

**108
PAGES**

UNION OF SOUTH AFRICA FAREWELL: SPECIAL FEATURE

ISSUE 286 October 29 – November 26, 2021

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

SOUVENIR EDITION

Autumn Galas Back after two years

Action from Bluebell,
Mid-Hants, Great Central,
North Yorkshire Moors,
West Somerset
and more!



LOTTERY

£3.1 million win for Ffestiniog & Welsh Highland

■ SOUTHWOLD BLYTH IS UK'S NEWEST STEAM LOCO ■ TORNADO TO PIONEER NEW IN-CAB SIGNALLING
■ GLOUCESTERSHIRE WARWICKSHIRE: HONEYBOURNE – HONEYPOT OR HONEYTRAP?
■ UNIQUE GWR COMPOSITE GETS SEVERN VALLEY LAUNCH FOLLOWING 49-YEAR REBUILD
■ SPA VALLEY GETS £250K LEGACY FOR LOCO OVERHAULS ■ TANGMERE BACK AFTER OVERHAUL



• MODEL MONEY •

SELL YOUR PRE-OWNED LOCOS & ROLLING STOCK FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •

GET A FREE
VALUATION
ON YOUR
COLLECTION



We purchase a wide variety of brands, including:



Take our 60 second quiz and immediately learn if we can make an offer on your collection!

www.HattonsModelMoney.com/quiz



Get cash for your items in just four easy steps...



List

Prepare & submit a list of your items online or send spreadsheets, documents or photographs to us via our website.



Offer

Our expert staff will review your list and create your bespoke valuation.



Send

Once the offer is accepted, send your items to us.



Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal**.

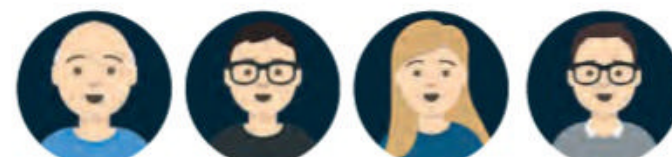
Call us on: **0151 305 1755**

Phone opening times: Mon to Sun 9:30am - 5:30pm

Email us at: **preowned@hattons.co.uk**

17 Montague Road, Widnes, WA8 8FZ

Get in touch with our friendly team...



Find out more at www.hattonsmodelmoney.com



EDITORIAL

Editor Robin Jones
rjones@mortons.co.uk
Deputy editor Toby Jennings
tjennings@mortons.co.uk
Senior Contributors
Geoff Courtney, Cedric Johns,
John Titlow
Contributors
Hugh Dougherty, Pete Kelly,
Roger Melton, Brian Sharpe,
Designer Tim Pipes
Production editor
Lucy Wood
Publisher Tim Hartley
Editorial address
Heritage Railway magazine,
Mortons Media Ltd, PO Box 99,
Horncastle, Lincs LN9 6LZ
Website
www.heritagerrailway.co.uk

ADVERTISING

Advertising representatives
Craig Amess 01507 529537
cames@mortons.co.uk
Fiona Leak 01507 529573
fleak@mortons.co.uk
Group advertising manager
Sue Kelly
skelly@mortons.co.uk

CUSTOMER SERVICES

General Queries & Back Issues
01507 529529
Monday-Friday 8.30am-5pm
Answerphone 24H
help@classicmagazines.co.uk
www.classicmagazines.co.uk

DISTRIBUTION & PRINTING

Distribution
Marketforce (UK) Ltd, 3rd Floor,
161 Marsh Wall, London E14 9AP
0203 787 9001
Printing
William Gibbons & Sons,
Wolverhampton

MORTONS MEDIA GROUP LTD

Sales and distribution manager
Carl Smith
Marketing manager
Charlotte Park
Commercial director
Nigel Hole
Publishing director
Dan Savage

ARCHIVE

Enquiries Jane Skayman
01507 529423
jskayman@mortons.co.uk

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

EDITORIAL CONTRIBUTIONS

Contributions to this magazine should be clearly typed and ideally sent by email. Photographs, which should be clearly marked with the contributor's name and address, are submitted at the owner's risk. Mortons Media Group Ltd cannot be held responsible for loss or damage, however caused. All postal submissions must include an appropriate SAE for the return of all material. Opinions expressed in this magazine are not necessarily those of the editor or his staff.

© Mortons Media Group Ltd.

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

ISSN No 1466-3560

Published

Every four weeks on a Friday.
Advertising deadline
November 11, 2021
Next issue on sale
November 26, 2021

Despite the failure of planned star locomotive A4 No. 60009 *Union of South Africa* (Headline News, pages 6/7; feature, pages 41-45), the East Lancashire Railway put on an excellent show and attracted a healthy number of visitors to its October 15-17 Autumn Steam Gala. One of the last-minute guest engines was Ivatt 2MT 2-6-2T No. 41312 from the Mid-Hants Railway, the first of its class to appear on the ELR in the heritage era, while resident Lancashire & Yorkshire Railway Class 27 0-6-0 No. 52322 made some of its first runs following overhaul. Here, the pair double-head across Burrs Country Park on the Friday. KEVIN WHITEHURST

It's time to celebrate

"SEASON of mists and mellow fruitfulness" was how the poet John Keats described autumn. Here in the heritage railway sector, we too have much cause to celebrate after lines of all sizes held their first autumn galas in two years.

As the series of special features in this souvenir autumn issue highlights, the gala season throughout the country has provided a ripe harvest of visitor numbers and sold-out trains – as Britain's top photographers returned to the lineside to capture the action among the glorious changing colours in minute detail.

The Covid-19 pandemic that wiped out last year's autumn programme is certainly far from over. Despite the success of the national vaccination programme, infection numbers continue to rise as winter approaches.

However, from my experience, the sector has repeatedly and successfully pioneered the way in which it has implemented social distancing and other essential measures against the virus over the past 18 months, and impressed in doing so – to the point where passengers are able to once again feel safe to travel.

During its 70 years, our sector has overcome a succession of seemingly impossible obstacles; maybe future generations will look back and view this one as among the biggest of them all. Despite our laudable achievements, there must be not an inch of room for complacency, and we must all continue to take care.

Elsewhere in this issue, we highlight the remarkable career of LNER streamlined A4 Pacific No. 60009 *Union of South Africa*, the running days of which, it appears, have come to an end a few months earlier than expected.

'Number Nine' has been in the sector for almost twice as long as it was in 'Big Four' and BR ownership, thanks to the decision of Scottish farmer John Cameron to buy it in 1966. Since then, it has accumulated the highest

mileage of any class member through a succession of activities, both on the national network and heritage lines, during which it has won the hearts and minds of countless admirers.

Thank you, John, for your absolutely magnificent contribution to UK transport

heritage, which so often deservedly made your dream machine a market leader.

At *Heritage Railway*, we strive to bring you the fullest and most comprehensive coverage of the entire movement every 28 days.

On pages 30-31, take a look at how you can take advantage of our seasonal subscription offers.

Alternatively, if you prefer to buy just one issue at a time but do not want to visit shopping centres or your local newsagent, you can order the next one to be delivered to your door. Simply telephone our customer services team on 01507 529529 or visit the website mrtns.uk/pre-order-hr

Robin Jones Editor

ISSUE 286

October 29, 2021 – November 26, 2021

News



Headline News

6

- Lottery £3.1 million grant boosts Ffestiniog & Welsh Highland
- New Southwold No.3 *Blyth* set for November delivery
- A1 *Tornado* pioneers new in-cab signalling
- Severn Valley launches unique GWR coach following 49-year restoration
- A4 owner John Cameron in hospital after garden ladder fall



News

10

- Severn Valley's Eardington station could reopen for local trains
- Repatriated Penryhn *Ogwen* steaming after 56 years
- Furness No.20 is running again
- Spa Valley gets £250,000 legacy for locomotive overhauls
- Transfer maker Tearne closes
- Privatisation 'could close' Darjelling Himalayan Railway
- New P2 now two-thirds built
- B12 bows out of North Norfolk service but 'back for centenary'
- First heritage railway study doctorate awarded



Main Line News

62

- *Tangmere* back after overhaul
- Steam Dreams to run 12 Santa specials from London Victoria
- *Royal Scot* heads early tour from Bridgnorth
- *King Edward I* 'back in spring'

With Full Regulator

68

Don Benn looks at some excellent work by Merchant Navy No. 35028 *Clan Line* and Jubilee No. 45699 *Galatea*.



Regulars

Subscribe Today Centre

30

BR single-chimney 9F 2-10-0 No. 92134 crosses Swithland Viaduct during the Great Central Railway's steam gala on October 3. MAT YARDLEY



Main Line Itinerary

66

Steam and heritage diesel tours

Railwayana

68

Geoff Courtney's regular column

Platform

92

Where your views matter most

Off the Shelf

94

Latest book and DVD releases

Up & Running

96

Guide to railways running

Next Stop

106

Features

Southern splendour

With a rare preserved line appearance by *Clan Line*, Schools class *Cheltenham* also visiting, and 'Standard Arthur' No. 73082 *Camelot* returning to steam, the Bluebell Railway's Giants of Steam Gala recreated BR Southern Region steam at its best.





CONTENTS: In a rare instance of a steam locomotive facing smokebox-first out of Mallaig, LMS 'Black Five' No. 44871 heads along the shore of Loch Eilt at Essan Bothy with the 'Jacobite' on September 28. JONNY GOURLAY
COVER: Visiting Bulleid Merchant Navy Pacific No. 35028 *Clan Line* approaches Holywell early on October 9, the second day of the Bluebell Railway's successful Giants of Steam Gala. DAVID CABLE

End of the line for 'Number Nine'

LNER A4 Pacific No. 60009 *Union of South Africa* was set to appear in the East Lancashire Railway's October 15-17 Autumn Steam Gala but fate stepped in, with the 4-6-2 being finally withdrawn from traffic less than a week before the event. Cedric Johns and Robin Jones look back at the illustrious history of this much-loved machine.



46

Time travel with a 'Spaceship'

52

Unique surviving single-chimney 9F 2-10-0 No. 92134 was the star of the Great Central Railway's Autumn Steam Gala as it recreated both its own history and that of the line itself from more than 50 years ago.

Honeybourne: Honeypot or honeytrap?

74

Forty years after it set out to restore the Stratford-upon-Avon to Cheltenham line, the Gloucestershire Warwickshire Railway has been offered part of the trackbed for another extension.

The Mendips come to the 'Alps'

80

To welcome the Somerset & Dorset Railway Trust, the Mid-Hants Railway made its Autumn Steam Gala a celebration of the much-loved S&D.

NYMR's 'new normal'

86

"A little bit of normality" returned to the North Yorkshire Moors Railway with its first steam gala in two years, bringing *Saint Lady of Legend* and A1 *Tornado* together for the first time.

Models



Model News

84

Modellers of the much-loved Lynton & Barnstaple Railway have a treat with the release of Heljan's OO9-scale model of the line's famous Baldwin 2-4-2T No. 762 *Lyn*, of which the preserved L&B now operates a replica.

Find the latest news, images and discussion online only at:



Like us facebook.com/heritagerrailway



Follow us @HeritageRailMag



Connect with us heritage-railway-magazine

SUBSCRIBE FROM JUST £42*

*THAT'S JUST £3.23 AN ISSUE IF YOU PAY BY DIRECT DEBIT EVERY 12 MONTHS

See page 30



PRE-ORDER ISSUE 287

No need to pop to the shops in four weeks' time... simply order your next *HR* from mrtns.uk/pre-order-hr or call 01507 529529.

SCAN ME WITH YOUR PHONE CAMERA!



£3.1m grant boosts Ffestiniog & Welsh Highland heritage

By Robin Jones

THE Ffestiniog & Welsh Highland Railways is celebrating a second major boost of the year – in the form of a £3,144,000 grant from The National Lottery Heritage Fund.

The award will largely finance the line's Interpretation and Boston Lodge Works project and boost plans to attract more visitors by providing "a high-quality tourism experience" – along with fresh work, training and volunteering opportunities for the community of Porthmadog.

It will also fund the restoration and conservation of historic buildings, including the works listed by the Guinness Book of Records as the oldest railway workshop in continuous operation.

Supporters will be providing an additional £900,000 of matched funding for the three-and-a-half-year project which, once complete, aims to attract up to 250,000 visitors each year.

History recorded

The grant comes hard on the heels of the Ff&WHR and the Tallylyn becoming a major part of the new slate landscape of the North Wales UNESCO World Heritage Site, with the increased potential to become significant international visitor destinations, as first reported in issue 283.

Ff&WHR general manager Paul Lewin said: "We can feel our history slipping through our fingers – we must act now to save that history."

"We are a Welsh railway and our history is intertwined for 200 years with the local community."

"We want to build on those existing links so that the local community will have pride in and be involved in the heritage of the Ff&WHR and Boston Lodge."

"Through our project, we want to capture our stories and make sure they're shared with future generations and that we continue to play our part in the economy and success of North Wales."

Economic benefits

"Our railway has survived by adapting and embracing technology and thanks to this investment from The National Lottery Heritage Fund, we will do that again now to make sure that we offer a high quality tourism experience that brings real benefit to the North Wales economy."

Refurbishment of the works buildings will allow visitors behind the scenes, also showing them opportunities to get involved as volunteers if they so wish.

Andrew White, director of The National Lottery Heritage Fund in Wales, said: "As well as the many economic and employment benefits of the Ff&WHR, this project, which centres on the Boston Lodge works, is a great example of how heritage can help us understand who we are and where we come from and how the communities we are part of have been shaped by the past by bringing history to life."



Ffestiniog & Welsh Highland Railways general manager Paul Lewin (left) with Dr David Robinson, National Heritage Lottery Fund committee member for Wales, announce the £3.1 million grant outside Boston Lodge Works. CHRIS PARRY

Right: The Bygones Weekend showcases trains from significant eras of the Festiniog Railway Company. Here, double Fairlie Merddin Emrys is seen on October 8, the headboard carried by the official opening train when the line extended services into Blaenau Ffestiniog in 1982, following the earlier building of the Llyn Ystradau spiral deviation widely conserved to be one of the finest feats of civil carried out in 70 years of the heritage sector.

CHRIS PARRY



UK's newest steam locomotive for November Southwold debut

THE Southwold Railway Trust's new-build replica of the legendary 3ft gauge line's original Sharp Stewart 2-4-0T No. 3 *Blyth* was on course for delivery by manufacturer North Bay Railway Engineering Services of Darlington in mid-November.

The delivery will sadly miss the trust's planned October 30/31 open weekend at its Steamworks site in Blyth Road. However, once on site, it will be immediately steamed on the trust's 80-yard demonstration track.

Trust chairman John Bennett said: "It is a beautiful piece of art as much as it is a fine piece of engineering."

"David Humphreys and his NBRES team have captured that blend of visual and engineering quality that once characterised the manufacturing output of Victorian Britain."

The original *Blyth*, works number 2850 of 1879, was scrapped as part of



Nearly there: The new Sharp Stewart No.5 *Blyth* in the works at North Bay Engineering Services, which the Southwold Railway Trust hopes to have delivered in November. NBRES

the war effort in 1941, 12 years after the Suffolk railway closed.

Blyth will be the second new locomotive to be steamed by NBRES inside two months.

On October 4, *Big Dave*, the firm's third replica Bagnall Sipat class 0-4-0ST was successfully steam

tested. It is based on an original built in 1909 for the Sipat Water Works in India and built for Scotland's Shed47 Railway Restoration Group at Lathalmond Railway Museum to the north of Dunfermline on a shared site with the Scottish Vintage Bus Museum.



Replica Bagnall Sipat 0-4-0ST *Big Dave*, supplied to an order from the Big Country. NBRES

The firm's previous Sipats are *Georgina*, which ran on the North Bay Railway in Scarborough, and *Otter*, which was sold to the Groudle Glen Railway. A fourth is now being built for a private enthusiast, making it a rare example of modern-day batch building of steam locomotives.



A1 Pacific No. 60163 *Tornado* heads past a blaze of yellow gorse overlooking the East Coast Main Line at Penmanshiel en route from Edinburgh Waverley to York with the Railway Touring Company's 'The Edinburgh Flyer' on June 19. DAVE COLLIER

Tornado to pioneer new in-cab signalling

PIONEERING new-build A1 Peppercorn 4-6-2 No. 60163 *Tornado* will once again break ground as it becomes the first steam locomotive to be fitted with a new in-cab signalling system.

Network Rail has appointed design, engineering and project management consultants Atkins (part of the SNC-Lavalin Group) and global technology firm Thales to design and trial-fit European Train Control System equipment to the Peppercorn Pacific, as well as designing the system to fit an LMS 'Black Five' 4-6-0 and a Class 55 Deltic.

Future-proof

The project is key to ensuring that steam has a long-term future on the national network. ETCS is the signalling and control component of the European Rail Traffic Management System, which is to replace traditional lineside signals with in-cab radio-based signalling, initially on the East Coast Main Line.

ERTMS is already in place on the Cambrian Coast Line, meaning that steam traction is currently unable to operate over the route.

However, if the system can be successfully installed on a 'Black Five',

this will potentially reopen the scenic but weight-restricted line for steam railtours, Ian Riley's No. 44871 having been the last steam locomotive to haul the series of 'Cambrian Coast Express' trips in 2010 before the ERTMS installation took place.

Tornado has been selected as "a large modern build with established designs and power", while the 'Black Five' and Deltic have been chosen because of similarities with other classes.

Having already undertaken a feasibility study on behalf of Network Rail and the East Coast Digital Programme, Atkins will complete the on-board design. Thales will supply and install the equipment on *Tornado* and carry out intensive testing.

Toufic Machnouk, Network Rail's director of industry partnership digital, said: "This is an important world-first pathfinder project which is also immensely technically challenging. It blends steam technology with modern electronics; by trying it out and then taking stock of the results, we will know if it is a viable option for heritage and charter operators."

"Establishing the pathfinder project and the work required to fit the vehicles with the technology is an example of exceptional industry collaboration."

Robustness

Atkins project manager Phil Paisley said: "This is an exciting project to be a part of. Thanks to the skilled and committed teams at Network Rail, Atkins and Thales, we're now able to fit these trains with the equipment needed so they can continue to be enjoyed by the public."

Mark Newill, project manager at Thales in the UK, added: "Supplying and installing our ETCS equipment onto heritage and charter units for this pathfinder project allows Thales to demonstrate the robustness and versatility of our ETCS equipment."

"While heritage and charter units each come with their own unique challenges, we are excited to be working in partnership with the East Coast Digital Programme and the vehicle owners to ensure these locomotives can be enjoyed by future generations."

→ As part of its 2022 itinerary, The A1 Steam Locomotive Trust has

scheduled a series of tours focusing on Aberdeen.

Edinburgh to the Granite City features mainly in the programme, which also includes two trips with the 'Clyde Aberdonian' from Glasgow on Saturday, August 13 and Thursday, September 15. The full programme for the 'Aberdonian' is July 9/21/28/30, August 13/20 and September 1/8/15/17.

→ No. 60163 will undergo an intermediate overhaul next year. It will include a spare boiler which is virtually complete at Meiningen in Germany, and, according to the intermediate work schedule, will be fitted with new tyres for the drivers and tender, with new cylinder liners machined and fitted, plus a repaint.

To help fund the overhaul, the A1 Trust has launched The Overhaul Club to raise £50,000 to supplement capital already set aside. Donations may be made at www.a1steam.com at which a series of incentives are being offered.

→ The trust's popular road shows were reintroduced in October, the next being at London Transport Museum on Saturday, January 29.

A4 owner John Cameron 'stable' in hospital following gardening accident

By Cedric Johns

SCOTTISH farmer John Cameron, owner of A4 4-6-2 No. 60009 *Union of South Africa* and K4 2-6-0 No. 61994 *The Great Marquess*, was taken to hospital following a fall from ladder while working in his garden at Balbuthie in Fife on October 3.

A statement issued by the Cameron Trustees said: "He is being cared for in Ninewells Hospital, Dundee, where his condition is described as serious but stable."

"The Cameron Trust has extended its thanks on behalf of his family to friends and neighbours whom it knows will be wishing John well."

"The family has requested privacy at this difficult time."

John is known throughout railway circles as a leader in the Scottish steam who, as outlined in our feature on pages 41-45, bought No. 60009 out of BR service and created the former 1½-mile Lochty Railway on part of his home farmland.

Awarded a CBE in 1986, and a Doctor of Laws by St Andrew's University for his contribution to agriculture, transport and education, he was further honored by being awarded Doctor of Technology for safety on railways by the Napier University, Edinburgh, in 1998.

A qualified engine driver, John has served on the Board of ScotsRail as chairman, was a director of South West Trains, and served as a consultant to BR.

In a later bulletin, it was learned that he had been transferred from an intensive care ward to a general ward in Ninewells Hospital.

Meanwhile, No. 60009 – which John has earmarked for permanent static display on a proposed visitor centre in Fife – has been taken out of service on the East Lancashire Railway due to mechanical problems. It missed the line's October 15-17 gala and is not going to be repaired before its boiler ticket finally expires.

Unique coach is launched into service after half a century

Words and pictures by John Titlow

ENTHUSIAST Robert Smallman bought the now-unique GWR bow-ended composite carriage No. 6045 from BR for £200 in 1972 – and officially launched it into Severn Valley Railway service on October 17.

Half a century's work on refurbishing the Collett coach to the condition in which it was built at Swindon in 1928 reached its conclusion when it ran in a special train from Kidderminster to Bridgnorth for GW (SVR) Association members and supporters behind WR 0-6-0PT No. 1501.

After the First World War, when Charles Collett took over from George Churchward, he produced 57ft long and 9ft wide coaches known as 'bow ended' due to their distinctive ends – constructed to minimise the gangway gap between carriages when connected together.

No. 6045 is from an early design, having flush sides, recessed windows, bow ends, toilets at each end and external doors on both sides to each compartment. It has four first-class compartments and third class compartments, both seating 24. It is the only bow-ended composite to survive into preservation.

An example of standard GWR main line carriages built between 1925 and 1929, the standard internal finish at this time had mahogany panelling to the third class and walnut panelling to first class, with inset sycamore panels with mouldings picked out by gilding.

A total of 781 were built, of which 104 were composites. They were used all over the GWR, initially on expresses and later on semi fast secondary long-distance cross-country services such as the Birmingham to Cardiff trains through Kidderminster, and were permitted to work over most other regions.

No. 6045 was based in Devon and Cornwall for the majority of its main line work. This type of carriage was displaced only by BR Mk.1s from 1957 onwards.

Scrapyard rescue

In 1962, No. 6045 entered departmental service and was converted to a staff and dormitory coach numbered DW150293. Ending its days at Bristol, it condemned in 1971 and offered for sale as scrap.

Recalling 1972, Robert said: "I was moving house from Blaenau Ffestiniog to Worcestershire with my family and three children at the time.

"My interest always leaned towards carriages and wagons, so looking around the SVR I found the GW (SVR)



At Highley station, No. 6045, second from the end, looks perfectly at home on a GWR rake hauled by pannier No. 1501.



A preservation pinnacle of restoration: In as-built showpiece condition, GWR carriage bow-ended composite at its official launch.

Association had some carriages and were saving for an engine, Collett mogul No. 7325, from Barry scrapyard.

"There were many working parties to scrapyards, some to Barry for loco parts and the others to Long Marston for carriage bits. They were fun times but hard work, and armed with tools, parts were removed from GWR carriages about to be burned. The foreman would look at what we had and money would change hands.

"Saturday evening was spent at the local hostelry. Talk came round to saving another coach and No. 6045 was pointed out as being very unusual. A price of £200 was agreed.

"Delivery to Kidderminster goods yard by rail cost a further £24. No. 6045 was transported to Bewdley and placed in the siding by the shed. Reality struck, and I started by scratching my head. Knowing it was in very good hands, it joined

the GW(SVR)A's collection and was purchased by them in 1976. It was sent to a siding under tarpaulin.

"Work shortly began to restore it, and the missing third class compartment structure was reinstated by transferring parts from scrapped bow end Third No. 4886.

"Unfortunately other carriages took priority, so it was then stored outside at Highley for 25 years and later at Kidderminster. Now, 49 years have passed, and here No. 6045 stands as good as the day it was built."

Returned to Bewdley in 2014, the restoration involved replacing collapsed flooring, cleaning underframe steelwork, rebuilding the body structure and doors and recladding them in galvanised steel sheeting, along with the roof edges, fitting new steam heat pipework and radiators and electrical installations, and replacing the interior fittings.

First class seat frames were



Saviour Robert Smallman looks out of No. 6045 at its official launch at Bridgnorth.

constructed and salvaged third class seats were overhauled. Ceilings were replaced, toilets rebuilt and panelling installed, as were internal doors and other fittings. At Kidderminster, the bogies were dismantled and grit-blasted, worn components repaired or replaced, and a wheelset replaced. Then, No. 6045 was repainted in the Carriage Storage Shed. A lower end refurbishment included vacuum cylinders, brakes and draw gear, dynamo and belt and batteries.

The planned 2020 launch was cancelled due to Covid-19, but limited service took place in 2021 before the official launch.

→ The GW(SVR)A aims to create two operational eight-coach GWR passenger sets and is now working on the similar bow end Third No 4786 from 1926. Anyone wishing to volunteer or donate to the £150,000 coast of each coach is invited to visit www.gw-svr-a.org.uk



Visiting A3 Pacific No. 60163 *Flying Scotsman* passes Rashes Green crossing at Dereham on October 9 during its hugely successful visit to the Mid-Norfolk Railway, where it hauled four sell-out trains a day at weekends, each with 350 passengers, with school visits on Mondays and Tuesdays and static visits mid-week. It left light engine for Carnforth on October 18.
IAN MCDONALD/MNR

IN BRIEF

- GWR 4-6-0 No. 7812 *Erlestoke Manor*'s boiler passed its out-of-the-frames steam test at Tyseley Locomotive Works on October 18. The boiler, last steamed in 2017, will be lagged, clad and lifted onto the frames before final stages of returning No. 7812 to Severn Valley traffic will begin.
- **THE Swanage Railway is to run an extended Christmas season of Steam and Lights illuminated trains on 17 selected evenings between November 27 and December 31. The twice-nightly trains will replace the traditional Santa specials which won't run because of anti-Covid-19 measures. Bookings may be made at www.swanagerailway.co.uk/tickets**
- SERVICES on the Ravenglass & Eskdale Railway recommenced on October 16, having been suspended since October 3 while the line's permanent way gang cleared a landslip and relaid the track.
- **THE remains of a Class 7 4-6-2 and its carriages built as a mock-up for the forthcoming Tom Cruise movie *Mission Impossible* and then filmed running over the edge of Darlton Quarry in Stoney Middleton, Derbyshire (as reported issue 284) have been removed, along with the track on which they made their final journey. Planning permission states that the production company had to leave the quarry as they found it.**
- A REPLICA crane has installed where the unique Haytor Granite Tramway, on which horses hauled wagons on stone rails and which opened in 1820, meets the Stover Canal at Ventiford Basin, near Newton Abbot. Funded by the West Country branch of the Inland Waterways Association, the project took three years to research, plan and prepare.

Amersham can now boast its very own 'Met No.1!'

By Robin Jones

METROPOLITAN Railway E class 0-4-4T No.1 has again returned to Amersham and this time for keeps – not on London Underground metals, but on Talyllyn Railway tracks!

No.1 worked the last steam-hauled LT passenger train in 1961 and survived in use until 1965; it is now preserved at the Buckinghamshire Railway Centre. In 2013, the 150th anniversary of London Underground, No. 1 was loaned to London Transport Museum for the Metropolitan Railway 150 celebrations honouring the anniversary of the first Underground journey in 1863. No.1 has visited Amersham since, most recently in 2017.

However, No.1 can now be seen on a grass verge at Oakfield Corner, across the road from NatWest bank, together with a pair of Jubilee first and third class coaches – all standing on track supplied by the Talyllyn and mounted on sleepers also supplied by Tywyn and the Leighton Buzzard Railway.

This No.1 and carriages are half-size replicas, built in wood to no particular gauge for static display only, by the 1st Chesham Scout Group and Amersham Town Council during a two-year heritage project.

The train was hauled into place on September 18 with the help of Nic Kennedy, who owns Amersham MOT in Plantation Road, and the scout group.



The new Metropolitan Railway No.1 and its two carriages now on display. AMERSHAM TOWN COUNCIL

Mysterious 'lost' railway tracks rediscovered on the beach

THE Great Little of Trains of Wales have long been established as a keystone of the principality's tourist industry. Now a 'lost' narrow gauge line has reappeared after several decades.

Shifting sands uncovered the double tracks on Barmouth's beach in October but the purpose of the line remains a mystery.

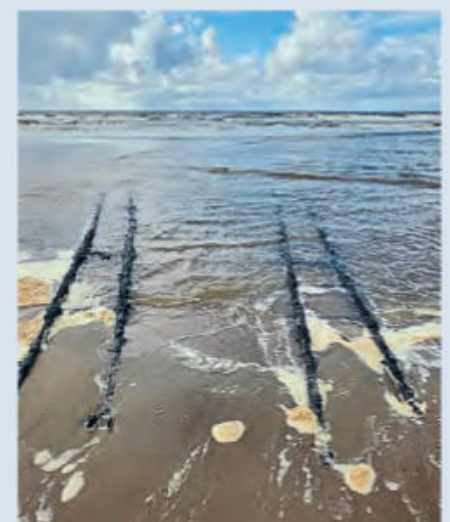
Local roofer Dicky Sharp, one of the first to see the newly-exposed tracks, joked that he had found the

"railway to Cantre'r Gwaelod" – the legendary ancient sunken kingdom of Cardigan Bay.

Various theories were suggested in the wake of the emergence. One said that the tracks dated from 1930 when, two years after a great storm washed away part of the promenade, they were laid to carry materials during the building of a new sea wall. Another suggested they were used to bring fishing vessels ashore for repairs.

However, local historian Hugh Griffith Roberts disagreed, believing that the rails were part of a sewage disposal system's holding tank and discharge pipe built in 1890 – when Barmouth was taking off as a prime seaside resort and houses and hotels were being built and therefore a need to remove waste.

The mysterious railway that has appeared on Barmouth's beach.
DICKY SHARP



Penrhyn *Ogwen* is steaming once again after 56 years

By Cliff Thomas

REPATRIATED Avonside 0-4-0T *Ogwen* has returned to steam at the Apedale Valley Light Railway after 56 years.

Ogwen No.2066 of 1933 was one of six Penrhyn Quarry locomotives bought by American antiques dealer CB Annette in 1965 and exported to the USA. It was one of a trio repatriated in 2012 and is now owned by Martyn Ashworth, who leads a team of volunteers operating from a private workshop in north Derbyshire which, as previously reported, has become known as Workshop X.

Following its restoration, *Ogwen* made its public debut in steam during Apedale's October 2/3 steam gala, hauling trains for the first time in 56 years – although it did not appear as *Ogwen*! The locomotive was originally supplied to Durham County Water Board and worked on the Burnhope reservoir contract with the name *Durham*. During its restoration, rubbing down the paint on the tanks revealed the lettering of

the original *Durham* name. This was carefully recorded and reproduced on temporary plates held in place magnetically at Apedale.

On October 10, the railway hosted an event for invited volunteers and supporters of Workshop X, with *Ogwen* as the star exhibit. Apedale is also home to two other restorations undertaken by the Workshop X team – Hudswell Clarke 0-6-0WT 1238/1916 (finished 2014), and the War Office Locomotive Trust's WDLR Hunslet 4-6-0T No. 1215 of 1916 No. 303 (completed 2018).

The opportunity was taken to display all the steam locomotives restored by the team over 15 years, apart from the first – which led to the expansion of the team and further projects. The team formed in 2006 after Andrew Neale repatriated Hunslet 0-4-0ST *Edward Sholto*, the restoration of which was completed in spring 2010. However, the boiler ticket for *Edward Sholto* has now expired and it is presently in storage at Beamish Museum with no current plans for it to be overhauled.



Steam is raised in Avonside 0-4-0T *Ogwen*, carrying its original name *Durham*, in the yard at the Apedale Valley Light Railway on October 10. Behind *Ogwen*/*Durham* is Kerr Stuart 0-4-2ST *Stanhope*. Martyn Ashworth is third from the left. CLIFF THOMAS

Nonetheless, *Edward Sholto* attended on October 10 in the form of the Statfold Barn Railway's Hunslet 0-4-0ST *Sybil Mary* carrying *Edward Sholto* nameplates!

A bonus reunion came when another Apedale resident, John Rowlands' ex-Penrhyn Kerr Stuart 0-4-2ST *Stanhope* – which was also a Durham County Water Board

locomotive – was drawn out of the shed to meet up with its old working colleague *Durham* and join in hauling passenger trains and giving footplate rides.

The two October appearances will be the only occasions the Avonside will appear as *Durham*; during the winter it will receive Penrhyn lining and become *Ogwen* again.



The line-up of Workshop X restorations in order of completion. Left to right are *Edward Sholto* (in reality *Sybil Mary*), Moseley Railway Trust's Hudswell Clarke 0-6-0WT No. 1238 of 1916, the War Office Locomotive Trust's WDLR Hunslet 4-6-0T No. 1215 of 1916 No. 303 (see also News, page 16), and Martyn Ashworth's Avonside 0-4-0T *Ogwen* (as *Durham*). CLIFF THOMAS

Llangollen Railway Trust 'will overcome' new £30,000 bill from creditors

THE Llangollen Railway Trust is confident that the reopened line can overcome its latest financial setback.

The trust has been advised by lawyers acting on behalf of administrators that £30,000 which had been placed in a separate bank account by the directors of Llangollen Railway Plc's trading arm, intended to cover sales of tickets and experiences in advance, must be made available to the general body of creditors.

In March, the plc announced that it had invited its bank to appoint receivers after recording a loss of £350,000. The move was followed by a sale of rolling stock owned by the

plc, before the trust formed a new body to save and reopen the line.

The trust's financial director, Phil Freeth, said: "We are disappointed with this outcome and wish to extend our sincere apologies to all those customers of Llangollen Railway Plc who will lose money over this. At the same time, we also have to acknowledge the administrators are only doing their job as the law dictates."

"The directors of the plc didn't do anything wrong particularly; it is fairly common practice to use advance sales and customer deposits to fund working capital. However, we can't have this

situation arising again if it can be avoided.

"The funds were only put into the separate account, very late in the day, from an overdrawn account. The directors of the new board of the trust have therefore created a Sales in Advance account, cash backed from an account substantially in credit, with immediate effect. Hopefully this early step will prevent any similar recurrence should the trust fall into financial difficulties in future."

"The administrators will now be in touch with numerous customers fairly shortly to invite them to claim in the administration."

The trust has also withdrawn its application to the National Heritage Lottery Fund for finance to fund the post of general manager for two years, while it lays down new foundations through governance, organisational structure, culture, strategic plan, a business development plan, documented policies and other procedures.

Trust chairman Pete Edwards said: "It is crucial to get this done so as to place the trust on a sound operational footing. Thanks to donations from so many supporters, grants and a significant legacy, the trust's cash flow is now secure through to 2023."



BR(W) Collett 4-6-0 No. 7820 *Dinmore Manor*, from the Gloucestershire Warwickshire Railway, was one of two replacement guest engines at the East Lancashire Railway gala following A4 No. 60009 *Union of South Africa's* failure, the other being Ivatt 2MT 2-6-2T No. 41312. Both were making their debuts on the ELR, something which the line's volunteer financial director David Layland described as "quite unusual for us – it probably attracted a few extra people." Here the Manor heads the 3.10pm Bury to Ramsbottom goods train in a short burst of sunshine at Burrs on October 16.
MARTYN TATTAM

Furness No. 20 returns to steam after overhaul

FURNESS Railway 0-4-0 No. 20 has returned to steam following its 10-yearly overhaul, becoming Britain's oldest working standard gauge steam locomotive once again.

The 1863-built Sharp Stewart engine, owned by the Furness Railway Trust, passed its formal steam test at the Ribble Steam Railway on October 7. Its first fire had been lit for an initial test on September 25, the first day of the line's steam gala, during which its boiler was gradually warmed through, its injectors tested, and its safety valves adjusted.

The locomotive last steamed when its previous 10-year boiler certificate expired in 2018, since when the FRT has been carrying out its overhaul at the RSR's Preston Docks headquarters. The trust would have completed the work last year had it not been for the coronavirus lockdowns; the boiler had been ready to undergo its hydraulic test in March 2020 when the pandemic first hit.

Most of the overhaul has focused on the boiler, thanks to regular maintenance and light duties for the engine, which ensured that it remained in good mechanical

order. However, one task on the bottom end was the fitting of a new set of springs, with the intention of softening its ride. The previous springs dated from its conversion to an 0-4-0ST at Barrow steelworks in 1870 and were thus designed for a heavier weight.

Neil Smith, the trust's secretary and publicity officer, said: "So far, other than being dragged round to be filled with water and coal, it has only run the few yards from inside our shed to be steamed up twice and back inside again, so we haven't yet done some mileage to know for sure what improvement that will bring."

The FRT converted No. 20 back to its original tender engine condition in a project that was completed in 1999, since when the locomotive has run for two 10-year tickets. More recently, the trust has acquired its surviving sister engine, No. 25, which is to be restored in its saddle tank form. Conservation work on this engine and an assessment of its condition is currently ongoing.

The acquisition of No. 25 means that the group owns all three surviving locomotives from Barrow



Furness Railway 0-4-0 No. 20 at the Ribble Steam Railway on October 7, having passed its official steam test following overhaul. FURNESS RAILWAY TRUST

steelworks, the third being 1937-built Fowler 0-4-0 diesel shunter *Fluff*. The latter is under restoration, with its cab substantially complete and work advancing on new metalwork for the bonnet.

Neil said of *Fluff*: "We are still having discussions about the best way forward for replacing the engine as the original is beyond economic repair. There are various options for finding a similar sized and powered unit, but these then come with other considerations about whether

to incorporate a new transmission system or not – we are speaking to some owners of similar locos who have already wrestled with these issues."

Other current FRT projects include the overhaul of GER royal saloon No. 5; the overhaul of Peckett 0-4-0ST No. 1925 of 1937 *Caliban*, whose frames have just been rewheeled; and the restoration of ex-Barry GWR 4-6-0 No. 4979 *Wootton Hall*, whose tender vacuum brake cylinder has been restored.

New tyres are fitted to *Duke's* driving wheels

NEW tyres have been fitted to the driving wheelsets of BR Standard 8P 4-6-2 No. 71000 *Duke of Gloucester*.

The six new tyres were fitted at South Devon Railway Engineering, with the process being overseen by Rob Evans, the new general manager of the engineering business at Buckfastleigh following the retirement of Rob le Chevalier.

The wheelsets will now be returned for profiling at Tyseley Locomotive

Works, where the Riddles Pacific is under overhaul for an expected return to the main line next year.

BR Class 8 Steam Locomotive Trust chairman Trevor Tuckley said: "The trust and Tyseley are working towards completion for the middle of 2022.

"However, following both Brexit and Covid-19, materials and delivery times, along with costs, are very unpredictable. Like all such projects, the final lap is always the most

difficult, so to that end the progress is under constant regular review to ensure we keep on top of it."

As an incentive to supporters, the trust will invite all members to travel on the locomotive's first loaded main line test run for just £10. For details of the trust and how to join, 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.



One of the driving wheelsets for *Duke of Gloucester* following the fitting of new tyres at South Devon Railway Engineering.
BR CLASS 8 STEAM LOCOMOTIVE TRUST



Battle of Britain No. 34081 92 Squadron undergoing its steam test in Wansford yard at the Nene Valley Railway on September 30. KINGSLEY HARRIS

92 Squadron on the way back after repairs

BATTLE of Britain No. 34081 92 Squadron is being prepared for a return to service at the Nene Valley Railway after eight months out of action for firebox repairs.

The air-smoothed Bulleid Pacific, owned by the Battle of Britain Locomotive Society, failed in February with a wasted firebox crown sheet. It was sent to Locomotive Maintenance Services of Loughborough, where it has received patch repairs and new stays.

It returned to the NVR on September 10 and passed its steam test on September 30. Its cab was due to be refitted in mid-October, followed by the boiler lagging and air-smoothed cladding, but a date for a return to service is still to be confirmed.

'Christmas Moorlander' runs again

TICKETS for the North Yorkshire Moors Railway's annual festive season favourite, the popular Christmas Pullman dining experience, are now on sale.

The 'Christmas Moorlander' services will depart from Grosmont on Thursdays to Sundays in December before Christmas Day, and from Pickering on December 29-31 and January 1-2.

To book, visit www.nymr.co.uk/christmas-moorlander

Railway transfer maker Tearne finally closes its doors after 165 years

By Toby Jennings

TEARNE Transfer & Digital Print Ltd, the firm that supplied British Railways with its steam-era crests and cabside numbers, has closed down after 165 years.

Founded in 1856 as Tearne & Sons, the Birmingham-based firm started out by producing cycle transfers but quickly became a major supplier to railway companies around the world, including East Africa and Nigeria.

In Britain, it supplied London Underground with transfers, and BR with the 'lion and wheel' crests, cabside numbers and power classifications for steam locomotives,



One of Tearne Transfers' genuine BR late crests which was delivered in October. TOBY JENNINGS



Signwriter John Dickenson removes the final tissue paper from the Tearne's BR cabside number transfers on Lancashire & Yorkshire Railway Class 27 0-6-0 No. 52322 at Carnforth in early 1995. GEOFF SILCOCK

as well as crests for 'Big Four' and pre-Grouping companies.

It closed down at the end of September as directors Christopher and Pat Hall retired, but some of its artwork and a limited stock of transfers are still available to preservationists.

These include BR early and late emblems, and 8-inch and 10-inch cabside numbers (though not all from 0 to 9), crests for Pullman stock, and for companies including the LNER, LMS, GWR, London & North Western, Lancashire & Yorkshire, Midland and South Eastern & Chatham railways.

As the firm's premises were being cleared in late September, Pat told *Heritage Railway*: "We are very sad to be closing after 165 years, but my husband and I are finally retiring and unfortunately no one has been interested in buying the business."

"As far as the artwork is concerned, we have a customer who is a trustee of the National Railway Museum and he has told them about it, but we haven't heard anything from them."

"The Severn Valley has had some, but there's a lot left."

Anyone interested in buying transfers or artwork can contact Pat at tearne@btconnect.com

RAIB releases details of NYMR collision

FURTHER details of a minor collision at the North Yorkshire Moors Railway have been released by the Rail Accident Investigation Branch.

As reported last issue, the incident occurred at approximately 10.32am on September 21, when Class 20 diesel No. 20189 collided with the rear of a stationary rake of Mk.1 coaches at Grosmont station.

The RAIB confirmed that the collision took place at a speed of about 10mph and that five passengers suffered minor injuries.

The stock involved was taken out of traffic for inspection, meaning that Pullman services were cancelled during the line's steam gala the following weekend, as the Pullman coaches were needed to provide a main line-certified set for Whitby services. The RAIB has undertaken a preliminary examination and will publish a safety digest



An image from the Grosmont station webcam showing Class 20 diesel No. 20189 just prior to its collision with the rake of Mk.1 coaches in the platform on September 21. NYMR/RAIB

in the coming weeks. NYMR general manager Chris Price said that the railway "is taking the incident very seriously" but was unable to comment further while the investigation is ongoing.

Wensleydale gets £80,000 grant to move Great Eastern 'box'

THE Wensleydale Railway has been given a £80,000 grant by the Railway Heritage Trust to move the disused Grade II-listed GER signalbox at Hertford East station and re-erect it 214 miles away at Leyburn, where it will control a new passing loop. Dating from 1888, the 'box stands in the way

of a platform extension. The trust's executive director Andy Savage said: "It's very close to the track and very close to the overhead wires, so nobody has been able to work out a way to use it."

"Signalboxes are designed to be relocatable and Greater Anglia is

renewing its trains. The new trains are much longer, so they're having to lengthen the platform at the station to take the new trains."

"There is Network Rail guidance on what to do with redundant listed signal boxes. Top of that list is to give them to a heritage railway to use as

a signalbox, so that way, you can see them doing what they're supposed to do."

"It hasn't been used for decades and it's the right thing for it. If you try to restore a listed building without having a use, it will just deteriorate."



Three 'Peaks' challenge: A mighty combined 5760 horsepower approaches Wansford station on the evening of October 10 as the Nene Valley Railway's diesel gala comes to a spectacular conclusion with triple-headed 'Peaks' of all three classes. Leading is Class 44 No. D4 Great Gable, followed by Class 45 No. 45041 Royal Tank Regiment and Class 46 No. D182. TOBY JENNINGS

Repairs to Aln Valley viaduct get underway

REPAIRS to what is believed to be the country's oldest heritage railway viaduct are underway following a successful appeal.

As previously reported, the Aln Valley Railway launched an appeal for £100,000 to pay for waterproofing work on Cawledge Viaduct. The seven-arch sandstone structure with brick arches, which carries the Alnmouth-Alnwick branch over the Cawledge Burn, was designed by Robert Stephenson and constructed between 1848 and 1850, with the line opening on August 5 in the latter year.

In what the AVR described as an "overwhelming" response to the appeal, more than £90,000 has been raised, of which £70,000 was received in the first two weeks. The railway

hopes to raise the remaining £10,000 by the end of the year.

The line, and the footpath running alongside it on the former double-track formation, were temporarily closed from September 6 for the repairs to begin. Once the AVR's permanent way team had lifted the track, contractor W L Straughan & Son Ltd started work on October 5, removing the material from the viaduct deck in preparation for the laying of a new waterproof membrane just below track and footpath level.

The membrane will consist of a 1.5mm thick polyethylene sheet, with layers of felt above and below to protect it from puncturing by stones.

A perforated pipe will act as a gutter to discharge rainwater to a drain under the footpath further east. This will prevent rainwater percolating into the structure of the viaduct and damaging the brickwork through repeated freezing and thawing cycles.

The aim is to complete this first phase of the work in late November. The second phase will involve repairs to three of the viaduct's five arched courses of brickwork, which can be carried out by professional rope access workers while the railway is in operation. It is planned to launch an appeal and carry out this second stage of the project in 2022.

→ Details of how to contribute to the first phase can be found at www.alnvalleyrailway.co.uk/support-us/cawledge-viaduct-appeal



Contractors WL Straughan & Son Ltd start removing the deck material from the Aln Valley Railway's Cawledge Viaduct after AVR volunteers lifted the track. TOM LLOYD/AVR

Can you help move Cadbury diesel to a new home for restoration?

AN £8400 appeal has been launched to cover transportation costs of a Cadbury diesel shunter from the chocolate manufacturer's base in Birmingham to its new home at the Llanelli & Mynydd Mawr Railway.

Registered charity the Gloucester Railway Carriage & Wagon Museum aims to cover the crane hire and transport of Hudswell Clarke 0-4-0DM D1012 of 1955 Cadbury No.14 from the car park of Cadbury World, in Bournville, to its base at Cynheidre, where a restoration and overhaul will take place, bringing D1012 back to its former operational condition,

complete with original Cadbury livery and the addition of vacuum and/or air braking systems.

No. 14, which has a Gardner 107hp 6lw engine, was supplied new to the Cadbury's factory at Moreton on the Wirral in September 1956. It worked for Cadbury until it retired in 1977, after which it moved to the Llangollen Railway, where it was operational until 1979. On March 9, 2003, it moved to Cadbury World's entrance where it was displayed until May 9, 2006. It then returned to Cadbury Schweppes Moreton but returned to Cadbury World's car park in February 2007 after being donated by Burton's Foods, which by then operated the Moreton site. No.14 spent a short period at Tyseley Locomotive Works in about 2008 before returning once more to Cadbury World, where it has been on display since. In 2019, it was donated by Cadbury World to the museum.

→ To donate to the Cadbury No.14 appeal, visit www.crowdfunder.co.uk/cadbury14transportappeal



Cadbury No. 14 on display in the car park at Cadbury World, Bournville. ELLIOTT BROWN/CREATIVE COMMONS

PRE-ORDER ISSUE 287

No need to pop to the shops in four weeks' time... simply order your next HR from **mrtns. uk/pre-order-hr** or call **01507 529529**.

SCAN ME WITH YOUR PHONE CAMERA!



IN BRIEF

→ THE superheater header for new GWR 4-6-0 No. 6880 *Betton Grange* and the outside steam pipes were fitted by Tyseley Locomotive Works in October, completing the upper half of the locomotive other than an amount of lubrication pipework. The first steaming and movements of No. 6880 are now likely to take place in the New Year at a private event for 6880 *Betton Grange* Society members.

→ THE Lincolnshire Coast Light Railway has bounced back from the Covid-19 lockdowns with a record season in 2021, carrying an estimated 2700 passengers – a 30% increase over 2019 and a five-fold increase since 2014. The line had remained closed in 2020, its 60th anniversary year, because of the pandemic.

→ IN A JOINT project between the Welshpool & Llanfair Light Railway and the Friends of the Sierra Leone National Railway Museum, the line's Sierra Leone Railway Hunslet 2-6-2T No. 85 has recently been disassembled at the Vale of Rheidol Railway to assess the feasibility of restoring it to service. This study was financed by a fund started by WLLR members shortly after the locomotive was withdrawn from service in 2010. Following a positive assessment, the friends group will now raise the funds to overhaul No. 85.

→ TRAIN operator CrossCountry has renewed its partnership with the National Railway Museum in York, allowing them to work together towards the NRM's six-year Vision 2025 Project, which aims to turn both it and the Locomotion museum at Shildon into the 'World's Railway Museum' by becoming 'a global engineering powerhouse' celebrating railways past, present and future.

→ THE caption to the opening picture of our feature on BR Standard 5MT No. 73082 *Camelot* was inadvertently omitted from pages 52-53 of issue 285. It was taken by Peter Edwards and shows No. 73082 climbing Freshfield Bank with a Bluebell Railway dining train from Sheffield Park on October 11, 2020. Our apologies to Peter for the oversight.

SUBSCRIBE TODAY!
GREAT RATES
SEE PAGE 30

Drumboe attracts record crowds on its way home to Donegal

By Hugh Dougherty

COUNTY Donegal Railways 2-6-4T No. 5 *Drumboe* returned to Donegal in triumph on Saturday, October 9, following the completion of its cosmetic overhaul by the Railway Preservation Society of Ireland's engineering arm, Heritage Engineering Ireland, at Whitehead.

People lined the route from Whitehead to Donegal, and when the restored 1907-built Nasmyth Wilson locomotive – which headed the last passenger train on the CDR in 1959 – stopped on its low loader at the site of Strabane station, more than 200 local people turned out to cheer it on its way.

In scenes reminiscent of a *Flying Scotsman* appearance, crowds lined the route into Donegal and through Stranorlar, while several drones caught *Drumboe* travelling through the spectacular Barnesmore Gap alongside the CDR main line trackbed – the section of the railway on which *Drumboe* is most likely to operate in future once returned to steam.

Arrival at Donegal Town, which now houses the Donegal Railway Heritage Centre, was delayed until 5.31pm, because of heavy traffic and crowds, but a Garda escort cleared the way to the Diamond where *Drumboe* went on show, again attracting record attention.

New interest

Moved to Donegal station in the evening, the locomotive was craned into position on a section of 3ft gauge track beside a new platform on the Sunday.

Work will continue on a canopy to protect No. 5 from the elements, and lighting and interpretation boards, including sound archive material – some of which was sourced from people watching the move and who remembered the railway in action.

Heritage centre manager Niall McCaughan said: "The attention we attracted far surpassed our expectations and it was wonderful to see the sheer excitement generated



Drumboe is craned into position at Donegal Town on October 9. NIALL MCCAUGHAN

by our steam locomotive. The return of *Drumboe* has generated a great deal of new interest in and support for our project, and we will be working hard to capitalise on that."

Drumboe's homecoming generated extensive coverage in local and national Irish media.

Its cosmetic restoration is the culmination of a €100,000 project, which was partly funded by a €65,000 grant from Donegal Local Development CLG.

Grave of Mallard's record-breaking driver Joe Duddington is restored

JOE Duddington, who drove A4 Pacific No. 4468 *Mallard* on its record-breaking run in 1938, has finally been honoured 68 years after he was buried in an unmarked grave.

The Friends of Hyde Park Cemetery in Doncaster had raised more than £5000 to place a headstone on the plot where the LNER driver was buried after he died in 1953, alongside his wife Mary, who died in 1921.

Fireman remembered

The appeal had originally aimed to raise £2000, and the extra money has paid for a bench in his memory, depicting the famous Gresley 4-6-2.

It also covered kerbing, decorative stones, and a plaque on the grave (also including an image of *Mallard*) commemorating Tommy Bray,



Joe's fireman on the record run. Fifty people attended a service to mark the unveiling of the headstone on October 2, including Joe Duddington's great-grandson, Matthew Delaney, who was said to be "overwhelmed" and described his ancestor as "the astronaut of his day".



Above: The *Mallard* memorial bench. MARK NEALE

Left: The plaque on Joe Duddington's grave depicting *Mallard*. MARK NEALE

Born in 1876, Joe Duddington was personally selected by Sir Nigel Gresley to take charge of *Mallard* for the speed record attempt on July 3, 1938, when the locomotive achieved 126mph on the descent of Stoke Bank. Joe retired from the footplate in 1944.



Hunslet 0-4-2T No. 1859 of 1937 *Green Dragon* at the South Tynedale Railway on October 10. DAVE WILSON

Great Central Railway talks about helping to reopen Nottingham counterpart 'advanced'

TALKS between the Great Central Railway plc, East Midlands Railway Trust and Nottingham Heritage Railway to return traffic between the Midland Main Line at Loughborough and Ruddington were said to be "very advanced".

As reported in issue 282, the trust launched a £5 million appeal to fund repairs to Bridge 326, which crosses the A60 north of Loughborough, and Bridges 307 and 312 at East Leake.

