets of castings, including the spare for *Lyd*, will all be finish-machined at Boston Lodge, while those for *Taw* and *Lew* will be placed in store in



The first cylinder casting produced for a new fleet of Lynton & Barnstaple Railway Manning Wardle 2-6-2Ts. JON WHALLEY

Devon until work commences on those locomotives.

Quotes have been obtained for the pony truck wheels from Peak Pattern Co. in Sheffield, which made the wheels for *Lyn*, and quotes are also being sought for the driving wheel tyres.

Couplers and their springs are also being obtained as part of a larger order for the L&BR, while the next items to be produced will be the motion forgings for two of the locomotives. Larger items such as the main frames will be ordered later; an initial set of frame plates cut for *Yeo* many years ago have now been scrapped.

It is estimated that each locomotive will cost about £500,000 and take five years to build. Arguably, they will be genuine Manning Wardle products, as the Lynton & Barnstaple Railway Trust owns the original company trademark.

More details of the project and how to help can be found at <https://762club.com>

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The GWR 61xx Class

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The 61xx Class were almost identical to the earlier 51xx and later 81xx Class. They did however, have an increased boiler pressure which resulted in a greater tractive effort.

The 61xx locomotives spent their working lives on the Paddington suburban services and were capable of hauling heavy trains at fast speeds due to their increased boiler pressure. In GWR days standard unlined green livery was carried. B.R. applied both lined black and lined green liveries to the class.

Summary Specification



Approx length 44"

- Coal-fired live steam
- 5" gauge
- 2 Outside cylinders
- Piston valves
- Stephenson valve gear
- Mechanical drain cocks
- Mechanical Lubricator
- Silver soldered copper boiler
- Multi-element Superheater
- Pole Reverser
- Boiler feed by cross head pump, injector, hand pump
- Etched brass body with rivet detail
- GW Pattern Double Safety Valves
- Painted and ready-to-run
- Choice of 3 liveries

Approx Dimensions:
• (L) 44" x (W) 9.5" x (H) 13.5"

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Middleton's LNER Sentinel steams again after 24 years

By Toby Jennings

UNIQUE surviving LNER Y1 class Sentinel No. 68153 has returned to steam at the Middleton Railway after almost a quarter of a century.

The 1933-built former BR Departmental locomotive was in action at the Leeds line for a 30742 Charters event on September 3, running alongside NER H class 0-4-0T No. 1310 in one of the latter's last steamings before its own 10-yearly overhaul.

The Sentinel, which last steamed in 1997, was able to haul demonstration goods trains for the assembled photographers but cannot enter full service until a problem with its vacuum brake system is resolved.

Its steam brake allowed it to safely work the loose-coupled goods trains but for reasons the railway has so far been unable to trace, it cannot create more than 15 inches of vacuum – some way short of the regulation 21 inches needed to control passenger stock.

"It steams ok but it's fighting us all the way," said Ian Smith, vice-president of the Middleton Railway Trust, which owns the locomotive. "It's getting there, but we're still testing it and dealing with the snags."

Its pairing with the LMS brake van during the charter, he added, was reminiscent of the railway's first



Newly-overhauled LNER Sentinel No. 68153 in the sylvan surroundings of the Middleton Railway's little-used Balm Road branch during a 30742 Charters photoshoot on September 3. ANDREW RAPACZ

regular passenger trains. "Standing on the balcony behind it took me back 50 years," he said.

Although the line ran its first passenger trains during the Leeds University rag week in 1960 – thus becoming the world's first volunteer-operated, standard-gauge preserved railway – only occasional special trains ran between then and July 1969. This was when the Sentinel and LMS brake van formed the first

regular workings over the private freight line.

The overhaul, which is the Sentinel's second in preservation, has included the replacement of the inner firebox with a nearly-new spare item; construction of a new outer firebox wrapper, after the original was condemned; a new superheater; and replacement of a cracked cylinder block.

A new set of cylinders was obtained from the Bo'ness & Kinneil Railway in exchange for the loan of No. 68153's injectors as patterns to have new ones cast for their Sentinels.

"With a good condition inner firebox, it's going to last for years," said Ian.

Recent priority

Work on No. 68153 commenced in the early 2000s, although it has only become a priority in recent years as other engines in the Middleton's fleet approached the end of their 10-year boiler certificates.

Stalwart Manning Wardle 0-6-0ST No. 1601 of 1903 *Matthew Murray*, for instance, has just been withdrawn

after failing with injector problems.

"It only had five weeks left on the ticket, so there was no point repairing it," explained Ian.

The H class reaches the end of its boiler certificate early next year, while Hudswell Clarke 0-6-0ST *Slough Estates No. 3* (No. 1544 of 1924) was withdrawn at the beginning of this year. Taking their place in the operating fleet are No. 68153, Hawthorn Leslie 0-4-0ST *Swanscombe No. 6* (which, as reported last issue, has just returned to steam) and Manning Wardle 0-6-0ST No. 1210 of 1890 *Sir Berkeley*. The latter is expected to steam next year, with the frames rewheeled and the boiler tubes delivered. It is to be restored as close as possible to the lined green livery of its first employers, railway contractor Logan & Hemingway, for whom it worked on the construction of Nottingham Victoria station.

Slough Estates No. 3 will be next in the queue for overhaul, said Ian, along with Hunslet 0-4-0ST NCB No. 11 (Works No. 1493 of 1925), which last steamed at the Battlefield Line around 25 to 30 years ago.



Sentinel No. 68153 in action at the Middleton Railway on September 3. CHRIS GEE

Vale of Rheidol's Aberystwyth workshop is back in action at '90% capacity'

DESPITE having staff placed on the Government-supported furlough payment scheme during the coronavirus pandemic during last year, the Vale of Rheidol Railway's Aberystwyth workshop is now back at 90% production capacity and much engineering progress has been made.

As reported in issue 283, the contract to overhaul Beyer Peacock 0-6-0T No. 822 *The Earl* for the Welshpool & Llanfair Light Railway has been completed. The low-loader that took back *The Earl* then returned with ex-Sierra Leone Railway Hunslet 2-6-2T No. 85, which has not worked since 2010.

VoR staff have stripped the locomotive and reported on its condition. No. 85 is now in storage and the WLLR's decision on the next step to be undertaken is awaited.

Next in line for works attention is the completion of the overhaul of VoR resident Hanomag NGG13 2-6-2+2-6-2 Garratt No. 60 (10551

of 1927), earmarked to enter service before the end of this season.

Work is also about to recommence on restoration of Second World War Baldwin 10-12-D 4-6-0T WDLR No. 794 (No. 44699/1917).

It will be completed as Welsh Highland Railway No. 590, for the Welsh Highland Heritage Railway.

257 Squadron back soon, with *Manston* to follow

BULLEID Battle of Britain Pacific No. 34072 *257 Squadron* is expected back in service on the Swanage Railway in October, with classmate No. 34070 *Manston* to follow.

257 Squadron returned to steam in 2018 following overhaul but, as reported in issue 281, failed in late May with a leaking main internal steam pipe. It was thought that it would have to be sent to Tyseley Locomotive Works to be repaired, but SLL and Swanage Railway staff and volunteers at the line's Herston Works have successfully carried out the work in-house, removing the superheater header and elements to access the pipe.

The replacement steam pipe was due to be delivered as we closed for press in late September, and Simon Troy, chairman of owning group Southern Locomotives Ltd, said that it was hoped to complete the work by mid-October.

Manston has been undergoing its 10-yearly overhaul at Tyseley, where its boiler was due to undergo a hydraulic test on September 28, with a steam test to follow two weeks later.

It will then have its casing reassembled before being transported back to Herston for its brake gear to be refitted.



Battle of Britain No. 34072 *257 Squadron* approaches Harman's Cross station with a train from Swanage on July 29 last year.
ANDREW PM WRIGHT

It is hoped that No. 34070, which last steamed in 2017, could return to service by the end of the year, although Simon cautioned: "I can't see it happening before Christmas."

Another of SLL's Bulleids, recently overhauled rebuilt West Country No. 34028 *Eddystone*, also failed on August 24 when a 10in crack was discovered in its bogie frame. However, it was expected to return to

service in late September thanks to the Mid-Hants Railway, which agreed to loan the bogie from No. 34007 *Wadebridge* while *Eddystone's* is repaired (*Wadebridge* is to be overhauled at the MHR for possible main line use – see page 64).

The cab of SLL's ex-Barry Merchant Navy No. 35025 *Brocklebank Line* is to move to Herston for restoration, where a new cab will also be made

for its other Barry restoration project, rebuilt West Country No. 34010 *Sidmouth*. The latter will use the cab from Battle of Britain No. 34053 *Sir Keith Park* as a pattern when that locomotive (currently in service at the Spa Valley Railway) is back at Herston during its 10-yearly overhaul next year. *Sidmouth's* frames are also due to move to SLL's other base at Sellindge in Kent for shotblasting.

Bridgnorth shed appeal tops £360k

THE first phase of work to refurbish the Severn Valley Railway's Bridgnorth shed is almost funded, with an appeal having passed the £360,000 mark.

As reported last issue, the 'Home and Dry' appeal aims to raise £475,000 to replace the shed roof, improve the lighting and install an overhead crane.

Shelagh Paterson, executive director of the SVR Charitable Trust, explained: "The roof has a very limited life span – just two years at most. It's critical that this is addressed as soon as possible, with the crane being installed after the building is made safe and dry. The total cost of this first phase is £380,000 and so we are already very close to being able to fund this in its entirety."

The latest figure includes a grant pledge of £25,000 from the Roger & Douglas Turner Charitable Trust and pocket money donated by three young enthusiasts, as well as contributions from their parents.

One, six-year-old Nicholas Ragan, so enjoyed a recent visit to the SVR and the Engine House at Highley that he gave his £2 pocket money to the appeal, while his parents donated £50. SVRCT fundraising co-ordinator Gem Bilek said: "This is the loveliest donation I have ever had to process.



Holes and purlins in the roof of Bridgnorth motive power depot.
ANTHONY BARTLAM/SVR

"It really reinforces my faith in human nature."

Volunteer project manager Antony Bartlam is expecting planning permission for the alterations by mid-October. This is required because the new roof will change the appearance of the building by adding translucent sections to let in more natural light, while the colour of the roof and wall cladding, subject to the approval of Shropshire County Council, will be changed to anthracite.

Donations can be made at www.svrtrust.org.uk/home-and-dry
→ A separate appeal for £5000 to replace the GWR bracket signal post at Bewdley is 60% of the way to its target, with £3110 raised. The new post has been delivered to Kidderminster and is being prepared for erection in the autumn. It has initially been paid for through the signalling department's budget to ensure that other projects do not have to be deferred. Donations can be made at www.justgiving.com/campaign/bracket-signal

Planning consent is granted for Bridgnorth station refurbishment

PLANNING permission and listed building consent has been granted for the Severn Valley Railway's refurbishment of Bridgnorth station.

As reported last issue, the SVR plans to renovate the Grade II listed 1862 building with internal alterations to the waiting room, an extension to the bar area of the Railwayman's Arms pub, and the reconstruction of the parcels office at the northern end which is suffering from structural movement.

The SVR is now seeking Building Regulations Approval and preparing the structural calculations required, sending invitations to contractors to tender for the main works, and obtaining quotes for the electrical work, fitting out the shop and refurbishing the pub.

The project will include interpretation of the building's history, and the SVR is appealing for historical photographs and stories about the station – in particular the parcels office, which was constructed in 1940 when Bridgnorth was the location of a large RAF basic training camp for



The parcels office at the end of Bridgnorth station. TONY BENDING

about 3000 recruits. To contribute, email victoria.evans@svrlive.com

SVR general manager Helen Smith said: "We will only know the timescales of the project when the selected contractor confirms the price and their availability."

"We need to do the works in the shutdown period, which will be January to March of either 2022 or 2023."

"As you may be aware, the current climate makes it difficult to gain commitments from contractors due to the pandemic and the lasting effects of Brexit."

"Both of these are causing supply issues for both staff and materials for all construction companies."

‘MIDLAND & GREAT EASTERN’: North Norfolk returns to the steam gala fray

IT WAS a case of ‘Midland in, Eastern out’ on September 3-5, as the North Norfolk Railway held its first steam gala in two years.

Somerset & Dorset 7F 2-8-0 No. 53809 had returned to service the weekend prior to the event, following 18 months receiving attention to its spring hangers, while LNER B12 No. 8572 was making its last gala appearance before its impending 10-yearly boiler overhaul. As reported in the previous issue, the Great Eastern-design 4-6-0 is expected to be withdrawn at the end of the NNR’s main season in October.

It was the first steam gala on the former Midland & Great Northern Joint line since September 2019. The planned Spring Steam Gala of March 27-29, 2020 was cancelled in the wake of the coronavirus outbreak, and since then the only gala was a Mixed Traction weekend this July.

There were no visiting locomotives on this occasion, as newly appointed

NNR commercial manager Graham Hukins explained: “We decided at an early stage not to hire in a guest engine – it was just too great a risk.

Six in steam

“When we were drawing up plans, there were still uncertainties around Covid and what we’d be allowed to do. We’re still very much in recovery mode, and we’re still honouring bookings from last year for dining and Santa trains.

“But we’re in the fortunate position of having six home fleet engines, so we can run a really intensive timetable.”

Joining the 7F and B12 were Great Eastern Y14 0-6-0 No. 564, BR Standard 4MT 2-6-0 No. 76084, 9F No. 92203 *Black Prince* and WD 2-10-0 No. 90775 *The Royal Norfolk Regiment*, with the LNER ‘Quad-Art’ coaches and a demonstration goods train in use. Double-headed workings included the Somerset & Dorset-style combination of the 7F and No. 76084,

and a pairing of Riddles superpower with the 9F and WD.

Graham said afterwards: “The gala was extremely well supported with 2744 passengers carried across the three days, making it one of our most successful galas in recent years. It is a tribute to the engineering and maintenance teams that we were able to field an impressive line-up of six tender locomotives all from the home fleet, and the operating department made great use of them to put on a fantastic show with 12 hours of action each day.

“We are looking forward to the Members’ & Shareholders’ Day on October 9, which will showcase the collection of our supporting charity, the Midland & Great Northern Society, with the B12 making one of her final appearances and the Victorian train returning to service, having been sidelined during Covid and the initial resumption of services.”

A 7F back on seaside special duty: No. 53809 heads along the coast past Sheringham golf course during the North Norfolk Railway’s steam gala on September 5. PETER FOSTER



Making its last gala appearance before overhaul, LNER B12 4-6-0 No. 8572 hauls the BR Mk 1 suburban coaches away from Sheringham on September 5. PETER FOSTER





GER Y14 0-6-0 No. 564 strides up Weybourne bank with a goods train on September 4. JAMES KINDRED



BR 4MT 2-6-0 No. 76084 pilots the B12 on the Quad-Art set on September 5. PETER FOSTER



The team that overhauled Lancashire & Yorkshire Railway 0-6-0 No. 957 in Haworth shed on September 8. They are, front, left to right: John Forster, Derek Binner, Philip Shackleton, Mike Curtis; back: Neville Wilkinson, Jeremy Mead.



Philip Shackleton, who played a major role in the long-running overhaul of No. 957, on the locomotive's footplate.

'Green Dragon' returns for Railway Children celebrations

Words and pictures by
Rodney Towers

THE long-awaited reappearance of traffic on the Lancashire & Yorkshire Railway 0-6-0 No. 957 to Keighley & Worth Valley Railway took place in late August, celebrating its starring role in the 1970 film *The Railway Children*.

Restored in the fictional Great Northern & Southern Railway green

livery it wore for its role as the 'Green Dragon' in the production, the Barton Wright Class 25, built by Beyer Peacock in 1887, ventured out for a round trip on the KWVR on August 27, double-heading a service train with Midland Railway 4F 0-6-0 No. 43924.

Mike Curtis, who has led the 'Ironclad's' recent overhaul, said: "All the bearings remained cool, and the loco in general performed well. There

are quite a number of jobs still to do on it, of course."

It then took part in the KWVR's belated 50th anniversary celebrations of the filming, held on the August 28-30 bank holiday weekend – a year later than intended, having been cancelled in 2020 because of the pandemic.

Philip Shackleton, who hails from the same family as explorer Ernest

and who leads KWVR staffing and volunteering, said: "It's been a long five-year task to carry out the complete overhaul of 957 and it's been a real team effort.

"We found that 50% of the work was on the boiler, led by Ralph Ingham, and 50% on the lower end of the locomotive, led by myself.

"One surprising discovery was that while we knew the wheels were made



Stopping the last train of the event: Volunteers stage a *Railway Children* cameo re-enactment, bringing Midland 4F No. 43924 with the vintage carriage rake to a halt as it arrives at Oakworth on August 30.



Above: The 'Green Dragon', L&YR 0-6-0 No. 957, and Midland 4F 0-6-0 No. 43924 double-head the last vintage train of the day to Oxenhope on August 28.

Below: USA Transportation Corps S160 2-8-0 No. 5820 heads up to Oxenhope with a morning Pullman train on August 28.



A Home Guard member on duty makes a point to the 'new' Second World War Railway Children on August 28.

of cast iron, we thought the side rods were made of steel. We sent these to Keighley Labs for crack detection, who found by x-ray that these were wrought iron, and so will be original.

"Importantly, we have also now built in a steam heating system for the first time so this locomotive can operate on the railway in winter.

"We were very much up against the clock to finish the overhaul in time for the event. The bright green livery was simply a result of our having to find an 'off the shelf' colour and not attempt any modern colour matching, for which no technical records exist."

The two other principal features of the event were the re-enactment cameo of 'new' Railway Children flagging down and stopping the train, and the assembly of an all-vintage rake of coaches, two of which had also appeared in the original film.

The cameo re-enactment of the film's famous 'landslip' scene was staged just downhill from Oakworth station. KWVR volunteer Eileen Denning persuaded teenage relatives Katelyn and Bethany to dress in Second World War period costumes (the new sequel to the original film is set in the 1940s) and perform the twice-a-day stopping of two different trains under the safe care of stationmaster Richard Ashworth.

The vintage train consisted of two L&YR six wheelers, the 1912 L&YR Club coach and two of the Vintage Carriages Trust's Metropolitan Railway coaches, as used in the original film.

Trust chairman Trevor England said: "The star item in our museum, the GNR six-wheeler used in the original film, was not used but we did specifically repaint one of our Metropolitans in Railway Children livery, maroon and cream."



Midland 4F 0-6-0 No. 43924 heads the vintage train past Oakworth mound on August 28.

HST power cars run on Severn Valley Railway

HIGH Speed Train power cars have run on the Severn Valley Railway as part of a contract with main line operator Colas Rail.

As reported last issue, five of the Class 43 power cars – Nos. 43251, 43257, 43272, 43274 and 43277 – have been in store at the SVR's Arley station while awaiting a return to main line use on Network Rail test trains.

The contract includes access to SVR facilities such as inspection pits to carry out work on the locomotives, and on August 23, Nos. 43272 and 43274 were hauled to Kidderminster by Class 50 No. 50049 *Defiance* for an exam and brake pad change.

The following afternoon, they made a test run under their own power along the length of the SVR, from Kidderminster to Bridgnorth and back to Arley.

Visiting Class 31 No. 31466, from the Dean Forest Railway, also moved Nos. 43251 and 43257 to Kidderminster for the same work to be undertaken on September 2. All five power cars are expected to leave the SVR shortly.



Class 43 power car No. 43274 in the carriage and wagon yard at Kidderminster prior to a test run. KENNY FELSTEAD/SVR

Triumphant Donegal homecoming for *Drumboe*

By Hugh Dougherty

COUNTY Donegal Railways 2-6-4T No. 5 *Drumboe*, which hauled the last passenger train on the CDR in 1959, will be returning to Donegal in triumph on Saturday, October 9, following a £100,000 restoration by Heritage Engineering Ireland at the RPSI workshops at Whitehead.

The locomotive, built in 1907 by Nasmyth Wilson, has been restored to a standard where it will be capable of running order, with the exception of the boiler which has been inspected and marked for future full repair and renewal for steaming.

Drumboe, which lay at the site of Strabane station for nearly 30 years after the railway closed, was initially bought by Dr Ralph Cox for use in the USA, but was rescued in 1989 by the North West of Ireland Railway Society, which still owns it.

Carried on an articulated low loader belonging to Donegal Railway Heritage Centre supporter Edwin Kirk, who has already transported several items of CDR rolling stock for the museum, the engine – resplendent in its newly-applied red paint – will leave Whitehead around 10am.

Photographic stops

The cavalcade will halt at the site of Strabane station for photographs around noon, before crossing into Donegal, and proceeding to Donegal Town, with stops at Castlefin station and Stranorlar, where a Bus Eireann station occupies the site of the former CDR headquarters. The locomotive will stop there for photographs beside a public memorial to the railway which includes a Stranorlar station sign and the clock from the station clock tower.

After following the route of the railway through the scenic Barnesmore Gap, *Drumboe* will be given a Gardai escort into Donegal



***Drumboe* in the Heritage Engineering Ireland workshops at Whitehead ready to head home.** DRHC

Town, where the locomotive will be on public display in the Diamond main square, where DRHC staff are providing a pop-up museum to tell the story of what is a remarkable survivor.

Drumboe will then be moved to the museum, with craning onto prepared track, beside a platform and canopy, taking place the following day.

Donegal Railway Heritage Centre manager Niall McCaughan said: "We have dubbed the whole event The Homecoming, and it will be a great day for Donegal, with extensive national and local media coverage as the return of the locomotive which pulled the last passenger train in Donegal has caught the public's imagination.

"We are delighted, that just two years after kicking off our appeal to bring *Drumboe* home, we have succeeded in achieving our objective.

"Heritage Engineering Ireland has done a superb job and all work has been carried out to allow the engine to operate in future. I'd like to thank all those who supported our appeal which has made all of this possible."

Railway restoration?

Construction industry supply issues have meant that the platform and canopy at Donegal Town are not yet complete, but are expected to be by November, when an official opening and welcome home will be held, involving politicians, funders and enthusiasts.

Niall also said that the museum is looking closely at restoring a length of track on which to operate *Drumboe*, and the society has made representations proposing restoration of the CDR main line through the Barnesmore Gap to the Ballybofey- Donegal leisure corridor project.

Howzat? Ex England cricketer completes wagon restoration

FORMER Gloucestershire and England cricketer Jack Russell has completed the restoration of a private owner wagon at Kidderminster Railway Museum.

The former wicketkeeper, who played 54 Tests over 10 years for his country, often honed his artistic skills while on tour or watching for his county Gloucestershire, but it was a different type of painting this time as he applied the lettering to the seven-plank wagon during August.

Now a professional artist, this was

the first time he'd done signwriting.

Part of the KRM collection, the wagon has been restored in the livery of James Harry Smart & Sons, a coal merchant based at Chalford.

It is one of 10 such wagons donated to the Severn Valley Railway by the British Sugar Corporation at Foley Park in July 1969, with four more following in May 1971, although all but four were scrapped by 1990. It was registered as No. 16053 in 1937 and carried the number BSC 13, but nothing more is known about its history.



Jack Russell signwriting the wagon in August. MIKE ANDERSON/SVR

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Tourists replace passengers as Cumbrian station reopens

By Geoff Courtney

THE smiling faces and excited youngsters said it all to Di and Simon Parums – their painstaking transformation of a 156-year-old Lake District former railway station into a café and tourist attraction has been worth every minute of the two years they have devoted to the project.

There were ups and there were downs, probably even doubts as to the wisdom of their decision to undertake the work, but the dream became reality in early August.

The station is Bassenthwaite Lake, which was opened by the Cockermouth Keswick & Penrith Railway in January 1865 and closed by BR in April 1966. The Up eastbound platform and goods yard subsequently disappeared under the A66 Cockermouth-Keswick road, but the Down platform, station building, stationmaster's house and signalmen's cottage defied all that the capricious Cumbrian weather could throw at them.

Di and Simon saw the potential that few others would, bought the derelict site, and made plans. And they thought big – in the shape of a full-size, 90ft long, replica continental-style 4-8-2 steam locomotive and three carriages that played a central role in the 2017 multi-million dollar blockbuster film *Murder On The Orient Express*, based on the 1934 Agatha Christie novel.

The locomotive and carriages were delivered at the end of 2019 and positioned on track beside the crumbling platform. Since then Di, Simon, and a team of contractors and

volunteers have worked long hours to turn the derelict station building into a café, refurbish the carriages to provide additional catering facilities, clear the platform of undergrowth, and plant 3000 trees and shrubs.

Di said of the station building restoration: "We think it as good as it gets, in that it retains the original character and atmosphere with a colour scheme that is a pretty accurate replication of the LMS."

More than 500 visitors attended the opening day and more than 100 hot meals served.

As the initial success continued into the coming days and weeks, Di said: "We knew we would be busy but didn't anticipate it being as busy as it is, and the feedback has been fantastic."

"Restoring the station was like seeing it waking up and opening its eyes. It is really quite magical, and wonderful to see people enjoying what we have worked so hard on these last two years."

The site is situated close to a nature reserve, and 53-year-old Di continued: "We have taken special care to preserve the natural beauty of the surroundings, which serve as a habitat for many species of native flora and fauna that can be observed from the peace of a wildlife walkway that runs alongside the newly-restored platform."

Such is their commitment to the cause that Di and Simon will be open every day for the rest of this year serving breakfast, brunch, lunch, and afternoon tea, except Christmas Day and Boxing Day.



Open for business: The former Cockermouth Keswick & Penrith Railway station of Bassenthwaite Lake that Di and Simon Parums have transformed into a thriving café and tourist attraction, complete with a *Murder on The Orient Express* locomotive and three carriages. In the background is the lake after which the station is named. PAUL JOHNSTON

Bagnall Austerity on the way back as boiler returns to Ecclesbourne Valley

BAGNALL Austerity 0-6-0ST No. 2746 of 1944 *The Duke* is coming back together at the Ecclesbourne Valley Railway, with the return of its overhauled boiler.



The limited edition Buggleskelly Lime Works wagon being produced to raise funds for Austerity saddle tank *The Duke*.

BAGNALL LOCOMOTIVE GROUP

The boiler was craned back into the locomotive's frames at Warkworth on July 21 following repairs at Locomotive Maintenance Services of Loughborough, including replacement of the firebox foundation ring, the firebox backhead, the lower sections of the outer wrapper, both tubeplates, the ashpan and the smokebox.

Tim Oaks, of its owning Bagnall Locomotive Group, estimated that "the total cost of the overhaul so far is somewhere over £250,000."

To raise funds, the group is commissioning limited edition OO-gauge wagons from Dapol, with recent releases being inspired by the 1937 comedy film *Oh! Mr*



Bagnall Austerity 0-6-0ST *The Duke* receiving its overhauled boiler at Warkworth on July 21. BAGNALL LOCOMOTIVE GROUP

Porter (see Model News, issue 282). The latest item is a ridge-roofed wagon lettered 'Buggleskelly Lime Works', with 225 to be produced at £16 each plus £4 postage for up

to four wagons. Cheques payable to TJ.Oaks can be sent to: 13 Trenchard Drive, Buxton, SK17 9JY, or to pay by Paypal using the email sleepermonster@yahoo.com

First diesel cavalcade at Derwent Valley Railway defies the grim weather

By Geoff Courtney

IT may not have the pulling power or scenic splendour of its neighbour, the North Yorkshire Moors Railway, 25 miles up the road, but the Derwent Valley Light Railway is gaining a reputation for punching above its weight – and this was admirably illustrated by an inaugural cavalcade gala over the August 29/30 bank holiday weekend.

Based in York's Murton Park, the home of the Yorkshire Museum of Farming, the railway operates on a half-mile stretch of the original DVL that ran for 15 miles from York Layerthorpe to Cliffe Common, near Selby. It opened in 1912 for mainly agricultural traffic although passenger trains ran until 1926, and it closed in September 1981, by which time it was one of the last privately-run commercial standard gauge lines in the country.

In 1990 preservationists took over the line within the park that is its

home today, and regular passenger services started in 1993.

It now has a fleet of 10 diesels, comprising three ex-BR and seven industrial locomotives, of which eight, including the BR trio, are operational.

Six of those eight took part in the Bank Holiday gala, which comprised a cavalcade of all six and access to the footplates for the many visitors, who defied the unseasonal weather and crowded the railway's station.

The locomotives taking part in the two days of activities were the three former BR shunters – Class 03 No. 03079 (D2079), Class 04 D2245, and Class 08 No. 08528 (D3690) – coupled with Ruston & Hornsby pair 165DS class 0-4-0 *British Sugar* and 88DS class 4wDM *Octavius Atkinson*, and John Fowler 0-4-0DM *Churchill*.

One of the gala's top attractions was No. 08528 leading the cavalcade, with all the diesels' horns echoing around the park, while the 08 was



Cavalcade pilot: Former BR Liverpool Street station pilot No. 08528 (D3690) is at the head of five other diesels during the Derwent Valley Light Railway's inaugural cavalcade weekend. Behind the Class 08 are Ruston & Hornsby 165DS class *British Sugar*, John Fowler *Churchill*, Class 04 D2245, and at the rear Class 03 No. 03079. Ruston & Hornsby 88DS class *Octavius Atkinson* is out of sight towards the rear between the 04 and 03 diesels. JONATHAN STOCKWELL

also the subject of many a visitor's attention, as befits a locomotive that in its BR heyday in the late 1970s and early 1980s was immaculately turned out in Great Eastern Railway blue to act as the Liverpool Street station pilot.

Jonathan Stockwell, the railway's archivist and quarterly newsletter joint editor, said: "Despite the grim weather there was an excellent attendance, and hopefully its success means it will become an annual event."

East Suffolk Light Railway's extension is up and running

By Phil Barnes

THE East Anglian Transport Museum has extended its 2ft gauge line.

The museum at Carlton Colville, near Lowestoft, was founded on a greenfield site at its current location in 1965.

By 1973, the East Suffolk Light Railway had been created and ran along the northern edge of the site.

In 2016, the museum purchased the adjacent five-acre field to the west with a view to expansion. Formerly farmland, this field was then subject to planning permission granted in a unanimous vote by Waveney District Council.

The long-term plan is to expand the museum's trolleybus route, the standard gauge tramway and the 2ft gauge line, with interchange facilities being located in the south west corner of the field.

Work started in March 2019 with the ESLR being extended beyond Woodside station and depot, with a flat crossing being created across

the start of a new standard gauge tram track.

During 2019, the line was laid along two sides of the 'new' field using rail sourced from a Ministry of Defence site in Scotland. By that September, the track had been laid to the new station site.

A year later, a new platform had been built.

Doubling the original line's length of 300 yards, the work was carried out by permanent way trains, mainly hauled using the rarely-used Ruston Hornsby 4wDM locomotive No. 177604 of 1936 *Leiston*.

Due to ongoing coronavirus restrictions, the new extension did not open until the spring of this year and is the first of the three main transport systems at the museum to be expanded.

Once the new tram line is completed, a signalling system will have to be installed on the flat crossing to ensure safe operation, but for now this is not a problem.



Above: The last East Suffolk Light Railway train of August 14 stands in the new platform, headed by Motor-Rail Simplex No. 5 *Orfordness*, one of two locomotives which form the mainstay of the passenger operation. PHIL BARNES



Right: The flat crossing near Woodside station, showing both 2ft and standard gauge tracks. PHIL BARNES

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KESR in landmark move to run diesels with new 'green' fuel

By Geoff Courtney

THE Kent & East Sussex Railway's credentials as one of the country's pioneering 'green' heritage lines has been enhanced by a ground-breaking move to fuel its diesel fleet with environmentally-friendly biodiesel.

The landmark decision follows a pilot programme with the railway's Class 108 DMU on public services throughout August, after which drivers reported that the unit "had never run so well".

David Brenchley, the railway's locomotive delivery manager, told *Heritage Railway* that the fuel used was a new premium hydro-treated vegetable oil (HVO) made from renewable and sustainable raw materials. It releases just 195kg of greenhouse gas for every 1000 litres of diesel burned, compared with 3600kg for traditional diesel.

Environmental responsibility

"We all know that burning fossil fuel is bad for the planet, but heritage railways are limited in what they can do to reduce emissions," he said. "Biodiesels have been around for some time, but initially they were a bit iffy, to say the least, requiring alterations to machinery and not mixing with normal diesel.

"The new HVO looks like diesel and smells like diesel, but its raw materials

don't release any new carbon dioxide into the atmosphere. Our first delivery of 2000 litres wasn't overly expensive and was delivered very quickly.

"The switch is just one of our 'green' initiatives, which also include buying locally and looking at waste re-use and recycling."

KESR trustee Paul Vidler, a former town planner and a volunteer for 50 years, said: "Our aim is to make us a leader in sustainability and environmental responsibility. We can consider solar panels, wind turbines and heat pumps – there are so many ways we can lead by example, while at the same time preserving one of the loveliest heritage lines in the country."

In addition to the Class 108, the new fuel will be used by the railway's 1958-built Ruston & Hornsby 0-4-0 diesel-electric *Rowntree No. 1*, which is in service as the Rolvenden shed yard pilot; Class 03 shunter D2023, which was also built in 1958 and now operates as the yard pilot at Tenterden Town station; and another former BR 0-6-0 diesel, Class 14 D9504, which, at 57 years of age, is the youngster of the group. Some of the line's permanent way rolling stock will also benefit from the biodiesel.

Of the difficulties heritage railways face with coal for steam locomotives, David said: "Between them, heritage lines use 35,000 tonnes a year.



Mission accomplished: KESR locomotive delivery manager David Brenchley enjoys the comfort of the railway's Wealden Pullman train after overseeing a successful pilot programme in which a Class 108 DMU used a new biodiesel on public services. D BRENCHLEY

"The problem sourcing coal is starkly illustrated by figures revealing the collapse of the UK mining industry. In 1913, an astonishing 292 million tonnes were produced, but by last year that had fallen to 1.7 million tonnes, and by 2025 it will be just 2500 tonnes, largely from the Forest of Dean."

Surviving collieries

Mining has been taking place in the Forest of Dean since 1610, possibly even earlier. The area was exempted from the nationalisation of the industry in 1946 due to its unique form of ownership, and miners,

known as freeminers, were allowed to continue their work.

It is estimated that 150 freeminers are alive today, but only a handful of collieries are still operating, although some are successful mainly through embracing non-traditional areas such as mining for ochre – a natural clay earth pigment – and also attracting tourists.

The railway's move to biodiesel follows the refurbishment of a Pullman dining train kitchen car where catering equipment is now powered by a state-of-the-art battery rather than by a traditional large diesel-powered generator.



Ancient and modern: Some 80 years separate the build dates of the Class 108 diesel unit (on the left) and Class A1X 0-6-0T No. 32678, pictured at the Kent & East Sussex Railway's Bodiam station, the former having emerged from Derby Works in the late 1950s and the 'Terrier' from Brighton in 1880. The Class 108 completed a successful pilot programme on public services throughout August using an environmentally-friendly biodiesel that heralds a new 'green' era for the railway. IAN SCARLETT

Patriot cylinders and frame fittings removed for attention

ALL three cylinders and all fittings on the frames of Patriot No. 5551 *The Unknown Warrior* will have to be removed for remedial work to the frames.

The announcement in the latest issue of the LMS-Patriot Project's house magazine *The Warrior* follows the discovery that the frame plates of the Fowler 5XP 4-6-0 had not been properly prepared before the outside cylinders were fitted.

This came to light as a result of a minor modification to the outside cylinders at the West Shed headquarters of the Princess Royal Class Locomotive Trust, which took on the task of completing the Patriot following its departure from the Llangollen Railway.

The cylinders are being fitted with guide bars – narrow ribs in the centre chamber of the valve chest to support the valve rings during fitting or removal of the valves. For some unknown reason, these were not shown on the drawings for the outside cylinders and so were not included in the castings (although they are present on the inside cylinder), but PRCLT engineer Simon Scott recommended that they be added to ease maintenance.

However, the cylinders are made of SG iron, which must be heated in preparation for welding the guide bars into place, and this required their removal from the frames. Taking off the left-hand cylinder revealed issues with the surface finish of the frames.

The LMS-Patriot Project explained in *The Warrior*: "As supplied, the steel has a skin known as 'mill scale', which leaves an uneven surface. This is normally removed by either shot

blasting or scraping to provide a smooth, flat surface for castings such as a cylinder block to be fitted hard up against the frame plate surface.

"Once the left-hand cylinder had been removed, it was clear that this mill scale has not been removed.

"As the lower cylinder bolts also locate the bogie pivot stretcher to the inner faces, this has also been removed and revealed a similar condition with mill scale still on the frame surface. If left in this condition, it could lead to the parts becoming loose and moving slightly as the locomotive runs. Over time this 'fretting' would get worse and result in vibration at least, and a failure at worst. Having discovered this between the frames and the outside cylinders leads us to question if it is the same for the inside cylinder, stretchers, horn guides and all the other parts bolted to the main frames. The only way to find out is to remove the parts and check."

The removal of the left-hand cylinder also revealed that some of the fitted bolts attaching it to the frames were slightly smaller than the bolt holes; they should have been three or four thousandths of an inch larger.

The group concluded: "Without removing this cylinder we would probably not have discovered these points which would undoubtedly cause problems in service and require the loco to be stopped for repair."

As reported last issue, all six of the Patriot's driving wheels will be replaced due to cracking, and have been returned to their makers, the Boro Foundry, for investigation.



Hunslet Austerity 0-6-0ST No. 3193 of 1944 *Norfolk Regiment* was a guest at the Northampton & Lamport Railway during late August and early September. It is pictured raising steam at Pitsford shed during the line's bank holiday gala on August 28, when it worked alongside Hawthorn Leslie 0-4-0ST No. 4, Class 31 No. 31289 *Phoenix*, and Class 33 No. 33053. The Austerity then returned to its home base of Bressingham to take part in that centre's 60th anniversary celebrations on September 18. The locomotive is owned by Norfolk Heritage Steam Railway Ltd, which can be contacted on WHRs@btinternet.com for hire enquiries. RICHARD WATSON/NHSR



The frames of new-build GWR 47XX 2-8-0 No. 4709 on accommodation bogies following delivery to Tyseley, showing the front extension frames which will be removed for the fitting of the cylinders. PAUL PERTON

New-build 'Night Owl' moves to Tyseley for front-end assembly

NEW-BUILD GWR 47XX No. 4709 has moved to Tyseley Locomotive Works for its front end to be assembled.

The Great Western Society's Churchward 'Night Owl' arrived at the former 84E depot in late August, with the move being carried out by Ray Bown's Staffordshire-based Boat Transport and Cranage.

The work will include the fitting of the cylinders to the front extension frames, a job which will be done – as was the case at Swindon Works in steam days – with the extension frames removed and turned upside down.

This process will be overseen by Mike Solloway, of Dinmore Manor Locomotive Limited, which recently carried out the same task with the new cylinders on its GWR 2884 2-8-0 No. 3850 at the Gloucestershire Warwickshire Railway.

Both cylinder blocks for No. 4709 were cast at the Boro Foundry earlier this year, and are now being machined at Roach Engineering, of Brierley Hill in the West Midlands. With the two cylinders needing to be joined back-to-back, the machining work is being carried out in stages on both castings to ensure accurate alignment.

Dudley's Micron Alloys is casting the front and rear cylinder covers, while the piston valve covers are also at Roach Engineering for machining.



One of No. 4709's cylinders being machined at Roach Engineering. PAUL PERTON

Once the cylinders, extension frames, centre stay and front bufferbeam are assembled and fitted to No. 4709's main frames, the cylinders can then be aligned as the datum point for the wheels and axleboxes.

The engine will incorporate three 5ft 8in driving wheels and the front pony truck from former 'Barry 10' GWR 5101 2-6-2T No. 4115, while the fourth set of driving wheels was cast new.

Introduced in 1919, the 47XX was George Jackson Churchward's last design for the GWR, with nine examples built (Nos. 4700-4708). They were nicknamed 'Night Owls' because they were mainly used on overnight express freight trains, although during the 1950s they regularly appeared on holiday excursions to the West Country.

The last three examples, Nos. 4703/4/7, were withdrawn in 1964 and none were preserved.

More details of the 4709 project can be found at www.4709.org.uk

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VALE OF RHEIDOL REOPENS WITH PASSENGER BOOM

Visitors have flocked back to the Vale of Rheidol Railway after it was closed throughout 2020 due to the Covid-19 pandemic. May half term and traffic through June, July and August has been good, with the railway financially secure through the winter, said a spokesman.

Although the trains have run with slightly-reduced capacity due to social distancing measures (which will stay in place for the rest of 2021), loadings are high, with traffic spread more evenly through the day, and later trains achieving higher loadings than was the case pre-pandemic. Total passenger numbers have not yet reached the 2019 level, but a small fare increase has seen income following reopening exceeding 2019 figures.

