



FREE* 2022 *HERITAGE RAILWAY* CALENDAR ***UK ONLY**

ISSUE 287 November 26 – December 24, 2021

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Commuter plan 'could close' East Lancashire

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Christmas running
dates and gift guide

Raising the roof
at Severn Valley's
Bridgnorth Works

■ LLANGOLLEN 'NOW IN HEALTHY FINANCIAL STATE' ■ LINE NORTH OF BUCKINGHAMSHIRE RAILWAY CENTRE LIFTED ■ HELP RESTORE SIERRA LEONE TANK FOR STOCKTON & DARLINGTON 2025 ■ CELEBRATING DEAN FOREST'S 50TH AND GLOUCESTERSHIRE WARWICKSHIRE'S 40TH ■ WELLS HARBOUR RAILWAY CLOSURES AFTER 45 YEARS



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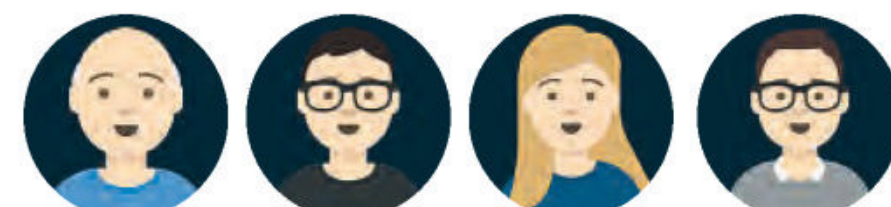
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After three failed attempts due to Covid-19 restrictions, the eagerly-awaited Peter van Campenhout photographic charter at the Lakeside & Haverthwaite Railway finally got underway on November 4. After a glorious autumn day, the golden finale was this view of LMS Fairburn 4MT 2-6-4T No. 42073 leaving Lakeside station in the last moments of sunshine. ALAN CORFIELD



What happens when they want their railway back?

EDITORIAL

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HEREIN lies the ultimate heritage railway conundrum. Several of the earlier volunteer-driven standard gauge 'preservationist' schemes started out in an attempt to save a particular line from being closed by BR, or to restart regular public services. The Bluebell and the North Norfolk railways are two such schemes which immediately come to mind.

Neither succeeded in this, their original goal, but their sterling efforts created a very different animal – a heritage railway which, while it could never afford to run daily trains and incur the losses that BR had increasingly suffered, as the steam era drew to a close became a new type of major visitor attraction.

As we know only too well, heritage railways became significant players in many a local tourist economy, not least of all to the north west of Manchester, in the form of the East Lancashire Railway.

Its revivalists took on an unwanted railway with missing infrastructure, including station buildings, and within a decade had turned it into a star performer in the heritage sector.

But – and it is a big one – what if the powers that be decide that half a century after sitting and watching passenger services ended by BR, they want "their railway back," as outlined in Headline News?

Now backed by a Department for Transport Restoring Your Railway feasibility study grant, the aim of this local council is to tackle congestion on roads leading into the city – at first glance a commendable cause in an age when climate change and global warming is a mass public concern and increasing daily. The local authority believes heritage services could still run alongside its new breed of potentially battery-operated converted DMUs.

Should the revivalists sit back and let it all happen in satisfaction, that their original aim to reopen a line and run public trains will at last be realised? Or are there other factors that have since come into play, such as the highly-positive contribution that the ELR makes to the surrounding area?

Impose a regular daily commuter and shopper service and you would restrict the scope of the heritage line to hold events – such as galas, 1940s weekends, driver experience courses and Santa specials – that raise vital funds. But there again, might some form of hybrid use of the line that is amenable to both camps be found?

We would dearly like to hear the views of readers on this issue.

From my perspective, I wonder whether regular commuters would jump at the chance to drive to Rawtenstall, hop on a train for a few miles to Buckley Wells, alight at the interchange station, wait around to board a Metrolink service to Manchester, and then welcome the prospect of a two-halves train journey back home again.

Or might they decide that it is far too fiddly, and therefore far easier to take the car or bus all the way there in the first place?

We all know, with much marvellous hindsight, that there are many railway lines that should not have been closed by Beeching or afterwards – and many classic cases whereby the vacant trackbeds should have been protected from development just in case their time came again.

Whatever happens, *Heritage Railway* will keep you updated with breaking news on this and the rest of the preservation scene. To ensure your regular copy, turn to page 30 and take advantage of our Christmas subscription offers.

Robin Jones Editor

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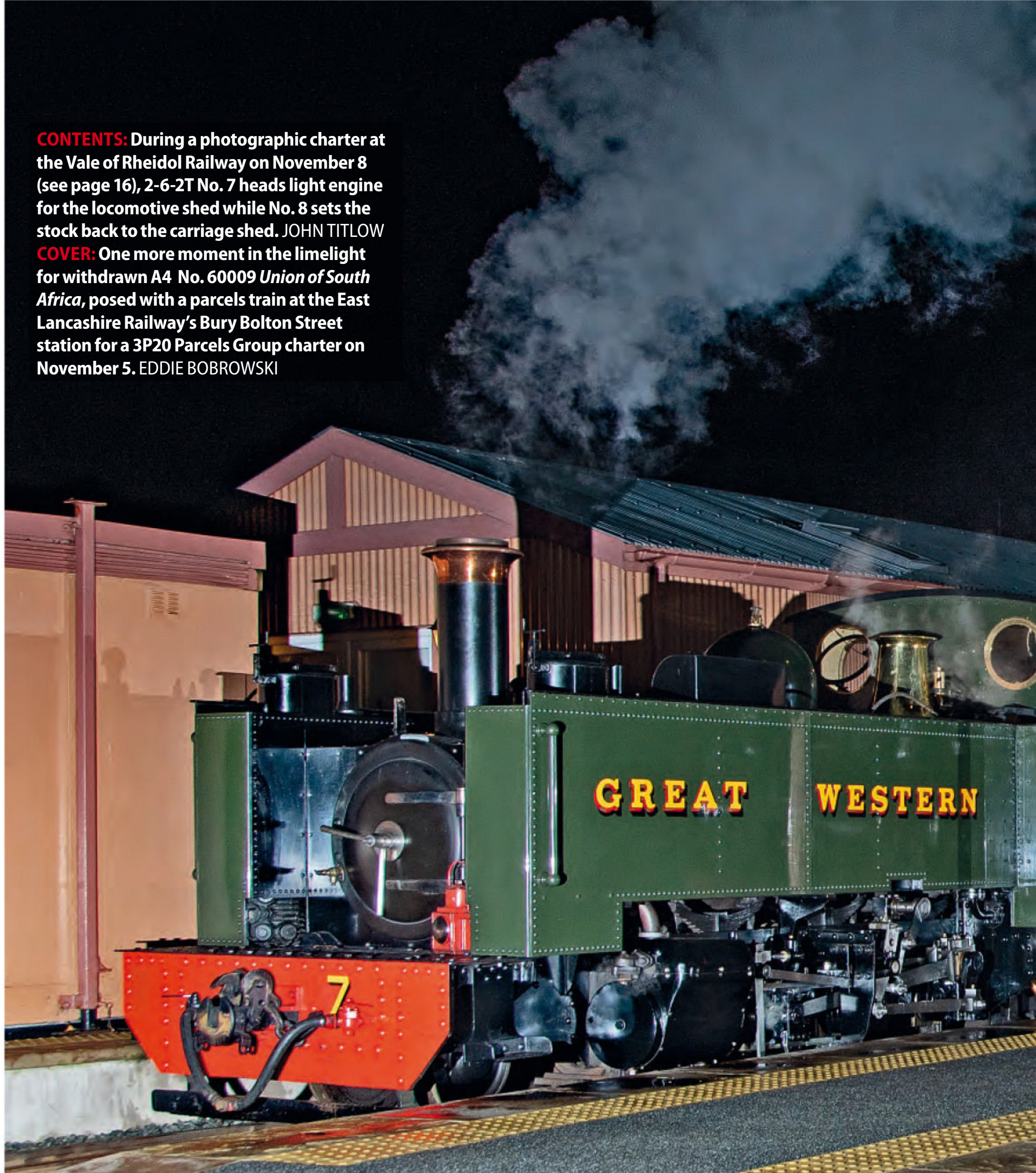
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As celebrated A4 Pacific No. 60009 *Union of South Africa* is withdrawn, Don Benn pays tribute to its work in BR days and preservation.

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COVER: One more moment in the limelight for withdrawn A4 No. 60009 *Union of South Africa*, posed with a parcels train at the East Lancashire Railway's Bury Bolton Street station for a 3P20 Parcels Group charter on November 5. EDDIE BOBROWSKI



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Peppercorn A1 Pacific No. 60163 *Tornado* crosses Lunds Viaduct with the A1 Steam Locomotive Trust's railtour to Carlisle on October 28. TOBY JENNINGS



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Raising the roof at Bridgnorth

Fifty-one years after it launched its first public services, the Severn Valley Railway has been meticulously planning a civil engineering operation that is essential to keep one of the world's leading heritage lines at the forefront of steam locomotive maintenance and operation for the next half century. John Titlow reports in words and pictures on the planned operation to install a new watertight roof at Bridgnorth shed in the spring.





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A perfect mix?

Most galas on heritage lines are pure steam or diesel events, but for the Gloucestershire Warwickshire Railway's 40th anniversary celebrations, a mixed-traction weekend proved to be a winning combination.

Under the platforms to the past

Network Rail has opened the first railway museum in a British terminal station. Hugh Dougherty made the journey to Glasgow Central and went down into the undercroft to discover the room celebrating this 142-year-old station.



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Heljan re-releases a number of its popular diesel models, including several preserved locomotives, while Accurascale announces chaldron wagons in OO-scale.



Nigel Gresley's mighty 80 Mikados – and more!

In the light of some exciting forthcoming releases from Hornby, Pete Kelly recounts the story of the six Gresley P2 2-8-2s – and the experimental 'Hush-Hush' 4-6-4.

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East Lancashire ‘could close’ if commuter scheme goes ahead

By Robin Jones

THE East Lancashire Railway faces the threat of closure if Rossendale Council succeeds with its plans to reintroduce regular public commuter services over the Rawtenstall to Buckley Wells line, it has been claimed.

In his 2021 Budget delivered to the House of Commons on October 27, Chancellor of the Exchequer Rishi Sunak announced that 13 more projects – including four involving heritage lines – have been awarded up to £50,000 each to progress their plans to reinstate stations and restore lines under the Department for Transport’s Restoring Your Railways scheme, launched by Transport Secretary Grant Shapps on January 28, 2020.

The first project to be completed under the scheme was the Exeter-Okehampton line, where, as reported last issue, services resumed on November 20. The line was closed to passengers by BR in 1972 but remained open for freight, and later became a heritage line under the Dartmoor Railway banner.

Lucky 13

The 13 successful bids under round three of the scheme include the reopening to passengers of the Oswestry to Gobowen line (Cambrian Heritage Railways), reinstating Darlington to Weardale passenger services (Weardale Railway) and reopening the Leek to Stoke-on-Trent line, the northern tip of which is under Churnet Valley Railway jurisdiction, as well as Rawtenstall to Buckley Wells.

Rossendale Council has been awarded a total of £150,000 under the scheme and from Lancashire County Council to create a strategic outline business case for a new rail link from Rawtenstall to Bury, where it would connect with Metrolink



Bury (Bolton Street) station has handled heritage trains since the East Lancashire Railway opened its first stage on July 25, 1987. Could it also handle regular commuter trains, or would they jeopardise the operation and financial well-being of the heritage line to the extent that it could be forced to close? ELR

tram services to Manchester at a new interchange station at Buckley Wells, just south of Bury town centre.

The proposals include a small fleet of Vivarail recycled Class 230 DMUs using old London Underground District Line trains, similar to the third generation of electric trains that have just been introduced on the Isle of Wight’s Island Line (News, pages 40/41). These battery-powered trains would use the existing ELR with new stations at Ewood Bridge and Stubbins, as well as Buckley Wells.

According to Rossendale Council, the plan would allow the heritage railway to operate a timetable similar to its current one, and would see the retention of the steam-age stations and signalling, with the role of its volunteers protected. The council claims the introduction of commuter trains on the route could cut journeys on congested roads by three million.

Rossendale Council leader Alyson Barnes said: “This is a huge step

forward for the link that is very much needed for Rossendale to help in securing the local economy with inward investment, job creation and the environmental benefits the link could bring.”

Valued asset

“We value the ELR and would not have supported a solution that damaged the heritage railway, which is a valuable and much loved asset for Rossendale,” she added.

Rossendale MP Jake Berry said: “I’ve always been clear that reopening the Rawtenstall rail link is a long-term goal that is incredibly important for the future prosperity of the Valley.

“However, if we are going to make it happen, it is vital that we get the support of Greater Manchester, specifically the Mayor, Andy Burnham. I will be meeting with him to look at what we can do.”

However, ELR chairman Mike Kelly responded: “While we understand

the desire for greater connectivity between Rossendale and Manchester, imposing a commuter service to run on the heritage railway is not the way to go about it.

“This will be the fourth such study in nine years, some of which have concluded that this proposed commuter line isn’t economically viable and would require enormous capital investment and annual subsidies.

“The development would, at best, threaten the efficient and effective operations of the ELR, and, at worst, force the complete closure of the ELR, thus threatening the growth plans in Bury town centre, Ramsbottom and for Rochdale at Heywood and Castleton.

“The ELR is a leading tourist attraction in the region, hosts important educational visits, creates jobs, and contributes £8 million annually into local economies. The award-winning railway, rescued from dereliction by volunteers, is a unique living history experience that hundreds of thousands of visitors attend every year. If remodelled in the modern form, those important heritage features will be lost forever.

“It is our considered view that a new commuter line cannot coexist with the heritage line that our volunteers have given so much time and effort to preserve.

“This new study should look instead at alternative, more cost-effective and deliverable options to improve transport links between Manchester and Rossendale.”

ELR vice president Keith Whitmore said it would not be possible to run heritage trains at the same time as commuter services, and that special events, dining trains and driving courses, which are a vital source of income, could not take place. “It is just not thought through,” he said.

ELR’s new digital presence is a ‘real game-changer’

THE East Lancashire Railway is stepping up its game as one of the region’s leading tourist attractions by transforming its digital presence, including launching a new website at www.eastlancsrailway.org.uk following the receipts of several grants it has been awarded over the past 18 months.

Alongside the new mobile-optimised website, it has used the funding to create a comprehensive marketing strategy that aims to position the heritage railway as a not-to-be-missed day out for all generations of people – from

enthusiasts and individuals to families seeking new experiences.

The investment comes after the pandemic left the heritage railway and registered charity on a knife edge, facing an unprecedented six-figure loss.

However, its future was secured with grants including £694,000 from the Government’s Culture Recovery Fund, £194,300 from The National Lottery’s Heritage Emergency Fund, £62,251 from the Charity Survival Fund and support from Rossendale, Bury and Rochdale councils, as well as a donation of £125,000 from

the ELR Preservation Society. The new and improved website makes it much easier for visitors to see itineraries for a day out and explore the possibilities at each station, check timetables, book tickets and look up event information. The new marketing, digital and PR strategy was devised by Manchester agency Democracy.

ELR chairman Mike Kelly said: “The past year and a half has been an incredibly challenging period for the ELR, with the pandemic putting our future in jeopardy, but we are now on the road to financial



The railway’s all-new www.eastlancsrailway.org.uk website. ELR

recovery and looking to the future with optimism.” He said that grant aid “has also allowed us to make significant investment in our digital presence, resulting in a website that is a real game-changer for us in terms of design and functionality.”



Some of the East Lancashire Railway's long service award winners at Bury Transport Museum on October 20. ELR

East Lancashire honours long-serving volunteers

THE East Lancashire Railway has honoured its most dedicated volunteers for clocking up a total of more than 2000 years of service in making the heritage line one of the finest in the UK.

Its inaugural long service awards ceremony at Bury Transport Museum on October 20 saw 58 staff and volunteers presented with plaques for contributing to the railway for more than 50 years.

The four longest-serving volunteers received gold awards – Lois Veevers Hatton and Peter Lord for 52 years, and Richard Law and Phil Bailey for 51 years – for rescuing the railway from

disappearing, so future generations could enjoy it as living history.

Ten volunteers received silver awards for more than four decades of service, while the remainder received bronze awards for three decades of dedication.

ELR chairman Mike Kelly said: "Our volunteers have been and continue to be the absolute lifeblood of the heritage railway.

"Put simply, without them, we could not function, so it's only right that we step out to salute their incredible selfless and unwavering service.

"With the help of our super staff and volunteers, the railway has been able to bounce back and continues providing magical moments. But not everyone has returned from our pre-pandemic teams and we aren't quite up to full strength. We desperately need more people to join our fantastic teams."

The ELR currently has more than 700 volunteers in roles that include working in ticket offices, restoring locomotives and carriages, and greeting families. Visit www.eastlancsrailway.org.uk/support-us/volunteer-with-us

IN BRIEF

→ THE Severn Valley Railway (Holdings) plc and SVR Charitable Trust have submitted a bid for almost £600,000 in the third round of the Culture Recovery Fund for Heritage. The line previously received a grant of £906,000 from the Department of Culture, Media & Sport in the first round in November 2020.

→ BLUEBELL Railway volunteer carriage cleaner Chris Cooper has received the National Transport Trust's Lifetime Achievement Award in recognition of his 60 years of service to the line. He joined the Bluebell Railway Preservation Society as member number 32 when it was founded in 1959.

→ A BR Standard whistle and valve from one of the last banking engines at Tebay in 1967 – 4MT 4-6-0 No. 75030 – has been acquired for use on ex-Barry 4MT 2-6-0 No. 76077, currently being restored at Locomotive Maintenance Services for the Gloucestershire Warwickshire Railway. The whistle was purchased from railwayana and vintage goods store Attic Station of Brockenhurst.

→ NETWORK Rail staff and local residents have created a Second World War memorial in Liverpool using anti-tank blocks that were rediscovered in the undergrowth during engineering work on the railway near Edge Hill. Known as dragon's teeth, the concrete blocks were laid in June 1940 as part of the Mersey Garrison Defence, turning the railway embankment into an obstacle for tanks.

→ TWO BR Mk.3 coaches have moved to Upshire Primary Foundation School in Waltham Abbey, Essex, following their withdrawal from service with LNER. The school acquired them from rolling stock leasing company Porterbrook for a nominal sum. One, a first class vehicle, will be turned into a library, while the other will be used for school and community activities.



BR Standard 4MT 4-6-0 No. 75069 heads a Steam In Lights test train at Bridgnorth on November 14. It will be operating out of Bridgnorth over the Christmas period on both the Steam In Lights services and the new Enchanted Express trains, and for a change it will face north, which it has not done since the 1990s. Steam In Lights will run on November 27/28 and 30, and in December every Tuesday to Saturday and Monday 20. The Enchanted Express, which features narration by BAFTA-winning actress Dame Julie Walters, runs on November 27/28 and December 4/5, 11/12 and 18/19. JOHN TITLOW

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The former stationmaster's house at Sutton-on-Sea on the line from Willoughby to Mablethorpe is now a private residence and nothing remains of the station itself. The trackbed has long since disappeared under housing development. ROBIN JONES

Louth from the south fails – but what about Mablethorpe?

A BID to secure a Restoring Your Railway Fund grant to relink the Lincolnshire town of Louth to the national network has failed.

As reported in issue 279, East Lindsay District Council, supported by Lincolnshire County Council, submitted one of 85 schemes bidding for £50,000 for a feasibility study in round three of the 'reversing Beeching' fund, supported by local MPs Matt Warman (Boston and Skegness) and Victoria Atkins (Louth and Horncastle).

The bid was based around a proposal to restore the line from Firsby Junction to Louth via Willoughby, Alford, Aby and Authorpe – with further consideration to be given to restoring the Willoughby to Mablethorpe loop, including Mumby Road, Sutton-on-Sea, Theddlethorpe and Grimoldby stations.

Passenger services on the Louth to Mablethorpe line were withdrawn on December 5, 1960, and passenger services from Willoughby to Mablethorpe and Firsby to Louth ended on October 3 and 5, 1970, respectively.

A letter from Transport Minister Chris Heaton-Harris on October 27 said that the application for the funding was unsuccessful.

However, he added that the Department for Transport has asked Network Rail to consider the reinstatement of the line to Mablethorpe in its future Lincolnshire Rail Study.

Get in touch

editor@heritagerailway.co.uk



The Weardale Railway Trust-owned Class 108 crossing Wolsingham bridge en route for Bishop Auckland on October 30, 2019. JOHN ASKWITH, WEARDALE RAILWAY TRUST

Weardale trains may run into Darlington

By Robin Jones

THE Weardale Railway could see daily passenger trains running from Darlington thanks to its success in the latest round of the Department for Transport's Restoring Your Railways Fund.

A £50,000 grant will fund a study into the possibility of passenger trains from the heritage line's stations, both along the 31-mile rail corridor to Darlington and the wider national network.

The bid was made by Durham County Council in partnership with The Auckland Project, a regeneration charity aiming to make Bishop Auckland a major visitor draw and which, as reported in issue 266, bought the controlling 75% interest in the railway out of administration.

Its previous owner, British American Railway Services, was a subsidiary of Chicago-based Iowa Pacific Holdings, which went into receivership the year before.

The Auckland Project is behind the restoration of the reopened Auckland Castle and deer park and the creation of the nearby award-winning Kynren outdoor night show, which depicts moments from British history.

Proposals for the rail corridor could also include the offer of an hourly service between Darlington and Weardale, as well as a second shuttle service between Darlington and Bishop Auckland, allowing two services every hour from 2022.

The county council estimates that if the rail link is developed, an estimated 500,000 trips could be made on the line annually. Nearby communities would benefit from the new timetable, with additional heritage services introduced during the tourist season to support the estimated increase in visitors.

Further developments

The latest grant announcement comes in the wake of the success of the council's application for £20 million from the Government's Levelling Up Fund.

This funding has matched investment by the council and the Science Museum Group, which is enabling £31 million to be spent on delivering the A68 Toft Hill bypass, reopening Whorlton Bridge, and delivering a heritage corridor master plan, focussed on the Locomotion museum at Shildon and the heritage of the Stockton & Darlington Railway.

Not only will the feasibility study examine the extension of commuter services from Darlington from the current terminal at Bishop Auckland to Stanhope, but it will also the possibility of creating a 'Crook Spur' to extend the line along the disused trackbed to the bottom of Crook via Howden-le-Wear, plus another extension further up Weardale along the old trackbed past Eastgate.

It will also investigate the potential for freight services and greater freight use of the line.

Coun Elizabeth Scott, the county council's cabinet member for economy and partnerships, said: "The Weardale Railway line is such a valuable part of the county's heritage and it is important that we are able to preserve this for future generations.

"A passenger service between Weardale and Darlington would not only support this, but would also allow even more people to experience and enjoy our rich heritage – a key aspect of our UK City of Culture 2025 bid.

"Furthermore, if we are able to directly link Weardale with the national rail network, we will be able to attract more visitors to County Durham and support ventures that will bring long-term benefits to our communities, such as greater access to education and employment."

David Maddan, chief executive of The Auckland Project, said: "Our vision is to offer both heritage and passenger services on the whole line, providing improved access for communities and greater opportunities.

"The announcement is the first step to this, starting a period of intense planning. It will be a year before any changes will be implemented. And, in the meantime, we will continue the project to reopen heritage services in 2022."

North West Durham Conservative MP Richard Holden added: "After years of poor connections, it's vital that we do what we can to level up the access for people in our area to education and employment opportunities right across the North East."

Having previously said that it was the intention to run a limited Christmas service this year, the railway's management has said that while good progress had been made, it has not been possible to complete the necessary work in time and is now looking to restart in February.



In the summer, volunteers from the Weardale Railway Trust, with assistance from the Weardale Railway Limited Track Maintenance Team, built a new platform between Wolsingham and Frosterley. It will be known as Kingfisher Halt. JOHN ASKWITH, WEARDALE RAILWAY TRUST

Churnet Valley Railway might get main line link

LEEK could once again have a main line link thanks to a £50,000 feasibility study award in the third round of the Department for Transport's Restoring Your Railway Fund – and the Churnet Valley Railway would play a major part.

Passenger services between Stoke-on-Trent and Leek ended in 1956, with the town's station closing completely in 1970. Demolished, its site is now occupied by Morrisons supermarket. Freight services continued to use part of the line until 1989, running to the Caldon Low quarries on the branch from Leekbrook Junction, after which the line was mothballed.

The CVR is now busy pushing north into Leek and aims to build a terminus on a new site. It now also runs over the Caldon Low branch to Ipstones, and controls a short

stub of the mothballed line from Leekbrook Junction to Stoke.

'Last chance'?

Staffordshire Moorlands MP Karen Bradley, who sponsored the Restoring Your Railway bid by Stoke-on-Trent City Council and Staffordshire Moorlands District Council, argues that reopening the line to the city would relieve road congestion and boost the economy.

The plan is to have intermediate stops at Endon, Bucknall, Milton, Birches Head/Abbey Hulton and Fenton Manor.

Mrs Bradley, who will chair a delivery board that will commission a study into the reopening options, said she was delighted by the award.

She added that it was probably the last opportunity available to revive the line.



Cambrian Heritage Railways acquired a pair of Class 144 'Pacers' to provide modern rolling stock with which to operate the Oswestry to Gobowen community rail service that it has been promoting with a number of local stakeholders. Nos. 144006 and 144007 moved under their own power on May 22, 2020, from Haworth to Gobowen, where they were stored in a CHR siding for a year before being relocated by road to Oswestry. Both units are now available to assist with the operation of CHR's Oswestry to Weston Wharf services, which are expected to commence shortly. PHIL BRADLEY/CHR

Grant could see Oswestry to Gobowen passenger service at last

By Robin Jones

CAMBRIAN Heritage Railways is celebrating after securing a £50,000 grant in the latest round of the Department for Transport's Restoring Your Railway Fund, to restore regular services between Oswestry and Gobowen.

Delighted railway chairman Roger Date said: "This acknowledgement of support will greatly assist with developing the opportunities that can be derived from a direct rail link to the national network at Gobowen.

"The project is being promoted in two phases, with the first phase connecting Gobowen to Park Hall Halt, adjacent to the orthopaedic hospital, and the second phase extending onwards to Oswestry, a total distance of 2.4 miles.

"Feasibility studies will assist with delivering a business case for the project, including the solutions for infrastructure works to pass beneath the A5 at Pentre Clywydd.

"CHR would like to acknowledge the support of numerous partners who have assisted with the application and contributed the required match funding, including the Shrewsbury Chester Rail Partnership, Pre-Metro Operations and Oswestry BID."

Oswestry BID manager Adele Nightingale said: "Connecting us back to the main network at Gobowen would open up so many opportunities for our town's businesses and residents, and

give a tremendous boost to our economy on many levels."

The application for the grant had been supported by North Shropshire Conservative MP Owen Paterson, who tweeted: "I look forward to working with CHR to restore the railway between Oswestry and Gobowen. A great team effort."

However, Mr Paterson resigned from the House of Commons on November 5 amid controversy surrounding a report by the Parliamentary Commissioner for Standards that found that he had broken paid advocacy rules.

March opening

Meanwhile, the railway has announced that it will open its 1¾-mile southern extension to Weston Wharf – the location of micro-brewery Stonehouse, which offers real ale in its on-site visitor centre near the village of Morda – in March.

The extension has been helped by a £120,000 grant from Oswestry Town Council in January 2018 and more recently a £40,000 legacy from late member Roy Roscoe.

Class 73 No. E6036 (73129), which arrived in June after being relocated by its owner, has made a trial run over the extension.

On November 9, BR suburban brake No. E43145 has joined the serviceable carriage rake after completion of its restoration and examination. This rake will be used on the public services to Weston Wharf.



The Churnet Valley Railway has taken delivery of a fourth coach for use on its future services to Leek. CK No. 15663 will await its turn for restoration alongside Nos. S4046, E3809 and M4366. The railway aims to have two rakes of Mk.1s for future services and has the opportunity to buy two more coaches, but needs another £7500. Anyone who would like to donate to the scheme is invited to visit www.totalgiving.co.uk/appeal/cvr_coaches CVR

Renewed push for Anglesey revival

ANGLESEY'S disused Amlwch to Gaerwen branch, long a target for revivalists Lein Amlwch, will be placed under the microscope by the Restoring Your Railways Fund.

On April 29, Network Rail Infrastructure Ltd granted Anglesey Central Railway Ltd (Lein Amlwch) a 99-year lease for the whole length of the line, and its volunteers have been clearing vegetation.

Now Ynys Môn MP Virginia Crosbie has secured £100,000 to fund a feasibility study into options for developing the 14¾-mile line which closed to passengers in 1963 under the Beeching Axe, with some freight continuing until 1993. The bid will be matched by the Welsh

Government to make up the total amount.

Light rail option

Options to be considered by the study include running conventional trains on the line, a light rail alternative, or converting it into a cycle and walking route, linking up with the Anglesey Coastal Path.

Mrs Crosbie, who also met with Transport Minister Chris Heaton-Harris to persuade him to back the bid, said: "For too long this disused line has been in the sidings, but this cash injection to look at options for its future will put it back on track. I look forward to reading the feasibility study and its conclusions."



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IN BRIEF

→ **THE oldest surviving Class 45/0 'Peak' diesel, No. 45015 (D14) – which has never run in preservation and has been rusting away on a siding at Shackerstone on the Battlefield Line for many years without any rescue bid being mounted or buyer found – is to be broken up with parts recovered, the railway has announced. No. 45015 was withdrawn with a defective traction motor on March 3, 1986, but retained at Toton depot in an immovable state before moving to the heritage line.**

→ **RUSTON & Hornsby 1969-built 2ft gauge diesel *Edwin* has returned to the Hayling Light Railway following an engine rebuild at Jim Stokes Motor Workshops of Waterloo, which normally deals with classic racing cars. Once the locomotive is run in, the railway will carry out work on its 1988 Alan Keef-built steam-outline diesel *Jack*.**

→ **THE trailing truck of ex-Barry scrapyards Merchant Navy No. 35011 *General Steam Navigation* has been despatched to the North Norfolk Railway for a contract restoration, while design work on the replacement crank axle for the Bulleid Pacific has begun. Funds are being raised through the Trailing Truck Transformers Club. Details can be found online at <https://35011gsn.co.uk>**

→ **THE Keighley & Worth Valley Railway Railcar Group has unveiled Class 144 'Pacer' No. 144011 in original Metro Trains red and cream livery at Haworth.**



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Sierra Leone Railway 2-6-2T No. 85 in action on the Welshpool & Llanfair Light Railway on April 17, 2010. FoSLNRM

Help re-steam Sierra Leone engine for 2025

By Robin Jones

A £275,000 appeal has been launched to restore the Welshpool & Llanfair Light Railway's former Sierra Leone Railway 2-6-2T No. 85 to steam – so it can become an international flagship for British railway exports and the African railway scene that they created – at the Stockton & Darlington 200 celebrations in 2025.

At the event, marking the bicentenary of the world's first public steam-hauled line, it is hoped to run No. 85 and the two 'Independence' coaches on a specially laid length of 2ft 6in gauge track in the town's railway heritage quarter.

Hunslet 2-6-2T No. 3815 of 1954 was the last of a line of similar locomotives supplied to the Sierra Leone Railway. Numbered 85 and used on duties around the capital Freetown, and on trip working as far as the 32 miles to Songo station, it was earmarked for scrap when the system closed in 1975 – but was rescued and transferred to Llanfair Caereinion, alongside four carriages built by the Gloucester Carriage & Wagon Works in 1961.

Those bogie carriages were among 45 supplied by the UK Government to its former colony to mark its independence. Two, Nos. 1066 and 1207, were kept by the WLLR and refurbished to their original format

and livery in Romania in 2008/9.

No. 85 became WLLR No. 14 and proved ideal due to its short fixed wheelbase and flexible pony trucks. It was withdrawn in 2010 when boiler work became necessary. Displayed for several years at the Locomotion museum in Shildon, it returned to the WLLR in 2017 following a National Lottery-supported 'grand tour' of heritage sites.

As reported in issue 283, the low-loader that returned WLLR 0-6-0T No. 1 *The Earl* to the WLLR on July 26 following an extensive overhaul at the Vale of Rheidol Railway's workshop in Aberystwyth took No. 85 in the opposite direction for it to be stripped down for overhaul estimates. It was discovered that the boiler did not need to be replaced as first feared, and that the original one could be repaired. This was a boost to the restoration project, to be jointly managed by the Friends of the Sierra Leone National Railway Museum and the WLLR. The repair work will now go out to competitive tender.

The friends group is planning a visit of delegates from Sierra Leone, including the Hon Minister for Culture, for next summer to share the project and raise awareness of the museum in Freetown – and promote the country itself. They will also be invited to the

official launch when No. 85 is back in steam. Before then, the delegates will be invited to the official relaunch of the West Coast Railways LMS Jubilee 5XP No. 45699 *Galatea* as sister No. 45627 *Sierra Leone* in the New Year. While the locomotive has been carrying the nameplate and smokebox number for several months (Main Line News, page 61), it will enter the Carnforth workshops for a minor overhaul. It will carry the cabside number and yellow stripe as worn in the 1960s by the original *Sierra Leone*.

The Sierra Leone National Railway Museum was established by Colonel Steve Davies MBE, deputy commander of the International Military Advisory Training Team in the country, working in his spare time with 15 unemployed youngsters. He later became director of the Museum of Science & Industry in Manchester and then the NRM in York.

→ **To help re-steam No.85, send a cheque, to Friends of the Sierra Leone National Railway Museum, to: Helen Ashby, chair, FoSLNRM, 141 Manor Drive North, York YO26 5SD. Online payments can be made directly to the Friends of Sierra Leone National Railway Museum account: sort code 56-00-70 and account 42630053. It should be referenced No. 85 and please add your surname.**



Sierra Leone Railway 2-6-2T No. 85 stripped down in the Vale of Rheidol Railway's Aberystwyth workshop. VoRR



No. 85 in steam on the Sierra Leone Railway in 1975. FoSLNRM

Plans revealed for Darlington rail heritage quarter to mark S&D 200 anniversary

MULTI-MILLION pound plans have been unveiled to create a rail heritage quarter in Darlington to celebrate the 200th anniversary of the Stockton & Darlington Railway in 2025.

Darlington Borough Council is working with the A1 Trust, the North Eastern Locomotive Preservation Group, the Darlington Railway Preservation Society, the Friends of the Stockton & Darlington Railway, and the North East Railway Association to formulate the plans for the development, which it says will result in a "game-changing" tourist attraction in time for the planned S&D 200 celebrations.

The 1833-built S&DR goods shed at North Road, currently home to the DRPS and believed to be the oldest railway building in the world still in railway use, will be renovated as the entrance building for the quarter, which will also include the Head of Steam museum in the original S&DR North Road station and the nearby Skerne Bridge, the world's oldest railway bridge still in use.

It is proposed that the attraction will use the latest virtual reality technology to create holograms of moving trains, busts of S&DR director Edward Pease and engineer George Stephenson talking to each other, and mirrors where visitors will see themselves projected onto a Victorian station.

New workshop

The heritage quarter plans also include a new base for the DRPS in the 1861-built four-road locomotive shed at Whessoe Road, on the opposite side of the Bishop Auckland line from North Road and the current Hopetown Works, with the latter to become a new archive, meeting and display space.

The A1 Trust will have a bespoke new two-road workshop on Bonomi Way, close to the Head of Steam Museum, with visitors able to access it via a footbridge leading directly onto a viewing gallery.

This scheme, dubbed Darlington Locomotive Works 2, would house the A1 Trust's Peppercorn A1 Pacific

No. 60163 *Tornado*, P2 2-8-2 No. 2007 *Prince of Wales* (due for completion in 2023) and V4 2-6-2 No. 3403, which will be under construction by 2025.

Some elements of the plan, including a turntable, are still subject to funding. It is anticipated that work will commence on the site in the first quarter of next year, aiming for completion by summer 2024.

More than £20 million is already committed to the project, funded by a grant from the Tees Valley Combined Authority. A further Townscape Grant of more than £5 million will help regenerate the surrounding North Gate area, which contains other important relics of the early railway age, including the 1825 S&DR depot, coal drops, the 1826 Railway Tavern and Edward Pease's house.

The council has submitted a bid to the National Lottery Heritage Fund for another £2.5 million, with a decision anticipated in December.

More plans

Niall Hammond, chairman of the Friends of the Stockton & Darlington Railway, said: "The FSDR has had close input into all of this, including conservation and interpretation, although it is fair to say that not all of our aspirations have been included and that there are some issues, such as how significant historic buildings like the 1833 goods shed will be adapted for the new scheme, which we, Historic England and the council's own conservation officer are not happy with and still remain to be resolved.

"If the lottery bid is successful, then this will also see the 1840 lime cells restored and used as offices for the FSDR and from which three new full-time jobs will be created to work along the 26 miles of the 1825 line to help communities conserve, care for and celebrate their rail heritage for 2025 and beyond."

The lime cells are similar to coal drops, being filled with lime from above by bottom-discharging railway wagons, but have a roof because lime reacts to moisture. Built between 1840 and 1847, they are also situated in the North Gate conservation area.

At the entrance to the railway heritage quarter will be the 1833-built Stockton & Darlington goods shed, adjacent to the original North Road station, as in this artist's impression.