The trust has suggested that GCR (Nottingham) Ltd, operator of what is now branded the Nottingham Heritage Railway, hand over its lease of the southern 5½ miles of the line to the GCR plc, operator of the Loughborough-based heritage line.

A statement from the GCR plc said: "Contrary to much reported news of friction between some of the parties, it is likely that an arrangement

will be reached whereby GCR plc will assist in the management of repairs to those structures and infrastructure requiring major work, thus encouraging the return of freight traffic to the line at the earliest possible date and, subsequent to that, other services.

Reunification project

"A major multi-million-pound project is underway to reunify the line with the southern section of the former Great Central main line which runs from Loughborough to Leicester."

GCR plc managing director Michael Gough said: "We have a major aspiration to be able to run trains one day from Leicester all the way through to Ruddington and, thus, we have a vested interest in trying as hard as we can to keep the northern

section viable until we get there. We will, therefore, provide as much assistance as possible, particularly in the management of major repairs required to a number of bridges and also assisting with the mirroring of GCR plc's safety management systems and rule book."

NHR chairman Mike Newton said: "Mike Gough, Clive Baines (a GCR plc director) and I have been working very hard behind the scenes for several weeks to get a deal together. We have developed great working relationships and strong personal friendships that will lead to an exciting future of co-operation between all parties. I would like to thank all our volunteers for their patience as we move to a new beginning for the NHR, and we look forward to the opportunities ahead."

Santa trains cancelled at two railways

TWO narrow gauge lines have cancelled their Santa specials this Christmas.

Emlyn Pritchard, general manager of the Llanberis Lake Railway, stated: "Due to the continuing uncertainty regarding the coronavirus pandemic as we move into the autumn and winter months, we have regrettably taken the decision that we will not be operating our Santa trains for 2021."

"This has been an extremely difficult decision to make, but the health and safety of our staff, customers and, of course, Father Christmas and his team is of paramount importance."

Lack of volunteers

"While we fully understand the disappointment cancelling our Christmas trains will cause to all those who travel with us during the festive period, we sincerely hope that our Santa trains will return in December 2022."

Meanwhile, the South Tynedale Railway announced: "We are sorry to say that the Santa specials won't run this year. They require a large number of volunteers and staff that we just don't have at the moment."

"We are working on mince pie specials that are less labour intensive, still with a festive feel but unfortunately without Santa. We are so sorry to disappoint everyone who was hoping to come along."

Cecil Raikes to be displayed in town's new transport museum

MERSEY Railway 0-6-4T No. 5 *Cecil Raikes* is to go on display in a transport museum planned for Birkenhead.

The 5000-square metre Transport Shed, as it has been provisionally titled, will be part of the Dock Branch Park, an area of urban parkland to be developed on the site of the former Dock Branch railway line.

It will house some of the 250 artefacts in the transport collection of National Museums Liverpool, including *Cecil Raikes*, which has not been on display since the late 1990s.

The locomotive was built by Beyer Peacock in 1885, with condensing equipment for working the tunnel under the River Mersey. It was made redundant in May 1903 when the Mersey Railway became Britain's first steam-operated line to be electrified.

Cecil Raikes was sold the following year to Shipley Colliery of Ilkeston, Derbyshire, where it worked for the next 50 years. It was preserved by the British Railways Board at Derby Works and presented to National Museums Liverpool in 1965.

Australian relative

It was last on public display outside the Museum of Liverpool Life in the late 1990s, following a 20-year stay at Steamport Southport from 1978 until that centre closed in 1998.

Although it is a unique survivor in the northern hemisphere, sister engine No. 1 *The Major* survives at the New South Wales Rail Transport Museum in Thirlmere, Australia, having been one of four sold to J&A Brown, of New South Wales.



Mersey Railway Beyer Peacock 0-6-4T No. 5 *Cecil Raikes* will soon be returned to public display after years in storage. NATIONAL MUSEUMS LIVERPOOL

The new museum is being funded as part of Birkenhead's Town Deal funding bid from the Government, through which Wirral Council

received £25 million for regeneration projects. Work on Dock Branch Park is expected to commence in 2022 and will take two years to complete.



Visiting Hunslet 4-6-0T War Department Light Railways No. 303 alongside *Lyn* at Woody Bay on September 26. TONY NICHOLSON



Above: North Devon MP Selaine Saxby, a keen supporter of the L&B, waved off the first train of the gala weekend on September 25. TONY NICHOLSON

Below: No. 303 at Woody Bay on September 26. TONY NICHOLSON

WWI visitor steals show at L&B gala

By Robin Jones

VISITING from the Moseley Railway Trust's Apedale Valley Light Railway, War Department Light Railways Hunslet 4-6-0T No. 303 was the star of the Lynton & Barnstaple Railway's September 25/26 gala, the first in two years.

The engine, works number 1215 of 1916 was repatriated from Australia by the War Office Locomotive Trust. Its restoration team's leader Martyn Ashworth joined No. 303 at Woody Bay and drove it during the gala.

The event saw an intensive

timetable of both passenger and mixed services, as well as shunting and locomotive movements.

Also in action were the 762 Club's new Baldwin 2-4-2T No. 762 *Lyn*, Kerr Stuart 0-6-0T No. 2451 *Axe* and John Uphill's 0-4-2T No. 8 *Faith*.

North Devon residents in Victorian attire who visited the railway on June 13 during the Ilfracombe Victorian Week, returned on September 25.

The event was opened by North Devon MP Selaine Saxby who was joined by some of the 'Victorians' in front of one of the line's original



Victorian carriages which was specially constructed for the L&B in 1897 - the year of Queen Victoria's Diamond Jubilee - by the Bristol Wagon & Carriage Company.

Selaine said: "I really enjoyed visiting the L&B September gala, and seeing some of their brilliant steam trains in operation. This fabulous heritage railway has welcomed a record

number of visitors this summer, and I want to give my sincerest thanks to all of the volunteers who work so hard to keep it running. It really is a wonderful part of our local heritage, so long may it continue."

L&B spokesman Tony Nicholson said: "The weather was mild, mostly dry and frequently sunny and there were lots of smiling faces around."



No 303 cresting the 1-in-50 gradient from Killington Lane. TONY NICHOLSON



A group of Ilfracombe 'Victorians' posing with *Lyn* for the classic photograph at Woody Bay on September 25. TONY NICHOLSON

HIGHLIGHTS from our 2021 Range

FREE post and packing
to all UK postcodes

Order via our web site or enquiries@crecy.co.uk



www.crecy.co.uk

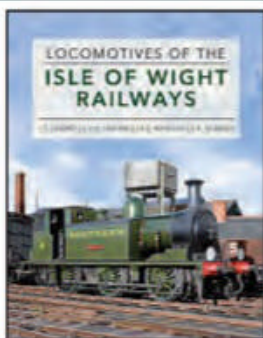
Visit our web site to see our huge range of railway titles
telephone 0161 499 0024

Locomotives of the Isle of Wight Railways

TP Cooper, JCH Faulkner,
RJ Maycock and RA Silsbury

Although many books have appeared about the railways on the Isle of Wight, surprisingly little has been written about the locomotives which ran on the island. This is a definitive history of all the locomotives which have seen service on the Isle of Wight from the opening of the first stretch of line in June 1862 to the present day.

ISBN 9781910809877, Hardback, over 100 photos, 256 pages **£25.00**

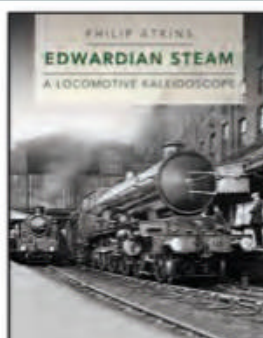


Edwardian Steam A Locomotive Kaleidoscope

Philip Atkins

In 1914 over 19,000 route miles of railway in Britain were operated by around 24,000 steam locomotives. Between 1901 and 1914 a new locomotive design or variant appeared at the rate of one every three weeks. Only six years separated the last GNR 4-2-2 and The Great Bear. This is a highly illustrated survey of the locomotives of this remarkable era.

ISBN 9781910809655, Hardback, over 150 photos, 256 pages **£25.00**

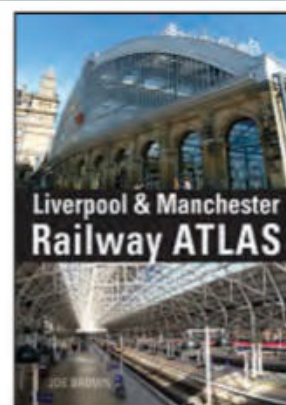


Liverpool & Manchester Railway Atlas 1st Edition

Joe Brown

This new Atlas covers all the railways, public and industrial, of the two cities in the title, in most of the historic county of Lancashire and other areas outside of this extending to places such as Chester and Buxton. In addition to the railway network, the Atlas maps the many tramway systems which once flourished in the area.

ISBN 9780860936879, Hardback, 256 pages **£30.00**

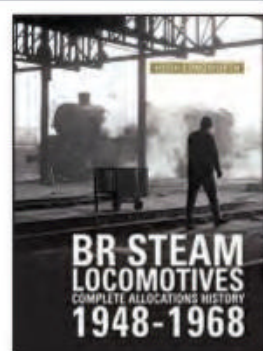


BR Steam Locomotives Complete Allocations History 1948-1968

Hugh Longworth

A class-by-class, locomotive-by-locomotive record of each loco in service on 1 January 1948 and all those built by BR after that date. Each locomotive is listed with its number, name, full reallocation listings and withdrawal date. Shed names and codes are shown, coloured graphics are used throughout to highlight the different regions and a map shows the location of the depots.

ISBN 9781910809723, Hardback, 400 pages, 200 photos **£35.00**

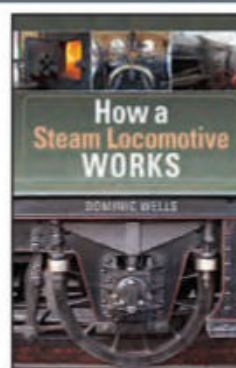


How a Steam Locomotive Works

Dominic Wells

This updated edition is the ideal introduction to the subject for all enthusiasts who love steam locomotives but may not be fully up to speed on how they actually operate. Easily understandable diagrams show the function of components in step-by-step sequences which require no prior technical or engineering knowledge. Photographs, both historic and contemporary, also illustrate the text.

ISBN 9781910809747, Paperback, 176 pages, over 300 photos and diagrams **£19.95**

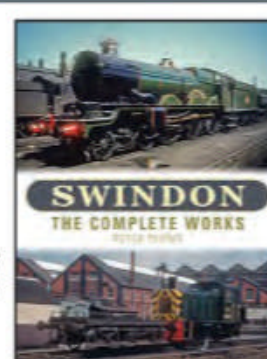


Swindon The Complete Works

Peter Timms

The author's two previous books on Swindon works have been combined and rewritten to form the basis for this enlarged work. This is a comprehensive account of the GWR's main works in what was its heyday. This study is researched from a wide range of sources, not least from many first hand recollections of those who worked there.

ISBN 9781910809860, Hardback, 248 pages, 200 photos **£25.00**

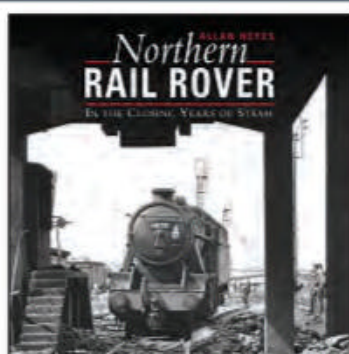


Northern Rail Rover

Allan Heyes

This book records in stunning photos, the reality of the last years of steam ranging from north Wales to Scotland. There is no glitz, no glamour, just a realistic and memorable record of the actuality of what the network was like in those final years, focusing on the infrastructure and the environment of the railway as well as the locomotives and the trains.

ISBN 9781909328945, Hardback, over 200 photos, 232 pages **£20.00**

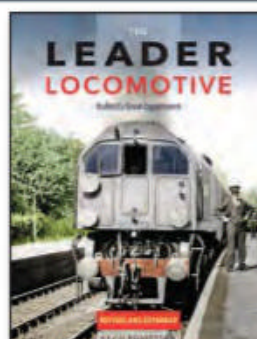


The Leader Locomotive Bulleid's Great Experiment

Kevin Robertson

Was this the great innovation to take the steam locomotive to new levels of sophistication and efficiency or a folly on the part of a creative, charismatic yet maverick engineer, which should never have been countenanced by his superiors? Much new material from a variety of sources is presented here for the first time that will fuel the debate which still rumbles on surrounding these ill-fated locomotives.

ISBN 9781910809853, Hardback, around 300 photos, 368 pages **£30.00**



HST The Train That Saved Britain's Railways

Andrew Royle

Following its introduction, the High Speed Train was not just a commercial and an engineering triumph, it began a transformation away from BR corporate blue to the variety of liveries seen today. This colourful celebration of these magnificent trains shows HSTs in a wide range of locations across the network and in the many liveries they have carried in more than 40 years of frontline service.

ISBN 978191080 9983, Hardback, over 200 colour photos, 176 pages **£20.00**

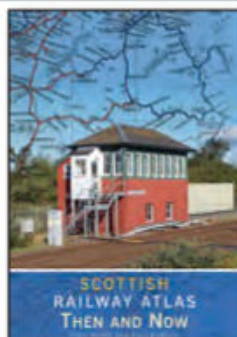


Scottish Railway Atlas Then and Now

Paul Smith and Paul Jordan

This Atlas has maps on opposite pages showing the network in 1920 and the same areas today, graphically illustrating how the system has contracted over the last 100 years, and allowing an easy comparison between these two eras. Additional sections contain information on Scottish Region Motive Power Depots with closure dates and locations, major structures, signal boxes and a full Index of Stations both open and closed.

ISBN 9781800350342, Hardback, over 400 maps and photos, 192 pages **£20.00**

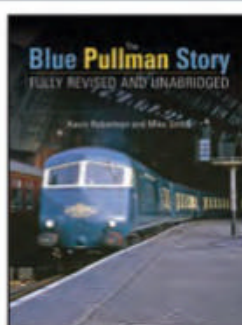


The Blue Pullman Story Fully Revised and Unabridged

Kevin Robertson & Mike Smith

Originally published in 2005, in the ensuing years a considerable amount of new material has been unearthed, both from official and private sources. The new edition is twice the extent of the original and has 200 additional photos. This comprehensive history of these trains includes plans and photographs, many seen here for the first time, though sadly this is a story bereft of a happy ending.

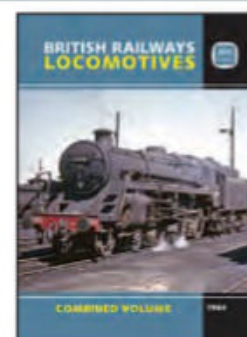
ISBN 9780860936886, Hardback, around 400 photos, 368 pages **£40.00**



abc British Railways Locomotives Combined Volume Winter 1964

Our latest abc reprint covers a time when the number of steam locomotives in service was rapidly declining. Much loved types such as the GWR 'Kings' had already gone and even modern designs like the BR 'Standards' were being withdrawn when heavy repairs were found necessary. The changeover to modern traction was now gaining great momentum and for steam enthusiasts, things would never be the same again.

ISBN 9781910809846, Hardback, over 100 photos, 280 pages **£13.50**





LNER B12 4-6-0 No. 8572 hauls the Gresley 'Quad-Art' coaches along the coast out of Sheringham during the North Norfolk Railway's 1940s Weekend on September 14, 2019. STEVE ALLEN/NNR

B12 bows out at North Norfolk – but it will be back for centenary

By Toby Jennings

POPULAR LNER B12 No. 8572 will shortly bow out of traffic at the North Norfolk Railway for overhaul but will be back in steam for its centenary year.

The Great Eastern Railway-design Holden 4-6-0 is due to steam for a special farewell weekend on October 30/31, paired with the Gresley 'Quad-Art' suburban coach set and departing Sheringham at 10.20am, noon and 1.40pm. The corresponding departures from Holt are at 11.07am, 12.47pm and 2.27pm. Passengers will receive souvenir tickets.

The B12 will then go into the works for its third major overhaul in preservation, which the NNR hopes to complete by the end of 2023 – meaning that the 1928-built engine

will be back in steam in good time for its centenary.

It is estimated that the overhaul will cost about £400,000, and the locomotive's owner, the Midland & Great Northern Joint Railway Society, will launch a fundraising campaign at the farewell weekend, called 'Steaming into the Next Century'.

Unique survivor

A commemorative book, *A Pictorial History of the B12s*, will be available during the weekend – the third in the Norfolk's Railways series by Dennis Greeno and Richard Adderson and published by the society. Other fundraising plans will be publicised in due course.

The B12 has run almost 70,000 miles since it first returned to steam

on the NNR in 1995, following an overhaul at Kloster Mansfeld in the former East Germany. It received its second major overhaul between 2007 and 2012, with the boiler going to Chatham Steam in Kent and the rest of the locomotive to Riley & Son (E) Ltd, while the tender was overhauled at the NNR. Between its return to steam in 2012 and the end of the NNR's 2019 season, it covered almost 33,000 miles.

It was one of the first two steam locomotives acquired by the society in 1967 for use on the NNR, the other being GER Y14 0-6-0 No. 564 – both being the sole survivors of classes synonymous with East Anglia.

As well as the B12 and Y14, the M&GNJR Society owns WD 2-10-0 No. 90775 (currently operational),

Class 31 D5631 (recently returned to traffic after overhaul), Class 08 D3935 and a Class 101 DMU (operational), as well as Hudswell Clarke 0-6-0ST No. 1700 of 1938 *Wissington* and Hunslet 16in-cylinder 0-6-0ST No. 1982 of 1940 *Ring Haw*. It acquired the Hunslet and DMU last year as part of its support package for the NNR during the pandemic.

Imminent return

Wissington's 10-yearly overhaul is almost complete, with the locomotive having undergone a steam test in August, but subsequent tests revealed a fault in its cast iron safety valve body, meaning that a replacement is having to be made. It is expected back in service soon, after which *Ring Haw* will take its place in the works for overhaul.

Second Sentinel arrives at Wallingford

TWO Sentinel steam locomotives are now at the Cholsey & Wallingford Railway, with the arrival of No. 11 from the Buckinghamshire Railway Centre.

The former Tottenham gasworks locomotive, Works No. 9366 of 1945, joins ex-GWR example No. 12, Works No. 6515 of 1926, which was also previously based at Quainton Road. Both are owned by Keith Lobley.

Since its arrival, No. 11 has passed its boiler inspection, but no decision

has been taken as to how long it will stay on the line.

The CWR hosted another industrial locomotive for its Wallingford at War 1940s weekend on October 2/3, in the form of Hunslet 0-6-0ST No. 1873 of 1937 *Jessie* from the Pontypool & Blaenavon Railway.

Right: Sentinel 4wVBT No. 11 (left) and No. 6515 at Wallingford.

TONY STEAD/C&WR



Dartmouth's tribute to heritage pioneer Bob Hill with steam whistle salute

A STEAM-whistle salute was blown at full blast by the Dartmouth Steam Railway as a mark of respect prior to the funeral of one of the pioneers of the heritage railway movement in South Devon.

Bob Hill, a former sports editor of the *Herald Express*, died recently at the age of 81. His funeral took place at noon on September 29 in the church of St Mary the Virgin in Churston Ferrers – a short shunt away from the Brixham branch which closed in 1963.

Bob worked on several heritage lines as a fireman and later a driver. When bosses at the DSR learned of his death, they wanted to contribute to his send-off.

DSR managing director John Jones arranged for the locomotive hauling a service train through Churston around midday to sound a long whistle as a mark of respect for Bob. "I am sure Bob would have been touched by the gesture," said Dick Wood, who worked with Bob on the DSR and later at the South Devon Railway.

Newsroom colleagues at the *Herald Express* testified to Bob's seemingly encyclopaedic knowledge of train timetables, locomotives and the people who worked on the permanent way.

His sister, Felicity Wilkes, said Bob's passion for all things railway started at an early age: "When our parents had a hotel, they closed it in the winter and Bob would set up a huge Hornby train set in the dining room. If I ever went near it I would be chased out of the room before I had the chance to step on anything."

Friend and fellow enthusiast Bryan Gibson said: "When the South Devon



Bob Hill on the footplate of Hunslet Austerity 0-6-0ST No. 68011 (Works No. 3796 of 1953) Errol Lonsdale, which was sold by the South Devon Railway in 2009 and is now at the Stoomcentrum Maldegem in Belgium. SDR

Railway Association was formed, Bob was member No 9. He was involved when the first locos and coaches were moved from Exeter to Totnes and on to Buckfastleigh at the start of the preservation era in 1965."

From 1969 until 1977 he travelled to Bodmin General, where he was the nominated depot supervisor when the Great Western Society had a base there.

Richard Elliott, SDR general manager from 1991 to 2009, said one of Bob's more unusual jobs was to drive a train in the 2003 film *Churchill: The Hollywood Years*.

"He had to hide out of sight while Christian Slater, the star of the film, appeared to be driving," said Richard. "Whether it was a hot day or otherwise, Bob would always be lathered when firing steam engines, but he always came up with a smile on his face regardless."

Newly-appointed chairman played important role in main line relations

MIKE Ball has been appointed as the new chairman of the Severn Valley Railway (Holdings) plc board.

Previous chairman Nick Paul CBE is stepping down after a decade in the



Mike Ball, the new chairman of Severn Valley Railway (Holdings) plc. SVR

role but will continue as a director, while Mike is stepping up after spending the same length of time as deputy chairman.

A volunteer on the SVR for 35 years, Mike has worked at a senior level in the engineering and IT services sectors, and played a key role in developing the SVR's relationships with main line train operating companies to bring in contract work.

In another change, the SVR's general manager, Helen Smith, is to become managing director designate. The railway stated that this "allows her to take complete responsibility for the safe operation of the railway, its financial health, and future growth. As part of the SVR's safety management system, a review and validation of this change will take place before it is confirmed."



Role model: A live steam model of GWR No. 6019 *King Henry V* sold for £11,000 (excluding buyer's premium of 25% plus VAT) at a transport sale held by Dreweatts of Newbury on September 21. Work on the exhibition standard model, which was made in 5in gauge from GWR works' drawings and carried a 'Cornish Riviera' headboard, was started by the late Bill Webster, who spent more than 20 years building it before it was completed by the vendor, who bought it in 2014. Features include a silver-soldered copper boiler, a three-element stainless steel superheater, and cast iron cylinder blocks. The 6ft 2in-long model, which was exhibited at the 2018 National Model Engineering Exhibition in Doncaster, was finished in traditional GWR livery. See Geoff Courtney's railwayana column on pages 68-71 for full details of the auction. DREWEATTS 1759

New future for reprieved building – and a proposed heritage centre

PART of the Lancashire & Yorkshire Railway works at Horwich has been saved from demolition – and could house a railway heritage centre.

As previously highlighted, one of the erecting shops completed by the LYR in 1892 has been demolished to make way for a new link road as part of a housing development. The alignment of the new road had to go through the historic area to avoid disturbing the known sites where asbestos lagging, from locomotives overhauled at the works in steam days, had been dumped.

However, No. 2 erecting shop has been reprieved for restoration and use as a food market, similar to that at Altrincham – and a proposal has been put forward for part of it to house a railway heritage centre.

It has been suggested that the proposed Horwich Heritage Centre could house the sole-surviving locomotive from the works' internal 18in-gauge system, Beyer Peacock 0-4-0ST *Wren*, which is part of the National Collection and currently displayed at York.

18in-gauge relics

As reported in issue 282, the remains of wagons from the 18in-gauge network were discovered during the demolition. Parts from a diesel locomotive have also been found and it is hoped that these relics could also go on display, as well as retaining some of the surviving track from the narrow gauge system which originally totalled 7½ miles.

As reported last issue, plans are being developed for a major celebration next year to mark the 100th anniversary of the merger of the LYR with the LNWR in 1922. The Keighley & Worth Valley Railway

will incorporate the celebrations into its Spring Steam Gala of March 4-6, while an event is planned at the East Lancashire Railway on June 17-19 which, it is hoped, will feature LYR 'Ironclad' 0-6-0 No. 957 (repainted in black from its current green Railway Children livery) and LNWR 'Coal Tank' 0-6-2T No. 1054.

An LNWR-themed event at Crewe Heritage Centre involving the 'Coal Tank' is proposed, and the Ribble and Embsay & Bolton Abbey railways are also keen to be involved in the celebrations.

'Pug' to Manchester?

With Aspinall Class 23 0-6-0ST No. 752 in traffic at the ELR, it is planned to change its current BR black livery to LYR unlined black for the celebrations, and it is hoped that 'Pug' No. 19 will return to service during 2022 following overhaul, having steamed only once in preservation in the early 1970s.

With Transport for Greater Manchester also celebrating the 30th anniversary of the Manchester Metrolink tram system in 2022, there is an aspiration for the 'Pug' to travel over the tramway from Bury to Manchester Victoria station for display, and for Heaton Park Tramway's ex-Manchester horse-drawn tram No. L53 to give rides in the city centre.

A request has been submitted to West Coast Railways for two railtours in March using LMS Jubilee No. 45596 *Bahamas*, with one on March 26 running from Oxenhope on the KWVR to Rawtenstall on the ELR and back.

The Lancashire & Yorkshire Railway Society is producing a booklet about the 1922 merger to mark the anniversary.

Eardington could reopen for local trains as historic documents are rediscovered

By John Titlow

ORIGINAL GWR documents from 1931 have recently been discovered, uncovering how the Severn Valley Railway's Eardington Halt was managed, had its own stationmaster and was a station in its own right.

While the railway between Hartlebury and Shrewsbury was built between 1858-62, the station at Eardington did not open until 1868. It served two local forges rather than the nearby villages of Chelmarsh and Eardington.

The Upper and Lower forges east and west of the station were owned by Hazledine & Co which had a good reputation for the quality of its castings. Despite John Hazledine being declared bankrupt in 1797 the company remained in business. These forges were connected by a long canal tunnel though little of it and the forges remains today.

Pioneering parts

In 1802 when Richard Trevithick was building the world's first steam locomotives, he placed several orders

for parts from Hazledine & Co, including components for the legendary *Catch-me-who-can*. Engineers John Urpeth Rastrick and John Hazledine constructed it in 1808 at their foundry in Bridgnorth. The modern-day working replica is on view at Bridgnorth station.

A proposal in 1864 for a siding to Lower Forge never bore fruit, and in the 1870s the Severn Valley Railway was absorbed into the GWR and Eardington platform was extended in 1893. The ironworks closed in 1899.

According to staff records

from 1922 the tiny station had a stationmaster, George Cooke, and a gatekeeper, his wife Elizabeth. They lived nearby at Crossing on Eardington Bank. He retired in 1930.

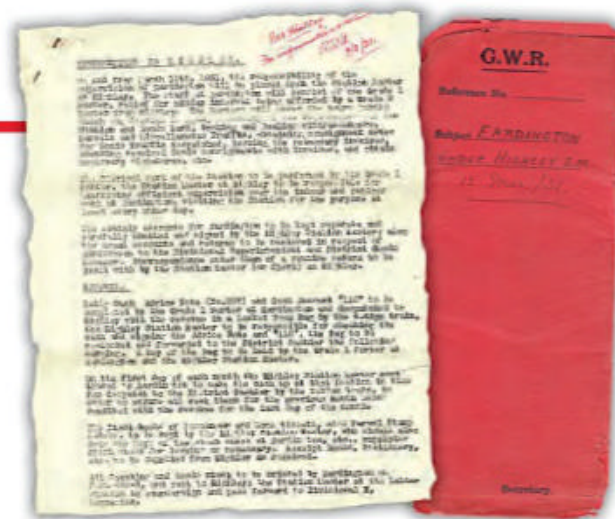
A year later, Eardington dispatched 2259 parcels and was responsible for 2355 tons of freight, probably locally-quarried sand and gravel. Eardington later became the main station in the area dispatching sugar beet. The large houses locally provided the parcels traffic.

During 1931, the station came under the control of Highley and lost its stationmaster. It is around this period that the document, hand typed without corrections, comes from, and describes how the station will be managed in future.

Working instructions

Paragraph 1 states: "On and from March 12, 1931 the responsibility of the supervision of Eardington will be placed upon the Station Master at Highley. The staff at Eardington will consist of one Grade 1 Porter, relief for midday interval being afforded by a Grade 2 Porter from Highley. The Porters will cover the hours during the station is open attending to the requirements of the Station and Goods Yard, booking and dealing with Passengers, Parcels and Miscellaneous Traffic, obtaining consignment notes for Goods Traffic dispatched, issuing the necessary invoices, checking received Goods consignments with invoices, and obtain necessary signatures."

It goes on to describe clerical work, stating that the stationmaster at Highley has overall responsibility: accounts are to be kept separate and carefully checked, with cash to be sent on the 4.43pm train where the



Rediscovered historic documents outlining procedures at Eardington station in 1931. SVR



Bulleid West Country Pacific No. 34027 *Taw Valley* hauls the first northbound train of the Severn Valley Railway's recent autumn steam gala through the now-independent Eardington station on September 16. JOHN TITLOW

Fowler diesel shunter *Patricia* is Yorkshire Wolds Railway's second locomotive

THE Yorkshire Wolds Railway has taken delivery of its second locomotive.

Patricia, a Fowler 424 series 0-6-0 shunter powered by a Rolls-Royce six-cylinder 12-litre supercharged engine, arrived at Fimber Halt on June 24.

Member Graham Danby who spearheaded the operation said: "Working closely with the donors from Hull, we had to ensure that everything was right with the site

and documentation well before a wheel on the locomotive could move. It has been in its existing home for a number of years and the tracks leading to it needed a lot of clearance work to allow it to escape.

"We were very fortunate and grateful that South Cave Tractors were on hand to give us assistance. They brought a brand new road-rail Unimog which proved invaluable in us getting the locomotive out."

The Fowler needs extensive

repairs to return it to service, with key components such as the air compressor and locating bracket needing to be replaced. The first priority is to ensure the cab is watertight once again by fitting new windows and seals all round.

To support the restoration, a new fundraising campaign for £6000 is being launched under the banner of Fund The Fowler.

Chairman Phil Robson said: "This is the largest locomotive the YWR

has, and as such will have a large bill to bring it to life – but it will be totally worth it.

"We do hope that in the not too distant future, we will be able to move *Patricia* alongside our newly extended platform so visitors can see elements of the restoration up close."

→ Donations to Fund the Fowler may be made at www.yorkshirewoldsrailway.org.uk/support



New platform edging and oil lamps glowing at Eardington. JOHN TITLOW

stationmaster at Highley is to check.

On the first day of each month, the Highley stationmaster must travel to Eardington to make the cash up at that station in time for dispatch to the district cashier by the 9.27am train, in order to ensure all cash items for the previous month being remitted with the revenue for the last day of the month.

After the war and nationalisation, Eardington became unstaffed, and 1952 saw its first reference as a halt in the timetable. The goods loop was reduced to a siding in 1959 but in the working timetable it was still not a halt!

In its last summers and weekends under BR, most of the passengers alighting at Eardington were fishermen. The station closed to passengers on September 9, 1963 pre-Beeching and the following year the goods siding was completely removed. The line closed the same year.

When the line reopened in the heritage era on May 23, 1970, Eardington came under the control of Bridgnorth. It played an important part in the early SVR days because the water here was much softer than that at Bridgnorth: a five-minute stop allowed locomotives to take water. However, getting the trains away on the 1-in-100 grade was interesting.

The water tank that had stood there for 53 years was removed

recently, returning the station to its original GWR appearance as reported in issue 280.

Reopening plans

Timetabled trains stopped in 1982, and then the station disappeared off the SVR timetable. The Hampton Loade to Bridgnorth local stopped in each direction during the 1998 autumn steam gala, despite not being booked.

Eardington lost its historic 'grandfather rights' due to half the platform being demolished for over 30 years, and its rebuilt platforms are now too short to accommodate seven and eight-coach trains used regularly on the SVR.

A Safety Case for reopening was being compiled before Covid-19 hit but was shelved. However, it is now progressing, and subject to approval it will allow trains to stop once again – a prospect made possible after considerable rebuilding of the platform edges, although this time round, only four or five-coach trains can be accommodated.

Trains will only stop during galas, but this will allow access to photograph trains climbing the nearby Eardington Bank.

Located at milepost 147¾ from Paddington, this wayside gem is without electricity or gas, giving visitors an insight into how railways worked without these facilities.

→ For regular updates, Eardington station has its own Facebook page.



BR 4MT 2-6-0 No. 76077 looks impressive with its front end assembled at Locomotive Maintenance Services in Loughborough on October 2. TODDINGTON STANDARD LOCOMOTIVE LTD

‘Forgotten Standard’ could steam in 2026 as front end is assembled

IT IS described as the ‘forgotten’ BR Standard of preservation, but ex-Barry scrapyards 4MT 2-6-0 No. 76077 has now had its first moment in the limelight.

On October 2, just half a mile from and within earshot of the Great Central Railway’s Loughborough Central headquarters, where that line’s autumn steam gala was in full swing (see pages 56-61), No. 76077’s front end had been assembled at Locomotive Maintenance Services.

The illusion, from the front, of a complete locomotive had been created for an open day being held for shareholders and supporters of its owning group, Toddington Standard Locomotive Ltd. Volunteers from the group, along with LMS staff, are restoring the engine for use on the Gloucestershire Warwickshire Railway. “Everyone was impressed with what they saw and ‘Wow!’ was heard from almost everyone as they came in,” said TSLL chairman Chris Irving. “It was a great opportunity for us to meet some of the generous people who have bought the shares that have enabled us to progress so quickly.”

70th anniversary target

With its smokebox, front running plates and bufferbeam all fitted and painted, No. 76077 was complete with smokebox numberplate, ‘SC’ self-cleaning smokebox plate and 8G shedplate, the latter referring to Sutton Oak shed where it spent most of its BR career.

It was constructed at Horwich Works in December 1956, and TSLL hopes to complete its restoration in 2026 for its 70th anniversary.

One of the last Standard 4MT 2-6-0s in BR service (along with now-preserved classmates Nos. 76079 and 76084) it was withdrawn from Wigan Springs Branch in December 1967 and arrived at Dai Woodham’s Barry scrapyards the following September.

It was rescued in 1987 by Chris Hinton, who carried out some restoration work but transferred ownership of the dismantled engine to TSLL in 2018.

With the locomotive having been rewheeled in June, as reported in issue 282, the next tasks will be the reboring of the valves and cylinders, overhauling the connecting rods and motion, and completion of the new reversing gear. Restoration of its cab has also commenced at Unity Engineering.

A bigger tender?

Its boiler was professionally inspected during August and found to be in generally good order. Built in 1951, the boiler was fitted to No. 76077 during the only general overhaul of its career, carried out at Eastleigh Works in 1964.

Repairs to the boiler are estimated at £150,000, and TSLL is raising funds for the locomotive through the sale of shares and sponsorship of components – for details see www.standard76077.com

The locomotive also needs a new tender, as its original was sold separately from Barry and is now coupled to No. 76017 at the Mid-Hants Railway. TSLL expects to hire a tender initially – but is considering the possibility of re-creating a sight not seen since the end of Southern Region steam in 1967, by building a high-sided BR1B tender for use with the 4MT.

Although No. 76077 only ever ran with a 3500-gallon low-sided BR2A tender, the 4725-gallon BR1B type was paired with 4MTs Nos. 76053-76069 for use on the Southern Region, where larger tenders were needed because of the lack of water troughs.

“We haven’t decided which tender to go for yet,” said Chris. “The BR2A is more practical. We will seek opinion from our shareholders.”



Yorkshire Wolds Railway volunteers Geoff Pickering, Phil Robson (chairman, Alan Brown, Andy Barwick, Graham Danby and Alan Cooper at Fimber Halt as Patricia is delivered. YWR

Privatisation ‘could close’ Darjeeling Himalayan line

By John Titlow

THE British-built Darjeeling Himalayan Railway, opened in 1881 in West Bengal, India, may be under threat of losing its World Heritage Site status – and could even be closed.

The 2ft gauge line runs from New Jalpaiguri on the plains of West Bengal up into the foothills of the Himalayas, climbing nearly 7000ft to an altitude of 7218ft.

The fresh problem facing the railway stems from the Indian Government’s plans to raise £60 billion by 2025 by ‘monetising government owned assets’ such as land, roads, airports, gas pipelines, stadiums and railways according to an announcement in August by India’s finance minister Nirmala Sitharaman.

Railway assets under threat are 400 stations, 90 private passenger trains, 265 goods sheds, Konkan Railway, the dedicated freight corridor and the four narrow-gauge Indian hill railways, the DHR, Kalka-Shimla Railway, Nilgiri Mountain Railway (even after building a new steam locomotive as reported in issue 285) and the Matheran Light Railway.

Fear of job losses

The government has decided to hand over the running of the DHR and oversight of the land adjoining the stations to a private company, threatening jobs and livelihoods. The DHR administration has already begun reducing the size of the operation, and workers who retire are not being

replaced, leading to fears among staff that they may lose their jobs.

According to the *Guardian* newspaper, the announcement sparked protests at eight DHR stations and the prime minister was bombarded with letters and via social media appealing for the sell-off plans to be scrapped.

UNESCO granted the DHR a World Heritage Site listing in 1999 with

its original British-built locomotives, the earliest dating from 1892. That listing is now under threat: UNESCO has written to the Indian Government “asking for clarification on how it will ensure the private operators conserve the railway and comply with its world heritage status”.

As reported in issue 283, World Heritage Site status has just been granted to the slate landscape of North Wales including the Ffestiniog and Talylyn railways. India recognises the importance of the DHR, and knows it would be a blow for the region should this be removed. Liverpool had its listing removed by UNESCO after ‘developments

threatened the value of the city’s waterfront’.

The DHR has recently reopened after being closed for 18 months due to Covid-19, with services having resumed on August 25 using the original timetable. Four days later, it closed again due to a landslide caused by the monsoon rains that washed away yet another section of the line and the adjacent Hill Cart Road, but

reopened on August 31.

Many buildings alongside the line are illegal despite the fact that they have been there for more than 40 years; residents fear the privatisation will lead to eviction of people who have lived and worked there

for generations, with their small businesses replaced by shopping centres and hotels.

A close relationship exists between the railway and locals and many businesses exist purely because of the DHR: tourism is important in the region and the locals will be the ones who suffer.

It is unclear who owns the adjoining land around the railway. Due to its precarious nature the

hillside is continually falling into the valley below and a new realigned line and road is cut into the remaining hillside whenever there is a landslide.

For example, several years ago over half a mile of track and road slipped into the valley below during the monsoon rains, and it took five years to cut a new ledge into the hillside before trains could run again. Whoever takes this on would have to have deep pockets due to the unstable nature of its terrain.

Around a million local tourists and over 25,000 foreigners visit the line each year, but its running costs are almost 50% higher than revenue input. However, local MP Ajoy Edwards said: “Just because the Taj Mahal is not making profits, can we rent it out?”

Society offers support

In a statement issued on August 31, the UK-based Darjeeling Himalayan Railway Society said: “No sane commercial organisation would even think of taking over responsibility for having to maintain the trackbed for this very reason. However, it may be possible for another organisation to take over operation of trains, maybe along the same lines as the current BR private companies operating on Network Rail’s infrastructure.

“Although the precise proposals are awaited, it is clear that there would be both opportunities and challenges for potential private operators. The world-famous DHR has a very powerful ‘brand image’ and there is undoubted potential for increasing the volume and quality of the services on offer in this most scenic part of north-east India.

“Finally, any revised organisational structure would need to be considered by and agreed with UNESCO so that the DHR’s invaluable World Heritage Site listing is maintained.

“Against this background the society is keen to bring its long and deep involvement with the DHR to bear as the specific proposals are developed. Indian Railways is fully aware of our wish to be part of the dialogue with other key stakeholders, such as Indian Tourism and local organisations which will determine the future of the DHR.”

Tours to the area are expected to resume in January. Covid-19 figures for West Bengal are at a reasonably low level: the main Indian hotspots are Mumbai, the southern states of Tamil Nadu and Kerala, and Kashmir.

→ Further information is available on the society’s website at www.dhrs.org

“The world-famous DHR has a very powerful brand image, and there is undoubted potential for increasing the volume and quality of the services on offer in this most scenic part of north-east India.”



The local school train climbs towards Ghum in 1999, but a local family is more entertained by the photographer. Local houses perched on the hillside show the precarious nature of the area, but who owns them is questionable. JOHN TITLOW

B17 Trust forges engineering links with University of Sheffield

THE B17 Steam Locomotive Trust, which is building new LNER 4-6-0 No. 61673 *Spirit of Sandringham*, has forged links with the Faculty of Engineering at the University of Sheffield.

It follows the project's move to Sheffield engineering firm CTL Seal, after the closure of the contract engineering business at its previous base of the Llangollen Railway.

Larry Sampson, the trust's director with responsibility for its community plan, explained: "For the past 25 years at least, it has been considered good practice for large organisations in any sector (private, public or voluntary) to have a community plan. This is how they intend to put something back into society in return for profit or support gained. In the B17SLT we have always felt that our community plan was to be delivered through educating and training young people. Thus we have been active in supporting young people in schools for the past three or more years.

"Little did we realise at the time that our move to Sheffield would change the way we do things forever. Not only do we have a

manufacturing base with all the resources we need but we have also had offers of help from organisations not previously on our radar! This has involved the extension of our community plan to include higher education students."

Students from the university have put forward suggestions for the redesign of the trust's LNER tender, to increase its water capacity and give the B17 a longer range than the original 80-100 miles, for 21st century main line operation.

The trust had written a design brief for the tender modifications, which was given to third year undergraduates to complete in their final academic year.

Said Larry: "This work is currently being evaluated but we are grateful for all the hard work which has gone into the proposed solutions. From our point of view it is good to get ideas from fresh minds coming to the task – a unique opportunity to gain fresh insight."

In return, the trust supported the Faculty of Engineering with its entry for the 2021 Institute of Mechanical



Brian Hall, chairman of the B17 Steam Locomotive Trust (right), discusses details of the frame construction of B17 No. 61673 *Spirit of Sandringham* with engineering students from the University of Sheffield, at CTL Seal's workshops in July this year. UNIVERSITY OF SHEFFIELD

Engineering Railway Challenge – a 7¼in-gauge energy-efficient locomotive – which won second place.

A plan has been drawn up for further collaboration with the university on topics including lubrication; the design of the B17's smokebox and chimney (including the effects of a self-cleaning smokebox and spark arrester, and the possibility of fitting a Kylchap blastpipe without affecting the outward appearance of the

chimney); and consideration of fitting a rocking grate to the firebox and its effects on airflow.

In another engineering project, the trust has established a working group to renovate a 1920s LMS bridge stress recorder. Larry said: "It was obtained by our chairman Brian Hall, but we have been unable to find out in any significant detail how it works or anyone who has operated one. The group want to get it in working order to demonstrate its use and possibly donate it to a museum."

Bogie and motion brackets trial-assembled for new-build BR Clan Pacific

A TRIAL assembly of the front bogie frame for new-build Clan 4-6-2 No. 72010 *Hengist* has taken place.

The BR Standard Pacific's bogie frame was assembled at its engineering base of CTL Seal in Sheffield (also the base of the B17 project) on October 4, by members of the Standard Steam Locomotive Company who have been trained to use the firm's overhead cranes.

During late September, the motion brackets and sidebar mountings were also trial-fitted to the locomotive's frames.

Other work on the frames has included the removal of the smokebox saddle for some high spots to be ground off, ensuring a steam-tight joint between saddle and frames.

An order has been placed with South Devon Railway Engineering for the bogie axles and tyres, the wheels themselves having already been cast. The bogie's cannon boxes (roller-bearing axleboxes) have also been cast and are being inspected prior to machining. They

are the second set to be produced, the first (from a different foundry) having failed a non-destructive test due to surface cracks.

With the rear extension frames being fitted to the Riddles Pacific's main frames (as reported in



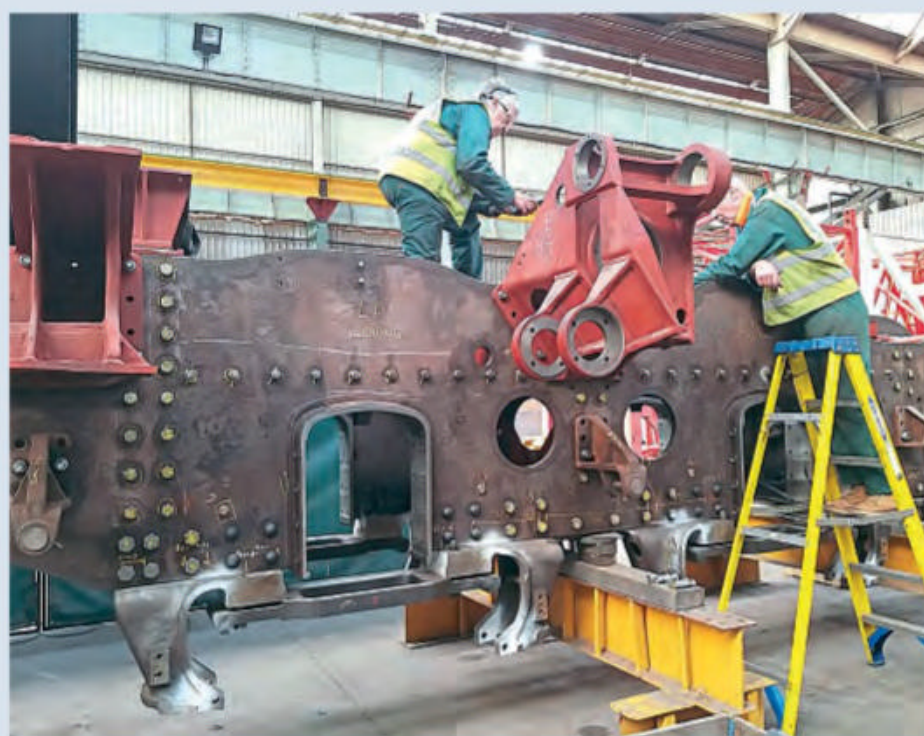
Above: The bogie frame for Clan No. 72010 *Hengist* trial-assembled at CTL Seal of Sheffield on October 4. BOB IFE/SSLC

Right: Volunteers Ian Henderson (left) and Chris Jones at work on *Hengist's* frames at CTL Seal on September 27, with the sidebar mounting (left) and motion bracket prominent in red primer. BOB IFE/SSLC

issue 283), and all the parts to hand to complete this part of the locomotive, the Clan Project is now raising funds for the trailing truck. Thanks to a generous donation, its wheels have been produced but were returned to the foundry as

the castings were deemed to be of poor quality.

→ The Trailing Truck Appeal aims to raise £20,000 for its tyres and axle; for details of this and other ways to support the project, visit www.theclanproject.org



**HERITAGE
RAILWAY**

The complete preservation magazine
www.heritagerrailway.co.uk



Get in touch

editor@heritagerrailway.co.uk



Above: GWR 4575 2-6-2T No. L150 (5521), which was specially adapted in 2013 to work on the Underground lines. KATIE PICKERSGILL/EOR

Left: Two steam engines in matching maroon livery together for the Epping Ongar Railway's successful London Transport weekend. DEAN WALTON

London Transport trio take over former tube line for gala

By Robin Jones

THE 50th anniversary of the final steam trains running in London Underground service was marked in style by the Epping Ongar Railway's October 8-10 annual London Transport weekend.

The themed event celebrated the era when the line was part of the Underground.

It featured three locomotives in London Transport maroon livery, including the Worcester Locomotive Society's GWR 0-6-0PT No. 5786, which ran in LT service and was bought by the Worcester Locomotive Society. Based at the South Devon Railway, it was on loan to the Gwili Railway in 2020 and currently carries the LT number L92.

It was joined by Bill Parker's GWR 2-6-2T No. 5521, which, with its cab cut down to negotiate the lower headroom of the tube tunnels, starred in the 2013 celebrations

marking the 150th anniversary of the Metropolitan Railway.

The third locomotive in LT maroon livery was Class 20 No. 20227, appearing courtesy of the Class 20 Locomotive Society and currently named *Sherlock Holmes*.

The trio were supported by the railway's own Class 31 No. 31438. Passenger services throughout the day were complemented by a goods train running through North Weald, and the popular real ale train also ran.

Panniers remembered

The last three panniers in service were the final steam locomotives in service on a UK main line. Acknowledging the huge public interest, LT held a final day of steam operation on the Underground on Sunday, June 6, 1971, when a demonstration engineers' train was headed by GWR 0-6-0PT No. L94 (7752), which is now based at Tyseley Locomotive Works.



Hauling a service train during the annual London Transport Weekend, pannier No. L92 was back working on a former Underground line – 52 years since it was sold. KATIE PICKERSGILL/EOR

Now preparing for the festive season, the EOR will be running its Light Fantastic illuminated trains on selected dates from November 19 until January 9, with all services departing from North Weald rather than Ongar.

Traditional Santa specials will run on December 4/5, 11/12 and 18-24.

The railway will round off Christmas with a New Year steam gala on January 1/2. This is set to see No. L150, No. L92 and home-based GWR 4-6-0 No. 4953 *Pitchford Hall* in action, and the event may see the return to operation of Hawthorn Leslie 0-6-0ST No. 3437 of 1919.

10th anniversary

May 27-29 will see a major event to celebrate the 10th anniversary of the branch reopening as a heritage line. The event is planned to include a special guest steam locomotive, as yet unannounced, making its first visit away from its home line since overhaul, and further visiting engines.

EOR general manager Dean Walton said: "The railway has come far in its first 10 years. With the possibility of an interchange at Epping, development at Ongar and strong passenger growth, it will be enter the next 10 years in a strong position."



Visiting Class 20 No. 20227 *Sherlock Holmes* crosses Cripsey Viaduct on October 9. KATIE PICKERSGILL/EOR



Pannier No. L92 recalls the days when it and sister locomotives hauled works trains on the London Underground. KATIE PICKERSGILL/EOR

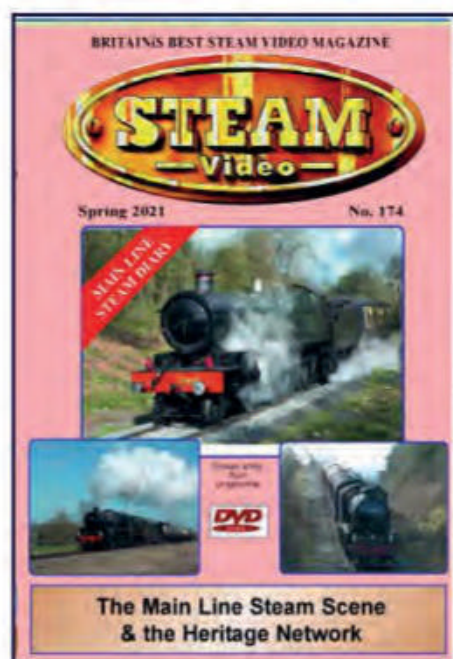
TVP

AUTUMN RELEASES

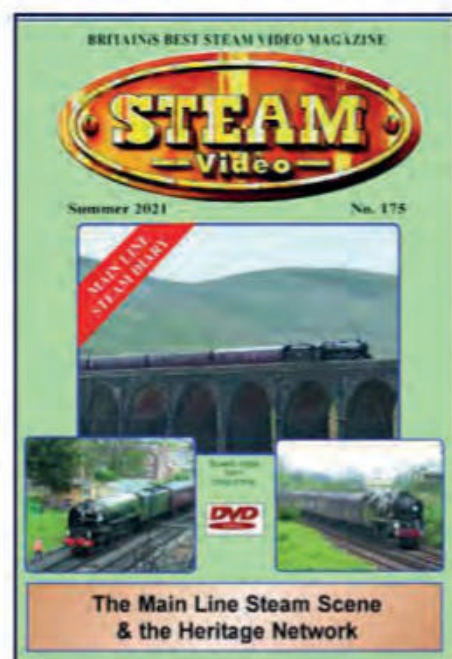
THE LATEST DVD, BLU-RAY & DOWNLOADS

TVP

Our Latest 'Video Track' & 'Steam Video' Magazine Releases



Steam Video 174 1 Hour 45 mins
 DVD £13.95 Blu-ray £17.95
 Download Standard Def £10.95
 Download High Def £14.95



Steam Video 175 1 Hour 45 mins
 DVD £13.95 Blu-ray £17.95
 Download Standard Def £10.95
 Download High Def £14.95



Video Track 201 1 Hour 46 mins
 DVD £13.95 Blu-ray £17.95
 Download Standard Def £10.95
 Download High Def £14.95



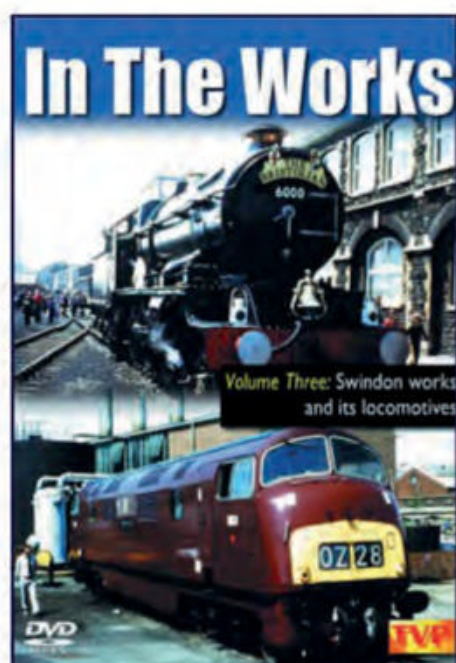
Video Track 202 1 Hour 50 mins
 DVD £13.95 Blu-ray £17.95
 Download Standard Def £10.95
 Download High Def £14.95

SUBSCRIPTION OFFERS FOR STEAM VIDEO & VIDEO TRACK

3 Issues DVD £33 (£8.85 saving) 3 Issues Blu-ray £42 (£11.85 saving)
 6 Issues DVD £63 (£20.70 saving) 6 Issues Blu-ray £78 (£29.70 saving)

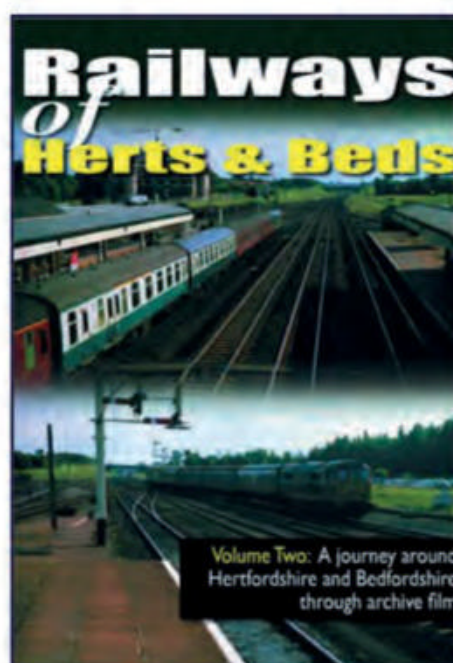
Subscription offers apply to any mix of Issues, past, present and future

Our Latest Railway Programmes



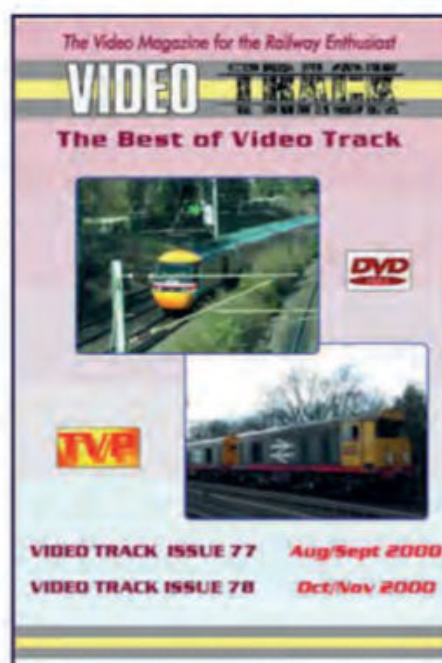
An exploration of Swindon Works from the 1950s through to closure in 1976. Includes archive film of the works and locomotives produced from the Kings and Panniers to the Westerns and Warships.