During the run-up to reopening, helped by a £150,000 grant from round one of the Welsh Government Cultural Recovery Fund, a retaining wall supporting the track at Oliver Veltom Curve, near Rheidol Falls station, was rebuilt. Half a mile of track received new sleepers and a quarter mile of replacement rail was laid. Other work included locomotive and carriage maintenance, plus installation of plastic screens in carriages, costing £5000, to maintain social distancing.

Since restarting passenger services on May 24, with appropriate safety measures in place, many trains have sold out. Although walk-up passengers can be accepted if space is available, advance booking is recommended to guarantee seats.

Another enhancement is completion of the trackwork at Aberystwyth, linking the £531,000 museum collection and heritage rolling stock protection shed.

Stock has been moved into the building from the old standard gauge locomotive shed which has been cleared and will eventually be developed into a 5000sq ft multi-function display and entertainment space.

GWR 2-6-2T No. 7 *Owain Glyndwr* is pictured at Aberffraw station. JOHN R JONES/VoR



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RVR-KESR link would generate significant benefits, inquiry told

By Geoff Courtney

APPROVING plans to link the Rother Valley Railway with the Kent & East Sussex Railway would reconnect a number of important visitor destinations to the national rail network, promote tourism, and generate significant economic and social benefits, a public inquiry into the proposal has been told.

The inquiry has been considering an application by the RVR for a Transport & Works Act Order that would allow the Robertsbridge-based railway to extend 2½ miles from its eastern limit at Northbridge Street to the western end of the KESR at Junction Road, near Bodiam.

In addition, the order would give the RVR statutory powers to construct three level crossings, including one over the A21 Robertsbridge bypass, and associated powers for the compulsory purchase of land whose owners – the Hoad family of Parsonage Farm, Salehurst, and the trustees of the Noel de Quincey Estate – are objecting to the scheme.

In a 48-page closing submission to the inquiry on September 3, the RVR's counsel, Richard Turney, told the inspector that the proposal would complete the reinstatement of a railway line that would bring significant benefits to the local area and beyond.

"It will reconnect an existing heritage railway and a number of important visitor destinations to the national rail network, promoting

Vintage collection: Ex-LBSCR Class A1X 'Terrier' No. 2678 arrives at the Kent & East Sussex Railway station of Rolvenden with a Tenterden-bound train composed of the railway's acclaimed vintage stock. If an application to bridge the gap between the KESR and Rother Valley Railway is approved, the 141-year-old 0-6-0T and its carriages could become regular visitors to Robertsbridge.
ALAN CROTTY



both tourism and sustainable travel.

"In completing a 'missing link', it will generate significant economic and social benefits, funded by private donations. These are public benefits from private generosity."

Several endorsements

Mr Turney said the scheme came with the express approval of the local authority and the ringing endorsement of the National Trust, Network Rail and many others, including the local MP.

Of the objectors, he continued: "As they are entitled to, the landowners have fought hard to resist the scheme. But in reality, the grounds for doing so are not there. Planks of the landowners' case have simply fallen away."

With regard to the scheme's proposed A21 level crossing, Mr Turney told the inspector that the RVR had been forced to go into design detail that was unprecedented for a Transport & Works Act Order of this nature to meet the requirements of Highways England, and that the RVR could "never have imagined" it would be required to descend to the level of detail on matters such as road markings.

"Workable and compliant"

"It has gone into that detail, repeatedly and protractedly, and has shown the scheme to be workable and compliant with all the statutory and policy requirements," he said.

"In all the circumstances, the Secretary of State should now firmly endorse these proposals."

The inquiry, which started on July 6 and closed on September 3, was carried out mainly on the business communication platform Microsoft Teams. The inspector, Ian Jenkins, will submit his report to the Secretary of State for Transport, and his decision is expected next spring.

Among the scheme's supporters are Network Rail chairman Sir Peter Hendy and the Campaign for Better Transport East Sussex. If it is approved the 14-mile line, from Tenterden Town station to Robertsbridge, would be operated by the Kent & East Sussex Railway.

In the hope that the gap between the two railways will be bridged, the RVR has carried out an extensive new-build programme at its Robertsbridge base, which has a direct link to the national network. If given the green light, the work is expected to take about three years.

On the level: The location of the proposed Rother Valley Railway level crossing on the A21 Robertsbridge bypass that would be part of a link between the railway and the Kent & East Sussex Railway.

GEOFF COURTNEY



Accident inspectors visit NYMR following collision at Grosmont station

RAIL Accident and Investigation Branch inspectors visited the North Yorkshire Moors Railway following a collision at Grosmont station.

The incident occurred on the morning of September 21, when Class 20 No. 20189 running light collided with a stationary passenger train.

A NYMR spokesman said: "We can confirm that there was a collision at 10.32am between a diesel locomotive and a stationary set of carriages at Grosmont station."

"All passengers were taken off the stationary train and transported back to Whitby. There were no serious injuries reported.

"As with all such accidents, it is currently being investigated by the Rail Accident and Investigation Branch."

A spokesman for the RAIB said: "The RAIB has sent a team of inspectors to Grosmont station where a low-speed collision has occurred in a platform between

a light engine and a stationary passenger service.

"Our inspectors will gather evidence as part of the process of conducting a preliminary examination, and a decision on whether an investigation will be launched will be taken in the coming days."

Triple-level railway is unearthed on Tranent & Cockenzie Waggonway

By Hugh Dougherty

MEMBERS of the Waggonway 1722 project – who unearthed what is believed to be the UK's oldest waggonway during excavations on site in June 2019 – dug up more revelations in September this year.

The industrial archaeologists' excavations have revealed that the Tranent and Cockenzie Waggonway was rebuilt twice, leading to new wooden rails and sleepers being placed on top of the original, and, again, on top of its replacement, when each wore out.

"This is, in effect, a triple-level railway," said Ed Bethune, Waggonway 1722 chairman.

"It gives us a unique insight into railway construction and maintenance methods of the 18th century. The sleepers and rail sections we've dug up are most revealing.

"We've also found some rail fittings dating from the relaying of the line from 4ft 7in to 3ft 3in gauge in 1815, and its conversion from wood to iron fish-bellied rails.

"There's clear evidence that the

space between the rails was relaid with cobbles to ensure that horses' hooves gripped as effectively as possible when pulling waggons on the line."

The group also excavated the 17th century saltpans house at the Cockenzie end of the line, which the waggonway was built to serve.

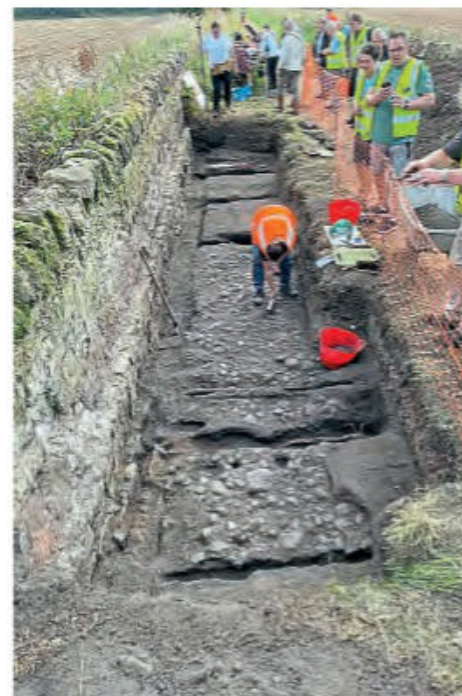
Coal was brought up from the pits at Tranent using gravity and horsepower, to boil sea water in cast iron saltpans, to in turn produce sea salt.

Excavations on the waggonway are scheduled to continue into 2022.



The 2021 excavated section showing the space between the rails, sleepers and the cobbles laid between the three levels of rails.

WAGGONWAY 1722 PROJECT



Excavations underway as sightseers watch the past being unearthed.

WAGGONWAY 1722 PROJECT



Left: Bringing a sleeper to light by scraping away two levels of railway.

WAGGONWAY 1722 PROJECT

Right: Fittings from the 1815 re-gauging that have now seen the light of day.

WAGGONWAY 1722 PROJECT



Three generations of Kidderminster railwaymen at the SVR's station in the town on September 3, with Ivatt 4MT 2-6-0 No. 43106. Left to right are SVR driver Paul Fathers, former Kidderminster engineman Tony Barfield, and SVR fireman Will Pedersen. MARGARET BARFIELD

Kidderminster engineman returns to footplate at SVR

FORMER Kidderminster engineman Tony Barfield returned to the footplate at the Severn Valley Railway on September 3/4.

He joined BR's Western Region as a cleaner at Kidderminster shed in 1952, later progressing to fireman and driver, working over what is now the SVR as well as the Cleobury Mortimer & Ditton Priors Light Railway. He also joined the SVR in its early preservation days in the late 1960s, and spent two days cleaning Collett 0-6-0 No. 3205 in preparation for the reopening trains in 1970.

Now living in Cornwall, he was a guest on the footplate of Ivatt 4MT 2-6-0 No. 43106 during his visit.

The crew were driver Paul Fathers and fireman Will Pedersen, both of Kidderminster, and so completing three generations of railwaymen from the town.

Tony said: "It was absolutely wonderful. You never forget what it's like. Just like riding a bike, it all came back to me immediately, the moment I stepped onto the footplate.

"Will asked if I wanted to put a few shovelfuls of coal into the firebox, and I said yes please. From then on, I did most of the firing! Will told me where the speed restrictions currently are, and I fired accordingly. I could remember where the gradients are, because I worked up and down this line so much in the 1950s.

"Seeing *Hinton Manor* on display at The Engine House was a particular highlight, as I worked on the footplate of this particular loco in the 1950s."

The following day, Tony joined Will again on GWR 57XX 0-6-0PT No. 7714, this time with driver David Milford at the regulator.

Severn Valley footplate courses and observation saloon experiences return

FOOTPLATE experience courses and observation saloon bookings are once again available at the Severn Valley Railway after the 18-month suspension because of coronavirus.

Holders of pre-existing vouchers were given the first opportunity to book footplate courses during September and October.

The line's first observation saloon experience since the

beginning of the pandemic ran on August 15, with bookings being taken for the rest of this year and into 2022. For these and footplate courses, call 01562 757900. From September 7, the

SVR reintroduced flexible hop on, hop off services, with passengers free to board or alight from any train at any station, although exclusive pre-booked compartments are still available.



Steam at Bodmin General was relegated to a sideshow as the road alongside was closed while crowds awaited the arrival of the Grand Depart leg of the Tour of Britain 2021 cycle race. BWR

When pedal power stole the Bodmin General steam show

By Robin Jones

THE Bodmin & Wenford Railway found itself in the glare of nationwide publicity on September 5 when it became the terminus of the first leg of the Tour of Britain, Britain's premier road cycling event, held for the first time ever in Cornwall.

The day saw riders cycle 111 miles from Penzance, starting at 11am and taking in St Just, St Ives, Hayle, Camborne, Pool, Redruth, Falmouth, Penryn, Truro, Newquay and St Austell en route.

The heritage railway first heard about the 2020 Tour of Britain cycle race coming to Bodmin two years ago, but Covid-19 intervened.

Once restrictions were lifted in July this year, hasty rearrangements were made for the finish line to be in Lostwithiel Road, beside Bodmin General station, with its car park given over to podium presentations.

Bodmin Town Council also paid for a shuttle train service from Bodmin Parkway to General to alleviate traffic congestion in and around the town.

Carnival atmosphere

On the big day, all the roads around the station were closed and the media circus had completely taken over the local area, with traffic barriers, stands, large screens, satellite equipment, and a lot of noise. Railway staff had to park away from the station and walk in. The shuttle service to and from Parkway



Bodmin General station packed with sightseers at the conclusion of the first stage of the Tour of Britain cycle race on September 5. GWR pannier No. 4612 was in steam – but maybe uniquely in the heritage line's history, all cameras were pointing away from it and towards the race winner on the stage.

consisted of a four-coach service set top-and-tailed by Austerity 0-6-0ST No. 75178 at the General end and Class 47 No. 47306 at the Parkway end. Six departures were made before the race and four after the finish.

GWR 0-6-0PT No. 4612 provided a showpiece steam presence in Platform 2, while the Boscarnie branch was out of use for the day.

As the crowds built up, a carnival atmosphere developed, and by the time the first cyclist – 27-year-old Belgian Wout van Aert – crossed the finish line, thousands were there cheering him on.

BWR spokesman Jimmy James said: "Our buffet and ice cream shack did a roaring trade and considerable media focus was achieved.

A UK first?

"It must be a first for a UK heritage railway to host an international sports event.

"As ever, BWR volunteers rose to the occasion and provided exactly what was required.

"By Monday morning the roadshow had moved on into Devon (on its way to Scotland), and it was if nothing had happened – just a routine day at Bodmin General."

The Tour of Britain, the UK's leading professional multi-stage cycling race, has been held for 15 years.

An international race, it claims to be the biggest free-to-watch spectator event in the country.

The race attracts some of the world's best cyclists, and has

previously included Mark Cavendish and Sir Bradley Wiggins.

The race has the proven potential to draw a large number of visitors and spectators, bringing a considerable economic boost and increased overnight stays, and providing the opportunity to showcase the location of each stage as a tourist attraction to a wider UK audience.

It is televised on ITV4 and Eurosport and also covered extensively on BBC Radio 5Live and local radios.

Bodmin mayor Jeremy Cooper said: "It is a rare treat for Bodmin to be the centre of attention and to have a role on the world's sporting stage."

Tim Dwelly is Cornwall Council's portfolio holder for culture, economy and planning.

He added: "Having the Tour of Britain in Cornwall offers us a chance to show our wonderful corner of the world to a global audience and will provide a much-needed boost for our towns and our tourist industry."

The tour ended in Aberdeen on September 12, the furthest point north the modern edition of the race has ever reached.



Crowds outside the front of Bodmin General station during the race event. BWR

From near disaster to a fleet mainstay for Bodmin Austerity

FIFTY years ago, the locomotive which provided a park-and-ride service for Tour of Britain spectators on September 5 so nearly met its end in South Wales – not at Barry scrapyard but by tottering over the edge of a pit at its Maesteg Colliery workplace.

Built by Bagnall for the War Department in 1944, Austerity 0-6-0ST No. 2766 was shipped over to Calais soon after D-Day that year. It is believed to have worked in Antwerp Docks in newly-liberated Belgium, where Field Marshal Montgomery was

preparing troops and equipment for his push towards the Rhine and the eventual surrender of Hitler's army in May 1945.

Years-long restoration

The locomotive was repatriated in 1947 and transferred to the newly-formed National Coal Board, for which it worked as a shunter in the South Wales coalfield for the next 29 years. Made redundant by the NCB in 1976, it was acquired by



No. 2766 came very close to disaster as a runaway at Maesteg on May 12, 1971. NEIL PERRY



the South Devon Railway but never entered service there, and was purchased by the Cornish Steam Locomotive Preservation Society in 1995.

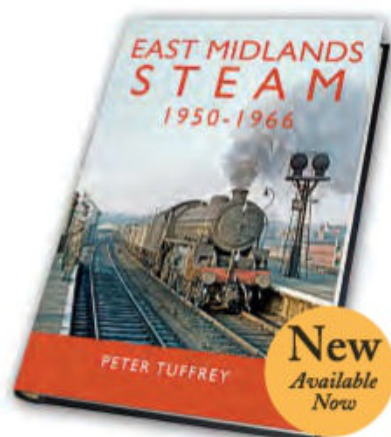
A lengthy and comprehensive restoration at Bodmin General was completed in 2017, with it repainted in WD livery and renumbered 75178.

Since the railway reopened in May following lockdown, it has been the mainstay of the line's steam fleet.

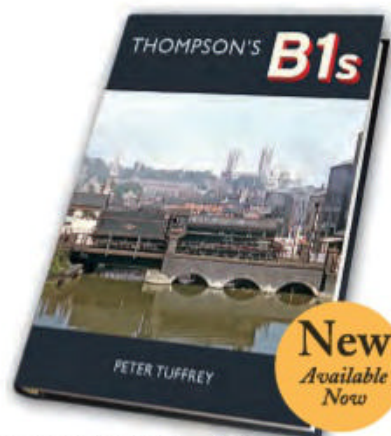
Although never designed for passenger work, steam heating for winter operations has been fitted. With a tractive effort of 23,870lb, it performs admirably with a four-coach train on BWR gradients of 1-in-40. "It was probably never envisaged by her designers that after 77 years this humble shunting locomotive would have attained such a remarkable and continuing career," said BWR spokesman Jimmy James.

Left: Austerity 0-6-0ST No. 75178 departing from Boscarne Junction to Bodmin General in May. JIMMY JAMES

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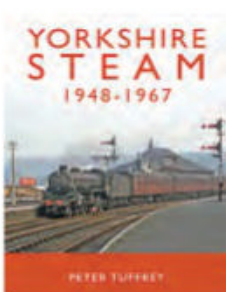
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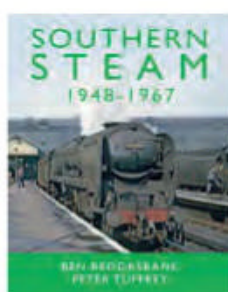
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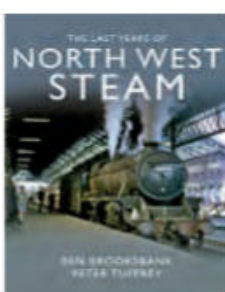
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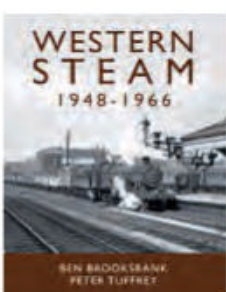
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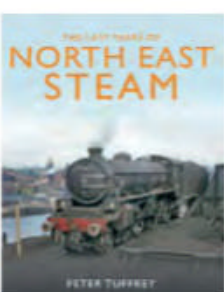
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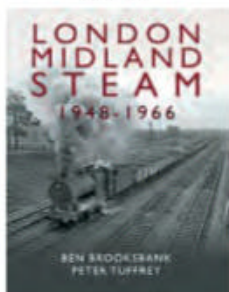
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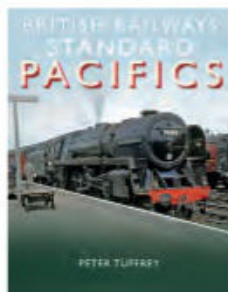
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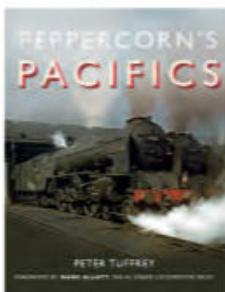
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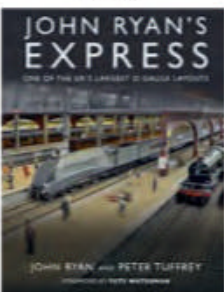
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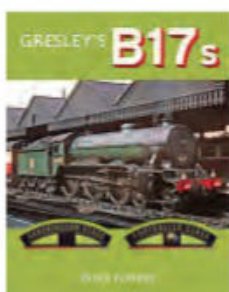
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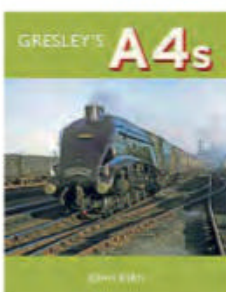
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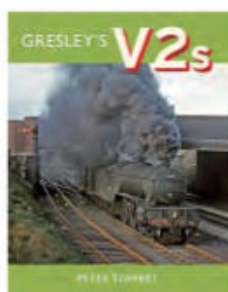
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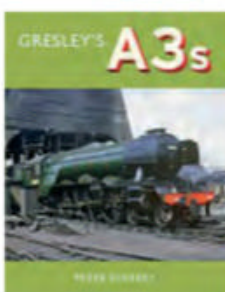
GRESLEY'S B17s £22.50



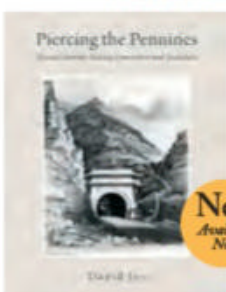
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LNWR 0-6-2T No. 1054 in action during its visit to the Tyseley Locomotive Works open day on October 25, 2015. ROB HODGKINS/CREATIVE COMMONS

L&Y and LNWR centenary celebrations coming together

By Toby Jennings

PLANS are coming together for celebrations in 2022 to mark the centenary of the Lancashire & Yorkshire Railway merging with the London & North Western Railway.

A steering committee set up to plan the event has pencilled in the weekend of March 4-6 for a gala at the Keighley & Worth Valley Railway, followed by an event at the East Lancashire Railway on June 17-19.

Talks are taking place with the KWVR and West Coast Railway Company about the possibility of

running a railtour between the two preserved lines, hauled by LMS Jubilee 4-6-0 No. 45596 *Bahamas*, with the desired route being via Copy Pit.

One of the starring locomotives in the celebrations is expected to be LNWR Coal Tank 0-6-2T No. 1054, in the care of the Bahamas Locomotive Society and currently under overhaul at the group's Ingrow base. Society chairman Keith Whitmore said that it is "on course" for a return to steam next year, with the boiler expected to be returned to the frames in November.

The KWVR is also home to a working L&Y locomotive in the form of 'Ironclad' 0-6-0 No. 957, which has just returned to steam after overhaul (see pages 22/23). Several L&Y coaches are also based on the line, along with 'Pug' 0-4-0ST No. 51218 on static display.

Currently plying 'Lanky' metals at the ELR is Aspinall Class 23 0-6-0ST No. 51456 (752), while Class 27 0-6-0 No. 52322 and 'Pug' No. 19 are under overhaul. As this issue went to press, No. 52322's boiler had passed its hydraulic test and was undergoing its out-of-frames steam test, with owner

Andy Booth hoping to reassemble the locomotive in time for the ELR's gala on October 15-17.

Community events in Bolton are proposed, and bus trips to the remains of the L&Y's Horwich Works have also been suggested.

The celebrations may also be linked to the 30th anniversary of the Manchester Metrolink tram system, which opened in 1992.

One of its first routes was the former L&Y Bury-Manchester Victoria line, which the pre-Grouping company electrified in a pioneering scheme in 1916.

German museum seeks 'Hogwarts' GWR Hall on loan

A GERMAN railway museum is seeking a GWR 4-6-0 on medium-term loan for display as the 'Hogwarts Express'.

The Bahnpark Augsburg in southern Germany has locomotives from France, Austria, Switzerland, Italy, Luxembourg and Portugal, and would like to add a GWR Hall or other 4-6-0 in 'Hogwarts' red livery, like No. 5972 *Olton Hall*.

The locomotive need not be in working order and ownership would remain with its owners, although a purchase would be considered. The museum will arrange and sponsor its transport, restoration and upkeep.

Any offers can be directed to Marcus Hehl at markus.hehl@bahnpark-augsburg.eu

'Access for all' GWR buffet coach is making progress at Severn Valley

WITH the relaxation of Covid-19 restrictions, work to convert a GWR coach into a fully accessible buffet is progressing at the Severn Valley Railway.

The 1928-built coach, originally Collett bow-ended Corridor Third No. 5043, is being rebuilt as a 1930s-style Art Deco buffet with a passenger saloon accessible for wheelchairs. The project is funded by the SVR Charitable Trust and is being undertaken by the LNER Coach Fund.

The vehicle is being restored from a gutted shell, having ended its BR career by being converted to a mess coach for the Swindon breakdown train in about 1960. It

has been given the new identity of No. 9581 after a GWR Diagram H33 composite dining car.

Its floor structure has been completed, along with the underframe wiring, the communication valve and its pipework.

A disabled access toilet is under construction, and the corridor connection framework was recently fitted for the first time since its mess van conversion.

No. 9581 being tested with a ramp on the low-level Platform 3 at Bewdley station while waiting to go to the Kidderminster turntable for turning. RICHARD GUNNING/SVR



B17 boiler build appeal launched as *Manchester United* is dismantled

A £70,000 appeal has been launched to help build the boiler for one new B17 4-6-0 – while another ‘replica’ of the class has ceased to exist.

The B17 Steam Locomotive Trust, which is constructing No. 61673 *Spirit of Sandringham* at CTL Seal in Sheffield, has launched a GoFundMe appeal to raise £70,000 for the deposit towards the boiler, which is expected to cost more than £750,000 in total, including the deposit.

The boiler will be built in the UK, with the group having held discussions with two potential builders. Trust director John Pearson explained: “Both boiler makers have the same conditions regarding a deposit before we can even join the waiting list, hence the decision to make the appeal now.”

The locomotive’s frames have already been erected and are at CTL Seal’s workshops, with the trust’s next major target being to complete the rolling chassis. To this end, William Cook Cast Products, also of Sheffield, has cast its cannon

boxes (roller-bearing axleboxes – a modification from the original Gresley design) and the axlebox horn blocks, with the driving wheels being next in line to be cast.

The cannon boxes and wheels have used or will use patterns loaned by the A1 Steam Locomotive Trust, builders of A1 No. 60163 *Tornado* (which shares the same 6ft 8in driving wheel diameter as the B17) and P2 No. 2007 *Prince of Wales*.

However, while building one B17, the trust has dismantled another – the mock-up of No. 61662 *Manchester United* that was formerly on display at the Mizens Railway.

The North British Locomotive Preservation Group, which had partially constructed the static replica of No. 61662 at the Woking miniature railway, decided last year to halt the project and donate its usable parts to the B17SLT – the largest such component being a genuine LNER 4200 gallon Group Standard tender, which formerly ran with Thompson B1 4-6-0 No. 61176



The LNER 4200 gallon tender at the Mizens Railway following the dismantling of the mock-up B17 No. 61662 *Manchester United*, with which it was formerly paired. B17SLT

and which the NBLPG rescued from a Doncaster scrapyard.

Along with the track on which it stands, the tender is to be moved to CTL Seal to join the trust’s other two tenders – another LNER example, and the chassis of a Great Eastern-design tender believed to have been paired with B17 No. 2802 *Walsingham*.

No date has been set for the move, but to allow a low-loader to gain access to the tender at Mizens, the trust had to dismantle the mock-up of No. 61662.

Other parts recovered include a pair of buffers and an original B1 smokebox door formerly fitted to No. 61264. David Buck, owner of main line-certified B1 No. 61306 *Mayflower*, acquired the latter and, having originally paid for No. 61662’s aluminium-built cab, has loaned this to the B17SLT for use as a publicity prop.

→ **Donations to the boiler appeal can be made at www.gofundme.com/f/61673-spirit-of-sandringham-boiler-deposit-appeal**

Frame alignment in focus in *Blue Peter*’s overhaul

WORK on the overhaul of A2 No. 60532 *Blue Peter* at Locomotive Services Ltd in Crewe is currently focused on the alignment of its frames.

This follows the replacement of the Peppercorn Pacific’s middle cylinder – which also required the two outside cylinders to be removed – but has also been prompted by the locomotive’s infamous wheelslip at Durham in 1994.

In this incident, which saw the locomotive reach an estimated speed of 140mph while almost standing still, its driving wheels moved on the axles, which were subsequently repaired along with replacement of much of the motion. “But we don’t know whether there was any frame movement,” said Peter Greenwood, a trustee of its owning Royal Scot Locomotive & General Trust.

The A2, which last steamed in 2002, is the main priority at Crewe, although BR Pacific No. 70000 *Britannia* is expected to return to steam first.

With No. 70000 having received an extensive bottom end overhaul between 2015 and 2018, Peter said: “There’s not a lot to do on the frames and the boiler is coming along well – it should definitely be a mainstay of operations next year.

“It should be back before *Blue Peter* but hopefully both will be running next year.”



The rear driving wheels of A2 Pacific No. 60532 *Blue Peter*, with the multiple valve regulator, superheater casting and frames behind. JOHN TITLOW

Also in the works at Crewe is GWR Castle No. 5029 *Nunney Castle*, but this requires replacement of its middle cylinders, the original casting having deteriorated to the point where it is holed.

Because the Collett 4-6-0 also needed both its smokebox and firebox tubeplates replacing, the opportunity has been taken to upgrade it from its original two-row superheater to the three-row type fitted to later single-chimney Castles.

Another GWR 4-6-0 in the fleet, Hawksworth Modified Hall No. 6960 *Raveningham Hall*, has moved from the Severn Valley Railway to the One:One Collection in Margate for storage, following the expiry of its boiler certificate. It is expected to stay at the Kent facility for 18 months pending a decision on its future.



The boiler trial-fitted into the frames of new Corris Railway Hughes 0-4-2ST No. 10. ALAN KEEF LTD

New Corris Falcon receives its boiler

CONSTRUCTION of the Corris Railway’s new Hughes Falcon 0-4-2ST No. 10 has reached an advanced stage, with the boiler trial-fitted into the frames.

The locomotive is being built at Alan Keef’s works near Ross-on-Wye, where its trailing truck has also been fitted, following the earlier assembly of the driving wheels and motion, which were then operated using compressed air.

Corris volunteers have also produced parts for the brake gear, which Keef’s will assemble, while Corris Railway Society volunteer Andy Cooper is constructing the cab in his Nottingham workshop. This has been designed using

parts of the original cab from Corris Railway Hughes 0-4-2ST No. 3 *Sir Haydn* (now on the Tallyllyn Railway) as a template, but taller than the original to accommodate 21st century footplate crews.

Another modification to the cab will be the addition of an opening panel on the fireman’s side, for easier access when coaling the locomotive at Maespoeth Junction. The hinges are being specially made to be as unobtrusive as possible from the outside.

→ **Donations towards the project can be made at www.corris.co.uk, or cheques, payable to Corris Railway, can be sent to: Peter Guest, 38 Underwood Close, Callow Hill, Redditch, Worcestershire B97 5YS.**

Restructure 'will make Mid-Hants fit for next 20 years'

By Toby Jennings

A RESTRUCTURE is planned at the Mid-Hants Railway to help secure it for future generations.

The existing structure of the line dates back to its inception in the 1970s when a company – then titled the Winchester & Alton Light Railway – was set up with the intention of operating daily commuter services, and the MHR Preservation Society intending to run steam-hauled trains at weekends.

The plan for commuter trains did not materialise but the operating

company, now titled Mid-Hants Railway Ltd, owns the freehold of the line and a significant proportion of its assets.

However, the preservation society, having acquired and been gifted shares to support the railway over the years, now has a 51% shareholding in the company.

Under the restructure plan, the MHRPS, which is already a charity, will become the Watercress Line Heritage Railway Trust, using the railway's long-standing marketing name to avoid confusion. It will take on overall strategic and financial planning

for the line, as well as fundraising and educational activities, while "devolving the maximum possible operational freedom" to the operating company.

Fit for the future

The restructure would vest the majority of assets in the trust and mean that the charity is the entity charging for tickets, thereby allowing it to claim Gift Aid on most of its activities, which it is currently unable to do.

An extensive consultation exercise will now be undertaken with

members and shareholders, with one key question being the potential transfer of the freehold to the trust.

The costs of the restructure cannot be finalised until the details of the changes are agreed with members and shareholders, but are expected to be quickly recouped by the increased ability to claim Gift Aid.

MHR Ltd chairman Richard Lacey said: "This is no simple rebadging exercise; rather, it represents fundamental change to our organisations to ensure that they are as fit to meet the challenges of the next 20 years as we can make them."

80151 for Mid-Hants S&D gala in first 'away' visit

BR Standard 4MT 2-6-4T No. 80151 is to make its first visit away from the Bluebell Railway since restoration – to the Mid-Hants Railway gala on October 1-3.

With the event having been given a 'Somerset & Dorset' theme to welcome the S&D Trust to the line, the Riddles engine represents the final years of the Bath-Bournemouth cross-country route. The 2-6-4Ts were regular performers on the S&D from 1963 until closure, and examples were used on some of the last trains on March 5/6, 1966.

It will be No. 80151's first visit to another preserved line since it returned to steam in 2001. Owned by the 80151 Locomotive Company

Limited, it was rescued from Barry scrapyard in 1975 and initially based at the East Anglian Railway Museum, moving to the Bluebell in 1998.

At the MHR event, it will run alongside four other engines appropriate to the S&D – West Country No. 34092 City of Wells (from the East Lancashire Railway), and resident S&D 7F No. 53808 (owned by the S&D Trust), Ivatt 2-6-2T No. 41312 and BR 4MT 2-6-0 No. 76017.

During the Bluebell Railway's recent '60+1' anniversary gala, BR 4MT 2-6-4T No. 80151 runs through the site of West Hoathly station on August 8.
TONY PAGE



Help raise £100k to get centenarian Gresley N2 0-6-2T up and running again

THE Gresley Society has launched a £100,000 appeal to complete the overhaul of its N2 0-6-2T No. 1744 (BR No. 69523).

It is the oldest surviving locomotive built to the design of Sir Nigel Gresley having been outshopped by North British for the GNR in February 1921.

Owned by the society since 1963, and a popular performer, it came out of traffic for a heavy overhaul in 2018. The society at first believed that it had sufficient funds to complete the overhaul, and Northern Steam Engineering was contracted to do the job, with work starting at the beginning of 2019.

However, not only has Covid-19 had an impact on the overhaul project, in terms of both timescale and the cost of materials, but the number of items requiring

replacement were found to be far bigger than first thought.

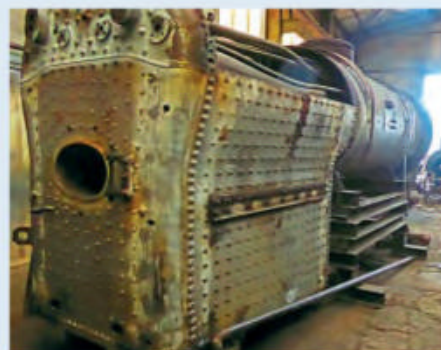
They include pony truck tyres, crankpins, expansion links, safety valves, a front boiler ring, the firebox top, firebox top corners, the superheater header, smokebox tubeplate, and firebox tubeplate.

Since then, to the society's horror, it has been found that a new firebox wrapper is required due to cracking around the crown stay holes, together with associated backhead work.

Society chairman Philip Benham said: "Although we are talking with Northern Steam, which is being as helpful as it can, the stark truth is that the society now faces a huge shortfall. Already an appeal has gone out to our 550 members for help, but £100,000 is a large sum in anyone's money, so we

are also appealing to all those who recognise the importance of No. 1744 as the oldest Gresley locomotive and want to see her return to steam.

"It may have missed out on its centenary year, however, with your help it will steam again in its 101st and for many more years to come."



The boiler of N2 0-6-2T No. 1744 with the old upper firebox wrapper cut away. GRESLEY SOCIETY

→ Donations can be made by cheque payable to the Gresley Society Trust and sent to: Chris Nettleton, Membership Secretary, Gresley Society Trust, 96 Greenfield Drive, Eaglescliffe TS16 0HN. Details of how to donate online by credit or debit card, PayPal or bank transfer can be found online at www.gresley.org



The frames, motion and wheelsets of No. 1744 await the boiler. GRESLEY SOCIETY

ESR creates a permanent David Shepherd exhibition coach

WORK is underway in the East Somerset Railway's Cranmore shed to turn a Mk.1 coach into a permanent exhibition space dedicated to the line's late founder and well-known wildlife artist David Shepherd.

BG No. 81156 was previously equipped for use as a kitchen car on the 'Mendip Belle' dining train but was retired in August 2020 after three years' use in that role.

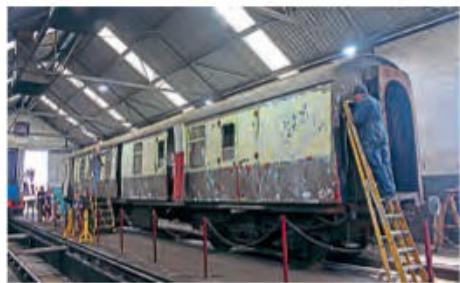
It has been replaced by Mk.1 BSK No. W35487, which has been transformed into a kitchen car with disabled dining facilities.

The BG (brake gangwayed) is now being fully refurbished as an exhibition coach.

At the end of the season, one of the ESR's operational coaches will take its place in the shed for a winter overhaul and repaint.

The project will then be mainly put on hold until next year, so completion could be up to two years away. When officially launched, the David Shepherd exhibition coach will be positioned at Cranmore station.

Livery has yet to be decided, with BR maroon or carmine and cream currently in the running.



Mk.1 BG No. 81156 is seen receiving bodywork attention on August 25.
PETER NICHOLSON



BR 4MT 2-6-4T No. 80104 leaving Corfe Castle on the Swanage Railway in 2012. ANDREW PM WRIGHT

Slow start to overhaul appeal for Swanage's Standard 4MT tank

HOPES of a swift overhaul for BR 4MT 2-6-4T No. 80104 could be in doubt after a slow start to an appeal for funds.

As reported in issue 281, the Riddles tank, owned by Southern Locomotives Ltd and based at the Swanage Railway, was withdrawn from service on May 11 with the expiry of its 10-yearly boiler certificate, and now requires a heavy overhaul estimated at £200,000.

A Swanage Railway and SLL supporter offered to loan a substantial sum towards a contract

overhaul, for completion in 2023 if an initial £50,000 could be raised – but there has been little response so far.

SLL chairman Simon Troy said: "Six people have kindly come forward but we're still 85% short of our target.

"We're fully committed to other projects and loans, so we can't proceed until we know we have that £50k given or pledged."

However, some progress has been made towards the engine's overhaul,

when it can go ahead, as the anonymous benefactor has already covered the cost of all copper components for the firebox repairs, as well as transport.

→ Donations or share applications can be sent to Southern Locomotives at 16 Arcadia Road, Istead Rise, Gravesend, Kent DA13 9EH, or to Barclays Bank account name 'Southern Locomotives Ltd', account number 90435678, sort code 20-90-56 (please contact southernlocos@btinternet.com when transfers are made).

Gloucestershire Warwickshire 40th anniversary gala moves to November

THE Gloucestershire Warwickshire Railway's 40th anniversary celebrations will now take place on November 6/7, instead of October 23/24 as originally planned.

The change of date for the mixed-traction steam and diesel gala is because the original weekend clashed with the Jockey Club's 'Showcase' event at Cheltenham Racecourse on October 22/23, meaning that parking would not be available at the G/WR's southern terminus.

"Normally we don't run in November," said G/WR press officer Ian Crowder, "so it's giving us an extra two days of running that we wouldn't otherwise have had."

The gala celebrates four decades since the G/WR was formed in 1981 to restore as much as possible of the Stratford-upon-Avon to Cheltenham

main line, which had closed after a freight train derailment at Winchcombe five years earlier.

All available locomotives will be in action from the steam fleet: GWR 42XX 2-8-0T No. 4270; Manor 4-6-0 No. 7820 *Dinmore Manor*; Modified Hall No. 7903 *Foremarke Hall*; and SR Merchant Navy 4-6-2 No. 35006 *Peninsular & Oriental S.N. Co.* From the diesel collection, Class 24 No. 5081; Class 37 No. 37215; Class 45 'Peak' No. 45149; and Class 47 No. 47105 will also take part in the intensive timetable.

At least two engines will be in steam on the 2ft gauge North Gloucestershire Railway at Toddington, drawn from Henschel & Sohn 0-8-0T No. 1901 of 1919, Hunslet 0-4-2T No. 2075 of 1940 *Chaka's Kraal* No. 6 and Chrzanow 0-6-0T No. 3512 of 1957 *Tourska*.



BR (W) Manor No. 7820 *Dinmore Manor* departs from Broadway with a train for Cheltenham Racecourse on April 13, 2019. The Collett 4-6-0 will be in steam for the Gloucestershire Warwickshire Railway's 40th anniversary gala, now moved to November 6/7. IAN CROWDER

There will be a 40th anniversary exhibition and tours of the Carriage & Wagon workshops at Winchcombe, while the privately-owned Gotherington station will be open.

A bus link will operate between the Network Rail station at Cheltenham Spa and Cheltenham Racecourse.

Tickets can be bought on the day or booked at www.gwsr.com



The frames of new-build GER F5 2-4-2T No. 789 at Tyseley on September 18, complete with smokebox and chimney. The front end is fully riveted and is now awaiting final polishing and painting. ELLIOT POWICK

Legacy boost for new-build F5 and Barry 'Black Five'

A NEW-BUILD locomotive and a Barry restoration project have seen progress boosted thanks to a legacy.

Ron Mills, who died in November 2018, left significant sums to the Holden F5 Locomotive Trust, which is building new GER 2-4-2T No. 789, and the British Enginemen Steam Preservation Society, which is restoring LMS 'Black Five' No. 45293 at the Colne Valley Railway and where Ron was a volunteer.

As a result, both locomotives are now progressing towards the rolling chassis stage; the F5's frames have been riveted together, its cylinders fitted, and the smokebox, chimney, running plates and buffers are all in place. Design work on the radial trucks and axlebox horn guides has been completed, but the group is waiting to place an order in the hope that the price of steel will drop.