Above: The first cylinder for County 4-4-0 No. 3840 being prepared for inspection at Hargreaves Foundry.
MIKE SOLLOWAY



Right: The newly-cast driving wheels for No. 3840 at Trefoil Steel in Sheffield following initial cleaning.
TREFOIL STEEL

Cylinder and driving wheels cast for new County 4-4-0

IN a double milestone for new-build County 4-4-0 No. 3840 *County of Montgomery*, its first cylinder and second set of coupled wheels have been cast.

The 18in by 30in cylinder for the Churchward locomotive was produced at Hargreaves Foundry, Halifax, using a polystyrene pattern – the first time this method has been used to produce a GWR cylinder with inside steam pipes, those for the Great Western Society's Saint No. 2999 *Lady of Legend* having utilised a traditional wooden pattern.

The successful production of the first cylinder now paves the way for the casting of the second, after which they will be allowed to de-stress naturally before being machined at Roach Precision Engineering, of Brierley Hill, along with No. 3840's extension frames, which are already on site.

This firm is currently machining the cylinders for another new-build GWR

engine, the GWS 47XX 2-8-0 No. 4709 (News, page 14).

Meanwhile, the leading (driving) pair of 6ft 8½in coupled wheels for No. 3840 were cast at Trefoil Steel, Sheffield, in October, using the pattern loaned by the GWS for the Saint's wheels. The trailing coupled wheels were cast earlier this year, after which the pattern had to be modified because the County 4-4-0s had a different-sized centre boss on the leading and trailing coupled wheels. The next stage of the project will see orders placed for the axles and tyres, funded by the Churchward County Trust's Forty 4-4-0s Club. A similar scheme, the Cylinders Club, is raising funds for the casting and machining of the cylinders.

➔ For details of how to support the project, write to The Treasurer, Churchward County Trust Ltd, c/o 4 Green End Barns, Ramsey Road, St Ives, Cambridgeshire PE27 5RH or visit www.churchwardcounty.org.uk

Steam test for P2 alternator at Darlington Locomotive Works

A 'steam test' took place at Darlington Locomotive Works on October 21 for one of the future components of P2 No. 2007 *Prince of Wales*.

Providence, a 1920-built Fowler two-cylinder compound road locomotive, was used to test the axle-driven alternator for the new-build Gresley 2-8-2.

The traction engine, owned by Howard and Barry Stafford, of Houghton-le-Spring, was needed for contractor Eurofins of York to carry out the EMC (electro-

magnetic compatibility) tests as it was able to do so without any electrical interference, and could test the newly-designed alternator from the highest to the lowest speeds, with its belt of the type normally used to operate such equipment as saw benches.

The new alternator has been designed by the A1 Trust's head of electricals, Rob Morland, and his team, for fitting to the P2, A1 No. 60163 *Tornado*, the group's future new-build V4 2-6-2, and their support coaches.

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WHAT would you like to see in future issues of *Heritage Railway*?

We are asking for your views because we want to know more about our readers to ensure that we continue to best suit your needs.

If you would like to help us deliver the best possible news title covering the heritage sector, please consider completing our online survey.

It is accessible through our website at www.heritagerailway.co.uk or by scanning the QR code on the right.

By way of thanks, all respondents will be entered into a free prize draw for a chance to win a round-trip cab ride on the Nene Valley Railway on your choice of steam or diesel locomotive – for which we are very grateful to the NVR, an excellent and friendly heritage line.

Many thanks, and good luck in the prize draw!



Dinmore Manor in first visit to South Devon Railway

WR Manor 4-6-0 No. 7820 *Dinmore Manor* is to pay its first visit to the South Devon Railway this winter.

The Collett locomotive, based at the Gloucestershire Warwickshire Railway, will be used to haul the SDR's new 'Polar Express' festive trains, before taking part in the line's winter steam gala on December 31 and January 2.

Called 'Mince Pies, Manor and More', the winter gala will see No. 7820 working alongside locomotives from the Buckfastleigh-based fleet, and all passengers will receive a free mince pie.

The BR-lined black Manor will be just a short distance from the South Devon banks, over which it was regularly used as a pilot engine when it was allocated to Plymouth Laira shed in the mid to late 1950s.

Environment Bill 'will have no impact on steam'

By Toby Jennings

HERITAGE Railway Association president Lord Faulkner has secured assurances from the Government that the Environment Bill will have no direct impact on heritage steam.

As reported in issue 282, the bill aims to set new targets to reduce emissions of particulate matter, impose financial penalties for smoke emissions, and restrict the use of coal and other solid fuels. Legislation which came into force on May 1 had already banned sales of bagged household coal and wet wood in quantities under 25kg, as part of the same environmental measures.

Government assurances

However, Lord Faulkner of Worcester, also vice-president of the All-Party Parliamentary Group for Heritage Rail, tabled an amendment stating: "For the avoidance of doubt, this act has no application to the emission of smoke from (a) the chimney of a railway locomotive, the chimney of a road vehicle or portable or stationary engine, the funnel of a vessel regarding which the emission of the smoke is an intrinsic feature of the functioning of the motive power concerned and in respect of which such motive power has been preserved, restored or recreated for heritage purposes; (b) the chimney of an historic building or the chimney or other outlet of a museum intended to portray the means of internal heating of the rooms in such building or museum or facilities for the cooking of food or the provision of other services therein." He was supported in the House of Lords debate by Baroness Neville-Rolfe, who said: "This bill could bring about the death of Thomas the Tank Engine and his or her nautical steamboat equivalent."



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

The latest available figures, from 2018, show that total emissions by steam locomotives account for just 0.023% of the UK's total carbon dioxide emissions – while heritage railways provide £1 billion to the national economy, support more than 4000 jobs, and operate some of the most fuel-efficient services per passenger mile.

Environment Minister Baroness Bloomfield of Hinton Waldrist confirmed that heritage vehicles, including steam locomotives, road vehicles and boats, are not within the scope of the Environment Bill.

She said: "We listened to the concerns raised by the heritage bodies during consultation on the measures, as well as engaging with the inquiries of the All-Party Parliamentary Group on Heritage Rail."

"I can confirm that there will be no direct impact on the heritage steam sector as a result of this bill. The Government does not intend to bring

forward a policy that would have a direct impact on it."

In her subsequent letter to Lord Faulkner of October 11, she made clear that "the Smoke Control Area Provisions in the (1993) Act, and the amendments to them through the Environment Bill, do not and will not apply to smoke from steam trains or road steam vehicles."

The Department for the Environment, Food and Rural Affairs has also issued the following statement: "The Government understands and appreciates the important contribution that the heritage sector, including steam railways, makes to our national culture."

"The smoke emission measures in the Environment Bill will not apply to emissions from steam trains."

Minimising smoke

As a result of these assurances, Lord Faulkner did not need to press his amendments to a vote. He said: "I am pleased at the overwhelming response from fellow peers for my tabled amendments, which were designed to secure the future of heritage steam. I am reassured that the significance of heritage railways has been recognised and, in particular, the need to protect the steam heritage sector from additional environmental restrictions."

He added: "Existing control under Section 43 of the Clean Air Act 1993 requires that practicable measures are taken to minimise emission of dark smoke by railway engines."

"We will emphasise to our member railways – all of whom already take their environmental responsibilities very seriously – that they must, so far as practicable, minimise dark smoke emissions."



South African Railways articulated Garratt 2-6-2+2-6-2 No. 60 *Drakensberg* has been undergoing test runs on the Vale of Rheidol Railway, to where it was brought in 2017 from Switzerland. On October 18 it ran to Devil's Bridge on a loaded test run. The Hanomag 1927-built locomotive will enter service on the line next year. It is seen inside Aberystwyth shed on November 8. JOHN TITLOW



A shunting movement of empty coaching stock by GWR 2-6-2T No. 5199 is the first train to pass over the rebuilt Seaward Way level crossing at Minehead on November 2. KEITH FENDER

Minehead will be back on line in 2022

WEST Somerset Railway passenger trains are set to resume operating to Minehead for the 2022 season as the ongoing work to replace Seaward Way level crossing near the seaside terminus draws to a conclusion.

A milestone was reached on October 21 as planned, when the crossing was handed over by contractors Amey to the WSR.

The crossing is now authorised for all traffic, including passenger trains, with the first shunting movement passing over it on November 2. Various assessments have taken

place and the ORR has agreed it is compliant with the previously-approved design, subject to one or two very minor adjustments, such as alterations to some sign positioning. These will be completed shortly, and next season there will be a full service of trains to and from Minehead.

However, for the last four days of the main season, pre-existing arrangements for passenger trains that had been in place all summer were followed, by terminating down trains at Dunster and passengers continuing by vintage bus to

Minehead; an arrangement that proved very popular.

The crossing is now complete with double barriers, and is operated by the signaller, with the aid of a CCTV system. Previously the crossing was a half barrier design, operated automatically; while suitable for minor roads, traffic on Seaward Way had increased considerably over the last 20 years, necessitating the upgrade.

A full celebratory reopening of Minehead station is planned for the spring.

£200,000 appeal to repair bridge over the 'GlosWarks' line

A £200,000 appeal has been launched to pay for repairs to a bridge over the Gloucestershire Warwickshire Railway.

Bridge 8, a steel skew structure carrying the B4632 over the railway between Toddington and Broadway, needs to have its steelwork repaired – if possible during the closed season, as the work will require the line to be closed while the bridge is propped and scaffolding erected for contractors to carry out the work.

A window of opportunity has arisen for the task to be carried out in January and February 2022 but the line does not have the funds available, hence the G/WR Trust's urgent appeal.

Had it not been for the impact of the pandemic, the line would have been able to meet the cost out of its own resources but, said press officer Ian Crowder: "Because of Covid, the railway's funds are empty and we need to rebuild them."

The bridge's steelwork has corroded, meaning that in recent years it has been subject to a weight restriction, with temporary traffic lights on the road to prevent two lorries crossing it at the same time.

The corrosion is believed to be the result of the structure's

The Gloucestershire Warwickshire Railway's three-car Class 117 DMU passes under Bridge 8, north of Stanway, during the line's 40th anniversary gala on November 7 (see pages 72-75). The G/WR Trust has launched an appeal for £200,000 to repair the bridge's corroded steelwork.

IAN CROWDER



waterproofing being damaged in BR days when water and gas pipes were laid across the bridge.

Railway's responsibility

As detailed in issue 286, when the G/WR bought the line from BR, it took on responsibility for maintaining its bridges. "We own the bridge but the local council own the road," explained Ian. "We've had long discussions with the council but unfortunately we can't prove that laying the services damaged it as it happened so long ago."

Glyn Cornish, the G/WR Trust's chairman, added: "The utility companies responsible have long

since been privatised, changed their names, amalgamated and essentially disappeared, so it is impossible to pursue them for a remedy. We are left to do it ourselves."

The railway has already carried out some successful work to prevent further water ingress, clearing the verges of vegetation and then laying tarmac to waterproof them.

→ Cheques payable to GWRT can be sent to Churchward House, Winchcombe Railway Station, Winchcombe, Gloucestershire GL54 5LD or donations made at www.gwrt.org.uk/Make_a_Donation/New_Donations.html

Toddington and NNR beat 2019 ticket figures

TICKET sales at the Gloucestershire Warwickshire and North Norfolk railways in the latter part of the season exceeded those of 2019 as both lines steadily recover from the pandemic.

For the period from August 1 to November 7, including the Cotswold railway's 40th anniversary gala on November 6/7 (see pages 72-75), 18,046 tickets were sold, compared to 16,185 for the same period in 2019, the last time the line operated over those months when the half-term period included November 1/2, and the last full season before Covid-19.

Three-quarters of the tickets for the line's Santa Specials have been sold, with many trains fully booked.

Similarly, the North Norfolk Railway carried almost 115,000 passengers in the 6½ months since reopening, with its visitor figures for the late summer and autumn exceeding 2019.

G5 brake appeal is two-thirds of the way to target

AN appeal to buy the brake gear for new-build NER G5 0-4-4T No. 1759 is two-thirds of the way to its target.

The Class G5 Locomotive Company has taken delivery of many of the components, including the main brake shaft, brake shaft hangers, brake rods and turnbuckles, but another £6000 is needed to complete the appeal. For more details, visit www.g5locomotivelt.co.uk

The locomotive's crossheads have been delivered to its construction base at Shildon, although they still require their white metal bearings, placement of the cotter pin and welding of the oil boxes to complete them.

The group has also placed the order for the Worsdell locomotive's rear sandboxes, and expects these to be delivered before Christmas.



New-build NER G5 0-4-4T No. 1759 pictured at its Shildon base in October. CLASS G5 LOCOMOTIVE COMPANY



One of the cylinder castings for new-build GWR 'Night Owl' No. 4709 having its smokebox saddle machined at Roach Precision Engineering.

PAUL PERTON

Machining of 'Night Owl' cylinders nears completion

MACHINING of the smokebox saddle for the Great Western Society's new-build GWR 47XX 2-8-0 No. 4709 is nearing completion at Roach Precision Engineering, of Brierley Hill.

New technology is being used to machine the large curve of the saddle, which is cast as part of the two cylinder blocks. Swindon Works would probably have done the job using a large boring machine, but Roach is using a CNC milling machine.

The work is largely complete, leaving only a few holes to be drilled into the cylinder castings to finish them. The Churchward locomotive's front extension frames will be brought to Brierley Hill to align these with their existing holes.

Four piston valve liners have been cast and are on their way to Roach for machining, which will mean that all the parts to complete the cylinder assembly – apart from the piston heads and valves themselves – will be to hand.

The cylinders and extension frames will then be transported back to Tyseley, where project engineer Mike Solloway will begin the final assembly of the 'Night Owl's front end.

The group will be seeking sponsors for the smokebox in early 2022.

Bahamas all set for big-screen stardom

By Robin Jones

LMS Jubilee 4-6-0 No. 45596 *Bahamas* is set to become the latest UK preserved locomotive to achieve cinema celebrity status through its role in the forthcoming sequel to the 1970 blockbuster *The Railway Children*.

No. 45596 appears on the first posters released by Studio Canal, the producers of the new *Railway Children Return* film, and stars in its first-look video.

Filed on the Keighley & Worth Valley Railway like the original, which was released in UK cinemas on December 21, 1970, and the 1968 BBC TV series that preceded it, *Bahamas* features (as No. 5596) alongside two other locomotives in the line's fleet, Midland Railway 4F 0-6-0 No. 43924 (as 3924) and USATC S160 2-8-0 No. 5820, which previously appeared in the feature film *Yanks*, filmed on location in Keighley.

Agutter returns

The *Railway Children Return* stars Jenny Agutter, who resumes her role as Roberta 'Bobbie' Waterbury from the original film adaptation of the 1906 Edith A Nesbit novel, as well as having appeared in the earlier TV series. The film also stars Sheridan Smith, BAFTA award-winning Tom Courtenay and John Bradley.

The story follows a new group of children who have been evacuated to Oakworth during the Second World War, where they encounter a young soldier who, like them, is far away from home. Their new home is with Bobbie, who has long since grown up.

Haworth and Oakworth were chosen as the main locations, with the Blu-Ray and DVD release including a documentary and interviews with



The poster for *The Railway Children Return* prominently highlights Jubilee No. 45596 *Bahamas*. STUDIO CANAL



Steam trains passing over Rutland's 1275-yard 82-arch Harringworth Viaduct have long been a major draw for lineside photographers. However, on October 16, the Bahamas Locomotive Society's John Hillier took this very different view from the footplate while No. 45596 was crossing the longest masonry viaduct in the UK during the Railway Touring Company's trip from Ealing Broadway to York on October 16, the Jubilee's last train this year. JOHN HILLIER

key original cast members. The movie is directed by Morgan Matthews, who has previously directed TV documentaries including *When Harry Left Hogwarts* and *Shooting Bigfoot*. He was also behind British drama film *X+Y*, known in the US as *A Brilliant Young Mind*.

KWVR operations manager Noel Hartley said: "More than two years ago, a producer came to see me to see if the KWVR would be interested in being involved in making a new *Railway Children* film.

"It's just fantastic to see that after all that time of working with the film company and encouraging it to use the railway more than they originally planned, the complications and delays of Covid, and then the mammoth task of the shoot that it's almost there.

"Hopefully the film will give the whole heritage railway sector a boost and engage audiences, young and old, with steam.

"This is a time when it could be seen as unwanted dirty technology and not the awesome working representation of the industrial revolution that we should continue to protect.

"The trailer looks great. There is still some work to do with the film company on some aspects for the final picture, but first impressions are brilliant!"

April release

The locomotives that featured in the original movie were Manchester Ship Canal Hudswell Clarke 0-6-0T No. 67, GWR 0-6-0PT No. 5775, L&Y 2F 0-6-0 No. 52044 as 'The Green Dragon' and GNR N2 0-6-2T No. 1744. The film famously shows the children waving their red petticoats to stop No. 5775 to avert a disaster. The scene is paralleled in the sequel's trailer, when the children wave bedsheets with the words 'Please Stop' painted on them in an attempt to bring the S160 to a halt.

Filming for the sequel began on May 10 and took eight weeks. It is due to be released in the UK on April 1, 2022.

Next year will see the centenary of the merger of the Lancashire & Yorkshire Railway and LNWR, and talks are underway about running a train from the KWVR to the East Lancashire Railway behind *Bahamas* before the spring, as well as a tour from Keighley to Buxton.

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Large England 0-4-0STT No. 5 *Welsh Pony* heads along the flat country near the old sea wall heading towards Porthmadog at the Welsh Highland Railway during a Bob Branch/David Williams photographic charter on November 3. ROBERT FALCONER

Ffestiniog Railway closes until March to catch up on winter maintenance

FFESTINIOG Railway trains will not run again until March while engineers and volunteers carry out extensive maintenance work as part of a major catch-up exercise caused by delays due to pandemic restrictions.

The most labour intensive task will be the rerailing and re-sleeping of stretches of track between the halfway station of Tan y Bwlch and Rhiw Goch, which has an important passing loop, and also between Rhiwplas Bridge, where the main road between Porthmadog and Dolgellau passes over the railway, and Boston Lodge.

The sleepers being used are plastic, largely made from recycled plastic milk bottles, which last far longer than conventional ones and

are difficult to distinguish from wooden ones. They can be recycled if necessary and save the use of valuable hardwoods.

The signal and telegraph department is working at Tan y Bwlch to make running round much easier, based around improvements at the Porthmadog end of the station to allow a safe run round without having to use the token, the installation of a wrong line departure signal and improvements to the track circuiting.

At Rhiw Goch, the department will install a mains electrical cable from Rhiw Goch Farm Crossing to improve the power supply and a fibre optic cable to upgrade the signalbox's IT capability.

At Porthmadog Harbour station, the buildings department will be tackling water leaks.

While the FR will be closed completely between Blaenau Ffestiniog and Harbour station, limited Welsh Highland Railway services will operate from Porthmadog and Caernarfon.

'Christmas Glaslyn' services from Porthmadog to Beddgelert will run on December 18/19, 22, 30/31 and January 1, and 'Christmas Cwellyn' services from Caernarfon to Rhyd Ddu on December 29-31 and January 1. Also, dates to visit the Christmas Carriage Grotto at Porthmadog Harbour station featuring Santa were still available on December 18/19 and 22 as we closed for press.

Caledonian 0-6-0 No. 828 to visit Spa Valley Railway next year

CALEDONIAN Railway 0-6-0 No. 828 is to make its furthest-ever foray south next year to spend the season on the Spa Valley Railway.

The unique surviving McIntosh 812 class, which is owned by the Caledonian Railway 828 Trust and based at the Strathspey Railway, will be at the Tunbridge Wells-Eridge line from late March until October, filling the gap created by the withdrawal of Southern Locomotives Ltd's Bulleid Battle of Britain Pacific No. 34053 *Sir Keith Park* for its 10-yearly overhaul.

The furthest south that No. 828 has previously ventured was to the Severn Valley Railway during late 2011 and early 2012.

Its first operating days at the Spa Valley will be for the line's Spring Steam Up on April 2/3, followed by the Summer Steam Up on June 18/19, the railway's 25th anniversary celebrations on August 26-29, and the Real Ale Festival on October 7-9. In between the special events, it will also work normal service trains alongside on-hire converted Hunslet Austerity 0-6-0 No. 2890 *Douglas*.

The line stated: "The Spa Valley Railway first started discussing the prospect of 828 visiting back in 2019 and we are extremely grateful to the Caledonian Railway 828 Trust and Strathspey Railway for making this visit possible."

Grant boost for Corfe Castle station museum

THE Swanage Railway's Corfe Castle station museum has scooped a £23,700 National Lottery Heritage Fund grant to create audio pods so visitors can enjoy a typical 1950s branch line station 'sound scene' and listen to recordings of memories from staff and passengers during the 1950s and 1960s.

The money will also be used to improve front-of-house facilities at the museum so visitors can talk to staff about the line's history and access the archives.

The South West Museum Development Programme has also given the Swanage Railway Trust

museum a £4000 grant to pay for professional management advice and mentoring to the volunteer museum staff during the project.

Trust chairman Gavin Johns, a volunteer signalman, said: "This much-appreciated investment will allow our museum to begin a transformation to an even more inclusive and interactive space in which visitors of all ages can learn about the social and economic effects on the Isle of Purbeck of the Victorian Swanage branch line."

The museum was established in the goods shed in 2000.



Volunteers in Corfe Castle station museum in November. ANDREW PM WRIGHT

Autumn freight on the Rheidol

Words and pictures by John Titlow

THE Vale of Rheidol Railway was originally built to bring lead ore down the valley to Aberystwyth, while timber was also transported and used for pit props in the coal mines of South Wales. As freight traffic reduced, tourism increased. On November 8, a charter gave a glimpse of what freight and passenger trains looked like.

In steam for the day were 2-6-2Ts No. 7 *Owain Glyndwr* on a freight and No. 8 *Llywelyn* on the passenger set. Both built in 1923 and in GWR livery, they were without nameplates; they were named in 1955-6 by BR(WR). The Westinghouse brake has been cleverly camouflaged behind the casing of the water tanks.

Both locomotives performed very well during the day, with magnificent sound effects.

Safety first

The day began at 8.15am with the safety briefing. Being narrow gauge, there are no high platforms or long drops getting out of the carriages. Safety is taken extremely seriously on all such events, and throughout the day everyone obeyed the rules to the letter. The most important safety issue was to not cross the line behind the train. Doors are locked throughout the journey due to the tight clearance along the line.

Both trains were first posed at Aberystwyth station before the freight, consisting three five-plank wagons, two flat wagons, three four-plank wagons, a cattle van and then the brake van, set off behind No. 7 looking very authentic; it is unusual to see a steam-worked freight on the VoR, especially with such a varied consist.

Once clear, the passenger train departed in the same section at an extremely safe distance.

Many run-pasts took place en route to Devil's Bridge at the best locations. Once photographers were off and safe, the passenger train backed well out of the way, allowing the freight



Above: No. 7 approaches Devil's Bridge during the charter on November 8.



Left: At Capel Bangor, a passenger train headed by No. 8 passes No. 7 on the freight working.

run-pasts, and once completed it was the passenger train's turn.

Poor weather meant that the day could be best described as atmospheric! The hillsides were wet and slippery, mist and clouds

shrouded the valley below, and the autumn colours were at their best.

Riding down the line at the end of the day as it got darker without carriage lights, looking down on the mist was extremely pleasant. A short

night session completed the day, the participants of which were a mix of British, German and Americans. One American spoke very highly of all the railways visited, the organisation, scenery, and sheep in particular, which he filmed especially for his grandchildren!

13 days of charters

The charter took place on the penultimate day of a 13-day programme of narrow gauge events covering seven railways, arranged and run jointly by experienced organisers Bob Branch and David Williams. They plan a further Welsh steam extravaganza in the autumn of 2022. David also runs steam charters in the UK and Isle of Man, with overseas trips planned to France, Germany, the USA and South Africa among other destinations.

→ For details of next year's Welsh charters with Bob and David, email djw.edit7@btinternet.com



Autumn gold: No. 8 charges through the woods near Capel Bangor with a passenger train.



No. 7 crosses the river Rheidol, departing Aberystwyth. The day was marred by poor weather but the railway pulled out all the stops to give participants the best experience possible under the circumstances.

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Rother Valley seeks go-ahead for work on part of missing link

By Geoff Courtney

AS IT awaits the Government's decision on whether it can reinstate the line between Robertsbridge and the neighbouring Kent & East Sussex Railway, the Rother Valley Railway has applied for permission to carry out work on part of the missing link.

The RVR runs for half a mile from Robertsbridge to Northbridge Street, and 2½ miles away to the east lies the limit of the KESR beside the B2244 Junction Road at Udiam. The RVR also owns nearly one-third of a mile of former trackbed beyond Junction Road to Austen's Bridge, and it is on this stretch that it would like to carry out work, as it would become part of the connection between the two railways should the plans get the go-ahead.

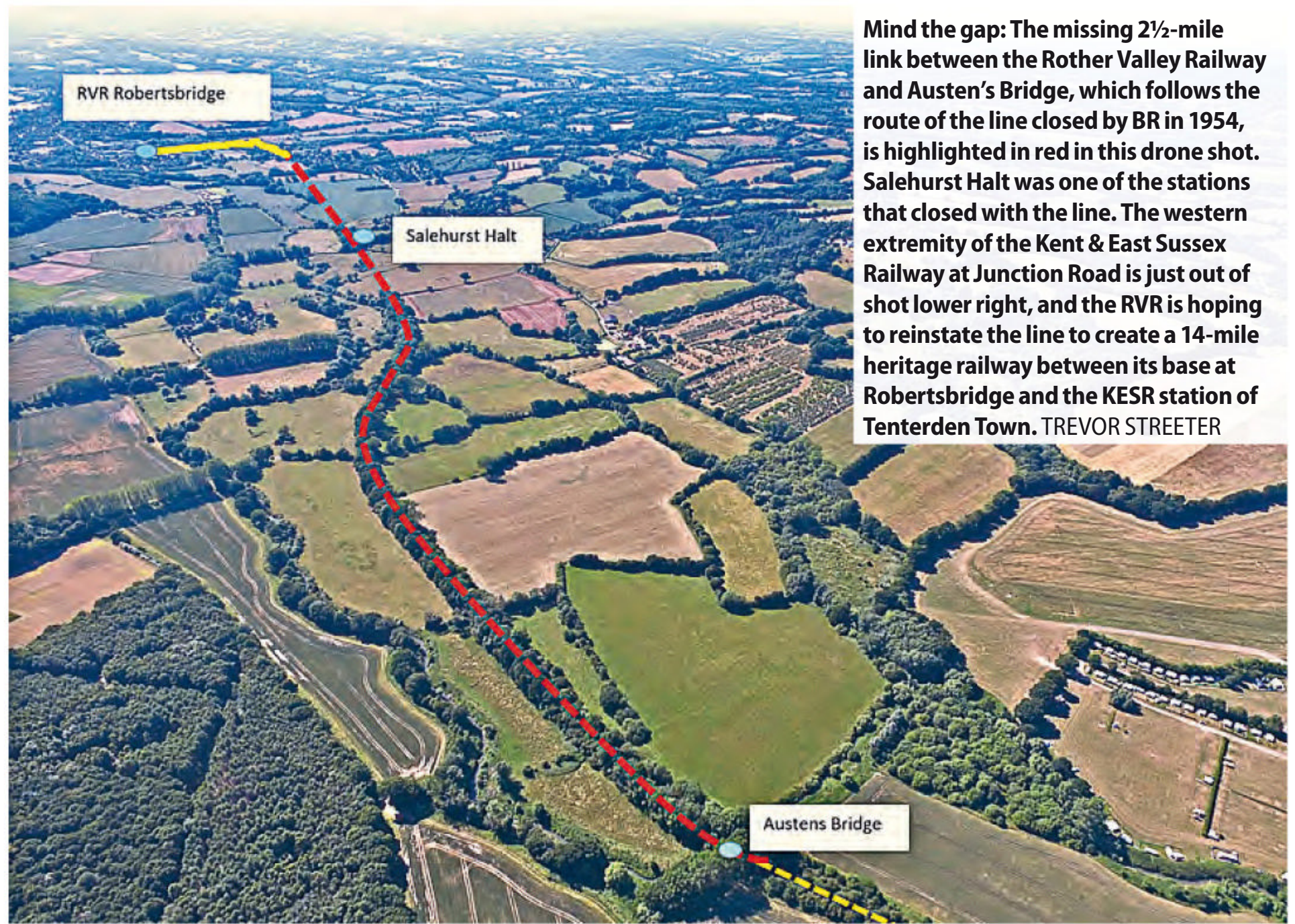
Rother District Council has granted planning approval for the link, but the RVR has also applied for a Transport & Works Act Order to give it statutory powers to construct three level crossings, allow the compulsory purchase of land whose owners are objecting to the scheme, and to run trains on the new link.

As previously reported, this application was the subject of a public inquiry that ended on September 3, and the inspector's report is currently with Transport Secretary Grant Shapps, whose decision is expected in the middle of next year. Granting of the order would enable the construction of the link to begin.

However, the Junction Road-Austen's Bridge section does not require the order to be granted before work can take place, so the RVR is seeking permission from the district council to allow work, including site clearance and track-laying, to be carried out.

In the request to the council, the railway's planning consultants, NTR, said: "The Transport & Works Act Order is required to authorise the compulsory purchase and use of land and the creation of level crossings.

"Without the benefit of the order, the applicant cannot enter third party land to carry out the work required



Mind the gap: The missing 2½-mile link between the Rother Valley Railway and Austen's Bridge, which follows the route of the line closed by BR in 1954, is highlighted in red in this drone shot. Salehurst Halt was one of the stations that closed with the line. The western extremity of the Kent & East Sussex Railway at Junction Road is just out of shot lower right, and the RVR is hoping to reinstate the line to create a 14-mile heritage railway between its base at Robertsbridge and the KESR station of Tenterden Town. TREVOR STREETER

to satisfy all the pre-commencement planning conditions."

The railway is thus seeking permission to amend the conditions of the original planning approval to enable the work to be carried out in two phases, which would allow work to take place on part of the stretch beyond Junction Road. This would not include the construction of a level crossing across the road, meaning it could begin before the final decision on the order application is announced.

In the hope that approval is given to bridge the gap between the two railways, the RVR has carried out an extensive privately-funded £4.5 million development at its Robertsbridge base. This includes the construction of a link to the national network at the adjacent Robertsbridge station, a new station with a five-coach platform, a two-road engine depot, carriage shed, water tower and crane.



Ready for the off: Former LBSCR A1X 'Terrier' No. 32678 awaits departure from Robertsbridge with a one-coach train to Headcorn via Tenterden in about 1950. The 1880 Brighton-built 0-6-0T survived into preservation and is now a popular resident of the Kent & East Sussex Railway heritage line that runs from Tenterden to Bodiam. The Rother Valley Railway is based at Robertsbridge, where it has built a new platform and other facilities. If plans come to fruition, the current 2½-mile gap between the RVR and KESR would be bridged, leading to the probability that this 1950s steam era scene could be recreated seven decades after the original line's closure in 1954.

COLONEL STEPHENS RAILWAY MUSEUM COLLECTION

Severn Valley Railway to run programme of evening carol trains to Highley

THE Severn Valley Railway is to run a limited number of evening carol train services on selected dates between November 27 and December 18.

The specials will leave Kidderminster Town at 7pm behind steam or diesel locomotives and

head for the Engine House visitor centre at Highley, where two different acts each evening will perform carols and Christmas songs.

Taking part are the choir Got 2 Sing, Bewdley Choral Society, Stourport Brass Band, Dynamix,

Nos Novem and Friends, Pershore Brass, Lutley Community Voices and Blackwell Concert Band and the Bridgnorth-based Sunflower Saxs.

A two-course takeaway dinner can be pre-booked. Passengers will have time to explore the locomotives

and carriages on display inside the centre, and the evening ends around 11pm following the return journey to Kidderminster. Compartments for four or six people and tables for two are pre-bookable at www.svr.co.uk/SEItem.aspx?a=190

New contractor for NYMR bridge work appointed

THE North Yorkshire Moors Railway has named VolkerLaser as the contractor to carry out the reconstruction work on bridges 24 and 25 at Goathland between January and March 2022.

The appointment of VolkerLaser to replace the wrought iron and steel bridges which cross Eller Beck at Goathland follows the collapse earlier this year of engineering firm Cleveland Bridge, which was originally scheduled to carry out the work.

The £1.26 million reconstruction work is only one part of the NYMR's £10 million Yorkshire's Magnificent Journey project. VolkerLaser is part of VolkerWessels UK, a multi-disciplinary construction and civil engineering group with a turnover of £1180 million.

Tim Bruce, the NYMR's director of civil engineering, said: "Our bridges are absolutely crucial for an operating railway and ensuring that future generations will be able to enjoy this historic route.

"Some of our bridges are more than 150 years old and despite regular maintenance work to care for them and prolong their lives, the metalwork is starting to show its age.

"The renewal of bridges 24 and 25 is essential to ensure that we can run passenger trains hauled by heavy steam engines over them for many years to come. Despite some delays due to Covid and Cleveland Bridge going into liquidation, we



Peppercorn A1 Pacific No. 60163 *Tornado* crosses bridge 25 on September 23. CHARLOTTE GRAHAM/NYMR

are delighted that VolkerLaser is stepping in to deliver the project in line with our original timescales."

Jim Mawson, operations director for steel at VolkerLaser, added: "It is great to have been awarded this contract and to work for NYMR in delivering the final piece of its Yorkshire's Magnificent Journey

project. VolkerLaser will be working tirelessly with the client's team to deliver a successful outcome."

Yorkshire's Magnificent Journey is split into seven projects, others including the recently-opened £4 million carriage stable at Pickering, and The Outstation, a volunteer development hub at Stape. It is

financed by the National Lottery Heritage Fund, the European Union, the NYMR's Local Enterprise Partnership and donations from many supporters.

→ However, the railway needs a further £300,000 to fund the work on bridges 24 and 25. If you would like to donate, visit nymr.co.uk/ymj

North Norfolk embarks on carriage refresh scheme

THE North Norfolk Railway's carriage and wagon team has started an intensive programme of coach repainting and revarnishing to make up some of the ground lost as a result of Covid-19 lockdowns, restricted working and the use of compartment stock over the past 18 months of the pandemic.

The line's unique teak-bodied LNER Quad-Art set and four-car rake of BR non-corridor suburban coaches have undergone extensive front line use throughout the 2020 and 2021 seasons, with the historic carriages seeing more use in two years than the heritage line would normally diagram them for in a decade.

Coupled with some scheduled repaints that were deferred as a result of the line's Weybourne workshops being closed due to lockdowns or with mechanical maintenance taking priority when Covid precautions restricted the numbers working at any time, the Poppy Line's passenger fleet was starting to look a little tired, said an NNR spokesman.

The railway's answer is a targeted programme to refresh the paintwork on at least 14 vehicles which will hold the fort until vehicles undergoing more in-depth repairs return to traffic.

Carriage and wagon shedmaster Paul Moxon said: "The plan has affectionately been dubbed 'operation conveyor belt' and

it will see the 14 vehicles receiving a light rub down and revarnish, or a single coat of paint and varnish to keep them looking presentable."

The first vehicle through the shops was BR Covered Carriage Truck No. E94464, which is attached to most of the line's steam services to convey bikes and pushchairs. The CCT spent two weeks in the sheds and as well as a revarnish, it also had a refurbished set of springs fitted in readiness for its role as a generator van for the line's popular seasonal Norfolk Lights Express trains.

The team then set to work on the suburban coaches, which will all receive a coat of crimson red gloss to the coach sides and a new layer of black applied to the roofs.

No. E43041 was completed by mid-October, with No. W46139 immediately taking its place in the painting bay. The remaining suburbans, Nos. E48001 and E43357, were receiving similar treatment in November.

Once seasonal trains are over, attention will turn to the 'North Norfolkman' dining set in the New Year, with kitchen cars BG(K) No. M81033 and RBR No. E1969 due to be shopped, along with one of the train's dining coaches, and SO No. M4372. Two TSOs from the main service set; M4843 and M4236 will follow before the Quad Art set has similar treatment in the spring.



Outshopped CCT No. E94464, the first vehicle to be refreshed by the Poppy Line's 'operation conveyor belt'. CHRIS MOXON/NNR



During the shunt to swap the two coaches at the Weybourne workshops, BR suburban Mk.1s Nos. W46139 and E43041 were marshalled side by side, providing contrasting 'before and after' views. CHRIS MOXON/NNR

Peckett *Rocket* stars at Dean Forest's 50th anniversary

by Toby Jennings

IT'S not often that a Peckett 0-4-0ST is the star of anything – but for the Dean Forest Railway's 50th anniversary celebrations, it was the only choice.

Class W6 No. 1722 of 1926 *Rocket* visited from the Telford Steam Railway for the event on October 23/24, marking 50 years to the day since the DFR held its first steam day at Parkend on October 23, 1971. The star of the show on that occasion was Class R4 Peckett *Uskmouth 1* (Works No. 2147 of 1952), the DFR's first steam locomotive, giving brake van rides over just 200 feet of track on a siding to which the DFR was confined while BR was still using the Lydney-Parkend line for freight traffic.

The DFR Society was formed to preserve the line in 1970. The railway had originally hoped to mark that anniversary last year and then to return *Uskmouth 1* to steam this year, but the Covid-19 pandemic put paid to both those plans.