In the Works Swindon
 1 Hour 10 mins
 DVD £19.95
 Download Standard Def £12.95



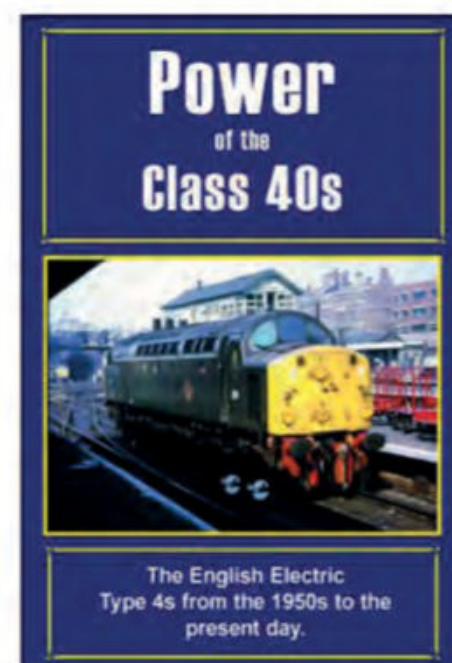
Our second programme looking at the Railways of Herts & Beds including the East Coast Main Line, the Welwyn Garden City to Hertford Branch and the line from Hitchin to Bedford with a range of steam & diesel traction

Railways of Hertfordshire
 1 Hour 15 mins
 DVD £16.95
 Download Standard Def £10.95



Our popular magazine series 'Video Track' from 21 years ago and a unique collection of archive film from around the network.

Best of Video Track 77/78
 Approx 2 Hours
 DVD £13.95
 Download Standard Def £10.95



A look at these Type 4s from the 1950s through to the present day using archive film. Includes a look at the LMS pioneer main line locomotives. The Class is shown throughout the Network on a wide variety of traffic.

Power of the Class 40s
 1 Hour 30 mins
 DVD £19.95
 Download Standard Def £13.95

Please add £1 postage for all orders up to £30. Postage free for orders above £30

Telephone 01 582 833807
 Or order via our website: www.transportvideo.com

TRANSPORT VIDEO PUBLISHING LTD, PO Box 1279, St Albans, Herts AL1 9BS

Please send cheque or postal order with order. Most credit cards accepted.

New P2 now two-thirds built

By Robin Jones

THE project to build the seventh example of Sir Nigel Gresley's P2 2-8-2s, No. 2007 *Prince of Wales*, is two-thirds complete. The A1 Steam Locomotive Trust has announced.

More than £4 million of the estimated required £6 million has now been raised since the ground-breaking project was launched to recreate the most powerful express passenger locomotive in Britain.

Significant progress has been made on several fronts during the past year. DB Meiningen in Germany is constructing two boilers for the trust, with the first 'spare' expected to be delivered in the spring and fitted on Peppercorn A1 Pacific No. 60163 *Tornado* during its overhaul next year, followed by the second for *Prince of Wales* in summer 2022. Both boilers are now substantially complete.

Eight of nine rods have been delivered to Darlington Locomotive Works, with the inside connecting rod and strap to be delivered by the end of this year and the coupling rods

trial fitted to the engine. The steam ports have been cast for the cylinder block, with the fabrication of the cylinder block nearing completion and delivery due in the spring. Detailed drawings for the valve gear are complete, and it is now being manufactured.

Pony truck

The pony truck is now being trial-fitted to the engine, while the tender tank and wheelsets are complete, with the frames expected to join them at Darlington in the spring. The wheelsets are due to be balanced in March and fitted in the spring. The electrical systems trunking is approaching completion with materials delivered, most components manufactured and installation on the locomotive frames mostly complete.

The axle-driven alternator test rig has been manufactured and testing is underway at Darlington. Both the brake gear linkage and its trial assembly on the frames is complete. The air pipework layout is complete, as is the pipework and fittings between the frames.

Unlike the building of *Tornado*, significant development work has been required to ensure that the new P2 reaches its full potential.

Principal areas of redesign include the development of an improved pony truck and frame design, improved valve gear, moves to reduce the risk of crank axle failure which was apparent on the original P2s, the modified diagram 118A *Tornado* boiler and Class A1-type Timken roller bearings, the use of fabricated frame stays instead of the original cast design, the modification of the brake system from vacuum-only to a BR type dual air/vacuum installation, and the incorporation of a rocking grate and hopper ashpan, plus the abovementioned modern comprehensive electrical system plus safety equipment.

Focus has turned to the adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design. The overall height of the locomotive is being reduced to comply with the modern more restricted loading gauge.

During the next 12 months, the trust aims to install the cylinder block into the engine's frames following its spring delivery, and the fitting of the boiler next summer.

£2m to go

Trustee Mark Allatt said: "The trial fitting of the coupling rods and pony truck to the engine for the first time for the trust's annual convention is a very significant milestone.

"We still have another £2 million to raise and so if you would like to see a new Gresley class P2 sooner rather than later, I would encourage potential supporters to get on board by becoming a 'P2 for the price of a pint of beer a week' regular donor, joining one of our fundraising clubs or sponsoring a specific component through our Dedicated Donation scheme."

→ To pledge your support to the P2 project, email enquiries@p2steam.com or telephone 01325 460163. Alternatively, visit the website www.p2steam.com to find out more about the project.



Above: Cast steam ports produced by William Cook Cast Products for the new P2 cylinder block are now at Darlington Locomotive Works. STEVE DAVIES/A1SLT



Right: Pony truck and coupling rods trial-fitted to No. 2007 *Prince of Wales* at Darlington Locomotive Works in time for The A1 Steam Locomotive Trust's annual convention. GRAHAM NICHOLAS/A1SLT

Bluebell Railway supports battle to save Barcombe bridge from being infilled

THE Bluebell Railway has added its support to campaigners fighting National Highways over its latest controversial plan to infill a long-redundant railway bridge.

Designed by civil engineer Frederick Banister, the bridge in Church Road, Barcombe, was built in the early 1880s as part of a line connecting Lewes and East

Grinstead, the northern 11 miles of which are occupied by the heritage line.

The structure carries a narrow minor road and is assessed as having a capacity of 24 tonnes. Its brick parapets and wingwalls have been subject to movement for many years, with cracks recorded as long ago as 1994.

National Highways has proposed infilling the bridge with about 1000 tons of aggregate and concrete, using Permitted Development powers which leaves objectors without a voice.

While the Bluebell Railway has no plans to extend south from Sheffield Park – the restoration of the Ardingly branch from Horsted Keynes is more

likely – it said that "the remaining trackbed is a potentially valuable transport corridor which should be safeguarded."

Objectors also claim that not only would infilling the bridge mean the loss of a heritage asset within the village conservation area, but it would also be detrimental to an adjacent woodland habitat.



Margaret, the locomotive depicted on the new mural, still doing what it has been doing for 72 years – delighting passengers on the Strathaven Miniature Railway. HUGH DOUGHERTY



Gone to the wall: The colourful mural at the Strathaven Miniature Railway's station celebrates the line's new celebrity status as Scotland's oldest miniature railway. HUGH DOUGHERTY

Strathaven railway goes to wall with 'oldest' claim

By Hugh Dougherty

THE Strathaven Miniature Railway has literally gone to the wall with its claim of being Scotland's oldest miniature railway.

A colourful mural has been painted on the line's station at Strathaven Park in the South Lanarkshire town by local artist Artianne, aka Anne Anderson. The mural depicts the line's original locomotive, 2-6-0 *Margaret*, track and a heron, and carrying the tag line 'Scotland's Oldest Miniature Railway'.

The mural and branding is the brainchild of secretary Ian Samson, who said: "I realised that when Kerr's Miniature Railway at Arbroath closed

last year after 82 years, we had to be the country's oldest line, having opened in 1949. I checked that out by writing to the 10 other miniature railways in Scotland today, and, yes, our claim checks out.

Successful season

"We've been running for 72 years, and *Margaret* our mogul is still very much with us. That's something to really celebrate, so we went for the mural, funded by the Scotland Loves Local Fund, and are carrying the 'oldest' tag on all our publicity material."

Despite a late start to operations in 2021 due to the Covid-19 pandemic, the SMR carried a creditable 12,000 passengers during the season,

implementing full carriage cleaning, PPE and social distancing regulations as necessary. Ticket sales were replaced by a bucket for donations to avoid cash handling, and Ian said that this brought in more cash than ticket sales normally would.

With the prospect of the line carrying its 750,000th passenger in May 2022, the Strathaven Model Society Ltd is looking to the future and is determined not just to survive but thrive.

"We are fortunate to have 30 active club members," said Ian. "But 70% of us are over 70, and the few members we have in their 20s will simply not be enough to keep us running in the future."

"That's why we took the decision to launch a junior section and, after gaining insurance cover for this, we are going to run groups for six to eight year-olds and for nine to 11s, one night per week, after school."

New recruits

"Each child will be accompanied by his or her parent, and we hope the parents may become interested and also join us in running the line, while we'd like the youngsters to stay involved for many years. A successful taster session in October attracted 10 children in the older group and we had a total of 25 enquiries from parents, many of who are keen to join with their children next year."

No public trains at Leadhills & Wanlockhead until Easter

By Hugh Dougherty

PUBLIC trains will not run on the 2ft gauge Leadhills & Wanlockhead Railway, the UK's highest adhesion-worked line, until Easter 2022 at the earliest.

The line closed at the start of the Covid-19 pandemic and has been shut since, the longest closure period in the railway's 35-year history since opening in 1986.

Track manager Alan Mackie said: "The various restrictions meant no work until recently, except for a weekly visit by our site manager who organised a clean-up of Leadhills station site. Work on the extension to Wanlockhead has also stalled because of the pandemic."

"Given our exposed location, subject to extreme winter weather, and remedial work on the main line not being completed until February 2022, it will leave little time for train crew familiarisation and rolling stock maintenance to allow us to reopen at Easter, so we're going to be very busy."

Work is well underway on track panel refurbishment after the excessively hot weather in July and August brought track defects to light, such a section laid by YTS workers in the late 1980s having been built without effective drainage and laid on bare soil, leading to sleeper wet rot.

Vandals cause derailment

Volunteers have been removing one panel at a time, scraping the topsoil off the solum with the line's Komatsu excavator, and laying new clean Cloburn Red 20/40mm stone to a minimum depth of 50mm. Sleepers, rails and fishplates are then renewed as necessary before the panel is relaid, with the works train then moving forward to lay new ballast, which is tamped using the line's CFG BR100 tamper.

"All of this means that we may be running works trains at any time, and we're reminding visitors and local people to stay well clear of the tracks," said Alan. "We had a recent



The Leadhills & Wanlockhead Railway works train with new ballast. L&WR

incident at Leadhills station, in which vandals caused one of our hopper wagons to run away and be derailed, which could have resulted in serious injury. We reported that incident to the police, for, sadly, despite being so remote, we are not immune to the problems faced by other heritage railways in more populous areas."

Alan also said that the railway is very much ready to welcome further volunteers to help get the line back on track for 2022.

→ Full details of joining are available at www.leadhillsrailway.co.uk



Off the tracks at Leadhills is the hopper wagon derailed by vandals at a set of points. L&WR

Mid-Hants plans for 45th anniversary gala in 2022

A MAJOR gala is planned at the Mid-Hants Railway next spring to celebrate 45 years since the line reopened in preservation.

The event will be held over the weekend of April 29/30, marking the anniversary of the first passenger trains over the 2½-mile section from Alresford to Ropley on April 30, 1977.

The reopening train was hauled by Maunsell N class 2-6-0 No. 31874, which is now under overhaul at the Swanage Railway's Herston Works, but the Watercress Line intends to gather as many locomotives as possible to represent classes that were previously resident at or have visited the line in the preservation era.

"We can't say very much more at the moment because it'll be a lot of work to pull together," said MHR general manager Simon Baggott, "but we could have anything from a 'Terrier' or an Austerity tank to a Merchant Navy."

The MHR's other working steam locomotive on reopening was former Longmoor Military Railway Hunslet Austerity 0-6-0ST No. 196 *Errol Lonsdale* (Works No. 3796 of 1953), which is now at Stoomcentrum Maldegem in Belgium.

LBSCR A1X 0-6-0Ts Nos. 55 *Stepney*, 662 *Martello* and 32678 have run on the MHR in preservation, while Merchant Navy No. 35005 *Canadian Pacific* remains a resident but is currently under overhaul.

The MHR's Autumn Steam Gala next year will mark the last appearances of National Collection SR Schools No. 30925 *Cheltenham* and resident SDJR 7F No. 53808 before overhaul.

For our report on the Watercress Line's Somerset & Dorset-themed Autumn Steam Gala this year, see pages 80-83.

Spa Valley celebrates £250,000 boost for locomotive overhauls

By Geoff Courtney

STAFF and volunteers at the Spa Valley Railway are celebrating a surprise £250,000 donation from the estate of a lifelong enthusiast who died two years ago at the age of 89. The unexpected bequest will go towards the ongoing overhauls of two of the railway's 0-6-0T steam locomotives, Class A1X 'Terrier' No. 650 *Sutton* and LMS 'Jinty' No. 47493.

The gift comes from the estate of Peter Dunk who for 60 years lived in a terrace cottage in Kew, south west London, close to Kew Gardens station. It was there that his passion grew for the Southern Railway; in his youth he had hoped to join the company until his parents persuaded him to take a different career path as an analytical chemist.

From his teens in the 1940s until the 1960s he travelled throughout the UK photographing steam and other transport, and due to an interest in model trains became a member of the Model Railway Club, the Hornby Railway Collectors Association, and the Train Collectors Society.

This passion led to him becoming one of the first dealers in the hobby, and for more than 20 years he ran a stall at Portobello Road market in Notting Hill while also becoming a prolific builder in OO, O and 1 gauges and displaying layouts at model railway exhibitions. One such display, for which he is still remembered, was a huge O-gauge layout at a Model Railway Club exhibition in 1994.

He amassed a large collection of model trains, many of which he built himself, and its sale at auction last year contributed to the legacy which enabled him to make the donation to the Spa Valley Railway.

Matt Dives, the railway's steam engineering manager and a trustee, said: "This legacy was an unexpected and much appreciated surprise that will make a real difference to the overhauls of the 'Terrier' and 'Jinty', two of our much-loved locomotives.

Generous by nature

"The legacy will complete the current overhaul of No. 650 and also ensure a good start to fundraising for its next overhaul in 10 to 15 years, while in the case of the 'Jinty' it will allow us to continue the contract overhaul of the boiler at the North Norfolk Railway. In both cases it goes a long way to securing the future of steam on the railway."

Mark Carne, a Spa Valley driver who is also working on the restoration of No. 650, was a long-standing friend of Peter, who he described as generous and someone with a good sense of humour. "Peter and I were once at a model railway show, and he was wearing a hat with an original Southern Railway World War Two service badge pinned to it," Mark recalled.

"I told him I used to have one but had lost it while on duty at the railway, and he gave me his with the words, 'Have this



Restoration boost: LMS 'Jinty' No. 47493, whose current restoration has received a major boost from the estate of lifelong railway enthusiast Peter Dunk, heads a Spa Valley Railway train at Forge Farm crossing. It is hoped that the overhaul, along with that of another of the railway's resident locomotives, A1X 'Terrier' No. 650 *Sutton*, will be completed next year. JON NYE

one until you find it.' I told him I never expected to find it and he replied, 'Well, have it until you do find it anyway.'

"It is an honour and privilege that Peter's wish was that steam locomotive restoration should benefit from his estate, and an even greater privilege that the Spa Valley Railway should be the beneficiary."

No. 650, which is owned by the London borough of Sutton and is on long-term loan to the railway, was built at Brighton in 1876, withdrawn by BR as No. 32650 in November 1963, and moved to the Spa Valley in 2004. The 'Jinty' was built at Vulcan Foundry in 1928, taken out of service in 1966, and rescued from Barry for preservation in 1972. Previously based at the East Somerset Railway, it arrived at the Spa Valley in 2000.

Although the dates for completing the overhauls of the locomotives, which are costing an estimated total of £250,000, are not yet confirmed, it is hoped both may return to service next year.

Worth Valley helps with tragedies memorial at GNR Queensbury Tunnel

A MEMORIAL honouring 10 navies known to have died while building the GNR's 7503ft Queensbury Tunnel between Bradford and Halifax has been installed by campaigners battling to reopen it as a walking and cycling route.

The memorial, erected by the Queensbury Tunnel Society,

comprises two rows of wooden sleepers either side of the path linking the Great Northern Railway Trail to the tunnel entrance. The materials were mostly donated by the Keighley & Worth Valley Railway. Each sleeper is dedicated to one of the men and has a QR code on the back, linking to online biographies.

When opened in 1878, the tunnel was the longest on the GNR. The line closed in 1956.

The tunnel is owned by the Department for Transport and maintained on its behalf by Highways England's Historical Railways Estate team. Controversy has raged over Highways England

plans to abandon the tunnel due to concerns over its condition; this would result in some sections being infilled.

In September 2019, the tunnel was named on the Victorian Society's list of the Top 10 Most Endangered Buildings in England and Wales for that year.



Recreating a typical scene from the past, a bystander waves to GER Y14 0-6-0 No. 564 as it heads a North Norfolk Railway service train from Sheringham to Weybourne. ROBIN COOMBES

First ever doctorate into study of heritage railways

By Robin Jones

THE first doctorate into the study of heritage railways has been awarded to Vintage Trains company secretary Robin Coombes following research undertaken at the University of Birmingham's Centre for Rail Research and Education.

Sponsored by the Office of Rail and Road and the Heritage Railway Association, it focussed on the sustainability and governance of heritage railways and is a landmark in the study of social history.

The sustainability of heritage railways in the rapidly changing times of the 21st century is a subject that has never been investigated in such depth. This pioneering study demonstrates that there is no fundamental reason – operationally, politically, technically or financially – why heritage railways cannot be sustainable well into the foreseeable future. However, the sector is facing ever greater challenges from changes in society and in particular the need for renewal as people, infrastructure and assets become older and decline.

10,000 volunteers

Observations from the study, including the age profiles and rates of repairs and restorations, show that over the next 10 years the heritage railway sector needs to find and appoint more than 700 new directors, recruit more than 10,000 volunteers, fund and undertake major overhauls of 300 steam locomotives and 1000 coaches, relay at least 100 miles of track and manage the day-to-day upkeep of all assets and infrastructure.

The sector has to stay relevant and attractive to the millions of annual visitors. Although this is not a new task, and one that has been repeatedly achieved over 70 years, it just gets harder each time, the study emphasised.



Above: Vintage Trains Train Operating Company secretary Robin Coombes.

Right: GWR 4-6-0 No. 6024 *King Edward I* in main line action at Abergavenny. Now owned by the Royal Scot Locomotive and General Trust, the locomotive is currently undergoing a 10-yearly heavy general overhaul at the West Somerset Railway's workshops at Minehead. ROBIN COOMBES



Robin, who carried out extensive research over five years, said: "The story of heritage railways has shown that the art of the impossible is possible.

"Good governance is incredibly important, particularly for their safe operation, but their social capital, and the goodwill of their volunteers, members and supporters, is even more important for their sustainability. I am optimistic that, if the ingenuity, inventiveness and pioneering tradition they possess among their volunteers and supporters is fully engaged, they will not lose what they cherish and hold so dear.

"If there is a problem, it is not the quality of the next generation. I have met many younger than I who are eager and more than equal to the challenge. The question is – have

we found enough of them and can the current leadership inspire and engage them?"

Professor Clive Roberts, head of the University of Birmingham's Centre for Rail Research and Education, said: "The study is important for heritage railways as it recognises their maturity and distinctiveness as a sector and identifies potential risk."

Governance challenge

The research has helped inform the Office of Rail and Road development of a heritage rail version of its Risk Management Maturity Model (RM3) for the wider rail industry, setting out the 12 Tablets of Governance.

Ian Skinner, Assistant Chief Inspector of Railways at the ORR, said: "The evidence from the research helped me consider the leadership and governance challenge on

heritage railways. I see increasing realisation within the sector that it needs to be addressed.

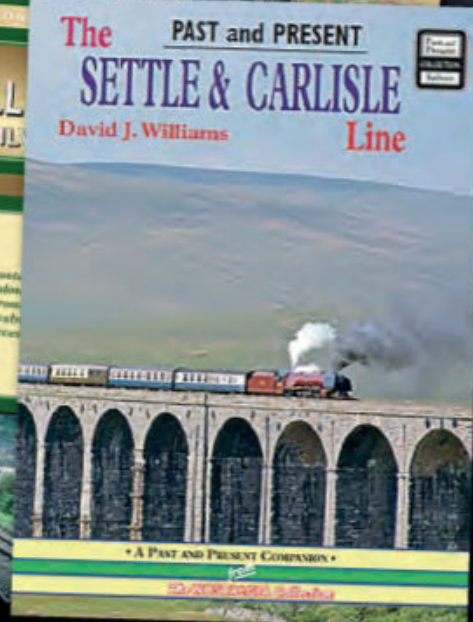
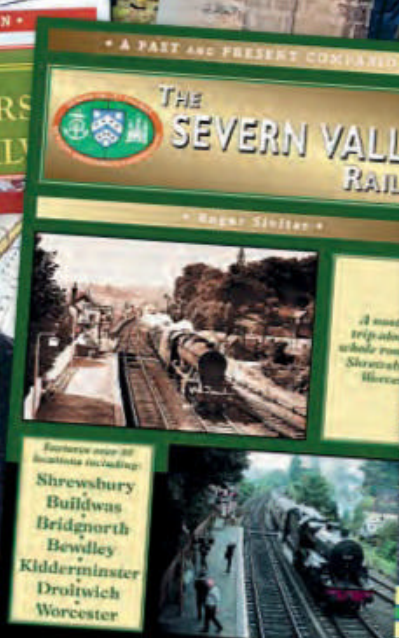
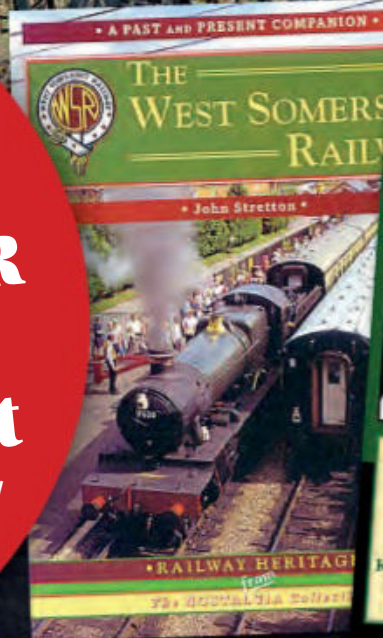
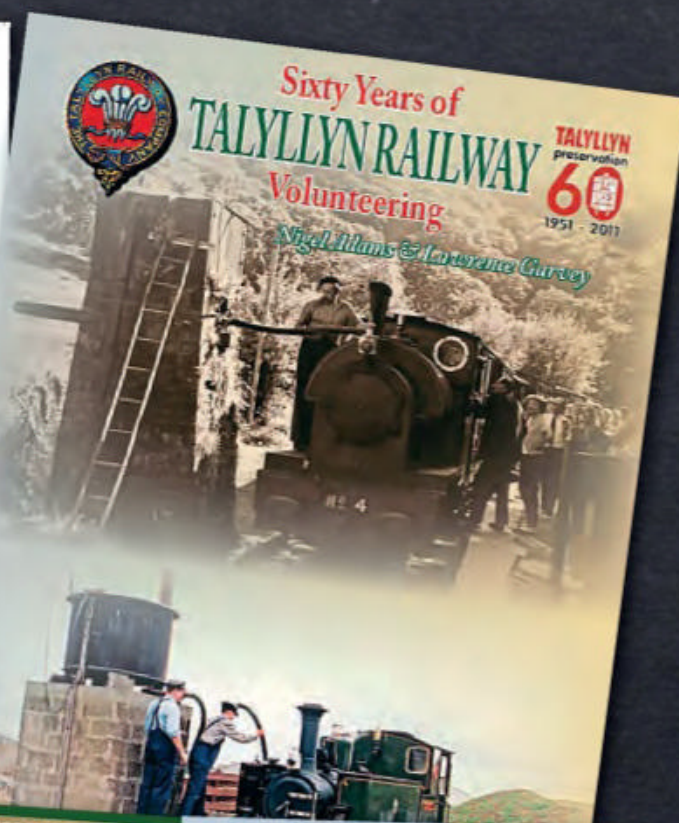
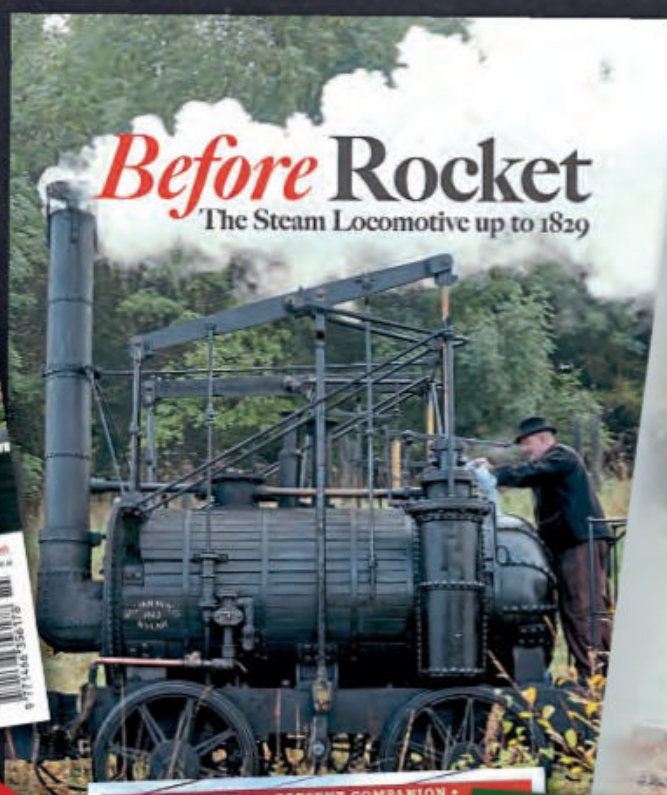
"Thanks to the research, there is now in place a practical tool to help heritage railways navigate a post pandemic world of challenge and uncertainty."

HRA director Mark Smith said: "The research has the potential to be very useful to heritage railways."

Robin undertook the research as a mature student, his previous career having included a managerial role at BR, environment consultant, and chairman of a national architecture consultancy. He plans to use the results of his research to assist heritage railways to increase their resilience and attractiveness to a new generation. The study was supervised by Prof Anson Jack and Dr Julian Clark.

The Christmas gift that keeps on giving!

Treat a friend (or yourself!) to a YEAR'S worth of *Heritage Railway* magazine this Christmas... and as part of your subscription choose one of these five fantastic books. Plus, check out our other great magazine offers...



If you enjoyed this issue, subscribe or renew for **ONE YEAR** from just **£42** and claim your free gift

Visit www.classicmagazines.co.uk/xmashr or call 01507 529529 and quote XMASHR

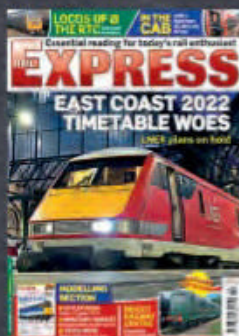
Get your gift subscription today

Try one of our other great titles too!

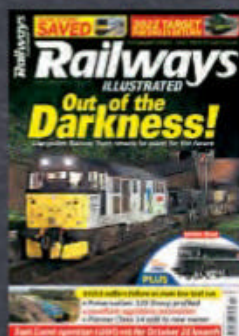
Get 6* issues of one of these mags for just £20



Recalling the steam era of Britain's railways through photographs, recollections and historical features.



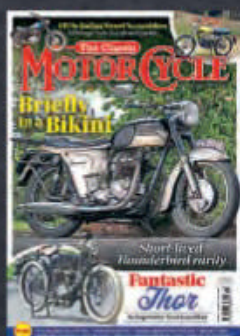
Enthusiast-led content, authoritative news, in-depth expert features and outstanding imagery.



News and features from across the UK catering for the modern traction and heritage modern traction enthusiast.



The UK's best rail title since 1897 - covering modern and steam and everything in between.



Celebrating the rich, colourful and varied history of motorcycles and motorcycling, then and now.



Your guide to buying, running and owning a classic bike. Broad minded with a practical twist.



Real bikes. Real riders. Real rebuilds. Real Rides. RealClassic!
* Get SEVEN issues of RC for just £20



Classic, twinshock or Evo, CDB's the place for you to dive into the dirty side of biking.



The larger-than-life personalities, the legendary bikes and the race track heroes who mattered then... and still matter now.



Real-world tests of the latest bikes and kit, places to go and features you don't want to miss.



Running, riding and repairing Japanese, European and US classics from the 70s, 80s, 90s and into the noughties.



All that's best in the world of classic and modern scooters. For enthusiasts, by enthusiasts.



For the best news, innovative features, top tech talk and practical tests, head to Fast Bikes.



The original British custom bike magazine... and still the best. Choppers, bobbers and all kinds of customs!



Gardeners consistently vote KG as Britain's best magazine for those who love to grow fruit and veg.



The Bible of the British American car scene for 33 years. If it's American and got wheels, we've got it covered!

Visit www.classicmagazines.co.uk/xmas21DPS Or call 01507 529529 and quote 710

TERMS & CONDITIONS: Rates are based on UK orders only - for overseas please visit: www.classicmagazines.co.uk/hr-overseas
Subscriptions will start with the next available issue. Offer closes 31/01/2022. Direct debit payments will continue at the price you paid, on this offer, every 12 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms
Gifts are UK only, subject to availability and strictly while stocks last.

West Somerset gala's success shows way to better times ahead

DESPITE mixed weather and the Minehead terminus still being off limits, the West Somerset Railway's Western Region-style October 1-3 Autumn Steam Gala – its first in two years – proved popular with the travelling public.

All of the four home-based steam fleet – WSR mogul No. 9351, GWR 2-6-2T No. 5199, and 4-6-0s Nos. 7822 *Foxcote Manor* and 7828 *Odney Manor* – were in action, along with Class 35 'Hymek' D7018.

With 1071 passengers travelling, revenue exceeded £20,000, despite trains being restricted to the Bishops Lydeard to Dunster section, as the all-new Seaward Way level crossing giving trains access to Minehead was not yet complete.

A railway spokesman said: "While numbers were down on previous events, the gala was a big morale booster for WSR staff and a publicity success in proving that the WSR is alive and well, and going in the right direction again."

Elsewhere, the railway's £1 million SOS appeal has now exceeded £57,000. The railway is looking to

increase this figure with the help of a new fundraising drive and coordinator post to push donations in different ways, plus identifying specific infrastructure projects that the line's two support charities, the West Somerset Railway Association and the West Somerset Railway Heritage Trust, can both contribute towards the appeal.

Illuminated trains

More than 2000 tickets have been sold for the Bishops Lydeard to Williton 'Santa Express' with a value of more than £40,000, while ticket sales for the new Winterlights illuminated train between Bishops Lydeard and Crowcombe have done "spectacularly well". More than 3800 tickets have sold at a value of more than £75,000, well ahead of expectations.

The spokesman added that the WSR plc's 49th annual general meeting, which took place on September 25 at Oake Manor Golf Club near Bishops Lydeard station, "was held in a far more positive and convivial atmosphere than some of the recent more troubled

shareholder gatherings, with all of the business conducted quickly and efficiently, with clear majority votes in favour of the resolutions tabled."

WSR plc chairman Jonathan Jones-Pratt said: "What a great year it's been for us on the WSR! In January we were still in lockdown and no trains could run, but now, as we come ever closer to the season's end, our trains are full, passengers are very happy and the line looks fantastic.

"Our bank balances are improving and we are very optimistic about the ongoing financial performance of the company.

"The Winter Lights and Santa Express trains are proving popular and are selling well, and our monthly management accounts are proving that the right decisions were made.

"Our target break-even point will be achieved very shortly, and this will mean we can then focus our sales effort on building up the winter reserves in order to prepare the railway for the anticipated full 2022 season.

"This income boost is really important to the overall plan we

have prepared. All this good news is solely down to one thing – the hard work and dedication of our staff and volunteers.

No trains to Minehead

"Without them, this railway would not have survived and this year has demanded more from them than ever before. Our workforce has turned out in all weathers and sometimes at very unsocial hours to keep the railway running, and our passengers happy."

October 21 was the target date for the handover to the railway of Seaward Way level crossing by contractors, following its upgrade. However, the railway was not expecting to resume running passenger trains into Minehead this year, as final clearances need to be undertaken with both Somerset County Council and the Office of Rail & Road, with training and competency testing having to be arranged for railway staff using the new crossing. It is planned that the line will reopen to services along its entire length from next spring.



WR 4-6-0 No. 7828 *Odney Manor* approaches Crowcombe Heathfield with a down Bishops Lydeard to Blue Anchor gala service on October 3. DON BISHOP

GWR 2-6-2T No. 5199 heads a Williton to Bishops Lydeard 'local' train past Leigh Woods on October 3. DON BISHOP



Right: No. 7828 Odney Manor passes Longlands Farm, between Norton Fitzwarren and Bishops Lydeard, with a Blue Anchor-bound service on October 1. DON BISHOP



Below: Joining the resident four steam locomotives at the gala was Western Region Class 35 'Hymek' diesel hydraulic D7018, pictured at Leigh Woods Crossing with a down service to Dunster on October 1. DON BISHOP



WSR 2-6-0 No. 9351 at Lower Ker Moor with the 10.20am Dunster to Norton Fitzwarren service on October 1. STEVE EDGE/WSR

Charity offers Eden Valley line to council for leasing

RAILWAY Paths Ltd has offered its section of the Appleby-Warcop line to the local council – in the hope that it could be reopened by the Eden Valley Railway.

RPL, a charity formed in 1998, owns just over 200 miles of disused railway trackbeds that were transferred to it from the British Rail Residuary Board after the privatisation of the national network. Of these, approximately 180 miles have been converted into cyclepaths, working mainly with cycling charity Sustrans, and also with local authorities – but RPL now wishes to relinquish the remaining sections.

As reported in issue 284 and on pages 68-73, this includes the 4½-mile section of the former Stratford-Cheltenham main line from Broadway to Honeybourne, which could be used to extend the Gloucestershire Warwickshire Railway northwards to the main line.

RPL also owns approximately 2½ miles of the disused Appleby-Warcop line, formerly part of the Penrith-Barnard Castle 'Stainmore Route', between Appleby and Southfields.

The Eden Valley Railway Trust owns the remaining section from Southfields to its base at Warcop, another 2½ miles.

RPL director David Pemberton said of the Warcop and Honeybourne trackbeds: "These are the only two sections of any significance where we believe there is an alternative use."

However, as detailed in issue 284, any transfer of ownership of the trackbeds requires the approval of the Department for Transport – but the DfT has vetoed their transfer to the G/WR and EVR because it considers that heritage railways cannot provide a sufficient covenant to maintain the road bridges.

Appleby ambitions

The other option is for the trackbeds to be transferred to a local authority and leased back to the heritage lines, hence RPL's offer to Cumbria County Council.

A spokesperson for the council confirmed that it is aware of the offer and will be discussing it at a meeting in November, but was unable to comment further at this stage.

If taken up, it could open the door for the EVR to achieve its aim of extending its services to Appleby – more than a quarter of a century after it first set out to preserve the line.

Passenger services over the Stainmore Route ceased on January

22, 1962, with the section from Appleby to Kirkby Stephen East remaining in use to serve the nearby Hartley Quarry until 1974. Ministry of Defence traffic continued to Warcop until 1989, followed by a few special trains in 1990, after which the line became disused – yet it has never formally been closed. The EVR Society (now the EVR Trust) was formed in 1995 and ran its first trains at Warcop in 2003.

Bob Sandlands, a trustee of the EVR Trust, said that the railway obtained a Transport & Works Act Order in 2000 covering the entire line from Warcop to the boundary with Network Rail at Appleby East level crossing – where the rails remain in place but have been covered with tarmac. However, because RPL owned part of the line, the EVR was unable to also obtain an operating licence.

The track also remains in place through Appleby East station, having last been used in 2005 to bring in the EVR's two Southern Region 4-CEP electric multiple units, although the station is now in use as a scrapyard. However, said David: "We own enough land on the edge of Appleby to build a new station." With concrete sleepers on most of the

section owned by RPL, the line and its structures – including Coupland Beck Viaduct – are in good condition, said Bob.

"We've got an ongoing programme of sleeper replacement – we think we need about another 500."

Tourism potential

The EVR's ultimate ambition is to link up with the Stainmore Railway at the restored Kirkby Stephen East station, creating a 12-mile heritage line. As reported in recent issues, Highways England (now National Highways) has infilled a bridge on this section with concrete but may be forced to undo this work following protests.

David concluded: "We're looking forward – Broadway to Honeybourne is a strategic corridor, and Appleby to Warcop has the potential to be a huge tourist attraction for Appleby-in-Westmorland."

RPL is also in the process of transferring a short section of the Alnwick branch trackbed in Northumberland to the Aln Valley Railway, which will eventually give the preserved line access to a main line interchange at Alnmouth station. All the transfers of ownership would be for a nominal £1 sum.



The Eden Valley Railway's restored Warcop station headquarters and Southern Region 4-CEP EMU No. 2315. EVR

Tender takes shape for County 4-6-0

THE first Hawksworth County tender in more than 50 years is taking shape at Didcot for the Great Western Society's replica No. 1014 *County of Glamorgan*.

Although similar in outline to the standard Hawksworth tenders paired with Modified Hall 4-6-0s and later-built Castles, the tenders for the Counties had a tank six inches wider to match the larger cabs of these locomotives, making them 8ft 6in wide. This also increased their coal capacity to seven tons, instead of the six tons of the Hall and Castle tenders, although water capacity remained the same at 4000 gallons. Like the Counties themselves, the last of which was withdrawn in 1964, all the wider tenders were scrapped.

The tank had arrived in flat-pack form at Didcot Railway Centre, where all deliveries to the site have to be made by rail; it was suggested that the tender side panels would be cut in half to make this easier, though in the event they were sent in one piece.

It is being built on a new Hawksworth-design frame, incorporating a centre section and standard GWR wheelsets and axleboxes from a Collett tender.

The locomotive is being built from the frames of Modified Hall No. 7927 *Willington Hall*, one of the 'Barry 10' locomotives owned by Glamorgan



The new 8ft 6in wide Hawksworth tender tank being assembled for County No. 1014 *County of Glamorgan* at Didcot. 1014 GWR COUNTY PROJECT

County Council, hence the choice to replicate No. 1014. Its boiler is under construction at Heritage Boiler Steam Services of Liverpool, incorporating the firebox from another 'Barry 10' engine, LNER-built 8F No. 48518 – the firebox design of the Counties having been closely based on the Stanier 2-8-0s.

With more than £1 million having been raised towards the project, of which £350,000 was donated since August 2018, it is estimated

that another £150,000 is needed to complete the locomotive. The only large component still to be produced is the three-row superheater header, of the same design as that fitted to the Modified Halls and the later Castles.

"There are lots of small pieces to be obtained," said 1014 GWR County Project press officer David Bradshaw, "but we're on the final straight."

→ More details of the project can be found at www.county1014.org

North Norfolk has its busiest-ever day

THE North Norfolk Railway has recorded its busiest 'normal' working day in its history, excluding special events.

On August 17, the Poppy Line carried 1600 passengers, now being able to operate at full capacity following July's lifting of social distancing restrictions.

General manager Andrew Munden said: "From what I can make out, that's the busiest single day the railway has ever had apart from during the 1940s weekends."

"We had to close our ticket offices at 11am because we ran out of spaces to sell on the trains."

He said that the railway has recorded the fifth busiest August on record with 31,590 passengers, the best for the month being 32,000 in 2015.

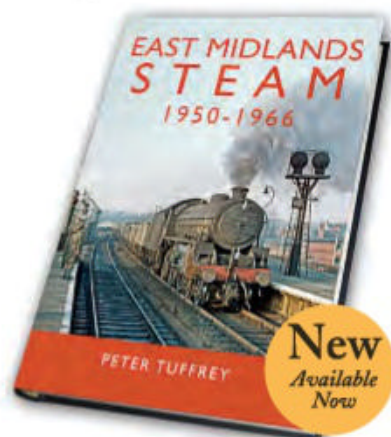


Like us [facebook.com/heritagerailway](https://www.facebook.com/heritagerailway)

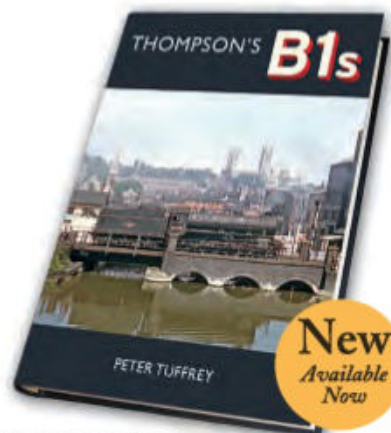


Follow us @HeritageRailMag

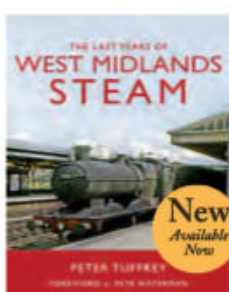
Beautifully produced hardback books with excellent photography throughout.



EAST MIDLANDS STEAM 1950-1966 £19.99



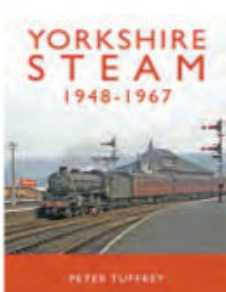
THOMPSON'S B1s £25



THE LAST YEARS OF WEST MIDLANDS STEAM 1948-1966 £19.99



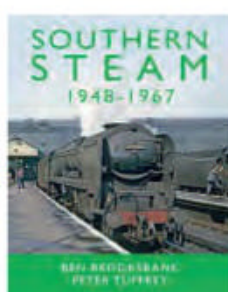
LONDON MIDLAND STEAM 1948-1966 £19.99



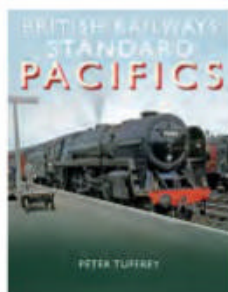
YORKSHIRE STEAM 1948-1967 £19.99



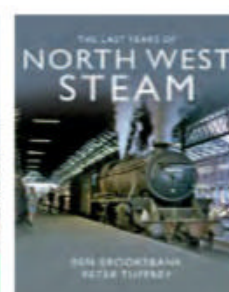
THE LAST YEARS OF YORKSHIRE STEAM SPECIAL OFFER Was £19.99 NOW £12.99



SOUTHERN STEAM 1948-1967 £19.99



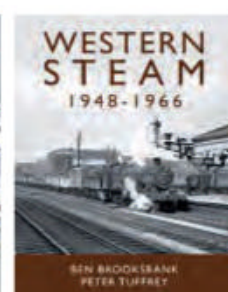
BR STANDARD PACIFICS SPECIAL OFFER Was £25 NOW £15



THE LAST YEARS OF NORTH WEST STEAM £19.99



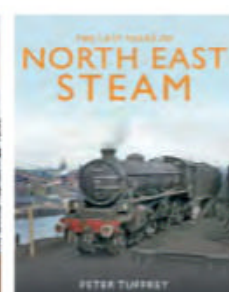
PEPPERCORN'S PACIFICS SPECIAL OFFER Was £25 NOW £15



WESTERN STEAM 1948-1966 £19.99



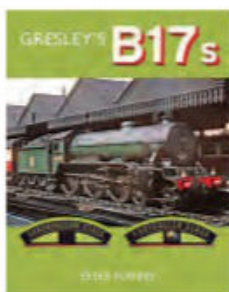
THE GOLDEN AGE OF YORKSHIRE RAILWAYS SPECIAL OFFER Was £19.99 NOW £12.99



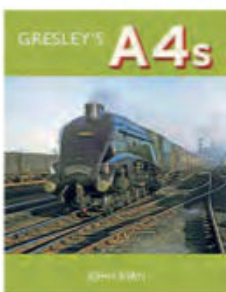
THE LAST YEARS OF NORTH EAST STEAM £19.99



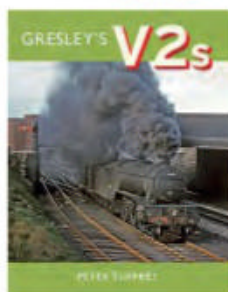
JOHN RYAN'S EXPRESS £25



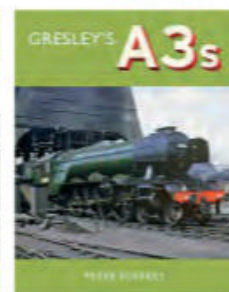
GRESLEY'S B17s £22.50



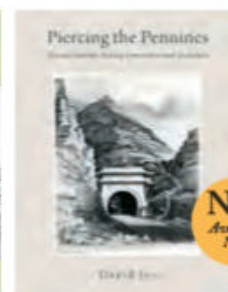
GRESLEY'S A4s £27.50



GRESLEY'S V2s SPECIAL OFFER Was £25 NOW £15



GRESLEY'S A3s SPECIAL OFFER Was £25 NOW £15



PIERCING THE PENNINES £19.99

Free UK delivery.
Save £2.50 per book when you spend over £21.
(coupon code **PDX5**)

Call **01274 735056** or visit **www.gnbooks.co.uk**

GREAT NORTHERN

Great Northern Books, PO Box 1380, Bradford BD5 5FB
Join us on Facebook @glorioussteam

‘Fantastic day’ says organiser as Stratford crews swap memories

By Geoff Courtney

THE reminiscing, banter and constant tea consumption ensured the reunion of former Stratford drivers and firemen at Mangapps Railway Museum on September 25 was a roaring success.

It was the third get-together ex-driver Dave Brennand has organised at the working museum near Burnham-on-Crouch in Essex, and against the Covid-dominated background of the past 18 months, quite probably the best.

“What a fantastic day,” said Dave, who started his 40-year railway career at Stratford in 1973 as a 16-year-old engine cleaner and within five years was driving diesels.

“Despite the so-called petrol crisis and a few from our ranks unable to make the journey, we had a great turnout of 33 attendees.

“The tales, jokes and mockery were truly evident, and never mind the petrol crisis – we were worried there might be a teabag crisis due to all the cuppas being served on the day!

“We are all so very fortunate to have worked at Stratford and have such long-lasting friendships way beyond its closure.”

Dave said two former drivers, Chris Maguire and 81-year-old Danny Forbes, travelled more than 500 miles from Aberdeen. Bob Kent travelled from Bristol, and Tony Gooding, who is



Thanks for the memory: Former Stratford drivers and firemen on the platform of Mangapps Railway Museum during their reunion on September 25. On the far right is Dave Brennand, who organised the event and declared it a ‘fantastic day’. The two nameplates on display are from former Stratford Class 47 diesels Nos. 47579 and 47580. DAVE BRENNAND

in his late 80s, made the journey from Great Yarmouth.

Among the highlights were rides on the museum’s ¾-mile standard gauge line behind Class 31 No. 31105 (D5523), hauling a pair of Class 302 EMUs with former Deltic and Class 15 driver Brian Eley at the controls, and a display of two Class 47 diesel nameplates, *James Nightall G.C.* from No. 47579 (D1778) and *County of Essex* with the coat of arms from No. 47580 (D1762). “Both are ex-Stratford locos, so many of us would have driven

them in the good old days,” said Dave wistfully.

The former railwaymen also enjoyed seeing the fruits of a recently completed £1 million expansion at the museum that has included the construction of a three-road 150ft long carriage shed, a 60ft extension to the locomotive shed, and a five-road 80ft extension to the museum itself, which is home to one of the country’s finest privately-owned railwayana collections. Mangapps’ owner, John Jolly, whose son James owns the two

Class 47 nameplates that were on display, shared Dave’s enthusiasm.

“Our best turnout yet – it was brilliant,” he said. “Everyone enjoyed themselves, judging by the amount of talking done and tea consumed.”

He said the oldest guest was 93-year-old Dennis Saville, a former Mangapps volunteer who started his driving career on Great Eastern Railway J15 0-6-0s.

“The reunion has become a firm fixture in the Mangapps calendar,” said John. “Long may it continue.”

Railway Preservation Society of Ireland rolls out the barrel for Guinness van

THE Railway Preservation Society of Ireland unveiled its newly-restored bogie Guinness wagon, former Great Northern Railway of Ireland No. 504, on September 26, at its Whitehead base.

A ‘stout’ job has been done on the steel frame and wooden body of Dundalk-built No. 504 of 1911, constructed to transport 104 butts, or 52 hogsheads of Guinness from St James Gate Brewery in Dublin to destinations across the GNR(I) system. The van, which runs on unusual Fox’s bogies, is the sole

survivor of a fleet of 12 sister wagons, built by the GNR(I) in two batches – six in 1903, and six more in 1911 – to the same diagram.

It was converted to a grain wagon in 1938 and saw further service with the GNR(I) and the Ulster Transport Authority before withdrawal in 1965.

After storage on rail at Maysfield Yard, Belfast, Ballymena and Carrickfergus, No. 504 and sister wagon No. 2518 arrived at Whitehead in 1969, having been presented to the fledgling RPSI

by Guinness. The vans did duty as stores, and No. 504 acted as a pop-up fish-and-chip shop at an open day in 1970!

The van was nearly lost, however, after it was severely charred in a fire started by vandals in 1978. Following the fire, the van lay for some years in the open and No. 2518 was scrapped, with parts being used in the restoration of No. 504, which, with most of the body timbers needing to be replaced, was no small beer itself. The restoration, which

began in 2015, was part-financed by a National Lottery Heritage Fund grant.

The project achieved runner-up status in the restored freight rolling stock category at this year’s Heritage Railway Association awards.

RPSI general manager Lisa Adair said: “We are most grateful to the NLHF and to our dedicated volunteers for restoring this van, which has a great story to tell, to pristine condition. No. 504 is now on display in our museum.”



Above: No. 504, fresh from the workshops at Dundalk in 1911. Right: Interior restoration of No. 504 underway. BOTH RPSI



Stout van: Restored No. 504 at Whitehead. RPSI



D1062 Western Courier climbs Eardington Bank en route to Bridgnorth on October 1.

SVR autumn diesel gala success

Words and pictures by John Titlow

FOLLOWING on from the Severn Valley Railway's successful September 16-19 Autumn Steam Gala, as reported last issue, the corresponding diesel event made a welcome and successful return with its own special guests on September 30-October 3.

Making its first appearance in a Severn Valley gala was Class 31 No. 31466, after arriving in July from the Dean Forest Railway as cover for Class 33 No. 33108, and the second guest was Class 24 No. 24081 from the Gloucestershire Warwickshire Railway, visiting for a third time.

Alongside the two guests were residents Class 09s No. 09107 and D4100, Class 14 D9551, D9551, Class 40 No. 40106, Class 50s

Nos. 50007 *Hercules* and 50035 *Ark Royal*, Class 52s D1015 *Western Champion* and D1062 *Western Courier* and on-loan Clayton Class 17 D8568 from the Chinnor & Princes Risborough Railway.

Some double heading took place over the full length of the line on different days with classes 24+17, 14+17 and 14+24, while the 09s worked between Bewdley and Kidderminster.