Meanwhile, the BESPS has sent the components for No. 45293's front bogie away for assembly by Manchester-based contractor Allan Schofield, who is also machining and reboring the locomotive's cylinders. The 'Black Five's' springs have been sent to Owen Springs of Rotherham for overhaul.

Further details of the Holden F5 Trust can be found at www.holdenf5.co.uk, and the BESPS website is at www.besps.org



Two 'firsts' running together for the first time in preservation, class doyens No. 26007 and No. 27001. ROB BATTY

Prototypes in 'first' meeting at Keighley

By Robin Jones

TWO prototype BR diesels met for the first time in the heritage era at the Keighley & Worth Valley Railway's September 10-12 mixed traction gala.

Victor Korzeniewicz's Class 26 No. 26007, which is normally based at Barrow Hill roundhouse, was united with the Class 27 Locomotive Group's No. 27001 from the Bo'ness & Kinneil Railway, courtesy of the Scottish Railway Preservation Society.

The BR Modernisation Plan contained a large requirement for small diesel locomotives under BR's 'Pilot Scheme', in which small batches of locomotives were ordered from numerous different manufacturers for evaluation.

Both built by the Birmingham Railway Carriage & Wagon Company, No. 26007 entered service as D5300 in 1958, followed by No. 27001 as D5347 in 1961. The Class 27 was the next stage of development of the Class 26.

Also in action were Lancashire & Yorkshire No. 957 'The Green Dragon' which, as highlighted on pages 22-



Heading its first ever passenger trains on the KWVR: Ruston & Hornsby shunter *James* on September 1. ROB BATTY

23, has just returned to action after overhaul; Class 20 No. 20031; Class 37 No. 37075; English Electric prototype D0226 *Vulcan*; BR Standard 2MT 2-6-0 No. 78022; USATC S160 2-8-0 No. 5820; BR Ivatt 2MT 2-6-2T No. 41241; Midland Railway 4F 0-6-0 No. 43924; Hudswell Clarke 0-6-0DM D2511; and Hunslet 0-6-0DM shunter No. 32 *Huskisson*.

Also, the Bahamas Locomotive Society's 1959-built Ruston & Hornsby 0-4-0 *James*, which has been on the line since 1990 and used as a shunter in Ingrow yard, hauled its first passenger trains on the Friday of the event. Having recently had vacuum brakes fitted, *James* headed several shuttles on the line between Keighley & Ingrow West.

Any takers for National Railway Museum's ex-broad gauge GWR carriage?

A GWR former broad gauge carriage is one of three items of rolling stock that the National Railway Museum is offering to give to a new home.

Six-wheel tri-composite No. 820 of 1887 was converted to standard gauge a few years later, and then became a camping coach.

Stored at the Locomotion museum in Shildon, it has no interior and externally is in poor condition.

The NRM has decided to dispense with it as it is 'duplicated' by the LSWR tri-composite and Midland Railway six-wheel carriages on display at Station Hall.

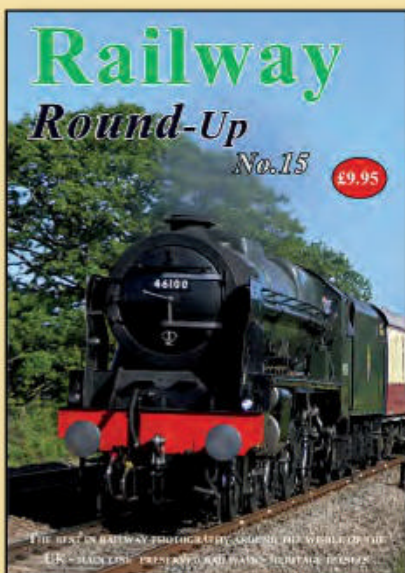
Also on offer are LNER four-wheeled long-wheelbase tunnel inspection van No. DE470818 of 1940 with footsteps for working inside tunnels, and NER six-plank sand wagon No. DE14974 of 1912.

An NRM spokesman said: "We occasionally transfer items from the

collection if we believe there may be more suitable organisations for their display, with a view to making the collection more accessible."

Would-be takers for any of the vehicles have until October 15 to apply. Preference will be given to accredited museums.

Heritage Titles from Kingfisher

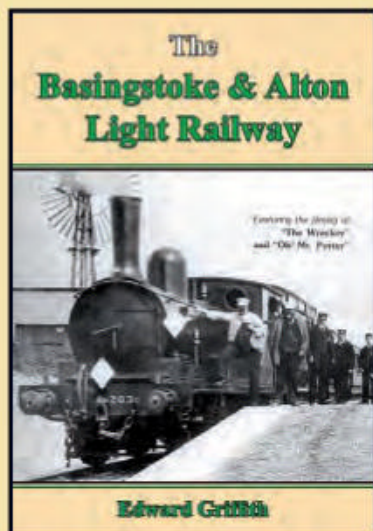
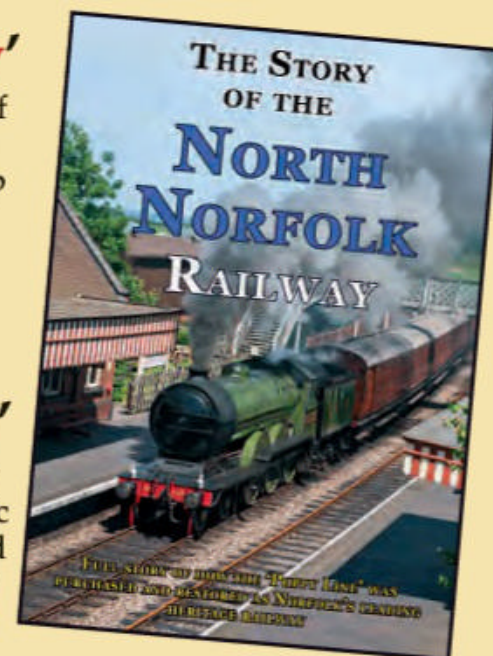


'The Story of the North Norfolk Railway'

Filmed over a number of years, this story looks back at the very beginnings of the line as the MGNJR Society took over the 5-mile line from Sheringham to Holt. We see rare archive film of the final days in British Railways' ownership including the very last freight train to depart from Sheringham. Full of nostalgia and up-to-date footage of steam operations over the heritage line with all classes of locomotives. Dads Army recreation days are viewed at Weybourne bringing some humour to the railway which is now one of the most important attractions in Norfolk. **60 minutes duration £12.95**

'Tribute to the Weymouth Quay Tramway'

Once part of Weymouth's heritage running right through its streets, the quay tramway branch is now no more. Built for servicing the channel islands traffic by the GWR, the line survived until the last special train operated in 1999 and has been dormant ever since. This DVD examines the history of the tramway and its remaining services through the 1980s and 1990s up to its closure and removal from the streets in 2020. **60 minutes £14.95**



'The Basingstoke & Alton Light Railway'

Reprinted after 40 years, this book was written by the late Edward Griffith and details the fascinating history of this light railway in mid Hampshire. Full of rare black & white photographs, it traces the beginning of the line in the 1890s to its grand opening in 1901 and its demise in 1932. Its claim to fame though is forever recorded on film with the use of the line in two feature films; *The Wrecker* and *Oh! Mr. Porter* which are detailed in the book. **Paperback book, 52 pages £6.50**

'Railway Newsreels Part Two'

Our second selection of famous Pathe Newsreels from the 20th century.

In this edition we include - * Move of *Royal Scot* to Butlins Skegness

* Artist Terence Cuneo at work * Bluebell Railway 1961

* Scrapping steam Swindon * 60007 on the Rugby Test Plant

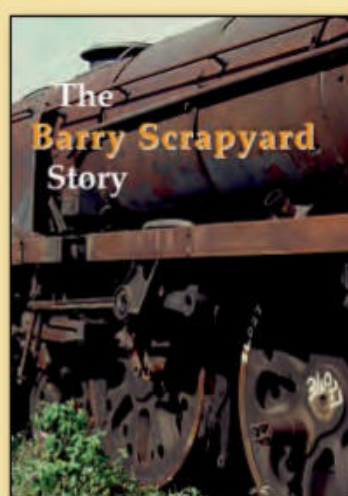
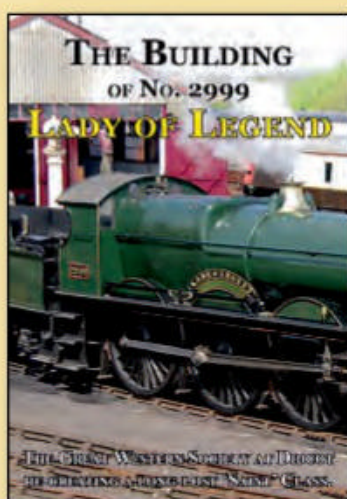
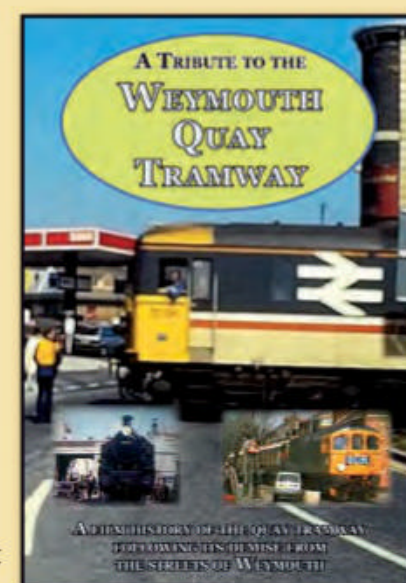
* BR Modernisation 1950s * Kent Electrification * Southern at

Eastleigh 1920s * Naming of *Channel Packet* 1941

* Porthmadoc 1936 * Engines go to the USA * Blue Pullman

* Clapham Transport Museum and many more films.

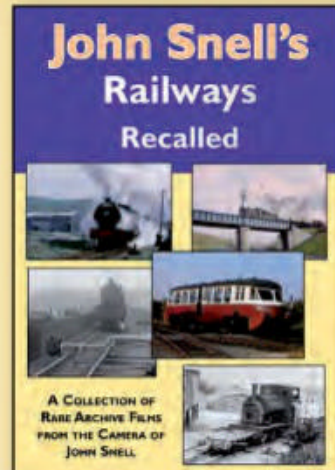
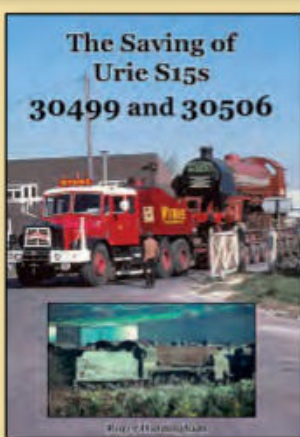
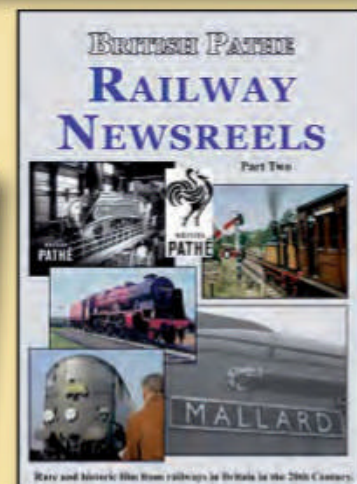
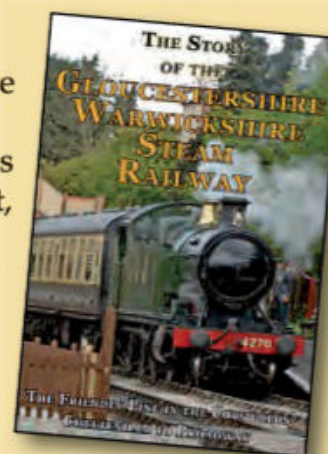
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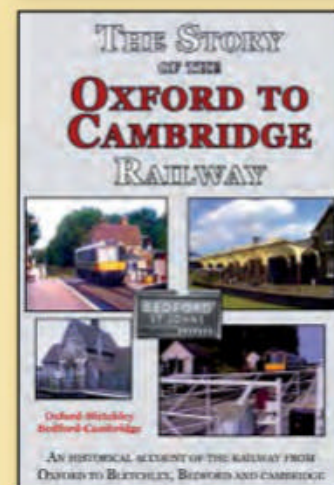
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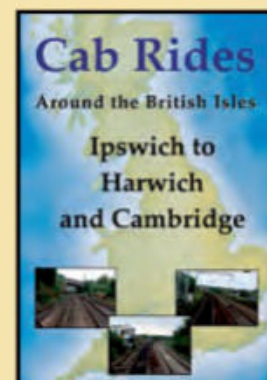
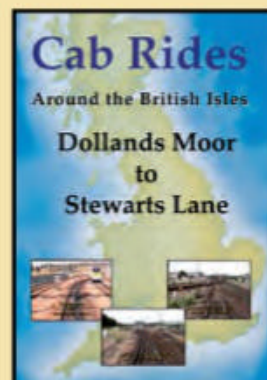
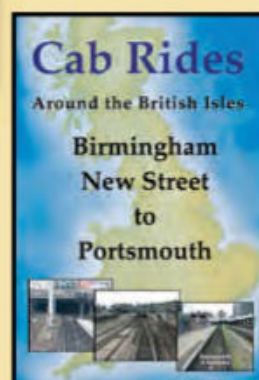
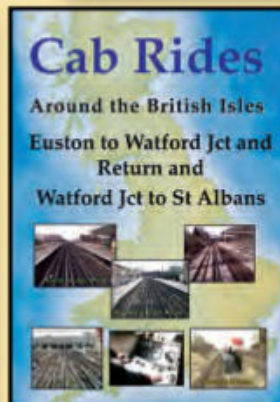
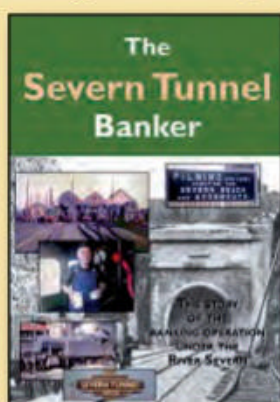
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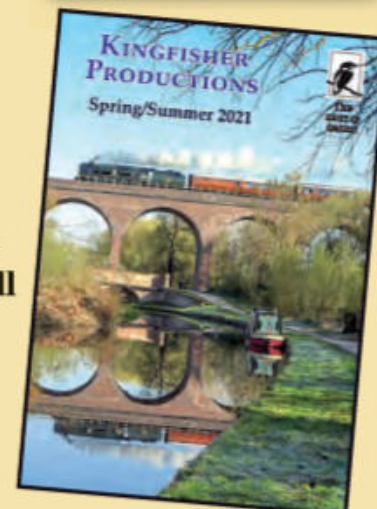
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Big April launch bash for *Pendennis Castle's* return

Words by Robin Jones

Pictures by Frank Dumbleton

GWR icon No. 4079 *Pendennis Castle* is to be officially relaunched into traffic at Didcot Railway Centre over the Easter bank holiday weekend next year.

Celebrating what will be the repatriated 4-6-0's return to passenger train action after nearly 28 years, preparations are underway for a showpiece event with guest engines and VIPs, including some from the locomotive's past.

Furthermore, it is hoped to unite No. 4079 with the modern railway's *Pendennis Castle* for the occasion.

Built by Brush Traction at Falcon Works in Loughborough, Brush Type 4 D1859 entered BR service on August 21, 1965.

Renumbered under TOPS as Class 47 No. 47209, in 2004 it was converted to a Class 57/6, No. 57604, for use on the sleeper service between London, Devon and Cornwall.

Brunswick Green diesel

It still carries the Brunswick Green livery that was applied in 2010 to commemorate the 175th anniversary of the GWR being incorporated, and was named *Pendennis Castle* on October 5 that year. It is now in service with the 21st century train operator Great Western Railway.

Redundant Class 47s were re-engineered and rebuilt by Brush. The



Trumpeting 60 years of the Great Western Society and its ground-breaking feats, including the building of a new Churchward Saint and the repatriation of No. 4079.

class has its origins in 1997, when Freightliner ordered an initial six locomotives. Class members are fitted with a refurbished diesel engine and a reconditioned alternator, improving reliability and performance. Each cost £300,000, about one-third of a new-build locomotive.

In 2017, No. 57604 became the first of the class to run on the Bodmin & Wenford Railway when it appeared in that year's diesel gala.

Last issue, we carried pictures of No. 4079's first steaming at Didcot on August 13 following its marathon 21-year restoration.

Outshopped from Swindon in February 1924, the following year No. 4079 beat Nigel Gresley's Pacifics in trials on the East Coast Main Line, and at the Wembley Exhibition that year, the GWR displayed it alongside none other the LNER's No. 4472 *Flying*

Scotsman, with a notice boasting that the Swindon product was the most powerful locomotive in Britain.

Bought for preservation in 1964, it was one of the first wave of steam locomotives to be allowed back on the national network after BR relaxed its post-1968 main line steam ban in 1971.

Return from Australia

In 1977, the late Sir William McAlpine sold No. 4079 to West Australian mining concern Hamersley Iron.

The locomotive last steamed Down Under in October 1994. Faced with huge repair bills, Hamersley Iron agreed to donate it to the Great Western Society.

As pictured on the front cover of *Heritage Railway* issue 15, it arrived at Portbury Dock on July 8, 2000, on board the container ship *Toba*.

The August 13 steam tests were undertaken for insurance purposes, and *Pendennis Castle* reappeared in public for Didcot's August 28-30 bank holiday steam up, although it did not move under its own power.

On the Saturday, it was hauled out of the engine shed by GWR Avonside 0-4-0ST No. 1340 *Trojan* and serenaded by a jazz band when the society held a 60th anniversary party for Didcot volunteers, who enjoyed beer and a barbeque.

On the Monday, No. 4079 was displayed alongside classmate No. 5051 *Earl Bathurst* and the award-winning new Saint 4-6-0 No. 2999 *Lady of Legend* before being returned to the shed.

In action over the weekend alongside *Trojan* and No. 2999 were Lambton 0-6-2T No. 29, visiting from the North Yorkshire Moors Railway, and Class 14 D9516.

Pendennis Castle will again take centre stage when the society holds its second major 60th anniversary gala event on October 23/24.

No. 4079 will then spend the winter having final jobs completed, the remaining parts fitted, and painting and lining out completed, in readiness for its April launch.

→ To donate to the society's Diamond Jubilee appeal and help Didcot recover from the pandemic, visit <https://didcotrailwaycentre.org.uk/product.php/110/diamond-jubilee-fund>



GWR 4-6-0 No. 4079 *Pendennis Castle* on static display in the evening sunshine at Didcot on August 28.



Magnificent three GWR 4-6-0s outside Didcot shed on August 30. Left to right are No. 5051 *Earl Bathurst*, No. 4079 *Pendennis Castle* and No.2999 *Lady of Legend*. Behind them is GWR pannier tank No. 3738.



Above: *Pendennis Castle* is serenaded at the Great Western Society's 60th anniversary party for volunteers on August 28.

Right: Those sleek Brunswick Green lines were thought to have left our shores forever 44 years ago, but are now back to open another page in the history of this Castle.



Above: The Didcot 60th anniversary party on August 28 in full swing, with so much to celebrate over six decades.

Right: Safety back inside its shed at Didcot pending the completion of its snagging jobs and lining out, *Pendennis Castle* awaits its next public appearance at the second 60th anniversary gala weekend on October 23/24.



City's oldest terminus will be reborn alongside the newest

By Robin Jones

THE builder of Britain's newest railway line has begun the restoration of Grade II listed Old Curzon Street station in Birmingham, one of the world's oldest surviving pieces of monumental railway architecture, alongside the planned HS2 terminus in the city.

The refurbishment project began on September 2. The next year will see a team of local experts carry out intricate restoration work on the iconic building, designed by architect Philip Hardwick and opened on June 24, 1838, as the northern terminus for the London & Birmingham Railway, including its offices and boardroom.

The architecture is Roman inspired, following Hardwick's trip to Italy in 1818/19. With its tall pillars running up the front of the building, the design mirrored the Euston Arch at the London end of the line.

Short heyday

The station was originally known simply as Birmingham, and the first train from London arrived on September 17, 1838. The Grand Junction Railway arrived at Curzon Street in 1839.

However, its use as a major passenger station was short-lived as it was inconveniently located on the eastern edge of the city centre and its facilities soon became

overwhelmed by the growing traffic. Following the merging of the London & Birmingham and Grand Junction railways into the LNWR in 1846, work started on the new 'Grand Central' station, which became known as Birmingham New Street, half a mile to the west and shared with the Midland Railway. New Street was completed in 1854, when most passenger services were diverted to the new station.

Having suffered extensive damage during the Birmingham blitz and surviving two applications for its demolition in the 1970s, Old Curzon Street is now listed on the Heritage at Risk Register maintained by Historic England.

The refurbishment will see this status change for the first time in over a decade, with future plans to use it as an HS2 visitor centre, with flexible facilities for office space, exhibition purposes and catering.

The project is being undertaken by national contractor KN Circet (transport and infrastructure division), which is working for HS2's enabling works contractor Laing O'Rourke and J Murphy & Sons.

Work on the old station will include a new steel structural frame to strengthen it, a lift giving access to all four levels, a glass balustrade for the historic staircase, an internal fit-out,

roof repairs, structural repairs to the external façade, and a full clean of the external building masonry.

The restoration team will include local specialists with traditional skills like carpentry and stonemasonry. Companies on board include Solihull's Umberslade doing the strip-out, Redditch's Orton Group supplying mechanical and electrical design and installation, and Rugeley's JFE Attridge Scaffolding Services Ltd.

Public space

An enhanced setting will reflect the history of the old station as well as the Grade II listed Woodman pub opposite. New public space surrounding the station will feature the historic track alignments of the former goods yard that lay to its east, and the gardens and new eastern concourse façade have also been designed to complement the old station's architecture.

Birmingham City Council leader Ian Ward said: "I am delighted that the restoration of Old Curzon Street station has begun.

"As a key part of Birmingham's railway heritage, the renovation will secure its place as part of the new Curzon Street station for generations to come.

"The restoration will create high-skilled jobs, further demonstrating



A place for the old beneath the new: An artist's impression of the HS2 terminus at Curzon Street, with the restored London & Birmingham Railway station and the listed Woodman pub opposite below, middle centre. HS2 LTD

Will 14XX to return to steam for South Devon's 150th anniversary in 2022?

POPULAR GWR 14XX No. 1420 could return to steam for the South Devon Railway's 150th anniversary year in 2022, it is hoped.

The Collett 0-4-2T, owned by the SDR Association, is undergoing a heavy overhaul in the line's Buckfastleigh workshops, having last steamed in 2006 when it was stopped with a leaking firebox foundation ring.

The overhaul has been boosted by a £5000 grant from the Veronica Awdry Charitable Trust towards the cost of new boiler stays. Veronica is the daughter of the late Reverend W. Awdry, author of the Thomas the Tank Engine books, in which a 14XX featured as Oliver. Her trust regularly donates royalty funds to heritage railway projects.

Last year, the National Lottery Heritage Fund made a £22,180 grant towards the cost of new firebox platework and a replacement foundation ring for No. 1420.

There is still a great deal of work to be done on the boiler, including the fitting of a new barrel, tubeplate, and drilling the firebox for new stays.

While the frames and wheels have been reassembled, the valves, pistons and motion still need to be overhauled, and new side tanks have to be constructed.

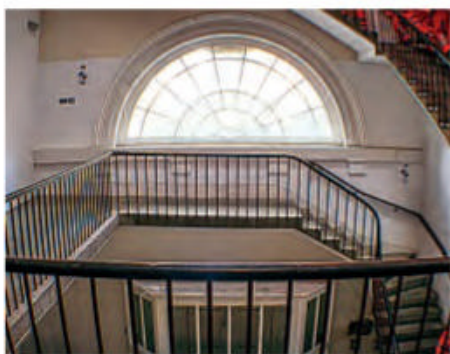
The SDR would welcome further donations to help complete the work.



GWR 14XX No. 1420 with a milk train at Staverton in 2004. SDR

Right: Scaffolding in place as the project to restore Birmingham's Old Curzon Street station began on September 2 as part of the city's HS2 terminus. Opposite is the Woodman pub, which will also survive alongside the new station. ROBIN JONES

Below: The interior of Grade I listed Old Curzon Street station. HS2 LTD



the economic benefit that HS2 is bringing to our city. We are entering a golden decade for Birmingham, and the arrival of HS2 is at the heart of this."

Russell Bailey, HS2 project manager for Old Curzon Street station, added: "The revamped building is integrated into HS2's plans for the city's landmark Curzon Street station, which will be the first brand new intercity terminus station built in Britain since the 19th century.

"Work is set to start on building the new station in the next year, with the joint venture contractor Mace Dragodos set to create 1000 jobs."

The new Curzon Street station will also have a pedestrian link to the adjacent Moor Street station, and be integrated with an extended West Midlands Metro.



Left: As reported in issue 266, the remains of what is thought to be the world's oldest roundhouse were discovered last year during the building of the new HS2 terminus at Curzon Street. The roundhouse, built to a Robert Stephenson design, was operational on November 12, 1837. It is two years older than the roundhouse in Derby, which was previously thought to be the world's oldest. The uncovered remains show evidence of the base of the central turntable, the exterior wall and the inspection pits that surrounded it. HS2 LTD

Thanks a million GCR fans – and HS2

By Robin Jones

SUPPORTERS of the scheme to reunite the two heritage-era Great Central railways have raised £1 million towards the next stage.

The money for the GCR Reunification Project has come from the local community and rail enthusiasts who want to see a unique 18-mile heritage main line created between the outskirts of Nottingham and Leicester, using the new bridge that has been built over the Midland Main Line at Loughborough to link the Great Central Railway and what has just been rebranded as the Nottingham Heritage Railway.

The new bridge and refurbishment of an original one crossing the Grand Union Canal at Loughborough are two of the seven phases of work completing the link, which will not only create an internationally recognised tourist attraction, but will also sustain and create jobs in the local economy. The project requires 550 yards of the original Victorian railway to be rebuilt.

The money being raised will go towards completing two more stages, in the crossing of Railway Terrace on the northern side of Loughborough and an adjacent factory car park.

Incredible achievement

Andy Fillingham, chairman of the Friends of the Great Central Main Line, the membership club which is leading the fundraising for the project, said: "Raising £1 million is an incredible achievement by everyone involved. To everyone who has supported the appeals and got involved – a heartfelt thank-you.

"This is a real people power project, putting back a railway which so many didn't want to close in the first place.

"With the railway reopened after the various lockdowns, we're getting back to face-to-face fundraising, not only at the GCR but around the community, too. We are looking forward to meeting people and bringing them up-to-date with the latest news on Reunification. It's the biggest heritage railway project in

the UK and has really got people fired up!"

Meanwhile, Reunification has received an unusual boost from the new High Speed 2 line which is being built between London and Birmingham.

The line is due to cross the site of the original Great Central Railway station at Finmere Bridge, Oxfordshire. During the demolition of the old station, some masonry has been recovered, including eight handsome bridge coping stones.

Andy said: "The plan is that these coping stones will be used in the course of the construction of the Reunification scheme, giving the new project a real connection to the past."

→ To donate to the GCR Reunification project, visit www.gcrailway.co.uk/unify or text UNIFY to 70970 to give £5 or text UNIFY to 70191 to give £10. Alternatively, cheques made payable to The David Clarke Railway Trust may be posted to: DCRT, Lovatt House, 3 Wharnccliffe Road, Loughborough, Leicestershire LE11 1SL.

Severn Valley Railway is on top of the world!

THE Severn Valley Railway has won a TripAdvisor Traveller's Choice Award for the second year running.

Based on visitor feedback submitted to the online platform, the award – which also went to the SVR's Engine House visitor centre at Highley and King & Castle pub at Kidderminster – puts the Kidderminster-Bridgnorth line in the top 10% of visitor attractions worldwide.

The railway has received more than 300 five-star reviews in the last 12 months, boosting its ranking in the Kidderminster, Worcestershire and West Midlands categories.

Michael Dunn, head of visitor experience at the SVR, said: "The Severn Valley Railway has always been synonymous with a quality service – from our customer service team to our dedicated volunteers.

"We continue to improve all areas of the railway and value customers' honest feedback to help us deliver the best experience we can."



Glasgow-built articulated GMAM Garratt 4-8-2+2-8-4 No. 4114 of 1957 on its way to permanent safety at Sandstone Estates. GERT JUBILEUS

Safe at last: South African giants moved to Sandstone

By John Titlow

FOUR 3ft 6in Cape Gauge steam locomotives have been removed from their base of more than 20 years at the old steam shed in Bloemfontein, South Africa, to the preservation bolthole of Sandstone Estates, near Ficksburg in Orange Free State.

After a journey of 140 miles by road during August, as announced in last month's issue, all four have arrived at their new home for safe-keeping. They are Krupp 19D 4-8-2 No. 2654 of 1939 and three built in Glasgow by North British: Class 24 2-8-4 No. 3688 of 1949; Class 11 2-8-2 No. 929 of 1904, which ended its days in industrial use; and the largest, articulated GMAM Garratt 4-8-2+2-8-4 No. 4114 of 1957, weighing about 190 tons. All will be cosmetically restored, with the Garratt placed at the entrance of Sandstone Estates.

Security concerns

A direct railway line between Bloemfontein and Bethlehem that passes alongside Sandstone Estates is now impassable due to a complete lack of maintenance. In steam days it used to be one of the major main lines in South Africa but is now a sad reminder of times gone by, with the majority of stations stripped and vandalised.

Bloemfontein shed has been the home to South African Railways' reserve museum collection, but vandalism and the removal of parts was causing great concern due

to weak security, corruption and the worsening security situation. There are only a couple of guards on the gate and the majority of it is unfenced. First to be stolen is the copper piping, followed by any nonferrous items sold for a pittance.

I visited the shed back in 2019 while heading to Sandstone for its 'Where Mountains Meet the Stars' event, as described in *Heritage Railway* 254, and had no problem gaining access.

Theft from the railways in South Africa is a very serious problem. Signal cables are taken for their copper, while overhead catenary and even the rails themselves have been stolen, causing derailments.

The UK has also suffered from the theft of cables, but changing the law regarding the sale of scrap has helped to seriously reduce this problem; identities must now be shown when selling scrap.

Sandstone Estates must be one of the safest places in South Africa that these important locomotives could end up. It does not have the capability to operate them due to not having any Cape Gauge running lines, but it has plenty of space, securing their future.

Preserving South Africa's 2ft gauge is Sandstone's speciality after collecting locomotives, carriages, considerable freight stock and building a complete working railway from scratch that is now the envy of the world and one of the leaders. Should there be a slight chance of restoring these engines to steam, it has the skills available.

The difficulties regarding the security of preserved steam locomotives in South Africa were highlighted by a large-scale attack of armed scrap thieves in 2010 at the Chamdor site in Krugersdorp, near Johannesburg, which belonged to the South African National Railway and Steam Museum (SANRASM), unconnected to the Outeniqua Transport Museum in George, Western Cape and Bloemfontein.

The now-defunct SANRASM was responsible for nearly 100 locomotives on its site donated by well-meaning corporations and mines, and several of the locomotives were unique.

Although some were repainted, the site was never opened to the public and security became increasingly problematic, compounded by an 'unofficial housing area' (township) expanding rapidly nearby.

One visitor to the Chamdor site in 2010 commented: "I spoke to the so-called security guard who was on duty, who told me he was too scared to chase off the 'Affirmative Action Shoppers' as they had threatened to slit his throat if he tried to stop them."

"He also said they told him his life was not worth it for looking after the 'white man's things'."

"This facility is not secured, there are no fences, and an informal settlement is a mere stone's throw away. He said he walks around first thing in the morning and picks up the bits and pieces the 'shoppers' have left behind. He showed me what he had collected this morning, which included one chimney and several small connecting rods! I did not feel at all safe being

there, and cut my visit short after taking a couple of photos."

Mismanagement and corruption exacerbated the situation, made worse by more than a million Rand (about £450,000 at the time) of societies' funds stolen. Questions were raised but none answered. In 2014 the site was cleared and 78 historic locomotives lost. Now, no sign of anything remains.

Rescue operation

During this debacle, Sandstone managed to rescue four 2ft narrow gauge locomotives on site – SAR Class NGG13 Garratt 2-6-2+2-6-2 No. 58, built by Hanomag in 1927; Beyer Peacock NGG11 2-6-0+0-6-2 No. 52 of 1919; industrial Orenstein & Koppel 0-6-0T No. 12691 of 1936; and industrial Avonside 0-4-0T No. 1624 of 1913. All this was achieved against fierce resistance from a small group of founders who had left the country. As a plus, Nos. 52, 12691 and 1624 have now been restored to working order by Sandstone.

What the future holds for the remaining locomotives at Bloemfontein is uncertain but the way matters are going, it does not look good. Slowly, parts of value will be removed – especially the nonferrous metal, while expensive items to manufacture will be sold purely for the value of the metal and not for its real value.

South Africa must heed the previous warning signs and boost security if the remaining locomotives are to survive.



On its way to safety: Krupp 19D 4-8-2 No. 2654 of 1939 taken by low-loader from Bloemfontein. GERT JUBILEUS



North British-built Class 24 2-8-4 No. 3688 of 1949, en route to Sandstone. GERT JUBILEUS



A simple chain on the gate does not stop anyone entering through the pit at South Africa's theft-prone Bloemfontein shed. Preserved 16DA Pacific No. 876 is in the foreground. JOHN TITLOW



Class 11 2-8-2 No. 929 of 1904 on the road from Bloemfontein. GERT JUBILEUS



A4 Sir Nigel Gresley in its temporary LNER wartime black livery as No. 4498, at the National Railway Museum in York on August 28. TREVOR CAMP/SNGLT

Sir Nigel Gresley emerges from York workshop in LNER wartime black

A4 PACIFIC *Sir Nigel Gresley* has appeared in LNER wartime black livery – although it will not run in this guise.

Having been under overhaul in the National Railway Museum's workshop at York since 2015, No. 60007 was rolled out in late August with a coat of semi-gloss black paint, LNER transfers and the number 4498 – resembling the economy livery applied to the Gresley streamliners during the Second World War.

However, the new look was merely to protect the locomotive from the elements during its move to Locomotive Services Ltd in Crewe for the overhaul to be completed. The engine was moved from the NRM to Holgate on September 21 to be split from its tender for the road move.

Prior to this, the A4 was involved in a minor shunting collision with Merchant Navy No. 35018 *British India Line* in the NRM's yard on September 2. There were no injuries and the damage to the A4's tender was repaired by September 13.

Logical choice

The NRM had requested that the engine be moved to clear the workshop for the planned redevelopment of the museum, but delays caused by Covid meant that the overhaul could not be completed in time. With the Sir Nigel Gresley Locomotive Trust having already entered into a 10-year agreement with the Royal Scot Locomotive & General Trust for the operation of the A4 on the main line, Crewe was considered the best place to finish the work.

The trust stated: "Another significant factor that has arisen in our plans is the financial difficulties of the Llangollen Railway, which carried out our boiler overhaul. While we have no concerns about the quality of the work done on No. 60007's boiler, support for final boiler testing and commissioning is no longer available from Llangollen."

"Once the locomotive is in service, the agreement we have with LSL means they will take on day-to-day maintenance of the boiler, so asking them to support initial testing is logical."

Some sections and entire sheets of the streamlined casing had been renewed, but there was insufficient time before the move to properly prepare all of the bare steel for primer and undercoat, hence the need for the protective paint.

Trust photographer Trevor Camp said: "This is only temporary and 'SNG' will be repainted into BR Express Blue, as voted for by the trust members, before the planned return to traffic in the first quarter of 2022."

Other black Pacifics

Record-breaking A4 No. 4468 *Mallard* was similarly painted black in 2012, when undercoat was applied in preparation for a new coat of LNER Garter blue prior to its display with the other five preserved A4s at the 'Great Gathering' of 2013. However, no LNER transfers were applied on that occasion.

A3 *Flying Scotsman* was displayed in wartime black as No. 502/103 in 2011, and initially ran in this guise in late 2015.

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Meet Project 62 volunteers

PROJECT 62, the group overseeing the restoration of two Yugoslavian-built Class 62 'Yankee Tank' copies, will be holding an open day at the North Dorset Railway's Shillingstone station headquarters from 11am to 3pm on Sunday, October 24.

Visitors are invited to meet the volunteers restoring No. 30075 (formerly JZ No. 62-669, which was acquired from Store Steel in Slovenia in 1990) which is out of service pending firebox repairs and a full overhaul.

The group is also involved in the project to rebuild No. 62-521, which was acquired from ArcelorMittal Zenica in Bosnia Herzegovina in December 2006 with the new identity of No. 30076.

The Class 62s are a pattern build of Second World War USATC S100 Class 0-6-0T shunters designed by Colonel Howard G Hill, many of which saw service in the UK, including 14 on the Southern Railway. Four original US-built locomotives are preserved in the UK, along with the two Yugoslavian-built examples.

For details of how to volunteer on Project 62, email: secretary.project62@gmail.com

Bishop's Castle museum opens after years of hard work

THE Bishop's Castle Railway Society has opened its new Weighbridge Railway Museum after years of hard graft.

The society was established in 1989 to preserve remaining artefacts from the Shropshire railway that opened in 1865 after local businesses raised the money to build it, but closed in 1935 after all but one of its operational years made a loss.

The Station Street museum explores how it brought prosperity into a small isolated community by facilitating cheaper goods to be brought in, local produce to reach wider markets, and making travel to bigger towns possible.

Opening times are currently restricted to 11am to 3pm on the second and fourth Tuesday in every month.

One of its first events was a model railway society meeting on September 7.

New £6m P2: Cylinder block construction is now well underway

By Robin Jones

THE fabrication of the cylinder block for the new £6 million Gresley P2 2-8-2 No. 2007 *Prince of Wales* has begun.

Howco Group Plc is using steel castings supplied by William Cook Cast Products Ltd, with delivery scheduled for spring 2022.

The A1 Steam Locomotive Trust is aiming to raise an initial £250,000 from 250 supporters each donating £1000 (plus Gift Aid) for the block via The Cylinder Manufacturing Club. The club has already raised £27,000 (plus Gift Aid) just two months after being launched.

The trust's engineering team has completed the work involved in converting the original class P2 monobloc casting into a welded fabrication – the final of four principal areas of major redesign (pony truck, valve gear, crank axle and cylinder block) of the original Gresley design.

The work included Finite Element Analysis to check for structural integrity; improving the layout of the valves to reduce the clearance volume (which affects cylinder efficiency); rerouting the steam and exhaust passages to physically separate them to prevent incoming steam from heating the outgoing exhaust; increasing the size and improving internal streamlining of steam passages to increase maximum power and improve economy; and reducing the overall width of the cylinder block to provide *Prince of Wales* with the widest possible route availability. The trust commissioned Frewer & Co Engineers Ltd of Dorking, Surrey, to undertake a Computational Fluid Dynamics analysis of the inlet and exhaust steam passages.

William Cook has made substantial progress with the cast steel steam ports, having manufactured all the patterns and cast the outside cylinder steam ports.

Designed and rebuilt

The most powerful express passenger locomotives to operate in the UK, the P2s were designed for the LNER to haul 600-ton trains on the arduous Edinburgh-to-Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor, Edward Thompson, into ungainly Class A2/2 Pacifics in 1943/4 and scrapped by 1961.

No. 2007, being built at Darlington Locomotive Works, will be the seventh member of the class.



Outside cylinder inlet and exhaust valve guide housing the first stage turning on CNC lathe at Howco Group plc. HOWCO GROUP PLC/A1SLT



Steve Davies MBE, chairman of The A1 Steam Locomotive Trust, presses the button to start machining the first component at Howco Group plc. A1SLT

Right: Design work for the modified cylinder block is complete, with the focus now turned to adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design.

FREWER & CO ENGINEERING LTD/A1SLT



Despite the impact of Covid-19, progress on the project is moving forward rapidly. Construction and assembly work continues on all fronts, including the boiler, wheelsets, tender, heavy motion, pipework and electricals. Design work for the extensively modified and improved cylinder block is complete, with the focus now turned to the adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design.

Fundraising is also moving forward well, with the monthly 'P2 for the price of a pint of beer a week' covenant scheme having attracted more than 1000 participants. The Boiler Club has recruited 228 members of its initial target of 300, while the Tender Club has reached 106 members of its 250 initial target. The P2 Support Coach Appeal has 56 supporters out of a targeted 100, and the Motion Club has passed its initial target of 175 members and will remain open until the final heavy motion is delivered. The Injectors Club, launched only in June, has already recruited 14 members out of 50, and the trust's P2 Dedicated Donation scheme has also raised more than £440,000.

So far, more than £4 million of the estimated £6 million required to

complete No. 2007 within the next two years has been raised.