Rocket, however, helped to recreate those early days by giving short brake van rides at Parkend, while a display of traction engines

and steam rollers and a miniature railway at the station also provided a similar atmosphere to a typical early 1970s steam day. Parkend featured a display of photographs and other

archive material from the last five decades, and on the Saturday about 50 founder members, VIPs and local dignitaries attended the unveiling of a commemorative plaque by John

Metherall, who holds membership number three. Early members were presented with commemorative 50-year service badges, while the day also marked the launch of a new



John Metherall, DFR Society member number three, unveils a commemorative plaque (inset) at Parkend on October 23. T LANE



A busy scene at Lydney Junction during the Dean Forest Railway's 50th anniversary gala on October 24, with Hunslet Austerity 0-6-0ST No. 75008 *Swiftsure* and GWR 4575 2-6-2T No. 5541 preparing for departure. T LANE

Right: Visiting Peckett 0-4-0ST No. 1722 of 1926 *Rocket*, from the Telford Steam Railway, gave brake van rides at Parkend to recreate the DFR's early open days. A CLARKE

heritager era history of the line, Five Decades in the Forest (see Off the Shelf Christmas special, pages 88-91.)

More than 600 visitors enjoyed the most intensive timetable the railway has run since the pandemic, with stalwart GWR 4575 2-6-2T No. 5541, Hunslet Austerity 0-6-0ST No. 75008 *Swiftsure* (Works No. 2857 of 1943) and Class 14 diesel D9521 working with all the available coaching stock, backed up by the DFR DMU Group's two-car Class 108 unit.

Trustees chairman Alastair Clarke said: "It was so lovely, after 18 or so months of very challenging times for the DFR, to be able to celebrate our 50th anniversary and to see so many early members reuniting to join in our celebrations.

"Alongside our early members, the DFR Society's Young Members Group was also present, and it was so pleasing to see the next generation of volunteers alongside our founders, to whom we must all be so grateful for their determination to preserve something of the Forest of Dean's railway heritage.

"Here's to the next five decades in the Forest!"



Above: A typical scene from the DFR's early days at Parkend, taken in 1972 and showing the line's first steam locomotive, Peckett 0-4-0ST *Uskmouth 1*, and the GWR 'Toad' brake van used for the first trains. Work can be seen in progress to extend the short 200ft running line by a few more precious yards, DFR Society members being keen to shake off the title of 'the shortest preserved railway in the UK'. C BLADON

Right: The DFR DMU Group's two-car Derby Lightweight DMU arrives at Norchard Low Level on October 24, while *Swiftsure* waits to depart light engine to Lydney Junction. A BUDD



Deal is reached for No. 5164 to join Erlestoke Manor Fund

AGREEMENT has been reached for Severn Valley Railway-based GWR 5101 2-6-2T No. 5164 to be transferred into the ownership of the Erlestoke Manor Fund.

Discussions have been held between the 5164 Preservation Group – the current owner of the Collett locomotive, the EMF and the SVR to construct a formal transfer agreement. The EMF stated: “We are delighted to advise that agreement has been reached on this, which covers the interests of all parties involved and, most importantly, should secure 5164’s future as a long-term resident of the SVR.”

Further preparatory work is now underway to complete the transfer, after which No. 5164 will be in line for overhaul. It is currently on display in Barrow Hill Roundhouse, having last steamed in 2014 when its previous 10-year boiler certificate expired.

Manor nears completion

One of the EMF’s Manor 4-6-0s, No. 7812 *Erlestoke Manor*, is currently under overhaul at Tyseley Locomotive Works, where, as reported last issue, its boiler has passed its out-of-frames steam test.

Work is currently focused on refitting the cylinder drain cock mechanism and the cylinder cladding.

It is expected to return to service on the SVR next year, after which the group’s other Manor – No. 7802 *Bradley Manor* – will take its place at Tyseley for its boiler lift and replacement of one of its cylinders.

Adrian Hassell, the new EMF chairman, said: “With the return to service of 7812 now imminent, fundraising and planning for a future overhaul of 5164 can commence in the New Year.

“The importance of a third active locomotive in the EMF fleet is clear, providing greater resilience in the event of unexpected major failures, such as that of No. 7802 in 2019.

“Also, overhauling 5164 during the mid-2020s period will provide an income stream in the early 2030s period, when 7802 & 7812’s 10-yearly overhauls are now likely to partially overlap.”

Revived Llangollen is in ‘healthy financial state with no debts’ – trust

By Robin Jones

STEAM was back on the Llangollen Railway when GWR 2-8-0 No. 3802 hauled the line’s Remembrance Sunday special on November 14.

The privately-owned locomotive, which had returned from a visit to the recent Great Central Railway gala, hauled the line’s four-coach suburban rake on a sunlit journey down the Dee Valley, with the autumnal colours at their best.

The train timetable was adjusted to accommodate the Remembrance service in Llangollen. However, only two of the coaches were full.

Afterwards, essential engineering work commenced in Llangollen station in readiness for the Santa Special season starting on December 4/5, when No. 3802 will again be in action. The specials will also run on December 11/12, 18/19 and 22-24, with Mince Pie Specials on December 27/28 and January 3/4.

DMUs prove worth

In the absence of steam, DMUs proved to be a revelation on the highly-scenic line since the railway’s plc – which earlier this year plunged into administration with debts of £350,000, leading to the enforced sale of assets including rolling stock – was relaunched by the independent Llangollen Railway Trust. As previously,



Left: Driver Dave Owen adjusts the commemorative headboard on No. 3802. GEORGE JONES

Right: Ballasted up to the end of the line, the ballasting operation has reached the buffer stops at the new Corwen station. GEORGE JONES

reported, the first public trains operated by the trust were by the Class 108 railcar to Berwyn, a throwback to the late 1980s. Loadings were strong for such a modest operation, from moderately loaded to extremely busy, with more than 700 single journeys on one day. Onwards to Glyndyfrdwy in mid-August, the Wickham came into play, and later, a hybrid DMU, comprising the blue Class 104 DMBS and green Class 104 trailer (see picture, page 101), came into play. On trial on October 30 was a ‘Berwyn Belle’ shuttle, comprising Class 08 No. 13265 propelling the line’s GWR Toad brake van, the former disabled coach and an open wagon to offer a novel train experience for family groups with little time and limited cash for the short journey to Berwyn and back.

Altogether, the DMU fleet, with trains and crew supplied by Llangollen Railcars, ran on 86 operating days and 23,000 single

passenger journeys were made.

The trust’s first annual general meeting since the plc went into administration was held on October 29, and board members reported that the line was now in a healthy financial state with no debts and minimal creditors and a positive bank balance.

The December 31, 2020, accounts showed a small loss of £7252 after write-offs of £220,000, mostly in connection with the plc trading arm now in administration, but no further write-offs in that respect will be required.

Grant funding

Finance director Phil Freeth reported the up-to-date position showed that the bank balance had increased significantly since thanks to a mixture of generous donations from supporters and the general public, grants, delays in re-hiring staff, operating fewer steam



Welcome home: GWR 2-8-0 No. 3802 at Llangollen, suitably decorated with a wreath and commemorative headboard for the Remembrance Sunday special on November 14. GEORGE JONES



trains, relying on DMU and diesel for midweek operations in particular, and passenger loadings having been about 10% above forecast.

"We would like to take the opportunity to again thank all our supporters and members of the public who have made generous donations and visited the railway since we reopened in July," said Phil. "We also wish to thank again the Welsh Assembly Government and Denbighshire County Council for their support, and the media without whose generous coverage and supportive stance our plight would not have reached so wide an audience."

Meanwhile, trust officials were waiting to learn the exact amount of funding its Corwen project will receive from the successful £15 million Levelling Up Fund Bid for Clwyd South, announced by the Chancellor of the Exchequer on October 27.

The bid, sponsored by Clwyd South Conservative MP Simon Baynes, includes grant aid towards the canopy at the new Corwen station, which is scheduled for opening in 2022. However, it was also unclear as to whether the grant – estimated at about £200,000 – would include a match-funding element.

The ballasting of track in Corwen station got underway in October with the dropping of stone chippings on the track in the approach to the station area, as the start of the final phase of work to complete the project to extend the line into a purpose-built terminus station situated in the centre of the town.

A special engineering train of four ballast wagons was worked into the site from the ballast mound near Bonwm. In a 90-minute operation, the initial drops were made in the area opposite the Corwen

signalbox, where the pointwork allows access to the station loop and the siding. The track here has to be brought up to a required height to allow the points to be connected, with the lineside switching mechanism already in situ.

Volunteers – of the average age of 68 – were on hand to operate the dropping mechanism on each wagon as the train edged forward to provide a good spread. Others at ground level stood ready with shovels to pack the stone between the sleepers. The use of the plough on the Shark van helped spread the stone along the tracks when propelled by the diesel shunter, but the main effort at this stage was manual. The total ballast dropped was upwards of 500 tons; the drops on both sides of the platform are complete through to the Green Lane buffer stop, and initial levelling up is underway.

Significant step

The trackwork has been in place since December 2019 when a golden fishplate was fitted with some ceremony by the railway's president Bill Shakespeare MBE and vice president Gordon Heddon, but the Covid 19 lockdowns prevented earlier ballasting of the layout.

Project leader Richard Dixon-Gough said: "The ballast drop was a huge lift for the volunteers and it is the beginning of a long, expensive process. The ballasting is a significant step towards bringing an operational railway back into the centre of Corwen. There are still a number of critical steps required before the station can open, and dozens of non-critical tasks to be done before the job can be considered complete."

After Christmas, No. 3802 is to visit West Coast Railways' workshop at Carnforth for tyre reprofiling.



BR Shark ballast plough brake van No. DB993733 in its long-time resting place at Shenfield station on November 10. OWEN HAYWARD

Shenfield Shark up for grabs

A BR Shark brake van that has become famous for languishing at Shenfield station for more than 30 years has been put up for sale.

The ballast plough brake van, No. DB993733, was dumped in a siding at the Essex station on the Great Eastern Main Line in about 1988/89 when it suffered a hot axlebox on a

journey to Southend Victoria, and has remained there ever since.

Despite its long period in the open, it is reportedly in good condition and has provisionally been made available by freight operator DB Cargo. Interested parties can contact Stella Horrocks at <https://uk.dbcargo.com/rail-uk-en/services/disposals>



After passing all steam tests in the motive power department yard at Bridgnorth on the Severn Valley Railway, the boiler of its flagship No. 4930 Hagley Hall is now in the boiler shop, having the lagging and cladding fitted in final preparation for being reunited with its rolling chassis. Some recently painted boiler panels are being fitted before, which is easier to do when the boiler is on the ground rather than on the chassis. Things are looking good for its imminent return to passenger duties, hopefully early next year and perhaps in time for the spring gala.

SVR Standard 4MT for Epping Ongar Railway's 2022 anniversary event

BR Standard 4MT 4-6-0 No. 75069 is to make its first visit away from the Severn Valley Railway since overhaul for the Epping Ongar Railway's 10th anniversary gala next year.

The Riddles locomotive is to star in the EOR's gala on May 27-29, 2022, marking a decade since the former London Underground line reopened to passengers in 2012. Its visit is a return gesture for the short-notice hire of EOR-based GWR Hall 4-6-0 No. 4953 Pitchford Hall to the SVR's autumn steam gala this year, to stand in for

under-repair Stanier Pacific No. 6233 *Duchess of Sutherland* (issue 285).

It will be No. 75069's first venture away from the SVR since it returned to steam in December 2018 after 24 years out of action and an extensive overhaul. Its last visit to another heritage line was to the West Somerset Railway in 1994, the final year of its previous stint in traffic.

Next year's event will include a photographic exhibition, and the launch of a new book, marking the anniversary.

Quainton Road now end of line

By Phil Marsh

THE Buckinghamshire Railway Centre's Quainton Road station no longer has a freight line passing through it.

On October 2, Quainton Road became the end of the former Metropolitan & Great Central Joint Railway when Network Rail took the line north of Quainton Road out of use and handed the section of the route to the High Speed 2 project before lifting the track.

The new high-speed line will use the former GCR alignment for about five miles to just north of Calvert.

The lifting of the track brings to an end 153 years of history. It was on September 23, 1868, that the Aylesbury & Buckinghamshire Railway was opened, linking the Wycombe Railway's Aylesbury station to the Buckinghamshire Railway at Verney Junction, where the Oxford-Bletchley line and the line to Buckingham already met.

Freight-only route

The line survived the Beeching closures only due to the landfill site at the former brick pits at Calvert four miles north of Quainton Road served by daily waste trains from London and Bristol. Passenger services ceased in September 1966, leaving just a single line between Aylesbury and Calvert Junction.



Quainton Road hosts a dawn HS2 track recovery train on a frosty November 5. PHIL MARSH

This year has seen hundreds of HS2 aggregate trains operating to the Second World War-installed emergency curve at Claydon, linking the former Varsity Line with the GCR at Claydon Loop.

This track has seen more than 500,000 tons of stone brought to the Calvert virtual quarry, bringing up to eight train movements a day through Quainton Road. Claydon Loop was officially closed and lifted in July when it was no longer required.

From October 2, track recovery commenced from Calvert, working south to a location just north of Quainton Road at 44 miles and 26 chains. This boundary is now marked by a sleeper that has been chained

across the line – and all track north of this has now been lifted and removed to Hinksey Yard at Oxford.

Uncertain status

The surviving section of the route between Aylesbury Vale station and Quainton Road has been renamed the Aylesbury Up and Down siding and access to Quainton Road controlled from Claydon LNER signalbox, which relocated to the Waddesdon former station site at 43 miles and 05 chains in January 2020.

The line through Quainton Road station has divided the Buckinghamshire Railway Centre into two halves since 1969, when preservationists commenced

activities; whether any charter trains operate there under these revised main line operating procedures remains to be seen.

Post privatisation, the station was never adopted by a passenger franchise. Under the Great British Railway project, its status is uncertain because of this non-adoption, which means safety legislation may stand in the way of any trains operating.

Should the Aylesbury section of East West Rail be sanctioned by the Treasury, having a 90mph main line through Quainton Road could mean major changes to the Grade II listed station platforms and/or the track alignment, which could also hinder any future trains calling there.



Looking south, October 17 saw track lifting operations south of Calvert station underway. PHIL MARSH



Looking north at Quainton Road over the only main line steam passenger service to Aylesbury in the heritage era is the 'Aylesbury Centenary Express' headed by GWR 4-6-0 No. 6024 King Edward I on August 30, 1992. Numerous diesel-hauled tours have also run to Quainton Road. PHIL MARSH

Passenger services restart at Bideford station after 15 years

By Robin Jones

PASSENGER rides have returned to Bideford Railway Heritage Centre after an absence of 15 years.

On Sunday, October 30, Halloween Specials comprised of rides in the cab of the centre's Hibberd Planet chain-driven 0-4-0DM shunter No. 3832 of 1957 *Kingsley*.

At the opposite end of the spectrum from the 'Atlantic Coast Express' which ran from Waterloo to Bideford in Southern Railway days, the rides nonetheless offered sweeping views across the River Torridge to the town on the opposite side.

The rides were possible following the resolution with landowner Devon County Council of issues with licences to run trains. As reported in issue 280, the county council announced a "shock" decision to revoke the centre's rights to run trains, despite the centre holding operational permission to run from the Office of Rail and Road and having permanent planning permission to do so from Torridge District Council. The county council cited noise and nuisance to new developments as the primary reason for its decision. After the Heritage Railway Association wrote a letter

to the county council in support of the centre, which was also backed by Bideford Town Council, the decision was reversed following last May's local elections (see issue 282).

Centre spokesman Lewis Andrews said: "It was a wonderful day and particularly pleasing to see the smiling faces of the children who, in some cases, fulfilled a dream of riding in a locomotive in North Devon. The day was the result of about four years of hard work by our volunteers, which began by rebuilding the loco's engine, many hours of repainting, weeding and paperwork, resulting in the site rightfully returning to a passenger railway station.

"Next year we plan to give rides in our guard's van with a choice of indoor seating or standing behind the loco, so exciting times ahead!"

The cab rides will be offered again on New Year's Eve, with nine days of operation in 2002.

The centre is also taking ownership from the county council of the Mk.1 carriage which operates as a café, museum and meeting room, giving it complete control over the facilities at Bideford.

Following its purchase of a set of nameplates from Bulleid West Country light Pacific No. 34019 *Bideford* (see issue 278), it is continuing to acquire



Now carrying BR black livery, Hibberd Planet chain-driven 0-4-0DM No. 3832 of 1957 *Kingsley* is seen running cab rides at Bideford Railway Heritage Centre on October 31. BRHC

artefacts with the aim of gaining accredited museum status.

In the longer term, the centre has no plans to extend south five miles to Torrington station, home of the Tarka Valley Railway. Since the line – last used by milk and china clay trains and the occasional passenger special – closed in 1982, the trackbed, owned by the county council, was converted to the Tarka Trail long-distance cycleway and footpath. The section is not wide enough to accommodate a railway and the trail.

However, the centre has formed a separate group, ACE Rail, to actively promote future outside initiatives for the reinstatement of the line back to Network Rail's railhead at Barnstaple.

The Barnstaple to Bideford section was built to broad gauge with no

major structures impeding the nine miles, and an independent report indicated that it was physically possible to run the Tarka Trail and the railway in parallel along it.

Lewis said: "We are currently in high-level talks with officials about this project, buoyed up by the reopening of Okehampton (issue 286) and the real prospect of reopening to Tavistock. It won't be our heritage centre undertaking this, but will be from the top down and hopefully part of the Government's reopening agenda."

→ Anyone who would like to volunteer to help with the development of the heritage centre is invited to join Wednesday working parties from 10am onwards, details of which can be found at www.bidefordrailway.co.uk

New Corris Falcon is on track for September 2022 steaming

THE construction of the Corris Railway's new-build Falcon 0-4-2ST No.10 continues to make progress towards the scheduled completion date of next September.

Following the trial fitting of the boiler, work has continued on the construction and erection of the locomotive in the Ross-on-Wye workshops of Alan Keef Ltd.

After an initial trial assembly in the Nottingham workshop of a Corris Railway Society volunteer, the sections of the cab – a taller version of that carried by the original trio of Corris locomotives – were taken to Keef's workshop and were placed on the frames for the first time. While some minor adjustment work will be required, this part of the project has gone well.

Elsewhere, a Derby-based society member has been working together with Keef staff to produce brake gear components, while volunteer-produced buffers have been sent from the railway's

workshops at Maespoeth Junction to be eventually united with the new Falcon.

Footplate sections are in place with some pipe runs that will fit beneath them in situ and drawhook blanks have been delivered ready for machining. The regulator quadrant has been produced.

A deadline of the end of February has been set for the railway to supply components to Alan Keef, including boiler fittings, springs for the trailing truck and draw hooks, cab windows, CAD design and laser cutting files for the saddle tank. In addition, there are the air brake valve and mechanical lubricator and, in liaison with the Tallylyn Railway, the air pump, and injectors.

Donations can be made via www.corris.co.uk, or cheques made payable to Corris Railway can be sent to Peter Guest, 38 Underwood Close, Callow Hill, Redditch, Worcestershire B97 5YS.

German museum restores 1897 Austrian locomotive

A GERMAN railway museum that is seeking a British steam locomotive for display has completed the restoration of an Austrian 4-4-0.

The engineering team at Bahnpark Augsburg in southern Germany have spent five years restoring No. 415, which was built in 1897 for the Imperial & Royal Austrian Southern Railway Company and used to haul the court train of Empress Elisabeth of Austria, known as Sisi. Graz actress Sabine Rossegger, playing the role of

the Empress, performed the engine's rededication ceremony on October 10.

It will now become part of the museum's exhibition 'Time Travel – Locomotives Tell European History'.

As reported in issue 285, the museum is seeking a British steam locomotive – possibly a GWR 4-6-0 to restore in 'Hogwarts Express' guise – to acquire or take on loan. Any offers can be directed to Marcus Hehl at markus.hehl@bahnpark-augsburg.eu



Newly restored Imperial & Royal Austrian Southern Railway 4-4-0 No. 415. BAHNPARK AUGSBURG

Unique Altrincham electric pair in new £40,000 appeal

By Robin Jones

A £40,000 appeal to complete the restoration of two unique Manchester South Junction & Altrincham Railway coaches has been launched.

The Altrincham Electric Railway Preservation Society is heading the appeal, which is rebuilding Metropolitan-Cammell coaches Nos. 117 and 121 at the Midland Railway – Butterley.

The society has completed the external restoration of MSJ&AR centre trailer car No. 117 as the latest stage in a project that has taken more than 40 years.

Now attention is again turning to No. 121. The coaches were introduced in 1931 to the pioneering 1500V DC Altrincham branch. Based on the LMS Type 1 design, teak framed and with metal side sheet panels, they gave 40 years of service until April 30, 1971.

The society secured their purchase from scrap dealer TW Ward of Swansea, and they began life in preservation at the Embsay & Bolton Abbey Railway before moving to their current home.

Funds were raised over many years to progress the external restoration of No. 117. The sight of this carriage

coming out of the workshops after being fully repainted green by the Butterley DMU Group has promoted the project to the point where No. 121 has seen some initial work started.

Thanks to recent donations from readers and supporters, the required asbestos stabilization work has just been completed.

The AERPS now believes that No. 121 could, in due course, be brought up to same level of external restoration as No. 117, thereby creating a unique two-coach LMS-type compartment stock train for preserved line use.

Better condition

No. 121 has had little attention over the years but as a starting point is actually in better condition than the vehicle just completed. More internal components are present, and it is envisaged that a roof repair rather than replacement will be possible.

Window glass and other parts are held in stock, while the timber framing will need work and fresh external steel sheeting is required.

Both coaches need their internal compartments rebuilding, so the society is seeking sponsors on a compartment by compartment basis.



Maybe not a pretty sight at first glance, but coach No. 121 from the electrified Altrincham branch is said to be in better condition than No. 117, which has just been externally restored to pristine condition. NICK DODSON

Society spokesman Nick Dodson said: "It is clear that over time more people are starting to appreciate these two unique survivors.

"The two vehicles represent an important part of electric railway and commuter history, and it is believed that they have a useful future ahead

of them that is worth supporting."

→ To help the society progress its plans for the restoration of No. 121, donations are invited to Altrincham Electric Railway Preservation Society, c/o Mr Roger Morris, Restoration Officer, 38 Wolseley Road, Sale M33 7AU.



Above: Mook Vignes (left), of Mirador Media, and Niall McCaughan with the newly delivered crank audio machine, which will be installed outside the museum. DONEGAL RAILWAY HERITAGE CENTRE



Right: The machine installed inside, showing the crank and story selector. DONEGAL RAILWAY HERITAGE CENTRE



The outdoor crank machine will join *Drumboe* under the restored locomotive's newly erected and still to be completed canopy. JIM MCBRIDE

Cranking up recorded memories in a first for any museum in Ireland

By Hugh Dougherty

IT is not just locomotives that are dependent on cranks as part of their movement and motion. The Donegal Railway Heritage Centre has now found a new use for them, using people power to make audio memories of the County Donegal Railway accessible to visitors.

The centre is now home to two audio crank-up machines – the

first in use in any type of museum in Ireland – on which visitors use arm power to crank up the machine to listen to eight recordings of local people who lived and worked on the County Donegal Railway.

One machine is positioned inside the centre and a second is outside beside recently-returned 2-6-4T No. 5 *Drumboe*, which is now stationed below its newly erected platform canopy.

Centre manager Niall McCaughan said: "We have really gone green with these people-power machines which really involve visitors, and don't add to our electricity bill.

"The quality of the recordings is excellent, and they fulfil our wish to bring the railway to life for visitors by them hearing the authentic voices of passengers and staff.

"One recording is by Billy Patterson, who grew up in the

station house at Letterkenny, where his father was stationmaster, and he recalls the railcars coming to and from the busy station.

"Our thanks go to Mirador Media of Innishannon, County Cork, for manufacturing and installing these pioneering, green and highly-effective museum information tools for us." Find out more about the CDR's history at <http://donegalrailway.com>



Bulleid Battle of Britain 4-6-2 No. 34081 92 Squadron is back in service after firebox repairs, and is seen departing Wansford at 1.15pm on October 31 during the Nene Valley Railway's Halloween weekend. HAYDEN SHEPPARD



Llanelli's Grade II-listed goods shed will now be given a new lease of life in one of the most disadvantaged areas of Wales. LRGS

Grant will transform Llanelli GWR goods shed into a heritage centre

PLANS to transform a Grade II-listed railway goods shed into a thriving heritage centre in Llanelli have been boosted by a grant of nearly £14,000 from Great Western Railway.

The Llanelli Railway Goods Shed Trust wants to turn the 1875-built GWR shed into a flagship social enterprise and community hub, which will become a multi-use facility addressing social, economic, environmental and cultural issues.

The shed is located in the Tyisha area of Llanelli, in the top 10% of the most deprived wards in Wales. Its transformation will enhance Carmarthenshire County Council's plans to regenerate this disadvantaged area.

As part of GWR's franchise agreement with the Department for Transport, the train operator has a Communities and Education Programme to assist schools, colleges, community and other not-for-profit organisations.

Nia Griffith MP, who chairs the trust, said: "The project will allow people to experience and understand the significance of a building which has been on their doorstep for more than

a century. We are looking forward to welcoming people to the goods shed early in the New Year, when the first phase of the renovation will be complete, with office space and rooms for community use to let out.

"We've had considerable interest from people who have come forward with photos and reminiscences of Llanelli's railway and industrial heritage, and they are keen to see this preserved and celebrated."

Great Western Railway's funding will provide interpretive panels and artefacts, a projection wall providing archive imagery and oral accounts, and volunteer guides who will help tell stories to bring the goods shed to life. Access to the heritage area will be free.

In July, a train once again arrived at the shed, in the form of Class 143 Pacer DMU No. 143622, which came from Landore depot in Swansea after being donated to the trust by Transport for Wales. Network Rail donated about 100 yards of track on which to stand the two-car unit, and volunteers from the Llanelli & Mynydd Mawr Railway helped with the delivery.

Donations for Horsted Keynes appeal pass the halfway mark

DONATIONS to the Bluebell Railway's 'Jewel in the Crown' appeal to restore Horsted Keynes station are more than halfway to the target.

As reported in issue 286 of *Heritage Railway*, the Sussex line is aiming to raise an initial £500,000 to carry out the first phase of urgent repairs to the five-platform station and its buildings, with the estimated total cost of the work being £1.8 million.

The target is to raise £170,000 from individual donations, and in early November the total donated by members, shareholders and the public stood at £96,000, with an estimated further £17,000 of Gift Aid to be claimed.

Donations include £4000 from the station's Carriage Shop, which in turn includes £700 raised since July from second-hand book sales.

A total of £33.18 has come from Ben Thompson, a member of the railway's Stepney Club youth group, who raised the money by selling homemade lemonade to his neighbours.

Match funding from the Bluebell Railway Trust will double all money donated before January 31, 2022, up to a limit of £150,000, and more funds are needed to ensure that the restoration work can begin as planned after the winter period.

Donations can be made at www.bluebell-railway.com/donate/ or be sent to the Bluebell Railway Trust, Sheffield Park Station, East Sussex TN22 3QL.

Elsewhere at Horsted Keynes, the carriage workshop's new heritage skills centre has been signed off by building control surveyors as fit for use, with the railway's trimming team being the first to move in.

Carriages chosen by the Bluebell Railway Preservation Society for storage in the new OP4 carriage shed will take up their places in the coming months, as part of the line's Operation Undercover to get its vintage carriages out of the weather.

An official opening of the centre and OP4 shed is planned in the spring.



A quiet moment at Horsted Keynes station during the Bluebell Railway's Giants of Steam gala in October. ROBERT BATTY



Bound for the Christmas season at the Kent & East Sussex Railway is 2-6-2T No. 4144, seen here heading a gala passenger train on October 24.



Knowle waiting to depart from Burlescombe station and transfer shed with a mixed train.

‘Terrier’ steals the show on rival Great Western territory

Words by Robin Jones

Pictures by Frank Dumbleton

A ‘FOREIGNER’ proved to be one of the stars of the Great Western Society’s highly successful Diamond Jubilee Gala Part Two event on October 23/24.

LBSCR A1X ‘Terrier’ 0-6-0T No. 32678 *Knowle* visited Didcot Railway Centre from the Kent & East Sussex Railway and hauled passenger trains over the branch line.

The 1880-built ‘Terrier’, which had covered nearly a million miles by the time the Southern Railway was formed in 1923, first saw service on the KESR in 1940 and pulled the final passenger train when the line closed 60 years ago this year. After a brief spell operating on the Hayling Island branch under BR, it was sold to Butlin’s holiday camp at Minehead in 1964, becoming an exhibit in the children’s playground.

Bought for preservation, a restoration began in 1975 and was completed in time for it to take part in the reopening of the KESR extension from Northiam to Bodiam in April 2000.

GWR ‘Terriers’

Its appearance at a major GWS anniversary event might well seem unusual in that the class is associated with a rival company to the GWR. However, two ‘Terriers’ – No. 43 *Gipsy Hill* and No. 53 *Ashted*, which had been sold in 1925 and 1937 respectively to the Weston, Clevedon & Portishead Railway, where they became No. 2 *Portishead* and No. 5 – were inherited by the GWR when it bought that line in 1940 and closed it.

The pair entered full GWR service as No. 5 *Portishead* and No. 6, and survived into BR ownership. No. 6 was scrapped in 1948 and

Portishead in 1954.

Also in steam at the gala were the award-winning new Saint 4-6-0 No. 2999 *Lady of Legend*, No. 4144, and the oldest working GWR locomotive, Avonside 0-4-0ST No. 1340 *Trojan*, which was built in 1897 to work at Newport Docks in South Wales.

On static display was repatriated GWR 4-6-0 No. 4079 *Pendennis Castle*, which is to be officially launched into traffic at Didcot Railway Centre over the weekend of April 2/3, a fortnight earlier than the Easter bank holiday weekend, as reported in issue 285.

The locomotive underwent the first of its steam tests on August 13 following a marathon 21-year restoration programme, appearing on static display at Didcot’s August 28-30 Bank Holiday steam-up, as highlighted in issue 285.

In 1977, the late Sir William McAlpine sold No. 4079 to Western Australia mining company Hamersley Iron for use by enthusiasts among its workforce who had formed the Pilbara Railways Historical Society. However, it made its final run Down Under in October 1994, after which its boiler certificate expired, and with Hamersley declining to fund a huge repair bill, parent company Rio Tinto Zinc Corporation looked for a new home for it.

A preliminary enquiry was made in September 1998 to Nick Pigott, then editor of *The Railway Magazine*, now a sister title to *Heritage Railway*, who contacted a Great Western Society representative. In short, Rio Tinto agreed to give No. 4079 to the GWS, having been impressed with the facilities on offer at Didcot. The front cover of *Heritage Railway* issue 16 showed *Pendennis Castle* being unloaded at Portbury Dock near

Bristol on July 8, 2000.

The high-profile relaunch will include VIP guests such as Sir William’s widow, Lady Judy McAlpine, and representatives from Hamersley Iron and Rio Tinto.

‘Terrier’ stays for Christmas

There are no plans to return *Pendennis Castle* to the main line. It will run at Didcot during 2022 and may afterwards visit other heritage

lines. An anniversary reunion event with A3 Pacific *Flying Scotsman* could well be on the cards; in 1925 when the GWR loaned No. 4079 to the LNER for trials against Gresley’s new Pacifics, the *Castle* outperformed its larger competitors. The GWR displayed *Pendennis Castle* alongside *Flying Scotsman* at the 1925 British Empire Exhibition at Wembley with a notice attached proclaiming it to be the most powerful passenger express





Didcot's workhorse *Trojan* hauls a passenger service on October 24.



locomotive in Britain.

More than 1500 visitors attended the gala over the weekend.

Knowle, which is owned by the Terrier Trust CIO, will now stay at Didcot to work the Steam Into Christmas services on December 4/5, 11/12, 18/19 and 21-23, while No. 4144 will take its place on the KESR for seasonal trains. Didcot will also hold a New Year's Day steam-up.

In the meantime, *Pendennis Castle* will undergo trials behind closed doors in late November and December pending its official launch.

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



Above: LBSCR A1X 'Terrier' No. 32678 *Knowle* has its first outing deep in rival GWR territory at Didcot Railway Centre on October 17.

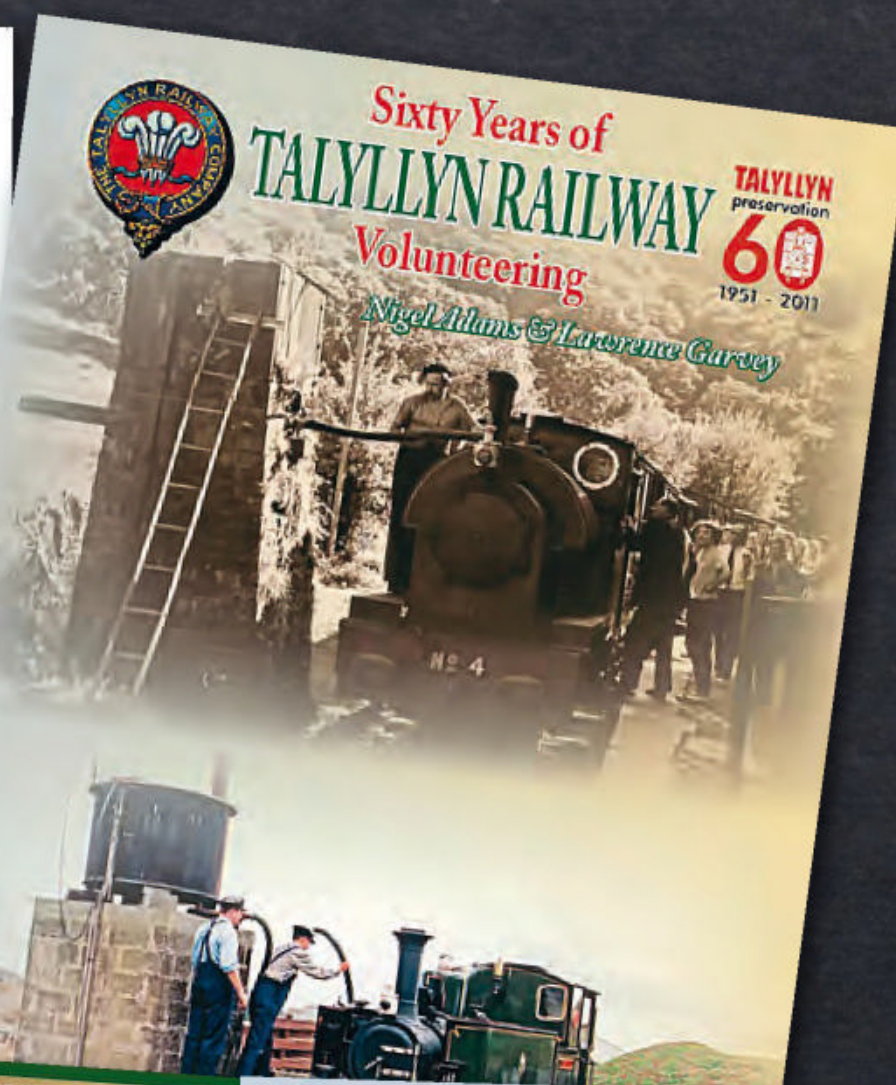
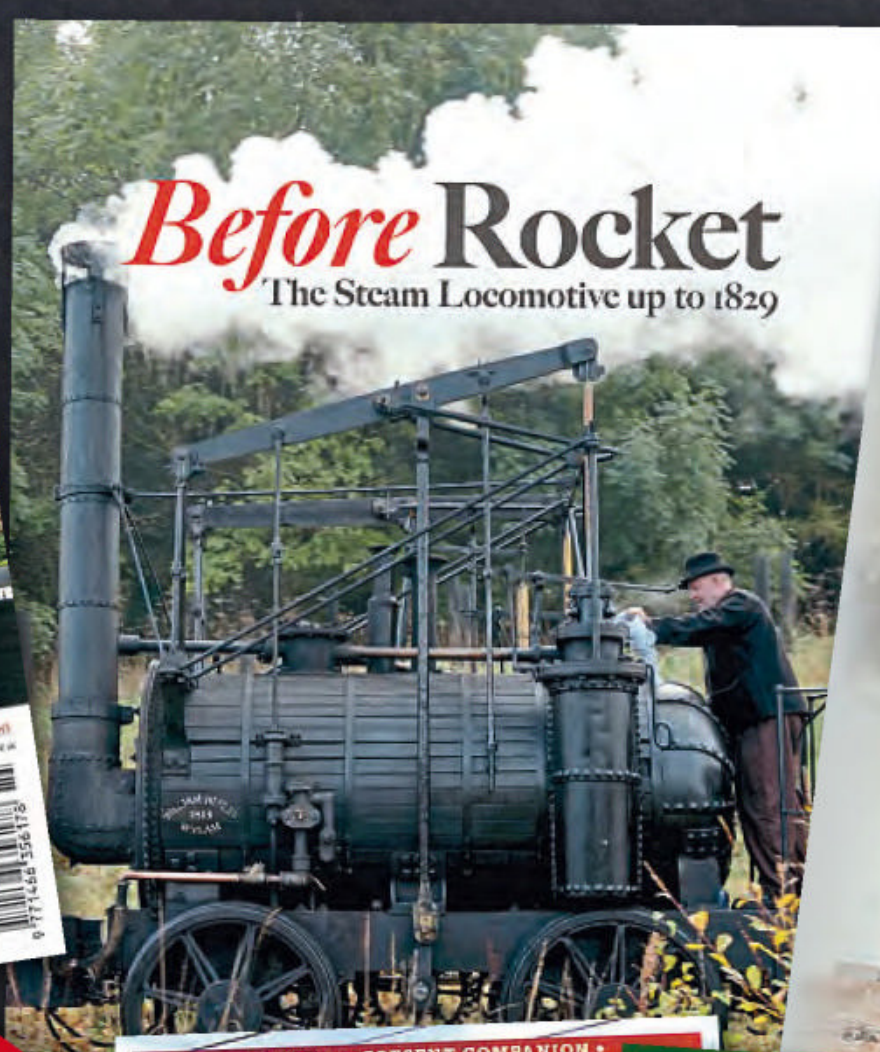
Left: 'Terrier' *Knowle* takes part in a Timeline Events photographic charter on October 20.