An intensive timetable was devised by Dave Mogg and Matt Robinson who also compiled the locomotive rosters. A total of 26 trains ran on each of the four days: there were 14 full return stopping trains between Kidderminster and Bridgnorth, also 12 short workings between Bewdley and Kidderminster, and crossing took

place at Arley and Hampton Loade but unusually not at Bewdley.

The first train departed Kidderminster at 8.30am and the last one arrived back at 10.15pm, and with careful planning it was possible to ride behind all locomotives which were changed at regular intervals.

The return of hop-on hop-off services helped and gave plenty of opportunity for photography. Passengers were able to visit the Engine House Visitor & Education centre at Highley.

Back by popular demand were tours of the Kidderminster traction maintenance depot for visits costing £5: these are always popular and have not been possible since October 2019.

After a glorious Wednesday, the first day of the gala on Thursday dawned

with torrential rain, Saturday was no better but the Friday and Sunday were much better and brought people out.

A ceremony took place at the event in which Lord Faulkner of Worcester presented the Class 50 Alliance with the Heritage Railway Association's Award for Diesel Locomotion 2021. 21-year-old pattern maker Tom Mills also received a runner-up certificate for the HRA's first Lord Faulkner Young Volunteer Award.

A nice touch in the brochure was a tribute to regular SVR photographer and big Class 50 fan Ian Murray who passed away on June 10 after a courageous battle fighting pancreatic cancer, as reported in issue 283. His legacy will live on because his photographic collection has now been donated to the SVR.



Visiting Class 31 No. 31466 climbs Eardington Bank while approaching Bridgnorth on October 1.



Class 50 No. 50007 Hercules runs past Crossing Cottage after departing Bridgnorth on October 1.

Moorsline opens new carriage shed and volunteer centre

By Robin Jones and John Titlow

THE North Yorkshire Moors Railway's new £4 million carriage stable at Pickering and its volunteer development hub at Stape have been officially opened.

Prof David Stocker, trustee of the National Lottery Heritage Fund, and David Renwick, the fund's northern regional director, joined staff, trustees, donors and volunteers to mark the completion of two of the six major projects in the line's £10 million Yorkshire's Magnificent Journey (YMJ) Appeal.

Guests were given a tour of the state-of-the-art carriage care facility and the volunteer hub, and had the chance to see A1 Pacific No. 60163 *Tornado* and new GWR Saint 4-6-0 No. 2999 *Lady of Legend*, guest locomotives at the annual steam gala, as highlighted on pages 90-93.

The five-track, single-storey Carriage Stable, featuring a cantilevered roof, will accommodate up to 40 coaches and, for the first time, enable vital servicing and cleaning tasks to be completed under cover. It will enter full service in 2022.

The old school at Stape has been refurbished to perform a new role as The Outstation, the volunteer development hub and outreach centre. It provides a 20-berth fully-equipped facility, enabling the NYMR to offer unparalleled levels of engagement and experiences to new and non-traditional audiences.

The Outstation is intended to give a more diverse range of people and



The North Yorkshire Moors Railway's new volunteer development hub, The Outstation, at Stape.

CHARLOTTE GRAHAM/NYMR

wider communities the opportunity to experience the pleasure and benefits of volunteering on a heritage railway.

Locomotive shed

The YMJ Appeal is designed to transform the railway and secure its future. It is funded by grants from the European Agricultural Fund for Rural Development, the National Lottery Heritage Fund, and the Local Enterprise Partnership, and by donations from the charity's members and supporters.

Other major YMJ projects include the new education coach at Goathland; ongoing lineside conservation; the renewal and replacement of three worn-out iron bridges at Goathland; and the conversion of four carriages to provide fuss-free access and tailored

seating for wheelchair users and accessible toilets on every set of carriages. The next part of the project is the renewal of bridges 24 and 25 at Goathland station this coming winter – crucial to the railway's ongoing operation.

NYMR Trust chairman John Bailey said: "The carriage stable and new volunteer hub are prime examples of the principal aims of YMJ – that, 50 years from now, people will still be learning from and enjoying the NYMR and the experience of steam travel across the moors."

Elsewhere, the NYMR's supporting foundation has been informed that its bid for additional land near New Bridge has been accepted. It plans to build a new engine shed, given the increasing need to stable additional locomotives at that end of the line.



At the unveiling ceremony for the new Pickering carriage stable are (left to right): David Renwick from the National Lottery Heritage Fund; Pauline Teale, of the Rural Payments Agency; NYMR Trust vice chairman Andrew Scott; and John Bailey, chairman of the NYMR Trust.

CHARLOTTE GRAHAM/NYMR

The area to be purchased consists of about 1.5 acres of land covered by the derelict buildings of a former pig farm, plus an additional 5.8 acres of adjacent field which lie just beyond the existing permanent way shed and locomotive stabling point at New Bridge.

Archaeological dig

The present stabling point was originally built to accommodate a single engine in very basic conditions. There is no covered accommodation for the locomotives and only a portable cabin for crew facilities.

However, with the advent of Whitby services, the peak timetable requires three locomotives starting from Pickering versus two from Grosmont, and off-peak services require two Pickering-based engines compared to one from Grosmont.

It has not yet been revealed what is planned for the site, but at least some covered accommodation for locomotives and crews must be a high priority.

Sadly, the possibility of relocating the former Pickering engine shed, which stands tantalisingly within sight of the line's bufferstops at Pickering station, is probably too far-fetched to happen!

A potential obstacle to future developments on the site is the presence of the remains of a late Roman villa, which were identified by a dig carried out about two decades ago on the northern edge of the field under the railway and appear to continue under the railway towards Pickering Beck.

The villa itself remains to be uncovered, but the bath house was built close to the river with the villa itself further back on slightly higher ground. An archaeological survey is likely to be required prior to any further developments on site.



The new £4 million Pickering carriage stable with A1 No. 60163 *Tornado* in the foreground. CHARLOTTE GRAHAM/NYMR

£500k appeal launched to restore Bluebell's Horsted Keynes station

THE Bluebell Railway has launched a nationwide appeal for at least £500,000 to support the restoration of its 'jewel in the crown' – Horsted Keynes station.

The Grade II-listed station has featured in scores of TV programmes and films, and now officials of the heritage line are asking for public support to finance the repair of leaking roofs and the replacement of rotting beams.

Bluebell appeal co-ordinator Trevor Swainson said: "The station buildings were built in Victorian times and are now showing signs of wear and tear. We view Horsted Keynes as our jewel in the crown, and we hope this appeal puts the sparkle back into the station."

Many film crews and TV production companies have used Horsted Keynes station as a location for period dramas because of its look

and feel. It has appeared in the TV series *Downton Abbey*, *The Woman in Black* film, *Poirot*, *Grantchester* and a remake of *The Railway Children*.

Among the stars to have visited the station for filming are Daniel Radcliffe, David Suchet, Dame Maggie Smith and Jenny Agutter. Indeed, the railway is known as the line to the stars because of its long history of filming, dating back to 1961.

Horsted Keynes station was built in 1882 by the LBSCR as part of the Lewes-East Grinstead line. Bought by the Bluebell in the 1960s, it has been maintained and decorated in the style of a Southern Railway junction station

from the 1930s.

The railway has carried out a major survey of the station and calculates that the first phase of the repair work



Downton Abbey cast members at Horsted Keynes station. MICK BLACKBURN

will be at least £500,000. The initial repairs will be to the station house and Platform 5, and later work will cover the other platforms. Members of the Bluebell Railway Preservation Society have already pledged £20,000 and the railway's charitable arm is promising to match-fund on a pound-for-pound basis all public donations between now and the end of January, up to a total of £150,000.

Trevor said: "For its age, Horsted Keynes station is in remarkably good condition but now is the time to get on top of the deterioration. We believe it is one of the largest stations on preserved railways."

The station has also played host to a number of famous visitors, including the Reverend Wilbert Awdry, who wrote one of his Railway Series books, called *Stepney The Bluebell Engine*, based on the line's 'Terrier' No. 55.

British Railways chairman Dr Beeching, who lived nearby in East Grinstead, Conservative Prime Minister Harold Macmillan, and broadcasters Michael Portillo and Michael Palin have also visited.

→ For information about the appeal and how you can get involved, visit the website www.bluebell-railway.com

Rocks by Rail gets two National Collection wagons

ROCKS by Rail – the Living Ironstone Museum has added two original iron ore wagons to its collection following their transfer from the National Railway Museum.

The pair, a BR 27-ton iron ore tippler and a 22-ton iron ore hopper, had been on loan from the National Collection for several years to the Cottesmore venue formerly known as Rutland Railway Museum.

The tippler wagon had seen occasional use in the museum's demonstration ironstone quarry trains on open days, while restoration work was undertaken by volunteers on the hopper wagon.

The museum applied to the NRM to retain the two wagons within its own collection, which represents the only comprehensive collection of standard gauge ironstone quarry rolling stock in the UK.

Local history

Ore wagons of these types were commonly found working at ironstone quarries in Rutland and the East Midlands from the early 1950s until the quarries closed at the end of the 1960s.

In early September, delighted museum officials were notified that the application had been successful

and that the two wagons are now officially part of their collection.

Rock by Rail trustees' chairman David Atkinson said: "We are very grateful to the Science Museum Group for agreeing that these two iron ore wagon exhibits can be transferred to this accredited museum.

"This will safeguard their future conservation. The wagons will continue to see occasional use on public open days, where they will be included in demonstration quarry trains operating within the mock ironstone quarry at the museum, thus helping to recreate local

ironstone quarry heritage for the benefit of visitors."

Well looked-after

NRM lead curator Ed Bartholomew said: "As part of managing the national collection, we occasionally transfer items if we believe there may be more suitable organisations for their display, with a view to making the collection more accessible.

"The two wagons have been well-looked after at Rocks by Rail for many years. As permanent parts of the collection, they will help tell the story of the railway's important role in the transportation of iron ore."



Iron ore tippler wagon B383560 is shunted by a quarry locomotive, Bagnall 0-6-OST No. 2668 of 1942 *Cranford No. 2*, at Rocks by Rail in 2010. RBR



On-loan Barclay 0-6-OST No. 2139 of 1942 *Salmon*, a former Rocks by Rail resident which worked for Stanton Ironworks Company at its Harlaxton Quarries in Lincolnshire and which is now based at the Royal Deeside Railway, hauls a rake of iron ore hopper wagons heading for the mock quarry area at the Cottesmore museum. Hopper No. B436275 is the first vehicle in the consist. RBR

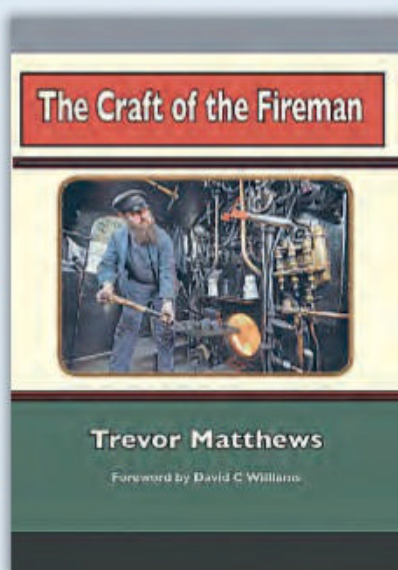
Government approves road closure for expansion

PLANS to close a major arterial road through York, thereby making way for a major extension of the National Railway Museum, have been given the green light by the Government.

Transport Secretary Grant Shapps has approved proposals by the York Central Partnership to close Leeman Road despite a petition signed by more than 1400 local residents objecting to it, which led to a public inquiry being held.

The closure is essential for the NRM to go ahead with a proposed major project to build a new central gallery across the road to link the two existing sides of the museum.

Before Leeman Road can be closed, a new road must be built through the York Central site.



The Craft of the Fireman

IN OUR feature in issue 272 on the Mortons Books publication *The Craft of the Fireman*, the book's author, Trevor Matthews, has requested we clarify the following points:

Mr Matthews was not the author of the article.

All grammatical errors are the responsibility of the publication.

On page 91 column 1, paragraph 5, line 6, 'to be tanked' should read 'to be tackled'; pg 91, col 1, par 6, line 3, 'the number of interfaces runs were into four figures'; the word 'were' should be deleted; pg 91, col 2, par 1, line 1, 'colourful volume' should read 'calorific value'; and pg 91, col 2, par 4, line 8, 'sheet tonnage' should be 'sheer tonnage'.

Preservation group folds after 45 years

SOUTHALL'S GWR Preservation Group has finally ceased to exist – 45 years after its formation.

Having wound up its affairs over the past two years, the group went into liquidation and was formally closed at an extraordinary general meeting on September 4. All of its remaining rolling stock has been sold.

Its sidings at the former Western Region Southall shed are now virtually empty, save for two GWR box vans (including a 'Mink') which are destined for the Helston Railway.

The group was founded in 1976 by Bob Gorrington following a visit to Barry scrapyard, and it succeeded in rescuing three GWR-design locomotives from there.

Collett 5101 2-6-2T No. 4110, the 100th locomotive to leave the yard, is now undergoing a contract restoration at the East Somerset Railway for use on the Dartmouth Steam Railway. BR-built Collett 8750 0-6-0PT No. 9682, which in 2000 became the 100th engine from Barry to return to steam, is now awaiting overhaul at the Dean Forest Railway, and Collett 2884 2-8-0 No. 2885 is now under restoration at Tyseley. A fourth ex-BR engine previously in the group's collection, LNER J94 0-6-0ST No. 68078, is now at Sellindge, Kent.

Peckett 0-4-0ST No. 2100 of 1949 *William Murdoch*, owned by Portsmouth City Museum and of which the GWRPG was custodian, is at the Helston Railway. RSH 0-4-0ST No. 7386 of 1948 *Birkenhead* has been sold to a new owner for use on the Royal Deeside Railway but is

understood to still be at the closed Elsecar Heritage Railway, where it had been on loan.

The GWRPG is one of a handful of working steam railway centres to have operated within London. Initially based in the Walls sidings at Southall, it later moved into the former 81C steam shed but was only able to open it to the public from 1994 until 1997, with Railtrack leasing the site to Flying Scotsman Railways in the latter year.

The group's ambitions of running steam specials over the adjacent freight-only Brentford branch also did not come to fruition, and in more

recent years, with West Coast Railways occupying the shed, it has been confined to a small area of sidings at the rear of the depot.

Both No. 9682 and *Birkenhead* toured several preserved railways, but steaming fees dried up after their 10-year boiler certificates expired. Bob Gorrington's nephew, Mike, who took over as director in 2013, said: "Without this necessary income, the group had to discuss its future."

"Principals agreed to sell its locomotives to other sites more able to restore them to working order and sadly agreed to close the GWR Preservation Group for good."



BR(W) 8750 0-6-0PT No. 9682 being craned into the GWR Preservation Group's first base at the Walls sidings, Southall, following its departure from Barry scrapyard in 1982. GWRPG



The GWR Preservation Group's Southall Railway Centre on its opening day in 1994. Left to right are: Peckett 0-4-0ST *William Murdoch* in steam, GWR 2-8-0 No. 2885, pannier tank No. 9682 with RSH 0-4-0ST *Birkenhead* behind, a DMU inside the shed, and a Wagon-Lits restaurant coach. ROBERT ZARYWACZ



Midland Railway saloon No. 2741, temporarily placed on a CCT chassis following its arrival back at the Foxfield Railway on September 7. MARK SMITH/KNOTTY COACH TRUST

Midland saloon returns to Foxfield to be restored for 'Knotty' vintage train

A MIDLAND Railway saloon has returned to the Foxfield Railway for restoration and use with the line's North Staffordshire Railway vintage train.

The First Class Picnic/Family Saloon, No. 2741 of 1884, is the sole survivor of a batch of 10 and classified as 'exceptionally important' on the Vintage Carriages Trust register.

Withdrawn and grounded in the 1930s, its body was preserved at the Foxfield in 1976, but since 2005 it has been on loan to the LMS Carriage Association at Peak Rail.

The LMSCA carried out extensive conservation and restoration work on the body before using it as a meeting room.

It returned to the Foxfield on September 7 and has been temporarily placed on an accommodation underframe, pending restoration to join the

Knotty Coach Trust's rake of North Staffordshire Railway carriages.

"We've got a Midland six-wheel chassis in store," said Foxfield Railway chairman Dave Scragg, "so we have all the parts for an authentic restoration." In the short term, the railway plans to carry out further



A carved Midland Railway monogram on the inside of one of the saloon's doors.

MARK SMITH/ KNOTTY COACH TRUST

restoration and repair work on the body, funded by the Knotty Coach Trust, before using it for functions and book sales to give it a revenue-earning role prior to full restoration.

The line stated: "The limiting factor in restoration to running order is not finance or skill sets; it is the lack of covered accommodation. It would be criminal to restore a vehicle of such historic significance and leave it out in the wind and rain."

Tenders are being issued for a 120ft extension to the existing running shed at Caverswall Road, and further covered accommodation is planned in the future.

→ Donations towards the coach can be made via the Paypal account at <https://knottycoachtrust.org.uk>, or cheques payable to 'NSR Rolling Stock Restoration Trust' can be sent to the trust at: 57 Camborne Crescent, Westlands, Newcastle, Staffs ST5 3NQ.

Wensleydale track appeal

WENSLEYDALE Railway volunteers aim to raise up to £100,000 for vital trackwork. A fundraising page has been launched at www.justgiving.com/campaign/infrastructureappeal

Railway inspectors have warned much of the trackwork is reaching the end of its life.

Work including new sleepers, ballast and fencing is required to ensure that the track is fully operational to Constable Burton for Polar Express trips and to Leyburn for other Christmas specials.

New 'Deviation' line and bridge under construction at Leighton Buzzard Railway

FORTY years after the Ffestiniog Railway's famous 'Deviation' line was constructed to Blaenau, work is well underway on another narrow gauge 'Deviation' at the Leighton Buzzard Railway.

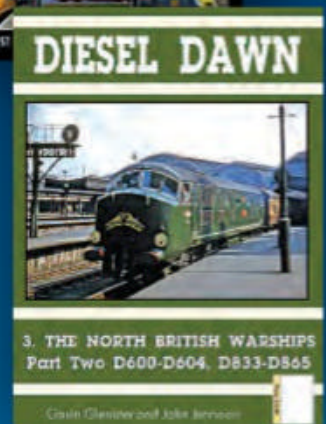
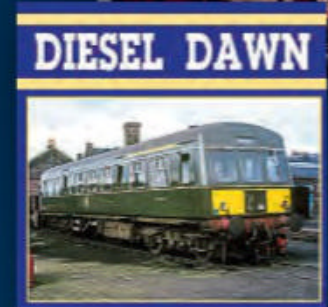
As reported, a road improvement scheme means that the last section of the 2ft gauge railway to its Stonehenge Works terminus has had to be diverted over an entirely new formation. A 45-metre bridge is now under construction, using 46 pre-cast concrete arch sections, to take the railway under the new road.

Vandyke Road, which runs parallel to the LBR at this point, is being remodelled as part of the Leighton Buzzard Eastern Link Road scheme, which is itself part of a wider development to provide more homes, retail, community and school facilities in the eastern area of the town.

Developer Arnold White Group is funding the new section of railway. The main contractor carrying out the work is Fox (Owmsby) Limited, supported by railway contractor Alan Keef Ltd. The project is due to be completed in November.

Great reads from £6.99!

132-page full colour, perfect bound bookazines



ORDER TODAY FROM CLASSIC MAGAZINES:

www.classicmagazines.co.uk/thebookshelf CALL: 01507 529529

classic magazines

Also available at WHSmith

SOUTHERN SPLENDOUR

With a rare preserved line appearance by *Clan Line*, Schools class *Cheltenham* also visiting, and 'Standard Arthur' No. 73082 *Camelot* back in action, the Bluebell Railway's 'Giants of Steam' gala recreated Southern Region steam at its best, writes Toby Jennings.

Last year marked one of the most significant anniversaries in railway preservation – 60 years since the Bluebell Railway became the first standard gauge preserved steam line. But of course, Covid-19 ensured that the celebrations took place a year late.

Yet, if anything, the railway's 'Giants of Steam' gala on October 8-10 was just as fitting a celebration of everything that it has achieved over the intervening decades. It was the Bluebell

simply doing what it does best – preserving and recreating Southern Railway and Southern Region history.

As the Bluebell entered its second season of operation back in 1961, Southern steam was still very much alive on the Waterloo-Bournemouth main line – and with a Merchant Navy, Schools 4-4-0, BR Standard Five and Maunsell S15 in action, 'Giants of Steam' provided much the same exciting spectacle for enthusiasts today.

Take one very rare guest engine, add another big-name visitor, and for good measure, throw in a resident engine returning to traffic after overhaul, and you arguably have the makings of the ideal gala. Such was the case at 'Giants of Steam'.

Topping the bill was Merchant Navy No. 35028 *Clan Line*, one of main line steam's most popular performers, making one of its relatively rare appearances on a preserved line.

It briefly visited the Bluebell

in 2019 to use the wheeldrop at Sheffield Park for repairs, and worked one service train while it was there, but otherwise its last trip to a heritage line was to the Mid-Hants Railway in 2014.

This time, No. 35028 stayed on at the Bluebell for a few days after the gala, during which a rededication ceremony was held on October 12 to mark the 70th anniversary of its original naming on January 15, 1951, by Lord Rotherwick, chairman of the shipping



Maunsell Schools class 4-4-0 No. 30925 *Cheltenham* heads the 10.30am train from Sheffield Park towards Horsted Keynes on October 9. NICK GILLIAM



Rebuilt Merchant Navy Pacific No. 35028 *Clan Line* looks the part with Bulleid coaches as it approaches Horsted Keynes during the Bluebell Railway's 'Giants of Steam' gala on October 9. ROBERT FALCONER





Clan Line and Cheltenham simmer on Sheffield Park shed at dusk on October 8. ROBERT FALCONER

line whose name it bears.

The other guest, adding just as much to the 1960s Southern Region feel, was Schools 4-4-0 No. 30925 *Cheltenham* in BR green livery, recalling the final fling of the Maunsell V class on Waterloo-Bournemouth services in the early 1960s after electrification displaced them from their traditional South East stamping grounds.

The Bluebell gala was something of a final fling for

Cheltenham itself too, for the National Collection engine's 10-year boiler certificate expires at the end of next year, and the MHR's autumn 2022 steam gala is due to be its farewell event (see News).

From the home fleet, the sole surviving 'Standard Arthur' – BR Standard 5MT 4-6-0 No. 73082 *Camelot*, featured last issue – was back in steam after spending 2021 under overhaul in the works at Sheffield Park. Its owning group,

the 73082 Camelot Locomotive Society, has raised £5000 towards its appeal to help keep the engine running in the future.

Representing an earlier period of Southern history was Maunsell olive green-liveried S15 4-6-0 No. 847. Everything was paired with the most appropriate stock available – *Clan Line* with green Bulleid coaches, *Cheltenham* and *Camelot* with green and 'blood and custard' Mk.1s, and No. 847 with SR green-liveried South

Eastern & Chatham and LBSCR coaches behind the tender.

Another visiting 'Giant of Steam' was due to take part – US Army Transportation Corps S160 2-8-0 No. 6046 – but it was withdrawn prior to the event because of concerns over its boiler tubes, and was placed on display at Sheffield Park. It will return to its Churnet Valley Railway base for repairs.

One smaller resident also entered the fray – SECR H



Southern Railway S15 4-6-0 No. 847 climbing Freshfield Bank with vintage stock on October 9. ROBERT FALCONER



Above: Freshly overhauled BR Standard 5MT 4-6-0 No. 73082 Camelot blasts up Freshfield Bank on October 9. ROBERT FALCONER

Right: South Eastern & Chatham Railway H class 0-4-4T No. 263 arrives at Horsted Keynes with a demonstration goods train. ROBERT BATTY

class 0-4-4T No. 263, working demonstration goods trains. It was the last gala appearance for the elegant Wainwright machine, as its boiler certificate expires on February 15 next year.

Paul Lelew, the line's Commercial and Marketing Director, said: "Our revenue in 2021 was up 32 per cent compared with the same event in 2019, which suggests customers are confident to come to the Bluebell Railway post-Covid." **HR**

Below: Clan Line's rededication on October 12. MERCHANT NAVY LOCOMOTIVE PRESERVATION SOCIETY



"Topping the bill was Merchant Navy No. 35028 *Clan Line*, one of main line steam's most popular performers, making one of its relatively rare appearances on a preserved line."



**HERITAGE
RAILWAY**

BOOK CORNER



Graham Nicholas
£25.00 - Quote 15097



David Hindle
£30.00 - Quote 15542



Chris Harris
£8.00 - Quote 15092



Brian Sharpe
£14.99 - Quote 15074

Order your copy today, visit
www.mortonsbooks.co.uk
Or call **01507 529529** and
quote the five-digit number

MORTONS BOOKS WANT TO HEAR
ABOUT OUR LATEST BOOKS?

JOIN OUR BOOK CLUB!
AND GET **10% OFF** YOUR
FIRST ORDER!

www.mortonsbooks.co.uk/newsletter

To view the privacy policy for Mortons Media Group,
please visit www.mortons.co.uk/privacy

END OF THE LINE FOR 'NUMBER NINE'

LNER A4 Pacific No. 60009 *Union of South Africa* was set to appear in the East Lancashire Railway's October 15-17 Autumn Steam Gala, but fate stepped in. The 4-6-2 was finally withdrawn from traffic less than a week before the event, prior to plans for it to be permanently placed on static display in Fife by its owner, John Cameron. **Cedric Johns** and **Robin Jones** look back at the illustrious history of this much-loved machine.



LNER A4 Pacific No. 60009 *Union of South Africa* heads through Burrs on the East Lancashire Railway on August 29 with its final train. ALAN WEAVER



Emerging from Copenhagen Tunnel with the 'Elizabethan' on October 30, 1994, No. 60009 heads one of two specials marking the first steam out of King's Cross in three decades. JOHN TITLOW



An LNER postcard view of No. 4488 *Union of South Africa*. ROBIN JONES COLLECTION



LNER A4 No. 60009 at Lochty station on the Lochty Private Railway on July 7, 1968. G NORMAN TURNBULL/RAILWAY MAGAZINE ARCHIVE

In a statement issued by the East Lancashire Railway on October 5, a spokesman said: "Unfortunately A4 No. 60009 *Union of South Africa* has formally been removed from service following the discovery of issues with its boiler tubes.

"Given the location of the tubes and the fact that the locomotive has only a short length of time – five months – on its current boiler certificate, a repair is not deemed viable."

Not only did the streamlined A4 miss the line's October 15-17 autumn gala, but it will also no longer star in a proposed farewell event at the end of the year – and it seems that the A4 has reached an earlier-than-scheduled end of the line in a notable career with the LNER, British Railways, and John Cameron, the man who saved it from the breaker's torch.

Many will claim that the Gresley A4s are arguably the most famous of steam locomotive classes – a statement giving rise to knowingly prompted smiles by Swindonians. However, it is true that the A4s gave rival LMS officials a run for their money in a 20th century 'Race to the North' as Euston and King's Cross speeded

up services to Scotland, the rivalry reaching its climax in the 1930s.

In 1935, the newly-introduced Silver Jubilee service from King's Cross to Newcastle featured the first A4 No. 2509 *Silver Link*, hauling specially-designed carriages. The train, commemorating the Silver Jubilee year of King George V and Queen Mary, quickly became popular, with the A4s cutting journey times to a notable four hours.

A press demonstration run was made on September 27, 1935, for the impending service. The train, hauled by *Silver Link*, was accelerated to the point where the A4 achieved 112mph on its way to Grantham.

'Coronation' celebrity

Such was the success of the Silver Jubilee that the LNER introduced the Coronation, which ran from King's Cross to Edinburgh with only one stop en route. No. 4488 *Union of South Africa* entered service on June 29, 1937, the first of five engines nominated for the Coronation, carrying garter blue livery with red wheels and stainless steel

lettering, numerals and trim, and bearing a 'Commonwealth' name.

Continuing the bird theme for the A4 names, the locomotive had previously been allocated *Osprey* on April 17, 1937, but was renamed by the time it was outshopped.

By now, the A4s were proving to be reliable and capable of high speeds. They steamed well and were popular with footplate crews. A total of 35 were built, the final batch forming the entire output of Doncaster between December 1936 and July 1938.

The competition between the LNER and LMS continued, reviving the old 'Race to the North' theme when the GNR had Stirling singles pitted against the LNWR Precedent class locomotives.

On June 28, 1937, the LMS hit back when Stanier's Princess Coronation class No. 6220 *Coronation* set a new record of 114mph – famously racing into Crewe station and almost derailing as it rattled the crockery in the kitchen and restaurant cars. But on July 3, 1938, No. 4468 *Mallard* achieved 126mph, and that is another story...

During the Second World War, *Union of South Africa* was painted black and the L and R were removed from LNER as an economy measure. The garter blue livery with red and white lining was reapplied on February 21, 1947.

The locomotive was renumbered nine on January 12, 1946, and is still referred to colloquially on the lineside as Number Nine. It gained a stainless steel number nine at this stage.

BR express passenger blue livery was applied on August 4, 1949, followed by Brunswick green livery on October 2, 1952. It has worn this livery ever since.

The springbok plaque on the side of the locomotive was donated on April 12, 1954, by a Bloemfontein newspaper proprietor.

Union of South Africa was first allocated to Edinburgh Haymarket (64B) shed, remaining there until being transferred as one of six A4s to Aberdeen Ferryhill in May 1962, as replacements for newly-introduced North British Type 2s (later Class 21), which were unreliable. There, the A4s were used to speed up Aberdeen-Glasgow services.



No. 60009 leaves Paddington on March 3, 1994, before the overhead wires were installed. JOHN TITLOW



Above: On September 27, 2014, No. 60009 has just arrived at Carlisle with the Railway Touring Company's 'Scottish Lowlander' tour, while Stanier Pacific No. 46233 *Duchess of Sutherland* waits to take over. The tour marked the 50th anniversary of the Railway Correspondence & Travel Society's 'Scottish Lowlander' of September 26, 1964, which featured No. 60009, No. 60007 *Sir Nigel Gresley*, and No. 46256 *Sir William A. Stanier F.R.S.* – the last time a 'Duchess' would run in BR service. TOBY JENNINGS

Left: *Union of South Africa* was the first of three A4s to visit the Mid-Hants Railway, arriving for a short stay, c1998. No. 60009 is seen running around its train at Alresford prior to working the return journey to Alton. CEDRIC JOHNS

No. 60009 had a double chimney fitted on November 18, 1958, 20 years after *Mallard* was similarly equipped. As safety requirements were tightened after the Harrow rail crash, Automatic Warning Systems were fitted to all locomotives and No. 60009 received its apparatus on February 17, 1960, when a Smith-Stone type speed recorder was also fitted.

No. 60009 has been fitted with 14 boilers in its lifetime, the last being No. 29337 from No. 60023 *Golden Eagle* on November 6, 1963. It has had five tenders of two different types. The first was a 1928-pattern streamlined corridor tender, a rebuild of a tender fitted to a Class A1 or A3 Pacific and streamlined for fitting to an A4. It was later changed for a new-build streamlined corridor tender from 1948-63. Currently, *Union of South Africa* is fitted with a 1928-pattern streamlined corridor tender, allowing the crew to be changed while the locomotive is hauling passenger trains. This tender was originally fitted to the Gresley experimental high-pressure No. 10000.

Union of South Africa hauled the last booked steam-hauled train from King's Cross on

October 24, 1964. It was 20 minutes late through Grantham due to a broken rail at High Dyke.

No. 60009 was also the last locomotive to be overhauled at Doncaster while in service. It was withdrawn from traffic on June 1, 1966, after which it was sold into preservation and purchased that August – chosen because it was the latest of the A4s to be overhauled and, more importantly, John Cameron said, the Ferryhill foreman fitter, the late Jock Tosh reckoned it was the best of the A4s still running.

During a recent conversation, John laughingly added that it was in even better condition when Jock and his boys had finished with the engine before releasing it to its new owner...

Private line

From Ferryhill, the 4-6-2 was moved to Thornton depot in Fife, then travelled on two miles to the closed East Fife Central goods line which was conveniently situated within the boundary of one of John's farms. In 1967, he built a 75ft shed to house his purchase and

relaid three-quarters of a mile of track; one pair of points and one line leading into the shed, the other to the old loading bank which was modified to serve as a platform.

That summer, No. 60009 gave footplate rides, and every summer Sunday afternoon from 1968, No. 60009 was steamed over what became known as the Lochty Private Railway, running on the line for the benefit of the many photographers and public spectators, the A4 hauling one carriage, former LNER 'Beavertail' observation coach No. 1719.

According to John, the ballast consisted of mainly ash, which resulted in the 1.5-mile track moving dramatically when the engine passed over sections. "How it never came off the road, I'll never know," he said.

In 1970 the track was extended and a second carriage added. The 1972 season saw the number of passengers carried breaking 7000 for the first time.

Towards the end of that year, following the relaxation of the post-1968 BR steam ban as described last issue, the possibility of moving No. 60009 back to BR was considered.



Taking its place in the first Great Gathering at the National Railway Museum on July 3, 2013, third from left around the turntable in the Great Hall, is No. 60009 *Union of South Africa*, marking the 75th anniversary of sister No. 4468 *Mallard*'s world-speed record run down Stoke Bank in Lincolnshire. The other surviving A4s are, from left, *Sir Nigel Gresley*, *Dwight D. Eisenhower*, *Bittern*, *Mallard*, and *Dominion of Canada*. ROBIN JONES



In January 1973, two routes were allocated in Scotland for the running of steam railtours. Since No. 60009 had worked the last steam special in Scotland in 1967, it was appropriate that it hauled the first steam trip in the Big Country after the ban was lifted.

That landmark tour took place on May 5, 1973, and No. 60009, which had been moved to Ladybank by road to be railed on the national network, showed it was still capable of handling nine coaches at speeds of up to 60mph over the twisty Edinburgh to Dundee main line.

From Ladybank, No. 60009 was moved on to Kirkcaldy, where it was housed in a goods shed. It was later taken to Markinch – and another former goods shed – where it remained until 1994.

At the end of the 1992 summer season, steadily rising costs brought about the demise of the Lochty Private Railway. That same year, the Kingdom of Fife Railway Preservation Society was formed to take over the remaining collection at the line and, in 1994, moved the last of the collection out. Today, the rolling stock is based at Kirkland yard in Leven.

Due to international public disgust at the continuation of apartheid during the 1980s and early 1990s, No. 60009 carried *Osprey* nameplates during this time.

With main line running very much at the forefront, in May 1994 the locomotive left Markinch for the last time on a low loader bound for the Severn Valley Railway, where repairs were to be undertaken in the Bridgnorth workshops. The route took it over the Forth Road Bridge, and in doing so it became the only steam locomotive to cross both the adjacent Forth road and rail bridges.

Once completed, the A4 remained on the SVR for so long that many considered it to be part of that line's fleet.

King's Cross return

On October 29, 1994, appropriately, No. 60009 hauled the first steam train out of King's Cross for 30 years under the banner of the Elizabethan, making more East Coast Main Line history – or rather, carrying on from where it left off in 1964. The train ran to Peterborough and on to Wansford on the Nene Valley Railway, repeating the excursion the following day. Tickets sold out fast, and the usual 60mph speed limit for steam was lifted to allow for a 75mph limit.

No. 60009 was fitted with on-train monitoring recorder equipment in early 2007. That year, No. 60009 returned to Scotland, where it was hired by the Railway Touring Company and worked a leg of the promoter's 'Great Britain' nine-day tour, the engine being based at Thornton Junction. The trip's highlight was that the A4 and Gresley K4 2-6-0 No. 61994 *The Great Marquess* worked double-headed.

Between July 28, 2007 and when its boiler ticket expired in 2010, No. 60009 worked 25 trips for RTC. It featured in the North Yorkshire Moors Railway's LNER Festival 2008, along with No. 60007 Sir Nigel Gresley and No. 60019 Bittern – the first time that all three were together in the heritage era.

Union of South Africa's most recent overhaul, at pop mogul Pete Waterman's LNWR workshops at the Crewe Heritage Centre, beginning in 2010, was said to have cost almost £1 million. It returned to the main line on July 22, 2012, to be hired by West Coast Railways; it was regularly seen on the 'Scarborough



Headed by No. 60009 *Union of South Africa*, the Borders Railway royal reopening train of September 9, 2015, passes Tynehead. BRIAN SHARPE

Right: Scottish First Minister Nicola Sturgeon meets John Cameron, owner of A4 No. 60009 *Union of South Africa* (seen left), at Edinburgh Waverley before the official opening of the Borders Railway on September 9, 2015. PRESS ASSOCIATION



Below: No. 60009 heads past Glington with the Railway Touring Company's 'Lindum Fayre' seasonal trip from King's Cross to Lincoln on December 12, 2014. JOHN TITLOW





Union of South Africa storms across Burrs Country Park during a photographic charter at the East Lancashire Railway on October 18, 2017. TOBY JENNINGS

Spa Express' from York travelling via Knaresborough, Harrogate and Leeds.

In 2013, No. 60009 took part in one of the definitive showpiece events in the history of UK railway preservation. Organised by former National Railway Museum head Steve Davies, the Great Gathering saw all six surviving A4s at the York venue to mark the 75th anniversary of *Mallard's* world speed record run in July 1938. *Mallard*, *Bittern*, *Sir Nigel Gresley* and No. 60009 were joined by exiled No. 60008 *Dwight D. Eisenhower* and No. 60010 *Dominion of Canada*. Steve negotiated a ground-breaking deal with the latter's two North American museum homes to borrow and cosmetically restore them. Three Great Gatherings were held at the NRM that year. The Great Goodbye was held at the Locomotion Museum in Shildon the following February before Nos. 60008 and 60010 were shipped home.

Royal reopening

No. 60009 has hauled charter trains for many promoters, especially the Railway Touring Company, and also the Scottish Railway Preservation Society, UK Railtours, Pathfinder Tours, and the former Past-Time Rail and Flying Scotsman Services, giving magnificent service while accumulating the highest mileage of any A4.

Wednesday, September 9, 2015 was a great historic occasion on several fronts when The Queen, accompanied by The Duke of Edinburgh, officially opened the new £294 million Borders Railway, marking the partial rolling back of one of the biggest closures of the post-Beeching era – that of the Waverley Route from Edinburgh to Carlisle.

Secondly, it was on that day that The Queen officially became the longest-reigning monarch in more than a millennium of British history; at 5.30pm she overtook Victoria's record of 23,226 days, 16 hours and roughly 30 minutes.

Thirdly, the day was a shining moment for the UK heritage sector. None other than *Union of South Africa* hauled the royal opening special – comprising BR Mk.1 stock supplied by the Scottish Railway Preservation Society and staffed by its volunteers – over the 30½-mile line from Edinburgh Waverley to Tweedbank.

Stealing the show at Waverley before The Queen's arrival was John Cameron's No. 60009, the booked appearance of which was thrown into doubt after it ran a hot axlebox in south Devon in August. It was speculated that sister *Sir Nigel Gresley* or Peppercorn A1 Pacific No. 60163 *Tornado* might deputise, but repair work carried out in a race against time ensured that Number

Nine would claim its place in history. Prior to the arrival of the royal party, Scotland's First Minister Nicola Sturgeon climbed into the cab of the locomotive, which pulled into Waverley shortly after 9am, driven by Steve Hanczar, the other two members of the DB Schenker footplate crew being Jim Smith and Tony Jones.

Between 2015 and 2020, *Union of South Africa* was the only A4 operational with a valid main line certificate; No. 60007 was withdrawn for overhaul on September 20, 2015, and *Bittern* operated until the end of 2015 at the Mid-Hants Railway, when it was withdrawn for its overhaul at Crewe.

Union of South Africa's ticket was extended for a year, the A4 making its last trip for RTC with the 'Yorkshireman' on March 7, 2020, starting out from Ealing Broadway and running via Finsbury Park to York.

Due to move onto the East Lancashire Railway, the 4-6-2 was held up because of the onset of Covid-19, and was eventually taken to Bury behind a diesel.

However, *Union of South Africa* was fated to never leave East Lancashire metals under its own steam or run on the main line again.

No A4s are currently operating, but *Sir Nigel Gresley* is due to return to service in early 2022 following the completion of a major overhaul. **HR**

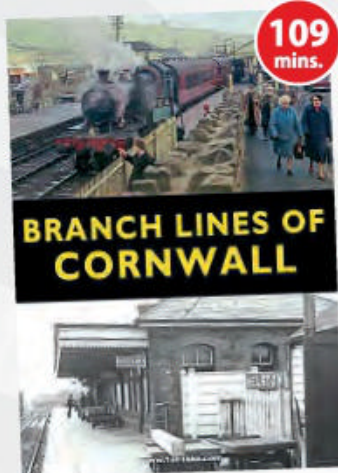


Left: During its last main line run, the Railway Touring Company's 'Yorkshireman' from Ealing Broadway to York, No. 60009, passes the Midland Railway signalbox at Oakham, made famous by the OO-scale Airfix kit, on March 7, 2020. TOBY JENNINGS

Right: Withdrawn from traffic, No. 60009 made its scheduled appearance at the East Lancashire Railway's October 15-17 gala but only on static display. It is seen being propelled by visiting Ivatt 2MT 2-6-2T No. 41312 from Baron Street into the bay platform at Bury Bolton Street. FRED KERR

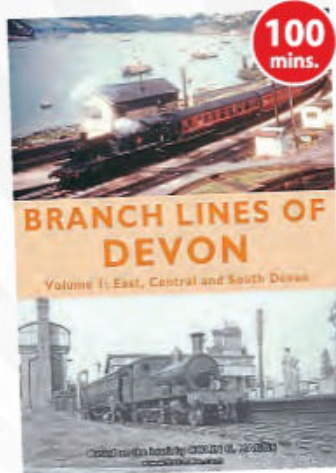


GREAT DVD OFFERS FROM THE 'BRANCH LINES OF ENGLAND' SET!



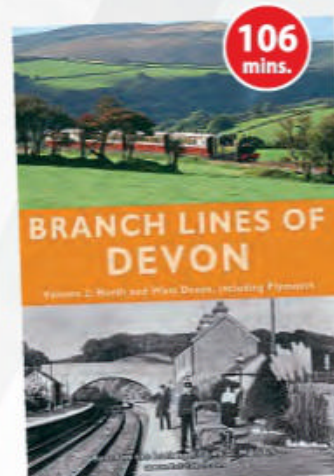
109 mins.

BRANCH LINES OF CORNWALL
Explore the entire county, including features on the Tamar Valley Line, the North Cornwall Railway, the Bude Branch, the Atlantic Coast Line, the Looe Valley Line, the Maritime Line, and the St Ives Bay Railway. Visit Cornwall's heritage railways too!



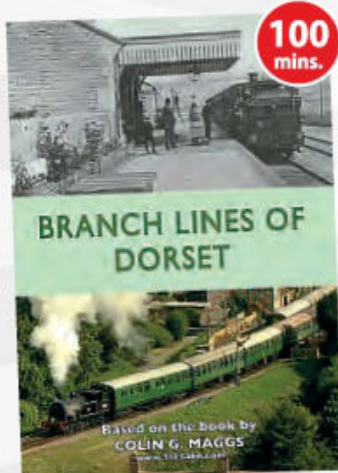
100 mins.

BRANCH LINES OF DEVON VOLUME 1
The first volume explores the southern, central and eastern parts of Devon, with special attention given to Exeter. Includes visits to preserved lines including South Devon Railway, the Dartmouth Steam Railway, and Seaton Tramway.



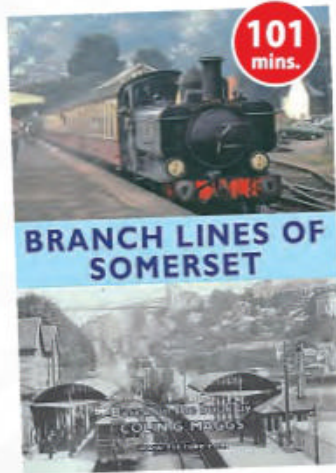
106 mins.

BRANCH LINES OF DEVON VOLUME 2
Volume 2 explores northern & western Devon, which includes an evocative visit to Dartmoor. There is an extensive feature on Plymouth, and visits to heritage lines: the Lynton & Barnstaple, the Plym Valley and the Dartmoor Railway.



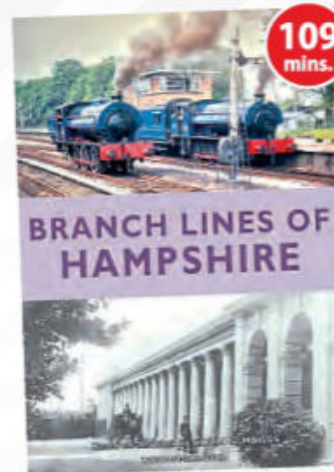
100 mins.

BRANCH LINES OF DORSET
All of Dorset's branch lines are explored on this film, produced in association with Colin Maggs. Highlights include the Weymouth & Portland Railway on the Rodwell Trail, a tour of Poole's old branch lines and a visit to Swanage Railway.



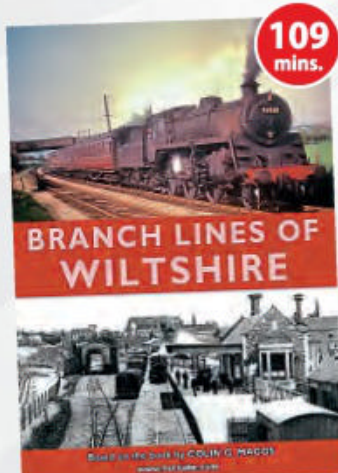
101 mins.

BRANCH LINES OF SOMERSET
Explore over 160 years of rail travel in Somerset. The county is blessed with some fine preserved lines: the East Somerset Railway; the West Somerset Railway, the unique Bristol Harbour Railway; and the Sandford & Banwell Railway.



109 mins.

BRANCH LINES OF HAMPSHIRE
Join us to see what remains of Hampshire's branch lines, including the Eastleigh to Fareham line, the Alton and Lymington branches, and the Mid-Hants Railway. We also visit the Hayling Seaside Railway, and Moors Valley Railway.



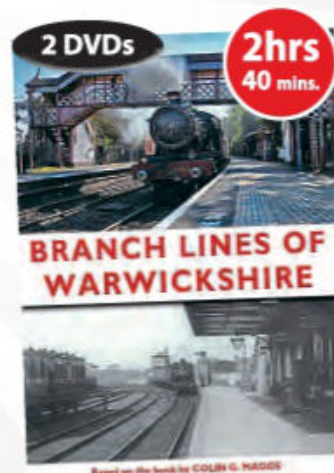
109 mins.

BRANCH LINES OF WILTSHIRE
Relive the heyday of Wiltshire's branches! Included are the lines around Salisbury, Corsham, Chippenham, Calne, Trowbridge, Devizes, Marlborough and Highworth as well as an extensive feature on the Swindon & Cricklade Railway.



90 mins.

BRANCH LINES OF GLOUCESTERSHIRE
Gloucestershire's routes ranged from those initially worked by horses to one which boasted the longest railway bridge in England. Includes visits to Dean Forest Railway, Avon Valley Railway and the GWR Museum.



2 DVDs

2hrs 40 mins.

BRANCH LINES OF WARWICKSHIRE
Your tour of Warwickshire extends from the big cities of Birmingham and Coventry to delightful rural stations. Highlights include a gala at Tyseley, and we ride on the Shakespeare Express, a steam train which runs from Snow Hill to Stratford.



2 DVDs

2hrs 44 mins.

BRANCH LINES OF WORCESTERSHIRE
Explore the varied railway landscape of Worcestershire! These routes range from long closed rural branches, and parts of the Severn Valley Railway – now one of the country's longest preserved railways – to what were once main lines, such as that between Droitwich and Lye.

Buy 1 or 2 titles for £12.95 each! (Save £2 per DVD!)

OR Buy 3+ titles for only £9.95 each! (Save £5 per DVD!)



01454 321614 OR VISIT WWW.1ST-TAKE.COM Use Offer Code HBL1121 at checkout

YES PLEASE! I'd like to take advantage of this Heritage Railway reader offer

OFFER DETAILS		Total Offer Price	
Order up to 2 DVDs for £12.95 each! Normally £14.95 each – save £2 per DVD!		____ DVDs at £12.95 each = £_____	
OR Order 3 DVDs or more for £9.95 each! Normally £14.95 each – save £5 per DVD!		____ DVDs at £9.95 each = £_____	

**FREE
P&P
ON ALL ORDERS
(Normally
£2.50)**

PLEASE SEND ME	QTY	PLEASE SEND ME	QTY
BRANCH LINES OF CORNWALL		BRANCH LINES OF HAMPSHIRE	
BRANCH LINES OF DEVON VOLUME 1		BRANCH LINES OF WILTSHIRE	
BRANCH LINES OF DEVON VOLUME 2		BRANCH LINES OF GLOUCESTERSHIRE	
BRANCH LINES OF DORSET		BRANCH LINES OF WARWICKSHIRE	
BRANCH LINES OF SOMERSET		BRANCH LINES OF WORCESTERSHIRE	
		TOTAL QUANTITY:	

Name _____

Address _____

Postcode _____

Email _____

Tel: _____

I enclose a cheque/postal order, made payable to 1st Take for the total amount of £.....

Credit/Debit Card ☐ ☐ Tick as applicable

Card Number

Expiry Date Security Code (CVC)

(Last 3 digits on back of card)

Offer Code **HBL1121** Offer expiry date: 1/1/22

To order, call 01454 321614 or post this coupon to 1st Take, PO Box 1840, Yate, Bristol BS37 4WB

TIME TRAVEL WITH A 'SPACESHIP'

Unique surviving single-chimney 9F 2-10-0 No. 92134 was the star of the Great Central Railway's Autumn Steam Gala as it recreated both its own history and that of the line itself from more than 50 years ago, reports **Toby Jennings**.

A BR 9F 2-10-0 hauled the 'Windcutter' rake of 16-ton mineral wagons during the Great Central Railway's Autumn Steam Gala on October 1-3.

It's a measure of just how well the GCR can recreate the steam era, with its superb mix of big engines and freight trains, that such a statement wouldn't normally prompt even a fractional lift of an eyebrow – and it certainly wouldn't be big news for a railway magazine.

But this was not just any 9F. This was the now unique and priceless No. 92134, the sole surviving example with the original single chimney, making its first visit away from its North Yorkshire Moors Railway base since its first steaming in preservation two years ago – and, in the process, coming the closest yet to reliving part of its all-too-short BR career.

Midlands magic

Running between Loughborough Central and Leicester North, the Riddles 'Spaceship' (class members were so nicknamed by some enthusiasts for the amount of daylight visible under their boilers, a rare phenomenon in British-designed locomotives) was just a

short distance away from the Midland Main Line, over which it formerly worked from Leicester's Midland shed during 1964/65 – while its pairing with the mineral wagons recreated the Toton to Brent coal trains it hauled when allocated a little further up the Midland Main Line, at Wellingborough shed, from December 1957.

It also recreated the GC's own history most closely, for while three other preserved 9Fs (Nos. 92203, 92212 and current resident 92214) have all hauled the 16-tonners many times, it was single-chimney examples from Annesley shed that made a name for the class on GC metals, working the original 'Windcutter' or 'Runner' fast freight services to Woodford Halse.

The second guest engine was another heavy freight machine that looked equally at home on the mineral wagons – BR black-liveried GWR 2884 2-8-0 No. 3802, taking a break from flying the steam flag at its Llangollen Railway home as that line recovers from its recent troubles.

While a '38' may seem a little out of place here, this combination was not without historic links to the Great Central 'London Extension' – for GWR 2-8-0s

Recreating a typical Great Central 'runner' fast freight train of the late 1950s and early 1960s, single-chimney 9F 2-10-0 No. 92134 approaches Quorn & Woodhouse station with the 'Windcutter' 16-ton mineral wagons during a Steam Recreations photographic charter on October 5. DON BISHOP

"It was single-chimney 9Fs from Annesley shed that made a name for the class on GC metals, working the original 'Windcutter' or 'Runner' fast freight services."



The other guest engine at the GCR gala, GWR 2884 2-8-0 No. 3802, makes an equally authentic combination with the mineral wagons at Kinchley Lane on October 1. ROBERT FALCONER

regularly worked from Woodford Halse with similar trains, carrying iron ore from Northamptonshire over the Stratford-upon-Avon & Midland Junction Railway.