Incentive scheme

Members of The Cylinder Manufacturing Club will have the opportunity to buy a ticket on one of the first trains hauled by No. 2007, receive an exclusive print of the general arrangement drawing and 3D CAD image of the redesigned cylinder block, get first choice of components to sponsor as a Dedicated Donation, have reasonable access to No. 2007 at all times, and will be invited to a special supporters' day with Peppercorn A1 Pacific No. 60163 *Tornado*.

Trustee Mark Allatt said: "The commencement of the fabrication of the redesigned and improved cylinder block for our new Gresley P2 No. 2007 *Prince of Wales* is a very significant milestone in the project.

"If you would like to see a new P2 sooner rather than later, I would encourage potential supporters to get on board The Cylinder Manufacturing Club."

→ Supporters can join The Cylinder Manufacturing Club by visiting www.p2steam.com/support/the-cylinder-manufacturing-club, emailing enquiries@p2steam.com, or calling 01325 460163.



Hawthorn Leslie 0-4-OST No. 3865 of 1936 *Singapore* carrying Second World War remembrance regalia inside the Cottesmore locomotive shed on August 29. ROBIN JONES

Singapore recalls its time as a POW

HAWTHORN Leslie 0-4-OST No. 3865 of 1936 *Singapore* was the centrepiece of a special open day on August 29 at Rocks by Rail: The Living Ironstone Museum to mark the liberation of Far Eastern prisoners of war at the end of the Second World War.

The locomotive and 80,000 Allied servicemen were captured at the fall of Singapore in February 1942.

The 76th anniversary commemoration included a display giving insight into the lives of POWs, and visitors had the opportunity to

place a white orchid – the Far East conflict flower of remembrance – on the locomotive.

Formerly known as Rutland Railway Museum, the Cottesmore venue will be holding a Driver for a Fiver day on Sunday, October 3.

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Ashes of NVR volunteer scattered by Jubilee Bahamas

LONG-SERVING Nene Valley Railway volunteer Doreen Foster had a fitting send-off when her ashes were scattered by her favourite locomotive, LMS Jubilee 4-6-0 No. 45596 *Bahamas*.

Doreen, who died on June 27 at the age of 87, was a volunteer at the NVR from its reopening in 1977 until 1999, after which she ran the café and ticket office at the adjacent Railworld Wildlife Haven for more than 10 years.

Her work was recognised with a Queen's Award for Voluntary Service in 2018, presented by HRH The Duke of Gloucester.

Her ashes were placed in the firebox of the visiting Jubilee on August 21 at Orton Mere station, where she had previously held the post of stationmistress.

At the regulator of the Stanier 4-6-0 was NVR locomotive superintendent Paul Roe, who Doreen had known from the age of 13.



Nene Valley Railway stalwart volunteer Doreen Foster. NVR

Western group planting trees to offset its carbon emissions

By Toby Jennings

THE Severn Valley Railway-based Western Locomotive Association is planting trees in the Scottish Highlands to offset the carbon emissions of its two Class 52 diesel-hydraulics.

It has teamed up with specialist rewilding charity Trees for Life to create the new grove in Glen Affric, 15 miles west of Loch Ness. It has been named Whizzo Woods, after the nickname applied to the Westerns towards the end of their BR career.

The group owns D1062 *Western Courier*, which, as reported last issue, returned to traffic on July 11 following repairs, and D1013 *Western Ranger*, which is currently under overhaul.

The plantation scheme makes the WLA the first diesel locomotive owning group in the country to become carbon neutral.

In a similar move to help the environment, the Kent & East Sussex Railway is using biofuel in its diesel locomotives and multiple unit (see page 28), while the Talylyn Railway is also planting trees to offset its

carbon emissions, as reported in issue 283.

Paul Finch, the WLA's press officer, said: "One of our board members put it quite bluntly. He said our engines are '60-year-old gas-guzzling machines'. And so we decided to take action now, to offset the carbon emissions they produce.

"A Class 52 consumes one gallon of fuel per mile, and an average running day on the SVR is 64 miles.

"We plan to operate on 20 days per year. We know that each gallon of diesel fuel burnt produces 10.9kg of carbon dioxide, so if you crunch the numbers, we'll produce about 15 tonnes per annum.

"Trees for Life has advised that for every tonne of carbon produced, we need to plant 4.19 trees. So, by planting a minimum of 62 trees a year, we will offset our carbon emissions."

The group has set up a direct debit mandate to purchase half the trees every year, and is seeking donations for the rest. Trees can be purchased for £6 each (plus Gift Aid) through the WLA's website at



On its first day back in service following repairs, the Western Locomotive Association's Class 52 D1062 *Western Courier* waits at Bewdley to take over a train from classmate D1015 *Western Champion* on July 11. The WLA is planting trees to offset the carbon emissions of its locomotives. PAUL FINCH/WLA

www.westernlocomotives.co.uk or directly from Trees for Life at <https://treesforlife.org.uk/groves/315992/>

"We've already covered the first year, which shows how much support there is for this initiative," said Paul.

"As well as planting trees, we will, wherever possible, select suppliers that also support carbon neutrality and use environmentally sustainable processes and materials, and have their own clear commitment built into their strategies and policies."

Stay in a restored signalbox right by the main line!

By Robin Jones

THE disused Lancashire & Yorkshire Railway signalbox on the main line at Hebden Bridge is to become a community-run heritage centre – and visitors will be able to stay in it overnight.

After three years of campaigning in conjunction with the Friends of Hebden Bridge Station, the local Calder Valley Community Land Trust has been awarded a £99,600 grant from the National Lottery Heritage Fund to preserve the Grade II listed building. It has been empty since 2018, when the line's signalling was modernised, and has suffered from bouts of vandalism.

The structure still contains the original L&Y signal lever frame which was installed in 1891. The trust will oversee the restoration of the interior of the signalbox and will install a computer simulation, allowing visitors to use the existing signal levers to virtually experience taking a train through the Hebden Bridge line.

The National Lottery is also supporting the appointment of a project officer to work with locals, including schools and youth organisations, to enable visitors to better understand the 'box's history.

A series of oral recordings will be made of the experiences of former

signal operators. The ground floor of the structure will be adapted and available for visitors looking for quirky overnight accommodation. Income from paying guests will help to fund maintenance of the fabric of the signalbox.

Further support

The project is supported by the Railway Heritage Trust and an initial £4500 grant from Hebden Royd Town Council has enabled the trust, a community benefit society, to commission local architect Jacquie Milham, of Architectonic Design, to prepare the necessary drawings.

Network Rail said it supports a leasehold transfer of the building to the trust, and the relevant discussions are now taking place.

Trust chairman Simon Brearley said: "We now have almost all the pieces together for the project to go ahead.

"This will be a heritage building which, we believe, will attract interest not just from Calderdale but also from across the whole of the north of England."

David Renwick, director, England, North at the National Lottery, said: "We are proud to support Calder Valley Community Land Trust in this innovative project that sees our industrial heritage celebrated in a new fashion and also creates an interesting

and commercially sustainable future for the signalbox."

Dale Clarke, property services manager for Network Rail, said: "As we continue to improve the railway and upgrade the signalling system to bring more reliable journeys for passengers, it's great that people will be able to learn more about the history of the railway in the area."

Elsewhere, Network Rail has been given listed building consent by Warrington Borough Council's planning department to refurbish the London & North Western Railway Monks Siding signalbox in Sankey Bridges.

Built in 1875, the two-storey timber framed structure on Quay Fold, next to the line linking Warrington Bank Quay and Liverpool South Parkway stations, still retains its original 20-lever tumbler frame. The ground floor houses signalling equipment, which is operated by a signaller from the first floor.

The planning application stated: "The proposed development is considered necessary to improve and extend the safe operation of the station.

"This in turn preserves the building's character and use. The proposal will not be to the detriment of the building's historic character."



Hebden Bridge signalbox is to be turned into a heritage centre, offering visitor accommodation overlooking the main line. NETWORK RAIL



Monks Siding 'box' in Sankey Bridges. STEPHEN MCKAY/CREATIVE COMMONS

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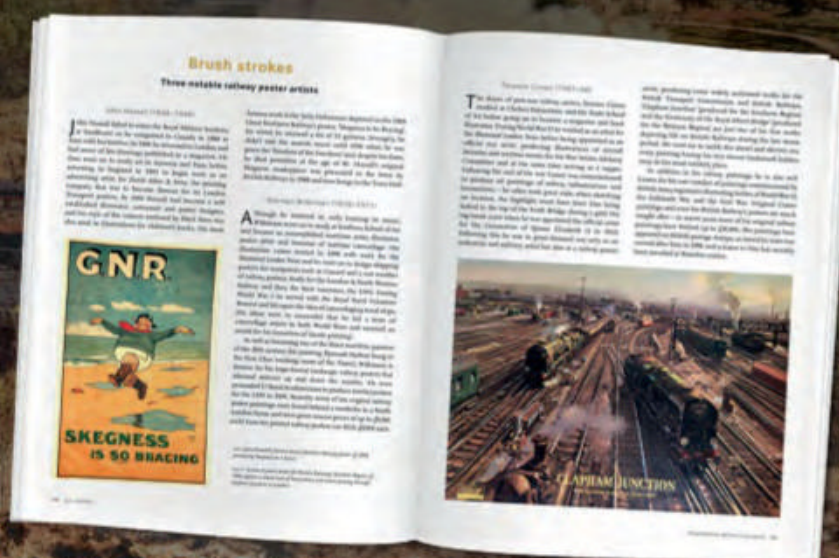
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ARTHURIAN LEGEND

It's the last surviving BR-named Standard Five, almost certainly holds the speed record for the class, and is set for its third stint of heritage era running. **Toby Jennings** turns the spotlight on No. 73082 *Camelot* and its owning group.



Usually, the prevailing and sensible school of thought in railway preservation is that you should buy a locomotive because of its condition, not for its name. Certainly that's the case when setting out to preserve today's heritage diesels; it's no good saving a celebrity 'namer' with a special livery if it's got thin tyres or high engine hours, or the copper thieves have been at it.

Things can be different when it comes to steam locomotives, though. When intrepid preservationists began rescuing survivors from Dai Woodham's famous Barry scrapyards,

many of the first engines to find buyers were indeed those considered to be in the best nick. Most were back in steam within a relatively short time, and some even still had original BR tubes in the boiler.

Nonetheless, there were of course rare or unique Barry engines rightly saved for their historical significance regardless of condition, while there were also a few that were rescued simply because of their name, or because they were somebody's particular favourite. As its title suggests, the 73082 Camelot Locomotive Society was a case in all those points.

The society didn't even consider any of the other engines in the yard – the BR Standard 5MT 4-6-0 of that name and number was always going to be its choice.

Unique 'namer'

What was so special about it? Well, as we shall see, one significant achievement on its CV is that it almost certainly holds the speed record for the Standard Fives – but the main point was that it was (and is) the last surviving 'Standard Arthur'. As the earliest Urie-designed examples of the much-loved King

CAMELOT

The nameplates for the Southern Region Standard Fives, attached to the side of the running plate, followed the same design as those of their King Arthur predecessors, but without the words 'King Arthur Class' beneath. JULIAN HEINEMANN



Arthur 4-6-0s were being withdrawn in the late 1950s after a long and illustrious career with the Southern Railway and Southern Region, a BR staff member put forward the suggestion that their stirring names, associated with the legend of King Arthur and the Knights of the Round Table, be transferred to some of the Southern Region's Standard 5MTs.

The idea was officially adopted in May 1958, with Nos. 73080-89 and 73110-119 receiving the names as they visited Eastleigh Works between May 1959 and September 1962,

and the name *Camelot* – originally from King Arthur No. 30742 – being bestowed on No. 73082 in August 1959.

Though perhaps never quite as well-loved as their predecessors, with other evocative identities such as *Excalibur*, *Morgan le Fay* and *Lyonnesse*, the 'Standard Arthurs' found their own place in enthusiasts' hearts, as the 'namers' so prized by the locospotters of the day and with a touch of glamour among their workaday Standard counterparts.

Similarly, while many of the older drivers still preferred the older engines, most

footplatemen appreciated the sprightly and free-running characteristics of the Standard Fives – something that *Camelot* proved in spectacular fashion on Christmas Eve 1964, when it was rostered to work a goods train from Basingstoke to Salisbury and a parcels train back.

The Basingstoke fireman, R.D. Carrell, remembered: "On the way down my mate was moaning about missing a party at his house and, after such financial expense, he wasn't going to allow his relatives to drink all his booze. He advised me that, at all cost,

he intended getting back to Basing' before midnight. As we weren't booked to arrive back before 01.00 hours, I thought this was going to be an interesting evening.

"Upon arrival at Salisbury MPD, Arthur asked me to give extra attention to cleaning the fire and ashpan – these locomotives had self-cleaning smokeboxes. As was to be expected with little traffic around, our train arrived early so we quickly attached to our return working upon release of the Salisbury-based Pacific that had brought it in. Fortunately for me, *Camelot* had proved a good steamer on the run down and now, with a clean fire, I had every confidence in her (this was an unpredictable era!). We got the 'right away' at about 23.14 hours. Arthur consulted his fob watch and asked if I was all set. I assured him (with tongue in cheek) that I could match his demands.

"We had five on, fortunately a mixture of BGs and GUVs (no four-wheelers to restrict our speed), and with such a light train we fair lifted them out of Salisbury station and around that notorious curve akin to a 1906 boat train! Speed was kept around the maximum allowable until we were clear of Tunnel Junction, thence began the climb to Grateley, after which I expected things to liven up a little. Things, however, livened up long before Grateley; in fact, at full regulator and 50% cut-off, Porton was passed at 60mph and I found myself working harder on this stretch than I ever had before, even with 15 bogies on! 'Perhaps reason will prevail,' I thought, 'and an easing would be experienced between Grateley and Andover, allowing me to roll a smoke'.

"We flew over the top at Grateley doing 80mph and I sat down, but Arthur, with a gleam in his eyes, did nothing – not even an adjustment back to 45%. With a Rizla flapping between my lips, I grabbed the shovel again.

"After a few more rounds of coal I decided to play Mother and clean up the deck with my hand brush. While I was bending over to look at the floor, I noticed that the loco was taking the easy curves down to Andover as if they were a roller coaster. I grabbed my seat and, using it to straighten myself, glanced over at the 'clock' – 98... 99... 100!

"I began to feel giddy and crashed into my seat. The trauma of riding a rattling, lurching monster at such a speed is an experience I will remember for as long as I live. I staggered to my feet and bracing myself against my backrest, threw in 20 rounds before dropping back into my seat again. 'Is Arthur okay?' I wondered, but the glow and aroma of his 'Old Holborn' indicated that he was, giving me tremendous withdrawal symptoms.

"I managed to roll a smoke which, with shaking hands, resembled a dope reefer. I took 10 long drags and, through swimming eyes, was relieved at the sight of the lights of Andover, after which there is a stiff climb to Battledown and Worting Junction. I realised that Andover would mark our fastest obtainable speed and a glance at the 'clock' revealed 107mph, being the fastest I had ever travelled on rails! We dropped to 98 by Hurstbourne and only recovered to 103 by Oakley, before easing for the tight curves at Battledown to arrive at Basingstoke at 23.42 hours, having accomplished 36 miles in 28

minutes start to stop! An average speed of 77.1 mph!

"Fortunately for Arthur, the Nine Elms men must have had the same festive desires and were waiting to relieve us at the platform. I gave *Camelot* an affectionate pat, not for the speed she had accomplished but just for keeping her knees straight during the whole event! As I handed over to my Nine Elms contemporary, his face turned to astonishment when I muttered, 'She's a good 'un – did a hundred-and-seven through Andover; Merry Christmas!'

"When I dropped to the platform, Arthur had vanished. Of course, he had a party to go to. I wandered down the platform past the train, trying to collect my thoughts and re-establish the sequence of events which had made this a night to remember. I don't recall seeing the guard; maybe he was suffering from air-sickness!"

Tender trouble

Camelot ended its BR career in a more sedate way at Guildford shed, working stopping passenger trains over the Reading-Redhill line, before withdrawal came in the week ending June 19, 1966. Two weeks later it was steamed again for a first trip to South Wales, towing three condemned locomotives to the scrapyards, then returned to Eastleigh for storage until it was itself finally despatched to Woodham Brothers at Barry in November 1966.

There it languished until 1974, when enthusiast John Till, visiting the scrapyard on his way home from a family holiday, found



An unusual angle on No. 73082 at Sheffield Park shed on October 20, 2015, during a day of test running following its 2007-2015 overhaul. It initially ran with a 73A shedplate and minus nameplates, as it appeared when allocated new to Stewarts Lane shed for work on the Kent Coast lines in 1955. JULIAN HEINEMANN

it in the ranks of rusting hulks, and realised that here was something special and worthy of preservation – the last ‘Standard Arthur’.

He and Alan Codd founded what was then titled the Camelot Locomotive Society, who set to work smartening the locomotive up with red oxide primer and black paint, and raising funds for its purchase.

The mid to late 1970s were not an easy time to save a locomotive from Barry, as scrap prices escalated steeply. In *Camelot*’s case, the quotes shot up from £4500 to £8000 in 1974 alone, and the society was forced to take out loans from members and its bank in order to meet the £8100 purchase price, including VAT, on January 31, 1979.

By that time, however, the group had come up against another big hurdle. *Camelot* had arrived in the yard with what is now the last surviving example of the big 5625-gallon BR1F tender, the highest water capacity of any of the BR Standard tender designs. It had run with this towards the end of its BR career, in place of its original 4725-gallon BR1B example (for engines allocated to the Southern Region, which had no water troughs, these large tenders were essential).

Unfortunately for the *Camelot* group, it was a case of first come, first served with tenders at Barry. By the time they’d raised enough money to buy No. 73082, the BR1F tender had already been sold to the 92212 Locomotive Company, which was endeavouring to save the 9F 2-10-0 of that number.

There weren’t enough tenders to go round at Barry because, at a fairly early stage in the yard’s history, a number had been sold to the nearby steelworks at Llanelli and Briton Ferry, where their tanks were cut off and the chassis used as ingot carriers. Generally, the steelworks chose the newer tenders – which was why so many of the BR Standards and Bulleid Pacifics at Barry lost them.

Bluebell base

Today, building a tender from scratch is almost considered a routine task in a Barry restoration – but in the 1970s, not having one was such a big problem that the *Camelot* group considered abandoning the whole project.

Help was at hand, however, from the Bluebell Railway, whose advice led the society to a surviving Standard BR1 tender chassis at Briton Ferry. In the nick of time – for the works was closing down and the remaining ingot carriers were being thrown into the blast furnace – the chassis was purchased for about £500 in 1978.

The society had originally considered the Mid-Hants Railway as a restoration base, but the Bluebell’s valuable assistance clinched its decision to take No. 73082 to Sheffield Park. Oddly enough, the three-figure number the locomotive had achieved that Christmas night in 1964 surfaced again here, for it was the 107th locomotive to leave Barry.

It departed from the yard at 3.30pm on October 24, 1979, on the back of a low-loader belonging to Mike Lawrence, of Burnham-on-Sea, one of the most prolific haulage contractors in the Barry story – although the trailer he was using at this stage was slightly too short to take *Camelot*, and the engine could only be accommodated by removing its front bogie to be transported separately.

The Standard Five arrived at its new home two days later, at 8.30pm on October 26, and was hauled off the low-loader the following day by SECR P class 0-6-0T No. 323.



Above: *Camelot* near Guildford on July 1, 1966, towing fellow Standard Five No. 73170 and two Maunsell 2-6-0s, N class No. 31408 and U class No. 31639, on their final journey to the scrapyards of South Wales.
J.A.M. VAUGHAN



Left: Members of the 73082 Camelot Locomotive Society with the 5MT just before its departure from Barry scrapyard on October 24, 1979. Left to right are Mike Gilchrist, Martin Boddy, Peter Gibbs, Jon Alder, Mike Gorbould and Peter Lyons. All are still members and, apart from Mike Gorbould, are on the group’s Committee of Management.
STEPHEN DESMOND

“As a small group with only approximately 140 members, we’ve found fundraising a challenge in recent years.”

Also moved from Barry to Sheffield Park at the same time was rebuilt Battle of Britain 4-6-2 No. 34059 *Sir Archibald Sinclair*; also subsequently restored from scrapyard condition, the Bulleid Pacific is currently undergoing an overhaul and should join *Camelot* back in Bluebell service before long.

Restoration underway

The Camelot Society volunteers got stuck into the restoration, starting with the tender chassis, and also removing the superheater elements from the boiler during 1980 – the latter highlighting the neglect to which steam locomotives were often subjected in the 1960s, having to be hammered and winched out because the flue tubes were blocked with ash.

The bargain price of the tender chassis was reflected in its condition. After years of having heavy steel ingots unceremoniously dropped on it, the top frame stretchers were bent downwards, pulling the frames inwards at the top; the latter had to be forced apart again with jacks to return them to their correct profile.

At around the same time, the Bluebell had built an all-new tender tank for its ex-Barry 9F, No. 92240, also using a chassis salvaged from Briton Ferry.

With limited volunteer resources, the *Camelot* group placed a contract for a new tank with Shipyard Services of Brightlingsea,

choosing the BR1B design with which No. 73082 had run for most of its career.

The tender frames were reassembled in August 1984 and the new tender tank placed on top on February 25 the following year. Though it was of welded construction, dummy rivet heads had been glued to the tank to replicate the original appearance. However, after a few of these fell off, it was decided to drill holes for them and weld them from the inside.

Attention then turned to the locomotive, with the boiler being lifted from the frames on November 4, 1985. By the end of the following year, it had been re-tubed, while the firebox received copper weld repairs to wasted rear lap seams.

On March 14, 1987, the frames were lifted off the wheels, with the driving wheelsets being sent to Swindon and the bogie wheels to BR Engineering Ltd’s Ashford Works for tyre reprofiling.

Fortunately, as a relatively early escapee from Barry, *Camelot* had not been there long enough to be excessively robbed of parts, meaning that its cylinders remained intact with the covers, pistons and valves in place and relatively free of corrosion. Most of its motion was intact, too, and the society was fortunate enough to obtain a connecting rod and a full set of coupling rods. The other connecting rod was made new by a London

Camelot masquerades as fellow 'Standard Arthur' No. 73087 *Linette* on Sheffield Park shed during the Bluebell's Giants of Steam gala on October 12, 2019. The real *Linette* was withdrawn from Guildford shed on October 2, 1966, and taken into Cashmore's Newport yard on June 19 the following year for scrapping (www.whatreallyhappenedtosteam.co.uk). ANDY KELLY



firm, and a pair of return cranks and one return crank rod by Plenty's of Newbury.

Back in steam

Camelot started to come back together with its frames re-wheeled on June 9, 1990, and the boiler placed back in the frames on May 19, 1993. However, the nature of the BR Standard designs meant there was still some way to go; their pipework, running plates and cabs are all attached directly to the boiler, instead of the frames as on most locomotives. Only with the boiler in place can all of this be reassembled; in *Camelot's* case with new cab sheeting on the original framework.

With the final stages completed in the Bluebell's workshops at Sheffield Park from March 1994 onwards, *Camelot* was finally outshopped in 1995, resplendent in BR lined black with the early emblem on the tender (the combination of this and its name is authentic, as it still wore the 'cycling lion' when named in 1959). Remarkably, the crests and cabside numbers were all hand-painted by Tony Funnell, who also applied the lining.

On October 28, 1995, almost exactly 16 years to the day after it arrived at Sheffield Park, *Camelot* was officially launched into service, with its nameplate being unveiled by Peter Smith – the society's president and the well-known former Branksome engineman who fired for Donald Beale on the Somerset & Dorset line, where the Standard Fives performed some of their most outstanding work.

Twenty-one years since the plan was first mooted, and with the restoration having cost an estimated £150,000, including the value of the volunteer labour, the dream of seeing a 'Standard Arthur' back in steam had been realised.

Two more overhauls

For the next decade, *Camelot* settled down to become a regular and popular performer on the Bluebell, including taking part in Somerset & Dorset recreations in the guise of scrapped 'Standard Arthur' No. 73087 *Linette* (*Camelot* itself is known to have worked over the Bournemouth to Bath line at least once).

Withdrawn on the expiry of its 10-year boiler certificate in 2005, it underwent a further overhaul between 2007 and 2015. Three years later, it briefly returned to the national network – albeit towed by a West Coast Railways Class 37 diesel – to visit the West Somerset Railway's gala of October 2018.

"We have thought about going main line," said society chairman Peter Gibbs, "but we don't have the resources in either financial or engineering terms, so we have recognised our limitations and not pursued that option."

"Seeing *Camelot* running on the main line (in steam) behind a diesel on its way to the West Somerset was the next best thing!"

During 2021, however, *Camelot* has been back in the works again for an intermediate overhaul, which was prompted by problems with the firebox foundation ring but included further work to gain a fresh boiler certificate.

"A lot more work has been done beyond the boiler repair," added Peter. "It makes sense to deal with any other issues so that reliability is good when starting the new 10-year ticket!"

Such is the unplanned expense that all steam locomotives can throw at their owners – and now the society needs your support to, as it puts it, "keep *Camelot* steaming into the future".



Above: *Camelot* at Sheffield Park on October 27, 1979, the day after its arrival at the Bluebell Railway. On either side of it are two more Riddles locomotives that the line had already rescued from Barry scrapyard the previous year – 9F No. 92240 and 4MT 2-6-4T No. 80100 – while just visible behind No. 73082 is SECR P class 0-6-0T No. 323, which had hauled it off the low-loader. Note that *Camelot's* front bogie had to be removed for it to fit onto the road trailer. PETER GIBBS

Left: *Camelot* taking shape inside the Bluebell Railway's Sheffield Park works as its restoration was nearing completion in March 1994. PETER GIBBS

"I realised that Andover would mark our fastest obtainable speed and a glance at the 'clock' revealed 107mph, being the fastest I had ever travelled on rails!"

From the outset, the group has raised funds through its sales stand but has been unable to do so during the pandemic, just when it needed it most.

Since *Camelot* was restored, the society has contributed to the costs of keeping it running, and in the case of this latest overhaul, stumped up £35,000 towards the cost of contract work and materials. It has always endeavoured to spend money in house at the Bluebell – during the first restoration, the boiler and cylinder cladding was contracted out to the Maunsell Locomotive Society, for instance – and it will also be paying for the recent £2500 restoration of its Southern Railway-design CCT van No. S2531 by volunteers in the line's Carriage & Wagon Department at Horsted Keynes.

Julian Heinemann, a volunteer since 1980, editor of the society's magazine *Footplate*, and a member of its management committee, said: "We had our first sales stand since March 2020 at the Bluebell Model Railway Weekend. That form of income is now much reduced compared to when we were restoring *Camelot* between 1979 and 1995."

Donations welcomed

As reported in the previous issue, the society has launched an appeal in the hope of replenishing the funds depleted by the latest overhaul – although no target figure has

been set. Julian explained: "As a small group with only approximately 140 members, we've found fundraising a challenge in recent years."

"If we even get close to replacing the £35,000, that would be fantastic. Small loco groups don't have the clout or impact that the railways have to raise large sums of money."

Nonetheless, in a preservation world where more and more locomotives are passing into the hands of larger railways or wealthy individuals, for such a small group to still be running an engine nearly 50 years after first setting out to rescue it from Barry – and to have seen it through the initial restoration and two subsequent overhauls – is notable.

In that regard, the 73082 *Camelot* Locomotive Society is rather like its engine. Some might see the 5MT as 'just another BR Standard', especially among its more exotic Southern and pre-Grouping stablemates at the Bluebell, yet it too has achieved some notable things and is now as important a piece of Southern Region history as any of those fellow Sheffield Park residents.

To help ensure that there is still a 'Standard Arthur' to 'cop' in steam at the Bluebell for many years to come, cheques payable to '73082 *Camelot* Locomotive Society' can be sent to: The Treasurer, 73082 *Camelot* Locomotive Society, 'Oakhurst' Blackheath Road, Wenham, Suffolk IP19 9HD, or visit www.73082-camelot.com for details. 

HERITAGE RAILWAY

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LMS 'Black Five' No. 44871 by the shore of Loch
Eilt with the 'Jacobite' on June 21.

JONNY GOURLAY





Steam Dreams prepares for Christmas with Santa trains

By Cedric Johns

SUNDAY, October 3 marks the end of a series of trips down south with Jubilee 4-6-0 No. 45596 *Bahamas*, which is booked to take a 'Cathedrals Express' out of Ealing Broadway before joining the East Coast Main Line for a fast run up to York.

Calling at Finsbury Park, Potters Bar, Stevenage, St Neots and Peterborough, the train provides a one-way ticket for the 4-6-0 which heads onwards after York to the Keighley & Worth Valley Railway, where it will spend the winter months in readiness for hopefully another visit to Southern metals.

While the Jubilee was booked by Steam Dreams, the 4-6-0 recently returned the 'Welsh Dragon' in harness with *Mayflower* from Crewe following a visit to North Wales on September 4-8.

On September 28 to October 1, the Jubilee and B1 No. 61306 *Mayflower* were due to pair up in a unique double-header down the Berks & Hants Line to Penzance via Exeter, the South Devon banks and Plymouth for another of Steam Dreams' four-day holiday breaks.

Christmas markets

With darker evenings approaching, Steam Dreams' energies are now focusing on traditional Christmas market trips which this year commence on November 18 with an excursion from King's Cross to York for the St Nicholas Fair.

On November 30, starting from London Victoria, Bath is the destination. Then, on December 5, it's back to King's Cross for a trip to Lincoln.

Finally, on December 9, the starting point is Southend East, where the train will be diesel-hauled to West

London, when steam takes over for a visit to Oxford.

All four of these trains are booked for haulage by A1 Pacific No. 60163 *Tornado*.

But that's not the end to pre-Christmas traffic. In a new innovation by Steam Dreams, the planned three 'Santa Steam Express' trains are aimed at the younger generation with parents. Three departures are scheduled to leave Victoria – at 9.20am, 12.0pm and 2.15pm.

The Christmas specials have taken lots of planning and preparation, said Steam Dreams supremo David Buck, and are designed to give both children and parents a new experience, operating around London on a circular route.

On the same days, 'Christmas Steam Express' departures will be offering an evening's dining. The diners are timed to leave Victoria at 6.45pm and, after

following a 'bridges' route around the capital, will return at approximately 9.40pm.

Motive power will be provided by *Mayflower*.

Future plans

Summing up the year to date, David said that the Windsor trains were well below last year's passenger figures simply because of a lack of tourists understandably avoiding the risk of being affected by the coronavirus, or because of the effect on the airline industry.

Nevertheless the evening dining trains over the Surrey Hills route proved to be very popular.

However, he remains optimistic about next year when life becomes closer to normality and to that extent has decided to extend the Windsor shuttle trains by running from May until early September.



LMS 'Black Five' 4-6-0 No. 45212 passes Fort William Junction with the first West Coast Railways 'Jacobite' service of the day to Mallaig on August 31. MATTHEW DITCH

Second HST power car enters preservation at Crewe Heritage Centre

LEASING company Porterbrook has donated a High Speed Train power car to Crewe Heritage Centre.

No. 43081 is the second Class 43 to be preserved at the venue. It had been in service

with East Midlands Railway/East Midlands Trains. Outshopped in March 1978, No. 43081 was the 8000th locomotive to be built at Crewe Works. Its arrival at the centre on September 13 coincided

with the 45th anniversary of the official launch of the High Speed Trains.

Sister No. 43018, also at Crewe, is being restored to Intercity 125 yellow and blue livery.



A1 Pacific No. 60163 *Tornado* heads across the River Don at Attercliffe, Sheffield, with The A1 Steam Locomotive Trust's 'Jorvik Express' from Liverpool Lime Street to York and back on September 16. ALAN WEAVER

UK Railtours buoyant after lockdown restrictions lift

By Cedric Johns

UK Railtours' Elizabeth Morris, who has taken up the reins that her late father John Farrow held so successfully for many years, said the business is back to something like its old self.

Admitting that times had been difficult, Elizabeth told how she was pleased with the manner in which business was getting back towards the norm.

"Once we get through the remainder of this year, 2022 should put us in a position to run excursions during the bulk of the new season," she said.

One big disappointment was when the 'Merchant of Norfolk', featuring Bulleid Merchant Navy Pacific No. 35028 *Clan Line's* first visit to Norwich on August 28, had to be cancelled because train operator DB Cargo was unable to supply a crew.

Looking forward, October 16 sees 'The Cotswold Lion' heading for Worcester. The trip starts from Peterborough and stops at Huntingdon, Stevenage, Welwyn Garden City, Potters Bar and Finsbury Park.

On October 23, 'The Yellow Submarine' departs Euston for Liverpool, picking up at Watford Junction, Milton Keynes and Rugby.

Starting from the Midlands in Derby on October 30, 'Doctor Syn' runs down over freight-only lines to Dungeness, calling at East Midlands Parkway, Leicester, Kettering, Bedford and St Albans before making its way to the coast.

Clan Line is back in the frame on November 6, working the 'Hampshire Pullman' on a circular tour from London Victoria, running via Basingstoke, Salisbury, Laverstock, Southampton, Eastleigh Basingstoke and thence back to London.

Elizabeth said the Christmas season begins with a visit to Blackpool on November 27. Departing Euston, the trip stops at Watford Junction, Milton Keynes, Northampton and Rugby en route to the illuminations.

Yet to be confirmed, a trip to Chester Christmas market is on the cards on December 11. The 'Beverley Christmas Carol' leaves King's Cross on December 18 for Yorkshire, picking up at Potters Bar, Stevenage and Peterborough.

Princess Elizabeth's boiler stripped for examination following failure

By Cedric Johns

AS reported last month, LMS Stanier 4-6-2 No. 6201 *Princess Elizabeth* had been failed on July 23 'with a water leak' prior to its next-day outing with the 'Northern Belle' over the Settle and Carlisle line, the duty being taken over at short notice by *Tornado*.

As 6201 *Princess Elizabeth* Society Limited chairman Clive Mojonner said at the time: "Until I see the boiler inspector's report, I will not speculate about the cause of the problem."

Throatplate problem

Bringing matters up to date, the gist of the inspector's report said: "The boiler fitted to No. 6201 has recently been withdrawn from service due to a leakage in the central stayed area of the throatplate. A non-destructive testing has been carried out.

"It is advised that that the boiler should be subjected to tests and examinations before it is returned to service. It is also noted that

the boiler is approaching its 10-year survey."

The report said that all external coverings and attachments should be removed and an external visual examination made. At this time, the extent of non-destructive tests will be started.

Tubeplate examination

All boiler fittings and attachments should be presented for examination

The superheater header should be removed to enable examination of the top of the front tubeplate to be made.

As we closed for press, the process of examinations is ongoing and a final report of findings will be issued before remedial work commences.

Once this stage has been completed, a programme of work will be drawn up.

The situation is a setback for the society, whose members had been looking forward to an extended run working the 'Northern Belle' during September and October.

Maunsell U for main line hire

HAD not the Swanage Railway enjoyed a tremendously successful August – more than 10,000 visitors turned up over the bank holiday weekend alone – U class 2-6-0 No. 31806 could have stepped in to work the Railway Touring Company's 'Dorset Coast Express' and 'Swanage Belle' on August 2 and 9 respectively (see separate story).

However, James Cox, Swanage locomotive carriage and wagon superintendent, said that because the railway was so busy throughout August, all three serviceable engines were needed to cope with traffic.

However, he did voice the thought that if the demand is there for No. 31806 next year there would be no reason why the engine should not spend a spell based at Southall, ready to work trains over the former Southern Region routes – with destinations such as Portsmouth, Bournemouth, Poole and Weymouth in mind.

The 2-6-0 could be made available because, as he said, next year will see three Bulleids in action out of Swanage. The 4-6-2s will be represented by *Manston*, *257 Squadron* and *Eddystone*.

Should this happen, the 2-6-0 would provide a snapshot of the old days when King Arthurs, S15s and T9s ran along the Dorset coast.

If the engine was turned at Yeovil Junction it could work trains back to London direct via Eastleigh and Winchester, thus avoiding reversal at Southampton and heading home by way of Romsey, Laverstock and Andover.

RTC running short of steam for Dorset tours

By Cedric Johns

TWO well-filled trains – the Railway Touring Company's 'Dorset Coast Express', and 'Swanage Belle' due to run on September 2 and 9 respectively – were both cancelled because of a lack of locomotives available to work them.

In desperate last-moment attempts to save the day, RTC even appealed to Swanage for the use of U class 2-6-0 No. 31806 but to no avail.

However, it was understood that RTC is interested in using No. 31806 next year.

The Swanage Railway plans to operate three Bulleids next season, which could release the 2-6-0 to main line tour promoters.

In terms of RTC's successful 'Dorset Coast Express', the trips could well be rerouted, providing steam all the way from London to Weymouth and back again.

Direct route

Starting from Paddington or Bristol Temple Meads, the 'Express' could pick up at Bath, Bradford-on-Avon, Trowbridge and Westbury, or even Frome, turning off the main line at Castle Cary for Yeovil.

On arrival at Pen Mill, the steam locomotive would uncouple and make for the Yeovil Railway Centre's yard for turning and servicing while the train went forward with a supporting diesel to Weymouth.

Yeovil said it can turn engines around in an hour, meaning that steam would be ready to run tender first to Weymouth well in time for the train's departure back to its starting point.

By taking the direct route via Southampton, Eastleigh and



Jubilee 4-6-0 No. 45690 *Leander* makes a second appearance on the Railway Touring Company's 'The Royal Duchy' on Sunday, September 12. *Leander* is seen passing Willand, accelerating away from a booked pathing stop in Tiverton loop. Assisting the tour was West Coast Railways' Class 47/7 No. 47746 that initially worked the outing as far as Taunton, after which it continued light engine on to Plymouth ahead of the Jubilee. STEPHEN GINN

Winchester instead of Romsey and Laverstock, such a train would either allow passengers more time by the sea or an earlier arrival at the end of its journey.

Meanwhile, RTC's 'Tin Bath' departs Preston on October 24 – probably behind a 'Black Five' – for Sheffield, calling at Wigan North Western and Manchester Victoria before the challenge of the 1-in 47 Miles Platting bank. On October 30, the 'Stratford Flyer' starts from Manchester for a trip to Stratford-upon-Avon. Hauled by A3 Pacific No. 60103 *Flying Scotsman*, the 'Flyer' stops at Stockport, Wilmslow and Crewe, and then runs south down the West Coast Main Line.

November 13 sees the first of two 'Cheshireman' outings to Chester. The

first unusually starts out from Bristol, hauled by Peppercorn A1 Pacific No. 60163 *Tornado* and running via the Severn Tunnel and Maindee Junction, picking up at Cwmbran, Abergavenny and Shrewsbury.

The second trip, on November 20, departs Euston with Black Five No. 44871 on the front end. Passenger stops are scheduled at Watford Junction, Milton Keynes, Northampton and Rugby.

November 23 heralds the first of RTC's Christmas market trains.

Starting from London Victoria, it is booked for LMS Pacific No. 6233 *Duchess of Sutherland*, calling at Staines, Ascot, Reading, Didcot and Gloucester, and then optionally, on to Cardiff.

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Locomotive Services Limited Midland Pullman Class 43 power cars Nos. 43046 and 43055 head west past Coryton Cove on the Dawlish sea wall while working the Down 6.36am Peterborough to Kingswear 'Midland Devonian Pullman' railtour on August 30. THOMAS MILLS



LMS 4-6-0 No. 46115 Scots Guardsman runs beside Seascale beach after a water stop at Sellafield while hauling the Railway Touring Company's 'Cumbrian Coast Express' from Euston to Carlisle and back via Whitehaven to Carnforth on September 18. The train was steam-hauled from Carnforth to Carlisle and return. SAM YEELES

Modifications to *Duke's* front end

UNIQUE BR 8P 4-6-2 No. 71000 *Duke of Gloucester* is receiving modifications to its front end to improve its reliability and ease maintenance.

As part of the Riddles Pacific's overhaul to main line standard at Tyseley Locomotive Works, the design of its pistons, slidebar mountings and lubrication system have all been altered to tackle design flaws – which meant that the *Duke* and other Standards suffered from heavy piston ring wear.

In common with all of the larger BR Standard classes, except for the Caprotti-geared 5MT 4-6-0s, No. 71000's slidebars were affixed only to brackets from the frames instead of being attached to the rear cylinder covers – meaning that any flexing between the cylinders and slidebars would increase the piston ring wear.

The *Duke's* slidebars will now also be attached to a bracket incorporated in the rear cylinder cover casting, which will provide better support for the crosshead and pistons.

The main cause of the heavy wear, however, was the lubrication system; Cowlairst Works found that the Caprotti-geared 5MTs, with their slidebars fixed to the cylinders, suffered only 10% to 15% less piston ring wear than their classmates with Walschaerts valve gear.

The main weakness in the BR Standard lubrication system was that it fed oil only to one end of the cylinder; on the *Duke*, it will be modified to reflect the LMS design, which delivered oil to both ends.