Below: At GWR's gala line up on October 24 are (left to right) 4-6-0 No. 4079 *Pendennis Castle*, 2-6-2T No. 6106, 4-6-0 No. 6998 *Burton Agnes Hall* and in steam, 4-6-0 No. 2999 *Lady of Legend*, now with polished smokebox hinges and darts to improve its appearance.



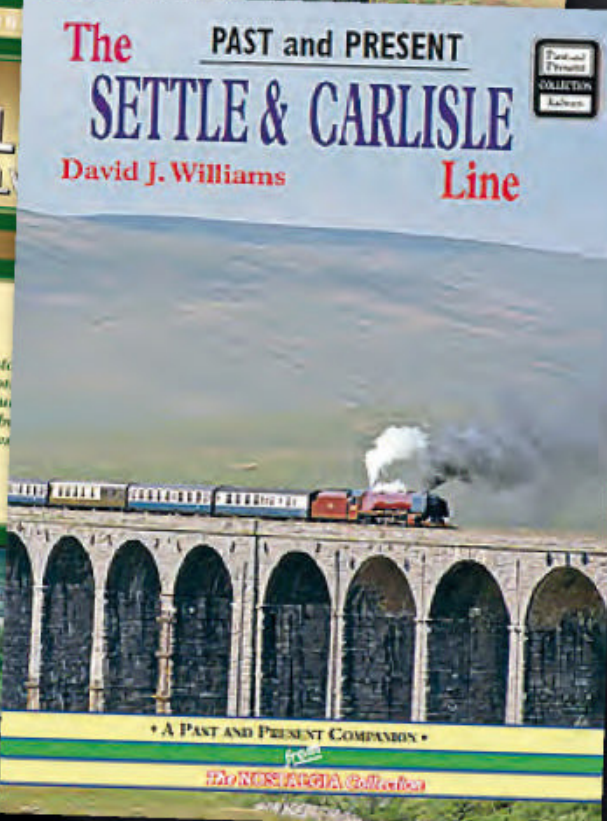
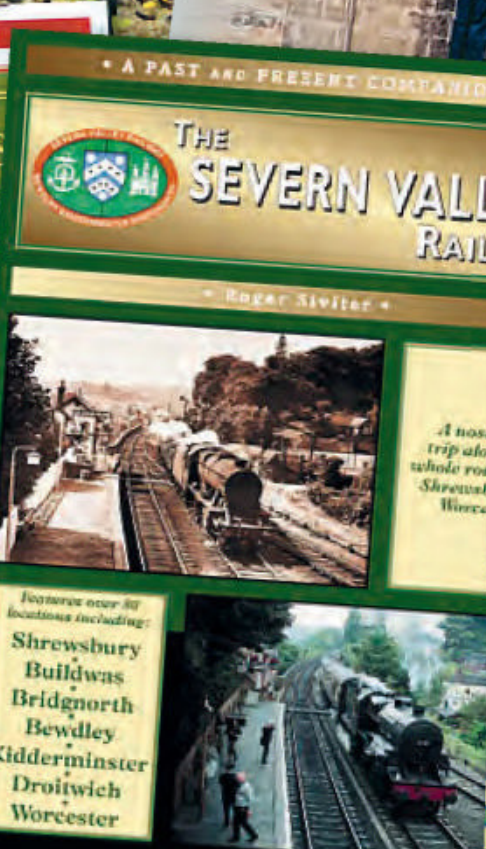
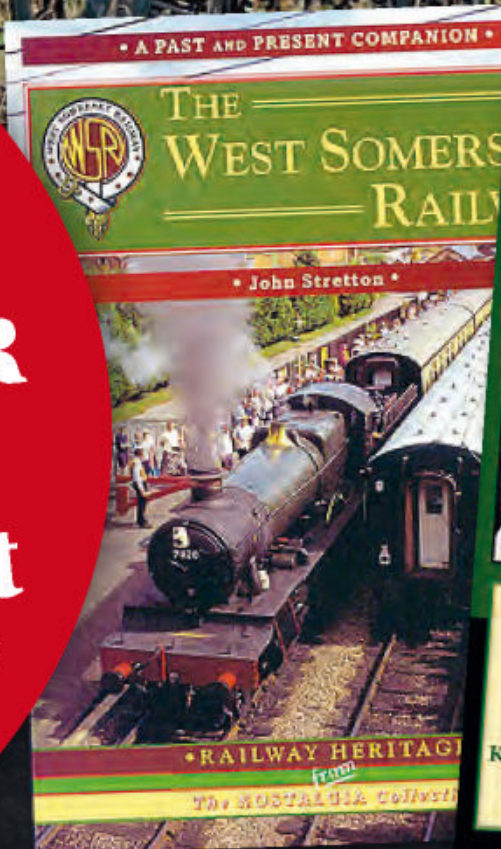
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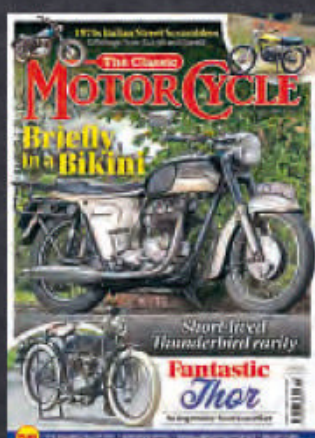
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King's Cross plaque commemorates Britain's first black train driver

By Toby Jennings

A PLAQUE was unveiled at King's Cross station on October 25 during Black History Month to commemorate Britain's first black locomotive driver.

Wilston Samuel Jackson, known as Bill to his friends and family, was born in the Jamaican parish of Portland on May 17, 1927. He emigrated to London in 1952 and joined BR as a cleaner at King's Cross shed, working his way up to passed cleaner and fireman.

He was promoted to driver in 1962, the year before the end of steam at King's Cross, but faced racism from white colleagues; on his first day as a driver, some of them agreed to forbid any white man to work under him.

His rostered fireman initially refused to work with him, but Wilston's foreman intervened and told the fireman to go home as he no longer had a job.

Faced with the sack, the fireman changed his mind and asked to stay, to which Wilston replied: "I don't have a problem with you – it is you who



Left: The plaque at King's Cross station commemorating Wilston Samuel Jackson.
NETWORK RAIL



Right: Wilston Samuel Jackson in the driver's seat of LNER A3 Pacific No. 60082 Neil Gow at King's Cross, waiting for the signal to return to 'Top Shed' on May 17, 1962.
NETWORK RAIL

has a problem with me. If you do your job well, we'll get along fine."

Wilston broke both his legs in an accident at Finsbury Park on October 5, 1964, when his Class 24 diesel, hauling the empty stock for the 9am King's Cross to Newcastle express, ran into the rear of the empty stock for the 8.20am King's Cross-Doncaster, after a signalman mistakenly gave a green signal in fog.

Wilston told his second man, 18-year-old John Sygrove, to jump but had no time to escape himself, and was cut free from the wreckage.

Wilston helped to train many others as drivers, including his brother, and later moved with his family to Zambia, where he trained more drivers. He died on September 15, 2018, at the age of 91.

Dedicated

Polly Jackson, Wilston's youngest daughter, said: "My father dedicated much of his life to the railway. He was never late or missed a day, and he was so proud of his work despite the many challenges he faced. Today was a fitting tribute to his life and career."

A similar plaque at Euston commemorates Asquith Xavier, the first black train guard at that station.

According to figures from the Associated Society of Locomotive Engineers & Firemen union, just 10% of train drivers in England, Scotland and Wales are from black, Asian and minority ethnic groups, while 9.38% of Network Rail employees are from these backgrounds.

The latter figure is up from 8.8% last year, and NR aims to increase it to 13% by 2024, the end of its current Control Period.



The family of Wilston Samuel Jackson, including his youngest and eldest daughters Polly and Molly, at the ceremony to unveil a plaque in his memory at King's Cross on October 25. NETWORK RAIL



Underground trainees at the Railway Training Centre at White City in 1971. TfL



Women at London Transport's Baker Street canteen in 1968. TfL

New London Transport Museum exhibition opens door on Caribbean contribution to city transport

By Robin Jones

A MAJOR new exhibition exploring how generations of Caribbean workers helped shape London and its public transport will open on February 11.

Legacies: London Transport's Caribbean Workforce, to be staged at London Transport Museum in Covent Garden, will celebrate the contribution of Caribbean people to the capital's transport systems in London from the 1950s to the present day. It also documents the struggles that they and their families endured, especially at the start of their new lives in London.

Visitors will hear stories and memories from first, second and third-generation Caribbean people, from those who worked for London Transport in the 1950s and 1960s to today's employees.

Archive photography of potential applicants to London Transport's recruitment campaign in Barbados, recorded oral histories from people of Caribbean heritage, written quotes from early arrivals to the UK, historic newspaper clippings, maps, and an interactive display to identify modern-day Caribbean Commonwealth flags will all trace the journey that Caribbean people made and the positive impact their communities have had on today's culture.

After the Second World War, the UK's requirements for workers coincided with the Caribbean population's need for jobs. In 1948, Britain granted the status of British subject to citizens of the UK and its colonies. Britain

benefited greatly from those making the difficult 4400-mile journey to London, starting with the docking of the HMT *Empire Windrush* at Tilbury in 1948, and between 1956 and 1970, LT recruited about 6000 employees directly from British Caribbean colonies.

Hostile reception

The experiences of new recruits are explored in a film revisiting interviews with direct recruits from the Caribbean, along with some of the original advertising posters created to drum up interest for vacancies in London.

The new recruits arrived with high hopes of life in Britain but were shocked to be faced with hostility and racism, and struggled to find new homes. The voices of early Caribbean arrivals are captured in evocative quotes that will form part of the exhibition.

Ruel Moseley, a bus conductor recruited from Barbados in 1959, recalls: "You were not used to sharing five to a room. However poor you were in Barbados, you were not used to sharing a room... I cried like a baby the first week I was here."

The new recruits worked as bus conductors, station staff and canteen assistants and in Underground track maintenance and building work. While most were skilled and well educated, they had to take basic, low-paid work and often found promotion difficult due to pervasive racism.

Homesickness and London's cold weather also made the lives of newly-arrived migrants difficult.

However, many enjoyed their work, and new social and sports clubs were set up, such as the London Transport Caribbean Association.

Most of the initial Caribbean recruits were men but women also took up jobs at LT, especially in the canteens that in 1956 helped feed 87,000 staff. These new cooks soon introduced new Caribbean flavours and recipes to traditional British food.

Ashley Mayers, a Transport for London customer experience manager, has three generations in his family that have worked for London bus services. His grandfather was recruited from Simpson Buses in the Caribbean in 1957 to LT's Merton bus garage in London where he worked as a driver, while his father was responsible for the computers that helped run bus routes. Visitors to the exhibition can hear Ashley's interview via an audio speaker.

Visitors will also listen to stories from Winsome Hull, senior business strategy manager at TfL and museum trustee, who was born in Jamaica and arrived in London when she was 10 years old. She is also part of an advisory board of TfL staff of Caribbean heritage who helped shape the exhibition.

The exhibition also focuses on the continuing influence of Caribbean culture and art on London and beyond. A new film exploring these themes will be unveiled, as well as photography documenting people's journeys to Notting Hill Carnival.

Additionally, a preliminary sketch, poster and filmed interview will

showcase an Art on the Underground commission by the artist Denzil Forrester. The large-scale artwork, *Brixton Blue*, was in Brixton Underground station between 2019 and 2021.

Finding out more

Families and schoolchildren will be encouraged to engage with the content of the exhibition through a new fun flag exhibit that asks younger visitors to guess the Caribbean nation belonging to each flag.

A QR code will enable further learning, taking people to the museum website to view blogs, historical and contemporary stories, and recorded oral histories.

An immersive storytelling session for primary schools will explore themes of inclusion and identity and uncover how Caribbean culture has shaped London's life and transport today.

Head curator Matt Brosnan said: "Lots of people are familiar with the arrival of Caribbean people on the HMT *Empire Windrush* at Tilbury Docks in 1948, but many are unaware that LT went over to the Caribbean to recruit employees directly from Barbados and other islands."

Meanwhile, TfL has teamed up with the Black Cultural Archives to launch the first-ever Black History Tube map, celebrating the contribution black people have made to London and the UK from pre-Tudor times to the present day.

It can be pre-ordered online from www.ltmuseumshop.co.uk/black-history-tube-map



Recruiter Charles Gomm interviewing an early Barbadian applicant in 1956. TfL



Left: Food production at London Transport's Croydon depot in 1971. TfL



Bus conductor Agatha Claudette Hart in 1962. TfL

Wells railway's 45-year reign ends despite public petition

By Robin Jones

NORFOLK'S much-loved Wells Harbour Railway has closed after 45 years – with all the locomotives, carriages and track sold to an unnamed buyer.

The 10¼in gauge line was due to be lifted at the end of November and relocated elsewhere in the country by its new owner.

The diesel-operated 1200-yard railway, which served a 'green' public transport purpose by taking visitors from Wells-next-the-Sea town centre to Pinewoods, serving the main beach and an adjacent caravan park, ran its last train on September 19.

The closure and sale came after Gary and Alison Brecknell, who were only the third proprietors of the railway in its history, were told by landowner Holkham Estate that another 10-year lease would not be granted. As it stands, the lease had now ended a year early.

The loss of the railway has prompted anger among holidaymakers and locals. Regular visitor Ashley Illingsworth, 34, from Nottingham, launched a petition to save the railway and amassed 52,000 signatures.

The railway was built by a retired World War Two British naval officer,



Alan Keef 0-6-0D *The Duke*, the newest of the current three locomotives in the Wells Harbour Railway fleet, which dates from 2014, runs round its train at the Pinewoods terminus on May 9. ROBIN JONES

the late Lieutenant-Commander Roy Francis, and opened in July 1976. It was an instant hit, with more than 80,000 passengers carried in its first year of operation. But in January 1978, a storm washed away half a mile of track.

The line was rebuilt, and in 1980, Lieutenant-Commander Francis sold it and then established the 4½-mile Wells & Walsingham Light Railway elsewhere in the town, on the trackbed of the former GER Wells-next-the-Sea branch. Also built to 10¼in gauge, the Wells & Walsingham

line took over the accolade of being the world's smallest public railway from the 15in gauge Romney, Hythe & Dymchurch Railway. However, the Wells Harbour Railway claims to be the first line of its gauge (or any smaller gauge) to operate a scheduled timetable passenger service.

In 1998, a new diesel and carriages were supplied by Alan Keef of Ross-on-Wye.

The owners, who have run the railway since 2003, declined to say who had bought it or where it would be going.

A statement said: "We wish to thank everyone who has travelled on the railway over the last 21 years while we have been operating.

"We are very sad that *Densil*, *Howard* and *The Duke* won't continue in Wells, but we can assure you that their journey will continue on."

Holkham Estates earlier said it had decided not to renew the lease after the owners indicated they wanted to step back from running the line within the next two years.

As reported in issue 281 of *Heritage Railway*, a statement said: "We have all seen the number of day visitors to Wells Beach increase and more days each summer when the car park at Wells beach is full by mid-morning.

"The Holkham team hopes to be able to find better solutions for getting people to and from the beach."

A subsequent statement issued on October 5 said: "The Wells Harbour Railway has provided transport in a special way for visitors to Wells Beach and to holidaymakers at Pinewoods for many years. Plans are now underway to have a replacement service ready for the 2022 visitor season. More details will be provided on this service before Easter."

Final push to complete overhaul of 5552 at Bodmin next Easter

GWR 4575 2-6-2T No. 5552 could return to steam on the Bodmin & Wenford Railway next Easter – though £60,000 still needs to be raised.

The former Truro locomotive last ran in 2012 when its previous 10-year boiler certificate expired. It had steamed for the first time in preservation in 2003, following restoration from Barry scrapyard condition.

Its frames are at Leaky Finders near Exeter for repairs, including grinding out and welding of cracks in the top corners of the axlebox horns – a common problem on the 45XX and 4575 tanks.

Several of the cast components around No. 5552's axlebox horns, including the horn blocks and spring hanger brackets, were also found to be cracked.

Repairs are also being carried out to No. 5552's front end, where a collision at some point in its history has left the bufferbeam and its supporting metalwork bent. Some minor work is also still needed on the boiler, which remains at Bodmin and which, it is anticipated, will be completed during the winter, with a view to reassembling the locomotive in the spring.

However, the costs of the overhaul have increased from the original estimate of £80,000 to £120,000. Its owner, the Bodmin & Wenford



GWR 4575 2-6-2T No. 5552 in action on the Bodmin & Wenford Railway during its last 10-year boiler ticket. ROGER SAMWAYS

Railway Trust, raised £35,000 through an appeal while the B&WR plc contributed £25,000, leaving a shortfall of £60,000.

Trust chairman Philip Andrews said: "No. 5552 will have to handle the bulk of BWR trains for the next few years while the pannier tanks and the Austerity receive their overhauls. It is fundamentally important that the current works result in a reliable and capable engine.

"Any further assistance will be greatly appreciated. No. 5552 is, after all, our flagship engine with a long Cornish pedigree and has been out of traffic for far too long."

Cheques payable to the B&WR Trust can be sent to the Bodmin & Wenford Railway, Bodmin General station, Bodmin PL31 1AQ or by BACS to CAF Bank, sort code 40-52-40, account number 00098244.

Ruth officially handed over to Ravenglass & Eskdale

RAVENGLASS & Eskdale Railway officials have signed off their brand new first-class carriage *Ruth* at the Ffestiniog Railway.

Ruth is the last carriage to arrive as part of the 15in gauge Lakeland line's European Regional Development Fund project that began in 2016.

Built by the Welsh Highland & Ffestiniog Railway engineer team at Boston Lodge Works, *Ruth* is a semi-enclosed directors' bespoke carriage, with extra headroom, padded seats inside for eight people in two separate compartments, and semi-open balcony seating with a roof for two on each end. It has sliding partition panels in the middle, splitting the space into two separate internal compartments, or it can be hired as a whole carriage for up to 12 people.

It is also the first RER carriage to have USB speakers.

The carriage has been named in memory of Mrs Ruth Adorian, whose daughter Georgina Townsend said: "My mother was the youngest daughter of Lord Wakefield of Kendal and a director of Lake District Estates for more than 50 years.

"She was devoted to serving the many facets of the company and would have been absolutely delighted with *Ruth* and very proud of the high standards of craftsmanship it represents."



The Ravenglass & Eskdale Railway's new first-class carriage, *Ruth*, in the Boston Lodge sidings. RER

The carriage is wheelchair accessible, with a fold-down table providing a flexible space inside each compartment.

Mrs Adorian's son, James Clarkson-Webb, said: "Fighting motor neurone disease for the last 12 years of her life, she was particularly keen on incorporating wheelchair accessibility

wherever possible, and this carriage is a fitting tribute to the ongoing legacy she leaves behind."

Rachel Bell, head of marketing and business development at Lake District Estates, added: "This marks a milestone in our carriage upgrade programme and we look forward to welcoming *Ruth* to the railway."

Ruth is the latest carriage to be completed as part of the ongoing rolling stock upgrade programme at 'La'al Ratty' which includes observation carriage *Joan* and first class saloon No. 140. Once *Ruth* has undergone extensive safety testing on the RER, it will be available to book in next year's spring season.



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Land purchase helps pave Poppy Line way into Holt

By Robin Jones

A KEY section of disused trackbed – which would be essential for a future North Norfolk Railway extension into Holt town centre – has been secured by revivalists.

The 220-yard length of trackbed between the heritage line's current Holt terminus at High Kelling and the town has been bought by Melton Constable Trust as part of the Norfolk Orbital Railway project, which has the long-term aim of linking the North Norfolk Railway to the Mid-Norfolk Railway at Fakenham.

The plot of land is about 20 yards wide, but narrows as it approaches the A148 Holt bypass. It adjoins an earlier section of old trackbed south of the current terminus which the trust purchased several years ago. The two sections cost about £150,000 and were bought from Norfolk County Council and a private landholder.

Level crossing needed

A wide margin of land on the north side of the bypass connects with land the trust has just bought.

MUCH work, assisted by a highly experienced railway civil engineer, has already been undertaken to show how the railway can be extended alongside the bypass, while providing the safety clearances expected by the authorities.

Design work will now continue in consultation with the Office of Rail and Road and the county council, and the trust will seek to acquire the last parcel of land necessary to



The section of trackbed, which last saw trains 56 years ago, has been acquired by the Melton Constable Trust for a future extension of the North Norfolk Railway into Holt town centre. MCT

extend the line into Holt. However, before the NNR could begin to extend into Holt, a level crossing over the A148 would need to be built. The line would then find itself in a broadly similar position to the Rother Valley Railway, which needs to cross the A21 at Robertsbridge.

An extension would give the NNR a town centre presence at both ends of its line for the first time and bring a new influx of visitors into Holt, boosting the local economy.

Lost stations

The original Holt station was opened by the Eastern & Midlands Railway on October 1, 1884. The station was destroyed by fire in 1926 and a concrete

replacement was built. While most of the former Midland & Great Northern Joint Railway lines were closed in 1959, the branch through Holt remained open until 1964, when the station closed to passengers on April 6 and to freight on December 28.

Following the closure of the line between Melton Constable and Sheringham, Holt station was demolished and a portion of the trackbed subsequently reused to construct part of the bypass.

In 1965, a company known as Central Norfolk Enterprises, which changed its name to the NNR, tried to buy the trackbed but was turned down by the county council in favour of the bypass scheme.

The NNR salvaged Holt's original signalbox which was relocated and, in 1989, opened its replacement Holt station.

Trust chairman Trevor Bailey said: "It is difficult to overstate the significance of this new land purchase. If this part of the route had been lost, that would have been the end of the Holt section of our project.

"There is simply nowhere else that the railway could go. Now it is safe."

In a statement, the trust said it has already had excellent support from Norfolk MPs Duncan Baker, George Freeman and Jerome Mayhew, after Highways England suddenly announced that it was going to demolish or infill bridges on former railway routes throughout the country, as reported in issue 282 and subsequent issues of *Heritage Railway*.

One of the threatened bridges is on a section of the Fakenham route that trust has yet to acquire.

"Through the intervention, two of the three MPs in concert with the trust, together with a traffic control scheme drawn up by the county council, it now seems that the danger has been averted," read the statement.

"More generally, there has been very welcome help and interest from Fakenham and Holt town councils."

→ Anyone who would like to help the trust is invited to visit <https://norfolk-orbital-railway.co.uk> or contact The Melton Constable Trust, c/o Mr David Bill MBE, 8a, Thornfield Way, Hinckley, Leics LE10 1BE.

Engine overhaul commences on Moorsline's *Helen Turner* diesel

WITH bodywork repairs at an advanced stage on Class 24 No. D5032 *Helen Turner* at the North Yorkshire Moors Railway, the overhaul of its engine has begun.

The Sulzer-engined Type 2 is undergoing a major overhaul in the works at Grosmont, having last run in 2002. It has had new sections welded into its bodyside skin and its entire radiator compartment rebuilt, while both cabs are life-expired and have been stripped out for repairs.

The locomotive's wiring has been replaced, including the fitting of the extra wiring for main line electronic equipment, to allow it to work over the Esk Valley line to Whitby.

Its engine has now been stripped down for overhaul and the

turbocharger unit rebuilt. Once the work on the engine is complete, the locomotive will be lifted off its bogies for these and the traction motors to be overhauled.

Built at Crewe in 1959, D5032 was withdrawn in 1976 and sold to Stockton scrap dealer TJ Thomson Ltd – but the NYMR secured it on long-term loan to cover operations in the summer drought of that year.

It ran to Grosmont under its own power, becoming the first ex-BR diesel locomotive to work on a heritage line.

It was named *Helen Turner* in 1982 after the owner's daughter, although the North Yorkshire Moors Railway has since purchased the locomotive.



Class 24 diesel D5032 *Helen Turner* under overhaul in the North Yorkshire Moors Railway's Grosmont workshops. The work on its roof sections and cabs required the replacement of almost 2000 pop rivets. NICK SIMPSON/NYMR



Visiting the Bodmin & Wenford Railway from the Mid-Hants Railway this season was Ivatt 2MT 2-6-2T No. 41312, covering for resident GWR 64XX 0-6-0PT No. 6435 (now withdrawn to await overhaul, with leaking tubes and a pitted boiler barrel) and 8750 0-6-0PT No. 4612, which went on hire to the MHR and Cholsey & Wallingford Railway. Here, No. 41312 climbs the gradient from Bodmin Parkway at Charlie's Gate during a Murder Mystery event on August 10, with the line's Class 08 diesel shunter No. 08444 assisting at the rear. WILL DINGLE

Restructure planned at Bodmin & Wenford Railway

A REVIEW of the Bodmin & Wenford Railway's current structure is underway, with a view to making changes and improvements.

Part of the Cornish line's Culture Recovery Fund grant has funded the review of the structure, which currently consists of three separate entities – the Bodmin & Wenford Railway plc, Bodmin & Wenford Railway Trust, and Bodmin Railway Preservation Society.

With the assistance of Exeter solicitors Tozers, plans have been

formulated and presented to the three bodies. It is envisaged that the BWR Trust will be enlarged to become the parent body, owning all assets, including those of the plc and society.

The plc will become a wholly owned private limited company and will apply to HM Revenue & Customs to be recognised as a charity for taxation purposes, allowing it to claim Gift Aid, including on most ticket purchases.

Shareholders of the plc and members of the society will become associate members of the

trust, retaining voting, travel, and concession rights.

Jimmy James, the B&WR's press officer and newsletter editor, said: "The proposal is to make life and bureaucracy simpler, to improve communication and, with charitable status, to be able to claim grants. Other railways are also looking at similar options."

Preservation society chairman Nick Wood said that the proposals "will enable the railway to meet the challenges that lay ahead, for

example, increasing operating costs, infrastructure maintenance, and secure coal supplies.

"Troubles at other railways have highlighted the need to have the best structure in place, especially one that protects the assets of the railway from creditors."

Initial presentations were made at the plc and society annual general meetings in October, after which a consultation document was to be circulated to all interested parties to gauge support before proceeding.

Revivalists honoured for 120 years of combined service

TWO brothers who were among the revivalists who founded the North Norfolk Railway six decades ago have been honoured for their lifetime's service.

In the early 1960s, Andrew Ison, now 79, and his brother Roger, aged 74, from Buckhurst Hill, in Essex, along with two friends had the vision of reopening a railway.

The brothers, who now live in Sheringham, are still members of the Midland & Great Northern Joint Railway Society, the charity which supports the Poppy Line, and are still volunteers. During their service, they have seen key milestones in the railway's history: the arrival of locomotives and stock in 1967, the opening to Weybourne in 1975 and to Holt in 1989, and dining trains running to Cromer via Network Rail's Bittern Line.

Much of their early planning took place around the dining table of their parents' home and on trips to North Norfolk made in an old Commer

minibus. Roger remembers taking part in decision-making as a 15-year-old and visiting Stratford depot on a cold January morning in 1962 to look at withdrawn steam locomotives that might be acquired. One of these was B12 4-6-0 No. 8572, which came to Sheringham in 1967 and has been the flagship of the NNR for many years.

Since those early days, the brothers have rolled their sleeves up in a variety of practical work, including raising funds, laying track and working on locomotives and rolling stock, as well as labelling envelopes and selling souvenir brochures.

Making a presentation to the brothers at a ceremony at Sheringham station on October 31, the last day in service of the B12 prior to overhaul, society chairman Neil Sharpe said: "Andy and Roger's contribution to making possible what the NNR is today is very special indeed."

He handed framed commemorative photographs of themselves with



Pictured at Sheringham with B12 No. 8572, the locomotive which the brothers saw at Stratford almost 60 years before, are (left to right) North Norfolk Railway managing director Hugh Harkett, M&GN Society chairman Neil Sharpe, Roger and Andy Ison, general manager Andrew Munden and (in the cab) chief mechanical engineer Keith Ashford. PETER MAYNE ALLEN/NNR

the caption: "Marking a combined 120 years' service and dedication to the M&GNJR Society and the North Norfolk Railway (1961-2021). A significant and highly commendable

contribution to our work."

After the ceremony, Roger travelled on the footplate of the B12 on a return trip to Holt, while Andy made the journey 'on the cushions'.

NRM prepares planning bid for proposed new Central Hall

By Robin Jones

UPDATED artist impressions of the National Railway Museum's proposed Central Hall were released prior to a key public consultation exercise on the scheme.

The exercise – which included a 10-day exhibition in the NRM's Station Hall in late October and early November, during which museum staff were on hand to answer questions – followed a recent decision by Transport Secretary Grant Shapps to approve the stopping up of Leeman Road as part of the 45-hectare York Central regeneration scheme.

This move, a cornerstone of the NRM's five-year Vision 2025 scheme, will facilitate the building of Central Hall to allow the two sides of the museum to be connected, creating space for improved exhibits to attract more visitors. A new road will be constructed before the existing Leeman Road is diverted following the Stopping Up Order.

2025 target

Central Hall will provide a gallery showcasing the latest innovations in rail technology, a café overlooking a new museum square, shop, flexible event space, and new visitor facilities. Vision 2025 also includes a new Wonderlab aimed at inspiring children to think like engineers through experience, interactivity and play.

NRM director Judith McNicol said: "Central Hall is just one aspect of our journey to embed our museum in the heart of our community. We are excited to share the latest plans for the new building, which follow the principles agreed in the outline



The National Railway Museum's proposed Central Hall and Museum Square. Sustainability is a key feature, with environmentally-friendly design principles and materials which are in keeping with York's railway history and the surrounding area. Sustainable travel will also be encouraged, with EV charging points and cycle racks offered on site. FEILDEN FOWLES



The interior of the proposed Central Hall. FEILDEN FOWLES

permission for the wider York Central site.

"It's really important that we gather feedback at this early stage in the process so that the plans can evolve to offer as many benefits as possible to our neighbourhood and visitors.

"These plans will provide a massive economic boost to York and the wider area, acting as a stimulus for a wide range of other businesses, too."

A planning application for Central Hall will be submitted in the coming months following analysis of all the feedback from the consultation process.

The improvements are expected to be completed by 2025, the museum's 50th anniversary.

Greg Dyke, chairman of Make It York and York Central Strategic Board, said: "The improvements to the National Railway Museum through the Central Hall project will enhance York's cultural development and provide a catalyst to the whole economy of the city and beyond. It will help create a national museum

that we can be proud of in York and throughout the country, and assist to inspire and educate future generations in technology and the significance of railways across the world. Central Hall will act as the gateway to the transformed galleries and spaces and be the cultural heart of York Central."

Residents' petition

However, a petition against the closure of Leeman Road has attracted more than 1400 signatures, many from local residents who are objecting to the loss of access to York station or the city centre via Leeman Road.

The York Central Action (YCA) group and the St Peter's Quarter Residents' Association have written to the council asking it to renegotiate the 'walkways agreement', which sets out what access members of the public will have through the NRM.

The letter from YCA read: "There is no provision for mobility scooters or disabled people who use cycles, the agreement is extremely limited

to NRM opening hours, allows for frequent closures at the whim of the museum, and provides no protections for users who are the norm under the Highways Act, thus giving security personnel a wide range of discretion to deny access."

A spokesman for City of York Council said: "The reserved matters planning application and the pre-consultation being undertaken by the NRM, followed by the statutory consultations through the planning process, will provide opportunities for local communities to comment directly on the detailed designs."

He said that the council was aware that the walkways agreement is unlikely to provide 24/7 access and would only ever partially mitigate against the rerouting of Leeman Road, which was previously agreed in the outline planning application following significant public consultation and engagement, but the York Central development would deliver new routes for walkers and cyclists by 2025.

Diesel loco days on offer in 2022 as events programme is announced

FOLLOWING the success of its October visit of A3 No. 60103 *Flying Scotsman*, the Mid-Norfolk Railway has made an early announcement of its full itinerary of events for 2022.

Its operating season will begin on March 6 and while as in previous years it will feature a mixture of running days, new for 2022 will be timetabled diesel locomotive days.

Diesel services will feature either the maroon-liveried vacuum-braked Mk.1 and Mk.2 coaches or the former Greater Anglia Mk.3 coaches, depending on the traction hauling the train.

The first steam running day will be March 27 and the first special event will be an Easter-themed event.

From May 9, the railway is planning to close for at least a fortnight to carry out a major engineering project.

Over the June 2-5 Bank Holiday weekend, the railway will be holding a Queen's Platinum Jubilee event.

June 26 will see the annual opening of privately-owned Hardingham station as part of Hardingham Fete.

A steam gala with guest locomotives will be held on July 1-3.

The annual 1940s Railway at War weekend will be held on August 6/7 and the annual diesel gala from September 23-25 will feature visiting main line and heritage locomotives.

The railway will again run the Kids Go Free group tickets introduced in 2021.

'Home' for Christmas: No. 80078 in return visit to Swanage Railway

BR Standard 4MT 2-6-4T No. 80078 has returned to its former home of the Swanage Railway for Christmas.

The Riddles tank was the first ex-BR steam locomotive to arrive at the formative Purbeck Line in 1976 when it was rescued from Barry scrapyard. Its restoration was completed in 1999 by Southern Locomotives Ltd, and it ran on the line until its boiler certificate expired in 2010. SLL sold it two years later to Stewart Robinson, who overhauled it and returned it to steam in 2017.

It is now based at the Mid-Norfolk Railway, where it will return for next season following the

Swanage visit and then a period of winter maintenance.

At Swanage, it will bolster the resident fleet for the Christmas services, joining Maunsell U class 2-6-0 No. 31806, SLL's rebuilt Bulleid West Country Pacific No. 34028 *Eddystone*, and – it is hoped – Battle of Britain Pacific No. 34072 *257 Squadron*.

Repairs to a leaking main steam pipe on *257 Squadron* have been held up by a delay in the delivery of the replacement pipe, but provided it arrives in time, SLL hopes to have the air-smoothed 'Spam Can' ready for the Christmas trains.



BR 4MT 2-6-4T No. 80104 completes a classic Swanage branch scene as it departs from Corfe Castle in 2001. ANDREW PM WRIGHT

80104 heads to Tyseley for overhaul

SOUTHERN Locomotives Ltd has sent its BR 4MT 2-6-4T No. 80104 to Tyseley Locomotive Works for a contract overhaul.

As reported in issues 281 and 284, the Riddles locomotive was withdrawn from service at the Swanage Railway on May 11 with the expiry of its 10-year boiler certificate but an appeal for an initial £50,000 to start the overhaul brought only a modest

response, leaving a shortfall of £45,000.

However, SLL has come to an arrangement with the heritage line which will allow the work to go ahead, with the aim of returning the locomotive to service in 2023.

A supporter of both organisations has agreed to loan a further substantial sum towards the overhaul, which it is estimated will cost £220,000 in total, but

further donations, or applications for SLL shares, will be welcomed.

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

Similarly, a shortage of boiler lagging has delayed the completion of classmate No. 34070 *Manston*, but this locomotive has been successfully steamed twice at Tyseley Locomotive Works following its 10-yearly overhaul. It is expected to return to SLL's Herston Works by mid-November for final work to return it to service.

Eddystone has been temporarily running with the front bogie from No. 34007 *Wadebridge*, loaned by the Mid-Hants Railway, but was due to get its own bogie back in November following repairs to a crack in its frame.

The Standard 4 tank still owned by SLL, No. 80104, has moved from Swanage to Tyseley for its 10-yearly overhaul (see story above).



BR 4MT No. 80078 backs through Dereham station to attach to the rear of the train in the background, hauled by LNER A3 No. 60103 *Flying Scotsman*, during the latter's visit to the Mid-Norfolk Railway. A DURNFORD/MNR

Tube train becomes Santa's grotto as 'new' units take over Island Line

By Robin Jones

THE first of two Class 483 Island Line former tube trains acquired by the London Transport Traction Group arrived at the Llanelli & Mynydd Mawr Railway on October 22 – and No. 483006 is being prepared for a starring role as Santa's grotto at the line's upcoming Christmas event.

Eleven days later, on November 1, a third generation of recycled former Underground trains made history by restarting Island Line services.

No. 483006 was delivered to London Transport in 1940 as part of the then ongoing production of the 1938 tube stock. It ran in service on the Northern and Bakerloo lines at various points during its LT career, with the type also seeing use on the Piccadilly line and the Ongar branch of the Central line. Upon withdrawal in the late 1980s, it was sold to BR for further service on the Isle of Wight's electrified line. It was part of a fleet of nine two-car units, the last of which remained in passenger service until withdrawn by South Western Railway in January this year. No. 483006 operated the final Class 483 service on January 3.