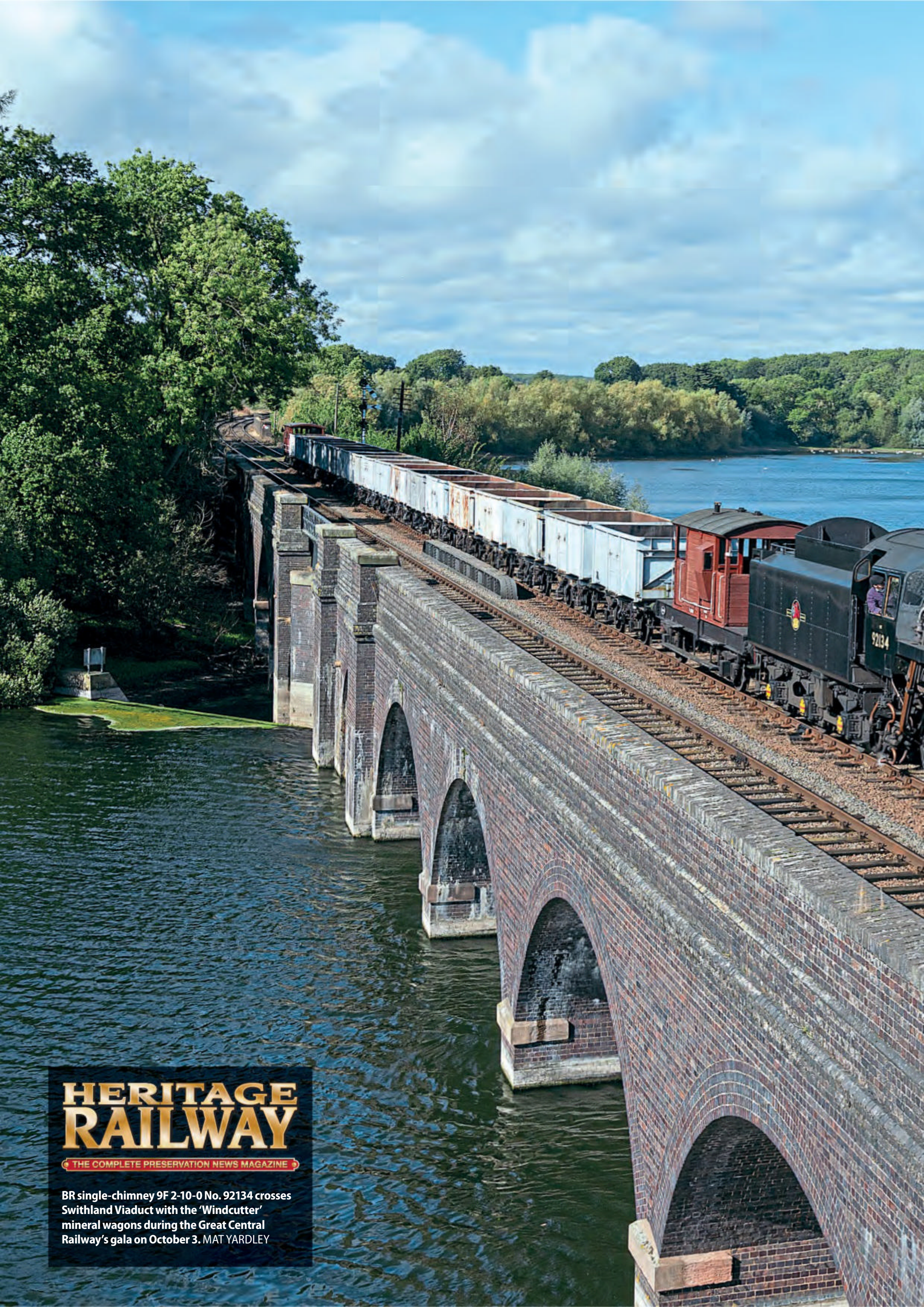
In the week following the gala, No. 92134 was in action for photographic charters with the train of box vans restored by the Quorn Wagon & Wagon Group – recreating the first months of its BR career, when it was allocated new to Saltley shed in 1957. The 9Fs at 21A undertook much fast fitted freight work, most famously the long-distance trains from Water Orton to Carlisle so evocatively recalled by Terry Essery in Saltley Firing Days.

The 9F had also been rostered to haul the box vans on the Sunday of the gala but this sadly wasn't to be. The previous evening, a component failed in the water supply system at Loughborough, necessitating some alterations to the timetable to conserve water – one of which was to cancel the van trains while reducing the number of workings with the mineral wagons.

This wasn't the only thing to go awry during the weekend. A points failure at Loughborough Central on the Saturday trapped No. 3802 and the mineral wagons



Making its last gala appearance before overhaul was LMS 'Black Five' No. 45305, which was due to bow out after a special farewell weekend on October 23/24. Here it rounds Kinchley Lane curve with a Loughborough-Rothley local train on October 1, reminiscent of a Great Central semi-fast service in the 1960s. PAUL BIGGS



HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

BR single-chimney 9F 2-10-0 No. 92134 crosses Swithland Viaduct with the 'Windcutter' mineral wagons during the Great Central Railway's gala on October 3. MAT YARDLEY



GCR Autumn Steam Gala: The roster in full

Guest locomotives:

- GWR 2884 2-8-0 No. 3802 (*Llangollen Railway*)
- BR 9F 2-10-0 No. 92134 (*North Yorkshire Moors Railway*)

Resident locomotives:

- BR (W) Modified Hall 4-6-0 No. 6990 *Witherslack Hall*
- LMS 'Black Five' 4-6-0 No. 45305 (*last gala appearance before overhaul*)
- BR (M) 2MT 2-6-0 No. 46521
- LMS 8F 2-8-0 No. 48305
- BR 5MT 4-6-0 No. 73156
- BR 2MT 2-6-0 No. 78018
- BR 9F 2-10-0 No. 92214
- Hudswell Clarke Austerity 0-6-0ST No. 1752 of 1943 (*as LNER J94 No. 68067*)
- Class 101 DMU



Above: A failure in the water supply at Loughborough on the Saturday evening meant that some of the freight diagrams on the Sunday were rearranged, but it did result in this unusual angle of No. 92134 shunting the 'Windcutters' at Swithland on October 3. Think of the mineral wagons as big iron ore bogie hoppers and it could be on a Tyne Dock banking duty. ALAN WEAVER



Hauling the 12-ton vans restored by the Quorn Wagon & Wagon Group, No. 92134 storms towards Kinchley Lane during a Timeline Events charter on October 4. JACK BOSKETT



Double-headed 9Fs Nos. 92134 and 92214 at Kinchley Lane on October 3. TOM ADAMS



in the down loop for more than an hour.

However, the resulting disruption was recovered sufficiently that the other highlight of the gala could still take place – double-headed 9Fs.

On both Saturday and Sunday, No. 92134 piloted No. 92214 on the 4pm train from Loughborough to Leicester North, a spectacular combination only seen on a handful of occasions, and now taking place for the first time in preservation with both single and double-chimney examples (double-heading of 9Fs was very rare in BR days too – but one of the occasions when it was recorded was on a Great Central ‘runner’).

Thanks for the memories

With a supporting cast of seven other engines in steam, hauling short local passenger and non-stop express workings as well as the freights, and trains passing every few minutes, it was – as we have come to expect from GCR galas – the closest thing available in the 21st century to a BR steam-era main line. Or, to put it another way, the closest thing to time travel.

Photographer Alan Weaver told the GCR’s commercial manager Richard Patching: “I came to the gala on Sunday and I have to tell you how good it was. This is world class and everybody should be congratulated.

“The day started with water problems but the difficulties were overcome. There is such a

dedicated team at the GC and I would like to thank them all.”

Seeing No. 92134 on the minerals, he told *Heritage Railway*, took him back to his youth. “My junior school was only a field away from Beighton Junction where the LNER and LMS lines ran side by side for a short distance,” he recalled. “I could never understand the ‘false chimney’ locos (Crosti-boiler 9Fs) that we saw from the playground.

“We had one lesson per week in the classroom nearest the railway and I always had a quick glance over my shoulder at what was going past. One day I saw a 9F and shouted, ‘Shielder’ – a spotters’ term for a locomotive with smoke deflectors.

“The teacher asked me what the fuss was about, and about half a dozen of us simultaneously replied, ‘They’re rare, sir’. They became common and the ‘false chimneys’ faded away.

“I’ve been transported back to 1954 in my mind’s eye – I can relive it again and again.”

This was the GCR’s first major special event for 20 months, the last having been in January 2020 before the onset of the Covid-19 pandemic. Since then, the whole world has changed – but some things have stayed the same, and it’s comforting to know that one of those things is the GCR’s ability to ‘Recreate the Experience’ of steam days and bring back happy memories. **HR**

“The Riddles ‘Spaceship’ was just a short distance away from the Midland Main Line, over which it formerly worked.”

Now it's 12 Santa specials departing from Victoria

By Cedric Johns

STEAM Dreams has announced that because of popular demand, its earlier stated plan to run nine Santa specials from London Victoria has been increased to 12 departures.

This latest development means that Steam Dreams has created a new market in the realms of Santa trains traditionally operated by many of this country's heritage lines.

Now for the first time, Santa and his helpers – and excited children – will be seen on trains departing from a busy London main line terminal.

Hauled by B1 4-6-0 No. 61306 *Mayflower*, journeys will last for an hour and 45 minutes, travelling around London's suburban routes. Departures are scheduled to take place on December 13, 14, 20 and 22, and times are 9.30am, noon and 2.15pm. An extra 'Christmas Steam Express' evening dining train will

run on the same dates as the Santa specials, leaving Victoria at 6.50pm for trip, which includes crossing the River Thames on six occasions to take in the sights west of London.

To enable passengers to catch homeward services, the dining trains are due to arrive back at Victoria at about 9.50pm.

A1 and A3

Steam Dreams' Christmas trains, which are planned to run independently of its Santa specials, will feature four departures all worked by A1 Pacific 60163 *Tornado*.

The first of these leaves King's Cross on November 18 bound for York calling at Hertford North, Stevenage, St Neots and Peterborough. *Tornado* then works out of London Victoria

on November 30 to Bath, stopping at Staines and Woking en route.

The third train departs Ealing Broadway for Lincoln on December 5, picking up at Potters Bar and Hitchin.

The final departure, from Southend

and Upminster to Oxford on December 9, is diesel-hauled to West London, where steam takes over for the trip, travelling via Reading and Didcot.

As we closed for press, the Oxford trip was sold out.

For next year, Steam Dreams has secured a coup inasmuch as booking A3 Pacific No. 60103 *Flying Scotsman* for three trips before the A3 is withdrawn from service for major overhaul.

Steam Dreams' new season starts in March, the first of the three trips departing Paddington on the 13th for

Oxford. On March 17, the A3 departs London Victoria for Canterbury, the first time that the engine has visited the cathedral city since the National Railway Museum bought it.

Masks requested

From Canterbury, *Flying Scotsman* will run through Sandwich and Deal before tackling the 1-in 69/75 climb up to Guston Tunnel and dropping down into Dover Priory, then along under the 'White Cliffs'.

Salisbury is the destination on March 24, with possibly a Waterloo departure.

All three trains include a local afternoon 'cream tea' circular tour.

Steam Dreams chairman David Buck said that all on-train staff wear masks to comply with Covid-19 precautions, and passengers are asked to wear them if they leave their seats.

For more information, visit the website www.steamdreams.co.uk

"An extra 'Christmas Steam Express' dining train will run on the same dates as the Santa specials, crossing the River Thames on six occasions."

Tangmere undertakes successful first test run

BRIGHTON-BUILT Bulleid Battle of Britain 4-6-2 No. 34067 *Tangmere* has returned to the main line after a five-year absence.

Following a heavy overhaul, *Tangmere* suddenly appeared in public from behind closed doors at Carnforth and steamed with a support coach around West Coast Railways' proving circuit to Hellifield on October 6. The test run reportedly went to plan, and a loaded test run was set to take place after *Heritage Railway* closed for press.

Withdrawn from service in 2016, the former Barry scrapyards locomotive then had a main line certificate which was valid until 2018, and its boiler certificate ran up to 2021.

Long restoration

Outshopped in September 1947, named after the RAF Fighter Command airfield near Chichester and given the number 21C167, it was condemned at Exmouth Junction shed in September 1963. It had covered only 588,269 miles while in service.

In April 1965, it was sent to Dai Woodham's scrapyards, where it stayed until January 1981, when it was taken to the Mid-Hants Railway's Ropley Works for restoration.

However, it was not until 1995 that work to return the locomotive to traffic began.

Progress was slow, mainly due to the expenses involved, but when local businessman Brian Pickett



Running again after five years: Battle of Britain 4-6-2 No. 34067 *Tangmere* at Hellifield on its October 6 engine and support coach test run from Carnforth. CHRIS GEE

agreed to sponsor the locomotive, it was sent to Ian Riley's works at Bury.

Early in 2003 *Tangmere* was returned to steam on the adjacent East Lancashire Railway, and made its heritage era main line comeback that March.

Brian then brought the Bulleid back south and set up his own tour

operating company, Wessex Trains. Unfortunately he passed away after running a handful of tours, the 4-6-2 returning to Bury and Ian's care.

Changing hands

After the Bulleid's short period back up north, West Coast Railway Company bought *Tangmere* and based it at

Southall, from where it covered thousands of miles across Southern routes and occasionally beyond.

Tangmere stood in for No. 35028 *Clan Line* when the rebuilt Merchant Navy was stopped for its annual maintenance at Stewarts Lane, No. 34067 working the then Sea Containers 'British Pullman'.



Bulleid Merchant Navy Pacific No. 35018 *British India Line* crossing Whalley Viaduct on the returning West Coast Railways 'Pendle Dalesman' from Carlisle to Lancaster on September 21. It was the final train in this year's new 'Pendle Dalesman' series, taking in the Settle and Carlisle line. DAVE JEPSON

Trains return to Okehampton 150 years after they first arrived – thanks to Network Rail reopening

By Robin Jones

DAILY passenger services will return to the Dartmoor Line to Okehampton for the first time in almost half a century on Saturday, November 20, ahead of schedule.

The former Dartmoor Railway heritage line is the first route to open under the Government's Restoring Your Railway manifesto commitment, delivering passenger services in just nine months from the £40 million funding being approved.

Trains will run every two hours, increasing to hourly from next May.

The services will connect Exeter St Davids, Crediton and Okehampton, and about half of them, including

those at peak times, will carry on to Exeter Central.

Passenger services to Okehampton ceased in 1972 and the line was used for ballast traffic from Meldon Quarry and occasional freight traffic. Heritage services started under the banner of the Dartmoor Railway in 2000, and trains from the national network later ran on Sundays during the summer.

Network Rail's team of engineers have laid 11 miles of new track and installed 24,000 concrete sleepers and 29,000 tonnes of ballast in record time. Repairs have also been made to 21 structures along the route, including four bridges. During the winter, further work on the station buildings will enable the restoration

of the Okehampton station café and other facilities.

Great Western Railway managing director Mark Hopwood said: "The project to reopen the line is already helping bring social and economic benefits to the local area and reinforces the positive impact that the railway can have on the communities we serve."

150th anniversary

Over the weekend of October 2/3, Okehampton celebrated the 150th anniversary of the first public passenger train arriving at its station.

The town was decorated with ribbons, bunting, flags, and flower baskets, and a triumphal arch in the

form of a double-sided horizontal banner was erected across Fore Street, recalling the arches that welcomed the coming of the railway in many towns. A Victorian tea party in the Charter Hall included a short play of the House of Commons debate arguing the case for, and against, a railway to Okehampton.

Preceded by music from the Okehampton Excelsior Band, a proclamation about the coming of the railway was read outside the town hall, and outside the youth hostel – the former goods shed, and a ceremony was held whereby the Mayor presented the 'Victorian Stationmaster' with the special token/key, symbolising the line's opening.

King Edward I 'back in spring'

NOW that working conditions have been eased and that the West Somerset Railway's Minehead workshops have been reopened, plans to bring GWR 4-6-0 No. 6024 *King Edward I* back into main line traffic are again making steady progress.

David Fuszard, spokesman for the 6024 Society, said that most, if not all, of the major work in bringing the Collett 4-6-0 towards its ticket has been completed.

Dave commented that the volunteers providing manpower to bring the engine back into steam

are all now 10 years older than when they started.

He said that the internal pipework of the smokebox had been secured by independent boilermakers and engineers Leaky Finders.

Dave said that during his recent visit to Minehead, he enjoyed helping to position a line of springs inside grooved plates supporting the firebox end of the boiler.

He said that the society aims to see No. 6024 back in action early next year. It last steamed at the WSR in April 2012, having hauled its last main line tour the previous month.

Princess Elizabeth is still in waiting

FURTHER to last month's report about LMS 4-6-2 No. 6201 *Princess Elizabeth* being taken out of traffic, the situation regarding the engine's boiler was still to be clarified as *Heritage Railway* magazine closed for press.

The boiler inspector said No. 6201 was withdrawn from service on July 23 due to a leakage in the central stay area of the throatplate, and a non-destructive test had been carried out."

No. 6201 is now in a queue of

engines, each taking their turn to be given attention and remedial treatment at West Coast Railways' Carnforth base.

The withdrawal is a setback for members of Locomotive 6201 *Princess Elizabeth* Society, who had been looking forward to an extended run working the 'Northern Belle' during September and October.

The inspection will not take place until *Princess Elizabeth's* boiler has been lifted.

From Edinburgh to York... get festive at Christmas markets

By Cedric Johns

THE Railway Touring Company has scheduled 11 Christmas market trains in its programme between November 23 and December 18.

November 23 sees LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* heading the 'Gloucester Christmas Market & Cardiff' trip from London Victoria, stopping at Staines, Ascot, Reading and Didcot Parkway.

On November 25 the 'Christmas Sussex Belle' leaves London Victoria with LMS 'Black Five' No. 44871, heading for Eastbourne and Hastings. A1 Pacific No. 60163 *Tornado* heads

the 'York Yuletide Christmas Express' from Ealing Broadway on November 27, calling at St Albans, Luton, Bedford and Kettering.

Varied programme

December 2 sees the 'Worcester Christmas Fayre' trip with the A1 in charge, starting out of Norwich picking up at Wymondham, Attleborough, Thetford, Brandon, March and Peterborough.

Liverpool Lime Street is the starting point for the 'York Yuletide Express' on December 4, with the train calling at Manchester Victoria and Sheffield. No engine has been

booked, but expect a 'Black Five.' A second train, the 'Lincoln Christmas Express' also departs on December 4, this time from King's Cross, and stopping at Potters Bar, Stevenage and Peterborough.

On December 7, the 'Bath & Bristol Christmas Express' heads from London Victoria, with stops at Staines, Woking and Basingstoke behind *Tornado*.

Leaving Paddington on December 11, the 'Birmingham & Shrewsbury Christmas Express' calls at Slough, Reading, Didcot Parkway and Birmingham New Street behind No. 44871.

Also on December 11, the 'Edinburgh Christmas Market' trip departs York, stopping at Durham and Newcastle, with *Tornado* leading.

Two locomotives

The 'Christmas White Rose' starts from Cambridge for York, picking up at Ely, March and Peterborough. No. 44871 heads the outward journey, and the A1 the return.

December 18 see the 'Christmas White Rose' depart King's Cross for York, stopping at Stevenage, Huntingdon and Peterborough behind *Tornado*, and No. 6233 working the return journey.

RPSI starts running tours again

THE Railway Preservation Society of Ireland is to resume running trains after a gap of almost 20 months due to lockdowns and Covid-19 restrictions.

It will be running 'Wizard Express' Halloween trains between Belfast and Whitehead on October 30/31 behind GNR(I) Q class 4-4-0 No. 131.

The Whitehead railway museum and Platform 3 café will be open, but visitors to the museum are requested to book a time slot online due to Covid-19 precautionary measures.

The society has also announced a mini appeal of £3000 towards the purchase of a new authentic Wakefield cylinder lubricator for GNR(I) No. 85 *Merlin*.

Currently on No. 85 is a non-authentic Silvertown lubricator,

fitted because the original Wakefield model was missing at the time of the 4-4-0's restoration.

There are two lubricators on the engine. On the fireman's side of the framing is a lubricator which feeds engine oil to the four driving axleboxes. On the driver's side is the lubricator which feeds thicker oil to the cylinders, valves and glands.

Both lubricators are mechanically driven by a linkage to the motion.

RPSI officials have thanked everyone who donated to the Buy a Tube appeal for GNR(I) S 4-4-0 No. 171 *Slieve Gullion*, a big step towards getting it back in steam – something which is becoming more urgent as the clock continues ticking on the boiler life of No. 85.



The statue of Isambard Kingdom Brunel has been unveiled at its new home outside the passenger shed at Bristol Temple Meads station. Created by John Doubleday and first unveiled at the city's Broad Quay on May 26, 1982, it was moved in 2006, the bicentenary of the GWR engineer's birth, and in recent times was located outside the offices of Osborne Clarke in Temple Quay. It is bookended by another Doubleday statue of Brunel at Paddington station at the eastern end of his great railway. Chris Curling, Deputy Lieutenant for Bristol, who unveiled the statue, said: "There can be no more appropriate a location for this magnificent statue of Brunel than immediately outside the very building he designed and built as the first full-scale railway terminus, and which became the template for railway stations across the world." NETWORK RAIL

UK Railtours still selling out despite 'frustrating' seasonal setbacks

UK Railtours' Elizabeth Morris said that she was frustrated at losing two planned pre-Christmas trains because DB Cargo was unable to supply crews – leaving her with one festive departure, to Beverley on December 18.

However, the 'Doctor Syn' trip from the Midlands to the Kent coast along the nine miles of freight-only track to Dungeness was virtually sold out by mid-October.

The 'Hampshire Pullman', comprising the Belmond set behind Bulleid 4-6-2 No. 35028 *Clan Line* at the sharp end, on November 6, has sold out in all classes. Departing London Victoria, the Pullman train runs down the South Western Main

Line to Basingstoke on towards Salisbury, then to Romsey before heading via Southampton and Winchester and back to London.

On November 27, UK Railtours heads for the Blackpool illuminations, with a trip which includes a ride in one of the seaside's heritage trams specially chartered for the occasion.

This train sets out from Euston, calling at Watford Junction, Milton Keynes, Northampton and Rugby, then taking the newly-electrified Fylde branch to Blackpool North.

UKRT's sole Christmas train, the 'Beverley Christmas Carol', runs from King's Cross to Doncaster, Humberside and Beverley, where the carol service takes place in Beverley Minster.

Pathfinder's yuletide tour trio

PATHFINDER Tours has come up with trio of 'market specials' to complete a difficult Covid-hit year which included the loss of trips because its Train Operating Company, DB Cargo, could not crew three trains.

The Stroud outfit has listed the three new 'specials' to maximise the number of stations that trains call at to attract the shop-early public; in trainspotting days, they would have been called 'stoppers.'

On November 20, the 'Northern Star' heads for York or alternatively Harrogate, the train starting from Salisbury and stopping at Warminster, Westbury, Trowbridge, Chippenham, Swindon, Oxford, Banbury and Leamington Spa – a

classic example of a 'stopper.'

Meanwhile, The 'White Rose Express' departs from Cardiff on December 4, for a trip offering three different destinations. From Cardiff the train picks up at Newport (Mon), Bristol Parkway, Cam & Dursley, Gloucester, Cheltenham, Worcester Parkway, Bromsgrove and Birmingham New Street. The choice of destinations are York, Durham or Newcastle.

Pathfinder closes its year on December 11 with its 'Chester Christmas Cracker', which starts from Eastleigh, stopping at Basingstoke, Reading West, Didcot Parkway, Swindon, Kemble, Stroud, Stonehouse and Gloucester.

After being held by signals, LMS 4-6-0 No. 46100 *Royal Scot* makes a spirited start through Leamington Spa on October 6. JOHN TITLOW



Royal Scot in early start from Bridgnorth

By John Titlow

BRIDGNORTH is rapidly establishing itself as not only a tour destination, but also a starting point – as long as you do not mind getting up early!

On October 6, Saphos Trains was in action again with a mid-week special from Bridgnorth on the Severn Valley Railway to Bristol Temple Meads via Birmingham, Oxford, Didcot, Swindon and Bath, behind LMS 4-6-0 No. 46100 *Royal Scot*.

Departure from Bridgnorth was at 5.25am, behind the Scot heading down the SVR, then crossing onto the main line at Kidderminster and arriving at Birmingham Snow Hill to pick up passengers 11 minutes late, at 7.37am. According to Real Time Trains, timekeeping was not good this day through no fault of Saphos. There were only two occasions on the outward journey that it ran to time or early; these were Dorridge to Warwick, and Banbury to Oxford North Junction.

‘Scot’ on the loose

When it passed Leamington Spa station on the outward journey, after being held outside, the Scot was let loose and roared through the station determined to make up for any lost time.

At Aynho Junction it was well up to line speed and working extremely hard, sounding very good. From Oxford the delays worsened because it was more than an hour late for its booked arrival time at Bristol.



Running underneath the Marylebone line at Aynho Junction, No. 46100 heads for Oxford. JOHN TITLOW

The return via the same route left Bristol just over a minute late at 3.35pm, and timings fluctuated between 15 minutes early and three late up to Banbury. It was held at Fenny Compton, departing five minute late, then proceeded to lose time, passing Lapworth 17 minutes down. However, all time was made up by Birmingham Snow Hill, with an on-time arrival for passengers.

Kidderminster’s arrival was 13 minutes down at 9.36pm. No. 46100 was heard working hard in the dark, climbing Eardington about an hour later, returning to Bridgnorth after a very long day.

An empty coaching stock move had taken place from Crewe to Bridgnorth the previous day to get the train into position; and ironically timekeeping was much better, arriving at

Kidderminster eight minutes early. After arriving on the SVR, No. 46100 was turned on the Kidderminster turntable and the complete train was towed to Bridgnorth where it was coaled, watered and serviced in preparation for the early start the following day.

The train returned to Crewe behind the ‘Scot’ on October 7 in the afternoon, arriving 27 minutes early.

October

29 'The Golden Age of Travel by Steam'

Circular tour from London Victoria.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

30 'The Devonian Double'

Preston, Crewe, Plymouth & return.
Diesel-hauled throughout.

Locos: D213 *Andania* & D345. IC

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, 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



BR (W) Castle 4-6-0 No. 7029 *Clun Castle* arriving at Banbury three minutes early with the Vintage Trains 'SLS Special' on September 25. DON BENN

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 Double Scotch'

Crewe, Edinburgh & return. Diesel-hauled
throughout.

Locos: D213 *Andania* & D345. Class 40
Preservation Society (www.cfps.co.uk)

13 'The Cheshireman'

Bristol, Chester & return. Steam-hauled
throughout.

Loco: No. 60163 *Tornado*. RTC

13 'The Welsh Marches Express'

Tyseley, Hereford & return. Steam-hauled
throughout.

Loco: No. 6233 *Duchess of Sutherland*. VT

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 Jolly Slateman'

Derby, Crewe, Blaenau Ffestiniog,
Llandudno & return. Diesel-hauled
throughout.

Locos: 2 Class 20s & Class 37. IC

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.

Locos: No. 7029 *Clun Castle* (am), No.
6233 *Duchess of Sutherland* (pm) and No.
9466 (banker Bromsgrove-Blackwell). VT

23 'The Gloucester Christmas Market & Cardiff'

London Victoria, Gloucester, Cardiff &
return. Steam-hauled throughout.

Loco: TBA. 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 TBA (York-Ealing). RTC

27 'The Flying Scotsman'

Manchester Victoria, Carlisle & return.
Steam-hauled Hellifield, Carlisle & return.

Loco: No. 60103 *Flying Scotsman*. WCR

30 'The Cathedrals Express'

London Victoria, Bath & return. Steam-
hauled throughout.

Loco: No. 60163 *Tornado*. SD

December

1 'The Deltic Delight'

Wolverhampton, Crewe, Newcastle &
return. Diesel-hauled throughout.

Loco: No. 55022 *Royal Scots Grey*. IC

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

4 'The Christmas White Rose Express'

Cardiff, York & return. Diesel-hauled
throughout.

Locos: Two Class 50s Gloucester-York &
return. PT

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



Class 31 No. 31128 and Class 33 No. 33029 head the diesel leg of the 'Scarborough Spa Express' out of the mist at Long Preston on September 16. CHRIS GEE



B1 No. 61306 *Mayflower* at Hatton, being turned for the return leg of a Steam Dreams tour from Stratford-upon-Avon to Paddington on August 22. ALISTAIR GRIEVE

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, 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: TBA (Cambridge-York) and No. 60163 *Tornado* (York-Cambridge). RTC

18 'The Christmas White Rose'
King's Cross, York & return. Steam-hauled throughout.
Locos: No. 60163 *Tornado* (King's Cross-York) and TBA (York-King's Cross). RTC

18 'Pennine Moors Christmas Cracker'
Rugby, Birmingham, Wolverhampton, Crewe, Blackburn, Copy Pit, Manchester, Crewe. Steam-hauled from Crewe.
Loco: No. 34046 *Braunton*, No. 45231 or No. 46100 *Royal Scot*. ST

18 'A Beverley Christmas Carol'
King's Cross, Beverley & return. Diesel-

hauled throughout.
Locos: TBA. UKRT

18 'The White Rose'
Tyseley, York & return. Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

18 'The Flying Scotsman'
Liverpool, Carlisle & return. Steam-hauled Hellifield, Carlisle & return.
Loco: No. 60103 *Flying Scotsman*. WCR

23 'The Flying Scotsman'
Manchester Victoria, Carlisle & return. Steam-hauled Hellifield, Carlisle & return.
Loco: No. 60103 *Flying Scotsman*. WCR

Regular Steam

Daily until October 29
'The Jacobite'
Fort William, Mallaig & return. Steam-hauled throughout.
Locos: Nos. 44871 or 45407. WCR

December 13, 20, 22 'Santa Steam Express'
Three circular tours each day from London Victoria. Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD

December 13, 20, 22 'Christmas Steam Express'
Evening dining trains from London Victoria. Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 0772 222
IC	Intercity 0800 038 5364
NB	Northern Belle 01270 895989
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
SRPS	Scottish Railway Preservation Society 0131 202 1033
SR	Statesman Rail 0345 310 2458
ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 0333 996 6720

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW



In his latest column, Don Benn looks at some recent excellent work by rebuilt Merchant Navy Pacific No. 35028 *Clan Line* on its home stomping ground with the UK Railtours ‘John Farrow Salute’, a very rare appearance for the Railway Touring Company’s ‘Cotswold Venturer’, and another fine performance by Carnforth’s 5XP Jubilee No. 45699, running as No. 45627 on the overloaded ‘Dalesman’.

TABLE ONE: WOKING TO SALISBURY

Date	Wednesday, August 18, 2021					
Train	08.46 Victoria to Sherborne					
Loco	Rebuilt Merchant Navy 4-6-2 No. 35028 <i>Clan Line</i>					
Load	12 coaches, 438 tons tare, 475 tons gross					
Driver	Wayne Thompson					
Fireman	Dave Proctor					
Inspector	Geoff Ewans					
Recorder	Don Benn from second coach					
Weather	Cloudy					
	miles	sched	mins	secs	speed	
Woking	0.00	0.00	00	00		
Woking Jct	0.46	2.00	01	54	27	
MP 26¼	1.96		04	10	46½	
Brookwood	3.70		06	08	55½	
Pirbright Jct	5.36		07	52	59	
MP 31	6.71		09	14	61½	
Sturt Lane Jct	7.91		10	17	67	
Farnborough	8.91	12.00	11	13	72	
MP 35	10.71		12	39	75½/76½	
Fleet	12.19		13	49	76	
MP 38	13.71		15	02	76½	
Winchfield	15.54		16	28	74½/73	
MP 41	16.71		17	26	74½	
Hook	17.87		18	24	76	
MP 43	18.71		19	02	75½	
Newnham Siding	19.41		19	34	78/78½	
MP 45	20.71		20	36	75½/76	
Basingstoke	23.46	24.00	23	45	20* tsr	
MP 49	24.72		25	57	42½	
Worting Jct	26.01	28.30	27	32	51½	
MP 51	26.73		28	24	50* tsr	
Oakley	28.09		29	59	58½	
MP 53½	29.26		31	04	63	
Overton	31.26		32	51	74	
MP 58	33.76		34	46	79	
Whitchurch	34.81		35	36	77/75	
Hurstbourne	36.85		37	09	78½	
MP 62½	38.27		38	18	75	
MP 64	39.77		39	28	78½/78	
Andover	42.06	45.00	41	11	78½	
Red Post Jct	43.36		42	12	75	
MP 69	44.78		43	21	78½	
MP 71	46.79		44	56	74	
Grateley	48.41		46	16	68½	
MP 73¼	49.06		46	52	66½	
Allington	51.31		48	47	73½	
MP 77	52.82		49	49	76½	
Porton	54.00		50	49	77½	
MP 80	55.82		52	07	79	
			sigs stop			
MP 82¼	58.07		56	14	0*	
			59	48		
Tunnel Junction	58.27	60.00	60	55	12½/28	
Salisbury	59.40	63.00	64	55		

* brakes or speed restriction
net time 55 minutes
start to stop average to sigs stop 61.96 mph

MERCHANT Navy Pacific No. 35028 *Clan Line* is generally regarded as one of the most reliable main line steam locomotives, turning in top-class performances time and time again, constrained only at times by the imposition of the 75mph speed limit. This not only holds the locomotive back when time needs to be recovered but can result in excess braking and the use of harder engine working – and therefore more fuel than necessary, especially when faced with a climb after running downhill for some miles. Also, of course, extra wear and tear and higher maintenance costs result from this way of working. Significant extra maintenance costs would accrue if the speed limit were to be raised permanently but I can see no reason why, say, a 10mph excess should not be allowed in specified situations by agreement with those concerned beforehand and all those on the footplate at the time. A prime example of this would be the Southern’s west of England route to Exeter via Salisbury where the extra impetus gained on the downhill sections would benefit speed, fuel use, and wear and tear on the subsequent uphill sections. Approaching Andover in both directions would be an example and I will come back to this in the description of the UK Railtours ‘John Farrow Salute’ below.

I had booked for the ‘John Farrow Salute’ early and made sure of being at Victoria in good time for the 8.46am departure by catching the 6.38am Southampton Airport Parkway to Waterloo. This is a train which, in normal times, is very full, but

on August 18, as a result of the pandemic and holidays, it was comfortably loaded. It ran fast from Winchester to Waterloo in 56 minutes 17 seconds (booked 58) for the 66.5 miles with a very rare unchecked 90mph through Woking and a slightly early arrival despite a temporary speed restriction through Basingstoke and signal checks all the way in from Surbiton. A good omen for the day, I thought. A transfer to Victoria on Bus 507 saw me joining the waiting crowd just as 67024 brought the empty stock into platform two. I had arranged with Liz Morris, who runs UK Railtours since her father John Farrow passed on, for a block of eight seats for ‘my’ group of ‘old timers’. As it happened, the stock was marshalled so we were in the second coach of the train, behind the engine and support coach.

A very fine performance

Our crew was Wayne Thompson and Dave Proctor, with inspector Geoff Ewans, and they had 12 coaches for 475 tons to deal with; 13 coaches in old money. We left slightly late and ran via Staines to Woking with a maximum speed of 62mph after Feltham. As booked, we crossed to the down fast line after Byfleet and ran into Woking close to right time – important as the Merchant Navy Locomotive Preservation Society had arranged a fast line path to Worting Junction and a respectable 63-minute booking for the 59.4 miles to Salisbury. There was much discussion within our group about if





“*Clan Line* took the 2.55-mile 1-in-80 climb to milepost 115½ in its stride and even from the very back of the 12-coach train, as we now were, we could hear the engine working hard.”

Left: Wayne Thompson carefully takes *Clan Line* onto the turntable at Yeovil Junction on August 18.
BRYAN BENN

an even time run was possible, bearing in mind that a 20mph speed restriction applied to *Clan Line* through Basingstoke. We decided it was, with a good start from Woking. Wayne, also, clearly had the same thought; the start with this big load was excellent and noisy, passing the summit of the climb to milepost 31 at 61½mph. From there until the locomotive was shut off for the Basingstoke check, it was a case of running with speed as close to the limit as possible, averaging 75.47mph between mileposts 35 and 45 and so keeping the very tight 24-minute schedule, mainly against the collar, to pass Basingstoke. Recovery from the check was again very vigorous and once past the summit at milepost 53½, it was a matter of keeping speed to the limit until the climb from Andover to Grateley. The dash down through Andover is always a highlight and Wayne then used 22% cut-off, increasing to 27% with nearly full regulator to take us over Grateley at a minimum of 66½mph. If the locomotive had been allowed to run up to 85mph through Andover, the cut-off could have been left at 22% and less steam taken to get us over the top at the same speed as in our trip. Be that as it may, we were now confident that an even time run to Salisbury was on the cards – but the Salisbury signallers had other ideas as they gave 6051, the Network Rail 10.14am Westbury to Eastleigh engineers’ train, preference across in front of our heavy steam-hauled train. I will let readers decide whether this was sensible. However, we drew slowly to a stop next to milepost 82¼ in 56 minutes 14 seconds for the 58.07 miles from Woking, a start-to-stop average of 61.96mph.

We finally drew into Salisbury just over two minutes late, in 64 minutes 55 seconds from Woking. Net time was a superb 55 minutes, which compares well with the 52-minute allowance of the ‘Atlantic Coast Express’ which, of course, didn’t stop at Woking and had an 85mph speed limit. Table One shows the detail of this fine run.

Hill climb to Sherborne

The destination of our train was Sherborne for a memorial service for John Farrow, and after an extended break in Salisbury we continued still with Wayne Thompson, but now with Steve Matthews replacing Dave Proctor and Tom Rees as inspector. We left on time and ran well to the Gillingham stop, but with the climb to Semley marred by speed restrictions applying to *Clan Line*. Nevertheless, speed reached 69mph after Dinton and was 48½mph minimum on the 1-in-145 before Semley after recovering from 52½mph after the 14mph check through Tisbury. A speed of 76½mph downhill before the Gillingham stop saw us lose just over a minute on the tight allowance from Salisbury. After crossing an up service train, we set off on the final section to Sherborne (see Table Two). The hill climbing was accompanied by deafening Bulleid thrash and needed full regulator and 35% cut-off. Speed was increasing on the 1-in-100 of both climbs and was the best work of the day. Arrival was more than a minute early, having gained three minutes on the schedule. The same crew was with us for the start of the return journey. The start was nearly five minutes late as insufficient time had been allowed to load the train, some of

TABLE TWO: GILLINGHAM TO SHERBORNE						
Date	Wednesday, August 18, 2021					
Train	08.46 Victoria to Sherborne					
Loco	Rblt MN class 4-6-2 No. 35028 <i>Clan Line</i>					
Load	12 coaches, 438 tons tare, 475 tons gross					
Driver	Wayne Thompson					
Fireman	Steve Matthews					
Inspector	Tom Rees					
Recorder	Don Benn					
Position	Second coach					
Weather	Sunny spells					
	miles	sched	mins	secs	speed	gradient
Gillingham	0.00	0.00	00	00	1¼ mins late	440R
MP 106	0.75		03	06	28½	300R
MP 106½	1.25		04	01	36½	300R
MP 107	1.75		04	51	36	100R
MP 107½	2.25		05	40	36	100R
Tunnel In	2.29		05	45	38	100R
Tunnel Out	2.70		06	19	50	100F
MP 109½	4.25		07	47	73½	Level
Templecombe	6.80	11.00	10	44	29*	80/150R
MP 112½	7.25		11	45	33½	100R
MP 113	7.75		12	37	36	100R
MP 113¼	8.00		13	01	36½	100R
MP 113½	8.25		13	25	37	100R
Milborne Port	9.15		14	31	55	170F
MP 115	9.75		15	10	59	Level
MP 115½	10.25		15	40	62½	200R
MP 116	10.75		16	08	65	80F
Sherborne	12.85	23.00	19	58	1¼ mins early	165F

* brakes or speed restriction

which was off the platform, though this worked to our advantage. The start from Sherborne is one of the most difficult anywhere for a steam locomotive with a big load, but of course *Clan Line* took the 2.55-mile 1-in-80 climb to milepost 115½ in its stride. Even from the very back of the 12-coach train, as we now were, we could hear the engine working hard. We dashed down Templecombe bank and over the hump through Buckhorn Weston tunnel before braking for Gillingham, where we were due to stop to allow a down train to pass. However, due to our late start, the train we were due to pass was already there and so after slowing to 26mph we stormed through and had a run up the 1-in-130/114/100 to Semley. Speed reached 46½mph before tailing off to a minimum of 39mph at the summit. Now luck was with us, as the 4.30pm Basingstoke to Yeovil had been terminated at Salisbury so we didn’t need to be held in the Tisbury loop – though we still had a 15mph temporary speed restriction through Tisbury itself. We ran on unchecked down to Wilton Junction, with a maximum of 76mph after Dinton. I wondered what Salisbury would do with

Left: Fireman Dave Proctor, driver Wayne Thompson, inspector Geoff Ewens, and Merchant Navy Locomotive Preservation Society engineer Dave Easson with *Clan Line* at London Victoria, prior to departure with the ‘John Farrow Salute’ on August 18. ALAN RAWLINGS

Right: Driver Wayne Thompson with *Clan Line* at Salisbury on August 18. DON BENN



TABLE THREE: SALISBURY TO WOKING

Date	Wednesday, August 18, 2021				
Train	16.55 Sherborne to Victoria				
Loco	Rebuilt Merchant Navy 4-6-2 No. 35028 <i>Clan Line</i>				
Load	12 coaches, 438 tons tare, 475 tons gross				
Driver	Jim Clarke				
Fireman	Tim Stedman				
Inspector	Don Clarke				
Recorder	Don Benn from 12th coach				
Weather	Cloudy				
	miles	sched	mins	secs	speed
Salisbury	0.00	0.00	00	00	right time
Tunnel Jct	1.13	3.00	05	22	35
MP 81	2.58		07	22	48½
MP 80	3.58		08	34	50
Porton	5.40		10	59	50
MP 77	6.58		12	11	52
Allington	8.09		13	50	57
MP 73¼	10.34		16	06	63
Grateley	10.99		16	39	68½
MP 69	14.62		19	37	74½
Red Post Jct	16.04		20	52	70
Andover	17.34	25.00	21	55	75
MP 62½	21.13		25	03	68½
Hurstbourne	22.55		26	19	73/69½
Whitchurch	24.59		27	52	72/74
Overton	28.14		30	54	67
Oakley	31.31		34	11	58/57
Worting Jct	33.39	45.00	36	22	59
Basingstoke	35.94	49.00	39	44	30* tsr
Newnham Siding	39.99		44	19	70½
MP 43	40.69		44	54	72
Hook	41.53		45	32	75½
MP 41	42.69		46	33	71/70½
Winchfield	43.86		47	32	73/76
MP 38	45.69		49	00	74
Fleet	47.21		50	13	72½
MP 35	48.69		51	28	73½
Farnborough	50.49	64.00	52	53	74
Sturt Lane Jct	51.49		53	42	74½
MP 31	52.69	45.00	54	43	71/63½*
Pirbright Jct	54.04		55	58	66½
Brookwood	55.70		57	23	73/73½
Woking Jct	58.94	71.30	62	53	14* sigs
Woking	59.40	72.30	65	25	7 mins early
* brakes or speed restriction net time 59 minutes					

us as we were now running very early, but after crawling along approaching the station to allow the 4.23pm Portsmouth Harbour to Cardiff to vacate our platform, we ran in 15 minutes early in 47 minutes 12 seconds for the 34.47 miles from Sherborne. Another long break at Salisbury was the prelude to a non-stop run to Woking. Our crew was now Jim Clarke and Tim Stedman with Don Clarke as inspector, and Table Three shows the detail. We were due off at 6.31pm, just behind the 6.26pm service train to Waterloo, but this was cancelled and so our 72½-minute booking for the 59.4 miles to Woking began to look like an easy task, but would we be allowed to run? The only known check was the 30mph temporary speed restriction

TABLE FOUR: SAPPERTON BANK

Date	Saturday, August 21, 2021				
Train	16.32 Worcester Shrub Hill to Paddington				
Loco	Rblt MN class 4-6-2 No. 35028 <i>Clan Line</i>				
Load	11 coaches, 400 tons tare, 430 tons gross				
Driver	Bill Monteith				
Fireman	Chris Yates				
Recorder	Alan Rawlings				
Position	Ninth coach				
Weather	Damp after earlier rain				
	miles	sched	mins	secs	speed
Signal G272	0.00	0.00	00	00	
Stonehouse	1.35		03	25	43/52
Ebley Path LC	2.63		05	02	50
MP 103	3.25		05	49	49
Downfield Path LC	3.37		06	17	52
Stroud	4.08		06	48	53
MP 101	5.25		08	08	52
MP 100	6.25		09	16	54/55
MP 99	7.25		10	21	52
St Mary's LC	7.45	12.00	10	35	51
Chalford	8.25		11	35	46
Chalford Viaduct	8.50		11	55	43
MP 97	9.25		12	58	44
Frampton Viaduct	9.56		13	24	43
MP 96½	9.75		13	40	41
MP 96	10.25		14	25	38
Sapperton Tunnel	10.32		14	33	37
Sapperton Summit	11.40		16	27	32
MP 94	12.25		17	42	52/54
Thames Canal	13.42		19	03	46
MP 92	15.25		20	19	35
Kemble	15.25	24.00	23	26	

through Basingstoke which applied that day to all trains. Jim Clarke isn't a driver known to hang about and after the now customary slow start to pass Tunnel Junction in five minutes 22 seconds (well under four minutes was normal even with big loads in the days of steam), Jim got *Clan Line* going well at a steady 50mph up the 1-in-169/140 of Porton bank and then ran easily down to Andover, passed in five seconds under 22 minutes from the start. Enham bank, 3.79 miles of 1-in-178, was topped at a very creditable 68½mph from only 75mph through Andover, and the good running continued until *Clan Line* was eased in preparation for the Basingstoke slack. The time to pass Worting Junction was only two minutes and 22 seconds outside the old 'ACE' booking of 34 minutes, which was considered by many, including myself, to be the hardest of any of the ACE schedules and only kept with a good driver and an engine in top form. Many drivers would allow a loss of time to this point, knowing that fast running on the mainly downhill remaining 50.3 miles to London would enable time to be recovered. Once clear of Basingstoke, now nearly eight minutes early and still on the fast line, Jim allowed *Clan Line* to run easily and freely with speed in the low to mid-70s until easing for the Woking stop. I wondered if the signallers would give precedence to the 5.59pm Portsmouth Harbour to Waterloo, due off Farnborough at 7.31pm and booked to run fast line in front of us, but they let us run – and even after a crawl onto the slow line and to the Woking stop, we were still well clear of it as we arrived seven minutes early in 65 minutes and 25 seconds from Salisbury. I calculate the net time to have been 59½ minutes for the 59.4 miles (59.51 on my GPS), so just scraping even time. I left the train here, after yet another excellent day's running by No. 35028. **Rare Sapperton run** It is very unusual to find No. 35028 working a non-DB operated train but the Railway Touring Company was very short of steam locomotives to work their charters in August, so the MNLPS kindly agreed to the use of *Clan Line* on the August 21 'Cotswold Venturer'. I wasn't on this trip but Alan Rawlings was, and he has kindly sent me details of the climb of Sapperton bank on the return run from Worcester. The train was stopped before Stonehouse by the preceding service train, so Table Four shows the restart from Signal G272. Despite the engine not being familiar to them, the West Coast crew



Jubilee No. 45699 *Galatea*, running as No. 45627 *Sierra Leone*, rounds Armathwaite curve with its 13-coach 'Dalesman' on August 10. IAN CAWTHORNE



Above: *Clan Line* at Salisbury with the returning ‘John Farrow Salute’ on August 18. DON BENN



Left: During its rare outing with the Railway Touring Company on August 21, *Clan Line* brings the empty stock for the ‘Cotswold Venturer’ into Worcester Shrub Hill. ALAN RAWLINGS

“With 13 on for nearly 500 tons, it was no wonder that time was lost – but great faith was shown in this superb Carnforth-based locomotive to trust it with such a load.”

handled the big Pacific well and put in a superb climb to Sapperton with the 11-coach train weighing 430 tons. The 32mph minimum stands well against other comparable efforts.

Moving north to the Settle & Carlisle line, Sandy Smeaton has details of a sterling effort by grossly overloaded 5XP Jubilee 4-6-0 No. 45699, running as No. 45627 on the returning ‘Dalesman’ from Carlisle to Lancaster. Table Five shows the section from the Appleby restart over Ais Gill to Hellifield. With 13 on for nearly 500 tons it was no wonder that time was lost, but great faith was shown in this superb Carnforth-based locomotive with such a load.

“I was on the return run of the Lancaster-Carlisle ‘Dalesman’ which was hauled by No. 45699 *Galatea*, currently running with *Sierra Leone* nameplates and corresponding smokebox plate 45627, but still wearing 45562 on its cabsides,” says Sandy. “It had a load of 13 coaches, 474½ tons tare, about 495 tons gross. The crew was driver Mick Kelly and fireman Rob Russell. The Class 6 full load limit for Carlisle-Ais Gill in the 1954 LM Midland Division Load Book was 390 tons, 105 less than hung on *Galatea*’s tender. Hardly an easy afternoon out for the crew, then.

“The sun was shining when we departed Carlisle on time. On the 1-in-132 up through Cumwhinton, a steady 28mph was maintained. The short level to Howe & Co box brought speed up to 37½mph, falling to a minimum of 28½mph at the top of the second 1-in-132 rise to Low House. The 20mph temporary speed restriction at Armathwaite persists,

so there was little momentum for the climb through Baron Wood to MP295, passed at a minimum of 31mph. The Eden was crossed at 61½mph, falling to 48mph on the rise to Langwathby. The remaining 11 miles to Appleby were run in the low to mid-50s. Carlisle to Appleby took 48½ minutes against the 44 allowed. ‘After watering we left Appleby 3½ minutes late and reached 52mph at Ormside Viaduct. The minimum at Griseburn was 28mph, recovering to 43mph at Crosby Garrett Tunnel. The minimum at Kirkby Stephen was 27mph and then 26mph before the short 1-in-330 respite at Mallerstang, which produced a recovery to 36mph. The final 3¼ miles of 1-in-100 up to Ais Gill Summit brought speed down to a minimum of 23mph. After Ais Gill Summit, the running along the ‘roof of England’ was understandably more leisurely. The time from Appleby to Hellifield Loop was 74m 43s, 8¾ minutes over schedule. The booked stand in the loop is 67 minutes and has more to do with pathing than watering, but we restarted two minutes early; hardly necessary as 47 minutes are allowed for the 21 miles to Clitheroe, inclusive of a 14-minute stand at Horrocksford Jn to let the preceding 19.10 stopper to Manchester Victoria clear the section. Mick Kelly did his best to spin out time, rolling down to 4mph at the top of the 1-in-362 rise after Gisburn. At least it allowed time to get the fire right for Whalley Bank.

“After setting down at Clitheroe, there were checks before Whalley. There is now a restriction over the viaduct for locomotives, so no great momentum

TABLE FIVE: APPLEBY TO HELLIFIELD

Date	Tuesday, August 10, 2021				
Train	15.24 Carlisle to Lancaster				
Loco	LM 5XP 4-6-0 No. 45699 <i>Galatea</i> **				
Load	13 coaches, 474½ tons tare, 495 tons gross				
Driver	Mick Kelly				
Fireman	Rob Russell				
Recorder	A. Smeaton				
Position	13th coach				
Weather	Little wind, mostly dry and sunny				
	miles	sched	mins	secs	speed
Appleby	0.00	0.00	00	00	3½ mins late
MP 276	1.40		03	56	45/52
Ormside	2.40		05	08	50½
MP 274	3.40		06	25	42½
MP 273	4.40		08	00	34
Griseburn	5.40		09	58	28
MP 271	6.40		11	57	32
Crosby Garrett	7.60		14	10	36½
Crosby Garrett Tnl	8.40		15	20	43
MP 268	9.40		16	51	35½
MP 267	10.40		18	47	28½/27
Kirkby Stephen	10.84	15.00	19	43	28
MP 266	11.40		20	51	31½
MP 265	12.40		22	52	28½/26
MP 264	13.40		25	04	26½
Mallerstang	14.40		27	02	36
MP 262	15.40		28	49	30½
MP 261	16.40		30	55	27½/23
MP 260	17.40		33	18	24
Ais Gill	17.65	25.00	33	52	28½
MP 258	19.40		36	27	52/54
Garsdale	20.73	27.00	37	57	49/31*
Dent	24.00		42	28	34½/41
Blea Moor Tnl	26.59		46	35	32
Blea Moor SB	28.91	36.00	51	17	29½*/23*
Ribblehead	30.15	39.00	54	15	28½
Selside	32.65		57	48	58/63/53½
Horton	34.90		60	09	55½/60/49
Helwith Bridge	36.90		62	13	65/58½/65½
Stainforth Sdg	39.15		64	27	63
Settle	40.90		66	11	60½/65
Settle Jct	42.88	58.00	68	06	64
Long Preston	44.90		70	27	37
Hellifield Up Loop	45.94	66.00	74	43	12¼ mins late

** Running as 45627 *Sierra Leone* and 45562 *Alberta* (cabsides only)
* brakes or speed restriction

can be gained for the 4½-mile climb to Wilpshire Summit. Whalley was passed at 33mph, falling to 20½mph in only 1¾ miles. However, from MP16 up to the summit, speed was steady at 20mph. This was quite an effort, but it had beaten the boiler and a brief stop was made just over the summit to recover the water level. Ten minutes were dropped on the schedule to Blackburn, but just getting up Whalley Bank with 13 coaches was a success. An unusually clear run down to Preston from Blackburn followed, gaining seven minutes on the 25 allowed, producing an arrival in Platform 1 only one minute late. The power outputs, assuming neutral wind conditions, are estimated at about 950 equivalent drawbar horsepower on the initial 1-in-132 to MP300, 1100 edbhp on the 1-in-100 from Kirkby Stephen to Ais Gill, and 1000 at a steady 20mph on the 1-in- 82 of Whalley Bank. These figures broadly correspond to the economic steam rate of 29,000lb/hr for a Jubilee. Congratulations to the crew!”

Indeed – what a great performance. Let’s hope that the current freedom to ride steam specials continues. **HR**

IoW nameplate *Shanklin* leads steam to victory in GCRA match

STEAM was the 4-2 winner against the diesel team in Great Central's October 2 match, with the top scorer being *Shanklin* from Southern Railway Isle of Wight O2 class 0-4-4T No. W20, which sold for £14,600. Diesel refused to lie down when *Rail Riders* with badge initially carried by Class 47 No. 47406 (D1505) and subsequently by No. 47488 (D1713), went under Mike Soden's hammer for £8200.

The aluminium plate, which was carried by No. 47406 from 1981-1988 and then by No. 47488 until 1992, was fitted to mark the launch of a promotional club formed by BR for younger travellers. Both the locomotives were built by Brush Traction, D1505 in January 1963 and D1713 a year later, and

withdrawn in August 1990 and June 2008 respectively.