In addition, No. 71000's piston heads will now be separate cast iron fittings, instead of the piston head and rod being a one-piece steel forging as on the original design. This will make replacement of the heads easier, by removing the front cylinder covers and drawing the pistons through the cylinder.

"As the originals wore, you had to build them up with weld," explained Trevor Tuckley, chairman of the locomotive's custodians, the BR Class 8 Steam Locomotive Trust. "But in that environment, that's the worst thing you can do, because weld is very hard and if it starts to break up, it scores the cylinder."

They will also have three piston rings instead of the original two – this time copying the rebuilt Bulleid Pacifics. "They didn't suffer from anything like the same degree of wear that the *Duke* did," explained Trevor, "and we think that was for two reasons – firstly, they've got a shorter piston stroke, but also because they've got three rings."

Trevor concluded: "These are all the modifications that we believe Riddles would have done if he hadn't been told 'forget steam, we're going for diesel!'"

Trust volunteers have also fitted a kitchen to their newly-acquired support coach, BR Mk.1 Brake First Corridor No. W17015, and cleaned the paint from its roof in preparation for its imminent move to Rampart Engineering at Barrow Hill for overhaul.

The trust's appeal to overhaul the coach is just over 60% of the way to its £40,000 target, while 80% of the *Duke's* superheater flue tubes and 56% of its small tubes have been sponsored. To support any of these appeals, visit www.theduke.uk.com or write to: The Duke, BR Class 8 Steam Locomotive Trust, Aurora House, Deltic Avenue, Rooksley, Milton Keynes MK13 8LW.



The right-hand cylinder of No. 71000 *Duke of Gloucester*, showing the new bracket incorporated into the rear cover casting to support the bottom slidebar (the top one is already in place).

BR CLASS 8 STEAM LOCOMOTIVE TRUST

Vintage Trains to run two Lickey bankers

By Cedric Johns

VINTAGE Trains is to recreate the time when steam banking up the 1-in 37 Lickey gradient, including the 'Pines Express', was an everyday event.

On November 20, the Tyseley-based tour operator is planning to run two trains 'up the hill' from Bromsgrove, using GWR 4-6-0 No. 7029 *Clun Castle* and LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* following, supported by 0-6-0PT No. 9466.

A morning train sets off from Tyseley, calling at Birmingham Snow Hill for Bromsgrove, behind the *Castle*, followed by an afternoon departure with No. 6233. Undoubtedly both trains and the linesides will be packed for the occasion.

On October 30, when No. 6233 first returns to traffic following recent repairs by its owning group which caused it to miss the Severn Valley Railway's autumn steam gala, will be back to work 'The Midland Bristolian' from Derby, Burton-on-Trent, Tamworth High Level and Coleshill Parkway. The first leg will be hauled by Class 47 No. 47541 *The Queen Mother*, *Sutherland* joining at Dorridge for a diesel-assisted attack on the Lickey.

November 13 sees No. 6233 heading the Vintage Trains 'Welsh Marches Express', which starts from Tyseley, picking up at Snow Hill, then proceeding via Worcester, Gloucester and Maidenhead Junction to Hereford.

Vintage Trains ran six successful 'Shakespeare Express' trips to Stratford-upon-Avon between August 1 and September 5 behind No. 7029 and alternatively double-headed Class 20s.

Just the two Saphos Trains for December

By Cedric Johns

FOLLOWING what was a busy summer of railtours, Saphos Trains has surprisingly reduced its main line activities to just two pre-Christmas trips during December.

Derbyshire's Chatsworth House, dressed for the festivities, is the big attraction on December 8 when the 'Chatsworth Christmas Sparkle Express' departs from Lancaster, the train making calls at Preston, Wigan North Western, Warrington Bank Quay, Hartford, Crewe, Stafford, Lichfield Trent Valley and Chesterfield.

On arrival, passengers will be conveyed to the big house by road.

On December 18, the 'Pennine Moors Christmas Cracker' starts from Rugby and calls at Coventry, Henley-in-Arden, Birmingham International and Crewe for a circular luncheon tour.

Motive power is not detailed but with No. 70000 *Britannia*, No. 5029 *Nunney Castle* and No. 60532 *Blue Peter* still in the workshops the choice on the day will be shared by LMS 4-6-0 No. 46100 *Royal Scot*, West Country 4-6-2 No. 34046 *Braunton* and possibly 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester*.

Pullman tours

A4 No. 60007 *Sir Nigel Gresley* and *Blue Peter* are illustrated in the promoter's sales literature.

Turning to diesel-electric power, the Midland Pullman continues to attract customers keen to experience the high life.

Over October 23-25, the 'West Highland Pullman' provides a break in the Highlands based on Fort William.

Departing Tilehurst, the 'Pullman' picks up at stations between Didcot and Kemble, Cheltenham and Kidderminster.

In a similar vein, the 'Royal Highland Pullman' visits the Cairngorms National Park after departing from London St Pancras on October 30.

On November 6 'The Whitby Jet' leaves Barrow-in-Furness for the coast and a second 'Jet' departs Finsbury Park on November 12.

The 'Settle & Carlisle Pullman' runs from Dundee to Edinburgh and York on December 4.

Work starts to overhaul Wadebridge for main line



West Country 4-6-2 No. 34007 *Wadebridge* storms round Wanderers Curve, between Ropley and Medstead, with a charter freight on November 13, 2011. TOBY JENNINGS

By Toby Jennings

WORK has commenced on an overhaul of the oldest surviving West Country 4-6-2, No. 34007 *Wadebridge*, at the Mid-Hants Railway – with the ultimate aim of main line operation.

The air-smoothed Bulleid Pacific, turned out from Brighton Works in August 1945, is being dismantled at Ropley for a full assessment.

Its boiler has been stripped of its tubes and superheater flues, with initial indications being that it is in good condition, and a schedule of work is now being drawn up.

Its bogie has also gone on loan to rebuild West Country No. 34028 *Eddystone* at the Swanage Railway while a crack in the latter engine's own bogie frame is repaired (see separate story).

Wadebridge last steamed at the Watercress Line when its previous boiler certificate expired in 2016, but has not run on the national network since it was withdrawn from BR service at Salisbury shed in October 1965.

It was rescued from Barry scrapyard by *Wadebridge* (34007) Locomotive Ltd in 1981 and initially went to the Plym Valley Railway, but its restoration was completed at the Bodmin & Wenford Railway in 2006. It moved to the MHR the following year and has remained a resident since, with the MHR Preservation Society now joint owners of the locomotive with *Wadebridge* (34007) Locomotive Ltd.

This overhaul is taking place thanks to a generous donation from Swiss-based Bulleid enthusiast Alex Choremi, who also helped to fund the last overhaul of *Battle of Britain* No. 34081 *92 Squadron* at the Nene Valley Railway.

This donation means that most of the funding is in place for *Wadebridge's* overhaul. It is anticipated that it could be back in steam in approximately three to four years, although *Wadebridge* (34007) Locomotive Ltd may need to appeal for further donations – particularly towards the electronic equipment (Train Protection & Warning System,

On-Train Monitoring Recorder and a Global System for Mobile Communications – Railway radio) needed for main line operation.

Swanage suspended

At the same time, however, the overhaul of the youngest surviving Bulleid Light Pacific – West Country No. 34105 *Swanage* – has been placed on hold at the MHR. It is understood that, although the MHRPS also owns a significant share in this locomotive – estimated at 25% – work is under way to trace all the other shareholders.

The events of last year forced the railway to re-evaluate all its overhaul work. With *Swanage* needing a replacement middle cylinder – for which the pattern is already in store at Ropley – the Watercress Line does not wish to continue with the overhaul until the owners have been consulted.

Its frames have been rewheeled, with new air-smoothed casing fitted, and the overhaul of its boiler was well underway. It last steamed at the MHR in 1997.

Western Champion's engine fails on test run

WR blue-liveried Class 52 D1015 *Western Champion* was failed with by a seized Maybach engine during a test run between Kidderminster and Bristol.

Due to make its comeback after a lengthy overhaul working Pathfinder Tours' 'Champion Torbay Express' from Eastleigh to Torquay, Paignton and Kingswear on September 25, Peter Watts instead hired the Class 50

Alliance's Nos. 50007 *Hercules* and 50049 *Defiance*.

In the build-up to the festive season, Pathfinder will be visiting York and Harrogate on November 20. The 'Northern Star', hauled by a DB Cargo Class 67, departs Salisbury for Warminster, Westbury, Trowbridge, Chippenham, Swindon, Oxford, Banbury and lastly Leamington Spa.

A pair of Class 50s will be used

to haul 'The Christmas White Rose Express' to seasonal markets and attractions in York, Durham and Newcastle on December 4. The tour will start from Cardiff Central and picks up at Newport, Bristol Parkway, Cam & Dursley, Gloucester, Cheltenham Spa, Worcestershire Parkway, Bromsgrove and Birmingham New Street. A GBRf Class 66 will haul the train from Cardiff to Gloucester and back.



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and our 2022 'Footplate' calendar
from paintings by
PHILIP D. HAWKINS FGRA



'Summer Lightning'

A 'Britannia' Pacific No.70019 'Lightning' is almost at the summit of Dainton Bank in Devon with an express for London, Paddington during the mid-1950s. Dainton was one of the notorious 'Devon banks' that plagued the Great Western main line between Newton Abbot and Plymouth. Not only were the gradients severe but frequent twists and turns contrived to make for operational difficulties particularly in adverse weather conditions.

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'Night Scot At New Street'

The unique 'Royal Scot' 4-6-0 No.46170 'British Legion' waits patiently in platform 6 at Birmingham New Street station with the unofficially titled 'Night Scot' sleeper train to Glasgow in 1962.

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'Hest Bank, Whitsun 1961'

No.46254 'City Of Stoke-On-Trent' on a Glasgow express heading north as the 1053 Workington-Euston slides into the up platform double-headed by a 'Patriot' 4-6-0 No.45507 'Royal Tank Corps' and a 'Jubilee' 4-6-0.

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To learn more about the artist, his paintings, books and how to go about commissioning work visit www.philipdhawkins.co.uk

2022 'Footplate' Calendar



'Morning Rush'

Another mouth-watering collection from the original paintings by Philip D. Hawkins FGRA. Titles included are: 'Morning Rush', 'Battle At Brickyard Crossing', 'Approaching Solihull', 'Rushing Through Rugeley', 'Grey Day At Paddington' & 'Scotsman At Grantham'.

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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: TBA. NB

2 'The Easterling' (CANCELLED)

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 Derbyshire Rose'

King's Cross, Chesterfield & return with coach trip from Alfreton to Crich Tramway Museum. Diesel-hauled throughout.

Loco: TBA. UKRT

2 'The Return to Steam 50th Anniversary Special'

Tyseley, Hereford, Swindon, Didcot, Tyseley. 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

4 'Settle Carlisle & Cumbrian Coast Pullman'

Hull, Settle, Carlisle, Ravenglass, Hull. Diesel-hauled throughout.

Loco: TBA. WCR

6 'Historic Bath 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: TBA. NB

9 'The Cumbrian Mountain Express'

Euston, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Preston.

Loco: No. 35018 *British India Line*, No. 45690 *Leander*, No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC

9 'Welsh Marches Express'

(POSTPONED - No. 6233 unavailable)

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: TBA. NB

16 'The Yorkshireman'

Ealing Broadway, York & return. Steam-hauled Ealing, York.

Loco: TBA. RTC

16 'The Cotswold Lion'

Peterborough, Finsbury Park, Worcester & return with coach trip from Evesham to Gloucestershire Warwickshire Railway. Diesel-hauled throughout.

Loco: TBA. UKRT

19 'Settle & Carlisle Steam Special'

Hull, York, Leeds, Doncaster, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Hellifield.

Loco: TBA. NB

20 'Tornado and Flying Scotsman on the S&C'

Tamworth, Carlisle & return. Steam-hauled

Preston, Carlisle & return.

Locos: 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.

Locos: 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: TBA. NB

24 'The Tin Bath'

Preston, Sheffield & return. Steam-hauled throughout.

Loco: No. 35018 *British India Line*, 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.

Locos: 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.

Locos: 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 'Skipton & Keighley for the Worth Valley'

Linlithgow, Edinburgh, Skipton, Keighley, Bradford & return. Diesel-hauled throughout.

Loco: TBA. SRPS

30 'The Midland Bristolian'

Derby, Tyseley, Bristol & return. Steam-hauled Dorridge, Bristol, Derby.

Loco: No. 6233 *Duchess of Sutherland*. VT

November

5 'Blackpool for the Illuminations'

Dunfermline, Blackpool & return. Diesel-hauled throughout.

Loco: TBA. SRPS

6 'The Hampshire Pullman'

London Victoria, Andover, Southampton, Victoria. Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

13 'The Cheshireman'

Bristol, Chester & return. Steam-hauled throughout.

Loco: No. 60163 *Tornado*. RTC

18 'The Cathedrals Express'

King's Cross, York & return. Steam-hauled King's Cross, Doncaster & return.

Loco: No. 60163 *Tornado*. SD

20 'The Golden Age of Travel by Steam'

Circular tour from London Victoria. Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

20 'The Cheshireman'

Euston, Chester & return. Steam-hauled throughout.

Loco: No. 44871. RTC

20 'The Lickey Banker'

Tyseley, Worcester & return (am and pm). Steam-hauled throughout.

Loco: No. 6233 *Duchess of Sutherland* (am), No. 7029 *Clun Castle* (pm) and No. 9466 (banker Bromsgrove-Blackwell). VT

23 'The Gloucester Christmas Market & Cardiff'

London Victoria, Gloucester, Cardiff & return. Steam-hauled throughout.

Loco: No. 6233 *Duchess of Sutherland*. RTC

25 'The Christmas Sussex Belle'

London Victoria, Eastbourne, Hastings, Victoria. Steam-hauled Victoria-Eastbourne and Hastings-Victoria.

Loco: No. 44871. RTC

27 'The York Yuletide Express'

Ealing Broadway, Bedford, Kettering, Melton Mowbray, York & return. Steam-hauled throughout.

Loco: No. 60163 *Tornado* (Ealing-York) and No. 6233 *Duchess of Sutherland* (York-Ealing). RTC

30 'The Cathedrals Express'

London Victoria, Bath & return. Steam-hauled throughout.

Loco: No. 60163 *Tornado*. SD

December

2 'Christmas Lunch by Steam'

Circular tour from London Victoria. Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

2 'The Worcester Christmas Fayre'

Norwich, Worcester & return. Steam-hauled Norwich, Worcester, Peterborough.

Loco: No. 60163 *Tornado*. RTC



Semaphore signals still give a steam-era look to Blackford as Peppercorn A1 Pacific No. 60163 *Tornado* passes with the northbound 'Aberdonian' on August 21. DAVE COLLIER



LMS Jubilee No. 45699 *Galatea*, taking on the identity of sister No. 45627 *Sierra Leone* (which was withdrawn in 1966 and scrapped), leaves Sheffield with the Railway Touring Company's 'The Coast to Coast Express' from Liverpool to Scarborough and return on Saturday, September 11. ALAN WEAVER

4 'The York Yuletide Express'
Liverpool, York & return. Steam-hauled throughout.
Loco: No. 35018 *British India Line*, No. 45690 *Leander*, No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC

4 'The Lincoln Christmas Express'
King's Cross, Lincoln & return. Steam-hauled throughout.
Loco: No. 44871. RTC

5 'The Cathedrals Express'
King's Cross, Lincoln & return. Steam-hauled throughout.
Loco: No. 60163 *Tornado*. SD

5 'Melton Mowbray Christmas Fayre'
Tyseley, Coleshill Parkway, Nuneaton, Melton Mowbray & return. Steam-hauled throughout.
Locos: No. 6233 *Duchess of Sutherland* and No. 7029 *Clun Castle* (top and tail). VT

5 'Harringworth Viaduct Lunchtime Shuttle'
Melton Mowbray, Corby & return. Steam-hauled throughout.
Locos: No. 6233 *Duchess of Sutherland* and No. 7029 *Clun Castle* (top and tail). VT

7 'The Bath and Bristol Christmas Express'
London Victoria, Salisbury, Bath, Bristol & return. Steam-hauled throughout.
Loco: No. 60163 *Tornado*. RTC

8 'Chatsworth Christmas Sparkle Express'
Carnforth, Lancaster, Preston, Crewe,

Chesterfield & return. Steam-hauled Crewe, Chesterfield & return.
Loco: No. 34046 *Braunton*, No. 45231 or No. 46100 *Royal Scot*. ST

9 'The Cathedrals Express'
Southend East, Oxford & return. Steam-hauled Southend East, Oxford, West London.
Loco: No. 60163 *Tornado*. SD

11 'Christmas Lunch by Steam'
Circular tour from London Victoria. Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. BEL

11 'The Birmingham and Shrewsbury Christmas Express'
Paddington, Birmingham, Shrewsbury & return. Steam-hauled throughout.
Loco: No. 44871. RTC

11 'The Edinburgh Christmas Market'
York, Edinburgh & return. Steam-hauled throughout.
Loco: No. 60163 *Tornado*. RTC

11 'The Merchant Venturer'
Solihull, Leamington Spa, Bath, Bristol & return. Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

15 'The Christmas White Rose'
Llandudno Junction, Manchester, York & return. Steam-hauled Crewe, York & return.
Loco: No. 34046 *Braunton*, No. 45231 or No. 46100 *Royal Scot*. ST

16 'The Christmas White Rose'
Cambridge, York & return. Steam-hauled throughout.

Loco: No. 60163 *Tornado*. RTC

17 'Steam Special - Christmas Lunch'
Departing from London Victoria. Steam-hauled throughout.
Loco: 'Black Five' (TBC). NB

18 'The Christmas White Rose'
King's Cross, York & return. Steam-hauled throughout.
Locos: No. 60163 *Tornado* (King's Cross-York) and No. 6233 *Duchess of Sutherland* (York-King's Cross). RTC

18 'Pennine Moors Christmas Cracker'
Rugby, Birmingham, Wolverhampton, Crewe, Blackburn, Burnley, Copy Pit, Manchester, Crewe. Steam-hauled from Crewe.
Loco: No. 34046 *Braunton*, No. 45231 or No. 46100 *Royal Scot*. ST

18 'The Christmas White Rose'
Tyseley, York & return. Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

21 'Steam Special - Christmas Lunch'
Huddersfield, Manchester Victoria. Steam-hauled throughout.
Loco: 'Black Five' (TBC). NB

Regular Steam

Daily until October 29
'The Jacobite'
Fort William, Mallaig & return. Steam-hauled throughout.
Locos: Nos. 44871 or 45407. WCR

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PITCHFORD HALL PITCHES IN TO BOOST SEVERN VALLEY AUTUMN GALA

Making a welcome return after an absence of two years was the Severn Valley Railway's first major gala since Covid-19 struck, reports John Titlow. The September 16-19 autumn steam gala featured last-minute guest GWR 4-6-0 No. 4953 *Pitchford Hall*.

The last Severn Valley Railway autumn gala was held in September 2019, when the visiting locomotives were Southern Railway duo Q 0-6-0 No. 30541 from the Bluebell and West Country 4-6-2 No. 34092 *City of Wells* from the East Lancashire Railway.

In April, the railway had a 'Spring Steam Up', with the successful visit of new-build GWR Saint 4-6-0 No. 2999 *Lady of Legend* from Didcot Railway Centre.

LMS 4-6-2 No. 6233 *Duchess of Sutherland* had been booked to headline this September's event but was pulled out due to mechanical problems, causing difficulties for the organisers at very short notice by not having a named guest locomotive.

The Epping Ongar Railway stepped into the breach by loaning 1929-built GWR 4-6-0 No. 4953 *Pitchford Hall*, resplendent in its BR lined black livery.

First full-line runs

Credit must go to the SVR and the EOR for arranging this suitable replacement at such short notice, let alone organising its transportation by React Plant from Essex, which returned with Class 14 0-6-0DH D9551 for the EOR's diesel gala over the following weekend, September 26/27.

The tender of No. 4953 arrived on the Tuesday morning before the gala and the locomotive followed in the afternoon, looking filthy having been driven through a rainstorm. After unloading at Bridgnorth, the locomotive was shunted onto the shed for watering. The following day it was lit up and ran light engine to Bewdley, where it was to work all its duties looking clean and shiny.

No. 4953 has previously visited the SVR in 2007 but never covered the complete line due to the severe flooding that year. It hauled special services from Bewdley, then transferred to the main line at Kidderminster and continued through to Birmingham Snow Hill.

Its visit might be called a homecoming, because *Pitchford Hall* is named after the nearby stately home between Much Wenlock and Shrewsbury (Hagley Hall the house is even closer to the SVR).

More challenges

Again, matters did not go according to plan because there was a problem with the trailer transporting the second guest engine, West Somerset Railway plc chairman Jonathan Jones-Pratt's WR 0-6-0PT No. 9466, from the Ecclesbourne Valley Railway, causing a delay of 24 hours. The pannier did not arrive

until the Thursday morning, day one of the gala, and unfortunately its arrival coincided with the school run in Bridgnorth just before 9am. It missed the first day of the gala but performed well the other three days.

Yet more spanners in the works! Thursday's service was delayed slightly when GWR 2-8-0 No. 2857 was running light engine from Bridgnorth to Kidderminster due to sheep on the line around Hampton Loade, and Port Talbot Railway 0-6-0ST No. 813 sadly failed later. However, No. 813 did manage to get some workings hauling the freight between Bewdley and Kidderminster and looked perfectly at home on a loose-coupled mixed rake of Great Western wagons.

The gala coincided with the reintroduction of the popular hop-on, hop-off service, giving passengers time at the various stations following the easing of coronavirus restrictions.



A busy scene at Bridgnorth shed on the morning of September 15 as *Pitchford Hall* is steamed for the first time following its arrival, in the company of pannier tank No. 1501, Churchward 28XX 2-8-0 No. 2857 and Ivatt 4MT 2-6-0 No. 43106. JOHN TITLOW





Above: A unique line-up showcasing pannier tank history at Kidderminster on September 18, with resident Collett 57XX No. 7714, Hawksworth 15XX No. 1501 and visiting Hawksworth 94XX No. 9466. JOHN TITLOW

Right: A rare double-headed pairing of Hawksworth pannier tank designs, as Nos. 9466 and 1501 approach the summit of Eardington Bank on September 18. JOHN TITLOW



Below: Perfectly matched with the SVR's Great Western carriages, Hall No. 4953 *Pitchford Hall* climbs towards Foley Park Tunnel on September 16. JOHN TITLOW





Bulleid West Country Pacific No. 34027 *Taw Valley* accelerates away from the permanent way slack at Sterns towards Hay Bridge on September 18. CLIVE HANLEY



Port Talbot Railway 0-6-0ST No. 813 departs from Bewdley with a 15-wagon goods train on September 16. JOHN TITLOW

Steam-era shunts

At Bewdley, platform one was unused apart from the freight, platform two for Up trains and three for Down. The freight had only one brake van, so this had to be put on the opposite end for its return; not a simple task of running round, and during shunting water was taken. Watching the shunting taking place as passenger trains arrived and departed reminded us of times gone by when railways were labour-intensive and life was much slower. How good to see freight trains on the Valley again!

The loop outside Kidderminster played an important role in freeing platform space in the station, especially with the shunting of the freight. Trains were able to depart onto the double-track section and were then held at the signal immediately before the single-line section begins.

Nice little touches were the headboards and codes. West Country 4-6-2 No. 34027 *Taw Valley* ran with a Southern headcode and quartered buffers on its first train of the gala, while *Pitchford Hall* had a variety of codes and headboards.

During the gala, Eardington celebrated becoming a station in its own right after being under the control of Bridgnorth since preservation; it was under Highley's control during Great Western and BR days.

In 1982 it was last used as a request stop and removed from the timetable. During the night running the station was lit with oil lamps and looked wonderfully atmospheric in the twilight.

600 volunteer shifts

A very intensive service was run and timekeeping was good apart from a few minor delays. More than 20 movements took place on the Saturday, including night running behind Ivatt 'Flying Pig' 2-6-0 No. 43106. Locomotives used throughout the gala were Nos. 7714, 34027, 9466 and 1501 facing north, and Nos. 4953, 2857, 813, 75069 and 43106 facing south.

Sadly, No. 4953 failed on the Sunday with firebar problems and was placed on view on the Down goods line at Bewdley. No. 34027 was its replacement, leaving Bewdley late on the first train, but time was made up during the day. The goods train did not run because No. 7714 was utilised to keep the full passenger timetabled service. The double-heading that day, with Nos. 1501 and 9466, was also cancelled as both tanks were in use single-heading on trains. An amended locomotive diagram was efficiently produced at very short notice.

"It really is very satisfying that the SVR has pulled off this gala so well," said Brian Malyon, chairman of the Steam Gala Committee. "Considering how recently Covid-19 restrictions have been eased, and the fact that we only reintroduced hop on, hop off services a couple of weeks ago, I think we've done this very successfully."

"Once again, the SVR has risen to the occasion and it's testament to our volunteers, who, over the course of the four-day event, have put in about 600 shifts between them, carrying out roles from footplate crew to station staff and everything in between."

Pitchford Hall returned to the EOR on September 28 while No. 9466 is staying until mid-October to operate further services. **HR**



Above: BR Standard 4MT 4-6-0 No. 75069 departs from Bridgnorth through Oldbury cutting with the 10.55am train for Kidderminster on September 19. MARTYN TATTAM



Left: Happy in his work is Ian Mark Hollis, resting on his pole between shunting duties at Bewdley on September 17. JOHN TITLOW

Below: An atmospheric scene as dusk falls at Eardington station, with the oil lamps aglow. JOHN TITLOW



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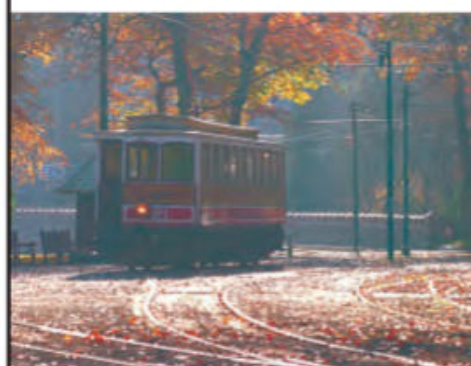


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CELEBRATING 50 YEARS OF MAIN LINE STEAM

Saturday, October 2 will see GWR 4-6-0 No. 7029 *Clun Castle* head a special marking 50 years to the day since No. 6000 *King George V* broke the British Rail steam ban. **Robin Jones**, who photographed that legendary comeback train from the lineside in 1971, reports.

The end of main line steam in 1968 spurred thousands of enthusiasts to emulate the successful early preservation schemes like the Talylyn, Ffestiniog, Keighley & Worth Valley, Dart Valley, Bluebell and Severn Valley railways and devise similar projects of their own.

However, it was only a matter of time before questions were asked – what about running steam specials on the network once again?

Having a fleet of main line steam locomotives on a heritage line is indeed a superb achievement. Yet there were many who, while admiring the preservationists, remained more than a little disappointed.

Heritage lines run under the provisions of the 1896 Light Railways Act, which set a maximum speed of 25mph. Seeing a glorious green, red, black or blue giant from the halcyon age of steam looking resplendent and well cared for at a preservation base is one thing, but riding behind as it stretches its legs and shows just what it is capable of doing is another.

British Rail imposed its ban on the use of steam locomotives to haul main line trains after IT57, the 'Fifteen Guinea Special', ran on August 11, 1968. One locomotive was exempt from the ban – A3 Pacific



No. 4472 *Flying Scotsman*, which had been bought out of service by the late Alan Pegler in 1963. The ban, which excluded BR's 2ft gauge Vale of Rheidol Railway, was slightly lifted to permit a mere handful of positioning moves and also to allow three preserved locomotives, including GWR 4-6-0 No. 7029 *Clun Castle*, to steam on a length of track at Cricklewood Depot open day in July 1969.

Because permission had been obtained before the ban was announced, the Great Western Society took its Collett 0-4-2T No. 1466 and matching auto-trailer No. 231 to operate a service on the Cholsey to Wallingford branch on September 21, 1968.

However, total prohibition on the UK network became effective when *Flying Scotsman* embarked on its ill-fated tour of North America later that year. There were still very local exceptions, such as in 1969 when preserved LNER J27 0-6-0 No. 65894 was steamed over the main line from the NCB works at Philadelphia to Thornaby depot, passing through Newcastle Central in the middle of the day, and in October that year when North Eastern Railway Preservation Group members ran its Q6 0-8-0 No. 63395 up and down Thornaby depot yard.



King George V heads through Knowle & Dorridge en route to Tyseley on October 2, 1971, the first day of its successful trial tour intended to see if steam could be allowed back on to the national network. ROBIN JONES

“Hundreds of thousands of people flocked to the lineside to see it. The trip was a triumph for steam, for Swindon engineering, and the preservation sector, at a time when steam may have disappeared but had certainly not been forgotten.”

Steam superstar: King George V is understandably the centre of attention at the packed Tyseley depot open day in October 1971 following its ban-breaking run from Hereford. CM WHITEHOUSE



GWR 4-6-0 No. 6000 King George V approaches Tyseley with its groundbreaking steam comeback trip on Saturday, October 2, 1971. CM WHITEHOUSE



King George V heads past Twyford with its follow-up trip on October 7. T OWEN/COLOUR-RAIL.COM



A3 4-6-2 No. 4472 Flying Scotsman and GWR No. 6000 King George V double-head at Grafton, near Hereford, with the Newport-Shrewsbury 'Atlantic Venturers Express' on September 22, 1973. HUGH LLEWELLYN/CREATIVE COMMONS



GWR 4-6-0 No. 6998 Burton Agnes Hall storms past Fenny Compton with one of the first year's return to steam trips on October 10, 1972. T OWEN/COLOUR RAIL

When the Great Western Society's South West Group was based at Bodmin General shed (long before the formation of the Bodmin & Wenford Railway), it obtained permission to run GWR 0-6-0ST No. 1363 and Hawksworth Brake Composite No. 7372 in and out of the station on July 11, 1970. About 1000 people attended.

However, it seemed to everyone that live steam would be solely confined to heritage railways after August 1968.

Behind the scenes, from 1968 onwards, the Association of Railway Preservation Societies – the forerunner of today's Heritage Railway Association – had a committee whose members were delicately carrying out negotiations with BR about letting steam specials back on the main line.

The British Railways Board had been hostile to the idea, but the appointment of Richard Marsh as chairman seemed to coincide with a change in direction.

However, the man credited with persuading the BR board to do a U-turn was Peter Prior, then managing director of Bulmers, the big cider manufacturer in Hereford, which had established a since-closed railway museum at its premises.

Having sponsored the overhaul of the National Collection's GWR 4-6-0 No. 6000 *King George V*, Peter wanted to see the engine haul the five-coach Bulmers Pullman exhibition train on a promotional tour of the country. To everyone's surprise and delight, he got his way, after being supported by Marsh.

On September 13, 1971, *King George V* was approved for main line running by inspector Norman Tovey, and two days later underwent an unannounced trial run to Newport. Not only that, but three extra BR Mk.1 coaches were added for fare-paying passengers.

No. 6000 made a four-day tour of the Western Region, taking in Swindon, Newport Kensington Olympia and Birmingham in early October 1971, with driver Ron Wargen and fireman Derek Foster on the footplate and Jack Temple as chief inspector.

Hundreds of thousands of people flocked to the lineside to see it. The trip was a triumph for steam, for Swindon engineering, and the preservation sector – at a time when steam may have disappeared but had certainly not been forgotten, and the big screen adaptation of Edith A Nesbit's classic *The Railway Children* was enthraling a generation of future steam fans across the country.

I well recall the sunny afternoon of Saturday, October 2 that year, when, as a young teenager, I walked the third of a mile from Dorridge Cricket Club in Solihull, where my dad was secretary and first team umpire, to Knowle & Dorridge station on the Birmingham to Leamington line, carrying my prize possession, a Kodak Instamatic camera, with the hope of snapping the special as it went past.

Back then, timings were passed by word of mouth – there was no internet with sites giving full details of special trains, as has long been the case today.

It was on that GWR route that my elder brother Stewart and I undertook all our trainspotting in the early 1960s.

When I found one of our older Ian Allan abc locospotters' books stuffed down an old sofa prior to its scrapping many decades later, I saw that virtually every member of the GWR Grange class was underlined.

Widney Manor, the next station to the north of Knowle & Dorridge, was our happy hunting ground during school summer holidays in the early 1960s. In early 1971, after I saw Widney Manor's original station buildings being demolished, I obtained a totem sign from one of the workmen and still have it in my loft today.

King George V eventually appeared, at the head of the green-and-cream-liveried Bulmer Pullmans. In a flash, it sped past myself and a crowd of photographers gathered on the lineside, nearing the end of its journey from Hereford via Severn Tunnel Junction, Swindon, Oxford, Solihull and Tyseley. Amazingly, the fare was only £5.

Two days later, No. 6000 headed a second 'Return to Steam' special, this time from Birmingham Moor Street to Kensington Olympia. A third special was run on October 7 from London back to Hereford.

About 18,000 people came to Tyseley depot's open day on October 2 to see *King George V* (along with LMS 4-6-2 No. 6201 *Princess Elizabeth* and the home fleet) following the successful trial run from Hereford. This open day was also key to unlocking the door to the return of main line steam as Pat Whitehouse, who founded Tyseley as a preservation centre, wisely shared profits from the day with BR; he was rightly keen to demonstrate in a practical way that 'steam paid'.

The tour proved a resounding success. No serious problems were encountered – and BR had been convinced. It agreed to open 300 miles of track to steam and approved

23 locomotives for use on them. Swindon products included in the approval list were *King George V*, *Clun Castle*, No 4079 *Pendennis Castle*, panniers Nos. 7752 and 7760, prairie No. 6106, No. 6998 *Burton Agnes Hall*, auto tank No. 1466, mogul No. 5322, Standard 4MT No. 75029 and Standard 9F No. 92203.

Steam's return

BR announced its very limited 'Return to Steam' commencing in June 1972.

The rules were lightly used routes; suitable steam locomotive based nearby; and a triangle or other turning facility at each end. BR had removed all steam infrastructure, few turntables existed, and there were virtually no watering facilities.

The initial routes were:

■ **Tyseley-Didcot:** A steam centre at either end, with GWR 4-6-0s *Clun Castle* at Tyseley and *Burton Agnes Hall* at Didcot.

■ **Carnforth-Barrow-in-Furness:** Carnforth-based LMS 'Black Fives' Nos. 44871, 44932 and 45407.

■ **Guide Bridge-Sheffield via Hope Valley:** LMS Jubilee No. 5596 *Bahamas*, based at Dinting near Guide Bridge.

■ **Newport – Shrewsbury:** GWR 4-6-0 No. 6000 *King George V*, based at the midway point of Hereford.

■ **York-Scarborough:** LNER A4 Pacific No. 19 *Bittern*, then housed in York roundhouse.

■ **Newcastle-Carlisle:** Another A4, No. 4498 *Sir Nigel Gresley*, was then housed in County Durham.

No. 7029 hauled the first train of the series on June 10, 1972, from Tyseley to Didcot, with No. 4498 handling a Newcastle-Carlisle and return tour the following weekend. Then there was a break for the summer as BR could not make coaching stock available during the holiday period.

Autumn 1972 saw further engines join in and some increased flexibility in the operations, while both 1973 and 1974 saw more routes opened up and more engines certified, such as:

■ **Inverkeithing-Dundee:** With A4 No. 60009 *Union of South Africa*.

■ **Leeds-Carnforth:** No. 92220 *Evening Star* and No. 4771 *Green Arrow*.

■ **Basingstoke/Eastleigh-Westbury:** No. 35028 *Clan Line* and No. 92203 *Black Prince*.

■ **Birmingham/Hatton-Stratford-upon-Avon, Shrewsbury-Chester, Oxford-Hereford and Barrow-Sellafield** were also added.

The engine which could have kept main line steam alive in Britain after the 'Fifteen Guinea Special' through its owner's contract with BR was *Flying Scotsman*. However, in late 1969 it had embarked on a promotional tour of North America which resulted in the bankruptcy of its owner, Alan Pegler, and the A3 left stranded in California. Fears for its future grew.

It was the late William McAlpine, multi-millionaire enthusiast, who alone was able to purchase the engine and repatriate it before any American creditors were able to do their worst.

Return to steam: The first authorised main line steam train after the 1971 trial trip ran on June 10, 1972. Tyseley's No. 7029 *Clun Castle* heads its train at Bordesley, next to Tyseley depot, in the rain ready to begin the historic journey to Didcot, where a diesel will take over for the journey to Hereford. Then, No. 6000 *King George V* will run up to Shrewsbury. The trip would be repeated in the reverse direction on the following day. Hawksworth GWR engineer's saloon No. 80972 behind the locomotive, then a support coach, was used for entertaining suitable guests to help the continuing process to develop Tyseley as a steam centre. CM WHITEHOUSE



The engine arrived in Liverpool docks in February 1972 and steamed light engine to Derby for a thorough overhaul.

Its main line debut in McAlpine's hands was double-heading the 'Atlantic Venturers Express' on the North & West route with none other than No. 6000 on September 22, 1973.

Following No. 4472's overhaul at Derby, it spent a summer season on the Dartmouth Steam Railway, which was then named the Torbay Steam Railway, after it was bought out of service from BR by the operating company of the nearby Dart Valley Railway. Indeed, the Torbay line had become the first operational section of the national network to be privatised.

After its stint at Torbay, *Flying Scotsman* went on to haul regular main line tours.

Breaking the ban

No. 6000 *King George V* was the first of the Great Western Railway's legendary flagship class.

GWR chief mechanical engineer Charles Collett, who was far more an innovator than an inventor, continued with predecessor George Jackson Churchward's basic design principles of narrow fireboxes, boilers with good circulation, and high pressures with moderate levels of superheat.

While Collett's Castle 4-6-0s were a stunning success, by 1926 the demand for an even larger locomotive to serve the Swindon empire was apparent.

Collett was duly instructed by GWR's general manager, Sir Felix Pole, to go ahead with the design and construction of a 'Super-Castle', capable of hauling heavier expresses between Paddington and the West of England and the Midlands at average speeds of about 60mph.

No. 6000 emerged from Swindon works in June 1927. Bigger than anything previously seen, it represented the ultimate development of Churchward's four cylinder 4-6-0 concept. Churchward's preference for locomotives without trailing wheels was in order to maximise adhesion on the notorious South Devon banks on the West of England main line to Plymouth, then the GWR's most important route, and who was Collett to challenge this basic design principle – if



No. 6000 heads its trial train out of Box Tunnel in October 1971. COLOUR-RAIL.COM

it works, why fix it? The Kings were the heaviest 4-6-0s in Britain and had the highest tractive effort.

Two months after it was outshopped, No. 6000 was shipped to the United States to feature in the Baltimore & Ohio Railroad's centenary celebrations that year. During the celebrations it was presented with a bell and a plaque, and these are carried to this day.

A total of 30 Kings were built at Swindon in two batches in 1927/28 and 1930. Heavily restricted in view of their weight, they were mainly seen between Paddington and Plymouth and Paddington and Shrewsbury, their additional power being less needed on the more level routes to Bristol and South Wales.

The class was fitted with double chimneys and four-row superheaters in the 1950s, giving a marked improvement in performance and were recorded as comfortably exceeding 100mph on occasions.

No. 6000 attained the highest-ever drawbar horsepower achieved by a class member – 1951edhp. Sister No. 6001 *King Edward VII* reached 109mph, the highest speed ever recorded by a King. Both were fitted with the four-row superheaters and double chimneys for their record runs.

However, despite their prowess, the magnificent Kings were an early target for withdrawal as the Western Region diesel-hydraulic classes came on stream in the early 1960s, and all of the Kings had gone by the end of 1962.