The LTTG's plan is to use one of the cars from the second set, No. 483008, to carry batteries in order that the trains may operate on heritage railways; originally they ran using current taken from conductor rails.

This second unit is expected to arrive at Cynheidre later in the winter.

After BR electrified the Ryde Pier Head to Shanklin line during the winter of 1966/67, the trackbed in Ryde Tunnel was raised to prevent flooding and became ten inches too low for standard national network vehicles. Accordingly, BR obtained redundant tube stock which would conform to the lower headroom, the first being sets built between 1923



An unusual and never-to-be-repeated movement on the Isle of Wight's Island Line on October 20 saw Class 483 unit No. 483006 propelled from Ryde St John's works to Sandown by one of its replacements, Class 484 'D-train' No. 484004, using a bespoke temporary adaptor coupling and with speed reduced to 5mph. With No. 483006 being the last of the 1938-built tube trains still at Ryde, this was the most convenient way to get it to the road loading point at Sandown for its movement on low-loader to the Llanelli & Mynydd Mawr Railway. Unit No. 483008 is in storage at Sandown and will follow its classmate to the LMMR. JOHN FAULKNER

and 1934, which became classes 485 and 486 prior to their replacement by the 1938 tube stock.

Now running on the Island Line is a fleet of newly designated Class 484 sets built by Vivarail, using the existing bodyshells and bogies of former Underground D78 stock units originally manufactured in the late 1970s and early 1980s by Metro-Cammell and which have now been modified for use on the national network. The D78 stock is similar in terms of height to other UK national network stock and taller than the

Class 483s, but after undertaking a survey of the route, Vivarail confirmed its proposed units were capable of traversing tunnel.

Based on the class 230 diesel multiple unit, the units have been converted from the London Underground D78 stock at Long Marston. Each unit is formed of two D78 driving motors.

The first Class 484 passenger train left Ryde St John's Road at 5.35am, taking customers to Ryde Pier Head before heading 8½ miles south to Shanklin along the line,

which has undergone a £26 million transformation – not only of the trains, but also of the stations and infrastructure as part of South Western Railway's Journey To Better initiative. After several delays, the relaunched service was offering an hourly service for the following six weeks until the long-awaited two trains an hour is finally introduced with the next timetable change on December 12. Regular interval half-hourly services have been made possible by the restoration of a passing loop at Brading.



On October 22, Class 483 set No. 483006 arrived at the Llanelli & Mynydd Mawr Railway at Cynheidre for its new life in the heritage sector, starting with a stint as Santa's grotto on December 4/5. LMMR

Inset: New owners and a new destination for 1940-built No. 483006. LMMR



Class 484 No. 484001 on Ryde Pier with the first of the relaunched Island Line services on November 1, continuing a tradition of the line using recycled London Underground stock.

SOUTH WESTERN RAILWAY



SECR 'Birdcage' brake coach No. 1106 in store at Ewhurst on the Kent & East Sussex Railway on March 11, 2019. NICK FELTON

'Birdcage' restoration is set to recreate lost loW carriage type

A LOST Isle of Wight carriage type is to be recreated with the movement of a South Eastern & Chatham Railway 'Birdcage' coach to the island for restoration.

The Kent & East Sussex Railway has sold the Brake Composite carriage No. 1106 to the Isle of Wight Steam Railway for a nominal sum, with the IoWSR undertaking to restore it to passenger service.

Built in December 1910, it formed part of a three-coach set which the Southern Railway sold to the Longmoor Military Railway in 1943, the centre (composite lavatory) coach being damaged and scrapped around 1955.

Following the LMR's closure in 1969, the two brake vehicles were sold to the KESR, arriving at Robertsbridge by rail in September 1970. After being used for a few years, No. 1106 was placed in storage and fell into a derelict state, although it retains its original underframe.

However, sister vehicle No. 1100 has been fully restored to original condition and remains in service on the KESR.

Although it never ran on the Isle of Wight, several coaches from the same

batch were converted at Lancing Works in 1948/49 to replace older carriages on the island.

IoWSR trustee and special projects director Nick Felton, who was involved in negotiating the deal, said: "We only use carriages that have a specific relevance to the railways of the Isle of Wight. Carriage No. 1106 has long been on our wish list as being one of the few mainland-based vehicles that are compliant with our policy and which we considered might be both available and suitable to supplement our fleet."

Details of its restoration are still to be decided by the IoWSR board, but one possibility is to convert the brake compartment to 1½ passenger compartments, giving 8½ passenger compartments in all. Nick explained: "If this option is chosen, it would enable us to recreate a vehicle similar to a type that we were unable to save in 1967."

It was delivered to Havenstreet in October by Reid Freight, with the return load being one of the two carriages of the Island Line's 1938 tube train No. 483006, which has moved to the Llanelli & Mynydd Mawr Railway (see main story).

Progress on London, Chatham & Dover carriage project

A PROJECT to restore a rake of London, Chatham & Dover Railway coaches is gathering momentum at the Isle of Wight Steam Railway.

As detailed in issue 282, the IoWSR plans to restore four LCDR vehicles to recreate an island train of the 1930s/1940s period. The first, 1898-built Brake Third No. 4115 has had its first door refitted and the floor constructed in the guard's compartment, while the SR underframe to which it will be fitted has been shortened by five feet.

A £70,000 appeal for this coach has raised more than £15,000. Donations can be made at www.iwsteamrailway.co.uk



The first door refitted to London, Chatham & Dover Railway Brake Third No. 4115 at the Isle of Wight Steam Railway – only 15 more doors to go! IOWSR



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.

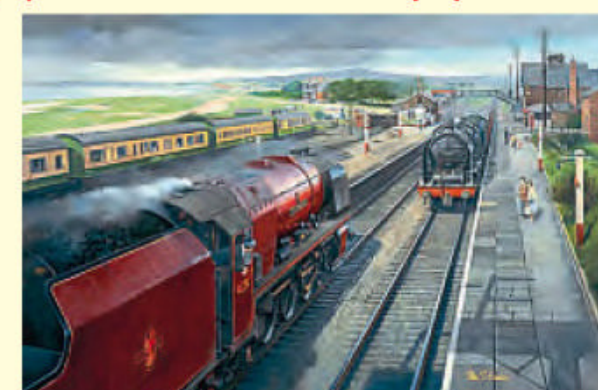
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'Night Scot At New Street'

The unique 'Royal Scot' 4-6-0 No.46170 'British Legion' waits patiently in platform 6 at Birmingham New Street station with the unofficially titled 'Night Scot' sleeper train to Glasgow in 1962.

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'Hest Bank, Whitsun 1961'

No.46254 'City Of Stoke-On-Trent' on a Glasgow express heading north as the 1053 Workington-Euston slides into the up platform double-headed by a 'Patriot' 4-6-0 No.45507 'Royal Tank Corps' and a 'Jubilee' 4-6-0.

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To learn more about the artist, his paintings, books and how to go about commissioning work visit www.philipdhawkins.co.uk

2022 'Footplate' Calendar



'Grey Day At Paddington'

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First Class 317 EMU car enters preservation at East Anglian Railway Museum

By Robin Jones

TWO generations of Liverpool Street suburban motive power can now be seen at the East Anglian Railway Museum with the arrival of a Class 317 EMU driving car.

Driving Trailer Second Open No. 77092, from EMU No. 317345, has been donated to the museum by rolling stock leasing company Angel Trains following its withdrawal from service with Greater Anglia earlier this year.

The first Class 317 vehicle to enter preservation, it joins the museum's flagship LNER N7 0-6-2T No. 69621, the last survivor of the class that was the mainstay of similar suburban passenger traffic from Liverpool Street until the end of steam in 1962. The Great Eastern-design locomotive is currently under overhaul, with the aim of returning it to steam for its centenary in 2024 and is to emerge in its postwar LNER black livery as No. 9621 for the first time in the heritage era.

The Class 317 coach is to become a static exhibit at the museum, with displays inside telling the story of its class, the history of electrification in East Anglia, and the science behind electric trains.

Almost 40 years

The Class 317 was the first of several classes of British Rail EMU to be based on the all-steel Mk. 3 bodyshell, departing from the prototype EMU aluminium design used on the Southern and Scottish Regions during the 1970s and early 1980s in Class 313 to Class 315, Class 507 and Class 508. The Mk. 3 bodyshell was also the basis of Class 318, Class 455, and the diesel Class 150.

The four-coach AC units were designed to operate services on the then newly electrified London St Pancras to Bedford route, replacing the elderly (and unreliable) Class 127 DMUs. The Class 317s were built by British Rail Engineering Limited at



A preservation first: Class 317 Driving Trailer Second Open No. 77092 at Ely prior to delivery to the East Anglian Railway museum at Chappel & Wakes Colne. CRAIG GREENSLADE/EARM

Holgate Road carriage works in York and Derby Litchurch Lane Works, and the bogies at Derby Locomotive Works.

The first Class 317/1 entered service on March 28, 1983. A total of 72 sets were built.

During the privatisation of BR, the Class 317 fleet was incorporated into the West Anglia Great Northern (WAGN) franchise. WAGN Railway used the fleet on all Liverpool Street to Cambridge services on the West Anglia route and many stopping services to intermediate destinations.

The fleet also worked services on the Great Northern route, from King's Cross to Cambridge, Peterborough, Hertford, Stevenage and King's Lynn.

Train operating company Abellio, the international arm of the state-owned Dutch national rail operator Nederlandse Spoorwegen, and the Japanese trading company Mitsui & Co, began operating the Greater Anglia franchise in February 2012, using 15 Class 317/5 units, 24 Class 317/6 units and six Class 317/8 units, mainly on medium-distance services between Liverpool Street/Stratford and Broxbourne/Hertford East and on longer-distance services between Liverpool Street/Stratford and Bishop's Stortford, Harlow Town and Cambridge.

They have also been used on some Bishops Stortford/Stamsted Airport-Cambridge services and on rush-hour

services from Liverpool Street to Witham and Ipswich, while some Class 321s were being refurbished.

New exhibition hall

Greater Anglia has been replacing all its Class 317s with brand new Bombardier Class 720 Avenra EMUs, the first of which entered service on November 26, 2020.

The museum at Chappel & Wakes Colne is currently constructing a new exhibition hall, which may include its Class 317 vehicle. The 164ft-long hall will include two covered tracks, one of which will be permanently rail connected, and, while protecting its restored rolling stock, will allow better interpretation of vehicles.

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GREAT RATES SEE PAGE 30

Cuneo print helps Great Central reunification project

THE Great Central Railway is auctioning a signed and framed print by celebrated railway artist Terence Cuneo, depicting LMS Princess Coronation 4-6-2 No. 46229 *Duchess of Hamilton* being coaled. The artwork marked the return to

steam of the Pacific in 1989.

The item can be viewed at <http://electricwolf.co.uk/Railways/Shop/GCRAuctions.html> and all money raised will go towards the GCR Reunification project. Bids can be submitted by email to gcr.friends.

auctions@gmail.com or by post to 'FoGCML Cuneo Picture Auction', Lovatt House, 3 Wharnccliffe Road, Loughborough LE11 1SL.

The winner will be the best bid received by noon on Monday, January 31.

Hunslet expert Donald's 60 years' IMechE service honoured at Middleton

By Sally Clifford

HIS illustrious career spans six decades – engineering, designing, developing, manufacturing and operating locomotives, rolling stock and special vehicles for main line, light rail, and mine and factory railways has taken Donald Townsley all over the world.

Now his work has been recognised in the presentation of a long service award from the Institution of Mechanical Engineers (IMechE) at the Middleton Railway – close to where his career began at Hunslet Engine Company – in his home city of Leeds.

"I had effectively two careers, designing and building locos, selling and buying them back," said Donald. "In more than 40 years, I went from being apprentice to general manager."

Donald also worked as a freelance consultant and holds many other railway roles, including vice president of the Middleton Railway Trust, president of the Leeds Model Railway Society, and member of the Festiniog Railway Heritage Group. He is also a Leeds City Council alderman. He is currently working on two books on

railway-related subjects with others, and has written more than 200 articles in railway and professional magazines, as well as producing three papers on train procurement to The Institution of Mechanical Engineers.

Donald's earliest memory of the railway is walking over the hill in Temple Newsam Park in 1943 and seeing the line of contractor's locomotives assembled for open cast coal works.

"The first time I came here," he said, referring to the Middleton Railway, "was 1947 when it was still serving the colliery."

More memories

He recalled working on the slowest shunting locomotives, while at Hunslet to the fastest when he was employed by the Spanish government as a technical advisor working on high-speed trains and variable gauge power cars for a new international line. "I finished work on the slowest shunting locomotives and never thought I would get involved with the Barcelona Paris High Speed trains, but I did," he said.



Donald with Ian Smith, vice president of the Middleton Railway, and members of IMechE, who attended the presentation of his long service award. NER 0-4-0T No. 1310 is in the background. SALLY CLIFFORD

Prior to the presentation of a glass award bearing an engraving of one of the first locomotives Donald worked on after joining Hunslet, marking more than 60 years of service and membership of the IMechE, Donald and guests – including members of the institute's railway division – were taken on a tour of the Middleton Railway.

Commenting on his award, Donald said: "It gives a feeling of satisfaction that life has not been in vain, although it was only a job, when all is said and done, but there is a touch of sadness that that particular lifestyle has been extinguished forever."

Richard Gibbon OBE, the former head of engineering at the National

Railway Museum and secretary of IMechE's NE centre railway division, said: "The idea was to do the visit and be able to spend some quality time with Don, who has been with us for years and years.

"The branch Don was in was called the Institution of Locomotive Engineers – and Don deserves to be recognised by our group."

Ian Smith, vice president of the Middleton Railway, added: "The Middleton Railway is delighted that Don has been recognised in this way.

"His contribution to the Hunslet Engine Company success is unrivalled, as is his membership and contribution to the many societies he has been a member of over the years."



Donald with ex-Conoco Oil Refinery Immingham 0-4-0DH No. 6981 of 1968. This design came out in 1963 to replace the older Hunslet designs and was built in large numbers and variations. It is understood that Don was involved in the design. SALLY CLIFFORD



Above: The glass award presented to Donald bearing the engraving of one of 12 65-ton shunting locomotives for Calcutta Ports Commissioners built during the first three months of his working life. RICHARD GIBBON



Above right: Donald with the Mersey Docks and Harbour Board No. 45 Hudswell Clarke 0-6-0DH D1373 of 1965, widely regarded as an example of that firm's best diesel design. SALLY CLIFFORD



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Talisman announces return to saleroom railwayana auction

By Geoff Courtney

TALISMAN Railwayana has become the first mainstream specialist auction house to announce plans to return to live audience sales following a near two-year absence due to the Covid-19 pandemic.

The Nottinghamshire-based company, which celebrates its 20th anniversary this year, has run a series of telephone auctions during the lockdowns, the most recent of which was last month. But director Roger Phipps has announced plans to run a live saleroom sale at Newark Showground next March.

Social scene

"My wife Sandra and I have recently tested the water by attending other recent events at the showground that were open to the public, and we are quite happy to go ahead there with our next sale," he said.

"It was our regular venue pre-Covid and it is a spacious room, which is important. Sandra and I will share the auctioneering and we can't wait."

With the social aspect of live auctions being important to many collectors, the sale will provide an opportunity for friendships to be renewed, and railwayana dealers will once again be able to have their memorabilia on display.

The auction, which is being held on March 26, will be a Lincolnshire-themed event, although railwayana from other regions will also be going under the hammer.

Roger had planned to hold the sale last October to coincide with the 50th anniversary of the closure of the East Lincolnshire Boston-Grimsby line, a major railway link, but it was called off due to the pandemic.

In the wake of Talisman's decision to return to a live saleroom sale



Action station: Skegness is a hive of activity as three B1 class 4-6-0s and a J39 class 0-6-0 await departure. The photograph is undated but No. 61112 has a 40A Lincoln shedplate, indicating a possible date of 1952/53, when the B1 was shedded there. This engine, and what is believed to be No. 64827 next to it, both sport excursion reporting numbers, possibly for trains to Lincoln and Nottingham respectively, while beside the station's running-in board, No. 61138 also has a reporting number and may be at the head of a train for York. On the far right, No. 61110 was allocated to Ardsley (37A) from 1952, so may be on a West Riding excursion. Skegness station opened in July 1873 and is still open today, handling a third of a million passengers annually, and will be a core theme of a Talisman Railwayana auction. TRANSPORT TREASURY/NEVILLE STEAD COLLECTION

next year, other leading railwayana auction houses have told *Heritage Railway* of their thoughts about following suit.

Mike Soden, of Great Central, said: "At the moment our plans are that we will continue with our monthly live online sales, which are working well and are popular with collectors.

"We do, however, recognise that the live saleroom auctions are missed by many, due in part to the social side of these events, and I could see a possibility that in 2022 we would hold a mixture of live saleroom and live online auctions."

He said that pre-Covid, Great Central's quarterly main sales at Stoneleigh Park regularly attracted

audiences of up to 600 people, but added: "Due to the expense of hiring a venue, it would not be cost effective if we went ahead and only 100 or so collectors attended."

He also said that the company was not committing itself to returning to Stoneleigh if and when live saleroom sales returned.

Cautious optimism

GW Railwayana's Simon Turner was cautiously optimistic that he would hold at least one live audience sale next year, possibly at his previous regular venue of Pershore High School.

"I haven't spoken to the school yet but I would like our July auction to be live, while our other two next year would probably be live online," he said. "It will be interesting to see the turnout at Roger's auction in March.

"There are two camps – collectors who can't wait to return and others

who would be wary of doing so – and having a mixture throughout the year should make everyone happy.

"But it is an ever-changing picture and I will be flexible. I wouldn't want to misread the signs and get it wrong, one way or the other."

Dave Robinson, of Great Northern Railwayana, emerged as perhaps the most cautious of those who spoke to *Heritage Railway*: "The Government says one thing and the scientists something else, so I am not planning too far ahead as people are still nervous.

"We would go back live only when everyone feels comfortable, and until then we will continue to conduct them via our website. Our first auction next year will be in April, which would be our first opportunity for a live audience, but at the moment it's only 50-50."

→ Geoff Courtney's Railwayana column is on pages 68-70

Left: An LNER 'Skegness is so bracing' poster depicting the resort's iconic Jolly Fisherman will be going under the hammer at a Talisman Railwayana Lincolnshire-themed auction next March. The poster was first issued by the Great Northern Railway in 1908 and was painted by John Hassall, who was paid 12 guineas for the work. TALISMAN RAILWAYANA



Above: Pointing the way: A Firsby & Skegness wooden direction sign that will feature in a Lincolnshire-themed live saleroom railwayana auction next March. It is believed to be from Woodhall Junction station, which opened on the Lincoln-Boston line as Kirkstead in October 1848, was renamed in July 1922, and was closed by BR in October 1970. TALISMAN RAILWAYANA



‘Black Five’ bows out as 777’s boiler is lifted

LMS ‘Black Five’ No. 45305 has been withdrawn from service at the Great Central Railway on the expiry of its 10-year boiler certificate.

The Stanier 4-6-0 hauled its last passenger trains of this ticket at the GCR on October 27 following a special farewell weekend on October 23/24, during which two other locomotives in the care of the 5305 Locomotive Association – Class 45 ‘Peak’ D123, and National Collection Class 33/1 D6535 – were also in operation.

Still owned by the family of Albert Draper, the Hull scrap dealer who saved it for preservation in 1968, the ‘Black Five’ returned to steam following its previous overhaul in 2003, but later received boiler repairs which gave it a fresh 10-year ticket in 2010.

It is now set for a further overhaul, although the 5305LA will initially be giving priority to the overhaul of another engine in its care – National Collection SR King Arthur 4-6-0 No. 777 *Sir Lamiel* – and completing the overhaul of National Collection BR Britannia Pacific No. 70013 *Oliver Cromwell*. The Riddles 4-6-2 is on loan from the NRM to the GCR, with 5305LA volunteers assisting in its overhaul.

On the same day that No. 45305 was withdrawn, the boiler was lifted from *Sir Lamiel*’s frames, while the steam crane was also used to lift *Oliver Cromwell*’s boiler onto a low-



‘Black Five’ No. 45305 departs from Loughborough Central during its farewell weekend at the Great Central Railway on October 23. TOBY JENNINGS

loader to be transported to Tyseley Locomotive Works for its overhaul.

The latter move was supposed to have taken place last year but was delayed by Covid-19. However, a good deal of progress has been made on both the boiler and the locomotive, with a replacement tubeplate produced and being machined, while the engine’s frames have been rewheeled. It is hoped to have No. 70013 back in steam next year for use on the GCR and the main line.

The 5305LA is aiming to have *Sir Lamiel* back in steam, overhauled to main line standard, in 2025 to celebrate its centenary. It is estimated that the overhaul, its fourth in preservation, will cost £80,000.

To raise an initial £74,000, the group is seeking 74 supporters



BR Britannia No. 70013 *Oliver Cromwell* in Loughborough shed on October 23, next to SR King Arthur No. 777 *Sir Lamiel*. Four days later, *Sir Lamiel*’s boiler was lifted from the frames, and *Oliver Cromwell*’s boiler was sent to Tyseley for overhaul. TOBY JENNINGS

to donate £1000 each (payable in instalments) to its ‘Knights of the Round Table’ appeal. In return, supporters can choose the name of a knight from one of the original 74 King Arthurs and will receive

other incentives, including life membership of the association, shed tours at the GCR and a discount on tickets for No. 777’s first main line railtour. For more details, email memberships@5305la.org.uk

£700 raised for charity as wagon is sold for Speedlink recreation

TRAIN operator East Midlands Railway has raised £700 for the Railway Children charity by auctioning an OBA wagon, which will be used for preservation’s first Speedlink freight train.

Built in 1977 at Ashford Works, the wagon, No. 110443, was one of a number provided by DB Schenker for use in the remodelling of EMR’s Etches Park depot in Derby in 2010.

It was left behind once the work was completed and passed into EMR’s ownership, being used to carry site refuse and for re-railing training.

EMR disposed of the wagon as part of another remodelling of the site. The auction was won by Kieran Fallows, who paid tribute to the help of EMR’s fleet engineer

Andrew Briddon, production manager James Wale and fleet director Neil Bamford in securing it.

In a preservation first, Kieran plans to use the OBA as part of Project Railfreight, to recreate a typical BR Speedlink freight train of the 1980s, working with the Chasewater Railway and the National Wagon Preservation Group. The latter organisation has already collected another freight train from the same period – a rake of MGR (Merry-Go-Round) coal hopper wagons – at the Staffordshire line.

Kieran owns two other suitable wagons for the Speedlink train – VCA No. 200406, rescued from the Railway Technical Centre at Derby, and VBA No. 200631, which he



OBA wagon No. 110443 departing from East Midlands Railway’s Etches Park depot on October 14 for its new life in preservation as part of a recreated Speedlink freight train. KIERAN FALLOWS

acquired from his employers, UK Rail Leasing, at Leicester.

Speedlink was a wagon-load freight network introduced by BR in 1977, becoming part of the

Railfreight Distribution sector, but proved to be a considerable loss-maker and was closed down in 1991, although remnants of it survived into EWS operation.

KESR remembers the adults with new Christmas trains

By Geoff Courtney

CHRISTMAS is for children, as recognised by heritage lines up and down the country when Santa brings pleasure to thousands of youngsters on steam-hauled trains. However, it is also a festive time for adults, and so the Kent & East Sussex Railway has launched its first-ever Yuletide Specials specifically for grown-ups!

The steam-hauled trains will run on December 10, departing from Tenterden station at 11.30am and 2.30pm for a 70-minute return journey to Northiam. Passengers will be able to enjoy music from a local choir and mulled wine, and visit a model Christmas village at the station prior to boarding. On board, passengers will be served mince pies and a drink, and be entertained by a magician.

Helen Douglas, the railway's sales and marketing manager, said: "It will be an opportunity for adults to forget the pre-Christmas hustle and bustle and get away from domestic duties for a couple of hours and enjoy a relaxing trip.

"We love running our Santa Specials for children and seeing the joy on their faces, but we thought adults also deserve something a bit special in the lead-up to Christmas.



Snow white: The Kent and East Sussex Railway station of Tenterden Town is clothed in snow as it awaits the day's first train. With winter – and Christmas – approaching, the railway has announced its first-ever Yuletide Specials aimed at adults. STUART KIRK PHOTOGRAPHY

"Santa won't be there, unless he's also a passenger."

Tickets, priced from £25, will be available for single seating, tables of two or four, and compartments for up to eight people.

Post-Christmas trains

Meanwhile, some 20 miles across the Kent countryside, the Tunbridge Wells-based Spa Valley Railway has announced

a programme of post-Christmas and New Year steam trains that will include Southern Railway Battle of Britain Pacific No. 34053 *Sir Keith Park* in action.

The trains will run between Tunbridge Wells West and Eridge stations from December 28 to January 2, with Austerity No. 2890 in charge on the first three days and the Pacific on the latter three. No. 2890, built for the War Department by Hunslet in 1943

as an 0-6-0ST and converted into an 0-6-0 tender engine in the late-1990s, is on loan from the East Lancashire Railway and will remain at the Spa Valley until early 2023.

Former Swanage Railway locomotive No. 34053 is now a permanent resident. It has become a star turn at Tunbridge Wells, due in part to it being the largest engine ever based there.

Council awards contract to commence Poole Park miniature railway rebuild

BOURNEMOUTH, Christchurch & Poole Council has awarded a contract to begin the rebuilding of the closed Poole Park Miniature Railway.

As reported in issues 242-244, the council terminated its contract with the previous operators of the 10¼in gauge line, the Friends of Poole Park, following a derailment in April 2018 and resignations of management and volunteers.

However, the council has now awarded a contract to

Shropshire-based Track Systems to construct new track and a new, larger locomotive shed, planning permission having been granted in August 2019 for the demolition and replacement of the existing shed.

Work is expected to commence later this year, with the aim of having the line operational again next summer. It will then be run in-house by the council, along with volunteers. Tenders will be awarded shortly for a new locomotive and

carriages, the previous items having been offered for sale by the friends group following the closure.

Councillor Mark Anderson, the council's portfolio holder for environment, cleansing and waste, said: "Earlier this year we made a clear financial commitment to ensuring this iconic and much-loved attraction would be returned to Poole Park. These plans will mean the track and engine shed will be improved.

"Our Big Plan sets out that the rejuvenation of Poole is a key priority for us, and bringing the railway back to Poole Park reinforces this commitment.

"This investment will ensure the long-term future of this special asset for future generations.

"Poole Park Railway is special to residents and tourists alike. It has been a feature since 1949, and I'm so pleased that we will soon see the railway back in action."



The Poole Park Railway's previous locomotive, diesel-hydraulic *Princess Sweet Pea*, was offered for sale following the line's closure in 2018. FRIENDS OF POOLE PARK



Above: Cadet Colour Sergeant Claudia Gration learns how to drive Liverpool tram No. 869. CTV

Left: The Duke of Gloucester drives newly restored Newcastle tram No. 102 out of the depot at Crich. RICHARD SYKES

Duke of Gloucester drives the latest restored tram at Crich museum

THE Duke of Gloucester, Prince Richard, visited Crich Tramway Village, where he is patron, for a special day on October 20.

To welcome the Duke, who is 31st in line to the throne, were special guests the Lord Lieutenant of Derbyshire, Elizabeth Fothergill CBE, and the Mayor of Amber Valley, Coun David Taylor, and their consorts.

Two Lord Lieutenant's cadets, Cadet Colour Sergeant Claudia Gration and Cadet Staff Sergeant William Stelfox, saluted the Duke, who is also patron

of the Severn Valley Railway, on his arrival and departure.

The day focussed on Tramway Museum Society members and offered them a chance to find out more about the latest projects and future plans.

Official launch

Tramway Museum Society chairman Karen Rigg and president Ian Ross, along with Crich general manager Dr Mike Galer, met the party on arrival

and the Duke officially launched the latest tram restoration project, Newcastle No. 102, by driving it from the workshop out onto the track.

After meeting members, the Duke also toured the exhibition hall, which hosts a Century of Trams exhibition and another about history-maker Michael Holroyd Smith, before taking a further tram drive on Liverpool No. 869. Now closed for winter maintenance, the tramway village will reopen on March 12.

First three 'clay hoods' nearing completion at Bodmin works

THREE china clay wagons – the first in a planned rake of nine – are expected to make their debut on the Bodmin & Wenford Railway next year following restoration.

Cosmetic work above the frames has been completed on Nos. B743795, B743353 and B743171, with the bodywork repainted and the distinctive blue hoods fitted – which earned them their nickname of 'clay hoods' – returning them to 1970s condition.

Work has commenced on the underframe of No. B743171, using a needle gun to clean up



the frames before repainting them, and with the brake gear dismantled and refurbished. This work will then be carried out on the other two wagons before all three are given a fitness-to-run examination.

Six more of the BR-built 13-ton vehicles then remain to be

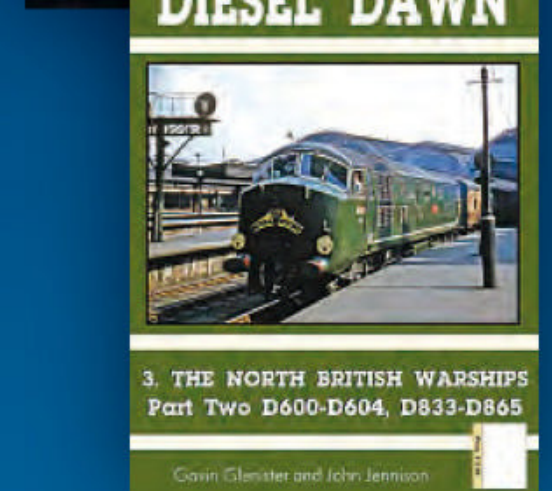
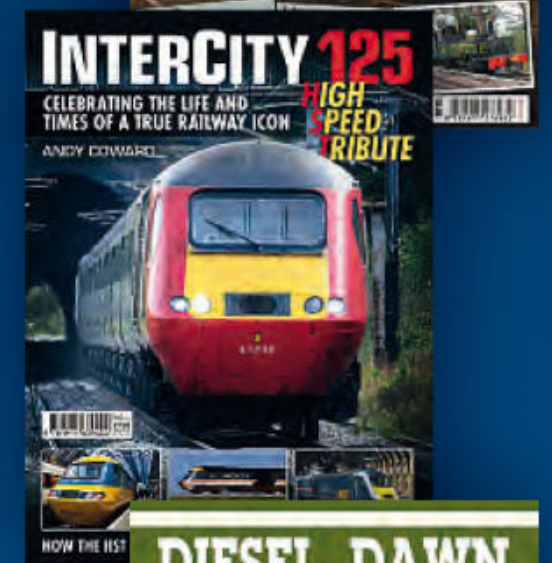
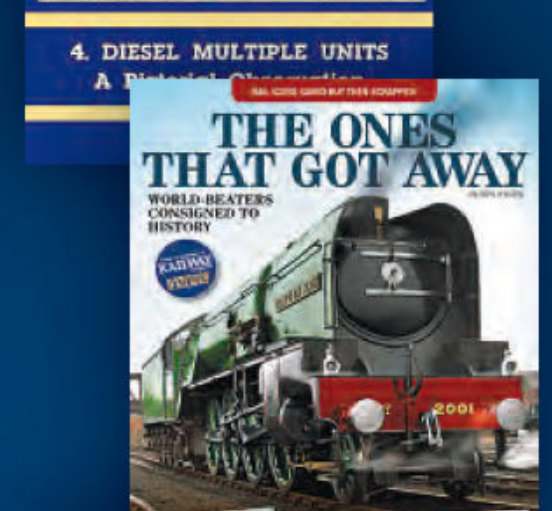
Restored china clay wagons Nos. B743171 and B743353 on the Bodmin & Wenford Railway, ready for preservation's first rake of 'clay hoods'. BWR

restored, including four derelict examples acquired from the Pontypool & Blaenavon Railway in 2019 and 2020.

Authentic motive power for the train will be provided by BWR-based Class 37 diesel No. 37142, which is currently in the works undergoing bodywork repairs.

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RAISING THE ROOF AT BRIDGNORTH

Fifty-one years after it launched its first public services, the Severn Valley Railway has been meticulously planning a civil engineering operation that is essential to keep one of the world's leading heritage lines at the forefront of steam locomotive maintenance and operation for the next half century. **John Titlow** reports in words and pictures on the planned operation to install a new watertight roof at Bridgnorth shed in the spring.

If you thought that replacing a shed roof on a motive power depot would be easy, think again. Should you feel more adventurous, you can always add to the complexity by installing a 6.3-ton overhead travelling crane.

What really opened my eyes to this task was an article in the Severn Valley News by Bridgnorth shedmaster Martin White, explaining the logistics involved in this huge task.

The entire shed will be closed for four months from May, becoming a construction site and fenced off to all SVR workers. It has to be emptied completely, apart from fixed items like the wheeldrop and frame lift, before work can commence, and some heavy items of machinery will have to be repositioned.

Those readers who have ever had a new roof on their house have a small understanding how it is done – from the scaffolding, access for deliveries, storage of materials, getting materials onto the roof, health and safety, security... and don't forget, somewhere for tea and toilets, preferably separate! Can you imagine completely emptying your house for the work to be carried out?

Then, of course, there is the fickle British weather that can throw the proverbial spanner in the works at short notice, from high winds to torrential rain.

However, these works are essential and it was brought home one day when I was in the shed. It was raining and people were

struggling unsuccessfully with a large tarpaulin, attempting to cover a tender they were working on. The new cylinder blocks of SVR flagship GWR 4-6-0 No. 4930 *Hagley Hall* were soaked, as well as its paintwork, causing extra unnecessary work.

A recent survey reported that "the roof is worn out, full of holes and leaks badly. It has been estimated that the roof has no more than a two-year lifespan in its current condition and could potentially put a stop to works at the locomotive shed if the problems are not addressed".

The problem was caused by condensation running down the inside of the roof and settling around the fixings of the purlins and rusting them. Over time, the condensation has rotted away the fixings holding the roof on and the purlins themselves.

History of the shed

On March 25, 1967, Collett 0-6-0 No. 3205 arrived in Bridgnorth with four carriages soon after the Severn Valley Railway bought the line for £25,000.

There was never a locomotive shed at Bridgnorth before then. The goods shed was initially used in the early heritage era as a locomotive maintenance shed, but this proved far too small and unworkable. The original idea in the 1970s was to have a covered area for locomotive storage during the winter, but over time it evolved into a workshop.

Construction of the present shed began in 1976 using parts of a large disused building from Portskewett near Severn Tunnel Junction. The pits were dug the same year and the building was completed in 1977.

In 1979 it was extended, utilising the ex-BR diesel depot building from Heaton Mersey, Stockport, purchased in 1972. This structure was added onto the ex-Portskewett shed, adjacent to the existing goods shed. Outside, the front of the shed is an original small single-storey brick building on the left.

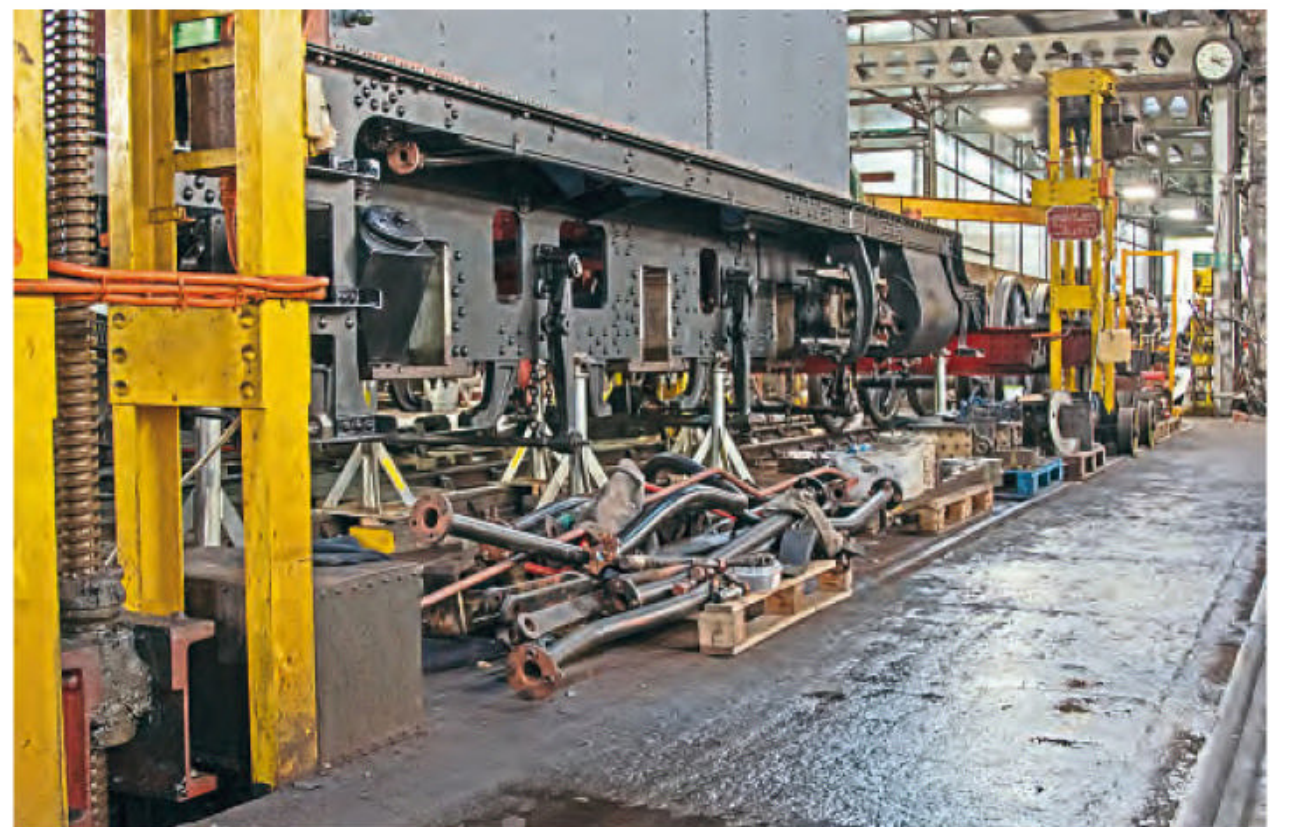
The goods shed still exists and for many years has been used as the machine shop, and this will remain fully operational and untouched by the construction works. The boiler shop is a newer building tagged onto the end of the shed, so works will continue as near normal, but it could be used for running repairs if essential.