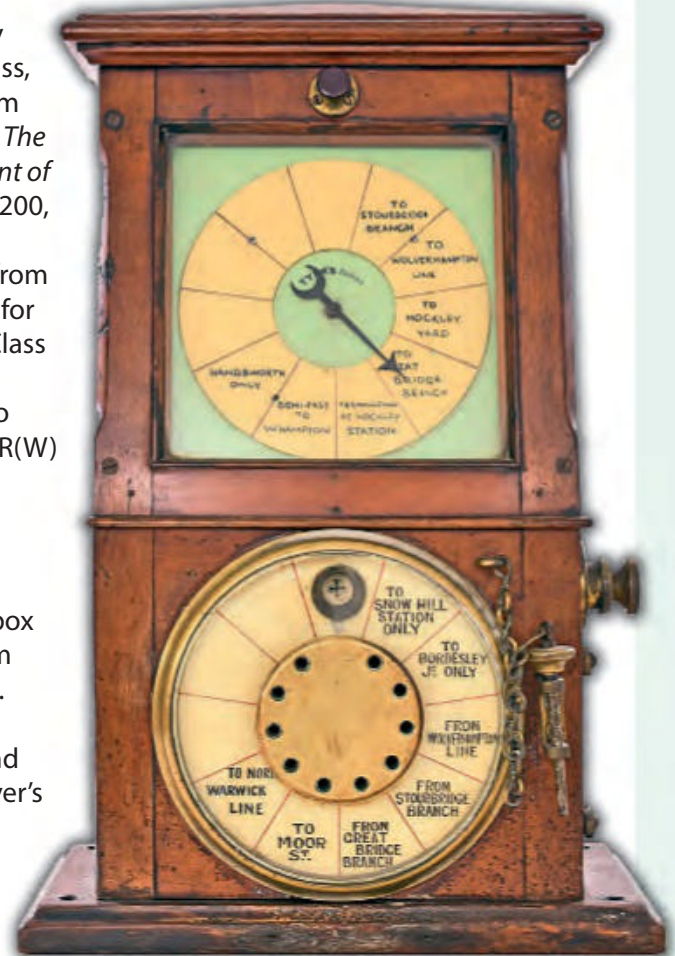
This plate, which sold for more than double its middle estimate, was followed by a trio of steam representatives comprising *Penrith Beacon* from 1875-built LNWR Precedent 2-4-0 No. 2187 that was rebuilt as an Improved Precedent in 1896 and became LMS No. 5069 (£7600), *Barry Castle* (GWR No. 7012 – £6100), and *Queen Mary* from GWR Star class No. 4031 that realised £5000. The nameplate rear was brought up at £2700 by *Colossus* from another Class 47 diesel, No. 47086 (D1672), this being a glass fibre plate that replaced an original aluminium version.

In addition to the plate *Rail Riders*,

diesel honour was upheld by two items from the Deltic class, a flamecut cabside panel from No. 55005 (originally D9005) *The Prince of Wales's Own Regiment of Yorkshire*, which achieved £6200, and an 1960 English Electric Vulcan Foundry worksplate from D9003/55003 *Meld* that sold for £5800. D9003 was the only Class 55 to be named after a filly.

Station signs also crept into nameplate territory, led by BR(W) totem Portmadoc at £3500, SR target Sandown (£3400), and a second totem, BR(M) Macclesfield, which sold for £2700, while the top smokebox numberplate was 45588 from LMS Jubilee *Kashmir* (£2000).

A GWR 12in dial dropcase wall clock went for £1750, and also from the GWR came a Tyer's train describer that included such locations as Snow Hill station, Wolverhampton and Warwick (£1400), while a Montgomery-Abermule single-line key token from the Cambrian line made £1250. The auction was the eighth in Great Central's series of monthly live online 200-lot auctions, and prices exclude buyer's premium of 15% (+ VAT).



"Across the board, probably the best of our eight monthly auctions to date, with some exceptionally high prices," said Mike. "Totems remain strong, and also single-line keys and staffs."



Railwayana Auction Calendar

■ October 30

Great Central Railwayana

■ October 30

Transport Auctions of London

■ Ends October 31

Railwayana Sales (photographs)

■ Ends November 2

Paperchase

■ November 12/13

GW Railwayana

■ November 19

Vectis (model trains)

■ November 20

Great Central Railwayana ('Bloxham')

■ November 22-28

Justaclickago (photographs, negatives and slides)

■ November 26

Onslows (posters)

1950s Scarborough headboard flies to the top

MEMORIES of holidays in Britain before overseas destinations became de rigueur were evoked by a 'Scarborough Flyer' headboard in Railwayana Sales' internet and telephone 60-lot auction that ran from September 27 to October 3. The board, from a King's Cross to Scarborough and Whitby express that ran from 1950-63, featured brass sunbursts in the top corners and sold for £4700.

Station totem signs inevitably made their presence felt, led by BR(M) Burnley Manchester Road at £3350, BR(NE) Slaithwaite (£2000), and BR(S) Sheerness-on-Sea at £1750, and a Tyer's single-line

tablet from the Newport South to Shide section of the Isle of Wight's Newport Junction Railway also got in on the act with a realisation of £2050.

At £1800 came a Glenfinnan signalbox nameboard, and at £1250 each, a Reading (Southern) running-in board and a SR Clapham

Junction station target sign. Prices exclude buyer's premium of 10%. The sale marked the re-entry into the railwayana auction scene of Chris France, who until 2015 ran internet auction house Railwayana.net.

Of his return to running a railwayana auction, Chris said: "For a first effort after all this time I am happy. As a sign of how things are changing, I found it interesting that 98% of the bids were online." He added that its success meant he would continue charging no vendor's commission throughout 2022 rather than, as originally planned, start charging it from the beginning of the new year.



Tobaz collectors' fair reopens after Covid-19 hiatus

TOBAZ Promotions is bringing back its railway collectors' fairs to Burton-on-Trent town hall on November 6, following the easing of Covid restrictions, a move that will be welcomed by many railwayana collectors and railway enthusiasts generally, due to the event's mix of traders and private dealers selling a variety of railway related paperwork, ephemera and books.

Items on offer include public and working timetables, guides, maps, luggage labels, tickets, official publications, signalling notices and rule books, while photographs and postcards are another regular feature, as is railwayana that often includes badges, buttons, and whistles.

Tony Hillman and Barry Jones (Tobaz) held their first fair in Stafford in 1995, and ran 36 twice-yearly

events there until March 2013, when their regular venue closed. In April 2014 they relocated to Burton town hall and held 12 fairs there until March last year, when the lockdowns brought them to a premature end.

The fair on November 6 will thus be the first for 20 months, with the doors opening at 10.30am and closing at 3.30pm. A return to two a year from next year is planned.



Like us facebook.com/heritagerailway



Follow us @HeritageRailMag



Connect with us heritage-railway-magazine

L&Y memories as Nigel Thornley collection goes under the hammer

MEMORIES of the Lancashire & Yorkshire and London & North Western railways were a core theme of the 350-lot auction of the Nigel Thornley model train collection held by Hansons of Etwall, Derbyshire, on September 11, with the highest price being £1800 for an award-winning O-gauge model of L&Y Class 8 'Dreadnought' 4-6-0 No. 1525.

Other L&Y four-figure O-gauge realisations were £1200 for 0-4-0T railmotor No. 8 and £1100 for another railmotor, and the leading LNWR realisation was £1250 for a scratchbuilt O-gauge Class C1 compound 0-8-0 No. 2545.

Nigel's railway interest, however, stretched into the post-Grouping era, as illustrated by Bachmann gauge 1

LMS Princess Coronation Pacific No. 46246 *City of Manchester* (£1700) and LNER A4 No. 60030 *Golden Fleece* in O-gauge (£1200). The GWR also featured in the leading realisations, with an O-gauge No. 3440 *City of Truro* made by Sancheng of China selling for £1000.

Although comprising mainly O, OO and gauge 1 models, the auction also included railwayana – mostly signalling equipment – and railway photographs, postcards, books and DVDs that Nigel, who died earlier this year at the age of 72, had accumulated over 70 years.

His interest started at the age of just 18 months, when he was given his first train set, and as a teenager

he helped restore L&Y Class 21 'Pug' 0-4-0ST No. 51218 at the Keighley & Worth Valley Railway, and also became a founding member of the railway's Preservation Society.

With his love of the L&Y burning bright, Nigel was an avid modeller of the railway's locomotives and rolling stock, and his enthusiasm was typified by his involvement with Manchester's archives, helping to ensure that as much information as possible was recorded there, a role that meant spending many hours searching the internet and other sources for L&Y items which he bought for the archives.

He was also a member and supporter of many other railway



Nigel Thornley, a Lancashire & Yorkshire Railway enthusiast whose model train collection was sold by Hansons of Derbyshire on September 11. HANSONS

societies and heritage trusts, and was regularly seen at model railway exhibitions.

One family memory of Nigel, who hailed from Chester, was that as a 12-year-old he often went to his local signalbox to help out, but on one visit he had to hide when an inspector called. However, he was discovered, and the inspector asked him a series of questions about signalboxes and how they were operated, and he even had to demonstrate the correct way to operate the levers. Finally, to the relief of both Nigel and the signaller, the inspector told them both: "The lad can stay."

Hansons' train and railwayana specialist Mark Holder said: "Nigel's collection was a joy to bring to market, and the response from bidders was a tribute to his railway knowledge and expertise." The auction was held live online and by telephone or commission, and prices quoted exclude buyer's premium of 25% (+ VAT).



London Underground enamel roundels take centre stage

LONDON Underground platform roundels dominated a sale of railway, tram, bus and trolleybus memorabilia held by Catherine Southon Auctioneers from September 10-24, when six examples of the brass-framed enamel signs were among the leading seven realisations.

The top three were Bond Street, Oxford Circus and Highgate, which went for £2800, £2400 and £2200 respectively, the last price being matched by a circa 1910 Underground and Metropolitan Railway enamel map, while three further roundels, from Holborn, Tottenham Court Road and Marble Arch, sold for between £2000 and £1800.

A Covent Garden station enamel sign also from circa 1910 fetched

£1300, an £850 bid secured 10 BR and LNER handlamps and other lamps, and £800 a circa 1930s Underground 'Way out and to Piccadilly Line' direction enamel sign believed to be from Holborn station. Prices exclude buyer's premium of 20% (+ VAT).

Catherine Southon, director of the Chislehurst-based auction house, said of the 300-lot sale, which comprised a single collection put together during the lifetime of an enthusiast whose interest was mainly north London memorabilia: "It created an enormous amount of excitement among collectors and dealers of transport ephemera, and we were delighted with the results achieved."



Five + eight = 13 nameplates to go under the GWR hammer

FIVE nameplates from the pre-Grouping, Big Four and BR eras have been added to GW Railwayana's November 13 auction, bringing to 13 the number of main line plates that will be going under Simon Turner's hammer.

The oldest of the newly-arrived quintet is *Princess Margaret*, from Star class 4-6-0 No. 4056, built at Swindon in July 1914 and the last of the 73-strong class to be withdrawn, from Bristol Bath Road (82A) in October 1957 with 2,074,338 miles on the clock. In support will be another GWR plate, *Cockington Manor* from No. 7806, which was outshopped by Swindon in March 1938 and taken out

of service in November 1964 when allocated to Oxley, Wolverhampton (2B).

From the Southern Railway comes *Sir Lionel*, carried by King Arthur No. 30786, an August 1925 North British Locomotive Company product that was withdrawn from Eastleigh (71A) in August 1959, and finally of the steam representatives, *Palestine* from LMS Jubilee No. 45623, built at Crewe in October 1934 and ending its service days in July 1964 when a resident of Manchester's Newton Heath depot (9D).

The fifth of the five is *Implacable*, from Class 50 Co-Co diesel



D439/50039, built by English Electric at Vulcan Foundry in October 1968 for service on the WCML and withdrawn in June 1989. Details of other nameplates and locomotive items which had been consigned earlier to the auction were in last month's column.

Other new arrivals include the whistle from LNER A3 Pacific No. 60059 *Tracery*, London Underground platform roundels Waterloo, King's Cross St. Pancras,

Oxford Circus and Arsenal, and an auction first-timer, SR target platform sign Clapham, from an ex-SECR station between Victoria and Brixton.

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 350-lot sale of posters, paintings, shedplates, carriage prints and clocks.



King takes the crown, but Midland Railway 4-4-0 isn't far behind

LIVE steam models in 5in gauge headed Dreweatts' transport sale on September 21, with the leading realisation of £11,000 being achieved by GWR No. 6019 *King Henry V*, as reported in the news section of this issue.

Behind came Midland Railway 990 class 4-4-0 No. 999, which went under the hammer for £7000. The locomotive on which the model was based emerged from Derby in 1909 and was a regular on the challenging Settle-Carlisle route before its withdrawal by the LMS as No. 809 in 1929.

The 5in gauge leaders were followed by two gauge 1 models and a pair of 3½in gauge examples, the former being Royal Bavarian State Railways' Gt 2x4/4 class 0-8-8-0T No. 5772 at £3000 and LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* (£2800).

First of the 3½in gauge representatives was LNER Ivatt Atlantic C1 class No. 3298 which fetched £2000, while Canadian National Railway 2-8-0 No. 8342 went for £1500, a price matched by a set of four 5in gauge BR Western Region coaches.

The final four-figure realisations were both of BR models, comprising a part-built 5in gauge Class 9F 2-10-0 (£1400) and WD class 2-8-0 No. 90567 in 2½in gauge (£1300). Prices exclude buyer's premium of 25% (+ VAT).

Single collections make September a bonanza month for model train enthusiasts

SEPTEMBER was a bonanza month for model train collectors, with no fewer than five auctions being held up and down the country. Two of them were run by Hansons on September 11 and Dreweatts on September 21, (see separate reports in this column), while the other three were held by Vectis of Thornaby on September 24, David Duggleby of Scarborough on September 23, and Gildings of Market Harborough on September 14.

The best-selling models in the Vectis sale, each at £800, were a Carette of Germany Gauge 1 clockwork 4-4-0 numbered 2350 and an O-gauge LNER A4 No. 4494 *Osprey* made by Ace Trains of London, followed by two further Ace Trains' models in the same gauge, SR West Country Pacific No. 34011 *Tavistock* (£700), and a Class 9F 2-10-0 in GWR livery carrying the fictitious identity No. 92258 *G J Churchward* (£600). This was in fact the name given to GWR-designed, BR-built Castle class 4-6-0 No. 7017. Prices exclude buyer's premium of 25% (inc VAT).

Hornby success

Over at Scarborough, the sale by David Duggleby auctions comprising a single collection of 130 mostly OO-gauge locomotives and thousands of items of rolling stock, was headed by a Hornby Dublo 0-6-2T No. 2594 in Southern livery, which went for £650, shadowed by another Hornby model, of GWR No. 5002 *Ludlow Castle* (£500). Prices exclude buyer's premium of 20% (+ VAT).

The models had been collected over more

than three decades by retired council officer Adrian Batty of Brough, East Yorkshire, who died last year, and many were still in their original packaging. It was the first time the auction house had devoted an entire sale to a single owner model railway collection.

An Ace Trains' O-gauge A4 No. 12 *Commonwealth of Australia* was the top seller at £500 in Gildings' auction. The model, in LNER blue livery, captured a brief moment in the 27-year career of the Pacific, as it carried the No. 12 for only 16 months, from January 1947 until May 1948, when BR renumbered it 60012.

LNER is favourite

The 229-lot auction comprised a single collection of O and OO-gauge models of locomotives, rolling stock and accessories that had been put together from an early age by an LNER enthusiast from Northumberland. He started the collection after his father, a master mariner who died at sea in World War Two, gave him his first model train.

Andrew Smith, Gildings' model railway specialist, said: "The collection's owner was fascinated by new and second-hand models as well as their working history, with the LNER being his favourite, especially if it was a model of a locomotive he had seen running." An example of this, said Andrew, was an Ace Trains' O-gauge model of A3 No. 60051 *Blink Bonny*, which he had seen in the early 1960s and which sold for £380. Prices exclude buyer's premium of 20% (+ VAT).

PRE-ORDER ISSUE 287

No need to pop to the shops in four weeks' time... simply order your next *HR* from mrtns.uk/pre-order-hr or call 01507 529529.



SCAN ME WITH YOUR
PHONE CAMERA!

Narrow gauge to provide Welsh interest as LMS and Southern fight their corner

A PAIR of pre and post-Grouping nameplates will be fighting their corner in Great Central's ninth monthly 200-lot auction on October 30, but enthusiasts of Welsh standard and narrow gauge railways will have an eye on four lots not far below the top level.

The plates are *Alfred Fletcher* from LNWR Claughton class 4-6-0 No 1327, built at Crewe in May 1913 and withdrawn by the LMS as No. 5908 in September 1936, and *Wellington* from SR Schools class 4-4-0 No. 30902, an April 1930 Eastleigh product that was pensioned off from south London's Nine Elms shed (70A) in December 1962.

Welsh interest will be centred on a cabside numberplate, a worksplate, a handlamp, and a carriage numberplate. The cabside is from GWR 'Dukedog' No. 9005, which emerged from Swindon in September 1936 as a rebuild incorporating the boiler from Duke class No. 3255 and frames from Bulldog No. 3413.

It entered traffic carrying the named *Earl of Devon*, but this was



transferred to Castle class No. 5048 in August 1937 after the GWR directors complained that the 'Dukedog' locomotives looked too old-fashioned to be named after them. Ironically, although a far more modern-looking engine, No. 5048 was built five months before the 4-4-0, in April 1936. No. 9005 was withdrawn from Oswestry (89A) in July 1959, having previously been allocated to Machynlleth (89C) in the heart of the Cambrian Railways' system.

The worksplate is from Hunslet Engine Co 0-4-0ST *Gwynedd* that was built for the 1ft 10¾in gauge Penrhyn Quarry Railway (works' No. 316) in 1883 and survives in preservation at

Bressingham Steam Museum, while the handlamp is from the 2ft 6in gauge Welshpool & Llanfair Railway and is marked Llanfair Caereinion pw (permanent way). Finally from the world of Welsh narrow gauge railways is a plate numbered 20 from a workmen's carriage that ran on the 1ft 11½in gauge Ffestiniog Railway.

Carriageboards from 'The Mid-day Scot' and 'Ocean Liner Express' will also be going under the hammer, the latter not from a SR train as might be expected but one introduced by the GWR in 1931 that ran non-stop from London Paddington to Plymouth Millbay. The auction will be live online and starts at 10am.

Sign delivers top price and lamp post swings into action

A WOODEN sign bearing the instruction in lead letters 'All coals to be paid for on delivery' sold for £1010 at a Thirsk Railwayana sale on September 18. It is believed to have come from Potto station, which was opened by the North Yorkshire & Cleveland Railway in March 1857 and closed by BR to passengers in 1954 and to freight four years later.

Ornate bridge relic

Two further station signs that each sold for £700 were a BR(M) totem from Carnforth and a Station Master enamel doorplate, while an ornate cast-iron 4ft 5in high lamp post from the railway swing bridge at Selby used for supporting early navigation lanterns sold for £420.

From Scotland to Skegness in poster sale

LNER posters issued in 1930 promoting Scotland and Skegness will feature in a vintage poster auction being held by Onslows on November 26. The former, titled 'East Coast Route to Scotland', was the work of Frank Mason (1875-1965), depicts an A3 Pacific on 'The Flying Scotsman', and is estimated at up to £6000.

The Skegness poster, which carries a top estimate of £2000, was the work of John Hassall (1868-1948) and shows the iconic 'Jolly Fisherman' skipping along the beach under the title 'Skegness is so bracing.' The auction is live online and starts at 1pm.



The Grade II-listed double-track bridge across the River Ouse was opened by the North Eastern Railway in February 1891, carried ECML traffic until 1983, and is still used by trains between Hull and Leeds. In 2014 Network Rail carried out a £14 million refurbishment, the most significant work on the bridge since its opening 123 years earlier.

Scottish totem

Close behind the lamp post at £410 came a second totem, from the BR Scottish Region station of Blairhill. Prices exclude buyer's premium of 12% (+ VAT).

The auction was the first at Thirsk in front of a live saleroom audience since the Covid pandemic, and as he assessed the day's proceedings, auctioneer Michael Harrison said: "We didn't know what to expect, and I was a little bit surprised to be honest, as the saleroom was full and the prices excellent. We have had three very good online auctions during the lockdowns, but this was almost the best we have ever had."

'Stressful but with positives' as Bristol reopens its saleroom after nearly two years of online sales

STRESSFUL but with positives and good feedback – that was the reaction of Bristol Railwayana's Jon Baulch after his October 3 sale at Stoke Gifford, the first live saleroom auction he had held for nearly two years due to the Covid pandemic.

"It was very stressful, as there were a lot of extra things to consider when setting up the venue and having a lot of people in a confined space, but I am blessed with sensible customers who for the most part were good-natured

and appreciative of the efforts that go into putting on a live event," he said.

Social gathering

"The main positive was the feedback from people who do not like online auctions, and a few individuals who have no web access at all. We also provided a venue for stallholders who are not facilitated by online auctions, and from the social aspect there were many people catching up with friends

for the first time in almost two years."

The leading realisation in the 435-lot sale was £400 for a brass Annett's key from Keynsham ground frame between Bristol and Bath, followed at £380 for a BR(W) ticket enquiries enamel sign and £350 for a cabside numberplate from GWR 0-6-2T No. 5629, built at Swindon in August 1925 and withdrawn from Abercynon (88E) in May 1964. Bristol Railwayana does not charge a buyer's premium.



**GET CHRISTMAS SORTED NOW
AND YOU WON'T GET CAUGHT IN
THE EXPECTED CHAOS THIS YEAR**



SPECIAL OFFER

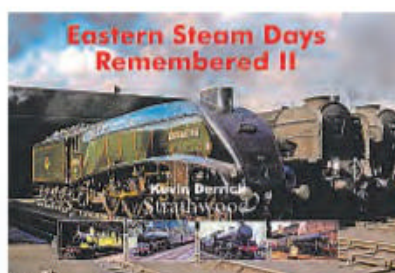
**Order any 3 or more of these
selected titles and the *Lowest
priced book will be FREE***

UK Only Post & Packing £2.95 per order

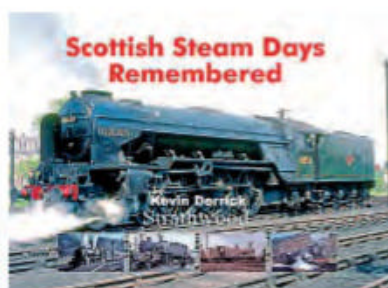
ALL IN STOCK RIGHT NOW FOR CHRISTMAS IF YOU ARE QUICK



**EASTERN
STEAM DAYS
REMEMBERED
II**
160 Pages
Colour
Photographs
HARDBACK
£34.95



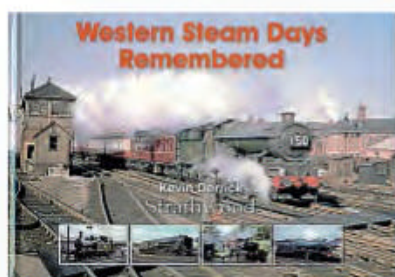
**SCOTTISH
STEAM DAYS
REMEMBERED**
160 Pages
Colour
Photographs
HARDBACK
£34.95



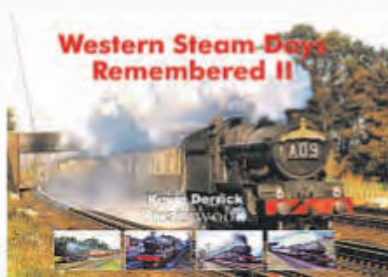
**LONDON
MIDLAND
STEAM DAYS
REMEMBERED II**
160 Pages
Colour Photographs
HARDBACK
£29.95



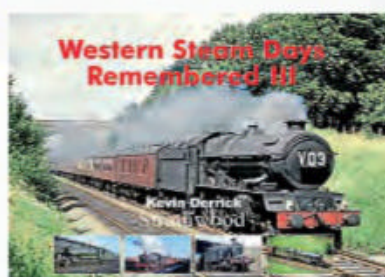
**WESTERN
STEAM DAYS
REMEMBERED**
160 Pages
Colour
Photographs
HARDBACK
£29.95



**WESTERN
STEAM DAYS
REMEMBERED
II**
160 Pages
Colour
Photographs
HARDBACK
£34.95



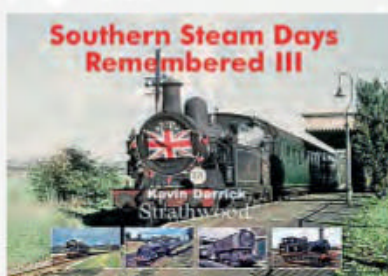
**WESTERN
STEAM DAYS
REMEMBERED
III**
160 Pages
Colour
Photographs
HARDBACK
£34.95



**LONDON
MIDLAND
STEAM DAYS
REMEMBERED
III**
160 Pages
Colour
Photographs
HARDBACK
£34.95



**SOUTHERN
STEAM DAYS
REMEMBERED
III**
160 Pages
Colour
Photographs
HARDBACK
£34.95



**SOUTHERN
STEAM DAYS
REMEMBERED
IV**
160 Pages
Colour
Photographs
HARDBACK
£34.95



Strathwood Publishing, Unit 4 Shuttleworth Road, Elm Farm Industrial Estate, Bedford, MK41 0EP

ORDER HOTLINE 01234 328792



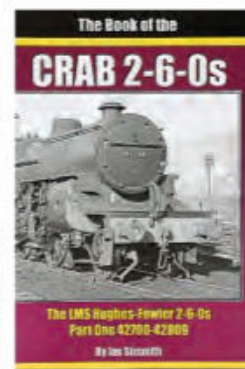
**THE 0-6-2
TANK
PAPERS 1**
5600 - 5699
56 Pages
Black & White
Photographs
SOFTBACK
£13.95



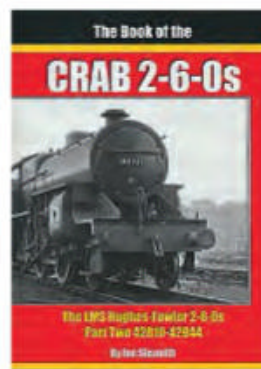
**THE 0-6-2
TANK
PAPERS 2**
6600 - 6699
56 Pages
Black & White
Photographs
SOFTBACK
£13.95



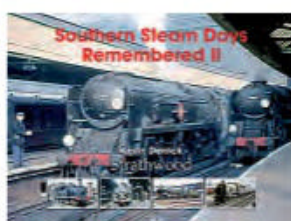
**THE BOOK OF
THE CRAB
2-6-0s
PART 1**
42700 - 42809
280 Pages
Black & White
Photographs
HARDBACK
£28.95



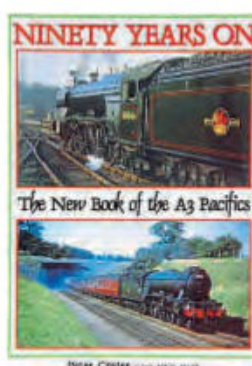
**THE BOOK OF
THE CRAB
2-6-0s
PART 2**
42810 - 42944
288 Pages
Black & White
Photographs
HARDBACK
£28.95



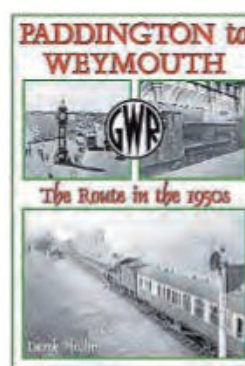
**SOUTHERN
STEAM DAYS
REMEMBERED
II**
160 Pages
Colour
Photographs
HARDBACK
£34.95



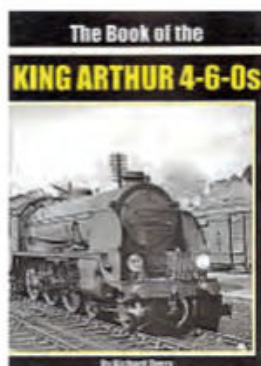
**NINETY
YEARS ON
THE NEW
BOOK OF THE
A3 PACIFICS**
208 Pages
Black & White
Photographs
HARDBACK
£24.95



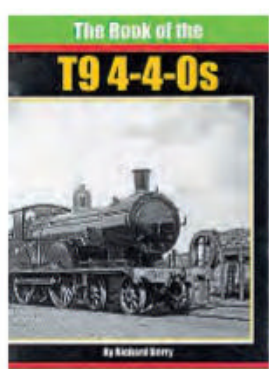
**PADDINGTON
to
WEYMOUTH**
148 Pages
Black & White
Photographs
HARDBACK
£24.95



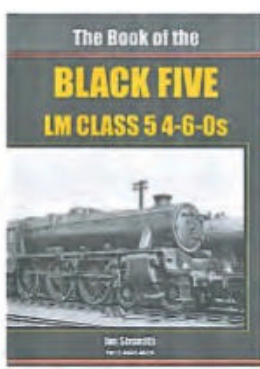
**THE BOOK
OF THE
KING
ARTHUR
4-6-0s**
208 Pages
Black & White
Photographs
HARDBACK
£26.95



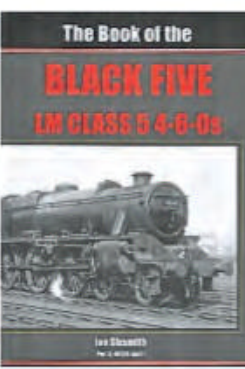
**THE BOOK
OF THE
T9 4-4-0s**
164 Pages
Black & White
Photographs
HARDBACK
£27.95



**THE BOOK OF
THE BLACK FIVE
4-6-0s
PART 2**
45075 - 45224
194 Pages
Black & White
Photographs
HARDBACK
£24.95



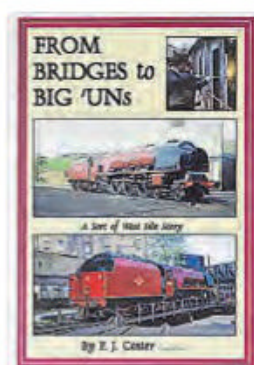
**THE BOOK OF
THE BLACK FIVE
4-6-0s
PART 3**
45225 - 45471
194 Pages
Black & White
Photographs
HARDBACK
£29.95



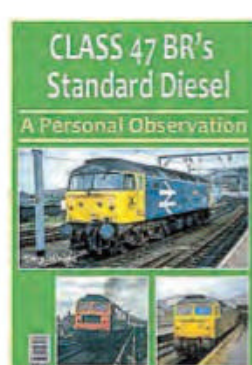
**THE BOOK OF
THE BLACK FIVE
4-6-0s PART 4**
44800 44996 &
45472 - 45499
194 Pages
Black & White
Photographs
HARDBACK
£28.95



**FROM
BRIDGES TO
BIG 'UNS A
SORT OF WEST
SIDE STORY**
176 Pages
Colour
Photographs
HARDBACK
£27.95



**CLASS 47 BR's
Standard
Diesel
A personal
Observation**
80 Pages
Colour
Photographs
SOFTBACK
£10.99



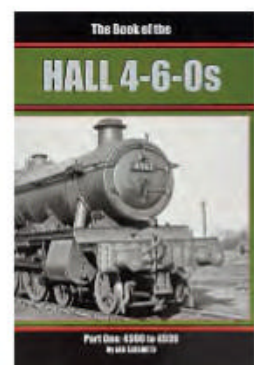
**SIXTIES
SPOTTING
DAYS AROUND
THE
MIDLANDS**
96 Pages
Colour
Photographs
HARDBACK
£19.95



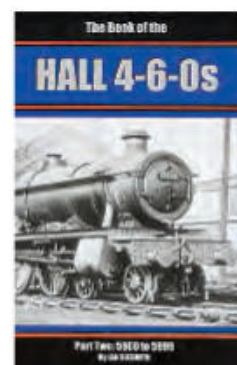
**SEVENTIES
SPOTTING
DAYS AROUND
THE
MIDLANDS**
96 Pages
Colour
Photographs
HARDBACK
£19.95



**THE BOOK
OF THE HALL
4-6-0s
PART 1**
4900 - 4999
224 Pages
Black & White
Photographs
HARDBACK
£28.95



**THE BOOK
OF THE HALL
4-6-0s
PART 2**
5900 - 5999
224 Pages
Black & White
Photographs
HARDBACK
£28.95



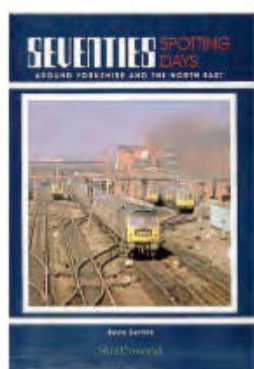
**THE BOOK OF
THE HALL
4-6-0s
PART 3**
6900 - 6958
128 Pages
Black & White
Photographs
HARDBACK
£22.95



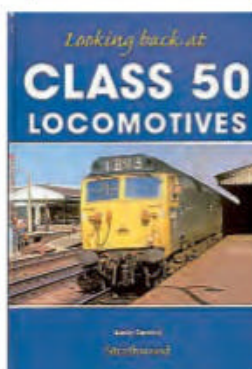
**THE BOOK OF
THE COUNTY
4-6-0s**
128 Pages
Black & White
Photographs
HARDBACK
£22.95



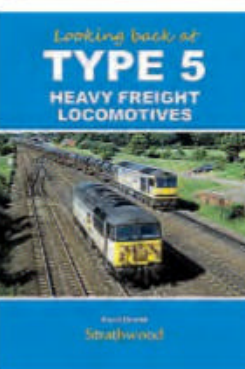
**SEVENTIES
SPOTTING
DAYS AROUND
YORKSHIRE &
THE NORTH
EAST**
96 Pages
Colour Photographs
HARDBACK
£19.95



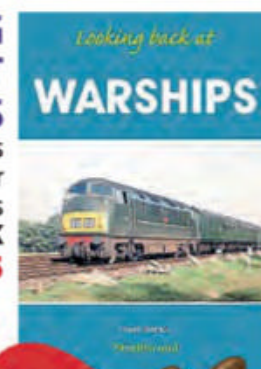
**LOOKING BACK
AT CLASS 50
LOCOMOTIVES**
96 Pages
Colour
Photographs
HARDBACK
£19.95



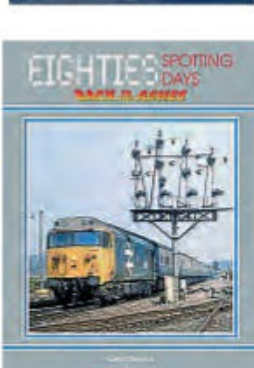
**LOOKING
BACK AT TYPE
5 HEAVY
FREIGHT
LOCOMOTIVES**
96 Pages
Colour
Photographs
HARDBACK
£19.95



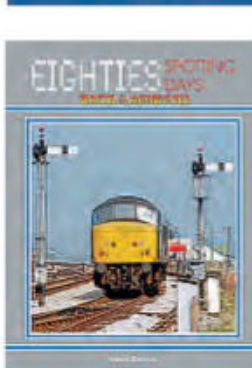
**LOOKING
BACK AT
WARSHIPS**
96 Pages
Colour
Photographs
HARDBACK
£19.95



**EIGHTIES
SPOTTING
DAYS BACK
TO THE ASHES**
96 Pages
Colour
Photographs
HARDBACK
£19.95



**EIGHTIES
SPOTTING
DAYS BACK TO
THE ASHES III**
96 Pages
Colour
Photographs
HARDBACK
£19.95



**BRITAIN'S
RAILWAYS IN
THE 1970s**
98 Pages
Colour
Photographs
SOFTBACK
£7.99



**VISIT www.strathwood.co.uk
TO SELECT FROM 100 SPECIAL OFFER TITLES**

HONEYBOURNE: HONEYPOT OR HONEYTRAP?

Forty years after it set out to restore the Stratford-upon-Avon to Cheltenham line, the Gloucestershire Warwickshire Railway has been offered a chunk of the trackbed for another extension. Will it take the opportunity – and should it, asks Toby Jennings?



From a fairly early stage, our railway preservation movement has been geared towards extensions. First, we set out simply to save existing railways – but as we gained confidence and support, we looked to expand those railways, and then to start up entirely new lines on long-abandoned trackbeds.

It is probably fair to say that the vast majority of heritage lines at some time and in some form or another have harboured an idea for an extension, even if not a full-blown plan. And understandably so. After all, our movement can only survive and thrive by inspiring and motivating the army of volunteers who are its lifeblood. Having such ambitions – even if those volunteers know in their heart of hearts that it's a very long-term aspiration at best – can do that.

But we are now entering a very different era of preservation. An era in which the shock of a global pandemic and almost losing the gem that is the Llangollen Railway have reminded us all how fortunate we are to have what we've got. An era in which the ever-increasing costs of restorations, overhauls and operations and a diminishing base of ageing volunteers raises the question of whether we can continue to maintain what we have. An era when, in the face of growing environmental concerns, our use of coal and oil-burning machines will be subject to ever greater scrutiny – and it will get ever more expensive and difficult to source that fuel.

In short, an era where, just because a heritage line can extend, does not necessarily mean it should.

So what do you do when you already have a comfortably long railway (some might argue already too long), running through beautiful scenery and linking two popular tourist destinations, but someone offers you another 4½ miles of trackbed that will give you a main line connection and may potentially bring in even more business, but is also going to be a monumental maintenance headache?

That is the question facing the Gloucestershire Warwickshire Railway, as it celebrates its 40th anniversary year.

Years of achievement

As an example of what determined volunteers can achieve, this line is up there with preservation's finest. When the Gloucestershire Warwickshire Railway plc first moved into the derelict Toddington station in 1981, the team found only a bare trackbed and a handful of derelict buildings that had been lucky enough to escape the demolition gangs. Small wonder that, when BR ripped up the track during 1979 and 1980, *The Railway Magazine* commented that "surely all hopes of ever seeing this railway restored have been thwarted", and that so many others dismissed the G/WR's stated aim – "to reopen as much as possible of the former Stratford-upon-Avon to Cheltenham railway" – as a mere pipe dream.

Yet four decades on, they have done it – or certainly a significant chunk of it: a 15-mile line, exactly half the original length of the route, running between the spa town of Cheltenham and the historic village of Broadway, one of the most popular tourist spots in the Cotswolds. Railway buildings either magnificently restored to their Great Western glory, moved brick-by-brick from elsewhere and rebuilt here with such care that you can't see the join, or built from scratch as closely as possible to original GWR structures. A fleet of large main line steam and diesel locomotives that many other lines would envy, mostly of classes that worked over the line in its heyday.

It's a railway that really does seem to have it all – but there is one thing missing in places. It's a small detail but in the context of what we're about to discuss, it's worth highlighting. Clickety-clack.

When the railway constructed the extension to Cheltenham Racecourse in the early years of the 21st century, it opted for continuously welded rail on the section through Bishops Cleeve to minimise the noise of the trains for local residents. Which was fair enough, but when the northern extension to Broadway was laid, much of this too was long-welded – this time to reduce not only the labour-intensive maintenance required for jointed track, but wear and tear on the rolling stock.

For what is, let's remind ourselves, still a virtually all-volunteer railway with only eight paid members of staff, that, too, was fair enough. But it does rather beg the question: if your volunteers are already stretched to maintain and operate a 15-mile railway, is extending another 4½ miles really such a great idea?

Strings attached

What has raised that question is an offer from Railway Paths Ltd to give the G/WR the trackbed between the line's northern terminus of Broadway and the main line at Honeybourne, instead of building a cyclepath on it.



Hawksworth Modified Hall 4-6-0 No. 7903 *Foremarke Hall* runs round the first steam-hauled train to arrive at the Gloucestershire Warwickshire Railway's rebuilt Broadway station, an empty stock working for gauging trials on March 9, 2018. This view is looking north towards Honeybourne. JACK BOSKETT

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE : ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>



Big main line engines such as *Foremarke Hall* are a far cry from the G/WR's first working steam locomotive, *Avonside 0-4-0T Cadbury No. 1*, pictured with a two-coach push-pull working about half a mile from Toddington in the spring of 1985, a year after services began. The width of the double-track formation can be clearly seen. JOHN LEES/RESTORATION & ARCHIVING TRUST

RPL – which, despite its limited status, is a charity – owns just over 200 miles of disused railway trackbeds that were transferred to it from the British Rail Residuary Board following the privatisation of the national network. However, as detailed in issue 284 and in this issue's news pages, it now wishes to hand over the Broadway-Honeybourne trackbed, and its section of the Appleby-Warcop line in Cumbria, to the respective preserved lines with aspirations to reopen them. This could give the G/WR one other thing it is missing – a main line connection, with the Oxford-Worcester North Cotswold route at Honeybourne. With the track still in place from there to the former MoD depot at Long Marston, this would help pave the way for an eventual link further north to Stratford-upon-Avon, completing the dream of the railway's founders.

During a recent upgrade of the North Cotswold line, Network Rail made passive provision for the G/WR to run into Honeybourne station, while the possibility of reopening the line to Stratford is the subject of a study funded by the Government's Restoring Your Railways scheme. All this, as reported in issue 283, coincides with calls from the All-Party Parliamentary Group for Heritage Rail for steam lines to play a greater public transport role, especially those with main line connections.

So, a no-brainer of an extension on which the G/WR should press 'go' as soon as possible? Not necessarily – there's a catch.

More than 40 years after the line's closure, many of the bridges on the Broadway-Honeybourne section are in poor condition, and the road overbridges are held up with steel props or brick pillars.

How have they been allowed to get into that state? When we put this question to RPL director David Pemberton, he replied: "The bridges are pretty much in the condition they were left by BR. We only maintain structures to a safe standard for a path, not to railway strength, because it would be an inappropriate use of the charity's money."

Furthermore, it appears that the Department for Transport would be unwilling to approve the transfer of the trackbeds on the grounds that "heritage railways cannot provide a sufficiently strong covenant to secure the continuing maintenance of road bridges" – and so any transfer would have to be to the local authorities, which would then lease the trackbeds to the preserved lines.

"In the 40 years since we started, the world has moved on," said G/WR chairman Richard Johnson. "We bought the line from the BR Property Board and it came with the bridges, but now they (the DfT) won't consider us taking it on."

Many a slip...

The G/WR knows more than many railways about the costs, trials and tribulations of maintaining ageing infrastructure. During 2010 and 2011, it suffered serious embankment slips at Gotherington and Chicken Curve, near Winchcombe – the latter severing the line for the best part of two years until funds could be raised for the necessary repairs.

Chicken Curve in particular had a history of instability; it was the derailment of a freight train here in 1976 that triggered the line's closure. It was a legacy of the route's hasty construction in the early 20th century – the ground had not even been cleared prior to building the embankments, and beneath the one at Gotherington was a layer of decomposed 1906 grass that, in the words of G/WR press officer Ian Crowder, "had turned into an oily substance on which the embankment slipped."

"We found grass seeds, and our then civil engineering director Darren Fairlie took them



What the preservationists started with: Toddington in 1982, with some track already laid. The building, goods shed and signalbox survive but the platform had been bulldozed. RESTORATION & ARCHIVING TRUST

home to try and grow them, but I don't know if he succeeded!"

More recently, there were two more slips, also at Gotherington and Winchcombe, the latter caused by rainwater soakaways from new houses near the top of a cutting. Fortunately, both were on the opposite side of the double-track formation to the running line, and the Gotherington slip has been repaired by soil nailing and piles, while work will start at Winchcombe in November.

This, however, has set the railway back another £500,000 and, says Richard, "there is some movement north of Toddington that we're monitoring, and we're doing a lot of work on the drainage all the time."

Bridges too far?

When its existing line requires so much work and expense, then, the G/WR is right to be cautious about taking on the trackbed to Honeybourne. Preservation history already has enough examples of railways overstretching themselves to build extensions and coming to the brink of collapse as a result. Could an extension to Honeybourne be a step too far?

It's been claimed that to repair all the bridges on this section would cost £10-12 million, though Richard cautioned: "I've no idea where those figures came from – as far as I know, nobody's ever done an inspection.

"But we know what it costs to maintain the bridges we are responsible for. We have a regular programme of inspections to Network Rail standard and an ongoing programme of work.

"One bridge, Stanton, north of Toddington, is due for major repairs to the steelwork over the next year. We haven't got a quote from the contractor yet – it's gone out to tender – but it will be several hundred thousand pounds."

In similar vein, he said, the railway does not have any estimate for what the extension could cost in total, except that it would certainly be a figure in the millions.

"It'd be massively expensive," he added, "and we would end up with an extension to Honeybourne – which is a residential area, a large housing estate, which doesn't offer a destination.

"It would completely change our operations. We'd need to run three trains rather than two, so we would have to maintain extra coaches, house extra locos, and we'd need a lot more volunteers.

"Would it be too long? For a lot of people with children, 15 miles is long enough anyway. We couldn't realistically raise the ticket price much, and would people pay it?

"Would the cost and effort of the extension be worthwhile for the number of extra passengers? We've got a successful business as it is running from Cheltenham to Broadway, and before Covid we were making significant profit to invest in the railway.

"There are lots of other things we want to do, and we have enough that we need to spend on developing the railway."

Enhanced facilities

The G/WR has invested a not inconsiderable £500,000 on new facilities at Toddington for its 900 volunteers, including a messroom, showers and training rooms, together with an extension to the machine shop, all housed in a sympathetically designed extension to the original GWR goods shed. In no particular order of priority, there is a long list of similar



projects and improvements to be made around the existing railway.

Elsewhere at Toddington, the G/WR recently took over the adjacent garden centre site. Plans for its development, said Ian, are likely to include an improved café, a bigger shop, an interpretation centre and possibly a small museum. "Basically it'll be a reception area to make visitors feel welcome, like a National Trust property," he said. "That's the sort of feel we want to get across."

At the new northern terminus, the new-build GWR station at Broadway – though already much praised for its authenticity and attention to detail – is by no means complete. Platform two still needs to be surfaced, a waiting room added, and the former Henley-in-Arden footbridge needs to have its steps installed. This winter, it is planned to connect the semaphore signalling to the signalbox, a replica of the one further down the Stratford-Birmingham main line at Shirley.

Perhaps most importantly of all, the carriage and wagon maintenance facility at Winchcombe needs to be expanded, and a carriage shed built to shelter the fleet from the weather. There are two possible sites for the latter, on either side of the running line.

"We want to be able to do exams on eight-coach rakes under cover, and have the DMU under cover to maintain," said Richard. "We are looking at options but post-pandemic, the

most important thing is to survive the winter with no income.

"Any proposals to enhance the railway must have a business case. Why do people think extending the railway is the be-all and end-all?"

North or south?

If the G/WR does have its heart set on a further extension, though, and if Honeybourne is considered to be potentially too expensive for insufficient gain, is there any case for looking south rather than north?

Although the heritage line owns only a further half-mile of trackbed, south of its current railhead at Hunting Butts Tunnel, some of the formation further into the town is intact and used as a footpath. Even if it were only a DMU shuttle, could a park-and-ride service, using the extensive car park at the Racecourse station, help to ease traffic congestion in Cheltenham?

"If we had the support of the council and a great deal of money, yes, it might be a possibility," said Richard, "but it's something for the future."

Rebuilding the line right through the centre of Cheltenham to reach the main line would likely prove even more difficult and costly than reaching Honeybourne – but one of the railway's founders and its first chairman, Tim Bazeley, has put forward an alternative scheme involving the construction of an

"People talk about a main line connection as though it's a honeypot, but it's not."

“If Stratford to Long Marston reopened, it would be a whole different scenario – there would be some pressure on us to close that gap.”

entirely new formation, for 1350 metres, across the fields from just west of the Racecourse station to link up with the former Midland main line (see map).

“I costed it four years ago and it came to £600,000, including sub-contractors and purchase of the land,” he said. “Even if you round it up to £1 million at today’s figures, that’s peanuts.

“The G/WR has a substantial realisable asset worth several million pounds, which could fund such a venture without the need for a new share issue, in the 4.2 acres of line to the south of Swindon Lane Bridge, which could be sold for landfill and subsequent residential development. (The land between Swindon Road Bridge and Hunting Butts cutting could be retained and twin-tracked for use as race day stock storage).

“However, if Network Rail (jointly funded perhaps by a combination of the Jockey Club, the G/WR, Great Western Railway and Gloucestershire County and Cheltenham Borough Councils?) was to construct the new line, the picture could be very different.

“Network Rail could construct a twin-track line to a new, northern, park-and-ride station with a single-line connection to the G/WR, and pedestrians could access the new station from the racecourse’s northern car park via an Evesham Road underpass.

“Such a connection would provide Network Rail with a large increase in siding capacity (to store racecourse specials, for instance) and would enable it to accommodate southbound Bristol and London trains at the park-and-ride facility, thus greatly relieving the pressure on Cheltenham’s Lansdown station.

“Such a link could be of considerable benefit to all the other parties involved. For Cheltenham Borough Council, it would eliminate the race traffic congestion from Lansdown station and reduce rail-user road traffic from the north. For the Jockey Club it would provide direct connections for race day specials, without compromising the G/WR’s existing operations. For the G/WR, it could provide main line access for stock movements and incoming railtours (and the possible introduction of a weekday rush-hour DMU service?).”

As reported in issue 266, Gloucestershire County Council has considered this proposal, together with reinstating the original line, in its March 2020 Rail Investment Strategy. However, it concluded that either option would be very expensive for only a limited gain.

Richard is also sceptical – not only that a new formation and a connection into a high-speed main line could be built for such a small sum, but also of what the G/WR would have to gain. His views on this matter, controversial though they may be to some, are worth hearing.

“Having a main line connection can create



difficulties for virtually no benefit,” he said. “What is the benefit of having a train off the main line onto our railway? Ask that, and it goes quiet.

“When you have an incoming railtour, you have to plan the whole day around it. It can screw up your entire timetable, and all you get is the £1500 access fee.

“People talk about a main line connection as though it’s a honeypot,” he concluded, “but it’s not. We already run our own trains to the races and make money, so why bring in someone else’s train?”

It may sound as though as the G/WR is

putting forward only the negative side of the argument, but that’s not the case. The line’s previous chairman, Alan Bielby, has previously been quoted as stating, with regard to the Honeybourne ambitions, “if they come south, we will go north.”

By ‘they’, he meant Network Rail – in other words, if the Stratford to Long Marston section was indeed reopened as part of the national network, then Honeybourne would become a much more attractive goal. For, instead of extending simply to a residential area, this would mean that the G/WR, the tourist spot of Broadway, and the other



beautiful parts of the Cotswolds that the heritage line serves, would suddenly be directly plugged in to the huge catchment area of the West Midlands.

And this, Richard confirms, remains the railway's view now. "If Stratford to Long Marston reopened, it would be a whole different scenario – there would be some pressure on us to close that gap."

The situation, then, is not that the Honeybourne extension is the wrong idea, but that this is not the right time. What the G/WR certainly does propose is to ensure that the door remains open for it to happen one day.

Richard concludes: "What we want the local authority or DfT to do is keep it open and not sell off bits.

"So if and when Stratford to Long Marston opens, there's an opportunity for future generations on our railway to expand."

Forty years after it first set out with its dream of rebuilding the Stratford-Cheltenham line, the G/WR has gone a long way to achieving that goal – and is now taking a sensible and pragmatic approach to the future.

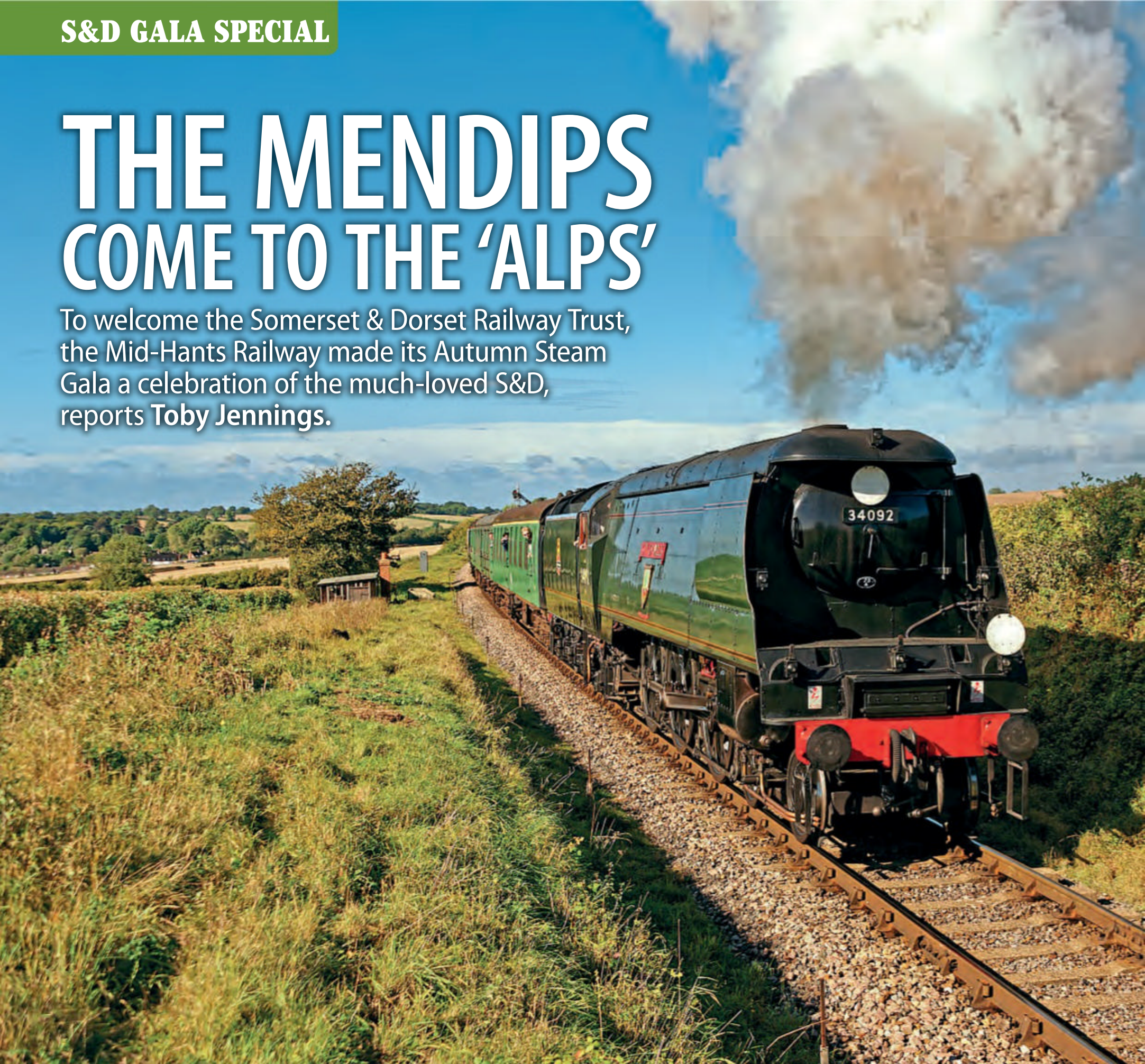
But the dream is still there, and just as long as that trackbed can be protected, it won't disappear.