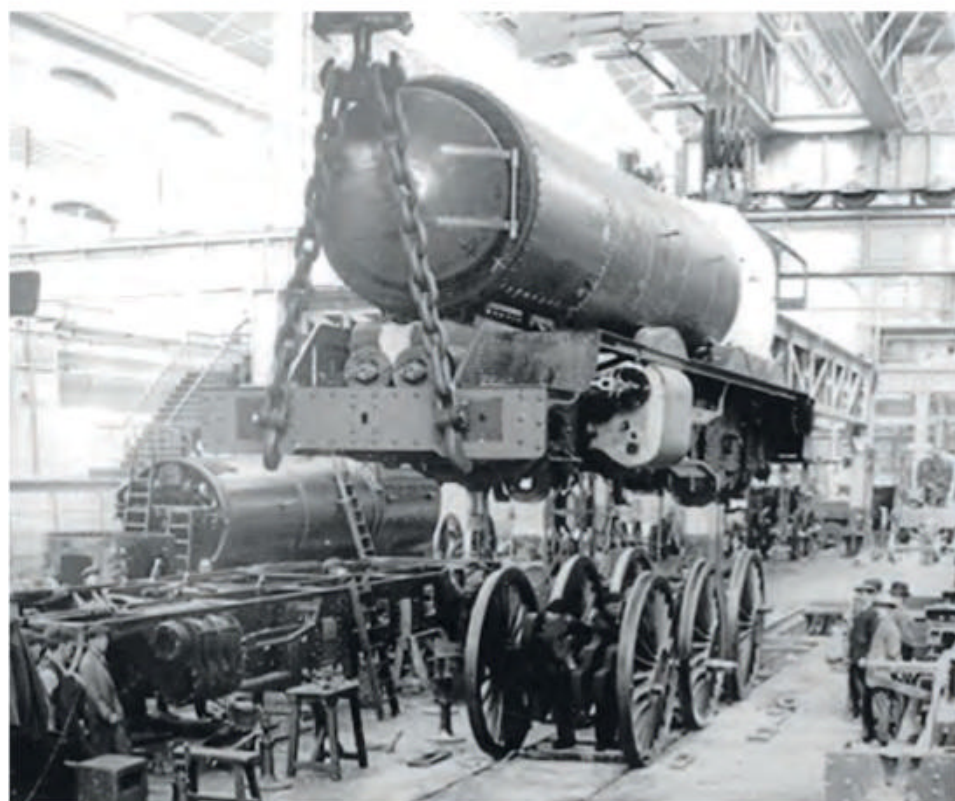
Remarkably, No. 6018 *King Henry VI* was reinstated to work the Stephenson Locomotive Society 'Farewell to the Kings' railtour from Birmingham Snow Hill to Swindon on April 28, 1963.

King George V was withdrawn in 1962 with 1,910,424 miles on the clock and, as the first of the class, was officially preserved in the National Collection.

It was stored at Swindon until it moved to Stratford in December 1964, returning to Swindon on December 31, 1966.

After that, it was loaned to Bulmers Cider Ltd on August 9, 1968, two days before the 'Fifteen Guinea Special'.

Willing volunteers provided the manpower to haul it out of Swindon stock shed, on its way to an engineering works in Newport for restoration to main line running order in the hope that BR might one day be persuaded to lift its steam ban. *King George V* arrived at Hereford fully restored on November 13, 1968.



Collett's masterpiece: GWR 4-6-0 No. 6000 *King George V* being assembled at Swindon. GWT COLLECTION



The legendary ban breaker: *King George V* on display in the Great Hall of the National Railway Museum in 2012. ROBIN JONES



Tyseley flagship No. 7029 *Clun Castle* back in action on Vintage Trains' 'Shakespeare Express' on August 29. As reported last issue, the locomotive's return to action this year was delayed after a steam leak requiring urgent attention was discovered on July 26, but the problem has since been rectified. JACK BOSKETT

After 16 years of running following its historic October 1971 exploits, owner the National Railway Museum declined to fund an expensive overhaul for No. 6000, partly because another member of the class, No. 6024 *King Edward I*, had by then been restored for main line operation.

Also, the higher ballast beds in place on the Western Region since the early 1980s, to allow for the high speed running of the Intercity 125 High Speed train sets, had greatly reduced the running-level loading gauge of the former GWR main line, especially under bridges, to 13ft 1in.

Therefore, to facilitate the running of a King over the network, there was the need to reduce the height of the original GWR-built chimney, cab and safety valve bonnets by 4in, as had been done by the restorers of *King Edward I*.

No. 6000 had its last run in September 1987, from Swindon to Hereford.

When Bulmer's Steam Centre closed, No. 6000 was destined for a life on static display at STEAM – Museum of the Great Western Railway, which is situated in part of Isambard Kingdom Brunel's locomotive works in Swindon, or at the NRM in York.

Sadly, *King George V* may therefore never steam again, but the doyen of the GWR's most powerful class not only made its mark during its working life but also created preservation history and blazed a trail for others to follow.

A new steam age

Since No. 6000 broke the steam ban, many more locomotives have been, at various times, certified for use on the national network; indeed, main line specials have become part and parcel of many a local tourist economy. A steam train can decant 500 people at a stroke into a resort like Scarborough, Swanage or Minehead to the benefit of local traders.

Much has been accomplished on the national network since 1971 by train operators, tour companies and locomotive

"A steam train can decant 500 people at a stroke into a resort like Scarborough, Swanage or Minehead to the benefit of local traders."

owners. However, the resurgence of steam reached a new plateau in late 2008 when an all-new steam locomotive, the 50th Arthur H Peppercorn A1 Pacific No. 60163 *Tornado*, undertook a series of main line test runs in grey primer.

It was the first new locomotive to be built for the UK network since BR Standard 9F 2-10-0 *Evening Star* was outshopped from Swindon in 1960.

The £3 million project began in 1990 as a result of informal discussions by enthusiasts in Darlington who lamented that not one Peppercorn A1 had been saved.

The group that was to become the A1 Steam Locomotive Trust first met on March 24, 1990, to discuss the feasibility of building a replica Peppercorn A1, and the first part was manufactured four years later.

After running in on the Great Central Railway, *Tornado* completed its first passenger trip on Network Rail on January 31, 2009, a return trip from York to Newcastle, via Darlington and Durham.

Tornado was officially named at York station on Thursday, February 19, 2009 by Prince Charles and the Duchess of Cornwall before hauling the Royal Train to Leeds with the couple on board.

Tornado attracted huge crowds of onlookers wherever it went. People flocked to glimpse this magnificent new beast which had its roots in the legendary steam era but was a product of the modern age.

A new pinnacle was reached at 3.42am on April 12, 2017, when on a test run between Newcastle and Doncaster on the East Coast Main Line, *Tornado* hit 101mph. In doing so, it became the first steam locomotive since 1968 to officially travel at 100mph on the

national network. I was fortunate enough to have been invited on board, but for this new landmark, my trusty Kodak Instamatic had been long relegated to a study drawer, having succumbed to 126 cartridge film; state of the art for mass-market cameras in 1971, having been discontinued many years before, and with digital technology now ruling the roost.

This new heritage era record showed that another ghost of 1968 had well and truly been laid to rest!

Anniversary tour

Half a century to the day after No. 6000's legendary tour, Vintage Trains is to run 'The Return to Steam 50th Anniversary Special' from Tyseley Locomotive Works behind No. 7029 *Clun Castle*.

Picking up at Birmingham Snow Hill, it will head through Worcester, Gloucester and Newport to Cardiff for a three-hour stop.

Departing Cardiff, the train will pass through Newport before continuing, just like the original 'Return to Steam' special, to join the South Wales main line for a sprint through the Severn Tunnel to Swindon and a water stop at Milton.

It will continue to Birmingham with a photographic stop at Banbury and a climb up Hatton bank. Passengers will be set down at Snow Hill and Tyseley Locomotive Works. There will be a diesel support locomotive on the rear.

With Covid-19 safety precautions paramount, seating is available in 'bubbles' of two or four Pullman cars and open coaches, with private compartments for six people also available. More details are available at <https://vintagetrains.co.uk/return-to-steam> or by calling 0121 708 4960. **HR**

Build your own 9F – and two Prairie tanks

AN extensive selection of Winson Engineering castings to build a Standard Class 9F 2-10-0 and two GWR 2-6-2T models sold for £5100 at a Lacy Scott & Knight of Bury St Edmunds collectors' models sale on August 20. Included in the lot were boilers, cylinders and associated parts.

Just below the four-figure mark was GWR 2-6-2T No. 6157 made by Lee Marsh Model Co of Fife in O-gauge (£920), and at £780 came a Reeves of Warwickshire 3½in gauge live steam 0-4-0T *Tich*, followed by two models each at £720.

This pair comprised a 2½in gauge live steam Great Northern Railway Pacific No. 1470 and an O-gauge LMS No. 45126. The GNR model was named *Eastern Star* rather than *Great Northern* as carried by the actual locomotive, while the 'Black 5' was a Ludlows of Bolton reproduction Bassett-Lowke model. Prices quoted exclude buyer's premium of 22½% (+ VAT).

Second class No. 000 is No. 1 in Paddington ticket auction

A SOUTHSEA Tramway ticket numbered 000 for a second class journey from Shanklin to London Bridge via Ryde was the runaway winner with a realisation of £2050 in Paddington Ticket Auctions' postal and email 900-lot sale that ended on August 31.

Overseas tickets then took centre stage, led by two lots of Kowloon-Canton Railway tickets that each fetched £1250, followed by a collection of 10 Tasmanian Government Railways' examples mostly dated 1934 that also went for £1250. Prices exclude buyer's premium of 10% (+ VAT).

→ SOUTHERN Railway Class T9 'Greyhound' No. 312 was first past the post in a Vectis model trains and railwayana auction on August 20, when a Hornby 00-gauge model of the 4-4-0 in 1938 livery went under the hammer for £500. The model was part of a limited edition suburban set that also included four coaches. The locomotive on which the model was based was built in May 1901 at the London & South Western Railway's Nine Elms Works and withdrawn by BR from Stewarts Lane, Battersea, (73A) as No. 30312 in March 1952. The price excludes buyer's premium of 25% (inc VAT).

GWR will try to steal the show but LNER is set to take the crown

A QUARTET of nameplates from the LNER, a trio from the GWR, and a heritage modern traction representative will be the heavyweights in GW Railwayana's auction on November 13. The star will be *Merlin* and badge from A4 No. 60027, supported by *Miles Beevor* from a second A4, No. 60026, *Melton* from A3 No. 60044, and *Silurian* from A1 No. 60121, as reported in last month's issue.

The GWR contingent comprises *St Fagans Castle* (No. 5067), *Queen's Hall* (No. 5912), and *Merevale Hall* from No. 5971.

Both Nos. 5067 and 5971 were built at Swindon in 1937, the former in July of that year and the Hall three months earlier, and were withdrawn respectively from Reading (81D) in July 1962 and Bristol Barrow Road (82E) in December 1965.

The oldest of the trio is No. 5912, having entered traffic in June 1931 and giving more than 31 years' service before ending its days at Banbury (84C) in December 1962.

Preserved 50

The new era interloper is *Ramillies* from Class 50 'Hoover' Co-Co D419/50019, built in May 1968 by English Electric at Vulcan Foundry in Newton-le-Willows and now based at the Mid-Norfolk Railway, having been saved for preservation



on withdrawal in September 1990.

Returning to the GWR, there are cabside numberplates 6021 from *King Richard II*, 2936 from Saint class *Cefntilla Court*, and Hall trio 4946 (*Moseley Hall*), 5960 (*Saint Edmund Hall*), and 6991 (*Acton Burnell Hall*), and a quartet of Southern Railway cabsides – 2042, B31, B172, and E800.

The smokebox numberplate from No. 6021 will also be going under the hammer, as will 60506 from LNER A2 class Pacific *Wolf of Badenoch*, which started life in September 1936 as a P2 class 2-8-2 and was rebuilt as an A2 in April 1944. Other locomotive items are a regimental badge from LMS Royal Scot No. 46125 *3rd Carabinier*, and a fox from an LNER D49 class 4-4-0.

Worksplates include LNER

Doncaster 1946 (works No. 2007) from A2 No. 60516 *Hycilla*, among the station totem signs are two BR(M) auction first-timers Primrose Hill and Crouch Hill, and a reminder of William Stanier's pre-LMS railway career in the small shape of a solid silver pintray that was presented 'with grateful thanks' by the GWR to Stanier following the general strike of 1926, when he was works manager at Swindon.

Signs of the times

Enamel signs are currently in vogue, and among those in the auction are BR(Sc) toll charges and BR(M) barrier examples. The former, advising that tickets should be obtained from the gateman, is believed to come from Connel Ferry station on the Oban to Callander line, while the latter advises that 'The barrier will be closed to passengers when a train enters station (sic) and will remain closed until it departs.' There is also an Emerson Park Halt sign from the former London Tilbury and Southend Railway station that is now on the London Overground network.

The auction starts at 9.30am and bids will be live online, or by email, telephone or commission. It will be preceded the previous day, November 12, by a sale of posters, paintings, shedplates, carriage prints and clocks.

This auction, which also includes advertising enamels, will feature artwork

TICKETS FOR TOLL CHARGES
SHOULD BE OBTAINED
FROM GATEMAN

Isle of Wight theme as GCRA continues series of monthly auctions with O2 nameplate and SR target

GREAT Central's October 2 sale will have an Isle of Wight feel thanks to nameplate *Shanklin*, Southern Railway station target sign *Sandown*, and an Isle of Wight Central Railway enamel posterboard header.

The nameplate, which is making its auction debut, comes from W20, a London & South Western Railway O2 class 0-4-4T built at Nine Elms Works in March 1892 as No. 211 to the design of locomotive superintendent William Adams. It was shipped to the island by



the Southern Railway in 1923 and worked there for 43 years before being withdrawn from Ryde (70H) in December 1966.

Sandown station was opened in August 1864 and is so today on the electrified Ryde to Shanklin route, although it is temporarily closed due to an upgrade to the 8½-mile line, expected to be completed later this month.

There is also the smokebox numberplate from LMS Jubilee No. 45588 *Kashmir*, a North British Locomotive Company product built in December 1934 and withdrawn from Carlisle Kingmoor (12A) in May 1965.

The sale, Great Central's eighth 200-lot monthly auction, starts at 10am. Bids will be possible live online or by email, telephone or commission.



V2 class ready to make its mark in Talisman sale led by *Coldstreamer*

RACEHORSE names may have been a favourite theme for the LNER, but the eight Class V2 locomotives to be named bucked the trend by honouring regiments, public schools, or, in the case of the class leader, an express freight train.

One of the five regimental names stretched to 11 words and another 10, but headlining Talisman Railwayana's October auction will be the sole one-worder in the 184-strong class. It is *Coldstreamer* from No. 60873, which emerged

from Doncaster Works in May 1939 and was withdrawn by BR from Edinburgh St Margaret's (64A) in December 1962.

'Arthur' and 'Scot' plates

Three other nameplates will also be going under the hammer, including *Sir Hectimere* from King Arthur No. 30798 and *The Life Guardsman* from LMS No. 46150. The Southern Railway 4-6-0 was built at Eastleigh in June 1926 and withdrawn from Salisbury (72B) exactly 36 years later in June 1962, while the Royal Scot was outshopped by Derby in June 1930 and ended its days at Carlisle Kingmoor (12A) in November 1963.

The third plate is *Mount Mtorwi*, with one of its

cabside numberplates, from East African Railways' 59 class No. 5915, a 4-8-2+2-8-4 Garratt built by Beyer Peacock (works No. 7666) in Manchester in 1955.

V2s are further represented in the sale thanks to a 1937 Darlington worksplate from No. 60805 and the smokebox numberplate from No. 60816, while also from the LNER come a 1947 Darlington worksplate and the smokebox numberplate from B1 No. 61021 *Reitbok*, and two station direction signs, Knaresborough and Ely.

Posters too will be vying for attention, including examples by Terence Cuneo, Bryan de Grineau and Norman Wilkinson. Bids in the auction, which will run from October 2-20, will be accepted by email, telephone and post.



Industrial steam follows diesels in slide success

HERITAGE modern traction ruled the roost in the JustaClickago online auction of photographs, slides and negatives that ran from August 23-29. Heading the realisation charts at £880 was a collection of 500 colour slides featuring Class 37, 40

and 47 diesels, HSTs, and Class EM1/76 electric locomotives, all taken during the 1970s up to the 1990s.

The popular Class 52 'Western' diesel-hydraulics featured strongly, with a total of 150 colour slides taken

between 1974 and 1976, selling in three lots for £600, £560, and £540, followed by 59 colour slides of industrial steam in the late-1960s (£520). Prices in the 460-lot auction exclude buyer's premium of 18%.

Jackdaw flies into London sale accompanied by totem and two BR smokeboxes

GWR nameplate *Jackdaw* from Bulldog 4-4-0 No. 3447, a December 1909 Swindon product that was withdrawn from Worcester (85A) by BR in April 1951, will be joined by two smokebox numberplates and totem and Southern Railway station target signs in the Transport Auctions of London sale on October 30.

The smokeboxes accompanying *Jackdaw* are 3012 from a GWR ex-ROD 2-8-0 and 31808 from an SR Class U 2-6-0. Among the totems is Betws-y-Coed, a former LMS station deep in GWR territory, and signs include an SR bridge weight restriction notice that is believed to be of a type used in only the New Forest.

From the capital comes a Metropolitan Railway & LNER enamel direction sign to Watford station probably dating from November 1925, when the station was opened as the terminus of a Met Railway branch line and originally served by electric trains to Baker Street and LNER steam trains to Marylebone. The station is now on the London Underground Metropolitan Line and is Grade II listed.

The 400-lot auction, which also includes a Met Railway Bo-Bo electric locomotive destination plate, starts at 10am. Bids will be accepted live online or by telephone, email or commission.



Railwayana Auction Calendar

→ October 2

Great Central Railwayana
(Live online, email, telephone and commission)

→ October 2-20

Talisman Railwayana
(Email, telephone and postal)

→ Ends October 3

Railwayana Sales
(Internet and telephone)

→ October 3

Bristol Railwayana
(Live saleroom)

→ Ends October 12

Great Northern Railwayana
(Online)

→ October 14-November 2

Paperchase
(Email, telephone and postal)

→ October 22

Lacy Scott & Knight (railwayana and model trains)
(Live online, email, telephone and commission)

→ October 22

Vectis (model trains)
(Live online, email, telephone and postal)



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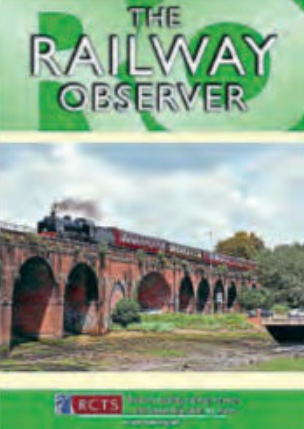
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New kids on the block give ground to steam in Big Four fightback

THE heritage modern traction generation has been making its presence felt in recent auctions, but Great Central Railwayana's September 4 sale showed there's still plenty of life left in the steam traditionalists, for leading the realisations were nameplates from three of the Big Four.

The leader of the pack was *Winchester* from SR Schools class No. 30901, which went under Mike Soden's hammer for £9400, followed at £7600 by *City of Liverpool* from GCR Class 1 No. 428/LNER Class B19 No. 1493, and in third place *Princess*

Augusta from GWR Star class No. 4058 (£5000).

A final steam nameplate was *Carra Castle*, carried by LMS-designed Northern Counties Committee of Ireland U2 class 4-4-0 No. 83, although its £3000 realisation was topped by *Great Whernside* from Class 60 Co-Co No. 60020, which flew the diesel flag by selling for £3900.

Topping the smokebox numberplate selection with a price of £4000 was 70031 from Britannia Pacific *Byron*, ahead of 46138 from LMS Royal Scot *The London Irish*

Rifleman (£2800), while GWR cabside numberplate successes included 5958 from *Knolton Hall* (£3100), 1016 from *County of Hants* (£1850), and 3028 from an ex-ROD 2-8-0 bought by the GWR in 1925 (£1500).

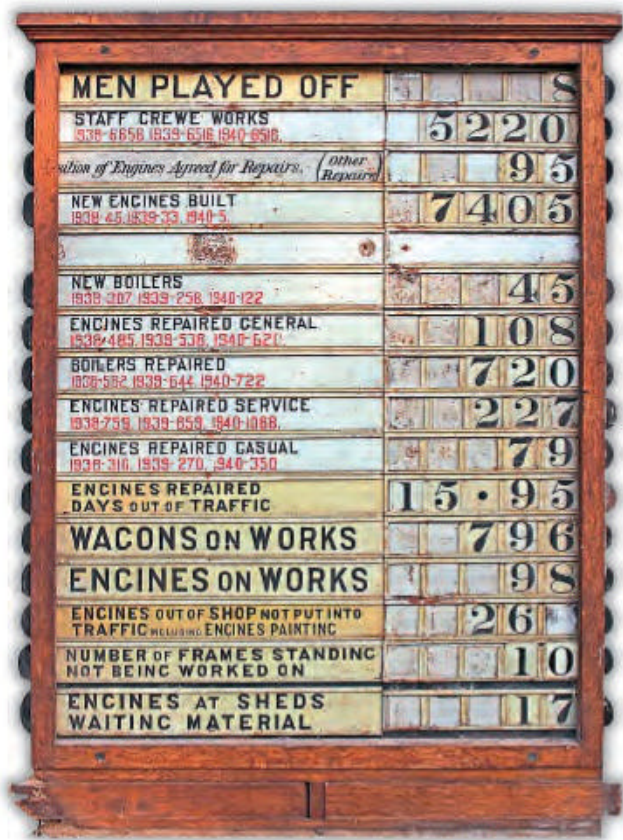
Branch plans

Other GWR eye-catchers were a set of detailed hand-coloured plans dating from 1911 for the entire Tavistock Junction-Launceston branch (£2200), and at £1500 each, an 1889 Sharp Stewart & Co worksplate from 0-6-2T No. 212 (£1500) and a police chief inspector's tipstaff.

The station totem signs line-up was led by BR(W) Leamington Spa General (£2900) ahead of BR(M) duo Bournville (£1900) and Kings Langley

& Abbots Langley (£1450), and signalling by signalbox nameboard Saunderton from the Great Western & Great Central Joint line that ran from Ashendon Junction to Northolt (£1500), and a Tyer's No. 6 tablet instrument (£1400).

Speaking post-sale, Mike Soden said: "Steam did very well, although the competition from diesels wasn't quite as strong as it has been of late, and single-line tokens seem to be a growth area." Prices at the auction, which was GCRA's seventh monthly 200-lot live online sale, exclude buyer's premium of 15% (+ VAT).



'No frills' Bloxham-style sale headed by pre-Grouping board and diesel panel

GREAT Central's 'Bloxham'-style auction on September 11 produced two four-figure realisations, comprising £1200 for a steam-era work-in-progress information board and £1000 for a flamecut cabside panel from a 1983-built diesel.

The board, of London & North Western Railway origin, was from Crewe Works and provided updates by way of data slot-in panels, while the flamecut was from Class 56 heavy freight Co-Co No. 56116, which was built at Crewe in March 1983 and withdrawn in February 2003 from Toton in Nottinghamshire, one of the country's largest rail depots that in the days of BR steam was coded 18A and later 16A.

At £920 came a London & South Western Railway 11ft 9in-tall lattice post distant signal and at £800 a 'Thornaby & intermediate stations' departure wooden board, followed by a painting by Mike Jeffries of LMS *Princess Coronation Pacific*

No. 46235 *City of Birmingham* at Birmingham New Street station that went for £780.

Three incomplete Tyer's No. 6 single-line tablet instruments from the Lymington area in Hampshire sold as a single lot for £700, BR(S) station totem sign BR(S) Hackbridge for £680, and a collection of more than 4000 negatives, slides and photographs, including overseas diesels, went to a new home for £580. Prices exclude buyer's premium of 15% (+ VAT).

The auction – dubbed 'Bloxham' by collectors as that was the location of this style of sale when held pre-Covid with a live saleroom audience but is currently purely live online – is a quickfire no-frills event with no reserves nor telephone or commission bids. It is a style that has become popular with those seeking general railwayana, and perhaps even a bargain or two, and is a model that other auction houses have followed.

Victorian railway companies and live steam models are Great Northern late arrivals

TWO early Victorian railway companies feature in late entries in Great Northern Railwayana's two-week auction that ends on October 12. From the Furness Railway, which started operations in 1846, comes a panel cut from a wooden carriage that carries the company's coat of arms, and from the Oldham Ashton & Guide Bridge Junction Railway a boundary marker engraved on local gritstone. This 6½-mile line ran its first trains in 1861 and was vested jointly in the GCR and LNWR in 1908.

Gauge one live steam models going under the online hammer are LMS 'Black 5' No. 44893 and LNER V2 No. 4795 (BR No. 60824), and there's the whistle from Northern Counties Committee of Ireland U2 class 4-4-0 No. 83 *Carra Castle*, one of whose nameplates was sold at Great Central's September 4 auction, as reported in this column.

Posters include an LMS circa 1930 'Travel speed comfort' example, advertising third class travel at 1d

per mile and first class at 1½d. The artwork, featuring a Royal Scot 4-6-0, is by Bryan de Grineau (1883-1957), who was the war artist for *Illustrated London News* in both world wars and also the Government's official Second World War artist.

The star lot in the auction is a nameplate from 1937 Crewe-built LMS *Princess Coronation Pacific* No. 46224 *Princess Alexandra* with its works and tender plates, as featured in issue 282.





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Join our team where you will be overhauling and maintaining our fleet of heritage railway coaches and wagons to meet the demands of our busy passenger services. Reporting to the Carriage & Wagon Manager, this is a permanent position based mainly at our Carriage & Wagon works at Pickering and Engineering facility at Kirby Misperton.

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- Preventative maintenance and annual examinations on service vehicles.
- Component replacement, repairs & overhauls on running gear, steam heating, vacuum brake and 24 volt electrics on rolling stock belonging to NYMR and private owners.
- Restoration of Historic Vehicles.

You will be a time served Level 2 or above in engineering with particular knowledge of Steam and Vacuum systems as well as Bogies. Previous experience of working in the heritage sector, having worked on MK1 coaches is essential. You will also be enthusiastic and a team player.

The position is full time based on 36.5 hours per week. A flexible approach to working hours is required as some weekend work will be necessary. You will also need a full driving licence as although based in Pickering you may also be required to work at other locations on our railway.

For an informal discussion about this role and salary indication please contact Sam Cumbor on 07852 338711

Mechanical Foreman

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- To lead a team maintaining a running fleet of Steam Locomotives capable of meeting the needs of the operating department.
- In consultation with the Motive Power Manager, identify daily, weekly and long-term priorities and plan work accordingly.
- Prepare in consultation with Motive Power Manager, examination and maintenance schedules and ensure that these are carried out and that records are properly kept up to date.
- To carry out heavy overhauls on Steam Locomotives that are out of traffic to return them to operational condition.

You will be a time served Level 2 or above in engineering with particular knowledge of steam locomotive operation and restoration. Previous experience of working on steam locomotives is essential. You will also be enthusiastic and a team player.

The position is full time based on 36.5 hours per week. A flexible approach to working hours is required as some weekend work will be necessary. You will also need a full driving licence as although based in Grosmont you may also be required to work at other locations on our railway.

For an informal discussion about this role and salary indication please contact Nick Simpson on 01947 895359 Ext. 483

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OO-scale model of well tank *Bellerophon* gets go-ahead

A MODEL of unique surviving Haydock Foundry 0-6-0 well tank *Bellerophon* is going ahead in OO scale.

KR (Keith Revell) Models Ltd makes limited runs of models that have not been previously produced by mainstream manufacturers, or that have not been available ready-to-run for many years – provided there are enough expressions of interest.

Bellerophon, now owned by the Vintage Carriages Trust and currently awaiting overhaul at the Foxfield Railway, was one of six almost-identical locomotives built between 1868 and 1887 for the Haydock Collieries, *Bellerophon* being turned out in 1874.

Its designer, Josiah Evans – one of the family who owned the collieries and foundry – was years ahead of his time in fitting these locomotives with outside motion and piston valves. The latter did not come into general

use for more than two decades, while outside motion did not become commonplace on British locomotives until the 20th century.

The model will feature *Bellerophon*'s complex outside Stephenson/Gooch valve gear, a cast chassis, and will be available with Digital Command Control. Three liveries will be offered: black; National Coal Board green; and the lined brown guise applied in preservation.

It can be ordered at £160 (DCC ready) or £190 (DCC fitted) from www.krmodels.co.uk, where details can also be found of the firm's other models and plans.

English Electric gas turbine locomotive GT3 has been released in OO gauge, while orders are being taken for an OO-scale Bulleid 'Leader'. Expressions of interest are invited for a GWR King 4-6-0, 'Fell' diesel and Consett iron ore wagon in N gauge.



Owned by the Vintage Carriages Trust, unique surviving Haydock Foundry 0-6-0WT *Bellerophon* has been based for many years at the Keighley & Worth Valley Railway, though it is currently on loan to the Foxfield Railway. Here it departs from Keighley with Lancashire & Yorkshire Railway carriages, forming the 11.55am train to Ingrow on October 9, 2010. FRED KERR

Calbourne available in Malachite green livery

MUCH-LOVED Isle of Wight O2 0-4-4T No. W24 *Calbourne* is available in OO scale in its current Malachite green livery.

The Isle of Wight Steam Railway, which returned the LSWR Adams locomotive to steam for the line's 50th anniversary this year, has commissioned an exclusive limited edition of 500 models from EFE Rail, depicting the engine in its Southern Railway guise.

It is available at £159.95 from <https://shop.iwsteamrailway.co.uk>, where it was still in stock as this issue went to press.

EFE Rail is a Bachmann brand created to sell products under licence from third parties such as Kernow

Model Rail Centre, which originally introduced the O2 model in 2015 and owns the tooling.

Three other O2s produced by Kernow for EFE were mainland example No. 182 in SR olive green, and two further Isle of Wight versions, No. 34 *Newport* in SR Malachite green and No. 31 *Chale* in Malachite green with British Railways lettering. The latter two are already virtually sold out.

Little and large: The Isle of Wight Steam Railway's limited edition model of O2 No. W24 *Calbourne* stands beside the real thing at Havenstreet. IOWSR/JOHN FAULKNER.



IN BRIEF

→ THE Great British Model Railway Show is to go ahead at the British Motor Museum, Gaydon, Warwickshire, on October 30/31. Thirty-plus layouts are to appear, with over 25 traders and modelling demonstrations and society stands. Government Covid guidance will be followed, and tickets must be pre-booked at www.gbmr.com



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N gauge wagon from General Steam Navigation society

FOLLOWING successful commissions in OO scale, the General Steam Navigation Locomotive Restoration Society is switching to N gauge for its latest model wagon.

The group, which is restoring ex-Barry Merchant Navy No. 35011 *General Steam Navigation* to original air-smoothed condition at the Swindon & Cricklade Railway, has commissioned an N-gauge gunpowder van from Dapol.

Like its previous OO-gauge 12-ton box vans (now sold out) and 'Conflat' wagon with container

(virtually sold out), the gunpowder van is being jointly commissioned from Dapol by the GSNLRS and the Medway Queen Preservation Society, restorer of former General Steam Navigation shipping line paddle steamer *Medway Queen*.

Also like the previous models, the gunpowder van is available in blue or red, with the number 11 and lettered 'General Steam Navigation, Blunsdon & Gillingham Pier', the latter being the locations of the two groups' respective bases. The gunpowder vans cost £11.90 each,



The limited edition gunpowder vans commissioned from Dapol by the General Steam Navigation Locomotive Restoration Society and Medway Queen Preservation Society. GSNLRS

with proceeds going towards the restorations of No. 35011 and *Medway Queen*.

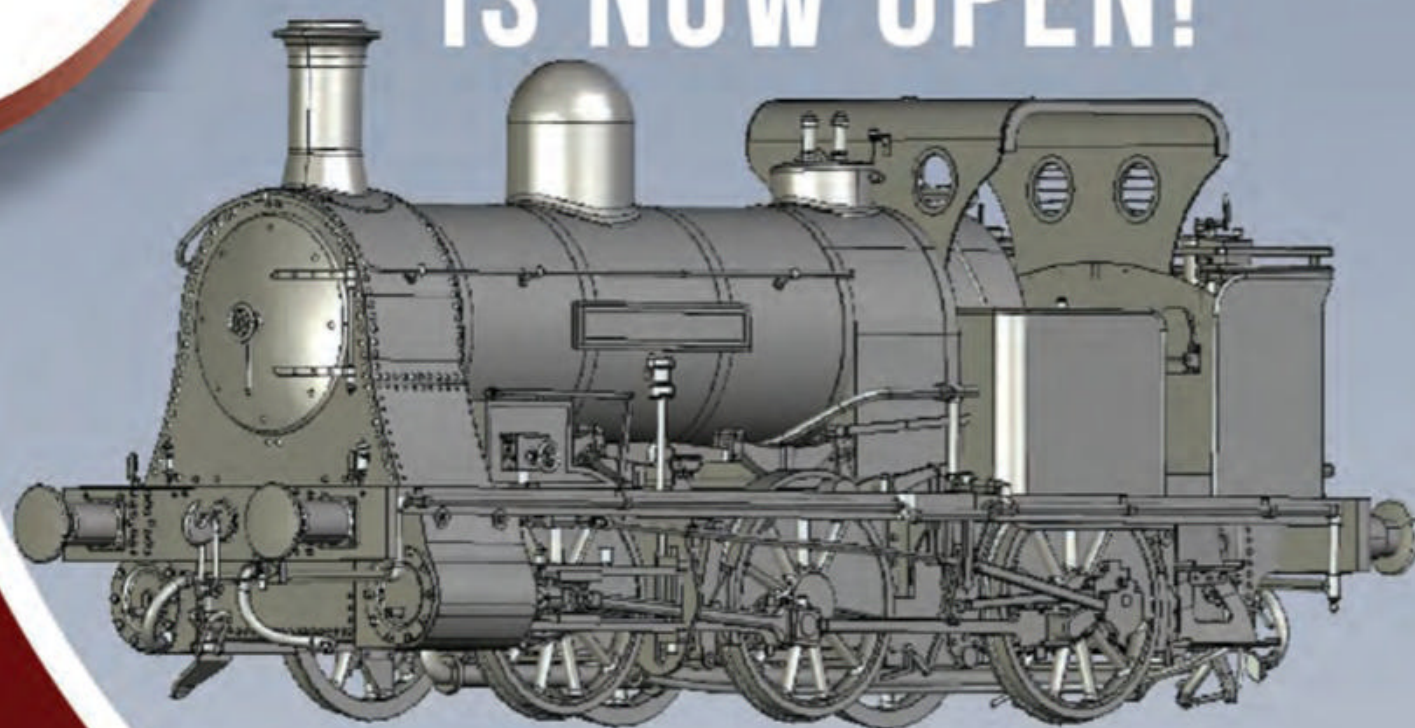
Just three of the 'Conflats', with red containers, were still in stock at the time of writing, at £16.95 each.

The models can be ordered from the online shop at www.35011gsn.co.uk





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BELLEROPHON

Bellerophon was one of six almost identical locomotives built for the Haydock Collieries between 1868 and 1887, Bellerophon herself being completed in 1874. KR Models will produce a DC and DCC Fitted OO gauge model. The 0-6-0 configuration will be very complex with the Stephenson/Gooch valve gear.

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Robinson's rapid 'Directors'

Pete Kelly traces the history of the Great Central Railway's F11 (LNER D11/1) 4-4-0s and the LNER's D11/2 versions that evolved from the same basic design but were built to tighter loading-gauge specifications for Scottish operations, and looks at Bachmann's OO-scale models of each variant.

THE Great Central Railway Class 11F or 'Improved Director' 4-4-0s (LNER D11) were designed by John G. Robinson, whose job title became chief mechanical engineer when he succeeded the railway's locomotive superintendent Harry Pollitt in 1900.

With their 6ft 9in driving wheels, they were designed specifically for fast passenger duties, and with a boiler pressure of 180lb superheated, their 20x26in inside cylinders delivered a tractive effort of 19,645lb.

The locomotives were based on Robinson's 10 11E (LNER D10) 4-4-0s introduced in 1913, which themselves followed on from his 11B (LNER D9) 4-4-0s built between 1901 and 1904.

Upon the formation of British Railways in 1948, all of the D10s remained listed. Renumbered 62650 to 62659, they were named *Prince Henry*, *Purdon Viccars*, *Edwin A. Beazley*, *Sir Edward Fraser*, *Walter Burgh Gair*, *The Earl of Kerry*, *Sir Clement Royds*, *Sir Berkeley Sheffield*, *Prince George* and *Worsley-Taylor* respectively.

The 11 original 11Fs, whose improvements included generous side-window cabs and inside-admission piston valves, were built over three years from December 1919 until December 1922. No. 506 *Butler-Henderson* (the only surviving GCR express passenger locomotive) appeared in December 1919 and



A spotless Great Central Railway 11F (LNER D11/1) 4-4-0 No. 510 *Princess Mary* heads a Manchester-bound express at Harrow circa 1920.

MORTONS RAILWAY MAGAZINE ARCHIVE, PHOTOGRAPHER UNKNOWN.

No. 507 *Gerard Powys Dewhurst* two months later. The spring of 1920 saw the completion of Nos. 508 *Prince of Wales*, 509 *Prince Albert* and 510 *Princess Mary*. Nos. 501-505 and No. 511 were named *Mons*, *Zeebrugge*, *Somme*, *Jutland*, *Ypres* and *Marne* respectively, and all appeared in 1922.

Initially divided between Neasden and Gorton sheds, they were used on main line expresses from Marylebone to the Midlands, Sheffield and Manchester. At the 1923 Grouping, when the Great Central Railway was absorbed into the LNER, the D11 class became split between D11/1

and D11/2 sub-classes when, in 1924, a further 24 were built with reduced boiler mountings, shorter chimneys and domes, and lower cabs to comply with the reduced loading gauge after realising that the routes of the former North British Railway needed some more powerful locomotives.

Instead of designing a new class for the job, Nigel Gresley (who received his knighthood in 1936) arranged for Kitson & Co and Armstrong Whitworth & Co to each build 12 of the locomotives, with the result that all were completed within a five-month period. The LNER D11/2s,

which were built as Nos. 6378 to 6401 (BR 62671-62694), carried some of the most talked-about names in trainspotting history, all taken from Sir Walter Scott's Waverley novels, the first of which was published in 1814 – though the famous Scottish poet didn't reveal his authorship of them until 1827!

Rather than being mounted on small nameplates, as in the case of the D11/1s, the names of the D11/2s were painted onto the long splashers. In numerical order from 62671 to 62694, the names were: *Bailie MacWheeble*; *Baron of Bradwardine*; *Evan Dhu*; *Flora MacIvor*; *Colonel Gardiner*; *Jonathan Oldbuck*; *Edie Ochiltree*; *Luckie Mucklebackit*; *Lord Glenallan*; *Lucy Ashton*; *Captain Craigengelt*; *Haystoun of Bucklaw*; *Hobbie Elliott*; *Wizard of the Moor*; *Malcolm Graeme*; *The Fiery Cross*; *Lord James of Douglas*; *Maid of Lorn*; *The Lady of the Lake*; *Laird of Balmawhapple*; *Allan-Bane*; *Roderick Dhu*; and *James Fitzjames*.

As they were so well-suited to the requirements of their times, the D10 and D11 4-4-0s remained largely untouched by alterations, although in the case of the D11s, the fitting of long-travel valves to No. 505 (LNER 5505, BR 62669) *Ypres* for extended trials between Marylebone and Leicester in 1937 led to the coal-saving modification being applied to all but one of the D11/1s and all but four of the D11/2s.



D11/1 No. 5508 *Prince of Wales* at Nottingham Victoria station on April 1, 1939. MORTONS RAILWAY MAGAZINE ARCHIVE/JF HENTON.



Princess Mary again, this time during its twilight years as it heads a local stopper from Manchester Central to Chester between Ashley and Knutsford on the former Cheshire Lines system circa 1955/6.

MORTONS RAILWAY MAGAZINE ARCHIVE/DMC HEPBURN-SCOTT.



Pictured at Craigentenny during the 1930s, D11/2 No. 6397 *The Lady of the Lake* carried one of the most evocative names of the class.

MORTONS RAILWAY MAGAZINE ARCHIVE/P RANSOME WALLIS.



Left and above: The loading-gauge differences between the D11/1 and D11/2 sub-classes can be clearly seen in these photos of D11/1 No. 506 *Butler-Henderson* after restoration for preservation around 1961 and D11/2 No. 6394 *Lord James of Douglas* in ex-works condition in the 1930s. MORTONS RAILWAY MAGAZINE ARCHIVE/LMR PUBLICITY AND LPC LTD RESPECTIVELY.

As time went by, with train loads increasing, schedules accelerating and more capable locomotive types being introduced in the late 1920s and early 1930s, the 4-4-0s were gradually downgraded to secondary duties on which they continued to perform well. But towards the mid-1950s, even those working the Cheshire Lines system from sheds such as Trafford Park (9E) and Heaton Mersey (9F) became sidelined by a profusion of London Midland tank locomotives which, with their rapid acceleration, were so well-suited to the constant starting and stopping required on busy suburban routes such as that between Manchester Central and Liverpool Central.

It was along the former CLC's Warrington Central avoiding line, which ran between Sankey Junction and Padgate Junction that I saw my one and only D11/1 around 1956/7, after a friend whose home stood at the foot of the now-vanished line told me he saw a 'namer' go past after arriving home from school the previous teatime.