Inside the shed is a frame lift built by Ransomes & Rapier Limited in 1937, capable of lifting a maximum of 15 tons per jack. It originally belonged to the London Passenger Transport Board at Lillie Bridge, Kensington, and was installed shortly after the ex-Portskewett shed was completed.

Inside the ex-Heaton Mersey building, a section was partitioned off during the 1980s for a paintshop. Improvements were made to the main shed in 2009 with the installation of roller-shutter doors and side windows, but little has been done since.



Visiting from Didcot Railway Centre, new Churchward Saint No. 2999 *Lady of Legend* on road four over the wheeldrop inside Bridgnorth shed on April 4.



Puddles of water make restoring locomotives difficult at the present time. GWR 2-6-2T No. 4150 is on road four seen on the lifting jacks on October 19.



Bridgnorth shed on September 15, the day before the autumn steam gala, with Nos. 2857, 4953, 1501, 813, 4930 (boiler under test), 43106 and *Dunrobin* in view. The roads are numbered from the right, with *Dunrobin* on road one; a decision is awaited if this road will be used in future because of the extended wall cladding. No. 43106 is on pit road two; internally this will disappear and be used for work benches and machinery. The small brick building on the left is original; behind the shed is the old goods shed, now the machine shop. The tall building behind is the boiler shop.

What has become a really useful tool is the wheeldrop that was installed in 2010. It came from 15C, Leicester Midland motive power depot, and is capable of dropping wheels up to 7ft diameter – big enough for that of a Jubilee or Duchess. Castles, A4s and A3s are 1in smaller and Kings are only 6ft 6in, so it is capable of dropping all preserved main line locomotives' wheels. Neither of these items can be removed for the roof works.

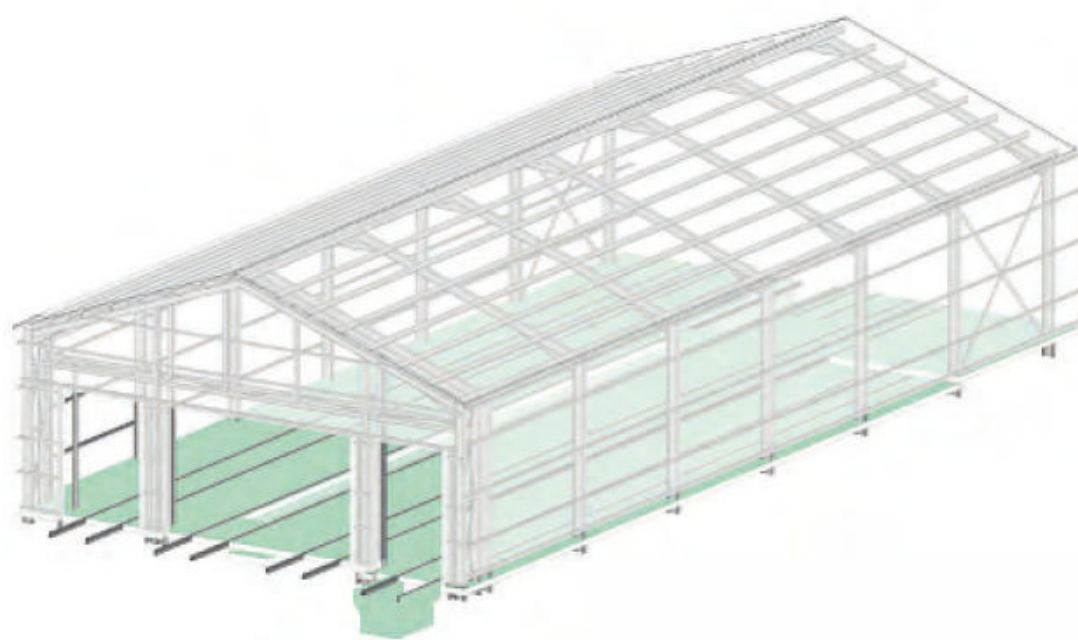
Now is the time to bring this important building up to modern standards, especially with the excellent work done in keeping our heritage steam locomotives running.

If the works do not take place soon, the roof would have to be inspected every three months to ensure it is safe; should it become unsafe, the shed could be forced to close without warning and therefore cause significant difficulties for the railway. We have seen this problem elsewhere – and the costly repercussions. As a result, some important decisions were made and a plan of action developed to tackle the issue with minimum delay.

Fortunately the SVR has a strong volunteer base which realised the problem and sprang into action, giving many hours of free time. These works will be volunteer-led throughout, saving the railway thousands of pounds.

Locomotives on shed

In November there were five locomotives inside the shed being worked on. Going through the final stages of rebuild is *Hagley*

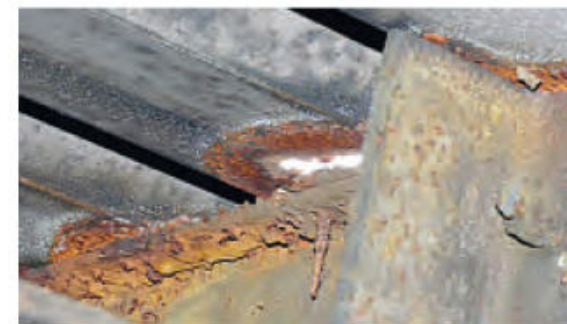


Above: The plan for the new shed roof. ANTONY BARTLAM/SVR

Right: Rusted roof, purlin and fixing. ANTONY BARTLAM/SVR



Hole in the shed roof, fixing pin and purlin. ANTONY BARTLAM/SVR



Hall, which will be the first to return to steam next year, followed by Stanier 2-6-0 No. 13268. There is now a race against time to get these locomotives completed before the shed closes in May.

GWR 2-6-2T No. 4150 should be off its jacks by then and become a rolling chassis, making life easier, and new-build BR Standard 3MT 2-6-2T No. 82045 will have to be removed from the shed. Beamish Museum's Sharp Stewart 0-4-4T No. 4085 of 1895 *Dunrobin* is in the yard and work is continuing on its restoration; its boiler is inside the boiler shop.

Meanwhile, regular works continue with GWR 2-8-0 No. 2857 inside for a regular valve and piston examination, and GWR/Port

Talbot Railway 0-6-0ST No. 813 has recently received replacement boiler tubes.

Funding appeal

Needless to say funding is fundamental for any works to take place. Questions have to be asked – how important are the works, is it really essential, and what happens if you cannot afford it? In this case, delaying replacement was not an option because it would cost considerably more in the future, especially with the escalating cost of steel and building materials.

The Home and Dry appeal was to be initially launched in March 2020 but was postponed as Covid-19 ground the country to a halt.



In April this year, the appeal went into full gear with the launch of a 90-second film by Lesley Carr on social media and through the mail to the SVR supporter base of members, donors and shareholders.

Funding was split into three phases. The first covers the roof and wall cladding, electrical installation and construction of the crane foundations, at £385,000. The second is for the infilling of road two and moving larger items out of the shed, at £25,000. The third is for steelwork for the crane and the crane itself, at £65,000. So far there are sufficient funds to enable phases one and two to start.

The appeal got off to a flying start, raising £265,000 in the first 12 weeks, and then slowed to a steady £30,000 per month during the summer and early autumn.

A raffle raised £31,000, the second highest in SVR history; a total of 5000 people have donated or purchased raffle tickets so far. There are two grants to the value of £55,000 also in the pipeline.

The total raised so far is £430,000, so a push is now on for the final appeal of £45,000 for the crane. The total needed is £475,000.

What has not helped is the continued escalating material costs. The new steel purlins have doubled in price and the roof sheets by 25%, all due to general shortages caused by Covid-19.

Fundraising manager Sue Chance said: “We have been overwhelmed by the generosity of our supporters at the SVR – they clearly understand the necessity of this project to improve the Bridgnorth Locomotive Works, where our locos are restored and maintained, to keep the railway operational. We have raised enough to undertake phases one and two of the project and are now making a plea

to raise the final £45,000 needed to ensure the full works can be undertaken.”

Preparatory work

Being in a conservation area makes matters difficult. The footprint of the building will not be changing, but simpler aspects – like the change of colour on the roof and cladding – had to be approved.

Plans were submitted to Shropshire Council by architect and SVR volunteer Ben Wright in June. Roof lights and ventilation cowls were included to avoid changes later, and all were approved in early September. The conservation officer decided on the colour of the external finishing and anthracite was chosen.

Volunteer project leader Antony Bartlam, who is also a volunteer fireman, has so far spent almost 300 hours on the project, from CAD drawings to the essential structural calculations, after starting work on it in 2018. Antony will be overseeing the project dealing with all aspects of the works.

One interesting aspect of the design was the omission of roof lights over roads four and five due to the possibility of them melting, should a warm locomotive be positioned underneath.

Nick Yarwood, who dealt with the Falling Sands Viaduct restoration project as a volunteer, is involved with the contracts and time planning; there are more than 130 items on the time programme alone.

Local companies will be used as much as possible and many have volunteered services for free, such as the completion of a ground investigation report, which included drilling boreholes for the foundations.

Contractors have been appointed and estimates accepted regarding the roof and

the electrical installation. Orders have been placed on materials that have long lead times, like the cladding, which is currently six months.

Antony said: “With the current economic climate and material logistics, this project is proving challenging.

“There is a massive amount of work to do before the work starts to clear the shed, which has to be carried out on time as the roof sheets are already on order and have a delivery date which cannot be altered.

“There is a superb team behind these works and I know that with the assistance of the many volunteers we have, this will be a success.”

Clearing space

Before any works can commence, the shed has to be cleared of all tools, cabinets, spares and everything that was thought might be useful one day!

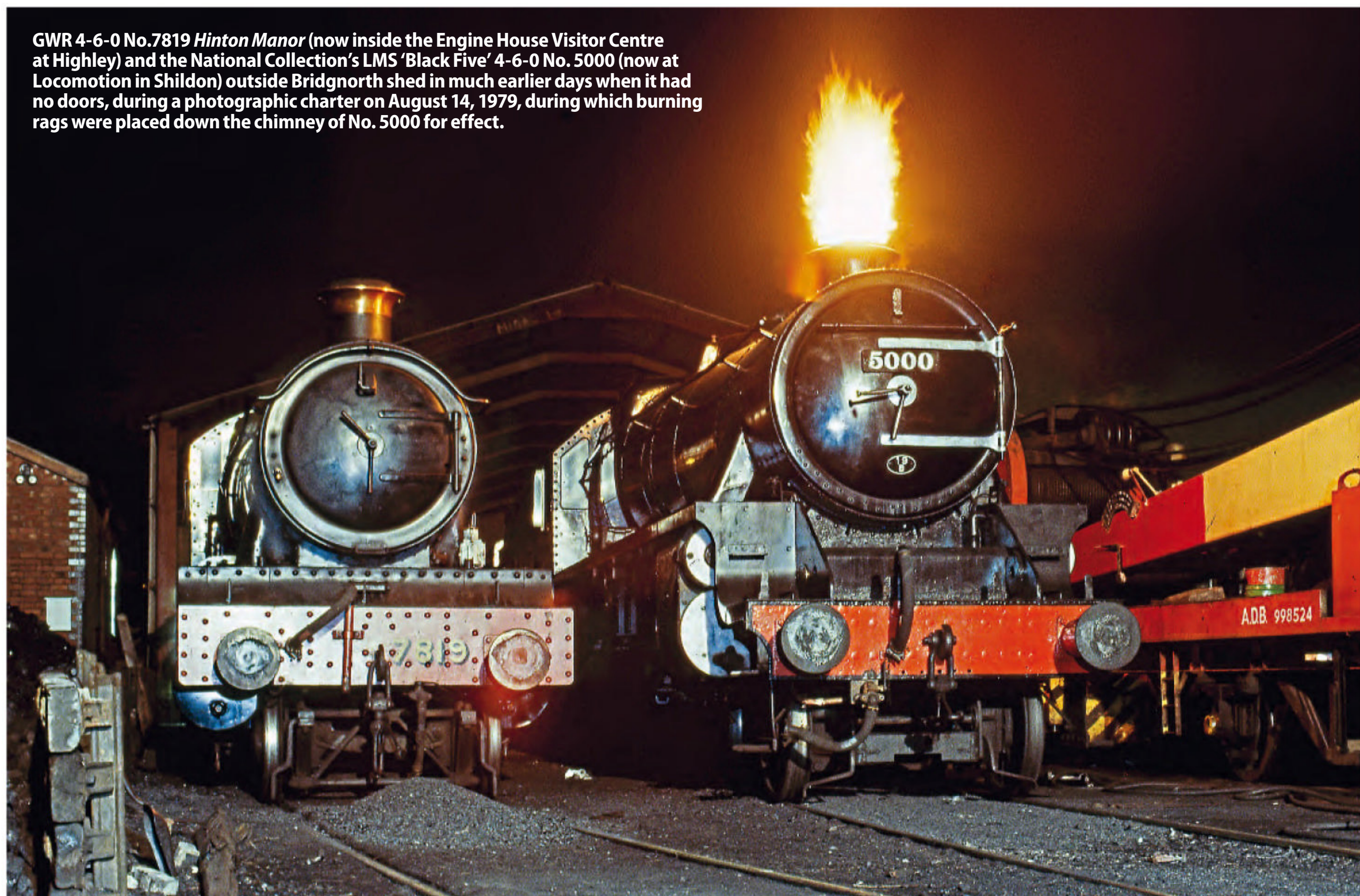
A general clear-out will take place and containers will be used for general storage; some will require access but others will be closed off for the duration.

Of paramount importance is the amount of useable rail space at Bridgnorth and every square inch will be utilised, with unused stock moved to other locations on the railway.

At the northern end, referred to as the boiler shop yard, there are several sidings leading towards Bridgnorth Tunnel. These will be full but access to the boiler shop will be kept relatively clear should anything untoward happen and a locomotive needs attention.

All locomotives operating from Bridgnorth will be turned to face south so chimneys are furthest away from the shed, reducing fumes for those working on the roof. As an added safety measure, arrangements will be

GWR 4-6-0 No.7819 Hinton Manor (now inside the Engine House Visitor Centre at Highley) and the National Collection's LMS 'Black Five' 4-6-0 No. 5000 (now at Locomotion in Shildon) outside Bridgnorth shed in much earlier days when it had no doors, during a photographic charter on August 14, 1979, during which burning rags were placed down the chimney of No. 5000 for effect.





Despite being inside the shed on road five, rainwater reflects off the frames of GWR 4-6-0 No. 4930 *Hagley Hall* on October 19, highlighting the urgency of the imminent major project to replace the roof.



Inside Bridgnorth shed on October 24 are BR Standard 4MT 4-6-0 No. 75069, LMS 4-6-0 No. 46100 *Royal Scot* and *Dunrobin*. The original brick goods shed, now a machine shop, is in the background.



A trial positioning on road four on the lifting jacks is No. 4930 *Hagley Hall*'s frame and wheels inside Bridgnorth shed on April 21. The track will be infilled with concrete, bringing the floor level.



No. 4930 *Hagley Hall*'s drain cocks are fitted and the valves are in the process of fitting on September 8.

put in place for the contractors to cease work when shunting takes place in the vicinity of the scaffolding.

Due to the reduced size of the yard and all locomotives facing south, Bulleid West Country 4-6-2 No. 34027 *Taw Valley* will not fit over the temporarily shortened motive power depot yard pit, which is essential for oiling up, so for the time being will operate out of Bewdley instead of Bridgnorth.

Martin White said: "Everything that is currently in the main shed at Bridgnorth motive power depot needs to be removed, or at least relocated, to give the contractors unhindered access.

"The fixed equipment, such as the locomotive lifting jacks, along with the largest machine tools, will be left inside but will be cocooned to protect them during the works. All of the smaller items, tool lockers, stores, small machines and items of plant, etc. will be given alternative storage.

"The welding and fabrication area will be temporarily relocated as it is a must-have facility that will be required during the disruption.

"The planning for all of this is already well advanced and some tasks and actions have commenced, but many will be starting in earnest before the end of 2021.

"We've done similar things before, such as when the wheeldrop was installed and the end doors were added to the shed. But this is the first time that we will have handed the building over in its entirety to contractors for such a long period.

"Hence, there will be significant disruption

to the workforce, paid and volunteer, but we will all work around any issues to ensure that we literally 'keep the wheels turning'.

"With regards to the SVR locomotives, those undergoing restoration and build, such as Nos. 4150 and 82045, will be provided with a berth in the MPD yard so that work can continue, although in different circumstances to those which the loco owning groups have become accustomed.

"Everyone knows that the investment in time and effort, in addition to the money, is very worthwhile and will result in something that brings massive benefits to all the people who work within the shed and to the SVR steam loco fleet."

Before construction can commence, a considerable amount of the installed services – such as electric cables, IT and telephony infrastructure – will have to be removed from the wall cladding to which it has been fixed over the last 20 years.

Some of this is three-phase equipment in metal conduit and trunking, and which all has to be made safe beforehand.

Phase one

It is not just a simple case of replacing the roof – all the purlins need replacing, too. The purlins run between the main steel frame and support the roof sheets.

The lighting inside the shed has always been poor with little natural light filtering through, but this will all change because at least 15% of the roof panels will be translucent to maximise daylight, and all the roof cladding will be fully insulated.

New energy-efficient sustainable lighting utilising LEDs will be installed throughout, giving full illumination in every part of the building, thus creating a much better working environment.

The external walls will be clad and insulated to keep the heat in during winter and reduce noise for the neighbours.

While all the roof works take place and the shed is empty, it makes perfect sense to put in the footings for the travelling crane; work that would be difficult to do afterwards.

On the west side there is bedrock one metre down but on the east side it is four metres down, so piling will be needed.

Phase two

Various other essential works will take place internally. The sunken floor around the frame lift will be levelled, along with the floor of road two (on the east side inside the shed), which, for historical reasons, is lower than the main shed floor. This will give a level floor throughout reducing trip hazards.

Afterwards, the rails in road two will disappear and the space used for work benches and machinery becoming a running machine shop, much needed at present. A set of buffer stops will be fitted inside as a safety measure should something untoward happen outside.

Phase three

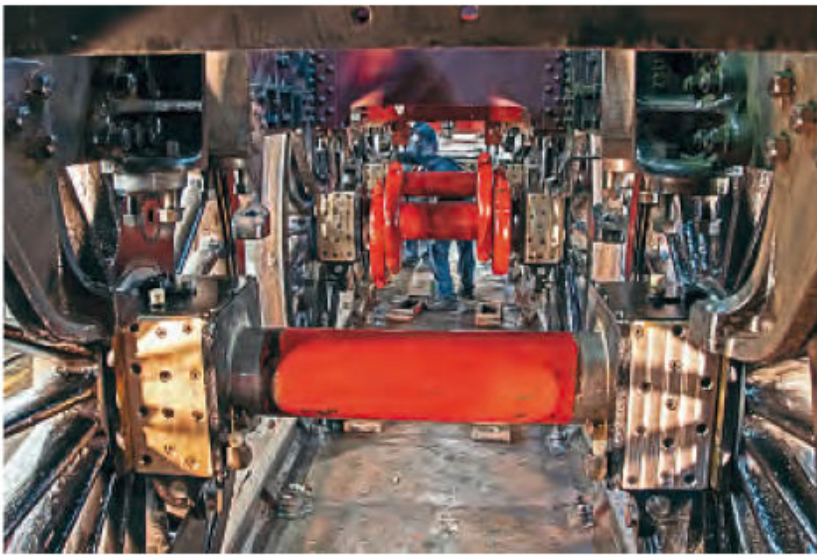
Talk regarding a crane started more than four years ago, when it became apparent how much time and money this would save. A second-hand crane has been identified that is



The rods and chassis of LMS 2-6-0 No. 13268 and new-build Standard 3MT No. 82045, with No. 4930 in the background, inside the shed on September 15. No. 82045 is on road two, which will be levelled and be used for work benches and machinery.



GWR 2-6-2T No. 4150, on road four inside the shed on the frame jacks with the superheater header belonging to No. 4930 prepared for testing on the right on August 13. Bulleid Pacific No. 34027 *Taw Valley* sits in the background.



Looking underneath No. 4930 *Hagley Hall*, showing the high standard of work that takes place as the drivers are positioned before the frames are finally lowered inside the shed on April 21. The sunken floor will be levelled as part of the works.



The boiler cladding of No. 4930 being painted in preparation for fitting inside Bridgnorth shed on September 15. This section of the shed will be the entrance for construction works and cordoned off.



Cladding that fits around the firebox of No. 4930, which was made by a local car bodywork company, being prepared for painting inside the paint shop of Bridgnorth shed on September 15.

hopefully suitable for the job.

The crane is restricted in headroom by the height and pitch of the roof, so detailed consideration is being given to obtain a hook height that is as high as possible to make the most use of it.

Having a lifting capacity of 6.3 tons, it will be capable of lifting cylinder blocks (the blocks for No. 4930 weigh 2.7 tonnes each) and locomotive wheelsets, including large crank axles, drivers and tender tanks. Capacity for lifting boilers is available in the boiler shop next door.

Construction site

Construction will commence in May and is projected to take about four months. All this is designed to fit in between the SVR's two major steam events: the April 21-24 spring gala and the autumn one traditionally held around the end of September.

Access for the construction works will be from the north end through the present paint shop, which will be completely cleared and a temporary partition built separating the site from access to the machine shop inside the old goods shed.

There will be no scaffolding on the western side of the shed, as this area will be used for the site huts and general storage. Coal deliveries will continue down this side, as before.

At the south end, most visible to the general public – especially from the footbridge at the station – there will be scaffolding erected and a protective security screen separating the construction site from the MPD yard.

After about 12 weeks, once the main structure of purlins and the metal liner sheet is fitted, the roof will be safe to walk on and

watertight. The shed can then be handed back for internal fitting out, including the crane and electrical installation. Meanwhile, the insulation and final roof sheets can be fitted.

The maintenance yard is needed at all times for coaling, preparing and watering locomotives. A temporary cover will be fitted over road four and a workshop container on road three to make conditions a little more convenient for maintenance staff. This area will be off limits to construction workers, as will the construction site itself to SVR workers and volunteers.

Road one, between the shed and platform two, must be completely cleared of all rail vehicles for scaffolding. After cladding installation the wall will increase 20cm on the exterior, thus rendering the siding virtually unusable due to insufficient clearance. Investigative work is ongoing to determine its future for rail vehicles.

Health and safety is crucial for the safety of all workers on site and it is clear that a considerable amount of time and thought has gone into this by the segregation of the two areas; this should also speed up the work considerably.

Security is important, so when the roof panels are replaced it will be done section by section. The burglar alarm panel and wiring will be repositioned so it is accessible inside areas undisturbed by the works. Random

security patrols will continue as before.

As with all contracts, there is a contingency fund but it is hoped this will not be needed.

If all goes well, as was the case with the Falling Sands Viaduct project, which was delivered on time and on budget, the SVR will understandably be very happy.

There will be no half-term running in February. Weekend services resume on April 2-3, and daily running for the Easter period starts on April 9 coinciding with the school holiday.

After completion

Upon completion it will not be a simple task of moving straight back in.

The new location of equipment, tooling and machinery is being planned even at this stage, but a lot depends on how the locomotives have performed throughout the closed period and what works are needed.

As the emptying of the shed commences in preparation for the works, *Heritage Railway* will keep you updated of developments on how the motive power depot continues to operate through this difficult time.

You can also keep updated on other news from the SVR by visiting the railway's website, at www.svr.co.uk

A special thank-you to Martin White and Antony Bartlam for their help in the production of this feature. **HR**

→ To help the works progress as quickly as possible, all donations are welcome. This can easily be done at www.justgiving.com/campaign/home-and-dry or you can complete and return the Home & Dry leaflet enclosed with this issue. For further information, see the SVR Charitable Trust's webpage at www.svrtrust.org.uk/home-and-dry
Donations in excess of £75 not only pay for a steel purlin for the roof, but also secure a limited edition Alan Reade print of Bridgnorth Locomotive Works.



GWR 4-6-0 No. 4953 *Pitchford Hall*, visiting from the Epping Ongar Railway, and panniers Nos. 7714 and 1501 on Bridgnorth shed on September 15, in a view taken from where the scaffolding for the replacement roof operation will be on the south end.



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The Welshpool and Llanfair Light Railway Preservation Co. Ltd. is a registered charity. An eight-mile long 2ft 6in gauge railway running through beautiful mid-Wales countryside, it provides a steam-hauled tourist service and heritage display. Operated predominantly by volunteers, the railway carries more than 26,000 passengers a year with an annual turnover of half a million pounds. We are the custodian of a significant portfolio of historic assets.

Your role:

You will lead the engineering team, both paid and voluntary, in maintaining and overhauling the railway's fleet of heritage steam locomotives, diesels, and other rolling stock. You will make available the required resources to operate timetabled train services, alongside providing appropriate advice and information on all aspects of railway engineering.

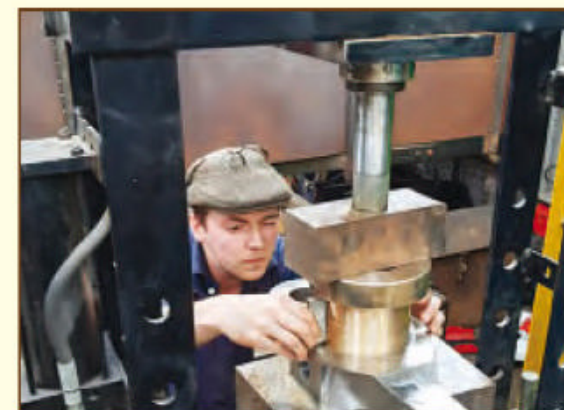
About you:

You have excellent leadership and interpersonal skills and a proven track record of motivating and managing. You are positive, energetic and enthusiastic. You will be a 'hands-on' engineer with practical experience and theoretical knowledge in an engineering discipline.

If you think you have the personal qualities to carry out this role and want to work with people who are passionate about preserving our heritage and educating the public, we want to hear from you.

For an application pack please contact:
humanresources@wllr.org.uk

Closing date for applications 6th December 2021



HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Peppercorn A1 Pacific No. 60163 *Tornado* crosses Lunds Viaduct with the A1 Steam Locomotive Trust's railtour over the Settle and Carlisle line on October 28, the return leg that evening being hauled by A3 No. 60103 *Flying Scotsman*. TOBY JENNINGS





Direct Rail Services selling heritage diesel locomotives

By Robin Jones

DIRECT Rail Services has begun selling off all of its Class 20 diesels, along with Class 37 and 57 locomotives, as it embarks on a programme to modernise its fleet – with the aim of reducing carbon emissions through the use of modern engines.

In what is the first in a series of locomotive sales which will see more 37s and 57s sold in the future, DRS is selling off Mk.2 coaches. Also on offer are spare parts for the locomotives and coaches.

The Class 20s were the company's first locomotives and have been with it for more than a quarter of a century.

Online bidding

Railfreight company DRS was created in 1994 by British Nuclear Fuels Ltd to take over BR's handling of nuclear material and in 2005 was transferred to the Nuclear Decommissioning Authority. It has since diversified into other freight operations and providing haulage for passenger services.

Nuclear Transport Solutions was formed in 2021 as a centre of excellence for nuclear transport, packaging and logistics expertise. NTS operates DRS and Pacific Nuclear Transport Ltd. Its initial fleet comprised five Class 20/3s which were overhauled at Brush Traction, Loughborough, for their new duties.

In 1997, six Class 37/6s were purchased from Eurostar, after which DRS went on to build up an extensive fleet of Class 37 and 47 locomotives. In 2001, some Class 33s were bought.

The locomotives and coaches have been offered for sale through an online competitive bidding process, registration for which ran until November 11, with bidders having to sign up before downloading tender documents. For sale were Class 20s Nos. 20301, 20302, 20303, 20304, 20304, 20308, 20309 and 20312; Class 37s Nos. 37606 and 37703; Class 57s Nos. 57302 and 57311; and Mk.2s Nos. 5787, 5937, 5173 and 6064.

A statement from DRS said that the sale "marks a new chapter in the



Direct Rail Services Class 20 No. 20303 on display at the Crewe Gresty Bridge Depot open day in 2018. STEVE KNIGHT/CREATIVE COMMONS

company's rich history as it pushes for lower carbon options and the use of their modern engines."

Future plans

NTS deputy CEO and rail director Chris Connelly said: "This is an important first step for DRS as we look at our fleet and our plans for the future.

"The Class 20s are really special engines, having been with us from the start, but things move on, and a

modern, dynamic rail freight operator needs a modern fleet to match our ambitions.

"This is the first phase and there will be more Class 37s and some 57s offered in the future as we move towards our net carbon zero ambitions."

Further details about these and subsequent sales can be found by visiting the website www.directrailservices.com

Saphos festive steam season starts with a sell-out excursion to Chesterfield

By Cedric Johns

SAPHOS Trains begins its festive season of excursions with its 'Chatsworth Sparkle Christmas Express', running between Carnforth and Chesterfield – for Chatsworth House – on December 5, with sold-out notices on its website.

Next up, the 'Christmas White Rose' departs Llandudno Junction for York on December 15. The 'Rose' stops at Colwyn Bay, Rhyl, Prestatyn, Flint, Shotton, Chester, Frodsham, Warrington Bank Quay, Newton-le-Willows and Manchester Victoria.

Circular tour

On December 18, the 'Pennine Moors Christmas Cracker' leaves Rugby for a circular tour of the Midlands, taking in joining stations at Coventry, Hampton-in-Arden, Birmingham International, Tame Bridge Parkway, Wolverhampton, Penkridge, Stafford and Crewe.

Motive power for these trips will be selected from 'Black Five' No. 45231, Bulleid 4-6-2 No. 34046 *Braunton* or LMS 4-6-0 No. 46100 *Royal Scot*.

Following the festive traffic, Saphos Trains kicks off the 2022 season with another 'White Rose', starting from Wolverhampton to York on February 2. The train



The Midland Pullman visited Fort William on October 23, followed by a day trip to Mallaig on the 24th, and returning south on the 25th. Believed to be the first time a High Speed Train set has visited Mallaig, it is pictured at Arisaig passing LMS 'Black Five' No. 45407, heading the 'Jacobite' on October 24. The Midland Pullman is set to return to the West Highland Line in 2022. SAM YEELES

picks up at Walsall, Cannock, Rugeley, Stafford, Crewe, Hartford, Warrington Bank Quay, Newton-le-Willows and Manchester Victoria.

Turning to matters diesel-electric, the Midland Pullman set is a sell-out on December 4, the reliveried Class 125 unit running from Dundee via Edinburgh to York.

On January 22 the 'Settle & Carlisle Pullman' departs Eastleigh for a circular tour over the Settle and Carlisle line and the Cumbrian Fells.

South West starts

The Pullman picks up at Winchester, Micheldever, Basingstoke,

Reading, Maidenhead, Slough and Watford Junction.

The basic itinerary is repeated on January 29 when the HST is booked to start from Plymouth, calling at Totnes, Newton Abbot, Exeter St David's, Tiverton Parkway, Taunton, Bridgwater, Yatton, Bristol Temple Meads and Bristol Parkway.

Backed by West Coast Railways Class 37 No. 37518 following the recent completion of its overhaul, Bulleid Battle of Britain Pacific No. 34067 *Tangmere* emerges from the tunnel at Blackburn at 3.05pm on a Carnforth-Hellifield-Carnforth loaded test run on November 10. EDDIE BOBROWSKI



Lickey to be tackled solo minus banker

By Cedric Johns

VINTAGE Trains' much-publicised 'Lickey Banker' double trips featuring GWR 4-6-0 No. 7029 *Clun Castle* and LMS 4-6-2 No. 6233 *Duchess of Sutherland*, assisted by Hawksworth 0-6-0PT No. 9466, saw significant changes when the pannier was declared unavailable, leaving the two 4-6-2s scheduled to tackle the 1-in-37 gradient solo.

Not only was the banker not involved, the planned two 10-coach trains were to be reduced to six vehicles, amounting to no more than 200 tons behind the drawbar.

However, Vintage Trains spokesman Adam Williams said that booked travellers remained happy with the revised arrangements for November 20 despite the non-availability of the banking engine.

Christmas trips

As it was, the 'Banker' was scheduled to depart Tyseley Locomotive Works and, after picking up at Birmingham Snow Hill, to run direct to Worcester before heading back via Bromsgrove and Birmingham New Street.

The *Castle* was due to work a morning train, the *Duchess* an afternoon departure on November 20.

Vintage Trains has added another three trips in the build-up to Christmas, the first being the 'Melton Mowbray', which is to be top-and-tailed by *Clun Castle* and *Duchess of Sutherland* on December 5.

While passengers are attending the Melton Mowbray Christmas Fayre,



LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* passes Gossington while heading Vintage Trains' 'The Midland Bristolian' from Derby via Tyseley to Bristol and return on October 30. RICH KELSEY

the train offers the option of staying on board as the two 4-6-2s carry on to Corby, crossing the Harringworth Viaduct on two occasions.

This tour starts from Tyseley's platform and picks up at Coleshill Parkway and Nuneaton.

On December 11, the 'Merchant Venturer' departs Solihull for Bath behind No. 7029, calling at Dorridge, Leamington Spa and Banbury. The 'White Rose' leaves Tyseley

on December 15 for York and its St Nicholas Fayre and Christmas Market, the train stopping at Coleshill Parkway, Nuneaton, Leicester, East Midlands Parkway and Ilkeston, with the *Duchess* providing motive power.

Second York trip

A second 'White Rose' departs Tyseley's platform on December 18, calling at Coleshill Parkway, Tamworth High Level, Burton-on-Trent and Derby

behind *Clun Castle*, and so ends what might be considered a hesitant beginning to this year's truncated season from Vintage Trains.

With GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* not expected to return to traffic until the spring and No. 4965 *Road Ashton Hall* unavailable, the Tyseley-based operation faces the prospect of hiring in an engine if an early start is made to its New Year tour programme.

Steam Dreams 'Santafied' at well-filled trips from Victoria

by Cedric Johns

ITS new venture of running main line Santa Specials out of London Victoria is already paying dividends, as Steam Dreams' marketing department reports that the departures are filling well. Not only that, but the corresponding evening diners are also in demand.

The positive public reception for this latest venture means that a new marketing opportunity in the realms of festive trains running out of a major terminal has been created, reaching families living in the Greater London area.

The specials are scheduled to depart Victoria on December 13, 14, 20 and 22. The evening dining trains

leave Victoria on the same dates, with trains departing at 6.50pm and arriving back at about 9.50pm. In addition, four Christmas shopper trains are running, the first of which departed from King's Cross on November 18 for York. A1 No. 60163 *Tornado* was replaced on that trip by a diesel, after a potential intermittent valve issue was discovered during the 4-6-2's Railway Touring Company 'The Cheshireman' trip from Bristol to Chester on November 13 and was being investigated as we closed for press.

November 30 sees Victoria to Bath, and on December 5 a shopper departs Ealing Broadway for Lincoln. The Southend departure to Oxford

on December 9 is sold out. *Tornado* was booked to haul all three. Then Steam Dreams staff take a break until *Flying Scotsman* hauls trains visiting Oxford on March 13, Canterbury on March 17, and Salisbury on March 24.

No tours have yet been posted for April, but May sees the first 'Royal Windsor Steam Express' and the evening 'Sunset Steam Express', which departs Victoria on May 10.

The frequency of the trains is repeated every Tuesday throughout May, June and July, and until August 16. Timings have yet to be confirmed, but there will be morning and midday departures for Windsor.

A new innovation is being introduced on both the morning

and midday trains – a champagne brunch, which will be served in Pullman-style dining. Alternatively, passengers on the midday train will be offered a lunchtime tour of a round trip from Victoria and back via Windsor while partaking of a two-course meal.

Steam Dreams marketer Juliet Soley said that the lunch service has not yet been launched and is therefore not bookable.

Meanwhile, Steam Dreams' planned three-week tour of New Zealand has been redated to run from October 21 to November 9. Described as a holiday of a lifetime, it will include railtours across the North and South Islands.