Illustrating the proximity of the Gloucestershire Warwickshire Railway to the former Midland Railway Birmingham-Bristol main line near Cheltenham, Class 47 No. 47105 heads towards the Racecourse station on September 25, while Castle No. 7029 *Clun Castle* hauls the Vintage Trains 'SLS Special', bound for Swindon. G/WR founder Tim Bazeley has proposed a new section of railway to link these two lines further south at the Racecourse station itself. Ironically, *Clun Castle* worked the last steam-hauled passenger train over the Cheltenham-Stratford main line in BR days – the 12.30pm Penzance-Wolverhampton on September 4, 1965. JACK BOSKETT

HR

THE MENDIPS COME TO THE 'ALPS'

To welcome the Somerset & Dorset Railway Trust, the Mid-Hants Railway made its Autumn Steam Gala a celebration of the much-loved S&D, reports Toby Jennings.



Above: Bulleid West Country Pacific No. 34092 *City of Wells* approaches Ropley during the Mid-Hants Railway's Autumn Steam Gala on October 3. Note that the Southern Region discs are displaying the Somerset & Dorset headcode for a passenger train.
DAVE RYDING

Right: Working over the Mid-Hants line for the first time since the 1960s, BR 4MT 2-6-4T No. 80151 enters Medstead & Four Marks on a very wet October 2.
DON BENN





With steam roaring from its safety valves, BR black 7F No. 53808 pulls away from the terminus and swings over the points with a mixed rake of Southern Region green Mk.1, Bulleid and BR maroon coaches in tow. Passing the green-and-cream painted signalbox, the fireman picks up the single-line token, and then another deafening roar erupts from the chimney as the engine starts digging into the steep gradient.

The rails are wet after a morning's rain but the 7F strides confidently up the bank as the gradient steepens, never showing the slightest hint of losing its feet. It's doing just what it was designed for, hill-climbing, and it's loving it.

Over the summit and it continues on its way, passing a West Country Pacific heading the other way with a set of 'blood and custard' and green stock. Further down the line, we meet a BR 4MT 2-6-0 on one side and an Ivatt 2-6-2T with a freight in the siding on the other, and at journey's end find a Southern Region BR Standard 4MT tank simmering in the platform.

It may be a fair way from either Somerset or Dorset, and Alton and Alresford are certainly not Bath Green Park or Bournemouth West, but the Mid-Hants Railway's Autumn Steam Gala of October 1-3 nonetheless evoked the spirit of the legendary Somerset & Dorset Joint Railway in its 1950s heyday.

New museum

The event was held as a way of welcoming the Somerset & Dorset Railway Trust to its new home as it moves its vast collection of S&D artefacts out of its previous base of Washford on the West Somerset Railway, after the WSR plc gave the trust notice to quit the site.

The gala thus included the opening of a new S&D museum display in the upstairs room of the goods shed at Alresford, using just part of the trust's collection – which its chairman Ian Young estimates to total nearly 40,000 items, including small things like buttons. One of the bigger relics, the signalbox from Burnham-on-Sea, has also arrived on the MHR at Ropley.

"It's a small start, but a statement of intent," said MHR general manager Simon Baggott, of the new museum. "Obviously there's a lot more that could go on display, but we don't want to put everything on display and create a cluttered atmosphere – we want to make it approachable."

He called the move the S&D Trust's Deviation project, comparing it to the construction of the Ffestiniog Railway's extension to Blaenau. "Relative to the size of the organisation, it's probably not far off the same kind of challenge," he said.

"I think people underestimate the amount of work involved in moving a museum, even for a large one with lots of resources – so for the S&D Trust to do it, I think, has been an absolutely heroic undertaking.

"We've helped as much as we can but we are limited in how much when we're trying to recover from the Covid pandemic at the same time."

In the week leading up to the gala, matters were made even more difficult as many of Britain's petrol stations ran dry of fuel. Izzy Highmore, the Watercress Line's head of events and the museum project manager, and S&D trustee Roger Hardingham, said that as a result, the transport of some of the artefacts was delayed and the display was only finished on the night before the gala. 

"It's a small start, but a statement of intent."



City of Wells waits at Medstead & Four Marks while SDJR 7F 2-8-0 No. 53808 rolls in from Alton for the token exchange on October 1. JAMES CORBEN

Organising the event had been a fraught process for the MHR itself, too. Having decided on the S&D theme, it then had to find two visiting engines appropriate to the cross-country line over the Mendips.

One was Bulleid West Country 4-6-2 No. 34092 *City of Wells* from the East Lancashire Railway, making its first visit to the MHR and a rare appearance on 'home' Southern Region territory.

This locomotive travelled over S&D metals on at least one occasion – for its naming ceremony at its namesake city in November 1949, which entailed strengthening the track on the Glastonbury-Wells branch to take its weight, and is representative of a class that became synonymous with the S&D's famous 'Pines Express' in the 1950s.

The second guest, however, was more problematic. Originally in the frame was the Severn Valley Railway's BR Standard 4MT 4-6-0 No. 75069 (another ex-Southern Region machine and also a member of a class that worked on the S&D), but the SVR was unable to release it – nor could the North Norfolk Railway spare the other surviving 7F, No. 53809. "We wanted a 9F, but we couldn't get one," Simon said.

The Bluebell Railway finally came to the rescue, agreeing to loan BR 4MT 2-6-4T No. 80151, in its first visit away from Bluebell metals since it returned to steam from Barry scrapyard condition in 2001.

While not a former S&D engine itself, No. 80151 represented the class that handled much of the S&D's declining passenger traffic from 1963 until closure in 1966. It was also very appropriate to the MHR in its own right, for it regularly worked over the line during the final year of its BR service, when it was allocated to Eastleigh shed.

Together with the 7F, resident BR 4MT 2-6-0 No. 76017, and Ivatt 2MT tank No. 41312, these made a perfect broad brush-stroke display of S&D history. The only engine that didn't fit was the MHR's 'Thomas the Tank Engine', or 'Dave' as it's known at the line – converted Hunslet Austerity 0-6-0ST No. 3781 of 1952 – which spent the weekend on station pilot duties at Alton.

Authentic recreations

In one interesting combination, the 7F was paired with a train of ballast hoppers on the Friday – not something that springs to mind as a typical duty for the class, but dig into the albums of famous S&D photographer Ivo Peters and you will indeed find pictures of 7Fs on such trains during engineering work on the route.

"For every train we ran over the weekend, we tried to find some kind of historical precedent," said Simon.

"We had an impromptu movement on the Sunday morning when we needed to move the Southern BY van from Alresford. *City of Wells* did it, and there is a precedent for that on a short parcels train."

Similarly, for the highlight of the Sunday – a non-stop 10-coach 'Pines Express' hauled by the Bulleid Pacific – the railway deliberately

Right: Now resident at the Watercress Line until the end of its current 10-year boiler certificate, No. 53808 approaches Alresford with the 11.45am train from Alton on October 3. NICK GILLIAM

placed the Ivatt on the rear of the train rather than double-heading it to recreate the days when the 'Mickey Mouse' tanks were used as bankers on Parkstone Bank."

"We aim to put on a show with everything we do," he added. "It's not just about running train services."

People obviously appreciated the spectacle, for he reported that the passenger numbers were "slightly up" on last year's autumn gala with Jubilee No. 45596 *Bahamas*. On that occasion, numbers were restricted to 400 per day, whereas this time the limit was 750.

"We could have accommodated a few more," he said. "I think the weather and the fuel crisis put a few people off, but we're pretty content with it."

7F farewell next year

Reflecting on the organisation of the event, he concluded: "When you have a theme, people rightly expect engines appropriate to that – but it's getting harder and harder to source a representative fleet."

That being the case, he added, and with the main gala next year being in the spring to mark the railway's 45th anniversary (see News), the 2022 autumn gala probably won't be themed – though it might end up being another S&D-esque event, regardless.

The Watercress Line is now home to the biggest artefact in the S&D Trust's collection – the 7F – until its current 10-year boiler certificate expires. But since that is due to take place towards the end of next year, the railway wanted to grasp the opportunity for an S&D gala now.

It is hoped that next autumn's gala will mark the 7F's swansong before overhaul, along with that of National Collection SR Schools 4-4-0 No. 30925 *Cheltenham*, which also comes out of ticket towards the end of 2022. The Maunsell V class has a link to the S&D, for one example – No. 30932 *Blundells* – hauled a railtour over the line, albeit piloting a Midland 2P 4-4-0 and sadly it cannot be recreated.

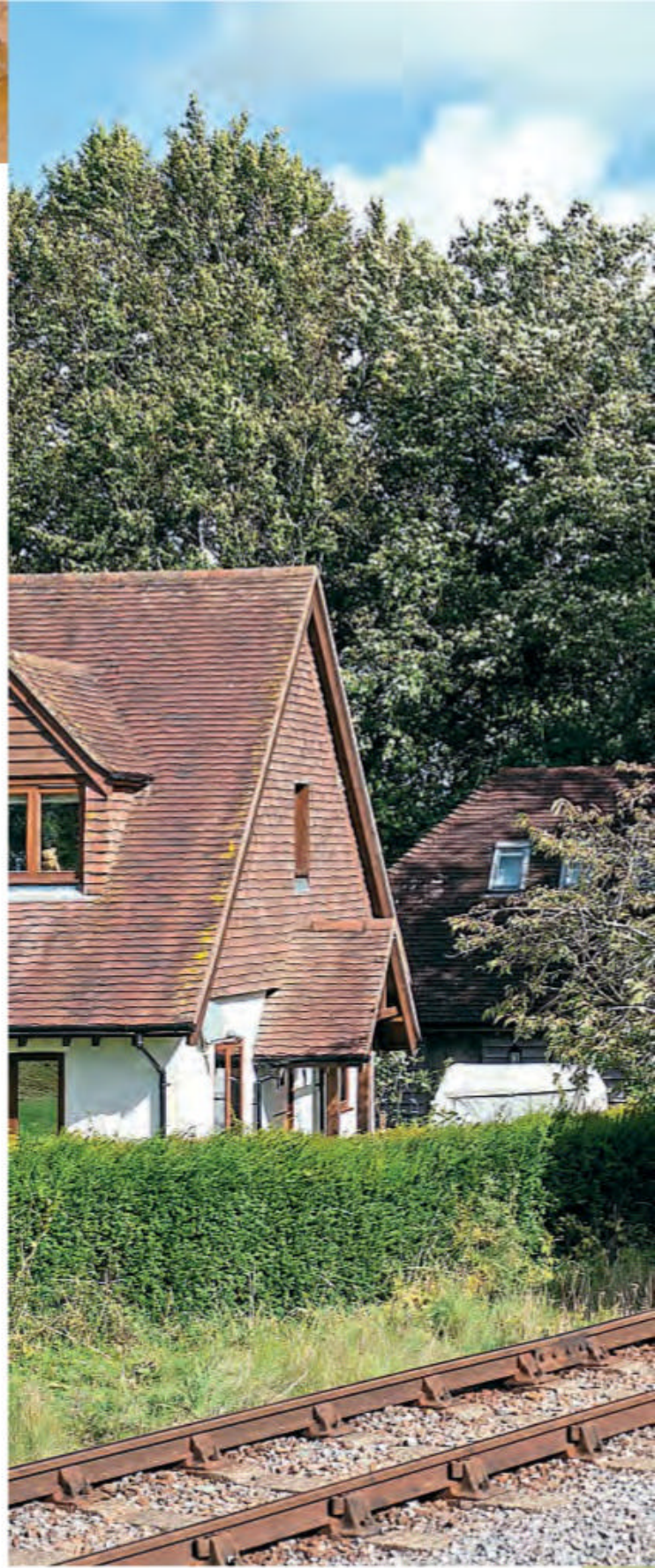
"We've got our fingers crossed that we will get the 7F into next autumn," said Simon, "but would we be able to do this again next year?"

"We've pulled it off, but it is a challenge – there isn't the ready pool of engines that there once was. I don't think any railway in the country can honestly say it's flush with engines."

Most of all, though, he concluded, welcoming the S&D Trust was the aim. "It was important from both organisations' point of view to get the museum set up," he said, "and it was a chance for us to underline the new relationship." **HR**

Right: With Ivatt 2MT 2-6-2T No. 41312 assisting at the rear, *City of Wells* climbs the 'Alps' at Bowers Grove Lane with the 10-coach 'Pines Express' on October 3. NICK GILLIAM

"When you have a theme, people rightly expect engines appropriate to that – but it's getting harder and harder to source a representative fleet."





Lynton & Barnstaple's 'Yankee' tank *Lyn* released in OO9 scale



Replica Baldwin 2-4-2T No. 762 *Lyn* approaching Woody Bay station with a train from Killington Lane at the preserved Lynton & Barnstaple Railway on July 17. DON BENN

LYNTON & Barnstaple Railway Baldwin 2-4-2T *Lyn* is now available in OO9 scale from Danish manufacturer Heljan.

The American locomotive was ordered from the Baldwin Locomotive Works in Philadelphia as the North Devon narrow gauge line was preparing to open in 1898, when it was realised that the initial three Manning Wardle 2-6-2Ts – *Yeo*, *Exe* and *Taw* – would be insufficient to cope with the traffic.

At that time, British locomotive manufacturers had a backlog of orders, following lock-outs between July 1897 and January 1898 in a national dispute over the eight-hour working day. The L&B thus turned to Baldwin, which was able to design and build *Lyn*, largely from standard components, in just two months.

The 'Great Locomotive Famine', as it has been described, forced several other pre-Grouping companies to

look across the Atlantic to meet their motive power needs, including the Great Northern, Great Central, Midland and Port Talbot railways.

Lyn was numbered 762 after the L&B was absorbed into the Southern Railway in 1923, but along with the rest of the equipment and rolling stock, it was auctioned after the line's closure on September 29, 1935. It was bought by J. Cashmore Ltd for £50 and scrapped on site at Pilton Works.

However, its distinctive outline can still be seen in action on L&B metals today thanks to the 762 Club, which completed a replica of the locomotive for the preserved L&B at Woody Bay in 2017. As reported last issue, the 762 Club now plans to build replicas of all four of the line's original Manning Wardle 2-6-2Ts, *Yeo*, *Exe*, *Taw* and No. 188 *Lew*, and has just had the first cylinder cast.

Heljan's model of *Lyn* is Digital Command Control-ready and features a working LED headlamp. Six versions are available, covering its original L&B livery, the transition period between independence and the Grouping, and its final Southern Railway guise, together with a plain black livery for freelance layouts.

It is available with a suggested retail price of £239.95 from Heljan's UK stockists. Further details can be found at www.heljan.co.uk or on Heljan's Facebook page.



Heljan's OO9-scale model of *Lyn*, in Southern Railway and original Lynton & Barnstaple Railway liveries. HELJAN

Manchester exhibition is cancelled over Covid fears

THE Manchester Model Railway Society has cancelled its annual exhibition in December amid coronavirus safety fears.

The Christmas Model Railway Show was scheduled for the weekend of December 11/12, and the society had been exploring possible ways to stage it, including postponement until the spring of next year.

However, the society stated that, "after thorough deliberation, they have reluctantly come to

the conclusion that it would not be financially viable to stage the event in a way which ensured the safety of everyone attending, while maintaining the variety and quality which is the society's objective, and which their visitors have come to expect. With great regret we have taken the decision to cancel this year's show.

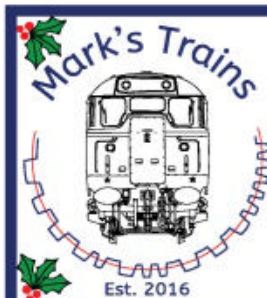
"As the only model railway society to stage an exhibition in the centre

of a major UK city, we are very dependent on public transport, with more than 70% of our visitors arriving by train, tram and bus. At present, public confidence in using these modes of transport is reduced. The continuing uncertainty about how Covid infection rates will change during the autumn means that the society cannot guarantee that visitor income will be enough to cover the cost of staging the exhibition."

However, plans are being made for the society's next four exhibitions, leading up to its centenary in 2025.

The 83rd exhibition is now planned to take place on December 10/11, 2022, at the new venue of the Sugden Centre in central Manchester, with approximately 30 layouts expected to be on show.

More information can be found at the society's website, www.mmrs.co.uk



A RENOWNED SPECIALIST DCC CONVERSION SERVICE

- All scales and budgets • Friendly, reliable service
- Quick turn-around • Servicing and repairs • Weathering
- Resprays • Kit building service • ESU, Digikeijs & Lenz dealer

www.marks-trains.co.uk

01733 609 414 - info@marks-trains.co.uk

Wishing you a Merry Christmas

[marks.trains.uk](https://www.facebook.com/marks.trains.uk)

[marks.trains.uk](https://www.instagram.com/marks.trains.uk)

[marks_trains_uk](https://www.twitter.com/marks_trains_uk)



Redcar Models & Hobbies

Stocking a wide range of '00' railways by Bachmann, Hornby, Peco and Gaugemaster

Also Model Kits and Diecasts and all other modelling accessories

FREE PARKING FOR THE FIRST HOUR

130 High Street,
Redcar,
Cleveland

T: 01642 494 912 E: andrewnpaton@ntlworld.com

Kent Garden Railways

16mm and G Scale Specialists

LGB • Accucraft • Peco • Piko • Bachmann • Roundhouse • Pola • USA Trains and more



Great Stocks of OO, HO & N

We have large stocks from the leading manufacturers

Hornby • Bachmann • Peco • Gaugemaster • Metcalfe • Heljan • Graham Farish • Dapol • Woodland Scenics • Kato • Walther's • Kadee • Expo • Noch • Oxford Diecast • Kestrel • Atlas • Broadway • Parkside • Ratio • Wills • Modelscene • Minitrains and more

68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH

Tel 01689 891668 email sales@kgmodels.com www.kgmodels.com

Internet, telephone and exhibition sales only.



Jones Springs have been supplying UK heritage rail operators for over 50 years giving us a reputation for being reliable and trustworthy as well as allowing us to develop a range of skills and techniques which we have been able to apply to our work in the manufacturing of springs.

All our work on railways and locomotives is produced to British Rail standard 166 and British Rail standard 148a ensuring that all products we manufacture are created and tested to the levels of quality and precision required by British Rail.

With a general engineering shop based locally in the Midlands we can offer a range of services such as the manufacturing and repair of springs, our facilities also allow us to carry out load tests to make sure that your products are fit for purpose and use. We can also provide full certification for any test we carry out for you at our site.

For assistance please call us on: 0121 568 7575

Email: sales@jones-springs.co.uk

JONES SPRINGS (ENGINEERING) LTD.

Gladstone Street, Darlaston West Midlands WS10 8BE

T: 0121 568 7575 F: 0121 568 7692

E: sales@jones-springs.co.uk

www.jones-springs.co.uk

Reg. in England - Company No. 00520744



A superb **NEW** Limited Edition print 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.

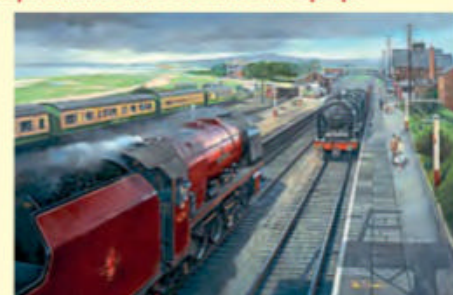
A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in. Price £90 inc p&p. Artist's Proofs £110 inc p&p.



'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.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in. Price £90 inc p&p. Artist's Proofs £110 inc p&p.



'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.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in. Price £90 inc p&p. Artist's Proofs £110 inc p&p.

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'.

Overall size 19.5in x 13.5in. Image size 15in x 10.5in. Price £22 inc p&p



'Battle At Brickyard Crossing'

Order online @ www.quicksilverpublishing.co.uk and see our full catalogue and more.

Or send your order to: Quicksilver Publishing, 'The Sidings', 52 Teignmouth Road, Teignmouth TQ14 8UT. Tel: 01626 773288

Please allow 14 days for delivery and make cheques and postal orders payable to **QUICKSILVER PUBLISHING**.

Please add £8 for EU orders and £12 for rest of the world.



NYMR'S 'NEW NORMAL'

"A little bit of normality" returned to the North Yorkshire Moors Railway on September 23-26 with its first steam gala in two years, bringing new-build *Saint Lady of Legend* and A1 *Tornado* together for the first time, reports **Toby Jennings**.

After the torrid time that railway preservation has endured over the past 18 months, a season of autumn steam galas was just the thing it needed to give everyone a lift.

So how about celebrating the best of which the movement is capable, by bringing together two new-build steam locomotives on one of our premier heritage lines as part of an 11-engine line-up with all of the Big Four, BR and industrial steam represented?

That was what the North Yorkshire Moors Railway delivered for its annual steam gala on September 23-26.

Better late than never

"The train now arriving on Platform 1 is running a year behind schedule."

Several preserved lines could have made that tongue-in-cheek announcement this year, not least the Bluebell, which had to celebrate its 60th anniversary in its 61st year thanks to Covid-19. The same was true for the Moors Line. The star guest engine, GWR Saint 4-6-0 No. 2999 *Lady of Legend*, had originally been booked to attend the NYMR's gala in September last year, to which, of course, the pandemic also put paid. As was

also originally planned for 2020, the Saint's eventual appearance on the Moors this year was its second visit away from its Didcot Railway Centre home, the first having been to the Severn Valley Railway's Spring Steam Gala in March.

While the SVR provided the long-awaited pairing of the Saint with a lengthy train of period GWR carriages, the Churchward engine's meeting at the NYMR was with something less historically authentic and yet equally appropriate – *Tornado*.

Although the Great Western Society first mooted the idea of 'reverse engineering' a Saint from one of its Hall descendants as long ago as the early 1970s, it was the emergence of the new-build Peppercorn A1 project and the cutting of its first metal in the early 1990s that proved such huge achievements were within our grasp.

Technically, *Lady of Legend* is more of a conversion job than a complete new-build but nonetheless, it and *Tornado* brought two locomotive classes of huge historical significance – the GWR's first two-cylinder 4-6-0, and the last LNER-design Pacific – back from extinction.

The NYMR gala was the first time that

these two milestone machines had been seen together.

Tornado made some storming runs up the punishing 1-in-49 incline to Goathland, and although its high-stepping 6ft 8½in driving wheels might seem unsuited to such a route, the Saint also did well with heavy trains.

"There was a bit of a question mark over how it would perform," said NYMR general manager Chris Price, "but it took seven coaches up the bank with no trouble. And it's always nice to have *Tornado* and to work with the A1 crowd."

"Can we keep the 8F?"

Perhaps somewhat overshadowed by these two celebrities but proving equally popular in some quarters was the third guest – LMS 8F No. 48305 from the Great Central Railway, which, like the Saint, was making its Moors Line debut.

These powerful and sure-footed 2-8-0s might seem ideal locomotives for such a steeply-graded line as the NYMR, yet this was the first example to appear there in almost 30 years – and probably only the second in its history.

Although Black Fives from Leeds Holbeck shed were used on Whitby excursions in BR



Adorned with the famous Newcastle Brown Ale blue star to recreate the last train on the Silksworth branch in 1967, J27 No. 65894 hauls a goods train up the bank at Beck Hole on September 25. IAN CAWTHORNE



Above: GWR Saint 4-6-0 No. 2999 *Lady of Legend* in the unfamiliar surroundings of Water Ark during the North Yorkshire Moors Railway's gala on September 26. ROBERT FALCONER

"There was a bit of a question mark over how the Saint would perform, but it took seven coaches up the bank with no trouble."



Left: Stanier 8F 2-8-0 No. 48305 departs from Goathland over the newly rebuilt Bridge 27 on September 26. PHILIP BENHAM

Right: The J27 pilots Lambton, Hetton & Joicey Collieries 0-6-2T No. 29 over the bridge at Water Ark on September 26, recreating the NYMR's official reopening train of May 1, 1973. ALAN WEAVER



Below: The Saint and *Tornado* meet at Goathland on September 25. MATT DITCH



"It was the first time in two years that things have felt normal."

The loop to the south of Goathland station gives the illusion of double track as A1 No. 60163 *Tornado* departs for Pickering on September 26. MAURICE BURNS



Former East Brussels Tramway Cockerill 0-4-0VBT No. 8 'Lucie' on shunting duties at Levisham on September 23, forming a goods train for the Saint to pick up later in the day. JAMES KINDRED



days, NYMR general manager Philip Benham – who has written a book on the line's history – thinks it unlikely that any 8Fs appeared on the route.

The previous visitor in preservation had been the Keighley & Worth Valley Railway's No. 48431, which was a guest at the NYMR's Wartime Weekend of October 1993, to complete a trio of Second World War freight engines with WD 2-10-0 No. 3672 *Dame Vera Lynn* and USA Transportation Corps S160 2-8-0 No. 2253.

This time, No. 48305 was paired with one of its close Stanier cousins, resident 'Black Five' 4-6-0 No. 5428; with another heavy freight machine, single-chimney BR 9F 2-10-0 No. 92134; and with *Tornado*, as well as tackling the NYMR's gradients single-handed.

Certainly it sounds as though it may not be the last 8F to visit.

"The loco crews were all shouting, 'can we keep it?'" said Chris. "It's the perfect engine for us – it's got plenty of oomph and did the job beautifully."

One double-headed combination recalled

the NYMR's early days – that of J27 0-6-0 No. 65894 piloting Lambton, Hetton & Joicey Collieries Kitson 0-6-2T No. 29. Complete with the Royal Train headcode, this pairing recreated the official first train of May 1, 1973, when the Duchess of Kent performed the opening ceremony.

Another nice touch was the addition of the famous blue star to the J27's smokebox for its freight turns on the Saturday, recreating another moment in North East railway history.

When No. 65894 hauled the last train on the Silksworth branch on September 8, 1967, Paul Riley, leading light in the famous 'Master Neverers Association' of photographers, adorned it with the symbol of their preferred tippie, Newcastle Brown Ale.

The Southern was represented by S15 4-6-0 No. 825, and BR by 4MT 2-6-0 No. 76079 and 2-6-4T No. 80136, while the smallest engine in this stellar line-up was Cockerill 0-4-0VBT tram engine No. 8 'Lucie', belonging to NYMR traction & rolling stock manager Paul Middleton. It gave shunting demonstrations at Levisham station.

Not all went to plan, largely thanks to a collision between Class 20 No. 20189 and a rake of Mk.1 coaches at Grosmont station in the week leading up to the event.

With this stock withdrawn for inspection, the advertised Pullman trains at the gala had to be cancelled because the Metro-Cammell Pullman coaches were needed to provide a main line-certified set for services over the Esk Valley line to Whitby.

"It was a bit of a rollercoaster of highs and lows that week," said Chris.

But as for the gala itself, he concluded: "We were pleased to have achieved it, and it was financially lucrative."

"We controlled the numbers, so it wasn't heaving but it felt busy. We restricted it to 900 a day on the trains – obviously there were more people visiting, but if you got on a train you were isolated from others, not crammed in, and it worked really well."

"On the whole, a little bit of normality returned to the NYMR – it was the first time in two years that things have felt normal." 



CHRISTMAS GIFT GUIDE

The Lancashire & Yorkshire Railway Society

Partners in excellence with the National Railway Museum

Discover the LYR

Each year our 900 plus members receive

3 LYR Focus

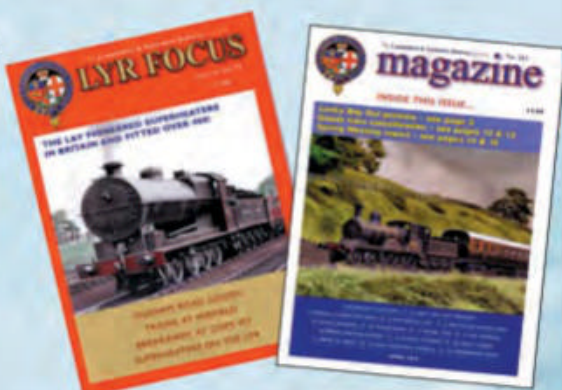
48 pages full of photo's & historical information

4 Magazines

24 pages in full colour with topical information and modelling articles

Plus Access to

12000 Photo's
1100 Drawings
Information service



Membership £35 annually

International members £45

Join online lyrs.org.uk



Ken Carter Membership Officer
11 Waveney Close
Arnold, Nottingham NG5 6QH
membership@lyrs.org.uk



The Lancashire & Yorkshire Railway Society

NEW BOOK

CENTRAL DIVISION MISCELLANY - BR DAYS

A PORTRAIT OF THE L&Y'S LINES AND PROPERTY IN THE BRITISH RAILWAYS PERIOD 1947 - 1966

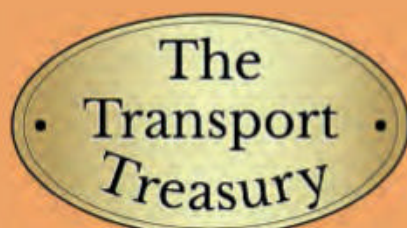
NOEL COATES



The Lancashire & Yorkshire Railway Society

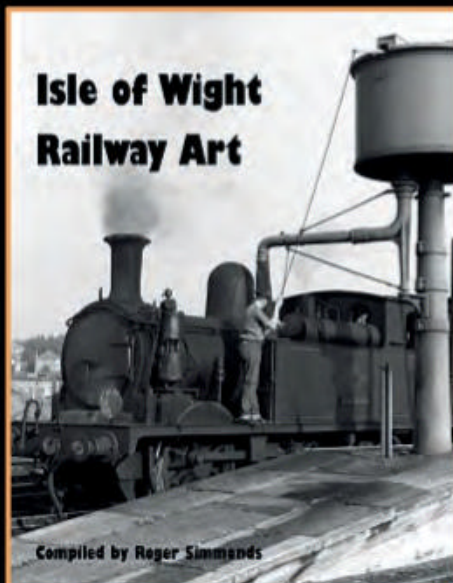
UK £20 including P&P • Overseas £28 including P&P

Visit our website www.lyrs.org.uk



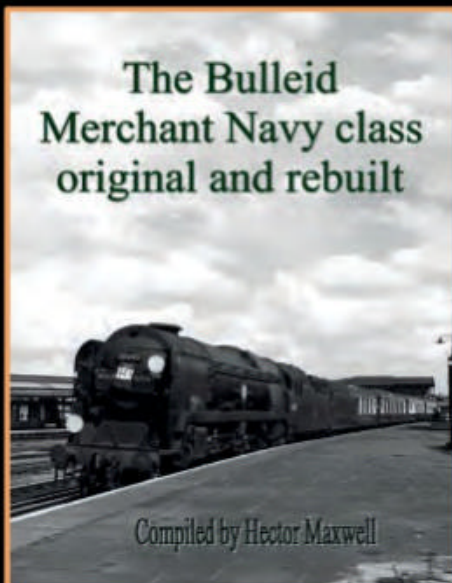
Transport Treasury Publishing

Isle of Wight Railway Art



Compiled by Roger Simmonds

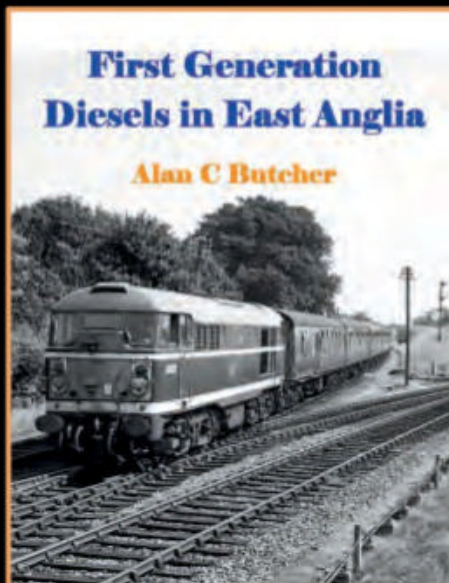
The Bulleid Merchant Navy class original and rebuilt



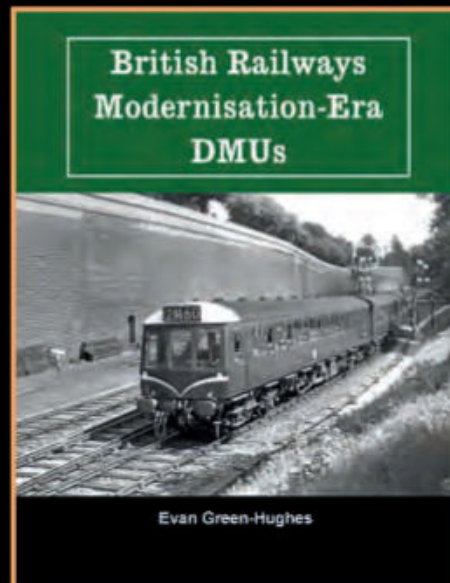
Compiled by Hector Maxwell

First Generation Diesels in East Anglia

Alan C Butcher



British Railways Modernisation-Era DMUs



Evan Green-Hughes

All £14.50 plus £1 P&P



01494 708939

orders@ttpublishing.co.uk

www.ttpublishing.co.uk

Find us on Facebook @TransportTreasuryPublishing

CHRISTMAS GIFT GUIDE

GWR

Great Western Railway

GWR Souvenirs

Now available to everybody online.

GWRsouvenirs.co.uk



In partnership with GeigerBTC



A Decade Of Steam Steam Hauled Freight 4 disc DVD / Blu-Ray

Once a popular sight on the national network, steam hauled freight services were once the backbone of transporting goods. Today, demonstration freight services are run at railways across the UK.

New for autumn 2021, featuring over 5 hours of footage and spread across 4 discs, this DVD / Blu-Ray features steam hauled freight services from a collection of UK railways.

Filmed between 2010 and 2020, a collection of railways are featured, these include the Foxfield Railway, Tanfield Railway, Great Central Railway, North Norfolk Railway, North Yorkshire Moors Railway, Churnet Valley Railway and many others.

Over 100 steam locomotives are included across the 4 discs, plus a collection of photo charters.

Copies are available in DVD & Blu-Ray formats:

DVD = £19.99 £17.99

Blu-Ray = £24.99 £22.49



Save **10%** PLUS FREE P&P Using Code: **HERITAGE**

Available to order in DVD & Blu-Ray formats, over the phone or online at:
www.steamingaroundyorkshire.co.uk

or calling 07563019405

* If nobody is available, please leave us a voicemail message and we'll return your call.

* Terms and conditions: copies of the DVD & Blu-Ray are available to order via our website, over the phone by calling 07563019405 or writing to us at: Simon Roberts, 10 Maple Gardens, Whinmoor, Leeds, LS14 2FA. Cheque payment is accepted and cheques must be payable to Simon Roberts. All prices include free postage to all customers. Discount only available to Heritage Railway Magazine readers, expires 12/12/2021, not valid with any other offers. Only valid on 'A Decade Of Steam Hauled Freight'.

THE TIMES BOOKS



THE PERFECT GIFT FOR EVERY RAILWAY ENTHUSIAST

Discover the history of Britain's railways through a miscellany of intriguing tales and engaging trivia



Available wherever books are sold

TRACK TALK

→ The more powerful lure for young volunteers

IN response to Wesley Paxton (Platform, issue 281): while he makes a very good point about encouraging young people to take up qualified trades that incorporate historic preservation and restoration of artefacts of railway interest – and, in particular, steam locomotives – he omits to take one very significant aspect of that paradigm into account.

The aspect to which I refer is girls!

Yes, it is a sad fact that, while steam is a far more worthwhile subject with which to occupy a young man's mind, it is an unfortunate fact that, at some strategic point in his adolescence, the fairer sex catches his eye and there's no turning back!

And once that happens, it and its associated facets; like marriage, providing a home and having babies (approximately half of which will inevitably be girls) – not to mention spending much of his leisure time with his spouse – usually occupies most of the time hitherto spent at the local heritage railway.

Furthermore, this is not a short-term temporary situation. In fact, it may possibly last the rest of his life with, perhaps, an occasional family visit to the working railway (who got it working and keeps it working though?), and he is hardly ever seen amongst his old mates again. All sad, but true.

*David R Holt,
Queensland, Australia*

→ Oliver Veltom saved Welshpool Beyer Peacocks

SADLY missing from John Titlow's extended feature on the Welshpool & Llanfair Light Railway was the name Oliver Veltom, BR District Superintendent at Oswestry.

Oliver enabled the line to be mothballed and not lifted in 1956 and of course had locomotives Nos. 822 and 823 carefully stored in Oswestry Works without which there would not have been the WLLR today.

He was a compassionate man as when railways closed like the Ruabon to Barmouth, he wrote to all leading organisations in the area served by the railway to give employment to redundant railwaymen. Although the Vale of Rheidol Railway was close to his heart ('Veltom's Own Railway') he had a soft spot for the WLLR and enabled the preservationists to take over the line while they were raising the money to save it.

Chris Magner, email

 Like us facebook.com/HeritageRailway/

STAR LETTER

If you don't like the livery – stump up the cash

I WAS interested to see the letter in issue 285 about the recreation of 'pre-Grouping trains' from your correspondent Derrick Martin.

About 1995, I found myself one of two partners owning one of the locomotives to which he refers, former Lancashire & Yorkshire Railway 'Ironclad' No. 957.

This was not by design, but as an unintended consequence of arranging sponsorship for the locomotive's acquisition and restoration by a friend, acting as an intermediary between him, the then owner and the Keighley & Worth Valley Railway of which I was then its secretary. I was happy for this to happen, but in the event, it cost us the best part of £150,000 each; had we not formed a charity to be the legal owner of which we were the trustees, then it would have been the thick end of a quarter of a million each to buy and restore it.

After 10 years of running her I'd had enough and was only too glad when my co-owner expressed the same view. So without any pressure from it, but entirely free of charge, we handed over the charity to the railway which has facilitated the locomotive's recent restoration. I rejoice at the KWVR benefitting again at our enterprise in saving it for the KWVR and the costs which we incurred two decades ago.

At that time, we ran it for a few months in BR livery and received complaints in the post and press about the livery, on just the themes as Mr Martin advocates for her going into L&Y colours now.

He advocates that it be restored in L&Y livery. Well, I personally paid for its painting at its last overhaul which cost me £6000 in addition to

the £150,000 mentioned previously. When the numberplates were delivered the background was green, as was done by the L&Y to indicate a locomotive built by Beyer Peacock. My wife liked the green and it was as much her money as mine, so it stayed... even though it was not precisely correct for the period of the locomotive's livery which should have seen them with a black background. Also, the livery was L&Y lined passenger in which at least six of the class were painted to work on the Axholme Joint Railway of which No. 957 was one.

Rivet-replicating

We built a new tender body too, as the one we bought was full of holes and in parts could be pulled apart by hand, so bad was the rust. We took the greatest care to replicate the design, patching and rivet patterns although the latter did not match those shown in the Jenkinson & Essery book on L&Y locomotives inherited by the LMS; we do not know why this difference happened but it is a fact; perhaps it was done on a Friday afternoon but the copy was and still is correct.

So, the best part of a third of a million pounds in, you would have thought that the livery, bling and rivet freaks would have been chuffed. In fact it was anything but that. On its first run in the new style I was in the cab, looking all correct with replica L&Y footplate wear and a chap came up to me at Keighley, and berated me as the owner for the 'wrong' colour of the numberplate; he was really rude. He ranted that no 'Ironclads' had ever carried passenger livery but had never heard of the Axholme line, so one had to question his L&Y knowledge

generally. His mate had a copy (honestly!) of Jenkinson & Essery with him and was waving it at me to prove what a prat I was and just how wrong one could be.

I had mail in a similar vein sent to my home and the railway, one containing a KWVR membership card torn in two. Another unsigned letter said in amongst much else "we know where you live", which went to the police. It really was most unpleasant; what made it worse was that I had taken huge care to 'get it right' apart from wanting to please my wife, who had been and remained to say the least, tolerant and understanding.

This was only the start of targeted abuse about the livery inaccuracies which carried on for a decade. I suspect that there were a small number of 'L&Y nutters' involved, but there was certainly more than one person; the verbal abuse was a regular feature, more or less whenever I was on the locomotive and it came from different people. I determined that every time a comment was made, that would add another six months to the 'wrong' appearance. It remained in the 'wrong' L&Y colours for 10 years.

Personally, I welcome her return to traffic and if it were now my responsibility, it would most certainly be in BR livery, if only to annoy those who want her in model perfect L&Y colours, so much did they irritate me. I would suggest that if Mr Martin wants his 'treat' as he puts it, then he offers to pay for it and do some work towards his dreams, or shut up with his insults about Yorkshiremen making tea rather than doing as he wants.

David Pearson, email



Left: Reader Ken Mumford has asked for help in identifying this locomotive that was used with GWR 0-6-0PT No. 9600 at Merthyr Vale Colliery across the Taff valley opposite the village of Aberfan. The picture was copied from a slide around 50 years ago.

SUBSCRIBE TODAY!
GREAT OFFERS SEE PAGE 30

**PLATFORM
5**

PLATFORM 5 MAIL ORDER

www.platform5.com

24-hour Order Line: 0114 255 8000 Fax: 0114 255 2471

THE BEATEN TRACK

This new book contains more than 260 high quality colour images of Britain's railway network taken between 1970 and 1985. The photographers' authorised access to the rail network in the 1970s enabled the capture of many rare views that have given rise to this interesting and unique record. The Beaten Track is an exceptional combination of outstanding colour photography and rarely seen locations taken during an often-neglected era of British railway history.

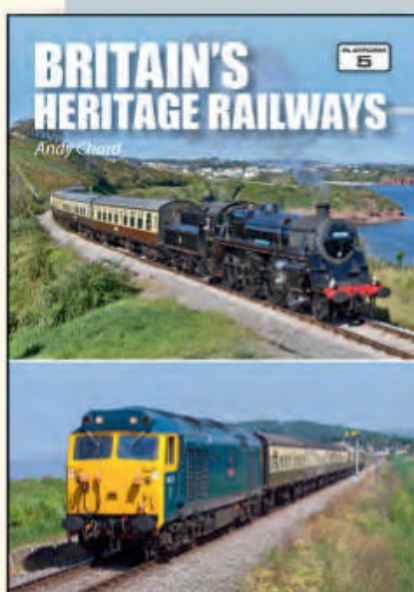
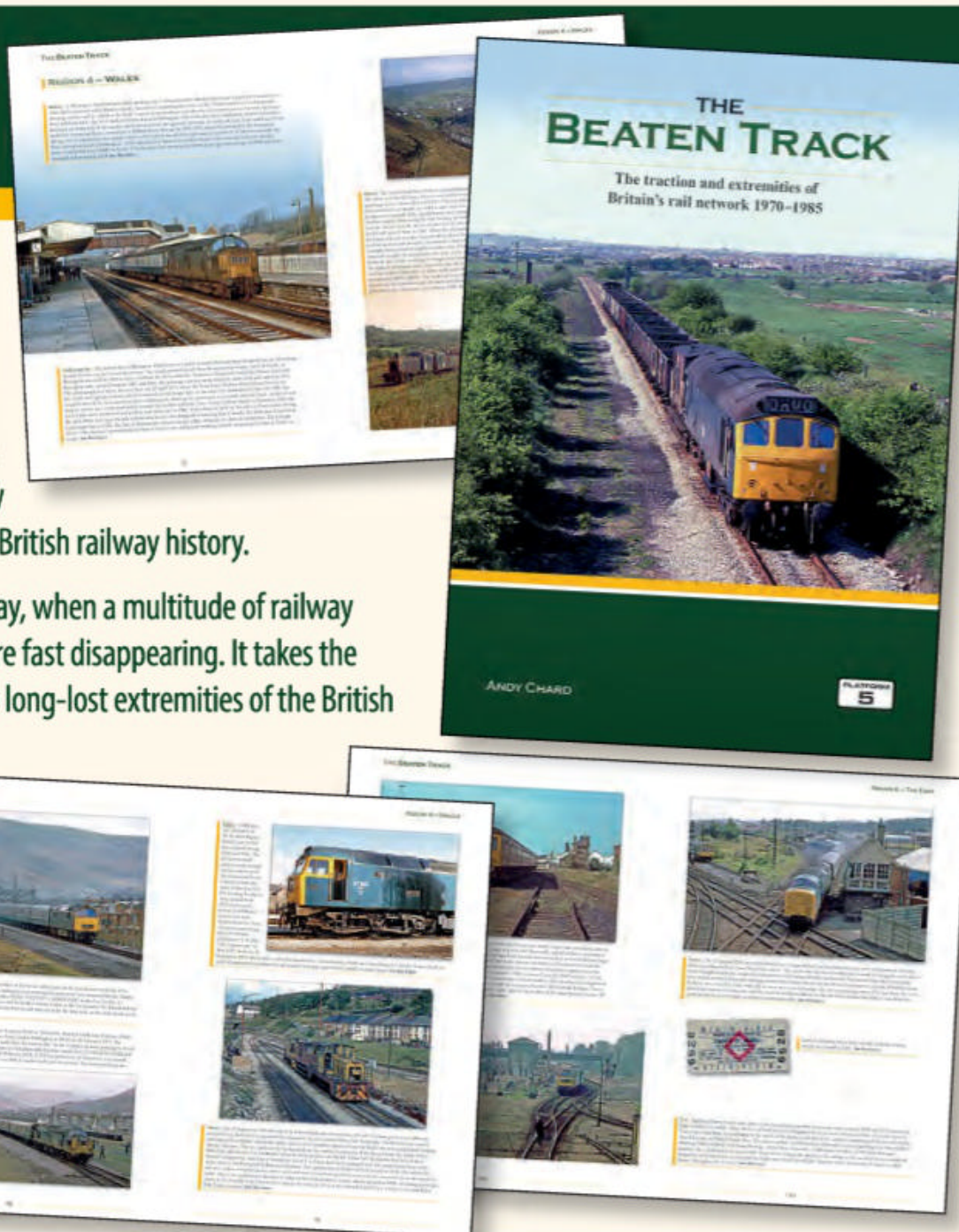
The Beaten Track illustrates a very different railway to that of today, when a multitude of railway locations, locomotive types and some longstanding practices were fast disappearing. It takes the reader to a variety of locations, many of which have now become long-lost extremities of the British railway network. The images show an assortment of traction types, very few of which can still be seen on the main line.

All the photographs are in colour and all are accompanied by extensive captions, containing considerable historical and anecdotal information relating to the lines, stations and trains depicted.

176 pages. A4 size. Hardback.

Cover Price £32.95 plus P&P.

Mail Order Price £29.95 plus P&P.



BRITAIN'S HERITAGE RAILWAYS

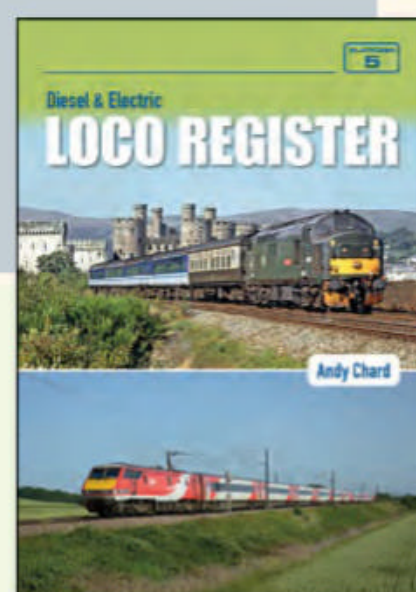
The complete guide to every standard gauge heritage railway in Britain with historical details, fleet lists and useful visitor information.

Cover price £21.95. Mail Order Price £19.95 plus P&P.

Diesel & Electric LOCO REGISTER

A complete list of all diesel and electric locomotives operated by British Railways, its constituents and successors, including scrapping details for approaching 5000 locos. 256 pages.

Cover Price £24.95. Mail Order Price £21.95 plus P&P.



Mail order prices shown are only available from www.platform5.com or the Platform 5 Mail Order Department.

ORDER BY POST, TELEPHONE OR AT www.platform5.com

POSTAGE & PACKING: Please add 10% UK (maximum £8.50); 20% Europe; 30% Rest of World. Telephone your order and credit/debit card details to our 24-hour sales orderline:

24-hour Order Line: 0114 255 8000 or Fax: 0114 255 2471

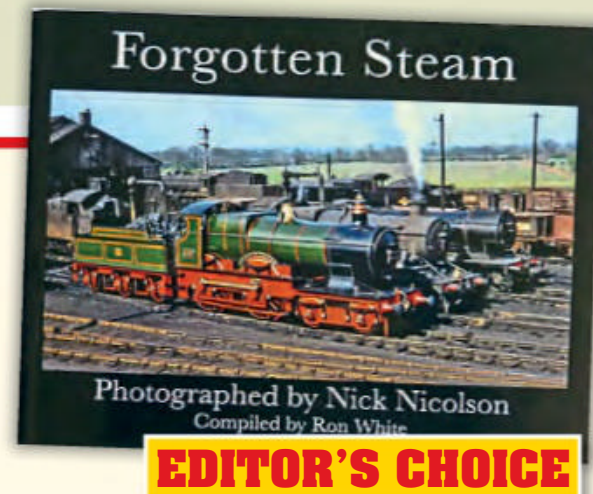
Or send your credit/debit card details, sterling cheque or British Postal order payable to Platform 5 Publishing Ltd. to:

Mail Order Department (HR), Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ, ENGLAND



Forgotten Steam

Photographs by Nick Nicolson, compiled by Ron White (hardback, 80pp, Totem Publishing, ISBN 978-1-913893-11-8, £16.50 + £1 p&p, cheques payable to Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ).



THE title of this publication is a bit of a misnomer, writes Geoff Courtney. It doesn't refer to the steam that has been forgotten but features, albeit not exclusively, locomotives on lines that were destined for closure. As compiler Ron White elucidates: "Was a more curious picture book offered to any wondering purchaser? No A1/A3/A4, no Princess Royal/Royal Scot/Patriot, no MN/Schools, no Grange/Manor, no Britannia/Clan/5MT/9F. And yet it shows the real life of the 1950s, the odd corners which would have no future."

Ron, who lives in Chesham and admits to "now rising 90," is rather more than purely the compiler – he is the warm-up comedian, front-of-house and compere rolled into one.

He explains on the back cover that he has long been associated with railways but was never an official part of them, admitting: "It's amazing what I got away with; not many insurance men have had hold of an A4 on an Aberdeen-Glasgow (although I did have a pass for that), or regularly fired and drove the

1700 Marylebone-Woodford as far as Amersham."

The publication, he tells readers, contains photographs taken by railwayman Nick Nicolson, mostly in 1957 and 1958.

"This is a walk down memory lane (if you're prepared to push my wheelchair)," he writes.

"Every jolt will dislodge something from the dark recesses of my mind until we reach that comforting conclusion of nearly every entry in the wonderful Shed Directory – 'where a cinder path leads to the shed'."

Delightful captions

Ron's captions to the book's 82 colour photographs are a delight that must have been typed with a twinkle in the eye and a determination to entertain as well as inform. Thus, newly-built Standard Class 3MT 2-6-2T No. 82030 at Swindon Works appears to be "a brand new alien landed," GWR 'Dukedog' 4-4-0 No. 9025 was a member of a class "put together from bits lying around the place," and SR

O1 0-6-0 No. 31065 is seen on the East Kent Railway, which went "from Shepherdswell to nowhere in search of coal and passengers. They found the former but not the latter, and not enough of either."

And so it continues. A1X 'Terrier' No. 32661, photographed at Portsmouth's Fratton shed, is a "delicious" locomotive and a member of a class that was the "oldest, lightest, and daintiest of machines to be found on BR."

It was a Fratton resident, says Ron, "so that creaking Langstone Bridge might survive a while longer."

In his caption to Isle of Wight O2 No. 31 *Chale* on Ryde shed, Ron ponders about the former London Underground electric trains that worked on the island.

"How could we dream they would keep the 1938 ex-Bakerloo electrics warm and mobile until 2020?" he writes.

Enthusiasts of main line steam are not forgotten, however, as illustrated by A2 Pacific No. 60532 *Blue Peter* at Aberdeen Ferryhill,

Princess Coronation No. 46227 *Duchess of Devonshire* at Carlisle Kingmoor, Battle of Britain Pacific No. 34051 *Winston Churchill* at Fratton – "looking a bit rugged" – and No. 6009 *King Charles II* at Old Oak Common, "brooding between jobs."

Railway byways

It is, though, the railway byways and backwaters of the 1950s and their locomotives that are the book's raison d'être and which so obviously fascinates its compiler, as exemplified by his caption to the last of the 82 images.