By then, apart from specials hauled by former LNER engines on special occasions such as the Grand National at Aintree, 'namers' had become almost unheard of on the line, so I went home with him the next afternoon. Sure enough, at the predicted time, No. 62668 *Jutland* ambled by with a short mixed goods train – highly unusual for such a



D11/2 No. 6382 *Colonel Gardiner* heads an Edinburgh-Dundee slow passenger train near Markinch during the summer of 1933. MORTONS RAILWAY MAGAZINE ARCHIVE/TG HEPBURN.

locomotive. Perhaps after spending its remaining years in storage (remember the sacks tied around the chimneys?), *Jutland* was finally withdrawn in November 1960.

Up in Scotland, where six of the D11/2s were first allocated

to Eastfield (65A), a further six to Haymarket (64B), five to St. Margaret's (64A), five to Dundee (62B) and two to Perth (63A), they worked passenger express trains including Pullmans, but the three-cylinder Gresley D49/2 'Shire' 4-4-0s took away

many of their turns from the late 1930s. After the war the introduction of Thompson B1 4-6-0s finally sealed their fate, and the D11/2s spent much of their remaining time in storage.

Following the war, the D10 and D11 'Directors' often shared the



Still wearing its full LNER livery, D11/2 No. 62680 emerges from North Queensferry tunnel with a Thornton Junction-Edinburgh train in June 1949. MORTONS RAILWAY MAGAZINE ARCHIVE/WJ ALCOCK.



Seen on the turntable at Eastfield MPD in the 1930s is D11/2 No. 6379 *Baron of Bradwardine*. MORTONS RAILWAY MAGAZINE ARCHIVE/R. D. STEPHEN.

same duties. To give an idea of their prowess for speed, my long-time railway enthusiast friend Barry Allen, who lives in Liverpool and wrote the little book 'Just the Ticket' that was recently published by Mortons, told me an amusing tale recalled by a group of drivers from Brunswick shed.

Around 1951/2, one of them, Bill Morris, found himself in charge of the 10.08 Manchester to Liverpool express with D10 No. 62653 *Sir Edward Fraser*, which had become a star of a local Festival of Britain display after being newly overhauled from Gorton Works.

With fireman Bob Richards at the ready, Bill decided to try to beat his previous best timing for the run, and in doing so set a record that was never bettered – he completed the 34 miles to Liverpool in 33 minutes flat, arriving a full seven minutes early.

After enduring quite a rough ride, some of the passengers apparently complained to the stationmaster, although others were delighted by

the early arrival, including one RAF officer who walked up to the cab and congratulated Bill on "a superb piece of low-flying!"

While the GCR 11E (LNER D10) locomotives had all been withdrawn by 1955, the D11/1s and D11/2s remained complete until 1958, when the first to go were Nos. 62679 *Lord Glenallan* and 62683 *Hobbie Elliott* that September, followed by No. 62678 *Luckie Mucklebackit* in March 1959; 62665 *Mons* in May; 62673 *Evan Dhu* in July; 62677 *Edie Ochiltree* in August; 62675 *Colonel Gardiner*, 62676 *Jonathan Oldbuck* and 62684 *Wizard of the Moor* in October; and 62692 *Allan-Bane* and 62694 *James Fitzjames* in November.

The first withdrawal of 1960 was 62663 *Prince Albert* in May, followed by 62662 *Prince of Wales*, 62664 *Princess Mary*, 62667 *Somme* and 62669 *Ypres* in August; 62660 *Butler-Henderson* (subsequently preserved) in October; 62661 *Gerard Powys Dewhurst*, 62668 *Jutland* and 62670 *Marne* in November; and 62666 *Zeebrugge* in December.

The final inroads were made in 1961, with No. 62671 *Baillie MacWheble* the first to go in May, followed by 62674 *Flora MacIvor*, 62681 *Captain Craigengelt*, 62682 *Haystoun of Bucklaw*, 62686 *The Fiery Cross*, 62688 *Ellen Douglas*, 62689 *Maid of Lorn* and 62690 *The Lady of the Lake* in July; 62687 *Lord James of Douglas* in August; 62672 *Baron of Bradwardine* and 62680 *Lucy Ashton* in September; and 62691 *Laird of Balmawhapple* and 62693 *Roderick Dhu* in November.

During their lifetimes, the D10, D11/1 and D11/2 4-4-0s worked over a widespread area, but rather than go into the routes in great detail, let the photos from the *Mortons Railway Magazine* archive tell the story.

Sole survivor

The sole survivor not only of the D11 class but also of any former Great Central express passenger locomotives is No. 506 *Butler-Henderson*, withdrawn in 1960 and the first of the class to be built.

Chosen for restoration to original GCR condition at the former British

Transport Museum at Clapham, it became part of the National Collection in 1975 before being loaned to the heritage Great Central Railway at Loughborough, where restoration to running condition began in 1981.

It returned to steam in 1982 and regularly worked passenger trains on the line, but when its boiler certificate expired 10 years later, it returned to the NRM before being placed on long-term static display at the Barrow Hill roundhouse near Chesterfield, where it still resides.

The models

Currently available from Bachmann are OO-scale models of sound-fitted D11/1 4-4-0 No. 502 *Zeebrugge* (31-147DS), wearing a beautifully-applied livery of full Great Central lined green, and a DCC-ready 21-pin socket version of No. 62667 *Somme* (31-146A) in early-emblem British Railways lined black livery with etched nameplates.

Representing the quite different-looking D11/2 locomotives that were built to suit the Scottish loading gauge in 1924 is the DCC-ready No. 6401 *James Fitzjames* (31-137A) in LNER lined black livery, which also comes DCC-ready with a 21-pin socket.

All models feature adjustable tender drawbar length, sprung buffers, hinged tender fall plates, removable coal loads with an empty coal space modelled below, and good cab control details.

The sound-fitted *Zeebrugge*, which also features etched nameplates and cabside number plates, is by far the most expensive with a recommended retail price of £295.95, with the others costing £189.95 each. **HR**



Capturing the elegant lines of the Great Central Railway's original 11F 'Improved Director' 4-4-0s and sound-fitted to boot, Bachmann's model of No. 502 *Zeebrugge* features a beautifully applied GCR lined green livery with etched nameplates and cabside number plates, and some of the inner cab details can just be glimpsed in this photo. BACHMANN



Turned out in early-emblem BR lined black livery, the Bachmann OO-scale model of No. 62667 *Somme* looks a treat, and features etched nameplates. BACHMANN



The stubbier-looking D11/2 versions built for Scottish duties are represented by this model of No. 6401 *James Fitzjames* in LNER lined black. BACHMANN

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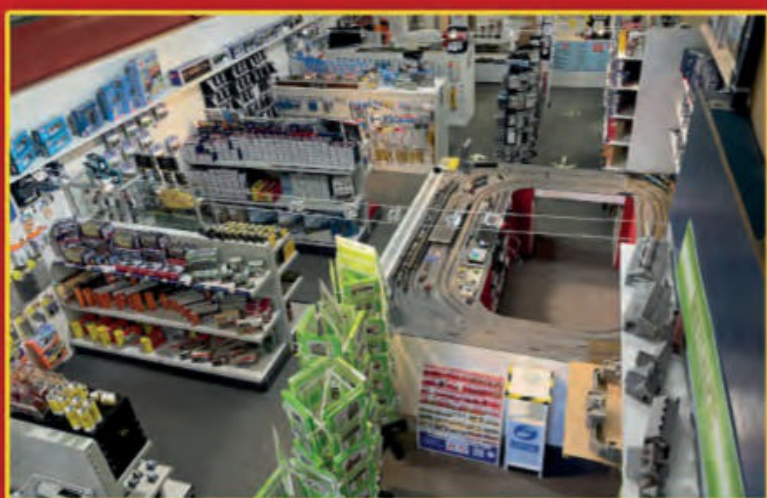
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With the replica Pickering carriages, Beyer Peacock 0-6-0T No. 822 *The Earl* crosses the Afon Banwy approaching Heniarth on August 29.



CENTRAL WALES TRADITION WITH THE CONTINENTAL TOUCH

The Welshpool & Llanfair Light Railway has not only worked wonders to conserve its original rural identity as a farmer's line, but has also expanded its horizons far and wide to showcase rolling stock from several countries overseas, reports **John Titlow**, in words and pictures.

The Welshpool & Llanfair Light Railway differs from the narrow gauge lines that feature prominently in the new UNESCO North West Wales World Heritage Site in that it was not built for slate quarrying. However, its rolling stock fleet has given it a decidedly international flavour.

The railway's history dates back to 1864, when a proposal appeared to build a line from the village of Castle Caereinion to the market town of Welshpool, connecting it with the Cambrian for the transportation of farm produce. It eventually came to nothing.

In 1876 there was another attempt following a similar route, and it was passed by Parliament only to fail in 1882 due to the inability of the promoters to raise sufficient funds for its construction. There was another bill in 1886 for a 3ft gauge line, but it expired in 1892 without any building works being started.

However, the 1896 Light Railways Act encouraged another attempt to get a railway to Llanfair Caereinion. The mayor of Welshpool, William Addie, proposed the Welshpool and Llanfair Railway bill in 1897 but the commissioners took their time deciding.

Their decision was swayed after the WLLR promoters persuaded the Cambrian Railway to pay for the line's construction, and the Light Railway Order was granted in 1899. The Cambrian also provided two locomotives and three coaches.

Eventually, after 39 years and various attempts, construction of the line finally began in 1901 and it opened throughout in 1903, operated by the Cambrian Railway, which stood to benefit from transporting the goods after transshipment onto its standard gauge line at Welshpool.

The aim of the railway was to give the farming communities in the Banwy Valley a wider market, making it easier to get supplies in and produce out; previously everything was done by horse and cart.

Originally the WLLR terminus was alongside the main station accessed by street running through the town – a simple bell was used to warn of the approach of the train. This town section was the most famous part of the line and how wonderful if this could happen again, though sadly it is highly unlikely. Yet street running regularly happens in Germany!

In 1908, after working hand to mouth and never making a profit, the company was struggling financially to repay its loans but it managed to amble on. Business increased during the First World War but the 1920s saw a reduction of traffic once again compounding the problems.

The Cambrian was taken over by the GWR in 1922 and the WLLR followed in 1923. Passenger trains were discontinued in 1931 due to a competing GWR bus service! There was a temporary reprieve to passenger services in 1945 due to the Eisteddfod, an event unconnected to the far better-known one at Llangollen.

The Second World War again saw goods traffic increase but after nationalisation in 1948, the WLLR became part of BR. Soon after, there was a serious decline in freight traffic due to competition by road without the need for transshipment at Welshpool. The death blow was the result and closure finally came in 1956, when the last train under BR ran.

Following in the Talyllyn's footsteps

Due to its projected closure, moves were already afoot to preserve this unique rural railway. The Talyllyn and Ffestiniog railways had already been reopened by volunteers in 1951 and 1954, laying the cornerstones of the revivalist movement we have today. At Welshpool, early pioneer preservationists began negotiations with BR in 1959 and started clearing vegetation. In 1960 they formed the Welshpool and Llanfair Light



The last train of the day with mixed stock from Hungary, Taiwan and Austria departs Castle Caereinion behind *The Earl* on August 29.

“At Welshpool, early pioneer preservationists began negotiations with BR in 1959 and started clearing vegetation. In 1960 they formed the Welshpool and Llanfair Light Railway Preservation Company Limited.”

Railway Preservation Company Limited and leased the line from BR at the end of 1962.

Beyer Peacock 0-6-0T No. 1 (822) *The Earl* had returned the previous year after overhaul and storage at Oswestry but unfortunately all original passenger carriages were scrapped by the GWR. The Admiralty came to the rescue with surplus carriages and wagons from its 2ft 6in gauge Chattenden & Upnor Railway in Kent. Their provision enabled passenger services to begin on April 6, 1963, on the stretch between Llanfair Caereinion and Castle Caereinion. The WLLR therefore became the second preservation company

after the Bluebell Railway to take over a line from BR and run it.

However, Welshpool Borough Council decided to extend a car park in the town and build a bypass, which was considered more important than the railway. Accordingly, the town section was shut off, terminating the line at its present station at Raven Square.

The entire heritage line nearly shut again in 1964 due to serious floods damaging the River Banwy bridge. This time round, it was the Royal Engineers and generous donations that came to the rescue, enabling the railway to stay open.



Visiting Austrian U class 0-6-2T No. 2 *Zillertal* passes Heniarth on September 5.



In 1972, the line reopened to the roadside halt of Sylfaen, giving a run of five miles from Llanfair Caereinion. Two years later, the complete line was purchased from BR for £8000.

The steepest section of the line between Sylfaen and Welshpool Raven Square over the 1-in-29 Golfa Bank was yet to be tackled. Finally, on July 18, 1981, passenger services returned to Welshpool, giving a ride of 8.5 miles, the new Raven Square terminus station building coming from Eardisley in Herefordshire.

Due to its comparatively unusual gauge of 2ft 6in, little stock was available within the UK, but more from the 760mm European networks became obtainable. Accordingly, the railway has adopted an outward-looking attitude to the world and foreign railways. In 1968 several attractive balcony-ended carriages were donated by the Zillertalbahn in Austria.

There are twinning arrangements with the Puffing Billy Preservation Society in Australia, the Alishan Forest Railway in Taiwan, and Taiwan Sugar Corporation. Various carriages have come from Taiwan, Zillertal and Hungary and locomotives from Taiwan and France; presently on loan is No. 2 from the Zillertalbahn, with which it has a close working relationship.

One of the most interesting developments on the carriage side has been the building of the three Pickering carriages by the Ffestiniog Railway at Boston Lodge Works, filling a huge gap in the line's history.

All third class, they are Brake/Composites Nos. 6338 and 6466 and All Third Saloon No. 4154. The originals were built by RY Pickering of Wishaw, North Lanarkshire, in 1902 and scrapped by the GWR in 1936.



Although replicas, they make a beautiful sight when paired with either of the line's two original locomotives.

A fleet from near and far

Heading a fairly extensive stock fleet, the most famous locomotives are the two originals – Nos. 822 (1) *The Earl* and 823 (2) *Countess* – named after the Earl and Countess of Powis due to the Earl's support for the construction of the railway.

Both were built by Beyer Peacock at Gorton Foundry, Manchester, in 1902 and were delivered new to the line. Their design is strong and compact to cope with the gradients of the line on which they have competently performed throughout their working life.

Oswestry Works played an important part overhauling them throughout their working life but also in safeguarding their preservation and future. After the WLLR's closure in 1956, BR area manager Oliver Velton kept them in safe storage at the works before they returned to the line in the 1960s.

Since then several full overhauls have taken place in the workshops at Llanfair Caereinion, including the fitting of new cylinders and boilers.

The Earl was withdrawn in 2018 and has recently returned to service after overhaul at the Vale of Rheidol's workshops in Aberystwyth. It previously was outshopped in BR black but has returned in GW green livery, which it has not carried for many years.

It has a new stainless smokebox and ashpan. There is talk of refitting the Lempor exhaust to increase steaming further and reduce coal consumption.

Countess has recently retired and is awaiting works after its 10-year boiler ticket ran out

earlier this year. There are no immediate plans to return it to steam, to allow the future costs of major overhauls to be staggered.

Zillertal No.2 is the other currently working locomotive. One of two U class 0-6-2Ts built by Krauss & Co in 1900 for the opening of the Zillertalbahn, it has similarity to the WLLR whereby it is yet another original locomotive built for the line it ran on.

After overhaul in Austria, No. 2 was returned to steam in 2019 and soon after arrived on the WLLR, entering service the same year. It fits very well hauling the genuine Zillertalbahn wooden balcony carriages which arrived during the 1960s and 1970s.

The next locomotive returning to steam will be No. 10 *Sir Drefaldwyn*, which is nearing the end of a long overhaul inside the works at Llanfair. It was built as an 0-8-0 by Société Franco-Belge at Raismes, France, in 1944 during the Second World War for the German Military Railways. After the conflict, it ran on several lines in Austria and in 1957 was rebuilt by the Styrian Government Railways as an 0-8-0T, improving its appearance considerably.

Arriving on the WLLR in 1969, its power, adhesive weight and short wheelbase make it ideal for the line, enabling it to pull the heaviest trains.

Its overhaul started in 2014 and will be to a higher standard than when built; it is now at a very advanced stage.

New water tanks have been fabricated, the wheels are awaiting their motion, cylinder liners are in, the boiler and firebox are nearly ready, and with a fair wind work could be completed by spring 2022. The name *Sir Drefaldwyn* is not heraldic but Welsh for the County of Montgomery.

Above: No. 822 *The Earl* has just arrived, while No. 7 *Chattenden* and No. 823 *Countess* are posed at Llanfair Caereinion during a mini transport gala event on September 5.



Bagnall 0-4-4-0T *Monarch* inside the shed museum at Welshpool on August 29.



On the footplate of recently restored *The Earl*, showing the high standard of work and the new firebox brick arch.

“One of the most interesting developments on the carriage side has been the building of the three Pickering carriages by the Ffestiniog Railway at Boston Lodge Works, filling a huge gap in the line’s history.”

Three locomotives not currently operational are stored safely inside the extended shed at Welshpool.

No. 12 *Joan*, an 0-6-2T built by Kerr Stuart, Stoke on Trent, in 1927 for a sugar cane company in Antigua, West Indies, has, after repatriation and two overhauls, provided sterling work on the line.

No. 6 *Monarch*, a Meyer 0-4-4-0T built in 1953 by W.G. Bagnall of Stafford, was the last narrow gauge steam locomotive to be built for industrial service in Britain. It was supplied new to Bowater Lloyd’s paper mills at Sittingbourne, Kent, and arrived at Welshpool in 1966. Having recently undergone a cosmetic overhaul, it is intact but it is uncertain if it will ever run again. The railway remains open to offers for its restoration.

No. 14, ex-Sierra Leone Railway No.85, a Hunslet 2-6-2T built in 1954, is an ideal locomotive for the line due to its short fixed wheelbase and flexible pony trucks. In 1975 it was nearly lost to the scrappers after closure of its railway but was saved and repatriated, and first entered service in 1978. After working out its last boiler ticket in 2010, it was withdrawn from service and now needs a new boiler. No 10 is now at the Vale of Rheidol Railway, being stripped down for estimates for its return to steam.



The Earl arrives at Castle Caereinion on August 29.

To say Barclay 0-4-0T No. 8 *Dougal* is different would be an understatement. Built in 1946 for the Provan Gasworks of Glasgow Corporation, its diminutive design was specifically for the restricted height there.

Rescued from scrap in 1961, it arrived on the railway in 1969 and steamed many times. Withdrawn in 2018 for significant boiler repairs, it travelled to Taiwan that year for the twinning agreement with Taiwan Sugar Corporation and was able to steam under reduced pressure of 80psi.

The WLLR also has several diesels. Diema 0-6-0DM No. 17 is a 230hp locomotive built at the Diephulzer Works near Bremen,

Germany, in 1979 for the Taiwan Sugar Corporation, where it became its No. 175. It arrived at the WLLR in 2004.

Drewry 0-6-0DM No. 7 *Chattenden* is mainly used for engineering trains and is currently part of the railway’s fundraising appeal for overhaul. Ex-Admiralty armament depot flameproof Hunslet 0-4-0DM No. 11 *Ferret* fulfils the role of yard shunter.

Three other items of rolling stock are railcar No. 9150 ‘The Wasp’, reputedly very noisy and used for trackwork; a tamper acquired from the gold mines in South Africa; and inside the museum at Llanfair Caereinion is Wickham trolley Type 8S Works No. 2904 of 1940, built to speed up maintenance works. It was rescued in 1967 by two members who were interested in motorcycles, especially because it has a JAP engine – these having been used not only for motorcycles but also for early aircraft.

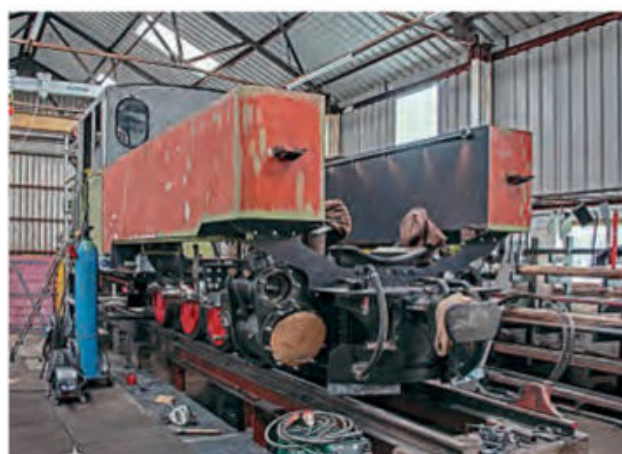
Three Royal Naval Ordnance Depot vans that were in the private collection of Vale of Rheidol chairman Rob Gambrill have been purchased, and they arrived on the railway in 2019. Two have been stripped of their rotten timber to the frames in preparation for restoration. The one in the carriage shed is of more interest, coming from the Royal Naval Armaments Depot at Dean Hill on the border of Hampshire and Wiltshire. It retains its sliding roof used for lowering in armaments like bombs and sea mines.

On the trackwork and infrastructure side, the railway has recently acquired three industrial units alongside the car park at Llanfair to allow for expanding staff and visitor facilities. Presently they house the railway’s archive and gradually developing museum ‘Llanfair Connections’.

Fine tuning for the future

In 2019, the WLLR received £89,000 of funding from the Welsh Government’s Tourism Amenity Investment Support for improvements under the better access and attractions scheme.

At Llanfair, two electric vehicle charging points have been installed for visitors,



No. 10 Sir Drefaldwyn inside the Llanfair workshops with new and restored water tanks on August 29.



On the bench inside the workshops is the steam manifold of Sir Drefaldwyn.



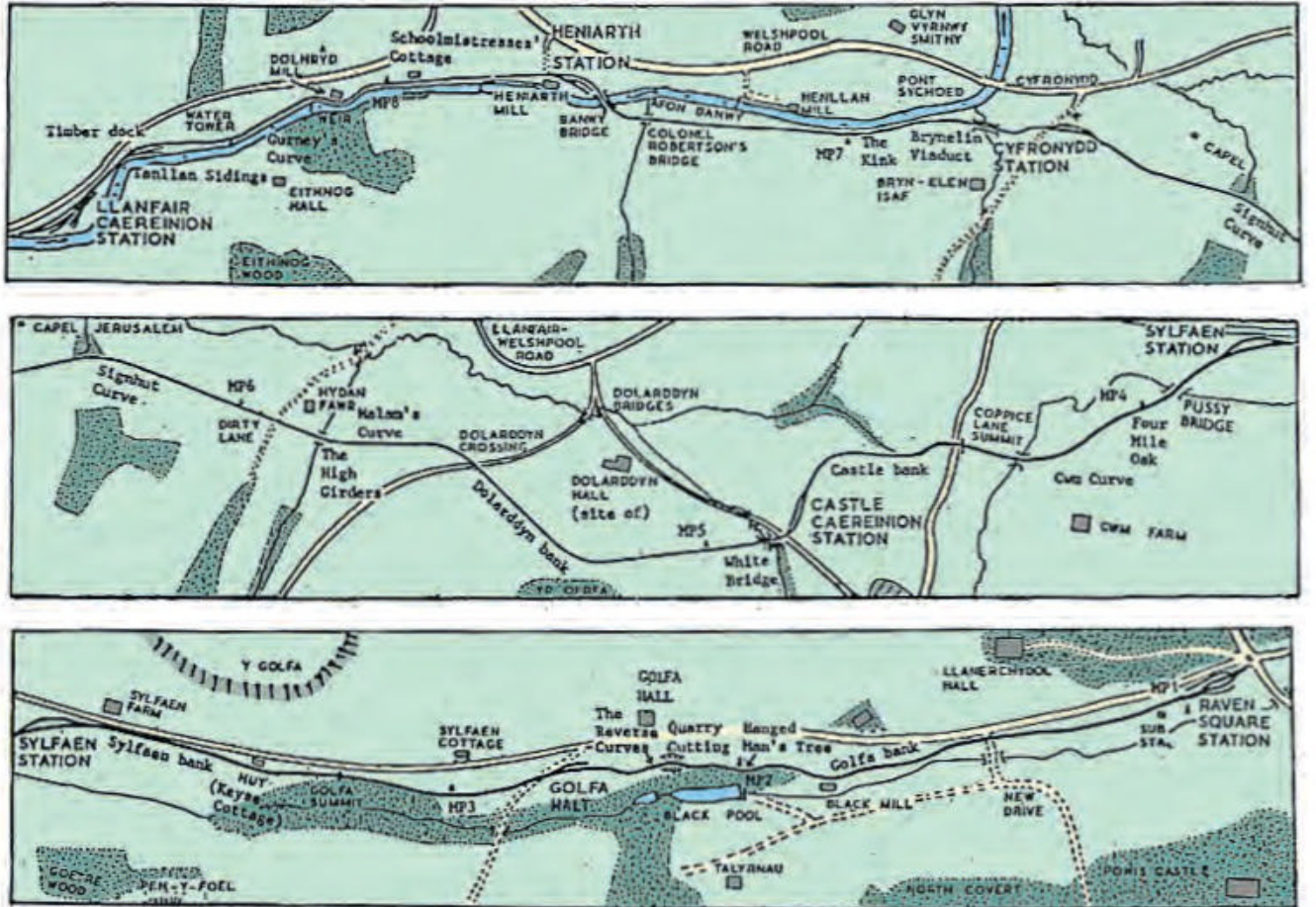
One of the three recently acquired RNAD wagons inside the carriage shed at Llanfair. Note the sliding roof for armaments to be lowered inside.



A private owner wagon beautifully restored inside the carriage shed at Llanfair.



Recently acquired industrial units at Llanfair Caereinion, with electric car charging points outside.



Above: A map of the Welshpool & Llanfair Light Railway.

Left: The high standard of workmanship inside the replica Pickering carriages.

conveniently located halfway between Shropshire and the Welsh coast. This installation complements a recently-completed environmental programme at the railway, including the installation of solar panels, improving recycling facilities, reducing use of single-use plastics in the tearoom, LED light conversion to reduce electricity consumption, and composting.

Cyfronydd station will benefit with the reinstatement of a siding, allowing the stabling of goods trains and installation of a replica livestock ramp that was once there and would make the line look more like the original rural railway. The grounded LNER brake van used as the station shelter will be cosmetically restored in the process.

Groundworks have started at Sylfaen Halt, with the reinstatement of a previously-removed passing loop. There will be a restored passenger shelter and information boards nearby. This is a popular place for motorists to pull into the layby alongside the A458 to watch the trains, breaking journeys to the coast.

At Raven Square, the display and storage sheds have been extended, doubling its covered space for rolling stock. The funding enables safe public access and will enable future undercover exhibitions. The Welsh language is prominent across the improvement programme and all new signage will be bilingual to emphasise the railway's roots in the community.

Many years ago a new eastern terminus in the grounds of Powys Castle was suggested, but commercially there are no grounds for it. All it would do would be to increase the railway's running costs and add an extra 40 minutes on the journey time for little financial reward; there are lots of downs but very few ups, so this is a non-starter.

Covid-19 has made all railways think seriously about their operations and the WLLR is no exception; its aim is to continue successfully running services and raising its game accordingly, with a slight revamp. There is a 50/50 split of passengers between English



The Earl about to depart Welshpool with the last train of the day on September 5.

and Welsh; most are holidaymakers and daytrippers but serious complications arise over marketing.

The railway is easily accessible from the West Midlands conurbation, but serious competition is presented by the Severn Valley Railway.

People's expectations and standards nowadays are generally higher than they used to be; a simple train ride is not enough, so the aim is to provide more on-train services. The railway operates popular fish-and-chips evening specials and plans to expand its offering of picnic hampers and afternoon teas. Seating in the first-class carriage is popular, and trains throughout the day are generally well loaded. Pre-booking is preferable and full

details of tickets and experiences can be found at <https://wllr.org.uk>

There are wonderful views from the train overlooking the Banwy valley, especially standing on the verandas – there are not many railways where you can do this in the UK.

Despite the Covid difficulties, the WLLR has balanced its books after a stable year with funding help and grants. Five staff are permanently employed – two in the workshop and three in operations, infrastructure and administrative roles. With its roots deep in the past, it would be difficult to find an original railway carrying passengers over the majority of its route after the withdrawal of passenger trains in 1931. **HR**



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The Welshpool & Llanfair Light Railway would be grateful of a few moments to tell you about our current fundraising efforts. We need a catering train and renewed diesel locomotive to raise revenue, deliver operational and financial sustainability. Any support that you can give us will help safeguard our beloved line. Together, we can preserve the idyllic scenes along our line and add to them with a fantastic improvement in our offer for both visitors and volunteers.

Our catering train will build on our significant success in 2021 of introducing first class travel to many of our trains. Two of the three vehicles in the train are existing W&LLR stock, namely our resident Sierra Leone Railway 'Independence' carriages built six decades ago this year which will be given new first and standard class interiors.

The third vehicle for the train will be a replica of a special Sierra Leone Railway carriage, known affectionately as the 'Queen's Coach' in that country, which was constructed in 1961 for the visit of HM Queen Elizabeth II to Sierra Leone. Sadly, the Royal itinerary changed, and the Queen never travelled in the carriage. Fortunately, the saving of the Sierra Leone Railway collection by thoughtful General Manager Richard Norman meant that a museum could be established in 2005 in Freetown where the original Coach is now displayed.

This vehicle will be fitted with a special, glass-encased observation end and a central saloon which can be used as day-to-day first class accommodation and for special occasions. It will enable wheelchair access to our premium train, which is not currently possible, and will represent another fascinating story on our line. Most importantly, the revenue raised by the vehicle in service will help fund future overhauls of steam locomotives and track.

Chattenden, the diesel locomotive included in this appeal, was built in 1949 by E. E. Baguley in the Midlands - a centre of engineering excellence since the days of James Watt. This six-wheeled diesel locomotive spent its working life with the military, first in Kent on the Lodge Hill and Upnor Railway where it was named Chattenden and from 1960 onwards at RNAD Emsett in remote rural Cumbria.

Having been purchased by the W&LLR in 1968, the engine has now been a resident of the W&LLR for most of its life and has uses beyond its behind-the-scenes work. In recent years, it has appeared on passenger trains alongside our steam locomotives. This locomotive has a brilliant story to tell if only we can raise £120,000 to restore it.

Your support for the appeal will help us to establish our railway's future, safe from the challenges of the next decade. Donor packages include seat sponsorship, exclusive prints, workshop tours & more.

Donate today at www.wllr.org.uk/appeals where you can set up monthly donations or by making out a cheque to Welshpool & Llanfair Light Railway Preservation Co Ltd, and posting it to: Welshpool and Llanfair Light Railway, The Station, Llanfair Caereinion, Powys, SY21 0SF. Please mention A Railway Transformed in a cover note.

The fate of *Dame Vera Lynn's* sister locomotives

THANK YOU for publishing my letter regarding War Department 2-10-0 No. 3672 *Dame Vera Lynn* at the North Yorkshire Moors Railway in issue 283 containing my queries on the outcome of the 16 Greek WDs.

Here is a reply from Jason Zorzos, a Greek locomotive expert.

"No. 953 was never a 'standby reserve' after the withdrawal of steam locomotives.

"The ones that were are Nos. 960 (later *Dame Vera Lynn*), 962, 966, 964 and No. 525; working in pairs they were used for snowploughing in northern Greece and that is why they were kept in running order.

"Of course, as time passed there was less need for keeping them all for such duties.

"The five still surviving do so because when they were all suggested to be scrapped, traction engineer Christodoulos Christodoulou, the founder and director of the Greek Railway Museum, managed to exclude these four plus other steam locomotives from other types. His reasoning was that Nos. 962 and 964 will remain in northern Greece for snowploughing and possible tourist services; No. 955 will stay in Thessaloniki for spares for the other two; and No. 958 will remain in Athens for the railway museum. Note that Nos. 955 and 958 were not that bad at the time.

"Mr Christodoulou himself faced intense resistance and undermining for creating a railway museum and for keeping the rolling stock others considered useless. You have to understand that, especially then, the term 'heritage railway' did not exist within OSE (Hellenic State Railways), with the exception of a handful of people (or maybe less), and the fact that such a request had never happened before did not help either.

"Of course, when the time came for the locomotives to be scrapped, the standard procedure was followed and they were scrapped.

"Finally, the locomotives scrapped in 1984 to 1985 were all except the ones still existing and, if I remember correctly, one tender that was scrapped later."

Roy Wolstencroft,
Skirlough,
East Riding of Yorkshire

STAR LETTER

More pre-Grouping trains should be recreated

MUCH railway talk seems to be about the return to service of the Adams LSWR T3 4-4-0 at Swanage. Will we see it again in the splendid Victorian livery as it came in from the National Railway Museum, or will it be as the other half a dozen or so LSWR locomotives given a BR paint job?

At the same time the NRM released a second locomotive to the Foxfield Railway, a splendid North Staffordshire Railway engine in New L class 0-6-2T No. 2 (LMS No. 2271).

Should it ever steam again, it could form a complete early NSR train when coupled to the Knotty NSR carriages – a bonus for the heritage sector.

The Isle of Wight Steam Railway has achieved such a train of four-wheelers and can complete it with not one but two appropriate engines: a Stroudley LBSCR 'Terrier' and an Adams 02 giving an 1890s vintage train, although it carries a 1923 Southern Railway livery. The Bluebell Railway also has four carriages – two LBSCR and two London, Chatham & Dover Railway – which often work with LBSCR locomotives.

Now maybe is the time to harvest some wood-bodied bungalows and chicken sheds as there are four new-build locomotive on the stocks, starting

with the most advanced, the NER G5, followed by the GER F5, then the LNWR George the Fifth, and the MSLR 4-4-0 being built by the 567 group, not forgetting Tyseley's 'Bloomer' of 1851.

Who knows – one day the Bluebell may present us with its Cravens coaches that it has in store.

The Lancashire & Yorkshire 'Ironclad' looks great in its Green Dragon livery at the Keighley and Worth Valley Railway. However, I am sure I am not the only one who wonders why it will be returned to BR black at the end of the season and not given its Victorian L&Y livery as Barton Wright would have seen it.

There are only two that can carry this splendid livery, and the Class 27 is nearly always disguised as a BR engine.

So give us all a treat, come on – do it for Yorkshire. They don't just make tea, you know.

Yet again, there are far too many historic locomotives hidden under a coat of BR black paint and not displaying their Victorian-Edwardian magnificence. Stop disguising all our early locomotives as BR and restore them to their earliest livery, giving the heritage sector a complete history of the railways.

Derrick Martin, Hornchurch, Essex



Tyseley Locomotive Works' new-build LNWR 'Bloomer' 2-2-2 No. 670 on August 12. The project was started in 1986 and there are hopes to have it completed in time for it to go on display at the new Birmingham High Speed 2 terminus at Curzon Street when it opens (see page 44). ROBIN JONES



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Vintage car query

ISSUE 283 is as excellent as ever. However, I am somewhat bewildered by the photograph on page 77 in the feature of the Cholsey & Wallingford Railway. I'm not sure about the car, which was described as a 1947 Standard 8.

It looks very much like an Austin 10 I once owned; the only difference is in the sloping back window. I have a large collection of car photographs, but not much on Standards –



An Austin 10 – very similar to a Standard 8. DJ SMITH COLLECTION

perhaps somebody could give me some clarification?

DJ Smith,
East Winch, King's Lynn, Norfolk.

Steam engines are the purpose – not the means

IF THE cap fits, the following is aimed at you. When railway preservationists drove down to Barry in the early 1970s they weren't thinking, "We want to run a tourist attraction, make loads of money, and we need a steam engine to achieve it..."

Much more likely they were thinking, "We need to buy engines while they still exist, how are we going to raise the funds, and where the hell are we going to put the thing...?"

I don't need to re-tell the Barry story nor the early preservation movement's trials and tribulations here now. It is enough to ask to consider the subtle difference between the two mindsets in light of the title of this letter.

As a preservationist myself, I read and experience with dismay the decisions made on our behalf by 'Johnny come lately management' and the expressed sentiment that 'our railway is a multi-million-pound entertainments business and as such, 15-40 paid employees is the going rate'.

Okay, this management may very well love trains as much as I do, and they will no doubt have better management credentials than myself, but they are missing the point.

Acknowledge it please, before you do even more damage – you've got it the wrong way round, hence your deficient decision-making.

Yes, we have to run a safe and proper railway. Yes, the bills have to be paid. But you are not running a conventional business nor a job creation scheme. And stop alienating your volunteers.

Nigel Barnes,
Poynton, Cheshire



Celebrating its half centenary next year, here is 0-4-2T *Edmund Hannay* in action on the Wells Harbour Railway in 1998. JOHN T RHEAD

Where is the Wells Harbour line's first locomotive now?

REGARDING the News item in issue 281 concerning the possible closure of the Wells Harbour Railway, it would be sad indeed if this little line was to close.

While the railway is diesel-hauled today, when on holiday in April 1998 I came upon the railway for the first time, and on that day it was steam-hauled.

Here is a picture of the pretty little engine which bore the name *Edmund Hannay* and which was hauling the train that day.

I know nothing about the engine, and have often wondered who built it and where it is today, 23 years later.

John T Rhead, Bromsgrove, Worcestershire

→ *Edmund Hannay* is a coal-fired 0-4-2T built in 1972 by Norfolk engineer David King, with the intention of it being taken to steam fairs. It was the original engine on the Wells Harbour Railway when it opened in July 1976.

It was sold in 2011 and was then used on the miniature railway at Knebworth House and then the Vanstone Woodland Railway. It is now at the Hastings Miniature Railway. Earlier this year, it underwent extensive maintenance in the workshops at the Eastleigh Lakeside Railway during a visit there – Editor

Turn-up-and-go can still be safe – and win customers

IT REALLY was great to see in issue 284 of the return of visitors to our heritage lines this summer. It has been interesting to see the different approaches taken by various lines.

We had a holiday in West Yorkshire this August last and of course while there did our best to combine days out with trips on nearby heritage lines.

What a contrast we found. We wanted to visit Bolton Abbey, so what better than to drive to Embsay, leave the car, go by train then have a good walk up to the abbey?

Unfortunately this was not possible as it was allowing only pre-booked stays on the train and round trips. But when we thought a visit to the Keighley & Worth Valley might be a nice day, on enquiring we found it to be running as normal – turn up, buy your ticket, get out and have a walk and catch whichever train back you

like. It wasn't crowded, and people were very sensible and kept their distance.

Needless to say, I'm afraid the Worth Valley won out as trips to heritage lines are not always welcomed by partners and dogs if you are confined to the carriage for the whole trip.

To round off our holiday we had a fantastic chance encounter with *Tornado* hauling a special over Ribbleshead Viaduct when we were out walking there; the magic never fades! Wonderful mag – I would love to see more on railway structures if possible.

Bring back Motorail

On another tack, having just completed a gruelling 7½-hour Yorkshire trip by road, I am left wondering as to whatever happened to the car drive-on train service that I am sure I remember BR providing

back in the day. I would love to use such a thing to put my car on, like the Channel Tunnel service. I wonder why this has not been revived. Think of the emissions saved and the stress-free journey to the north, Scotland, west and so forth with all those cars carried on one train.

With all the controversy surrounding the Stonehenge tunnel build, you would think that a true alternative for all the holiday traffic would be explored.

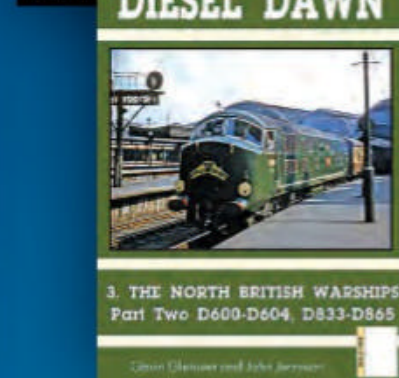
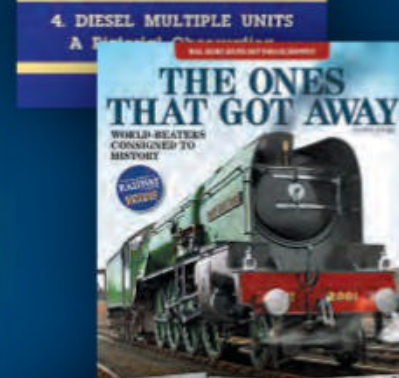
It is hardly surprising that the tunnel scheme there has drawn so much opprobrium given the usual subtle way of doing things – only look at the bridge infill shown in your news pages – lovely job!

So come on train companies – give us a better way to staycation than that long and hectic car journey please.

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Railways: A History in Drawings

By Christopher Valkoinen (hardback, National Railway Museum/Thames & Hudson, 306pp, £50, ISBN 978-0-500-02167-5).

HERE is a stunning volume that presents a new and fresh look at world railway history through 130 examples of the National Railway Museum's collection of more than a million engineers' drawings, held in its archives at York, writes Robin Jones.

Every form of modern transport began with a blueprint, whereby engineers drew in exceptionally meticulous detail what they planned to build. This hefty volume presents a pageant of locomotives, carriages and wagons, along with stations, bridges and tunnels from the earliest times.