UK Railtours back on track

UK Railtours is looking to a brighter future after 18 months of hiatus that have seen the pressures caused by lockdowns and subsequent restrictions, plus the loss of the company's founder, John Farrow.

In UKRT's autumn newsletter, managing director Elizabeth Morris said: "We are proud that our return to running tours has been a resounding success. We are really excited to get back on the rails and grateful to our customers who have been equally enthused."

Commenting on the John Farrow Memorial train which ran to Sherborne on August 18 behind Bulleid Merchant Navy Pacific No. 35028 *Clan Line*, Elizabeth said: "The day was an incredible tribute to a great man. My gratitude goes out to everyone who was able to join us on that special train."

"The retiring collection at Sherborne Abbey raised more than £800 for the continued support of that fine building."

UKRT has planned to introduce more tours originating from a little further north than its usual London starts. Operational considerations as the industry recovers from the effects of the Covid-19 pandemic has prevented it from doing it so far, but UKRT is currently working with partners Network Rail and DB Cargo to plan at least one tour next year starting at Derby, and it is hoped that there will be many more.

A full season of tours is being planned for 2022, from steam with *Clan Line* with the British Pullman stock to exploring freight-only branch lines and multi-day land cruises in Scotland. Trips include visits to Beamish and Durham, Tytherington and Highworth, the Eden Project, and the Victorian extravaganza at Llandudno.

These trips are all subject to confirmation and will be covered in a new brochure.

UKRT's only Christmas train runs from King's Cross to Beverley, picking up at Potters Bar, Stevenage and Peterborough on Saturday, December 18.



With the Isle of Skye as a backdrop, LMS 'Black Five' No. 44871 storms out of Mallaig with the West Coast Railways 'Jacobite' on October 23. DAVE COLLIER

Scotsman 'stopped' by fractured pipe

BOOKED to work turn-and-turn-about with Peppercorn A1 Pacific No. 60163 *Tornado* on four trains between October 20-28, A3 4-6-2 No. 60103 *Flying Scotsman* was 'stopped' at York with an air brake failure when working the final train of The A1 Steam Locomotive Trust series.

That final train, on Thursday, October 28, ended up with a diesel deputising for steam.

Excellent work by *Flying Scotsman's* minder Stewart Gray and his team quickly found the problem, a fractured pipe, allowing the A3 to proceed for its next trip, 'The Stratford Flyer', a Railway Touring Company day out from Manchester on the following Saturday.

The four trains had involved a unique pairing of A1 and A3, starting trips to Carlisle via the Settle and Carlisle line from Tamworth, Birmingham, Middlesbrough and Peterborough, the lead engine being replaced by its opposite number for the return journey and giving two engines for the price of one.

Surprisingly, the pair had never worked together before. Both engines were on view during the changeover at Carlisle; a first, no doubt.

According to National Railway Museum spokesman Simon Baylis, *Flying Scotsman* will finish its year with three trips to Carlisle in a joint Ian Riley and West Coast Railways promotion.

The first departure starts out from Manchester on November 17, the second from Liverpool Lime Street on December 18, and the third from Manchester on December 23.

Meanwhile, down south, *Flying Scotsman* is booked to work three trips for Steam Dreams in March when the A3 heads out of Paddington for Oxford on March 13, Victoria to Canterbury on March 17, and Victoria-Salisbury on March 24.

Although no date has been announced, it is possible that No. 60103 will be withdrawn for overhaul following the visit to Salisbury. The unique surviving Gresley A3 Pacific is due to celebrate its centenary in 2023.



A3 Pacific No. 60103 *Flying Scotsman* passes Shrewley with the empty stock working from Hatton to Dorridge for turning and servicing during the Railway Touring Company's 'The Stratford Flyer' trip from Manchester on October 30. JOHN TITLOW

Britannia boiler goes back in its frames at Crewe

By Cedric Johns

THE boiler of BR Standard Class 7 Pacific No. 70000 *Britannia* has been lowered back into its frames at Locomotive Services Limited's base at Crewe in the latest stage in its 10-yearly overhaul.

In recent weeks, the boiler, which was returned to the frames on

November 8, has passed both of its hydraulic and steam tests.

At the same time, the mechanical department had been working very hard to ensure the rolling chassis was ready to receive the boiler, checking all the motion and valve gear and renewing components where necessary.

Britannia was withdrawn from traffic in September 2020.

Meanwhile, LNER A4 4-6-2 No. 60007 *Sir Nigel Gresley*, having been turned out at the National Railway Museum workshop in wartime black as a protective coat of paintwork, was taken by road to Crewe for completion.

On arrival, both cladding and 'cod's mouth' were removed to enable steam pipes to be fitted – a job that might be finished by late November.

Bearing in mind that the workshop is giving priority to the needs of Locomotive Services and that work on the A4 is being carried out by volunteers, it has been accepted that No. 60007 will not be main line certified until next year. It is now planned to send it to the Severn Valley Railway for running-in this winter, ahead of an anticipated return to the national network in the spring.

Its overhaul is running 12 months behind schedule because of Covid-19 and it will be the sole remaining main line certified A4 when completed.

Elsewhere at Crewe, work on A2 4-6-2 No. 60532 *Blue Peter* and GWR 4-6-0 *Nunney Castle* remains ongoing, leaving 'Black Five' No. 45231 *The Sherwood Forester*, West Country 4-6-2 No. 34046 *Braunton* and LMS 4-6-0 No. 46100 *Royal Scot* available for heading Saphos Trains tours.



Back in the frames: The boiler of No. 70000 *Britannia* was lowered into place by the overhead crane at Locomotive Services Limited's Crewe workshops on November 8.

IAN WALKER



A4 No. 60007 *Sir Nigel Gresley* in the Locomotive Services Limited workshop. Its planned next port of call will be the Severn Valley Railway next year for running-in prior to the main line recertification process.

IAN WALKER

Pathfinder Tours hit yet again by DB Cargo crew shortage

By Cedric Johns

LAST issue we reported that Pathfinder Tours had three trips cancelled due to a lack of train crews – and the tour operator has been hit yet again.

Train operating company DB Cargo has advised Pathfinder that it is unable to operate the December 11 'Chester Cracker'.

The Stroud-based tour promoter has been left with just two trains, the 'Northern Star', booked to visit York,

Durham and Newcastle on December 20, and the 'White Rose', bound for York from Salisbury with an optional passenger set-down at Harrogate, on December 4.

Reports from Pathfinder's office indicate that some of those with tickets for the Chester trip have rebooked on one of the two remaining trains, which were filling quite well.

Undaunted, Pathfinder has just issued details of two new trips.

Firstly, the 'Pennine Wayfarer', an excursion through the Pennines to Manchester and Bolton, allowing a two-hour break at Manchester Victoria followed by a tour of the area powered by a pair of Class 37 diesels, is scheduled for January 22. Joining stations are Bristol Parkway, Cam & Dursley, Cheltenham, Worcester Parkway, Bromsgrove, New Street, Tamworth, Burton-on-Trent, Derby and Chesterfield. On February 5, the 'Cwmbargoed Collier' starts from

Banbury and heads for South Wales via stops at Leamington, Dorridge, Birmingham Snow Hill, Cheltenham and Newport, visiting freight-only lines around Bridgend, Margam, Cardiff, Barry, the Rhymney Valley and Ystrad Mynach.

Looking further ahead, Pathfinder has also posted details of its annual visit to Scotland with the 'Easter Highlander', a four-day luxury rail cruise around the highlands and lowlands.



On October 23, the first ever Vintage Trains Community Benefit Society convention for members was held at Tyseley Locomotive Works. The event provided an opportunity for shareholders to meet CBS trustees, together with Vintage Trains staff and volunteers, to learn about future development plans. LMS Jubilee 4-6-0 No. 5593 *Kolhapur* is pictured alongside Princess Coronation Pacific No. 6233 *Duchess of Sutherland* in steam. Driver Ray Churchill is seen lubricating the motion of No. 6233. ROBIN COOMBES

Santa trains to run from Belfast – but not out of Dublin this time

THE Railway Preservation Society of Ireland is to run its first main line trains out of Belfast for nearly two years when its Santa specials begin on Saturday, December 4.

Two trains, planned to run each Saturday and Sunday, will depart Belfast for Whitehead and return, behind GNR(I) 4-4-0 No. 131.

Acquired by the RPSI after the engine was withdrawn by Coras Iompair Éireann in 1963, the 4-4-0, built in Glasgow by Neilson Reid in 1901, has undergone an extensive overhaul at Whitehead since then and was returned to traffic in 2018. It was given a main line certificate by Translink NI and passed for 60mph running.

The Belfast specials represent a breakthrough for the RPSI, which has been unable to run any

main line railtours since the first Covid-19 lockdown. Given that restrictions have eased, official thoughts are turning towards planning a comprehensive programme of tours for the coming year.

However, following a period of consultations with volunteers and staff, the RPSI has announced that its Dublin-based Santa trains will not be running this year.

A statement from the RPSI issued on November 8 said: "With ongoing monitoring of the current situation and trends of Covid-19, and with the interest of our volunteers, Iarnród Éireann staff and passengers in mind, we feel that running the Santa trains during this time would pose an unnecessary risk."

RTC to start the year with 'Cumbrian Mountain Express'

THE Railway Touring Company's 2022 season will open with a 'Cumbrian Mountain Express', departing Manchester Victoria on January 22 and calling at Bolton and Preston on its way to Carlisle, worked by a locomotive drawn from the Carnforth pool.

On January 29, a second 'CME' starts out from Euston with the customary Class 86 electric on the front end. Picking up at Milton Keynes, Rugby, Nuneaton and Crewe, the 'Express' exchanges the 86 for steam at Carnforth to tackle the 1-in-75 climb over Shap to Carlisle.

Passengers from Watford Junction and Northampton can join the train by public rail services to the nearest appropriate station.

In a change of direction, the 'Valentine White Rose' leaves King's Cross behind LMS 4-6-2 No. 6233 *Duchess of Sutherland* for a trip to

York on February 12. The 'White Rose' stops at Stevenage, Huntingdon and Peterborough before heading north.

Cotswold Line

The 'Cotswold Venturer' leaves Paddington on February 19 behind A3 Pacific No. 60103 *Flying Scotsman* for Worcester via calls at Slough, Reading and Didcot, before heading on through Oxford and the Cotswold Line and Evesham.

Another 'Cumbrian Mountain Express' will run on February 26 with the usual sequence of the Class 86 taking the train to Carnforth, where steam traction backs on for the Carlisle leg.

Covid-19 permitting, the much-delayed nine-day tour of Great Britain might take place in April, but any details of the tour have not yet been posted.



LMS 'Black Five' No. 44871 meets the sea as it crosses Loch Nan Uamh viaduct on the West Highland Extension in the afternoon sun on October 25. SAM YEELES

Jubilees on steam specials approaching Hathersage – 54 years apart!

ON April 22, 1967, a very young James Shuttleworth was taken by his father, John, to watch a steam-hauled tour passing through Hathersage station.

LMS 5XP Jubilee 4-6-0 No. 45593 *Kolhapur* – currently in the restoration queue at Tyseley – was heading the 'Derbyshire Dawdler' railtour from Leeds to Derby, organised by the Middleton Railway Trust. *Kolhapur* hauled it via Garforth, Kippax, Castleford, Knottingley, Doncaster, Sheffield and the Hope Valley to Chinley.

At Chinley, the train reversed and was hauled to Derby via Peak Forest, Millers Dale and Matlock by LNER K4 No. 3442 *The Great Marquess*, then owned by

enthusiast Viscount Garnock, who had bought it from BR following its withdrawal in 1962. No. 3442 had run light engine from Leeds Neville Hill shed, where it was based at the time, earlier in the day. After a visit to Derby Works for the tour participants, No.3442 took the train back to Leeds, via Sheffield.

Preservation first

On October 24, James – who decades later became commercial manager for West Coast Railways – visited the same spot and captured sister engine No. 45699 *Galatea*, currently running as No. 45627 *Sierra Leone* (but also still numbered 45562), with the return leg of the Railway

Touring Company's Preston to Derby circular tour, which ran via Wigan, Manchester Victoria, Romiley, the Hope Valley, Sheffield, Barrow Hill and Toton to Derby, before returning via Ambergate, Chesterfield, Dore curve and thence the reverse of its outward route.

Although all four surviving Jubilees have graced the Hope Valley at one time or another since the end of steam (and both No. 45593 and No. 45699 were recorded over the route in BR days), this was the first occasion since 1967 that a BR green-liveried example had run in a westbound direction. Rather than travel as part of the West Coast crew on the trip, James decided to photograph

it for a change, partially because he had suggested the itinerary to the RTC as a replacement for the unavailable 'Tin Bath' routing. On the day, photographic opportunities were limited, mainly due to indifferent weather, so he opted for a 'then and now' picture.

Another recreation

Although in 1967 *The Great Marquess* traversed the Hope Valley only as a light engine and in a westbound direction only, West Coast routed No. 61994 (as it had by then once again become) on a transit move in the other direction on a very cold and snowy evening a decade ago, thereby squaring the circle.



LMS 5XP Jubilee 4-6-0 No. 45593 *Kolhapur* heads the 'Derbyshire Dawdler' railtour through Hathersage on April 22, 1967. LT CMDR JOHN SHUTTLEWORTH



LMS 5XP No. 45699 *Galatea*, running as No. 45627 *Sierra Leone*, approaches Hathersage station on October 24 with the Railway Touring Company's 'The Tin Bath' on October 24. JAMES SHUTTLEWORTH



A3 No. 60103 *Flying Scotsman* at Cotehill, on the northern end of the Settle & Carlisle line, on October 20 with the return leg of an A1 Steam Locomotive Trust railtour. IAN CAWTHORNE

November

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

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

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

15 ‘The White Rose’
Tyseley, York & return. Steam-hauled throughout.
Loco: No. 6233 *Duchess of Sutherland*. VT

16 ‘The Christmas White Rose’
Cambridge, York & return. Steam-hauled throughout.
Loco: No. 44871 (Cambridge-York) and No. 60163 *Tornado* (York-Cambridge). RTC

18 ‘The Christmas White Rose’
King’s Cross, York & return. Steam-hauled London, York, Peterborough.
Loco: No. 60163 *Tornado*. 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

London Victoria. Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD

December 13/14, 20, 22 ‘Christmas Steam Express’
Evening dining trains from London Victoria. Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD

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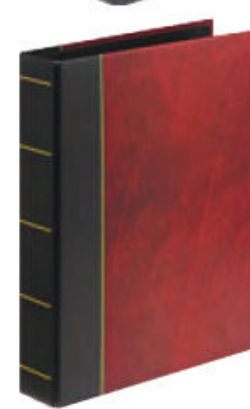
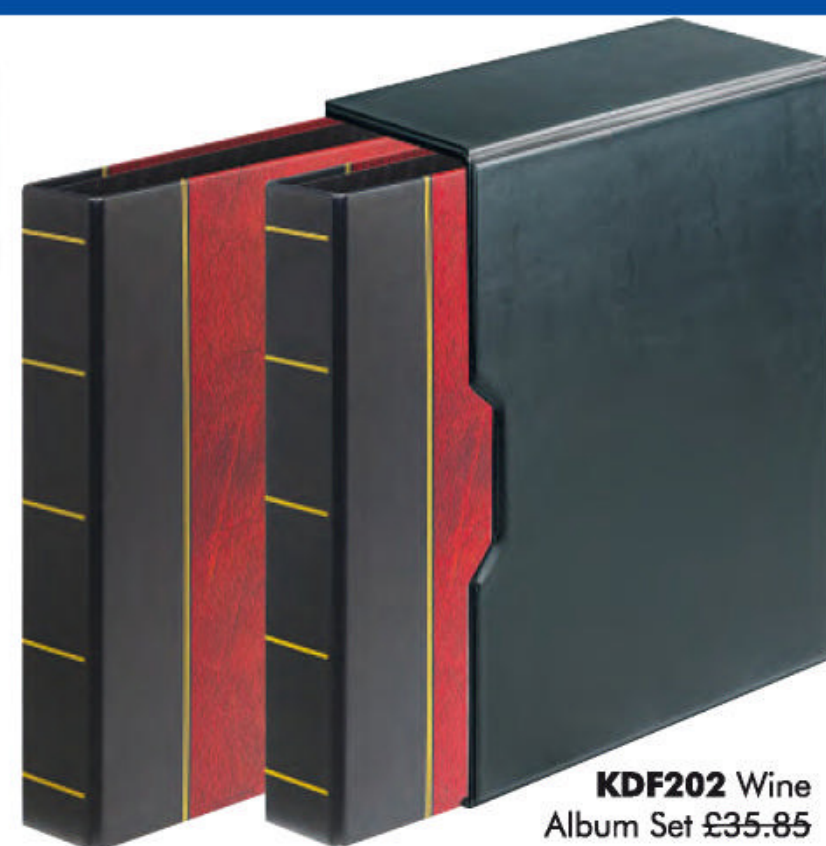
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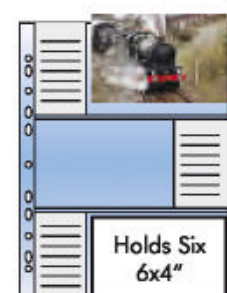
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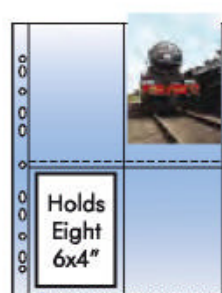
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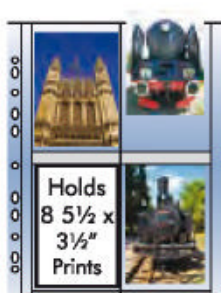
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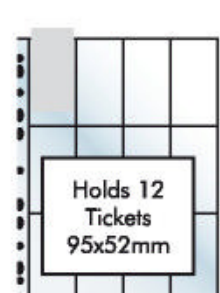
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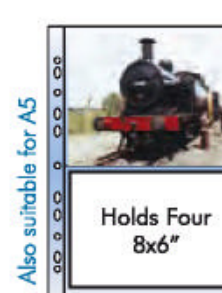
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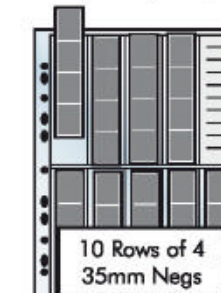
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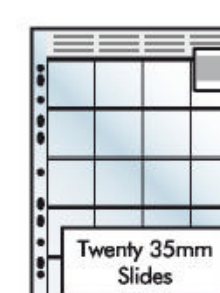
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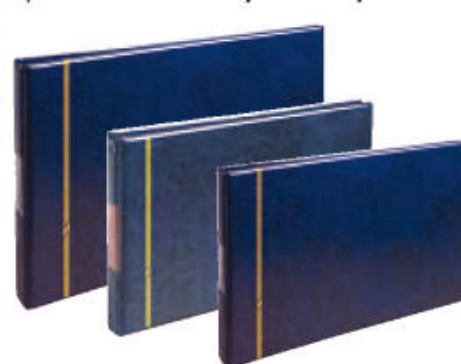
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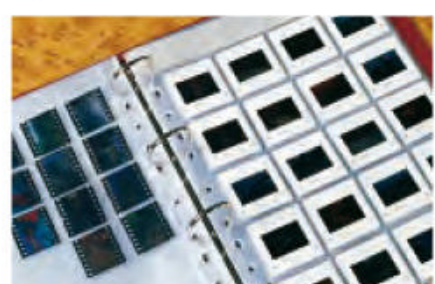
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LOCOMOTIVE PERFORMANCE THEN AND NOW



Don Benn looks at the work of Sir Nigel Gresley’s iconic Class A4 Pacific No. 60009 *Union of South Africa*, covering its time on the Aberdeen to Glasgow three-hour trains and more recently on the East Coast Main Line out of King’s Cross, prior to its final retirement from active service.

TABLE ONE: KING’S CROSS TO PETERBOROUGH					
Date	Saturday, September 23, 2006				
Train	06.35 King’s Cross to Darlington				
Engine	Class A4 4-6-2 No. 60009 <i>Union of South Africa</i>				
Load	13 coaches, 445 tons tare 455 tons gross				
Driver	Bill Andrews				
Fireman	Graeme Bunker				
Recorder	A Smeaton				
Position	Fifth coach				
Weather	Dry, dull and warm				
	miles	sched	mins	secs	speed
King’s Cross	0.00	0.00	00	00	right time
Belle Isle	0.66	3.00	03	03	17
Finsbury Park	2.43	5.00	07	05	38
Harringay	3.33		08	22	44½
Hornsey	3.91		09	05	54
Alexandra Palace	4.91	9.00	10	06	58
New Southgate	6.38		11	41	56½
Oakleigh Park	8.26		13	40	57
New Barnet	9.09		14	32	57½
Hadley Wood	10.46		16	01	56½/32* tsr
Potters Bar	12.66	17.30	18	49	35½
Brookmans Park	14.40		21	01	58
Welham Green	15.49		22	05	65½
Hatfield	17.61		23	55	76½/77½
Welwyn GC	20.24	24.00	26	02	71
Woolmer Green	23.66	27.00	29	01	69
Knebworth	24.95		30	02	75
Stevenage	27.51	30.00	32	03	74½
MP 29	28.91		33	12	77½/79
Hitchin	31.86	34.00	35	26	78½
Three Counties	35.54		38	17	77½/78½
Arlesey	36.91		39	20	76½
East Road LC	39.34		41	16	79½/76
Biggleswade	41.40		42	37	77
MP 42	41.91		43	15	77½
Sandy	44.04	46.00	44	55	76/78
Everton	46.29		46	40	75
Tempsford	47.39		47	32	77
Little Barford	49.79		49	26	73½
St Neots	51.61		50	53	74½
Offord	55.81		54	09	78/76/77½
Huntingdon	58.75	58.30	56	26	76½
MP 61	60.91		58	12	71
Leys Summit	61.91		59	03	69
MP 65	64.91		61	27	78½
Connington LC	68.26		64	04	72½
Holme LC	69.24	67.00	64	52	74
Yaxley	72.61		67	45	63½
Fletton Jct	75.04		72	21	16* sigs
Nene Viaduct S	75.65		77	38	6* sigs
			sigs stop		
MP 75¾	75.68		78	05	0*
			91	31	
Peterborough	76.25	93.00	94	38	1½ mins late
net time 74 minutes					
average speed Hatfield to Huntingdon 75.9 mph					
* brakes or speed restriction					

I WAS saddened to hear the recent news that John Cameron’s A4 Pacific No. 60009 *Union of South Africa* had been failed on the East Lancashire Railway with a leaking small tube, as this meant it had to be finally retired from its long years of active service and will no longer be seen working on the main or preserved lines. I first encountered ‘No. 9’ in Scotland in 1964 and then saw it many times in the south in more recent years, as well as enjoying runs behind her on both her traditional stamping ground and elsewhere. There would have been more but I lost some opportunities due to the coronavirus pandemic.

No. 60009 was built in 1937 at Doncaster and entered service as No. 4488 in June of that year, and was assigned the name *Osprey* but renamed *Union of South Africa*. It later again carried the name *Osprey* during 1990-91 due to political opposition to apartheid in South Africa. ‘No. 9’ was allocated to Haymarket in Edinburgh from new and remained there until May 1962, when it was transferred to Aberdeen Ferryhill for working the express service to Glasgow. It was withdrawn from service in June 1966, to be bought by John Cameron and moved to the Lochty Private Railway. In 1973, the engine left Lochty by road and was taken to Ladybank, and then to Kirkcaldy, where it was based in the former goods shed and worked occasional tours from the Fife town. After a few years at Kirkcaldy, it moved to Markinch until May 1994 with the exception of a couple of years in a shed in the yard at nearby Thornton, to where it returned later. Apart from overhauls, it has continually worked main line trips, as well as spending time at the Severn Valley Railway and particularly at the East Lancashire Railway, where it was looked after by Ian Riley. Its future location is not yet determined, although John Cameron aims to preserve ‘No. 9’ as a static exhibit at a yet-to-be-finally-decided place.



A4 No. 60009 *Union of South Africa* at Totton with the ‘Dorset Coast Express’ to Weymouth on August 16, 2017.
DON BENN

And so to the train running performance, starting of course on the East Coast Main Line with the run out of King’s Cross, timed by Sandy Smeaton. Table One shows the running as far as Peterborough. The occasion was The A1 Steam Locomotive Trust’s ‘The Talisman’ on September 23, 2006. Sandy tells the story of this very fine run with a heavy 13-coach load:

High speed on the ECML

“The 2006 ‘Talisman’ should have run on July 22, however, it was postponed due to an RMT signaller’s dispute. This was a blessing in disguise, as a diesel pilot would almost certainly have been demanded by Network Rail due to the hot spell in the south of England.

“This time the A4 No. 60009 worked the train, allowing its performance to be compared with ‘Duchess’ No. 6233 in 2005. We had the same driver, Bill Andrews, but with Graeme Bunker (now of No. 60163 fame) firing instead of Alistair Meanley on the Down runs. The A4 had a slightly lighter load, by about three tons tare. In addition, the standard class seats in 2006 were less than a quarter full until Peterborough.

“No. 60009 made a sure start out of Platform Six, conveniently leading directly onto the down fast and climbed up through the tunnels, passing Finsbury Park at 38mph in 7m 05s, 18s behind No. 6233. The minor summit at Harringay was passed at 44½mph (No. 6233 managed 48) and the maximum in the dip at Alexandra Park was 58mph (No. 6233, 60), before commencing the 1-in-200 climb to Potters Bar. Speed fell only to 56mph by Hadley Wood before a temporary speed restriction to 32mph. No. 6233 therefore passed Potters Bar more than a minute ahead, not suffering the same TSR. No. 60009’s time from Potters Bar to Connington North, 55m 48ch, was



Now withdrawn from service, A4 No. 60009 *Union of South Africa* shares Buckley Wells shed on the East Lancashire Railway with LMS ‘Jinty’ 0-6-0T No. 47298 on October 16. MARTYN TATTAM

45m 15s, compared with No. 6233’s 43m 30s. The A4’s maximum was 79½mph, touching 79 frequently; marginally lower than No. 6233’s maxima which crept over 80. To be fair, there was little difference and may simply reflect a speedometer reading slightly high on the A4. The long signal stop outside Peterborough was approached at a crawl, denying any chance of a mile a minute start-to-stop run, but I calculate the overall net time to have been 74 minutes for the 76.25 miles – an excellent performance.”

My contribution from the ECML is the return of the ‘The Jubilee Requiem’ from Newcastle on Saturday, October 25, 2014. Once again the A4 had a heavy load – 438 tons tare and fully 475 tons full; heavier, in fact, than the 13-coach northbound run

in 2006 shown in Table One. On October 25, we left Newcastle slightly late and ran well to the pathing stop in Ferryhill Loops where we were passed by both the 15.00 Edinburgh to King’s Cross and the 16.35 Newcastle to Reading services. My GPS showed we were 23.52 miles from the Newcastle start, and I have used this to calculate subsequent distances shown in Table Two. David Blair got the heavy train moving four-and-a-half minutes early up the initial 1-in-528 climb to Bradbury, passed at 48mph. From there it was downhill or level track all the way to York, apart from the two-mile climb at 1-in-391 from Croft Spa to Eryholme Junction and a final mile of 1-in-571 up after Skelton Junction, just before York. So it was really just a matter of keeping speed close to the 75mph limit, as the log shows. ➔



Ex-Nine Elms fireman and now West Coast Railways driver Pete Roberts brings No. 60009 into Woking with the ‘Dorset Coast Express’ on September 6, 2017. DON BENN

TABLE TWO: FERRYHILL LOOP TO YORK

Date	Saturday, October 25, 2014					
Train	16.06 Newcastle to King’s Cross					
Engine	Class A4 4-6-2 No. 60009 <i>Union of South Africa</i>					
Load	12 coaches, 438 tons tare 475 tons gross					
Driver	Blair					
Fireman	Woods					
Recorder	Don Benn					
Position	11th coach					
Weather	Cloudy, SW wind					
	miles	sched	mins	secs	speed	
Ferryhill	0.00	0.00	00	00	4¼ mins early	
South Jct	0.41		02	12	21	
Bradbury	2.68		05	43	48	
MP 53	3.58		07	12	58	
MP 51	5.58		09	14	60	
Aycliffe	6.99		10	36	65½	
MP 48	8.58		12	03	71/70	
MP 46	10.58		13	41	73½	
Darlington	12.58	15.00	15	13	78	
MP 43	13.58		15	59	78½	
Croft Spa	15.09		17	07	80½	
MP 40	16.58		18	14	76	
Eryholme Jct	17.63		19	08	72½	
Cowton	19.41		20	34	75½	
MP 36	20.58		21	31	76/77	
Danby Wiske	22.82		23	16	76½	
MP 33	23.58		23	53	75½	
Northallerton	26.61	29.00	26	31	60* to SL	
MP 28	28.58		28	25	66	
Otterington	30.03		29	42	68½	
Thirsk	33.67		34	16	40*	
Sessay	38.61		39	21	55½	
Pilmoor	40.58		41	26	58½/62	
Raskelf	43.21		44	01	58½	
Tollerton Jct	46.93	50.00	47	53	59	
Beningbrough	51.08		52	11	52	
Skelton Bridge Jct	53.46		56	33	19* sigs	
Skelton Jct	54.93		58	58	44½	
York	56.67	67.00	62	41	8½ mins early	

average speed milepost 46 to milepost 33: 76.5 mph
* brakes or speed restriction

TABLE THREE: ABERDEEN TO PERTH					
Date	Friday, October 30, 1964				
Train	07.10 Aberdeen to Glasgow				
Engine	Class A4 4-6-2 No. 60009 <i>Union of South Africa</i>				
Load	Six coaches, 208 tons tare 225 tons gross				
Driver	John Thompson, Ferryhill MPD				
Recorder	Don Benn				
Position	Second coach				
Weather	Cloudy				
	miles	sched	mins	secs	speed
Aberdeen	0.00	0.00	00	00	right time
Ferryhill Jct	0.65		03	03	39
Cove Bay	4.80		09	54	49/52
MP 234	7.10		12	26	51
Portleven	8.15		13	22	72
Newtonhill	10.40		15	14	77/74½
Muchalls	11.55		16	08	79½
MP 227½	13.60		17	48	72½/75½
Stonehaven	16.15	21.00	20	21	
	0.00	0.00	00	00	
Dunottar SB	2.70		05	19	44
MP 220¼	4.70		07	39	52½
Carmont SB	5.45		08	34	60
Drumlithie	7.20		10	15	66½
Fordoun	11.10		13	32	78
Laurencekirk	14.40	16.00	16	11	75
MP 209	15.95		17	27	72½/76
Marykirk	17.60		18	47	73*/79½
Craigo	19.75		20	33	66*
Kinnaber Jct	21.85	23.00	22	40	58*
Dubton Jct	23.05		23	48	65/66½
Bridge of Dun	25.70	27.00	26	14	64/70½
Farnell Road	28.85		29	04	67
MP 193¼	31.70		31	52	51
Glasterlaw	32.15		32	28	57/70
Guthrie SB	33.95		34	10	56*
Auldbar Road	36.15		36	24	64
Clocksbriggs	38.80		38	45	70
Forfar	41.15	43.00	41	23	
	0.00	0.00	00	00	
Forfar South Box	0.70		02	10	40
Kirriemuir Box	2.85		04	32	67½
Glamis	5.65		06	55	75
Eassie	7.85		08	35	80/82½
Alyth Junction	11.90	12.00	11	37	79/82
Ardler Box	13.15		12	30	77½
Ardler	14.20		13	25	75
Coupar Angus	16.65		15	20	78/81
Burrelton	18.85		17	07	75
Cargill	21.20		18	56	84
Ballathie	23.05		20	21	75/77
Stanley Junction	25.30	23.00	22	13	74
Strathord	27.35		23	46	79½
Luncarty	28.30		24	37	77
Almond Valley Jct	30.85		26	44	72½
Perth	32.50	32.00	29	38	2¼ mins early

* brakes or speed restriction
Forfar to Perth start to stop average 65.8 mph



Above: No. 60009 at Stirling with the 7.10am Aberdeen-Glasgow three-hour express on October 31, 1964. DON BENN



The average speed over the 13 miles between mileposts 46 and 33 was 76.5mph, ended when we were turned slow line as booked at Northallerton, from where we trundled happily along so as not to be too early into York, arriving eight-and-a-half minutes early despite adverse signals at Skelton Bridge Junction. The actual time for the 56.67 miles from our Ferryhill stop was 62 minutes and 41 seconds.

Net time is difficult to calculate depending on how the diversion to the slow line is treated, but if we had continued on the fast line, then maybe about 55 minutes. I don't know how the engine was being worked but it was an excellent example of high-speed running behind an A4 on a heavy load in

contrast to the light loads taken on the Aberdeen to Glasgow three-hour trains.

Swansong in Scotland

No tribute to No. 60009 is complete without reference to the work it did on the Aberdeen to Glasgow three-hour expresses in the twilight of its service with BR in the mid-1960s. I made eight visits to Scotland in 1964-66 to sample these, and though the loads were light, the train running performance was a joy to time – even after a sleepless journey on the 19.30 'Aberdonian' from King's Cross. This train made the 33-minute connection at Aberdeen into the 07.10 A4-hauled express on every occasion bar one – a level of timekeeping seemingly impossible on today's railway.

“I don't know how the engine was being worked but it was an excellent example of high-speed running behind an A4 on a heavy load...”



Right: 'No. 9' passes Eastleigh with the 08.45 London Victoria to Weymouth 'Dorset Coast Express' on August 9, 2018, double-heading with Class 47 No. 47760 and with No. 47580 on the rear. DON BENN

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Left: *Union of South Africa* prepares to take water at Perth while working the 13.30 Aberdeen to Glasgow three-hour express on October 30, 1965. DON BENN

Below: *Union of South Africa* brings the empty stock for the return run of the 'Jubilee Requiem' into Newcastle on October 25, 2014. DON BENN



Table Three shows a typical run with John Thompson in charge, on October 30, 1964. We just failed to get an even time run from Stonehaven to Forfar due to the slow start, though the climb to Carmont was good. Then came the dash to Perth, completed in 29min 38s for the 32.50 miles; an average of 65.8mph.

Table Four shows the return run of 'No. 9' on the 17.30 from Glasgow to Aberdeen on a stormy day in February 1965; a Saturday, so the train was worked by Perth men who tended not to work the A4s as hard as the St Rollox drivers. Recovery from the signal check at Bridge of Allan up the 1-in-100/88 to Kinbuck was steady, though the train was seven coaches for 251/270 tons rather than the more

common six coaches on the three-hour trains. The 85mph gallop to Perth was exhilarating and a challenge to time in the dark. Remember that Scotland had an overall 75mph speed limit at that time, though this was widely ignored with steam.

By coincidence, although I didn't know it, Sandy Smeaton and I were both on the Perth to Stirling section of the 07.10 from Aberdeen with 'No. 9' that day, agreeing the overall time to within a second. Little did I know that Sandy would become a valued contributor to my column some 50 years later, and I meet him from time to time on railtours.

So, farewell *Union of South Africa*, as it departs the scene to a final well-deserved retirement, leaving me with many memories of this fine locomotive. **HR**

TABLE FOUR: STIRLING TO PERTH

Date	Saturday, February 13, 1965
Train	17.30 Glasgow to Aberdeen
Engine	Class A4 4-6-2 No. 60009 <i>Union of South Africa</i>
Load	Seven coaches, 251 tons tare 270 tons gross
Crew	Perth MPD
Recorder	Don Benn
Position	Second coach of seven
Weather	Strong SW wind

	miles	sched	mins	secs	speed
Stirling	0.00	0.00	00	00	right time
Cornton SB	1.90		03	33	52½
Bridge of Allan	2.85		05	22	23* sigs
Dunblane	4.90	7.00	09	21	35
MP 124	5.75		10	35	37
MP 125	6.75		12	09	40
Kinbuck	7.55		13	43	43
Greenloaning	10.75		17	38	60
Carsebreck	12.75		19	36	64
Blackford	15.00		21	48	60/64
MP 135	16.75		23	40	62½
Gleneagles	17.20	20.00	24	04	65½
Auchterarder	19.25		25	52	70½
MP 139	20.75		27	07	75
MP 140	21.75		27	53	80
Dunning	23.40		29	13	82½
Forteviot	26.15		31	17	83/85
Forgandenny	29.05		33	24	82
Hilton Jct	30.95	32.00	35	32	18* tsr
Friarton Sidings	32.05		38	28	45
Perth	33.05	36.00	40	27	4½ mins late

* brakes or speed restriction
net time 34½ minutes



Left: Owner John Cameron on the footplate of 'No. 9' at York with the 'Jubilee Requiem' tour on October 25, 2014. DON BENN

SR flies the flag as Class 47 makes a bid for the top spot

ALTHOUGH *Coldstreamer* from LNER V2 class No. 60873 went to a new home for £22,750 after the sale had closed, the steam flag-bearer during Talisman Railwayana's October 2-20 telephone auction was *Sir Hectimere* from SR King Arthur No. 30798, which went for £11,100, followed at £6300 by *County of Cambridgeshire* and badge from Class 47



Nos. 47184/47585, a Co-Co diesel built by Brush Traction in October 1964 as D1779 and withdrawn in February 2004.

Close behind in third place came *The Life Guardsman* from LMS Royal Scot No. 46150 (£6200), and from further afield, *Mount Mtorwi* and bunker numberplate from East African Railways' Class 59 No. 5915, a 4-8-2+2-8-4 Garratt built by Beyer Peacock in Manchester in 1955 (£3200).