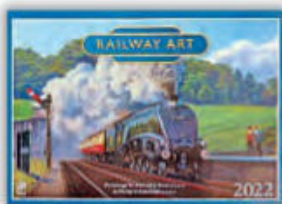
It is of Class 2P No. 55208 at Ballachulish in the Scottish Highlands, and Ron writes of the 0-4-4T: "Cleanish, reliable, unsung, the backbone of our railways," adding: "So many CMEs will be remembered not for their large but not necessarily good locomotives, but by such as this design."

GONE, BUT DEFINITELY NOT FORGOTTEN

Railway Art 2022 calendar

By Philip D Hawkins and Malcolm Root (£13.50 including p&p, cheques made payable to: Malcolm Root, 38 Churchill Avenue, Halstead CO9 2BE).

WHAT do you get when you combine the talents of two of the country's most



respected railway artists? The answer, writes Geoff Courtney, is the 2022 Railway Art calendar. Philip Hawkins and Malcolm Root are both Fellows of the Guild of Railway Artists, and their work has delighted railway enthusiasts of all ages for a number of decades – and next year's calendar will be no different.

Between them they have covered locomotives from all of the Big Four, starting in January with Philip's depiction of LMS Princess Coronation No. 6230 *Duchess of Buccleuch* on the West Coast Main Line near Rugeley in Staffordshire.

For March he has painted an immaculate GWR No. 7027 *Thornbury Castle* at Paddington's platform one on a wet and overcast day, followed by SR Merchant Navy No. 35004 *Cunard White Star* at Porton Down with an Exeter Central to London Waterloo express.

For July, Philip has chosen LNER Class C1 Atlantic No. 4444 approaching Retford station on the ECML in the mid-1930s. Then it's back to a Southern Railway locomotive with Class M7 0-4-4T No. 30024 at Lymington station on a branch goods from Exmouth in the 1950s, and finally another immaculate GWR 4-6-0, No. 6015 *King Richard III*, on Hatton bank in Warwickshire with the Down 'Cambrian Coast Express' in 1960.

Malcolm starts his contributions in February with a painting of Oliver Bulleid's controversial 0-6-6-0 Leader No. 36001 at Winchester on a trial run in October 1950, while April brings back memories of the London-Edinburgh non-stop 'Elizabethan' express, with A4 No. 60022 *Mallard* storming out of Hadley Wood South tunnel under the wide-eyed gaze of two trainspotters.

Malcolm continues his LNER theme with J15 class No. 65453, which I am delighted to see in my Ian Allan Combined Volume I 'copped' on an unknown trainspotting day some 60 or so years ago, probably after its transfer in January 1961 from Parkeston Quay shed (30F) to my local depot of Stratford (30A). The painting depicts the 1906-built 0-6-0 running light engine past a waving signalman at Dovercourt Bay

as a steam-hauled passenger train disappears into the distance.

August sees another A4 Pacific, No. 2509 *Silver Link*, on 'The Silver Jubilee' King's Cross to Newcastle express, and in a stark contrast, October's painting depicts an 1860s scene of Manning Wardle locomotive *Brewster* on the Colne Valley & Halstead Railway. The year ends with LNER-designed and BR-built A1 Pacific No. 60127 *Wilson Worsdell* on the down 'Queen of Scots' King's Cross to Glasgow via Leeds and Edinburgh Pullman at High Dyke after leaving Stoke tunnel.

Between them, Philip and Malcolm have used their artistic skills to cover a century of railway history with locomotives from humble workhorses to main line thoroughbreds.

RAILWAY ARTISTRY FOR EVERY DAY OF THE YEAR

Bahamas Locomotive Society Vintage Steam Calendar 2022

(Bahamas Locomotive Society Ltd, 11 Clark Spring Rise, Morley, Leeds LS27 7UT, 01535 690739, <https://bahamaslocomotivesociety.com> – £7.25 including p&p, cheques payable to BL Trading Ltd).

WITH 13 months covered (running to January 2023), there's an extra helping

of the superb black-and-white photography to be found in this calendar.

Drawing on the extensive photographic collections of Eric Oldham, Martin Welch and Brian Stephenson, these excellent and well-reproduced images contain something for everyone, taken at locations all over the country and portraying engines of pre-Grouping, 'Big Four' and BR designs.

An Ivatt 2-6-0 and Manor on the Cambrian, Bulleid Pacifics at Southampton and Woking, and a Great Central C13 4-4-2T at Manchester London Road are just a few examples, while the society's own Jubilee is pictured on Shap shortly after receiving its double chimney in 1961.

The photos range from 'train in the landscape' views to station scenes, and, in the case of the latter, it's the attendant groups of locospotters that make them such delightful period pieces.

Space for notes on each date is limited but probably sufficient for most requirements. One nice touch is the mention of a significant event in No. 45596's history each month – its first public steaming at its former



home of Dinting Railway Centre on November 16, 1968, for instance.

EVOCATIVE PHOTOGRAPHY

**Llangollen Railway
2022 Calendar**

By Neil Evans (Llangollen Railway Trust, watercolours by Neil Evans, Hawthorn Cottage, 183 Delamere Street, Winsford, Cheshire CW7 2LY, text 07530 292337 or 07745 223946, £6 plus £1.50 p&p).

THIS Christmas we will have much cause to remember the heroic actions by the Llangollen Railway Trust in saving and reopening one of the UK's most beautiful heritage lines after it was plunged into receivership. This inspirational offering, titled A Calendar of the Llangollen Railway in Sketches and Watercolours, features a set of 13 watercolours by Neil Evans, who was encouraged by a trust member, the late Bruce Mundie, to produce it from artwork made during the Covid-19 lockdowns.



Each monthly page contains one painting of a classic Llangollen railway scene, plus a calendar with sufficient space to make notes on each day.

There will be those who, once 2023 is reached, will want to keep hold of this calendar, or maybe cut out and frame one or more of the paintings.

All proceeds from sales will go towards projects associated with the new trust.

SPLENDID ARTWORK HELPING SURVIVAL

LMS-Patriot Project & Princess Royal Class Locomotive Trust 2022 Calendar

(LMS-Patriot Project, The Hub, 17 Eastgate Street, Stafford ST16 2LZ, 01785 244156, www.lms-patriot.org.uk – £12.50 including p&p).

UNDERLINING the new relationship

between the LMS-Patriot Project and the Princess Royal Class Locomotive Trust, the Patriot calendar names both organisations on the cover – and contains plenty of Stanier Pacifics as well as Patriots.

Produced by railway artists including John Austin, Philip D Hawkins and Colin Wright, the paintings depict the chunky Fowler 5XP 4-6-0s that the Patriot group is recreating with new-build No. 5551 *The Unknown Warrior*, together with Duchesses, No. 6201 *Princess Elizabeth*, and a 'Black Five'.

With its large, square format, both paintings and dates get ample space, and while there's a significant price difference between it and the Bahamas Locomotive Society calendar, both are equally good value and support preservation. It's really your choice as to whether you prefer paintings or photographs to admire.

BEAUTIFUL RAILWAY ART



Welshpool & Llanfair Light Railway Christmas card

(WLLR Christmas Cards (HR), 7 Sutherland Grove, Perton, South Staffs WV6 7P, visit www.wllr.org.uk – five cards, £4.95; 12 cards, £8; 25 cards, £13; 36 cards, £17; 50 cards, £22. Cheques payable to W&L Sales').

THE Welshpool & Llanfair Light Railway's 2021 Christmas card is based on a painting commissioned from renowned railway artist Jonathan Clay.

It depicts Beyer Peacock 0-6-0T No. 822 *The Earl* in its newly-applied GWR livery following overhaul, at a snowy Cyfrnydd station.

The message inside, 'With Best Wishes for Christmas and the New Year', is in English and Welsh.

MERRY CHRISTMAS FROM POWYS



Flora and Fauna gift range

(London Transport Museum shop, Covent Garden Piazza, WC2E 7BB, www.ltmuseumshop.co.uk/gifts/collections/floral-collection).

IN TIME for the festive season, London Transport Museum has produced a beautiful and affordable set of quality, serviceable giftware based on four 1929 transport poster designs by artist Walter E Spradbery (1889-1969).

The new Flora and Fauna range includes silk scarves, toiletry bags, canvas tote bags, and pocket mirrors, all depicting essential elements of Spradbery's artwork depicting natural beauty spots in and around the capital.

Born in East Dulwich, Spradbery studied at Walthamstow Art School before working as an art teacher.

He exhibited at the Royal Academy, and worked as a watercolourist, linocut artist and poster designer.

His poster designs were mainly produced for London Transport (1912-1944), but he also designed posters for BR and the LNER. A lifelong pacifist, he served in the Royal Army Medical Corps during the First World War and was also an official war artist.



The silk scarves (£65 each) and canvas bags (£15) are available in two designs – St James's Park and Blackberry Sunday. The pocket mirrors (£10 each) are available in two designs – The General Leads the Way and Kew Gardens. The toiletry bags cost £15 and are available in all four poster designs.

Prints of the original poster designs can be made to order.

The museum's buying manager, Memet Bunyan, said: "Out of the vast collection of spectacular posters we care for at London Transport Museum, we picked Walter E Spradbery's vivid artworks for this range because their timeless

beauty makes them as delightful to us today as they would have been to Londoners nearly 100 years ago."

HERITAGE DESIGNS FOR EVERYDAY USE



**ISLE OF MAN HERITAGE
TRANSPORT HOLIDAYS
Book Now for 2022**



Holidays Include

- ✓ Travel by Sea
- ✓ Accommodation
- ✓ 5 Day Travel card

OUR 5 NIGHT PACKAGE
from just
£335
per person

To book your place contact

The Isle of Man Events Reservations Team

01624 664460 @ info@iomevents.com

www.iomevents.com



Our popular Santa will be returning to our Railway for six special days in December 2021.

You may find that your Santa experience is a little different this year. We have made a few changes to keep everyone happy and safe to bring back your popular Christmas experience.

Santa will be back onboard providing Christmas joy and cheer, handing out presents to all the children on our festive vintage trains.

Saturday 4th & Sunday 5th December
Saturday 11th & Sunday 12th December
Saturday 18th & Sunday 19th December

Hop aboard a Steam Train and discover the history of Preston's Docks and Railway...



Contact us on 01772 728800 or visit www.ribblesteam.org.uk

OPERATIONAL HERITAGE LINES AND MUSEUMS

SOUTH EAST

Amberley Museum

2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Open: Weds & W/Es.

Bluebell Railway

Standard gauge, 11 miles.
Sheffield Park, East Sussex,
TN22 2QL.
Tel: 01825 720800.

Running: October 25-31, November 5-7,
10-14, 17-21, 24-28.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Running: Diesel Weds.

Chatham Historic Dockyard

Standard gauge, one mile.
Chatham, Kent.
Tel: 01634 820800.

Open: Daily until November 21.

East Kent Railway

Standard gauge, two miles.
Shepherdswell, Kent.
Tel: 01304 832042.

Running: Suns.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles.

Running: TBA.

Exbury Gardens & Steam Railway

12¼in gauge, 1½ miles.
Exbury, Southampton.
Tel: 023 8089 1203.

Open: Daily until November 14.

Hayling Seaside Railway

2ft gauge, one mile.
Hayling Island, Hants.

Tel: 07394 194066.

Running: Santa Specials December 4/5,
11/12, 18-24.

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: October 25-31, November 6.
Santa Specials December 4/5, 11/12,
18/19, 22-24.

Kent & East Sussex Railway

Standard gauge, 10½ miles.
Tenterden, Kent.
Tel: 01580 765155.

Running: October 26-28 & 30/31. Santa
Specials December 4/5, 11/12, 18/19,
21-24

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: October 25-31. Steam
Illuminations November 26-28,
December 3-5, 10-12, 16-23, 27-31,
January 1/2.

Mizens Railway

7¼in gauge, one mile.
Woking, Surrey.
Tel: 07962 400922.

Running: Santa Specials December 5,
12, 19.

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: Oct 25-31. Santa Specials
November 27/28, December 4/5, 11/12,
18/19, 21-24.

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: October 26-28, 30/31. Polar
Express November 25-28, December 2-5,
8-12, 15-23.

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: Diesel October 30/31. Santa
Specials November 27/28, December 4-6,
11/12, 18/19, 21-24.

Bodmin & Wenford Railway

Standard gauge, 6½ miles,
Bodmin, Cornwall. Tel: 01208 73555.

Running: Tues-Thurs & Suns in October.
Santa Specials December 4/5, 11/12,
17-24.

Bristol Harbour Railway

Standard gauge, 1½ miles.
Princes Wharf, Bristol.
Tel: 0117 352 6600.

M Shed Museum open Tues-Suns until
December 31 (except Christmas & Boxing
Day). Railway operating dates TBA.

Dartmouth Steam Railway

Standard gauge, seven miles.
Paignton, Devon. Tel: 01803 555872.
Running: October 25-31, November
2, 4, 6, 9, 13. Christmas Train of Lights
November 24, 26-28, December 1-5, 8-12,
15-23, 27-30.

Devon Railway Centre

2ft gauge, ½ mile.
Bickleigh, Devon.
Tel: 01884 855671.

Open: TBA.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: October 27, 30/31. Santa
Specials December 4/5, 11/12, 18/19,
22-24.

Helston Railway

Standard gauge, 1¼ miles.
Helston, Cornwall.
Tel: 07901 977 597.

Running: October 27, 31.

Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile.



Hudswell Clarke 0-6-0WT No. GP39 (*Bronllywyd*) revisits its former home of Bressingham for the centre's 60th anniversary on September 18. JAMES KINDRED



BR 4MT 2-6-0 No. 76084 at Weybourne with the North Norfolk Railway's 'Norfolk Lights Express' on December 4 last year. STEVE ALLEN/NNR

Newquay, Cornwall.
Tel: 01872 510317.

Open: Daily until October 31. Father Christmas December 4/5, 11/12, 18/19, 20-24.

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: October 26-28 & 30/31, November 14, December 18/19, 21-24, 29-31.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants. Tel: 01425 471415.

Running: October 25-31, W/Es in November, December 4/5, 11/12, 18/19, 21/22.

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, Christmas Express December 4/5, 11/12, 18/19, 20-22.

Seaton Tramway

2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.
Running: October 25-31 and December 27-January 2. Polar Express November 26-28, December 2-5, 8-12, 14-24.

Somerset & Dorset Railway

Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY. Tel: 01761 411221

Open: Suns. Running: Steam October 31, Santa Specials December 4/5, 11/12, 18/19.

South Devon Railway

Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370.

Running: Daily until Oct 31 and December 27-January 2. Polar Express November 20/21, 26-28, December 2-6, 9-13, 15-23.

Swanage Railway

Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800.

Running: October 25-31. Steam & Lights November 27/28, December 4/5, 11/12, 18-23, 27-31.

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: October 26-28 & 30/31. Winterlights November 19/20, 26/27, December 3/4, 10/11, 17-19, 21-23. Santa Express December 4/5, 11/12, 18/19, 21-24.

Yeovil Railway Centre

Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.
Running: October 29/30. Santa Specials December 5, 12, 18/19, 23.

EAST ANGLIA

Bressingham Steam Museum

Narrow and standard gauge, one mile.

Diss, Norfolk. Tel: 01379 686900.
Running: Daily, steam Weds-Suns until October 31. Christmas Visits November 28, December 4/5, 11/12, 18-24.

Bure Valley Railway

15in gauge, nine miles. Aylsham, Norfolk. Tel: 01263 733858.
Running: October 25-31, W/Es in November and December 27-31. Festive Express November 27/28, December 4/5, 11/12, 18/19, 20-24.

Colne Valley Railway

Standard gauge, ¾ mile, footplate experience. Castle Hedingham, Essex. Tel: 01787 461174.

Running: Diesel October 30/31. Steam October 27. Santa Specials December 5, 11/12, 18/19, 21/22.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: W/Es & Weds. Running: Diesel October 27, Thomas 30/31 & December 4/5, 11/12, 18/19.

Ferry Meadows Railway

10¼in gauge, ½ mile. Peterborough, Cambs. Tel: 01733 398 889.

Running: October 25-31.

Mangapps Railway Museum

Standard gauge, ¾ mile. Near Burnham-on-Crouch, Essex. Tel: 01621 784898.
Open: W/Es & Weds in October.
Mid-Norfolk Railway
Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.
Running: Polar Express November 13/14, 19-21, 25-28, December 1-5, 8-12, 17-23.

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: October 27, Thomas October 30/31. November 6/7, 12/13, 20. Santa Specials November 27/28, December 4/5, 11/12, 15, 18/19, 22-24.

North Norfolk Railway

Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.
Running: October 25-31. Norfolk Lights Express November 15-December 5, December 7-23 & 27-31. Santa Specials November 27/28, December 4/5, 11/12, 18-24.

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: October 28 & 31. Santa Specials November 27/28, December 4/5, 11/12, 18/19, 22/23.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067

Running: Polar Express November 27/28, December 3-5, 10-12, 15-23.

Didcot Railway Centre

Standard gauge.

Didcot, Oxon. Tel: 01235 817200.

Running: W/Es & Weds until October 31.

Steam into Christmas December 4/5, 11/12, 18/19, 21-23.

Epping Ongar Railway

Standard gauge, six miles.

Ongar, Essex.

Tel: 01277 365200.

Running: October plus 27-31. Santa Specials December 4/5, 11/12, 18-24.

Light Fantastic November 19-21, 24-28, December 1-5, 8-12, 15-21, 27-30, January 1/2, 5-9.

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: Halloween October 30/31.

Santa Specials December 11/12 & 18/19.

Leighton Buzzard Railway

2ft gauge, three miles.

Leighton Buzzard, Beds.

Tel: 01525 373888

Running: Suns until end of October.

Santa Specials December 4/5, 8, 11/12, 15, 18-24. Mince Pie Specials December 27-29.

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. Guided

tour November 20.

Amerton Railway

2ft gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01889 271337.

Running: October 27 & 30/31. Santa Specials December 4/5, 11/12, 18/19, 24.

Apedale Valley Railway

2ft gauge, ½ mile.

Apedale, Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: Halloween Specials October 30/31. December 11/12, 18/19, 27/28.

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: October 27, 30/31, November 6/7, December 27/28, 31, January 1/2. Santa Specials November 27/28, December 4/5, 11/12, 18/19, 23/24.

Chasewater Railway

Standard gauge, two miles.

Walsall, West Midlands.

Tel: 01543 452623.

Running: October 27, 29-31. Santa Specials November 28, December 4/5,

11/12, 18/19, 20, 23/24. New Year's Day Special January 1.

Churnet Valley Railway

Standard gauge, 5¼ miles.

Cheddleton, Staffs.

Tel: 01538 360522.

Running: October 30/31. Polar Express November 26-28, December 2-5, 9-12, 15-23.

Crich Tramway Village

Standard gauge, one mile.

Crich, Derbyshire.

Tel: 01773 854 321

Open: October 25-31.

Dean Forest Railway

Standard gauge, 4½ miles.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: October 27, 30/31, November 3, 6/7. Santa Specials November 27/28, December 4/5, 11/12, 18/19, 22-24.

Ecclesbourne Valley Railway

Standard gauge, nine miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: October 26 and 28-31, November 6/7, 13/14, 20/21, 27/28.

Train through Christmas Countryside December 4/5, 11/12, 18-24.

Echills Wood Railway

7¼in gauge, 1¼ miles.

Kingsbury Water Park,

Sutton Coldfield.

Running: Suns plus Halloween October 30, Bright Lights for Winter Nights December 4, 11.

Evesham Vale Railway

15in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es plus October 25-29, December 27-31. Christmas Trains December 4/5, 11/12, 18/19, 21-24.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Tel: 01782 396210.

Running: October 27, 31. Santa Specials November 27/28, December 4/5, 11/12, 18/19, 24.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles.

Toddington, Glos.

Tel: 01242 621405.

Running: October 26-28, 30/31. 40th anniversary gala November 6/7, Fish & Chip Special November 13. Santa Specials November 27/28, December 4/5,



South Devon Railway-based GWR 64XX 0-6-0PT No. 6412 with auto-trailer No. W167 after arriving back at Chinnor from Princes Risborough on September 25. DON BENN

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: October 30/31. 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: October 25-31, W/Es & Weds in November. December 4/5, 11/12, 18/19. Tel: 01733 344420.

Riverside Museum

Glasgow. Open: Daily. Tel: 0141 287 2720.

STEAM - Museum of the GWR

Swindon. Open: Daily. Tel: 01793 466637.

Tiverton Museum

Tiverton, Devon. Open: Thurs-Sats. Tel: 01884 256295.

West Cumberland Railway Museum

St Bees, Cumbria. Open one week per month or by appointment for special interest groups – contact petergrooke@btinternet.com

Ulster Folk & Transport Museum

Cultra, Co. Down. Open: Tues-Suns. Tel: +44 (0)28 9042 8428.

11/12, 18/19, 21-24.

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: October plus 26-28, 31.

Fireworks Night November 6.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: Halloween October 30/31.

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.

Running: Santa Specials TBC.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire.

Tel: 01629 580381.

Running: October 26, 30/31, November 7,

14. Santa Specials December 4/5, 11/12,

18/19, 22-24.

Perrygrove Railway

15in gauge.

B4228, Coleford,

Gloucestershire.

Tel: 01594 834991.

Running: Tues, Thurs & W/Es plus

October 25-31. December 2-5, 7-12, 14-

23, 27-31.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Tel: 07974 171068.

Open: TBA.

Rudyard Lake Railway

10¼in gauge, 1½ miles.

Leek, Staffs.

Tel: 01538 269948.

Running: October 25-31, November 6/7,

December 31/January 1. Santa Specials

December 11/12, 18/19.

Rushden Transport Museum

Standard gauge, ½ mile.

Rushden, Northants.

Tel 0300 3023 150.

Open: Station bar open daily.

Halloween Train October 31, Craft Fair

November 25/26, Brunch with Santa

December 11/12.

Severn Valley Railway

Standard gauge, 16 miles.

Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.



94XX No. 9466 at Idridgehay on the Ecclesbourne Valley Railway on September 5. ROBERT FALCONER

Running: October 25-31. Santa Specials
November 27/28, December 4/5, 11/12,
18-24. Enchanted Express November
27/28, December 4/5, 11/12, 18/19. Steam
in Lights November 19/20, 26/27, 30,
December 1-4, 7-11, 14-18, 20-23.

Statfold Barn Railway

2ft gauge, one mile.

Tamworth, Staffs

B79 0BU.

Tel: 01827 830389.

Running: Halloween Oct 27-31, Santa

Express November 26 & 28, December

3-5, 10-12, 17-23.

Tanat Valley Light Railway

Standard gauge, 1½ miles.

Nantmawr, Shropshire

SY10 9HW.

Tel: 01691 780042.

www.tanatvalleyrailway.co.uk

Open: TBA.

Telford Steam Railway

Standard gauge, one mile.

Telford, Shropshire.

Running: Polar Express November 26-

28, 30, December 1-5, 7-12, 14-19, 21-23.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles.

Bury, Lancs.

Tel: 0333 320 2830.

Running: October 27-31, W/Es in

November, DMU Gala November

13/14. Santa Specials November 27/28,

December 4/5, 11/12, 18-24.

Eden Valley Railway

Standard gauge, 2½ miles.

Warcop, Cumbria.

Tel: 01768 342309.

Running: TBA.

Great Laxey Mine Railway

19in gauge, ¼ mile.

Laxey, Isle of Man.

Tel: 01624 862007/670386.

Running: Hop-Tu-Naa Ghost Trains

October 30/31.

Groudle Glen Railway

2ft gauge, ¾ mile.

Isle of Man.

Tel: 01624 670453.

Running: Santa Specials December 11/12,

18/19. Mince Pie Trains December 26.

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: October 28-31. Santa Express

December 11/12, 18/19.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

Near Ulverston, Cumbria.

Tel: 01539 531594.

Running: Daily until Oct 31. Santa

Specials TBA.

Manx Electric Railway and Snaefell Mountain Railway

3ft gauge, 17 miles (MER),

5½ miles (SMR).

Douglas, Isle of Man.

Tel: 01624 697473.

Running: October 26/27 & 29-31.

Ravenglass & Eskdale Railway

15in gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Daily until Oct 31. Santa

Express November 27/28, December 4/5,

11/12, 18-23.

Ribble Steam Railway

Standard gauge, 1½ miles.

Preston, Lancs.

Tel: 01772 728800.

Running: Halloween October 30/31.

Threlkeld Quarry & Mining Museum

2ft gauge, ½ mile.

Threlkeld, Cumbria.

Tel: 01768 779747.

Open: Tues-Suns. Santa Specials fully

booked.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: October 31, November 7. Santa

Specials December 5, 11/12, 18/19.

NORTH EAST

Aln Valley Railway

Standard gauge, 1½ miles.

Alnwick, Northumberland.

Tel: 0300 030 3311.

Running: Santa Specials TBA.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks,

Scunthorpe.

Tel: 07889 297271.

Running: TBA.

Bowes Railway

Standard gauge, 1¾ miles.
Springwell, Tyne & Wear.
Tel: 07850 916484.

Open: Halloween October 30,
community events Thurs & Sats.

Cleethorpes Coast Light Railway

15in gauge, two miles.
Cleethorpes,
North East Lincolnshire.
Tel: 01472 604657.

Running: October 23-31, November 6/7,
13/14, 20/21. Santa Specials December
4/5, 11/12, 18/19, 22/23.

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: November 7, 14, 21. Santa
Specials November 27/28, December
4/5, 11/12, 14, 18-24. Christmas Day Diner

December 25.

Heatherslaw Light Railway

15in gauge, two miles.
Ford Forge, Northumberland.
Tel: 01890 820244.

Running: Daily until October 31. Santa
Specials December 11/12, 18/19.

Keighley & Worth Valley Railway

Standard gauge, five miles,
footplate experience, wine and dine.
Haworth, West Yorks, BD22 8NJ.
Tel: 01535 645214.

Running: October 23-31, W/Es in
November. Elf Express November 27/28,
December 4/5, 11/12, 18-24. Mulled Wine
Specials December 3, 6, 10, 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 31. Engine shed tours
November 21. Santa Specials December

11/12, 18/19.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0845 680 1758.

Running: October 27, 31. Santa Specials
December 4/5, 11/12, 18/19, 23/24.

North Bay Railway

20in gauge, ⅞ mile.
Scarborough, North Yorks.
Tel: 01723 368791.

Running: Daily until end of October.
Santa Specials December 4/5, 11/12,
18/19, 22/23.

North Tyneside Railway

Standard gauge, two miles.
North Shields. Tel: 0191 277 7135.

Open: W/Es in October (running Suns). Elf
Express November 27/28, December 4/5,
11/12, 18-21.

North Yorkshire Moors Railway

Standard gauge, 18 miles.
Grosmont, North Yorks.
Tel: 01751 472508.

Running: Daily until October 31. Santa
Specials December 4/5, 11/12, 18-24.
Christmas Moorlander dining trains

Thurs-Suns in December plus December
29-January 2.

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 in November.

Tanfield Railway

Standard gauge, three miles.
Near Gateshead, Tyne & Wear.
Tel: 07508 092365.

Running: October 31. North Pole Express
W/Es November 27-December 19 plus
December 21-24.

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. Polar

Hunslet 0-6-0ST Works No. 2705
of 1945 *Beatrice* at the Embsay &
Bolton Abbey Steam Railway's gala
on June 26. MARTYN TATTAM



Express November 19-21, 26-28,
December 2-5, 9-12, 15-23.
**Whistlestop Valley Railway
(Kirklees)**
15in gauge, four miles.
Huddersfield,
West Yorks.
Tel: 01484 865727.
Running: October 23-31, W/Es in
November. Santa Secials November
27/28, December 3-5, 10-12, 17-19, 21-24.
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: October 23-30. Santa Specials
December 11/12.
Barry Tourist Railway
Standard gauge, two miles.
Barry, Vale of Glamorgan.



Fletcher Jennings 0-4-0WT No. 2 *Dolgoch* and Kerr Stuart 0-4-2ST No. 4 *Edward Thomas* at the Tallyllyn Railway's Rhydyronen station. STUART WILLIAMS/TR

Tel 01446 748816.
Running: TBA.
Brecon Mountain Railway
1ft 11¾in gauge, five miles.
Pant, Mid-Glamorgan.
Tel: 01685 722988.
Running: October 26-28 & 30. Santa
Specials November 27/28, December 4/5,
11/12, 18/19, 20-22.
**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: October 31, December 11/12.
Fairbourne Railway
12¼in gauge, two miles.
Fairbourne, Gwynedd.
Tel: 01341 250362.
Running: October 23-31.
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.
Running: TBA.
Llanberis Lake Railway
2ft gauge, three miles.
Llanberis, Gwynedd. Tel: 01286 870549.
Running: October 24-31, November 2-4,
9-11, 16-18, 23-25, 30, December 1/2. No
Santa trains in 2021.
**Llanelli & Mynydd Mawr
Railway**
Standard gauge, ¼ mile.
Cynheidre, Carmarthenshire.
Tel: 07956 082305.
Running: Santa Specials December 4/5.
**Pontypool & Blaenavon
Railway**
Standard gauge, 3½ miles.
Blaenavon, Torfaen. Tel: 01495 792263.
Running: Halloween Ghost Trains

October 28-31. Santa trains TBA.
Rhyl Miniature Railway
15in gauge. Rhyl, North Wales.
Tel: 01352 759109.
Running: Santa Specials December 11/12,
18-24.
Snowdon Mountain Railway
800mm gauge, 4½ miles.
Llanberis, Gwynedd. Tel: 01286 870223.
Running: Daily until October 31 (diesel).
Tallyllyn Railway
2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd. Tel: 01654 710472.
Open: Daily except December 20/21, 25,
January 1/2, 8.
Running: Daily until October 31, W/Es
until December 19 plus December 26-31.
Tinsel & Turkey Trains December 5, 12, 19,
Santa Specials December 22-24.
Teifi Valley Railway
2ft gauge, ½ mile.
Henllan, Ceredigion, SA44 5TD.
Tel: 01559 371077.
Open: W/Es.
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: October 27-30.
Welsh Highland Railway
2ft gauge, 26 miles.
Caernarfon, Gwynedd. Tel: 01766 516000.
Running: October 25-28.
**Welshpool & Llanfair
Light Railway**
2ft 6in gauge, eight miles.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: October 23-31.

Running: W/Es & Tues until end of
October.
Caledonian Railway
Standard gauge, four miles.
Brechin, 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: Santa Specials December 4/5,
11/12, 18/19.
Lathalmond Railway Museum
Standard gauge, ½ mile.
Scottish Vintage Bus Museum,
Lathalmond, nr Dunfermline.
Tel: 07379 914801.
Running: Suns in October.
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: October 28-30.

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.

SCOTLAND

Bo'ness & Kinneil Railway
Standard gauge, five miles.
Bo'ness, West Lothian.
Tel: 01506 825855.

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



RAILS OF SHEFFIELD

railsofsheffield.com



WE VALUE YOUR



PRE-OWNED & SECOND HAND

MODEL COLLECTION **VERY HIGHLY!!**

ALL BRANDS

FOR CASH

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION. **DECEASED ESTATES - EX SHOP STOCK A SPECIALITY.** FAST SERVICE WITH COMPLETE DISCRETION ASSURED. **ANY DISTANCE.** PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

**LOCOS - WAGONS - DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS
TRACK-WORK - CONTROLLERS - ACCESSORIES - RAILWAYANA - AND MORE**

CONTACT US

get in touch by email,
phone or post with
your list of items



STEP
01



STEP
02

WE MAKE AN OFFER

our friendly, experienced staff
review your list and make an
honest valuation and offer



BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you

STEP
03



STEP
04

PAYMENT MADE!

we confirm the offer and make
a fast, secure payment via your
choice of payment method

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: HERITAGE21

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

info@railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of

**RAILWAY
MUSEUM**

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

To advertise contact Craig
01507 529537
cames@mortons.co.uk

WEST SOMERSET

RAILWAY COTTAGE and THE RAILWAY CARRIAGE

* Fabulous views of West Somerset Railway
* THE RAILWAY COTTAGE - 3 bedrooms, 2 bathrooms, sleeping 6 in comfort
* Wood burning stove * 1 mile from great pub
* THE RAILWAY CARRIAGE - 2 bedrooms, 1 bathroom, sleeping 4 in comfort
BOTH HAVE: * Hot tubs * Wi-fi
* Plasma TVs etc * Allow well behaved dogs
* Enclosed gardens with views of the Quantock Hills and Exmoor.



LAVENDER HILL HOLIDAYS
Tel: 01984 656622 * kate@lavenderhillholidays.co.uk
* www.lavenderhillholidays.co.uk

KENT & EAST SUSSEX

RAILWAY RETREATS

www.railwayretreats.co.uk

Tel: 07494 520867 / 01797 253850

Email: bookings@railwayretreats.co.uk



MK1 Plum & Custard

- Sleeps 6 • Two double bedrooms • Bunk bedroom
- Family bathroom
- En-suite bathroom • Open plan lounge and dining area
- Full kitchen with everything you need

The carriage also offers you the best view of the station, surrounding countryside and golden sunsets from the elevated glass balcony.



GWR TOAD Brake Van and Ammunition Wagon



GWR TOAD Brake Van (Sleeps 2)

- Fitted kitchen/dining area • Double bedroom • Free Sat TV
 - En suite shower room/WC • Fully insulated • Double glazed and heated
- The fully glazed kitchen and balcony providing panoramic views of the station platform and Rother Valley

Guns & Roses Ammunition Wagon (Sleeps 2+2)

- Double bedroom • Sofa bed • Shower room/WC • Microwave • Fridge
- Barbecue • Individual garden • Fully insulated
- Double glazed and heated with great views of the station platform.



BARN PAINT

**FOR BARNs, STABLEs,
OUTBUILDINGS, SHEDS
AND FENCING**

**Ideal for
workshops,
sheds, garages
etc. One can
does it all!**



BEDEC THE PAINT COMPANY

BEDEC ACRYLIC WATERBASED BARN PAINT

is a revolutionary product, ideally suited to the protection of exterior wooden, metal and plastic cladded buildings.

- Easy to apply
- Excellent colour retention
- Multi-surface application
- Use on: wood, galvanised steel, plastic, concrete, brick and cladding

For excellent resistance against:

- Cracking, blistering & flaking
- Rain and severe weather
- Rot and algal build-up
- Long lasting finish

ULTIMATE PROTECTION WITH THE ULTIMATE SURFACE COATING SYSTEM!

Available nationwide through Travis Perkins, Ridgeons, Brewer & Sons, Bromborough Paints, Dulux Decorator Centres and Ernest Doe & Sons Ltd.

Call 01279 876 657

Fax 01279 876 008

Email: sales@bedec.co.uk

www.bedec.co.uk

THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE

CLASSIFIED

EXPRESS GOODS

Contact Craig Amess on 01507 529537 • cameess@mortons.co.uk

BOOKS

BATTERDALE BOOKS

We buy and sell British & overseas railway books, and of course model railway books. Thousands of titles are always available on our website.

Field House, 9A School Lane
Heslington, York YO10 5EE

Web: www.batterdalebooks.co.uk
Tel: 01904 870 869

Published 27 November 2021

BOLTON TO PRESTON

including Horwich Locomotive Works
and the Ribble Steam Railway

HULL TO SCARBOROUGH
ALNMOUTH ALNWICK COLDSTREAM BERWICK

Albums £18.95 FREE P&P (UK) MAIL ORDER

www.middletonpress.co.uk

126^A Camelsdale Road,
Camelsdale, Haslemere, Surrey GU27 3RJ
T: 01730 813169 E: sales@middletonpress.co.uk

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

RAILWAY BOOKS

Rare and out of print
5,000+ to view at

www.nigelbirdbooks.co.uk

01974 821281

Relocated to new premises in Matlock, visitors are welcome.
Please call or email in advance before travelling.

BILL HUDSON
TRANSPORT BOOKS

FAMILY RUN BUSINESS SELLING NEW AND SECOND HAND RAILWAY BOOKS

To view our stock please call or email in advance

www.billhudsontransportbooks.co.uk Call: 07921 833469



Martin Bott
Bookdealers Limited

@Treasure Chest Books - Felixstowe

Railway & Transport Books

As one of the UK's leading dealers in quality secondhand & antiquarian transport and related books, we are always interested in buying good quality collections – books, timetables, ephemera, photos, slides, negatives, posters etc., relating to Railways/Trams/Buses/Lorries/Shipping/Aviation.

UK, Irish & Overseas
(including foreign language titles).

We pay the top prices for quality material, will collect UK wide, and no collection is too big for us!

We have around 15,000 transport books in stock, many of which can be seen at our shop in Felixstowe (along with 30,000 other books).

61 Cobbold Road, Felixstowe IP11 7BH

www.bottbooks.com

e: bottsbooks@btinternet.com t: 01394 270717

NICK TOZER

RAILWAY BOOKS

RAILWAY BOOKS
BOUGHT AND SOLD

Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ

Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

web: www.railwaybook.com email: nick@railwaybook.com

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL
BUILDINGS

- ◆ Extremely cost effective
- ◆ Workshops/Garaging/Storage
- ◆ Widths from 20ft to 70ft
- ◆ Unlimited Lengths
- ◆ Buildings to BS 5950
- ◆ Finance available



Tel:
01709 578333



BLUELINE BUILDINGS LIMITED

e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

www.heritagerrailway.com

DVD

RECALLING THE
GREAT DAYS OF
STEAM

B & R
VIDEO
PRODUCTIONS

ARCHIVE
STEAM VIDEOS FOR
THE ENTHUSIAST

VOL 237 London Midland Steam Miscellany No 9

A full 90 minutes of film taken by JOHN RYAN across the Wirral that includes 9F's hauling ore trains from the dock at Bidston via Storeton, Heswall Hills, and Burton Point to the John Summers works at Shotton. The line from Birkenhead Woodside to Chester is covered in detail. Then Gresford bank, Wrexham, the Brymbo branch, Ruabon, Cefn viaduct, Chirk, Chirk viaduct, Gobowen, and Shrewsbury. The north-west of England is also photographed by John at locations such as: Preston, Layton, Poulton-le-Fylde, Kirkham & Wesham, Croston, Ormskirk, Town Green & Aughton, Maghull, Aintree Sefton Arms, Wigan Wallgate, Hindley North, Clifton Junction, Bradshaw Brook viaduct, Southport, Banks Hoole, Penwortham (Cop Lane), the Horwich to Blackrod and Chorley push-pull, Royton, Manchester Ashburys for Belle Vue, Guide Bridge, Chorlton-cum-Hardy, Didsbury, Meir, Pleasington, Rose Grove shed, Rest Bank water troughs, and Whalley viaduct. There is more film in Wales at: Llandudno, Llandudno Junction, Conwy, Penmaenmawr, Rhyl, Gwerslitt, Gowerston South, Swansea Victoria, and Bynea Halt, other locations visited include: London Marylebone, Camden, the Newport Pagnall branch push-pull Alston, Lanarkshire, Rugby, Gleneagles, Carlisle, Alston, Stanley Bridge Halt, Bristol, Berkeley Road, Gloucester, Fenn's Bank, Birmingham, the Kingsbury branch & Baddesley colliery. The time period is 1960s-1968. Motive power includes: 56xxx, Stainer Class 3 2-6-2T, IF 0-6-0, Class 4 2-6-4T, Crab, 43xxx, 4F 0-6-0, Black 5, Jubilee, Coronation, 464xx, Jinty, SF 2-8-0, Super D, 70xxx, 73xxx, 75xxx, 76xxx, 77xxx, 82xxx, 84xxx, and 92xxx. This nostalgic look at the last years of London Midland steam has been assembled in the order the film runs off the original 25ft cine reels, is entirely in colour, and includes a commentary plus sound track.

Running time 90 mins

Price £19.75 (Incl. Post)



B & R VIDEO PRODUCTIONS (HR)

THE OLD SMITHY, UFFINGTON, Nr SHREWSBURY, SHROPSHIRE SY4 4SN
TEL: 01743 709680 Free catalogue available. Trade enquiries welcome.

www.bandrvideo.co.uk



MODELS

Mercian Models

Visit our website

www.modelrailways.tv

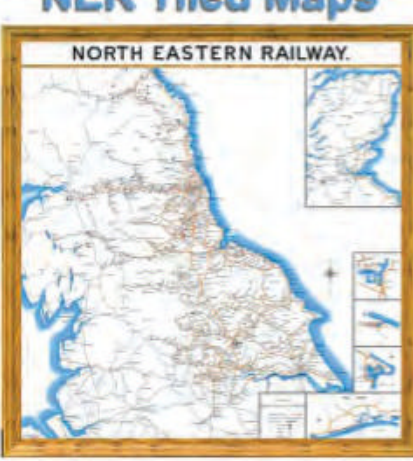
High quality locomotives and rolling stock 0, 1 and Narrow Gauge

1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT

Telephone: 01562 884800

FOR SALE

NER Tiled Maps



Handmade in full, three quarter and half size versions from £345

The North Eastern Tile Company
4 Foundry Cottages, Wreton, Pickering, York YO18 5PF.
Tel. 01751 477216
www.northeastertilecompany.co.uk

PROCAST MANUFACTURERS OF HIGH QUALITY **RAILWAY REPRODUCTIONS** IN BRASS AND ALUMINIUM

THE RANGE INCLUDES:-
Steam Locomotives
nameplates, train headboards, builders plates, shed plates, smoke box number plates and many more.

For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

www.phototransport.com

Quality Photographs of Railways, Ships and Aircraft

Please send £3.95 for our list/sample print
Please state which list you require (cheques payable) to:- MR D SMITH
18 Shotley Close, Clacton-on-Sea
Essex CO16 7LJ

10% off orders over £50
(exc P&P)

DIGITAL DOWNLOADS NOW AVAILABLE

If you're looking for a good home for your treasured pictures then please email us mail@phototransport.com or write to us at the above address.

RESTORATION

Supergears
part of Swallownest Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 6 • Nine Trees Trading Estate
Morthen Road • Thurgate
Rotherham S66 9JG
Telephone 01709 702313
Fax 01709 701242
email info@swallownestgroup.com
www.swallownestgroup.com

RAILWAYANA

BARRY JONES

Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.

Model railway items always sought.
28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

TOTEMS

SUPERB QUALITY REPRODUCTION TOTEMS, (FULL OR HALF FLANGED) TARGETS, DOOR PLATES & PLATFORM SIGNS VITREOUS ENAMEL FINISH

Any name - any region, supplied to order Suitable for indoor or outdoor locations. Wide range of vinyl coach and loco signs including BR crests and other logos. Full details and mail order on our website **www.tracksideltd.co.uk**

SERVICES

ATEN LIGHTING

LED Bus Bulbs
with pearl glass bulb, 10-30V DC

Aten Lighting,
Unit 14 North St,
Melton Mowbray, Leics. LE13 1NL
01664 569457
info@atenlighting.co.uk
www.atenlighting.co.uk

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

HAWKINS INSPECTION SERVICES LTD

- Boiler inspections carried out to current regulations
 - Annual inspections
 - Repairs assessed & overseen
 - AIBI Member
 - Specialist in heritage plant, rivetted boilers, loco type boilers, air receivers workshop & loco
 - Modern plant also catered for
- T: 01243 554623 M: 07872 903401
www.boiler-inspector.co.uk
office@boiler-inspector.co.uk

VACANCY

Job vacancy at The Mid-Norfolk Railway Preservation Trust PERMANENT WAY Supervisor

Full time, Permanent Staff Contract

The Mid-Norfolk Railway Preservation Trust owns and operates East Anglia's longest heritage railway which currently runs between Dereham and Wymondham Abbey, with plans to restore the line northwards to North Elmham and County School.

Due to the continued success of the railway, we are currently looking to employ a Permanent Way supervisor. The ideal applicant will have come from either a heritage or railway industry background and to be able to demonstrate previous track maintenance experience, preferably also having had time working within a volunteer organisation. Qualifications in permanent way maintenance and machinery would also be considered an advantage.

The job will require both a hands-on approach and office time in order to maintain and develop the railway's records and paperwork, along with developing the railway's volunteer skill base and competencies. The ability to work unsupervised whilst delivering to agreed targets and being able to communicate to the railways management updates on progress and issues is a must.

This post is full time, based in Dereham, Norfolk, and includes weekend and unsociable hours working with a normal 40 hour working week including breaks. It may suit someone approaching retirement who wishes a new challenge, but also someone earlier in their career who wants to expand their horizons. Remuneration will be based on experience.

For more information, please email the railway at mnr.management@mnr.org.uk

Written applications to mnr.management@mnr.org.uk by noon on Friday 19th November 2021, giving details of your relevant experience and a telephone number where you may be contacted.

WANTED

RAILWAY TICKETS

The older the better

British & overseas, travel & platform
Established collector purchases interesting collections
Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL
Tel: 01494 762952

WANTED TRANSPORT LITERATURE & PAPERWORK

We are always looking to buy rail, bus and tram items. Books, official publications, posters, timetables, maps, photographs, negatives, slides, badges, labels, tickets, small items of railwayana, models, etc.

Contact Brian on 01234 391545
email Brianmoakes@aol.com

WEB DIRECTORY

Railway Lamps
Original Specifications
Repairs & Bespoke Design
New build or refurbs, eg Midland, GWR or any new lamp from photos. Brackets and columns etc.
01484 456 456
email: 456@metroheritage.com
www.gaslamps.co.uk



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

City of Wells 'support vehicle' is exhumed for restoration

YES, we're a railway magazine, not a classic car title, but this vehicle does have quite strong links with steam preservation...

For the past 30 years, a garage in Rochdale has harboured a secret – a British Leyland Maxi owned by well-known preservationist Richard Greenwood, also part-owner of Bulleid West Country Pacific No. 34092 *City of Wells*. Last used in 1991, the Maxi also acted as a 'support vehicle' for No. 34092 during its main line runs in the 1980s, until a BR Mk.1 support coach – Brake First Corridor No. 17019 – was finally acquired in April 1988, with the assistance of BR Intercity special trains manager David Ward.

The Maxi was exhumed from its tomb on September 16 and taken away for restoration by a Mr Illingworth, of Mixenden, near Halifax.

John Sagar, a volunteer on No. 34092's support crew in the 1980s, said: "It's been known to carry 'West Country' axleboxes in its boot!"

"When we opened it up, we found a veritable time capsule inside, with long-forgotten overalls and gloves,



The British Leyland Maxi owned by Richard Greenwood, emerging from the garage where it has slumbered for the last 30 years, watched by its new owner, Mr Illingworth. JOHN SAGAR



Once the 'support vehicle' for West Country *City of Wells*. JOHN SAGAR

and magazines dating from the summer of 1991 on the seats. The lights and radio still work perfectly, but the rest will need a bit of attention. As one wag was heard to say, 'That sums up Richard perfectly!'

"When looking for spare parts for their locomotives, members of heritage railways' locomotive departments have often concluded,

'Oh, Richard Greenwood's bound to have one of those in his garage.'

As for the Mk.1 support coach, adds John: "Sadly, it was destined to run only 2500 miles on BR behind No. 34092 before the latter's main line certificate expired. However, with me as caretaker, it went on to run a further 60,000 miles on the Keighley & Worth Valley Railway and main line,

on hire mainly to locos as diverse as Nos. 45596, 60532, 45407, 76079, 6201, 30777, 45305, 70013 and 61994, though a few others got a look-in too!

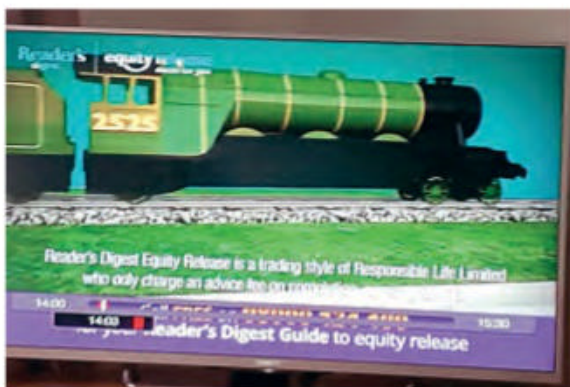
"We sold it to the East Lancashire Railway and Class 40 Preservation Society jointly in June 2017. The highest speed we recorded with it was 94mph and I doubt whether the Maxi could have matched that!"

Pacific becomes a '4-0-2'

HERE'S a wheel arrangement you might never have heard of before... a 4-0-2.

Reader Alan Brant hurriedly snapped a picture on his phone when this Gresley A3 Pacific appeared on screen in a TV advertisement. As he puts it: "Amazing propulsion by a loco with no driving wheels!"

Picture: ALAN BRANT



And finally...

Thank you for your responses to the caption competition in issue 284, showing the fireman of J27 No. 65894 in a deckchair on the back of the locomotive's tender. Unsurprisingly, there were some 'tender behind' jokes in the crop, but the one that made us laugh the most came from railway book dealer Nigel Bird: "If only beer came down that pipe, I could live up here."



TOBY JENNINGS



Are you a user of online professional networking website LinkedIn?

If so, follow the recently launched *Heritage Railway* magazine page on LinkedIn at www.linkedin.com/company/heritage-railway-magazine/

NEXT ISSUE

Issue 287 out Nov 26

Includes our annual free calendar packed with stunning steamy views and our Off The Shelf Christmas gift reviews guide.

PLUS

SHED BOOST FOR SEVERN VALLEY

John Titlow reports on plans to repair and upgrade Bridgnorth shed to keep it at the forefront of locomotive restoration and overhauls.



PRE-ORDER ISSUE 287

No need to pop to the shops in four weeks' time... simply order your next *HR* from mrtns.uk/pre-order-hr or call **01507 529529**.

SCAN ME WITH YOUR PHONE CAMERA!



Do you have **Private Medical Cover?** Transfer & Save with HMCA

Special Offer

Up to

40%*

discount for readers of
**Heritage Railway
Magazine**

Our Private Medical Plans

- › Your choice of hospital & specialist
- › NHS queues avoided
- › No age limit
- › Tax free NHS cash benefit
- › Claims settled promptly
- › Excellent UK based service

*This discount is also available to you if you do not presently have private medical cover.



Call today for a no obligation quote:

01423 799949 

or enquire online at: www.hmca.co.uk/hr

This advertisement is produced and presented by HMCA/S PLC (trading as Hospital Medical Care Association, HMCA and HMCA Members) which is authorised and regulated by the Financial Conduct Authority (FRN:307587). HMCA/S PLC is a company registered in England, company number: 01362094, registered office: Beech Hall, Knaresborough, North Yorkshire, HG5 0EA

Rail Holidays of the World



Festive & Winter Wonderland Rail Holidays

Christmas Market Hamburg ~ Departs 25 November 2021 - 7 Days from £1,430pp

By train to Hamburg to enjoy its festive stalls, scattered throughout the city, plus optional rail journeys, including the Molli steam railway and a visit to Miniatur Wunderland!

- Christmas Markets in Hamburg, Bremen and Cologne
- Molli steam railway (at an additional cost)
- Miniatur Wunderland (included)
- Unlimited public transport in central Hamburg (Zone A&B)
- Unlimited mainline rail travel within Europe for duration of stay
- Free travel from your home station to London before/after tour (on date of outbound/return travel)



Canada in the Snow ~ Departs 6 February 2022 - 11 days from £3,200pp

Visit a frozen Niagara Falls and travel westwards from Toronto to Vancouver on board the famous 'Canadian' train crossing stunning snow covered scenery through the Prairies and Rockies.

- Visit Niagara Falls in a winter setting
- Full journey on "The Canadian" train from Toronto to Vancouver in "Sleeper Plus" accommodation
- Cross the Rockies during daylight hours
- Free time to explore Toronto and Vancouver
- Comfortable first class hotels

Snow on the Alps ~ Departs 12 February 2022 & 29 February 2022 10 Days from £1,845pp

A wonderful rail holiday touring the mountains and Alpine winter wonderland of the Swiss Alps on board the UNESCO Rhaetian Railway, including the Bernina Express.

- Ride through the majestic Swiss Alps in winter by train
- Stay in picturesque Lucerne and Chur
- Centrally located hotels allowing easy access on free days with your travel pass
- Reservations in first class on Bernina Express
- First Class InterRail Pass for unlimited travel on railways throughout the holiday
- Arranged optional escorted excursions on free days

Christmas & New Year in Switzerland ~

Departs 21 December 2021 - 15 Days from £3,530pp

Our annual festive rail tour that takes you across the glorious snow-drenched Swiss Alps by train and offers the chance to celebrate a guaranteed 'White Christmas' with fellow travellers.

- First class Swiss Pass for unlimited travel whilst in Switzerland - no expensive excursions
- Reserved seats in first class on Glacier and Bernina Express trains
- Leisure time in Interlaken, Chur and Lausanne
- Evening meals included
- Daily escorted optional excursions
- Opportunity to witness Burning of the Cathedral at New Year



Northern Lights ~

Departs 15 February 2022 - 11 Days from £3,490pp

A chance to tour Norway and Sweden in winter and experience an ancient and enigmatic land that delivers wonderful scenery as you cross the Arctic Circle, including the chance to see the amazing Aurora Borealis.

- Opportunity to see the amazing Northern Lights
- Leisure time in Oslo, Trondheim and Tromsø
- Spectacular rail journey across the Arctic Circle
- The Lofoten Islands
- Visit to the Viking Museum and guided tours of Svolvær and Henningsvær
- The Ofoten Railway – Narvik to Kiruna
- Visit to Jukkasjärvi Ice Hotel

www.ffestiniogtravel.com ~ order our 2022 Brochure!

Tel: 01766 512400 Email: info@ffestiniogtravel.co.uk

Small Group Tours ~ Book Early to Avoid Disappointment!
Guidelines in Place so you can Book and Travel with Confidence

 **Ffestiniog Travel**



Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways every booking helps preserve the railways.