Many of these drawings are works of art in themselves, beginning with a Stockton & Darlington Railway dandy cart of 1825 that carried horses in wagons when the line opened.

Turn over the page and one can only gasp at the 1803 drawing by Richard Trevithick of his tram engine. We don't know whether this one was ever built, and if so, it could well have been the world's first steam railway locomotive; the blueprint looks remarkably similar to the one that the Cornish mining engineer, who was born 250 years ago, successfully demonstrated on the Pen-y-darren Tramroad at Merthyr Tydfil the following year.

At the start of the volume is a time chart in the shape of a railway track, taking the reader

through major railway milestones, from the Cumbrian mine waggonways built by Austrian immigrants in 1560-70 to the unveiling of Peppercorn A1 Pacific No. 60163 *Tornado* on August 1, 2008.

The splendidly reproduced drawings include Stephenson's *Rocket*, Liverpool & Manchester Railway Planets, Britain's most numerous class of locomotive ever built – the LNWR's John Ramsbottom DX goods 0-6-0s, of which 943 were outshopped between 1858 and 1874, the GNR Stirling Single, the LBSCR 'Terrier' 0-6-0T, the LMS Midland Compound 4-4-0, and, of course, *Flying Scotsman*, coverage of which takes several pages, including the book's tri-fold page pull-out.

The drawings do not stop at steam. They cover diesels, including the Deltics and electrics up to the Advanced Passenger Train, and the Intercity 125, which is impressively covered by exploded 3D diagram. The ill-fated 1970s experimental tracked hovercraft, the prototype of which is now permanently fixed above the entrance to Railworld at Peterborough, is also covered.

The remit of this fascinating volume is by no means confined to Britain. A sizeable section on the Railway Workshop of the World reproduces drawings from pioneer locomotives

abroad, such as the US Camden & Amboy Railroad's *John Bull*, the German *Der Adler*, the Darjeeling Himalayan Railway Sharp Stewart Bs and the Imperial Railways of Japan's D9 class.

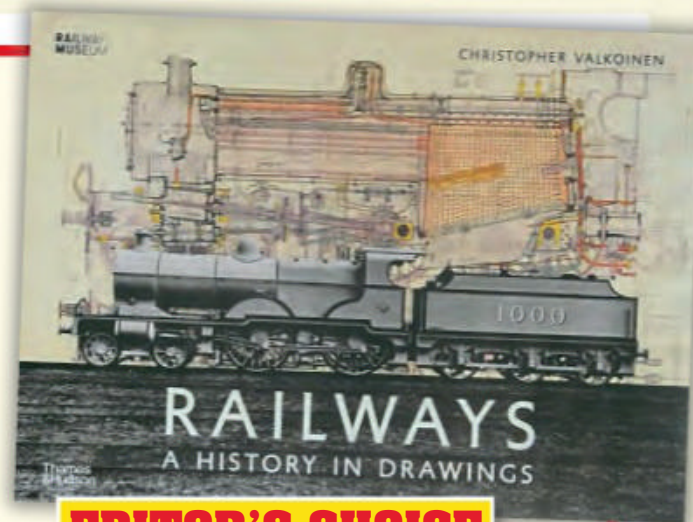
Another section looks at locomotives and stock built for global conflicts, such as the ROD 2-8-0s and Hunslet Austerity 0-6-0STs, along with a Lancashire & Yorkshire Railway ambulance train's pharmacy car and railway station air raid shelters.

Architects' and engineers' drawings for several fabled structures, such as Box Tunnel, the Sankey Viaduct, Derby works, Forth Bridge, Waterloo station and Manchester Piccadilly and others, are faithfully reproduced.

The cover price may at first seem high, but the volume is worth its weight in gold. Compare the price to the cost of a train ticket to York to spend the day looking at originals in the NRM's search engine: here you get to keep them and study at your leisure for ever more.

The big challenge is to pick up and browse this volume and then claim minutes later that you haven't learned much new about railways.

MAGNIFICENT FRESH VIEW OF RAIL HISTORY



EDITOR'S CHOICE

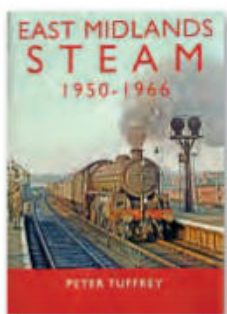
East Midlands Steam 1950-1966

By Peter Tuffrey (Great Northern Books, hardback, 128pp, £19.99, ISBN 978-1-914227-05-9).

IT IS almost impossible to read this book without its 200 black-and-white and colour photographs being a constant reminder that steam locomotives were, first and

foremost, workhorses, writes Geoff Courtney. The East Midlands was an industrial landscape, and as such images of former LMS and LNER engines and BR Standards share the pages with colliery, power station, steel, quarry, ironworks and coking plant motive power.

Among the Standards is a regular diet of Class 9F 2-10-0s, including Crosti-boilered examples, but at the other end of the chronological timetable vintage is to be found, offering a stark visual contrast to the late steam era. One such is LMS Class 2F 0-6-0 No. 58148 seen at three locations – twice in 1962, and on Coalville shed in December 1963, by which time it was 87 years old. An example of Victorian engineering still



doing the work it was built for in the modern age.

An intriguing photograph shows another contrast in locomotive design at Essendine on the East Coast Main Line in 1958. Standing at the northern end of the station are an unidentified LNER 0-6-2T from Class N5 which was introduced in 1891, and nearby on the adjacent line A4 No. 60025 *Falcon* on a freight train.

Both are taking on water, and one can only speculate why the Gresley Pacific, which would have been much more at home storming through the station on a passenger train, would have had to stop at Essendine for water. On the afternoon 'Scotch goods' express freight from King's Cross to Edinburgh Niddrie, perhaps?

Another freight anomaly depicts 9F No. 92113 at Millers Dale station in 1963, its 39,670lb ft of tractive effort utterly wasted on the three wagons and guard's van it is hauling, but J39 class No. 64749 beats even that with just a guard's van at Ruddington in the Nottinghamshire countryside, on June 20, 1961. The 0-6-0 is scuttling past a platelayers' hut which, despite it being a summer's day, has smoke emitting from the chimney.

Some 40 miles from this rural tranquillity is the market town of Retford, and among a selection

of images of steam there is a photograph of the former Great Central Railway shed (36E) on June 17, 1962. That was a Sunday, and so the scene captured by Geoff Warnes is of a yard literally bursting at the seams with row upon row of steam engines. Being essentially a freight depot, there probably wasn't a named locomotive among them – but that wouldn't have deterred any trainspotter who was fortunate enough to be there that day.

Being a book about East Midlands' steam, LMS, LNER, and Standard locomotives dominate, but there is a GWR interloper, No. 6990 *Witherslack Hall*, which was photographed by J P Wilson passing through Nottingham Arkwright Street – "nearest station to Trent Bridge cricket and football grounds", proclaims the running-in board – in June 1948. The 4-6-0 was heading the 10am Marylebone to Manchester London Road express as part of the 1948 exchange trials, and behind the tender is a venerable North Eastern Railway dynamometer car.

The book may be about the twilight years of steam, but the old shows it still had a role to play in the mid-20th century.

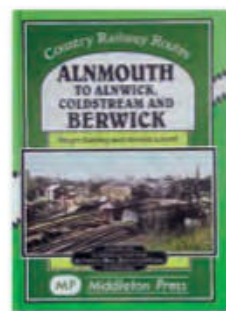
STEAM MEMORIES OF AN INDUSTRIAL LANDSCAPE

Country Railway Routes: Alnmouth to Alnwick, Coldstream and Berwick

By Roger Darsley and Dennis Lovett (hardback, Middleton Press, 96pp, £18.95, ISBN 978-1-910356-59-3).

HERE is a companion volume to the Alnmouth to Berwick book by the same authors, reviewed in our last issue. The big difference is that as opposed to a section of the East Coast Main Line, here is a very winding route through a remote rural area which lost its passenger services in the Thirties and its freight two decades later.

The main heritage interest here is that part of the Alnwick branch is being slowly rebuilt as the Aln Valley Railway, which is discussed in detail with a plethora of archive black-and-white photographs of locomotives like D40s, J39s and K1s in action during the steam era alongside the modern-day Alnwick Lionheart operation. And wasn't Alnwick's covered station, which opened on September 5, 1887, truly magnificent?



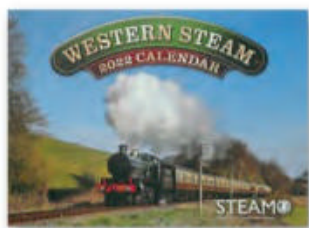
We learn about one railway that came before the rest here, in the form of the Shilbottle Colliery Railway, a waggonway which ran from 1809 until the 1840s.

LOCAL RAIL HISTORY AT ITS FINEST

Western Steam 2022 Calendar

(STEAM – Museum of the Great Western Railway, www.steam-museum.org.uk, tel: 01793 466626, £7.50).

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No. 2999 *Lady of Legend* on its cover has to be a winner from the start, and so this calendar most definitely is.

Accomplished lineside photographer Richard Bell has supplied 13 previously-unpublished magnificent views of GWR locomotives in action on both heritage railways and the national network.

The calendar folds out to a pair of A4 pages, with much spare to write on each date.

HOPING FOR A GWR GREEN YEAR

A Traveller's Guide to The Welshpool & Llanfair Light Railway

(Softback, Welshpool & Llanfair Light Railway, 12 Maes Gwyn, Llanfair

Caereinion, Powys SY21 0BD, 40pp, £4 plus £2.50 postage).

FOLLOWING on from John Titlow's feature on p90-95, here is a superb glossy A4-sized value-for-money and fully-revised guide to the line, complete with many new images from a variety of lineside photographers.

As well as detailed maps of the route, there is a superb centre-spread gradient profile and also a picture feature of the line before preservation and in the first 20 years of the heritage era.

It stands up well as a ready reference book as well as a travel guide.

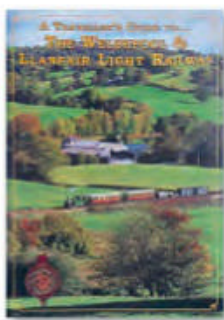
GUIDE WITH ATTITUDE

Glasgow by Tram

By John Hume (softback, Stenlake Publishing Limited, 01290 551122, www.stenlake.co.uk, 57pp, £11.95, ISBN 978-1-84033-901-7).

JOHN Hume, respected industrial historian, academic and former inspector of historic monuments in Scotland, has delved into his photographic archives to take readers on a journey of delight into a Glasgow that still had its soul and its famous trams.

A young John cycled, with his camera, across the city in the years before the last tram ran in 1962 to record a world that was swept away by the planners just as soon as they could scrap the trams, a process which John laments in his heartfelt introduction.



With colour covers and superb full page black-and-white pictures between them, John depicts the trams on cobbled streets of tenements, with myriads of small local shops, too, and with cars, commercials, buses and trolleybuses keeping the trams company.

This is not just a record of the Glasgow trams in their dying years, but a record of a city that has disappeared, and, in John's opinion, been replaced by nothing better.

If you knew Glasgow and its wonderful trams, then this is for you: if you didn't, it's just the ticket to take you back in time when Coronations, Cunarders and Standard trams ruled the city streets.

TRAM TRIP BACK IN TIME

Steam calendar 2022

(Chime Whistle Publishing, www.chimewhistle.co.uk, £10 plus £2.95 postage to UK).

NEVER mind the splendid reproduction of its photographs – the A3 size of this wire-bound 14-page calendar makes it worth every penny several times over.

A page is devoted to each month and is dominated by a single large colour heritage-era image, below which there is space to write on each day.

Tornado, King Edward II, Leander,



Kinlet Hall and more are all displayed in superb detail, to be savoured all the year round.

SUPERB PHOTOGRAPHY

South Yorkshire Railways

By Andrew Walker and John Walker (softback, Amberley Publishing, 96pp, £15.99, ISBN 978-1-445 69-828-1).

FOCUSING on the modern-day period from the 1970s to the present day, this colour album nonetheless features many locations that have succumbed to the march of time, along with BR and its blue-liveried diesels.

Most of this change is down to the demise of the coal pits that brought prosperity to the region from Victorian times onwards and engendered the growth of the ironmaking industry and a network of railways competing to serve both.

The transformation of landscapes that we all took for granted for so long is remarkable, and the many previously-unpublished photographs in this volume serve as a fascinating record of the everyday that will never return.

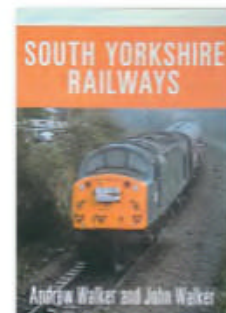
MODERN TRANSPORT TIME CAPSULE



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The Final Decade

Photographs by Paul Hocquard, selected by Kevin Robertson (Totem Publishing, hardback, 80pp, £12.50 plus £1 p&p, cheques payable to Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ, ISBN 978-1-913893-04-0).

THIS publication deserves perseverance for at first sight it may not strike many railway chords, writes Geoff Courtney. As the compiler Kevin Robertson acknowledges in his introduction, the name of Paul Hocquard, whose photographs from the 1960s fill the book's 80 pages, will probably not be one that comes readily to mind, and little is known of him.

In addition, some of the images are not dated, and occasionally the locations or locomotives aren't identified, the reason being that when the collection was acquired by the book's publisher, it wasn't accompanied by a list or a catalogue. As Kevin notes: "Other than sometimes where the location is known to the compiler, there is no information as to where and when."

But stick with it, for Paul Hocquard had an eye for not only the locomotives in his viewfinder, but also the periphery that is so easy

to miss or may not be considered important. Thus, one of the first images is of trainspotters, one of whose shirt tails are hanging out in true spotter style, on a bridge overlooking a railway line. No location, no date, and no locomotive – but nostalgia in one black-and-white photograph.

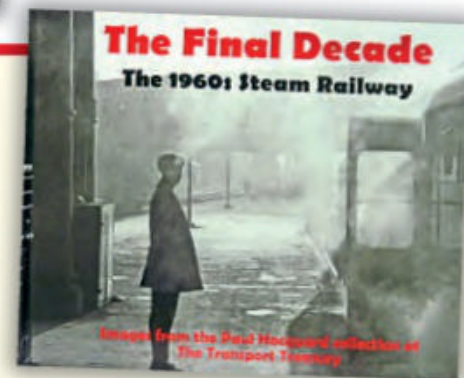
There's another of a grimy and unidentifiable 0-6-0PT working hard against a gradient on a rural embankment somewhere in England or Wales, above the George Inn pub that appears to have seen better days but is really the focal point of the image.

There's a full-page classic of the Bath Green Park station cat sitting confidently in the middle of a wide platform and who, writes Kevin, "seems totally unfazed by the goings on, neither passengers, trains nor the abundant smell of lamp oil behind is a problem." There's the water-softening

facilities at Brighton shed, redundant coaches awaiting scrapping at Wolverton ("or is it Verney Junction?" asks Kevin), cows ambling across a farmyard level crossing at Carmont, north of Dundee, and Charlie, BR's last railway shunting horse, at Newmarket in 1967.

Locomotive enthusiasts need not despair, however, for there's plenty to quench their thirst for steam. The range is satisfyingly wide, from No. 7018 *Dryslwyn Castle* at Paddington, No. 34086 *219 Squadron* on a freight train believed to have been taken near Micheldever, and No. 60031 *Golden Plover* (and Scammell Scarab 'mechanical horse') in an unknown yard, to an unidentified pannier tank at Lydney and LMS 2-6-2T No. 41293 at Eastleigh.

Overall, it was obviously the surroundings as much as the locomotives that caught Paul



Hocquard's eye. Examples are a 'Passengers must not cross the line except by means of the footbridge' sign at Princes Risborough as a five-coach steam-hauled train heads into the distance, a lineside Strongs Brewery of Romsey advertisement hoarding, and diminutive youngsters looking up in awe at Royal Scot No. 46158 *The Loyal Regiment* (date and shed unknown). "Paul Hocquard had an eye for an image that most of us mere mortals could not comprehend," writes Kevin.

"How many ever considered including the everyday tasks involved in running the railway, be that in the running shed, on the platform or in the signal box?"

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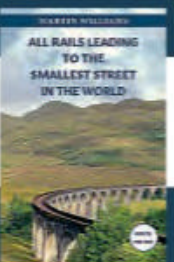
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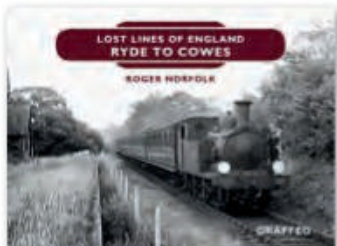
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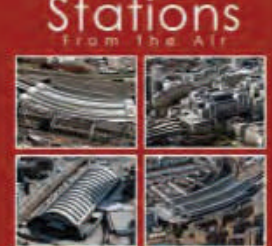


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HOW STEAM RECONQUERED THE COTSWOLDS!

In Gloucestershire Warwickshire Steam Railway Journey, a new publication which celebrates 40 years the since the formation of the Cotswold heritage line, steam locomotive department volunteer and lineside cameraman **Paul Stratford** has produced a stunning record of the rebirth of operations – from the earliest beginnings to the current 14 miles between Cheltenham Racecourse station and the new Broadway station.

Much has been written about the resurrection of the former GWR main line between Broadway and Cheltenham Racecourse, the volunteer-led reconstruction of the track and infrastructure.

For my own part, my journey on the Gloucestershire Warwickshire Railway began in the early 1980s as a volunteer at Toddington – when all that remained was the derelict station building, the goods shed and vandalised signalbox.

Already a much travelled steam railway photographer, it was in the early 1990s and with the trains operating as far as Gretton that I began to document on film the progress of the line from Toddington towards Cheltenham and the steam-hauled trains operating on the line.

Living locally in South Warwickshire enabled countless visits, taking in all the changing seasons, capturing firstly on medium format colour slides and latterly on digital media, the whole spectrum of home-based and visiting steam locomotives in each and every location.

Over the years this railway has played host to many locomotive classes from all the 'Big Four' pre-nationalisation companies and BR, including A3 Pacific *Flying Scotsman*, and GWR 4-4-0 *City of Truro* which used Toddington as the home base for some years. Another long-standing and admired visitor was BR 9F 2-10-0 No. 92203 *Black Prince*, owned by the late David Shepherd, a celebrity wildlife artist. Only an LNER A4 Pacific and an LMS Coronation Pacific have yet to be on the guest list.

There are few heritage railways that can offer the photographer – and, more importantly, the travelling public – the outstanding Cotswolds scenery through which the railway passes. Credit must go to the lineside clearance volunteers who control the encroaching choking vegetation to the benefit of travellers and photographers alike, while allowing the natural flora and fauna to flourish.

Prime locations

Sadly, and in keeping with more stringent safety regulations, all lineside access for photography is forbidden. While this has deemed some popular locations out of bounds, others are still accessible, and while some long walks are in order, there are numerous locations where 'steam in the landscape' pictures can be captured.

Aside from the time spent photographing, I enlisted in the steam locomotive department, where, over a period of 10 years, time was spent restoring and maintaining the steam locomotive fleet and a number of years on the footplate as a fireman and trainee driver. Regrettably, ill health and a relocation to mid-Wales forced a retirement from my active volunteering.

March 30, 2018, saw a marathon journey of volunteers' efforts and generous financial supporters over the decades come to fruition, when the first public trains ran from the newly-rebuilt Broadway station to Cheltenham Racecourse station; an achievement dreamed of by those pioneer preservationists who worked tirelessly and overcame two major landslips along the way to bring about the reinstatement of what is now in the premier league of heritage railways in the UK. Without the line's volunteers and supporters, this book would not have been possible.

What the future holds is open to speculation. Firstly, there must be a consolidation of the infrastructure and visitor facilities to recover from the Covid-19 pandemic. As reported in the previous issue, the offer of the trackbed northwards from Broadway has prompted fresh calls to extend to a reinstated main line connection at Honeybourne. Then, of course, there is global warming and burning fossil fuels – among the issues to be covered in maybe 30 years' time by the author of an updated volume of my book. **HR**



The first ex-main line steam locomotive to operate on the Gloucestershire Warwickshire Railway was GWR 2-6-2T No. 6106 on the first weekend of operation in June 1990 approaching Greet Tunnel.



LNER V2 2-6-2 No. 4771 *Green Arrow* exits the western portal of Greet Tunnel during a visit in 2007.



Celebrity GWR 4-4-0 No. 3440 *City of Truro*, which was claimed to be the first steam locomotive to reach 100mph, spent several years based at Toddington.

Above: On a cold December morning, GWR 4-6-0 No. 4936 *Kinlet Hall* rounds Chicken Curve in spectacular fashion.

Below: GWR heavy freight 2-8-0T No. 4270, on which the author spent many years in assisting with its restoration, makes a first appearance at the 2014 gala.



New 2014 5th Edition
**Gloucestershire, Warwickshire
Steam Railway Journey**




*Cheltenham Racecourse to Broadway
and beyond*

→ Gloucestershire Warwickshire Steam Railway Journey by Paul Stratford, a 128-page hardback, is available to order for £25 from www.mortonsbooks.co.uk

OPERATIONAL HERITAGE LINES AND MUSEUMS

SOUTH EAST

Amberley Museum

2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Open: Wed-Sun.

Bluebell Railway

Standard gauge, 11 miles.
Sheffield Park, East Sussex,
TN22 2QL.
Tel: 01825 720800.

Running: Daily in October except 4/5.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Running: Diesel Weds, Gala October 3.

Chatham Historic Dockyard

Standard gauge, one mile.
Chatham, Kent.
Tel: 01634 820800.

Open: Daily until November 21 – railway operating dates TBA.

East Kent Railway

Standard gauge, two miles.
Shepherdswell, Kent.
Tel: 01304 832042.

Running: Sats/Suns in school holidays.

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: TBA.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: W/Es and Tues-Thurs until October 24, daily October 25-31.

Kent & East Sussex Railway

Standard gauge, 10½ miles.
Tenterden, Kent.
Tel: 01580 765155.

Running: Weds & W/Es in October plus 26th & 28th.

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: Steam Gala October 1-3, then W/Es plus 6/7 and 25-29.

Mizens Railway

7¼in gauge, one mile.
Woking, Surrey.
Tel: 07962 400922.

Running: TBA.

Old Kiln Light Railway

2ft gauge, ¾ mile.
Farnham, Surrey.

Running: TBA.

Romney, Hythe & Dymchurch Railway

15in gauge, 13½ miles.
New Romney, Kent.
Tel: 01797 362353.

Running: W/Es and Tues-Thurs until Oct 21, then Oct 25-31.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es, daily in local school holidays.

Sittingbourne & Kemsley Railway

2ft 6in gauge, 1¾ miles.

Sittingbourne, Kent. Tel: 01795 424899.

Running: Santa Specials December 4/5, 11/12, 18-20.

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: TBA.

Bodmin & Wenford Railway

Standard gauge, 6½ miles,
Bodmin, Cornwall.
Tel: 01208 73555.

Running: Tues-Thurs & Suns in 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.

Open: Thurs-Suns.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.

Tel: 01749 880417.

Running: W/Es and Weds until end of October.

Helston Railway

Standard gauge, 1¼ miles.
Helston, Cornwall.
Tel: 07901 977 597.

Open: Weds-Suns. Running: TBA.

Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile.
Newquay, Cornwall.
Tel: 01872 510317.

Open: 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: Tues-Thurs & W/Es until end of October.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: 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: October 30/31.

Seaton Tramway

2ft 9in gauge, three miles.
Harbour Road, Seaton, Devon.
Tel: 01297 20375.

Running: Daily in October.

Somerset & Dorset Railway

Standard gauge, ½ mile.
Midsomer Norton station,
Silver Street, BA3 2EY.
Tel: 01761 411221
Open: Suns. Running: Diesel Oct 3, Gala 22-24, steam 31.



The 1937-built Krupp Pacific *Black Prince* is back in action at the Romney, Hythe & Dymchurch Railway following overhaul. RHDR



Bressingham's 0-4-0PT-T Bevan, loosely based on a Kerr Stuart 'Wren', begins another circuit of the centre's 2ft gauge Fen Railway on August 25. GARETH EVANS

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: Tues-Thurs in October plus 25th and 29th.

Swindon & Cricklade Railway

Standard gauge, three miles.
Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: Santa Specials Nov 27/28, Dec 4/5, 11/12, 18/19.

West Somerset Railway

Standard gauge, 20 miles.
Minehead, Somerset.
Tel: 01643 704996.

Running: Tues/Weds & W/Es in October plus 28th. Steam gala October 1-3.

Yeovil Railway Centre

Standard gauge, ¾ mile.
Yeovil Junction station, Somerset.
Tel: 01935 410420.

Running: October 29/30.

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: W/Es and Tues-Thurs in October plus 25th and 29th.

Colne Valley Railway

Standard gauge, ¾ mile, footplate experience.
Castle Hedingham, Essex.
Tel: 01787 461174.

Running: Diesel Oct 2/3, 10, 16, 24, 30/31. Steam Oct 17 and 27.

East Anglian Railway Museum

Standard gauge, ¼ mile.
Wakes Colne, Essex.
Tel: 01206 242524.

Open: W/Es. **Running:** Steam Oct 10, diesel 23/24 & 27, Thomas 30/31.

Ferry Meadows Railway

10¼in gauge, ½ mile.
Peterborough, Cambs.
Tel: 01733 398 889.

Running: TBA.

Mangapps Railway Museum

Standard gauge, ¾ mile.
Near Burnham-on-Crouch, Essex.
Tel: 01621 784898.

Open: TBA.

Mid-Norfolk Railway

Standard gauge, 11½ miles.
Dereham, Norfolk. Tel: 01362 851723.
Running: *Flying Scotsman* October 2-17. Railcar event 23/24 (TBC), Halloween Train 30th.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk.
Tel: 01449 766899.

Running: Santa Specials December 4/5, 11/12, 18/19.

Nene Valley Railway

Standard gauge, 7½ miles.
Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Running: W/Es until end of October plus Wed October 27. Diesel gala Oct 8-10.

North Norfolk Railway

Standard gauge, 5½ miles.
Sheringham, Norfolk, NR26 8RA.
Tel: 01263 820800.

Running: Daily until end of October.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: Daily until end of October.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk.
Tel: 01603 871694.

Open: Daily.

Running: Diesel W/Es, steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile.
Quainton Road, Bucks.
Tel: 01296 655720

Running: Suns.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon.
Tel: 07979 055366

Running: Suns in October plus 28th.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067

Running: 1940s Weekend October 2/3.

Didcot Railway Centre

Standard gauge.
Didcot, Oxon. Tel: 01235 817200.

Running: W/Es & Weds until October 31.

Epping Ongar Railway

Standard gauge, six miles.
Ongar, Essex.
Tel: 01277 365200.

Running: W/Es in October plus 27-29.

London Transport event October 8-10.

Great Whipsnade Railway

2ft 6in gauge.
Whipsnade Zoo, Dunstable.
Tel: 0344 225 1826.

Open: Daily.

Hampton & Kempton Waterworks Railway

2ft gauge.
Hanworth, Middlesex.
Tel: 07511 730782 or 01932 765328.

Running: TBA.

Leighton Buzzard Railway

2ft gauge, three miles.
Leighton Buzzard, Beds.
Tel: 01525 373888

Running: Suns until end of October.

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: October 2/3 (Steam Gala), 9, 30/31.

Barrow Hill Roundhouse

Standard gauge.

Barrow Hill, near Chesterfield.

Tel: 01246 475554.

Open: W/Es until December 12.

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: 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 in October.

Crich Tramway Village

Standard gauge, one mile.

Crich, Derbyshire.

Tel: 01773 854 321

Open: 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: W/Es in October plus October 26 and 28-31.

Echills Wood Railway

7¼in gauge, 1¼ miles.

Kingsbury Water Park,

Sutton Coldfield.

Running: Suns.

Evesham Vale Railway

15in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es plus October 25-29.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Tel: 01782 396210.

Running: Suns in October plus 27th.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles.

Toddington, Glos.

Tel: 01242 621405.

Running: W/Es, Tues-Thurs in October.

Great Central Railway

Standard gauge, eight miles.

Loughborough,

Leics, LE11 1RW.

Tel: 01509 632323.

www.gcrailway.co.uk

Running: W/Es.

Midland Railway – Butterley

Standard gauge, 3½ miles.

Ripley,

Derbyshire.

Tel: 01773 570140.

Running: W/Es in October plus 25-29.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: Suns in October.

Northamptonshire Ironstone Railway

Standard gauge, 1½ miles.

Hunsbury Hill,

Northampton.

Tel: 01604 702031.

Running: TBA.

North Gloucestershire Railway

2ft gauge, ½ mile.

Gloucestershire Warwickshire Railway, Toddington.

Running: TBA.

Nottingham Heritage Railway

Standard gauge,

10 miles.

Ruddington, Notts.

Tel: 0115 940 5705.

Open: October 3.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire.

Tel: 01629 580381.

Running: TBA.

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: 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.

1940s Weekend October 16/17.

Severn Valley Railway

Standard gauge, 16 miles.

Kidderminster, Worcs, DY10 1QR.

Tel: 01562 757900.

Running: 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: 1940s Dance Evening October



Andrew Barclay 0-4-0ST Works No. 2088 of 1940 *Sir Thomas Royden* at Rocks by Rail on August 29. ROBIN JONES

Railway Museums

Beamish

The Living Museum of the North, County Durham. 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: 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: Weds-Suns.
Tel: 033 0058 0058.

London Transport Museum

Covent Garden. Open: Daily.
Tel: 0343 222 5000.

Manchester Museum of Science & Industry

Castlefield, Manchester.
Open: Weds-Suns in term time, daily in school holidays.
Tel: 033 0058 0058.

National Railway Museum

Leeman Road, York.
Open: Weds-Suns.
Tel: 033 0058 0058.

Rail Story

Ingrow, West Yorks.
Open: 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: TBA.
Tel: +44 (0)28 9042 8428.

15. School's Out Oct 25-29, Halloween
Oct 27-31

Tanat Valley Light Railway

Standard gauge, 1½ miles.

Nantmawr, Shropshire

SY10 9HW.

Tel: 01691 780042.

www.tanatvalleyrailway.co.uk

Open: Home Front event October 23/24.

Telford Steam Railway

Standard gauge, one mile.

Telford, Shropshire.

Open: TBA.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles.

Bury, Lancs.

Tel: 0333 320 2830.

Running: W/Es in October plus 27-29.

Autumn Steam Gala October 15-17.

Great Laxey Mine Railway

19in gauge, ¼ mile.

Laxey, Isle of Man.

Tel: 01624 862007/670386.

Running: TBA.

Groudle Glen Railway

2ft gauge, ¾ mile.

Isle of Man.

Tel: 01624 670453.

Running: Santa Specials December 11/12,
18/19.

Heaton Park Tramway

Standard gauge, ½ mile.

Manchester.

Tel: 0161 740 1919.

Running: Suns until November 14.

Isle of Man Steam Railway

3ft gauge, 15½ miles.

Douglas,

Isle of Man.

Tel: 01624 662525.

Running: Thurs-Mons in October.

**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 in
October.

**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.

**Threlkeld Quarry & Mining
Museum**

2ft gauge, ½ mile.

Threlkeld, Cumbria.

Tel: 01768 779747.

Open: Tues-Suns.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Suns until end of October.



West Country No. 34092 *City of Wells* leaves Ramsbottom at the East Lancs Railway on August 28. ROBERT FALCONER

NORTH EAST

Aln Valley Railway

Standard gauge, 1½ miles.

Alnwick, Northumberland.

Tel: 0300 030 3311.

Running: TBA.

**Appleby Frodingham
Railway Preservation Society**

Standard gauge, 15 miles.

British Steel Steelworks,

Scunthorpe.

Tel: 07889 297271.

Running: October 16, 23.

Bowes Railway

Standard gauge, 1¾ miles.

Springwell, Tyne & Wear.

Tel: 07850 916484.

Open: TBA.

**Cleethorpes Coast
Light Railway**

15in gauge, two miles.

Cleethorpes,

North East Lincolnshire.

Tel: 01472 604657.

Running: October 1-3, then W/Es and
25-31.

Derwent Valley Light Railway

Standard gauge, ½ mile.

Murton, near York.

Tel: 01904 489966.

Running: TBA.

**Embsay & Bolton Abbey
Steam Railway**

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 795189.

Running: October 2/3, 5, 9/10, 12, 15/16,
19, 23, 26.

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: W/Es & Weds in October plus
25-29. Beer & Music Festival October
14-17.

**Lincolnshire Coast Light
Railway**

2ft gauge. Skegness, Lincs.

Tel: 07407 500884.

Running: TBA.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: October 10, 31.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0845 680 1758.

Running: TBA.

North Bay Railway

20in gauge, ⅞ mile.

Scarborough, North Yorks.

Tel: 01723 368791.

Running: Daily until end of October.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 277 7135.

Running: TBA.

**North Yorkshire Moors
Railway**

Standard gauge, 18 miles.

Grosmont, North Yorks.

Tel: 01751 472508.

Running: Daily.

South Tynedale Railway

2ft gauge, 4¾ miles.

Alston, Cumbria.

Tel: 01434 338212.

Running: W/Es to end of October.

Stainmore Railway

Standard gauge, ½ mile.

Kirkby Stephen, Cumbria.

Tel: 01768 371700.

Open: Suns.

Tanfield Railway

Standard gauge, three miles.

Near Gateshead,

Tyne and Wear.

Tel: 07508 092365.

Running: TBA.

Weardale Railway

Standard gauge, 18 miles.

Stanhope, Co. Durham.

Running: December reopening TBC.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar,

North Yorkshire.

Tel: 01677 425805.

Open: W/Es & Weds in October.

**Whistlestop Valley Railway
(Kirklees)**

15in gauge, four miles.

Huddersfield,

West Yorks.

Tel: 01484 865727.

Running: October 1-4, 8-11, 15-17, 23-31.



Andrew Barclay 0-4-0STs Works Nos. 1219 and 1385 *Rosyth No. 1* at the Pontypool & Blaenavon Railway on August 29. ALISTAIR GRIEVE

Yorkshire Wolds Railway

Standard gauge, 1,000ft.
Fimber, East Yorkshire.
Tel: 01377 338053.
Open: Suns until end of October.

WALES

Bala Lake Railway

2ft gauge, 4½ miles.
Llanuwchllyn, Gwynedd.
Tel: 01678 540666.
Running: W/Es and Thurs in October plus 25-30.

Barry Tourist Railway

Standard gauge, two miles.
Barry, Vale of Glamorgan.
Tel 01446 748816.
Running: TBA.

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 until October 29.
Gwili Railway

Standard gauge, four miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Llanberis Lake Railway

2ft gauge, three miles.
Llanberis, Gwynedd. Tel: 01286 870549.
Running: Suns-Thurs through October plus 29-31.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile.
Cynheidre, Carmarthenshire.
Tel: 07956 082305.

Pontypool & Blaenavon Railway

Standard gauge, 3½ miles.
Blaenavon, Torfaen. Tel: 01495 792263.
Running: TBA.

Rhyl Miniature Railway

15in gauge. Rhyl, North Wales.
Tel: 01352 759109.
Running: TBA.

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: TBA.
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.
Running: Weds & Sats in October plus 27-30.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd. Tel: 01766 516000.
Running: October 2, 5, 7, 9, 12, 14, 16, 19, 21, 23, 25-28.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: TBA.

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.
Brechtin, Angus.
Tel: 01356 622992.

Running: TBA.
Doon Valley Railway

Standard gauge.
Dunaskin, Ayrshire.
Open: TBA.

Keith & Dufftown Railway

Standard gauge, 11 miles.
Dufftown, Banffshire.
Tel: 01340 821181.

Running: TBA.
Lathalmond Railway Museum

Standard gauge, ½ mile.
Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.
Tel: 07379 914801.

Running: October 3.
Royal Deeside Railway

Standard gauge, 1¼ miles.
Banchory, Kincardineshire.
Tel: 01330 844416.

Running: TBA.
Strathspey Railway

Standard gauge, 10 miles.
Aviemore, Inverness-shire.
Tel: 01479 810725.
Running: Thurs-Suns in October.

IRELAND

Railway Preservation Society of Ireland

5ft 3in gauge. Whitehead, Co. Antrim.
Tel: +44 28 9358 6200.
Open: Museum open Thurs to Sat.
Running: TBA.

The details in this list were correct at the time of going to press. We strongly advise that you confirm details with the venue concerned. Pre-booking is often essential.

TBA = To Be Announced

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VOL 237 London Midland Steam Miscellany No 9

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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



Going Dutch with a Duchess

DURING his lunch break, Julian Heinemann of the 73082 Camelot Locomotive Society (see pages 52-57) spotted this Dutch flower lorry making a delivery to the flower stall in Vauxhall station in London.

Both sides have a striking image of a Princess Coronation Pacific in BR maroon livery.

The artist's website shows other decorated vehicles, and it appears that he has painted members of the Dutch royal family.

Say it with steam!

NOT only did regular Swanage Railway volunteer Nathan Au get down on one knee to propose to his girlfriend Rhianna Webb at Norden station on August bank holiday Monday – but he brought his own named train along to help him do the job!

Maunsell U 2-6-0 No. 31806 proudly carried a headboard proclaiming 'Will You Marry Me?' – and the headcode disc said 'Yes'.

At the railway's adjacent successful Roads to Rail steam rally, steam engines sounded their sirens and blew their whistles from the field.

A railway statement said: "We send massive congratulations to Nathan and his fiancée Rhianna from the whole of the Swanage Railway family!

"It can be hard to find unique ways to ask that most important of questions in the 21st century, so how better to do it than by driving your own 'named' train to greet your partner!"

Nathan is chairman of the railway's 563 Locomotive Group, which is working towards returning former National Collection LSWR T3 4-4-0 No. 563 to steam for use on the Purbeck Line.

Nathan Au and Rhianna Webb with No. 31806 at Norden. One commentator posted on Facebook: "This must be one of those photoshopped pictures. Everyone knows that railmen are married to their trains." VICKI DYKE



Somerset & Dorset still in daily transport use

THE route of the legendary 'Pines Express', the Somerset & Dorset Joint Railway, continues to be a major source of fascination and engagement in the heritage sector.

Two sections of the S&D main line have been revived, at Midsomer Norton and Shillingstone, while recent times have seen the controversy over moves to end the lease on the Somerset & Dorset Railway Trust's museum home of 45 years, Washford station on the West Somerset Railway, and the relocation of some of its exhibits to the Avon Valley Railway at Bitton, and Midsomer Norton. During October 1-3, the Mid-Hants Railway, currently the location of the trust's S&D 7F 2-8-0 No. 53808, will become the latest heritage line to hold an S&D-themed gala, recreating the atmosphere of the trans-Mendip line as it was in the 1950s and 1960s prior to closure.

Yet part of the S&D – mostly missed by the heritage sector – remains in 24-hour use for public transport needs.

Glastonbury & Street railway station was the biggest station on the S&D line from Highbridge to Evercreech Junction until it closed in 1966 under

the Beeching axe. It was also the junction for the short branch line to Wells, which closed in 1951.

Opened in 1854 as Glastonbury and renamed in 1886, it had three platforms: two for Evercreech to Highbridge services and one for the

branch service to Wells. The station had a large goods yard.

For 18 years after the line closed, the goods platform canopy remained in place. However, in 1984, it was rescued by Glastonbury Conservation Society and re-sited using a Manpower Services Commission team of unemployed people. The scheme came second in a National Pride of Place competition.

While the line it served had fallen victim to the postwar rise of road transport alternatives, the canopy now takes pride of place in one of Glastonbury's main town centre car parks, ensuring that their cars are saved from the worst of the Somerset weather.

Glastonbury and its Tor have in modern times become hugely popular as a centre of legends and mysticism, but here, the canopy is still weaving a little piece of S&D magic!



The Somerset & Dorset goods platform canopy from Glastonbury & Street station now serves a town centre car park. ROBIN JONES

NEXT ISSUE

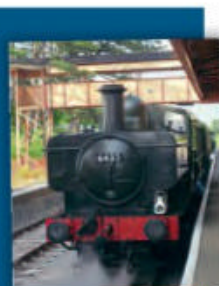
Issue 286 out Oct 29

With a season of autumn galas in full swing for the first time since lockdown, we bring you the best pictures.

PLUS

'GLOSWARKS' AT 40

As the Gloucestershire Warwickshire Railway celebrates its 40th anniversary, we look at its plans for the future.



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R3848 Hornby OO Gauge Transitional
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- Era 4
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R3847 Hornby OO Gauge SR,
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- Era 3
RRP £94.99 Our price £86



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Dairy Co. Ltd, Ruston & Hornsby
48DS, 0-4-0, 235511 - Era 4/5/6
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R3853 Hornby OO Gauge
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