Mixing it with the nameplates were a flamecut numberplate panel from Class 55 Co-Co Deltic No. 55011 *The Royal Northumberland Fusiliers*, which started life in August 1961 as D9011 and was withdrawn in November 1981 (£6600), and at £4100 an LMS poster of Willesden No. 7 signalbox by Norman Wilkinson (1878-1971).

A pair of LNER station direction signs, Ely and Knaresborough, went for £1700 and £1650 respectively, a Corris Railway locomotive headlamp



for £1550, and the smokebox numberplate from LNER B1 No. 61021 *Reitbok* for £1450, followed at the same price by one of its 1947 Darlington worksplates.

Other four-figure realisations included a Somerset & Dorset Joint Railway Shillingstone-Blandford single-line tablet (£1400), and a second Darlington worksplate from 1928-built D49 class 4-4-0 No. 62723 *Nottinghamshire* (£1250). Prices exclude buyer's premium of 15% (+ VAT).

Talisman's Roger Phipps said: "This was a special occasion for us as it was our 20th anniversary auction, and I am pleased to say it was extremely buoyant."



GWR, BR and modern traction in Great Central head-to-head

THE GWR, BR and modern traction will all be represented in the upper reaches of Great Central's December 11 auction. From the first comes nameplate *Hinton Manor*, from the BR there is *Iron Duke*, and from the modern era an HST plate.

The *Manor* plate comes from No. 7819, which emerged from Swindon in February 1939, making it the last of the class to be built before the outbreak of the Second World War, and was withdrawn from Shrewsbury (6D) in November 1965 before being saved from Barry scrapyard.

Iron Duke is from Britannia Pacific No. 70014, a June 1951 Crewe product that spent its early days on the Southern Region working the 'Golden Arrow', a duty it shared with classmate No. 70004 *William Shakespeare*. It was withdrawn from Carlisle Kingmoor (12A) in December 1967.

Porterbrook is responsible for representing the modern era in

the auction, with a selection of nameplates to raise funds for the Railway Children charity, one of which is *Railway Children fighting for street children* from HST125 power car No. 43082.

Headboard 'The Waverley' will recall memories of a BR train that ran from June 1957 to September 1968 between London St Pancras and Edinburgh via Leeds and Carlisle, a route that included two iconic lines, the Settle & Carlisle and Waverley. Another much-loved line, the Somerset & Dorset Joint Railway, will also feature, with an ex-Ivo Peters collection crossing gate or signalling lamp plated Radstock.

Also in the auction, which is Great Central's tenth monthly 200-lot live online sale, are a BR(W) Aberystwyth running-in board and a Western Region Fishguard Harbour station totem sign.

Auctioneer Mike Soden will start proceedings at 10am.

Totem beats expectations and smokeboxes find new homes after 49 years

THE North Wales tourist hotspot of Betws-y-Coed was the star of the Transport Auctions of London October 30 sale, when a BR(M) totem from the town's former LNWR station sold for £4500 – three times its top estimate.

The station, on the Llandudno Junction to Blaenau Festiniog line, opened in 1868 and is still open today. Other totems that went under the hammer included BR(W) pair Bedwyn (£1000) and Denham (£900), while a London Bridge SR target sign went for £850.

BR(S) station enamel signs 'Ticket office' and 'Please show tickets' fetched £1100 and £550 respectively, and a GWR and LNWR joint lines cast iron sign warning of electrified rails, believed to have been from the electrified four-rail section of the West London Railway, went for £700.

Onto the main line, GWR nameplate *Jackdaw* from Bulldog No. 3447 failed to sell, but the smokebox numberplate from SR Class U 2-6-0 No. 31808 sold for £800 and LMS 'Black 5' smokebox No. 44937 for £600, both having been in the same

collection for 49 years. Two posters also made their mark at £800 each, a circa 1936 GWR/LMS 'Cheltenham for health and pleasure' example and a 1947 SR issue promoting Jersey. The former was the work of Claude Buckle (1905-73), and the latter Adrian Allinson (1890-1959).

London Underground realisations included £900 for a circa 1932 wall enamel map of the system, £750 for a 'No exit' enamel sign also from the 1930s, and a platform bullseye sign from Strand station (£700), which was renamed Charing Cross in 1979. Prices exclude buyer's premium of 15% (+ VAT).

TAL's Michael Wickham said: "While we didn't break any records, it was one of our best auctions to date. Realisations for enamel signs were very strong, but some cast iron ones less so, perhaps reflecting that there is a lot of them on the market at the moment." He said the U class and 'Black 5' smokeboxes that each sold were acquired by the vendor at a general auction in Leyton, east London, in 1972.

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Princess lives up to star billing and leaves a knight in her wake

NAMEPLATE *Princess Alexandra* lived up to its top billing in Great Northern's auction that ran from September 25 to October 12 when it went under the online hammer for £18,000.

The plate, sold with its works and tender plates, was from streamlined LMS *Princess Coronation Pacific* No. 46224, one of the first five in the class built at Crewe in 1937 to haul the newly launched 'Coronation Scot' London-Glasgow express.

Its realisation was way ahead of the runner-up in the 678-lot sale, the smokebox numberplate from another Big Four locomotive, SR *Lord Nelson* class 4-6-0 No. 30864 *Sir Martin Frobisher*, which went for £2000. Station totem signs then came into the picture, led by London

Midland Region pair *Bollington* (£1400) and *Kirby Muxloe* (£1000), although a BR(NE) 'Ladies waiting room' enamel doorplate crept in ahead of the latter by selling for £1300.

Top signalling items were a Tyer's No.6 single-line brass and steel tablet from the *Dunsland Cross-Holsworthy* section of the LSWR Bude branch (£750), and a GNR somersault home signal post complete with all its original fittings (£700), while between the two at £730 was an English Electric Vulcan Works 1965 worksplate from Class 37 D6959/37259.

A painting by Chris Holland of LMS 'Black 5' No. 45156 *Ayrshire Yeomanry* coming through the tunnels out

of Liverpool Lime Street station fetched £650, followed by the smokebox numberplate 52207 from an 1893-built Lancashire & Yorkshire Railway Class 11 0-6-0 that saw service for 68 years until its withdrawal by BR in April 1961, its £600 selling price being matched by a BR(M) Hale station enamel fascia board and a North Eastern Railway 'Greatham, Billingham, Stockton, Eaglescliffe' wooden destination board.

Other locomotive items included the whistle from Northern Counties Committee of Ireland U2 class 4-4-0 No. 83 *Carra Castle* (£550), and at £500 apiece, a cabside numberplate from GWR 0-6-0PT No. 1625 and a

third smokebox numberplate, 48736 from an LMS Class 8F 2-8-0. Prices exclude buyer's premium of 10%.

Musing over the auction's performance, Great Northern's Dave Robinson said: "It went very well. I'm upbeat and all the way round, I'm very happy."



'Buy & Go' sale brings the curtain down on GWRA's 2021 season

A SINGLE collection of nameplates and cabside numberplates from southern Africa will be a feature of GW Railwayana's end-of-the-year 'Buy & Go' live online auction of general railwayana on December 4.

There are two nameplates, both from Rhodesia Railways' Garratts, comprising *Itsheme* and *Enxa*. The former is a bird's name which translates as great bustard, and comes from 15A class No. 415, a 4-6-4+4-6-4 built by Société Franco-Belge in 1952 under contract from Beyer Peacock. The latter plate, which has defied all attempts to research its meaning, is from 20th class No. 717, a 4-8-2+2-8-4 outshopped by Beyer Peacock in 1957.

Among a selection of South African Railways' cabside numberplates is 4121, from a Class GMAM 4-8-2+2-8-4 Garratt that emerged from Beyer Peacock's Manchester works in 1958. Locomotives in this class weighed 242 tons, were 138ft

long, and boasted a tractive effort of 60,700lb ft. Another cabside is from National Railways of Zimbabwe 15th class No. 376 *Ingulungundu*, a 4-6-4+4-6-4 Garratt built by Beyer Peacock in 1948, whose name translates into a rather more readily pronounceable bushpig.

The auction will comprise 550 lots that also include handlamps, signalling equipment, cast iron, enamel and wooden signs, silverware, carriage prints, wagonplates, pressure gauges and armbands. It starts at 10am and in addition to being live online will be open to commission and emailed bids.



→ THREE O-gauge models made by Ace Trains of London completed a clean sweep in a Vectis of Thornaby railwayana and model trains auction on October 22, led at £640 by LNER A4 No. 2512 *Silver Fox*, followed by SR *Battle of Britain* No. 34066 *Spitfire* (£620) and Class 9F 2-10-0 No. 92098 (£540). Prices exclude buyer's premium of 25% (inc VAT).

Bury St Edmunds in the auction spotlight

BURY St Edmunds was in the spotlight on October 22 when auctioneers Lacy Scott & Knight, which is based in the town, sold a *Saint Edmund* electric locomotive nameplate and a Bury St. Edmunds station platform lamp horseshoe tablet alongside other local memorabilia in a railwayana and model trains auction.

The plate, which sold for £1000, was from Class 86 Bo-Bo No. 86430, built at Doncaster in June 1965 as E3105 for work on the WCML and withdrawn in June 2004. It was named after a king of East Anglia who ruled from about the year 855 until his death in November 869, and whose name was subsequently adopted by the Suffolk town.

The lamp tablet, from the town's station that was opened by the Eastern Union Railway in November



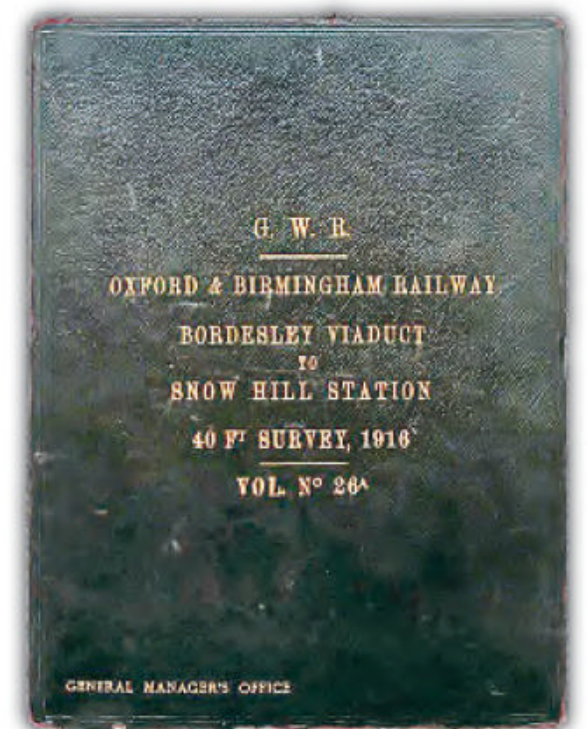
1847, went for £850. The station, on the Ipswich-Ely line, is still open today, handling more than 500,000 passengers annually, and is now Grade II-listed.

Behind the tablet came the leading model, a gas-powered 0-4-0T named *Botolph* made by Roundhouse Engineering of Doncaster in O-gauge (£800). Prices exclude buyer's premium of 22½% (+ VAT).

1916 GWR plan is chart-topper ahead of 1950s steam

A 105-year-old GWR detailed plan of the Oxford & Birmingham Railway from Bordesley viaduct to Snow Hill station topped the charts in the quarterly Paperchase auction of transport literature, paperwork and photographs that ran from October 14 to November 2. Selling for £710, the two chains to one-inch scale coloured clothbound plan was folded into leather covers with the front title in gold lettering.

Approximately 110 black-and-white negatives of Austrian and German steam in the 1950s sold in two lots for £670 and £520, about 94 BR(E) and British Transport Commission 1d Edmondson platform tickets went for £460, and a BR(M) Crewe North 179-page passenger engine workings dated June 1958 realised £370.



Bids were accepted in the 800-lot auction by email, telephone or post, and the prices quoted exclude buyer's premium of 12½%.

Railwayana Auction Calendar

■ **November 26**

Onslows (posters)

■ **November 27**

Great Central Railwayana
(‘Bloxham’)

■ **Ends November 28**

Justaclickago (photographs,
negatives and slides)

■ **November 29 to December 4**

Railwayana Sales (photographs)

■ **December 4**

GW Railwayana (‘Buy & Go’)

■ **December 11**

Great Central Railwayana

■ **December 17**

Vectis (model trains)

■ **December 17**

Lacy Scott & Knight

(Railwayana and model trains)



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Filly gallops first past the post ahead of public school and Spanish old-timer

NAMEPLATE *Sun Stream* from LNER A2 Pacific No. 60515 was first past the post in Great Central Railwayana's October 30 sale, when it went under Mike Soden's hammer for £10,200. The Pacific was built at Doncaster in October 1946 and named after the winner of the previous year's Oaks and 1000 Guineas. The Lord Derby-owned filly was sired by Hyperion, whose name had been given 12 years earlier to A3 No. 60037.

Second in the nameplate stakes at £8000 was *Wellington*, from SR Schools class 4-4-0 No. 30902, and third *Mount Kinangop*, with cabside and front numberplates, EAR bunker letters, and 1955 Beyer Peacock worksplate, from East African Railways' 59 class 4-8-2+2-8-4 No. 5907 (£3100). A non-selling nameplate was *Alfred Fletcher*, carried by LNWR Claughton class 4-6-0 No. 1327/LMS No. 5908.

Steam was also top of the class in the non-nameplate categories



thanks to an 1881 Sharp Stewart & Co of Manchester worksplate (works No. 2967) that went under the hammer for £2700. It was from a 5ft 6in gauge 0-8-0 built for the Medina del Campo-Zamora-Orense-Vigo Railway of Spain that worked into the 1960s, by which time it had seen service for eight decades.

Other steam worksplates included a 1914 Hanomag of Hanover, Germany, example (works No. 7364) from 3ft 6in gauge Staatsspoorwegen of Java 2-12-2T No. 813 (£1750), and an 1883 Hunslet Engine Co

plate (works No. 316) from 1ft 10¾in gauge Penrhyn Quarry Railway 0-4-0ST Gwynedd (£1600), while the top Southern Railway station target sign was Tipton St Johns (£2300) and leading totem BR(W) Pwllheli (£1750).

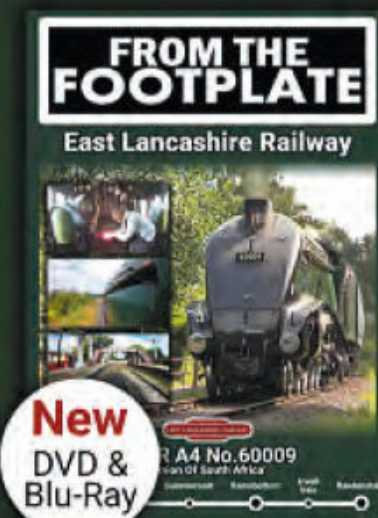
A chime whistle from a Britannia class Pacific attracted a top bid of £1700, a ‘Brit’ –

No. 70036 *Boadicea* – also featured in a painting of Liverpool Street station in the mid-1950s by Barry Price that went for £1450, and the top GWR cabside numberplate was 9005 from a ‘Dukedog’ 4-4-0 (£1400). This was Great Central's ninth monthly 200-lot live online auction, and prices quoted exclude buyer's premium of 15% (+ VAT).

“Prices still strong overall, especially signalling and foreign worksplates,” said Mike of the auction. “It is also interesting to note that nearly a quarter of bidders in the sale had registered with us in the past year.”

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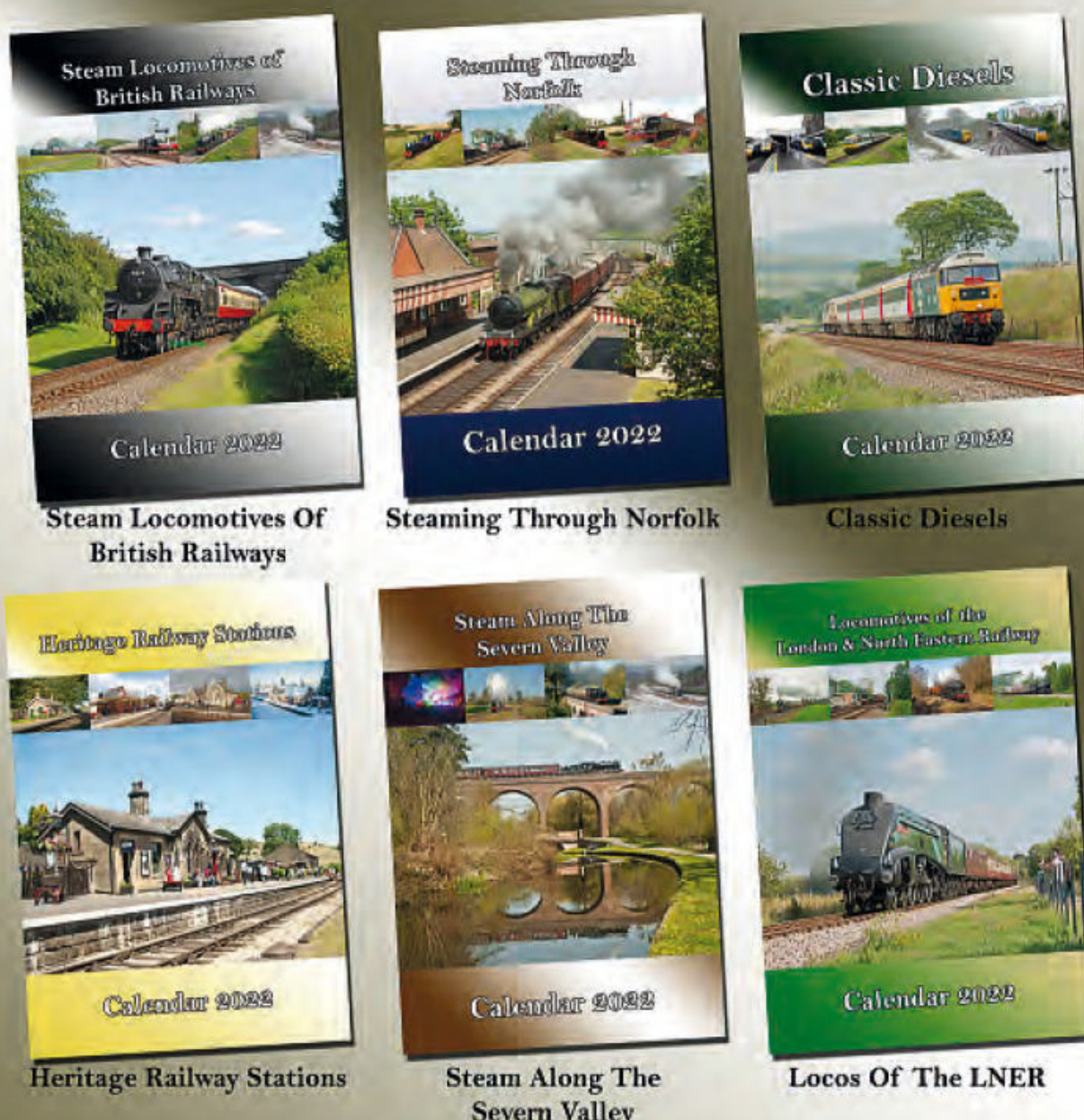
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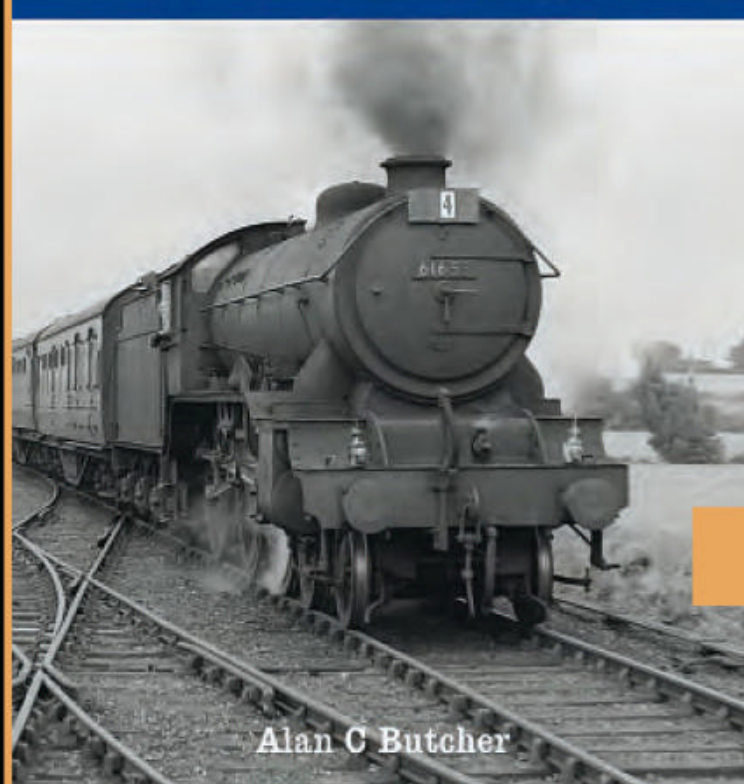
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Two of the diesels that took part in the Gloucestershire Warwickshire Railway's 40th anniversary gala, Class 24 No. 5081 and Class 37 No. 37215, at Toddington shed on November 6. CLIVE HANLEY

A PERFECT MIX?

Most heritage lines' galas are pure steam or diesel events, but for the Gloucestershire Warwickshire Steam Railway's 40th anniversary celebrations, mixed traction proved to be a winning combination, reports **Tony Jennings**.

No gala event is ever easy to organise – and sure enough, the Gloucestershire Warwickshire Railway had to contend with a few issues beyond its control when it set out to celebrate its 40th anniversary this autumn.

First it had to move the whole gala back by a fortnight to avoid clashing with another event. Then, two of the planned steam locomotives – including what is arguably the line's flagship engine – suffered minor faults, and finally, a replacement operator had to be found to ensure that the bus link to the railway from Cheltenham's main line station, could still run.

For a railway that has rebuilt 15 miles of main line from virtually nothing and had it cut in half by a landslip, such difficulties are pretty small beer. In any case, as those 40 years of history proves, rising to the challenge and triumphing in the face of adversity is what this railway has always done.

Home team

The gala, marking four decades since the G/WR plc first moved into the derelict Toddington station in 1981, was originally scheduled for October 23/24 but was moved to November 6/7 because Cheltenham Racecourse was hosting a Jockey Club event on the October weekend, meaning that the car park at the line's southern terminus would be unavailable.

No guest engines were planned – the obvious contender, Avonside 0-4-0T *Cadbury No. 1*, which was the line's first working steam locomotive in 1984, now being out of ticket

at Tyseley – but the impressive home fleet of four steam and five diesel locomotives plus the three-car Class 117 DMU that the G/WR turned out was, in itself, an illustration of the line's achievements over the decades.

Rumours circulated in the run-up to the gala that the biggest-name steam locomotive, SR Merchant Navy No. 35006 *Peninsular & Oriental S.N. Co.*, would not be running after both it and GWR 42XX 2-8-0T No. 4270 suffered broken springs. But fellow Bulleid Pacific owning group Southern Locomotives Ltd came to the rescue, loaning the spare

“The volunteers have enjoyed doing something a little bit different.”

pair of trailing truck springs needed for the 'Packet', and both engines were able to take their place on the roster. “We know which bit of track caused it and we've put it right,” said Ian Crowder, the railway's press officer.

Among the highlights was a non-stop run from Broadway to Cheltenham worked by No. 35006, and the intensive timetable also placed the big Bulleid on a goods train for what is thought to have been the first time since BR days (Ian doesn't recall it working one since it returned to steam in 2015).

Appropriately, the rake of wagons included a freshly overhauled SR 'Queen Mary' brake van, on which rides were being offered and proved very popular.

The other steam highlight, reckoned Ian, was the double-header with two GWR 4-6-0s, No. 7820 *Dinmore Manor* and Modified Hall No. 7903 *Foremarke Hall*, working in tandem to create a glorious sight and sound that raised the echoes of the South Devon banks in steam days.

Unlike most galas, though, it wasn't all about the steam, for all of the G/WR's working diesels entered the fray as well. Class 24 No. 5081, Class 37 No. 37215, Class 45 'Peak' No. 45149, and Class 47s Nos. 47105 and 47376 all took turns at various times during the weekend, while the Growler Group's other Class 37, D6948, was on display at Toddington, where visitors queued to visit its cab.

With narrow gauge steam also on offer, courtesy of the 2ft gauge North Gloucestershire Railway at Toddington, there was something for everyone – which Ian discovered in two remarkable and almost identical conversations with visitors.

“I got talking to a couple travelling behind 37215,” he said, “and the lady – who was a member of the owning group – said, ‘We've only had to do one trip behind steam, so that's okay.’

“Then I met someone riding behind 'P&O' who said, ‘I've only had to do one trip with a diesel!’

“So it seems we pleased all of the people, all of the time!”

Vital income

That was reflected in healthy ticket sales of just under 2000, which Ian described as “a ➔





Dainton or Rattery in the late 1950s? Collett Manor 4-6-0 No. 7820 *Dinmore Manor* and Hawksworth Modified Hall No. 7903 *Foremarke Hall* blast away from Winchcombe round Chicken Curve during the Gloucestershire Warwickshire Railway's 40th anniversary gala on November 7. JACK BOSKETT



Rebuilt Bulleid Merchant Navy Pacific No. 35006 *Peninsular & Oriental S.N. Co.* makes a magnificent presence as it moves off shed at Toddington at sunrise on November 7. GRAHAM NUTTALL



One of two Class 47s in action at the event, No. 47105 approaches Hayles Abbey Halt with a train from Cheltenham on November 6. CLIVE HANLEY

Doing what it was designed to do, Churchward 42XX 2-8-0T No. 4270 trundles a goods train towards Greet Tunnel on November 7. PETER FOSTER





A view in the other direction at Hayles Abbey Halt, showing No. 47376 on November 7. PETER FOSTER

vital shot in the arm as the railway recovers from the Covid-19 pandemic.”

“There’s always a risk inherent in holding an event so late in the year,” he commented, but in fact, the change to November wasn’t such a bad thing after all: “It gave us extra operating days – and we were the only railway operating an event that weekend, so that helped. It was a joy to be involved. There was a great

“It seems we pleased all of the people, all of the time!”

atmosphere, and the volunteers enjoyed doing something a bit different. Might we run it again? Quite possibly – I think it augurs well for doing similar events in the future, possibly at a similar time.” **HR**



A busy scene at Toddington on November 6 as No. 47105 arrives with the 9.53am train from Cheltenham Racecourse, while *Dinmore Manor* prepares to depart with a goods train, the leading vehicle with red ends being the newly overhauled SR ‘Queen Mary’ brake van. Also visible are both of the Growler Group’s Class 37s; BR blue-liveried No. 37215 awaiting its next duty and green-liveried D6948 on display in the yard. The latter is currently out of action, needing to be lifted off its bogies to make repairs to an air leak. BEN SCOTT



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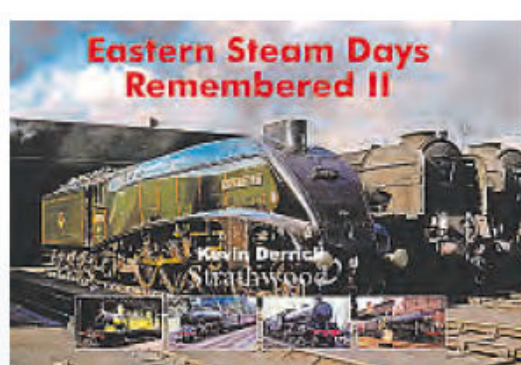
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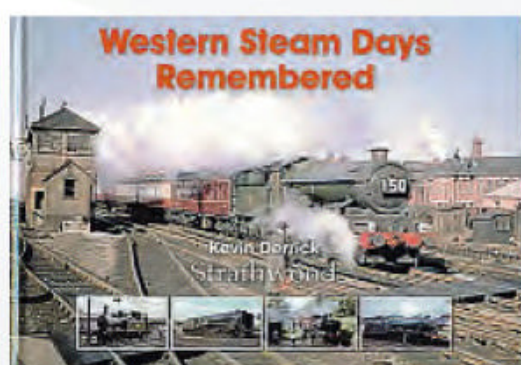
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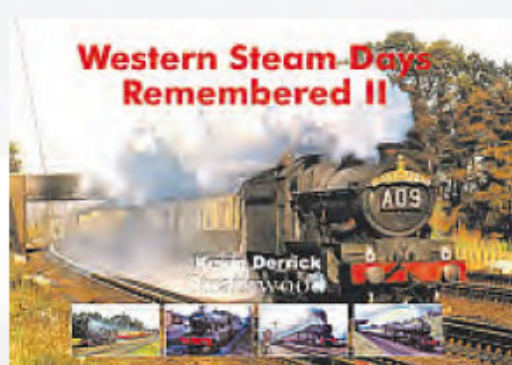
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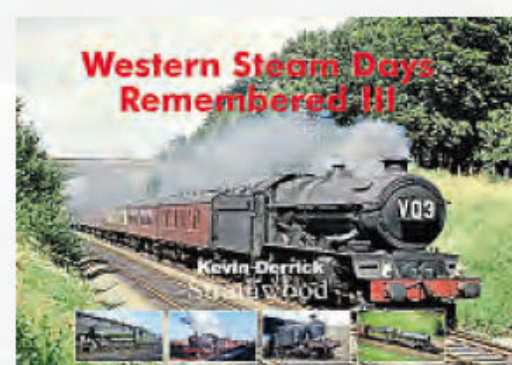
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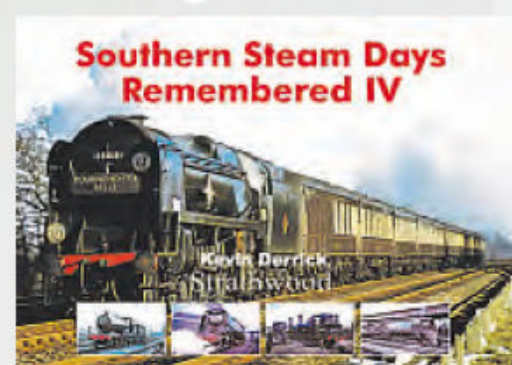
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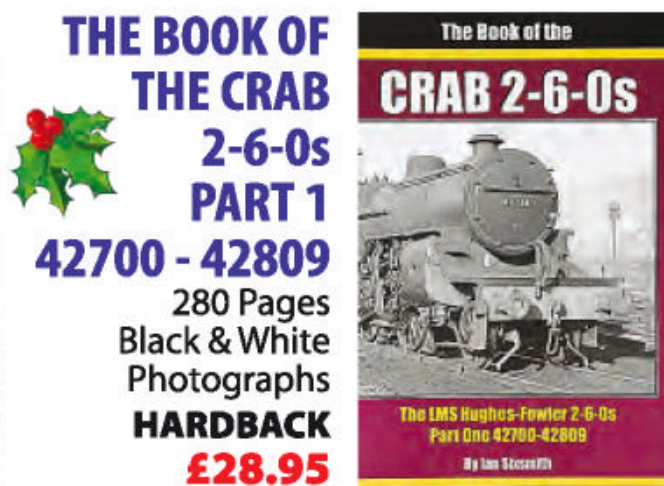
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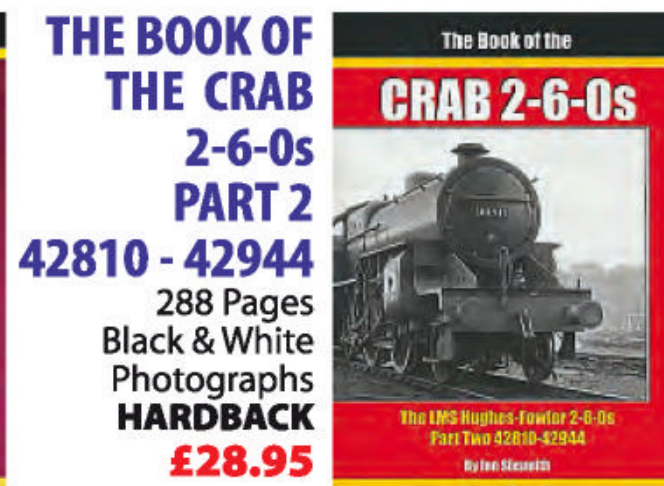
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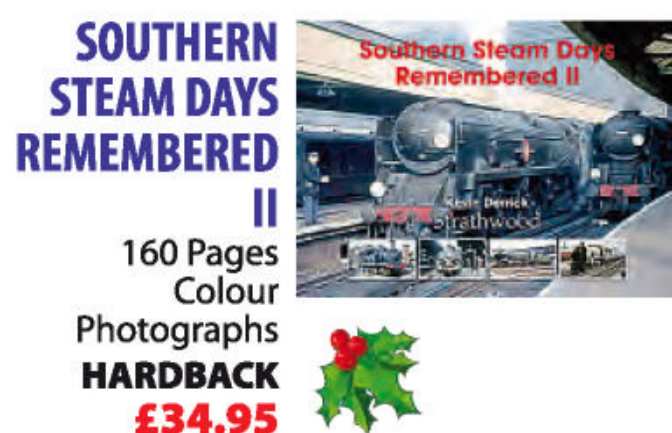
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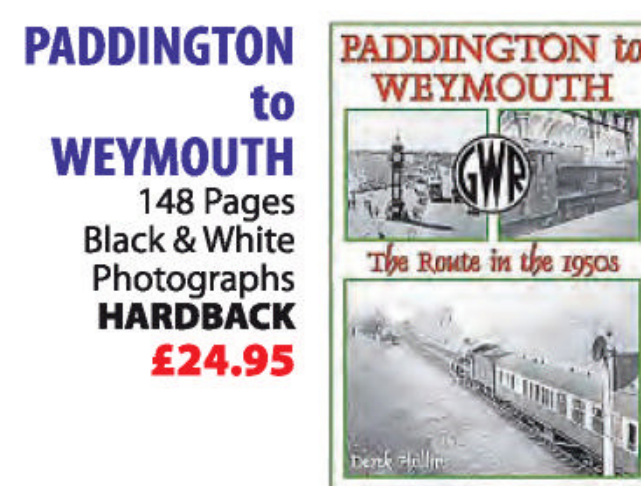
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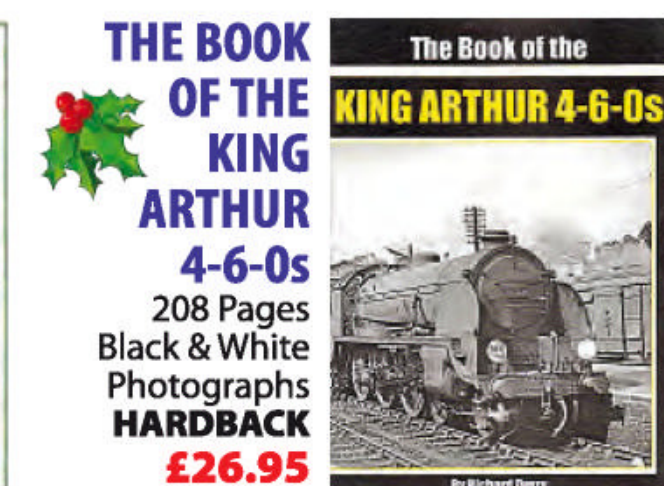
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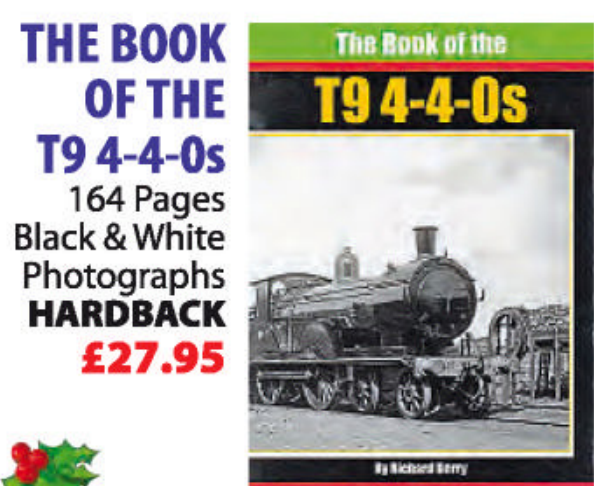
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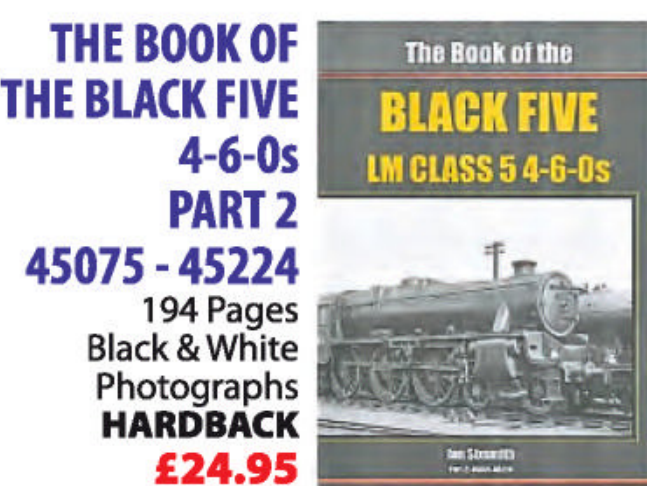
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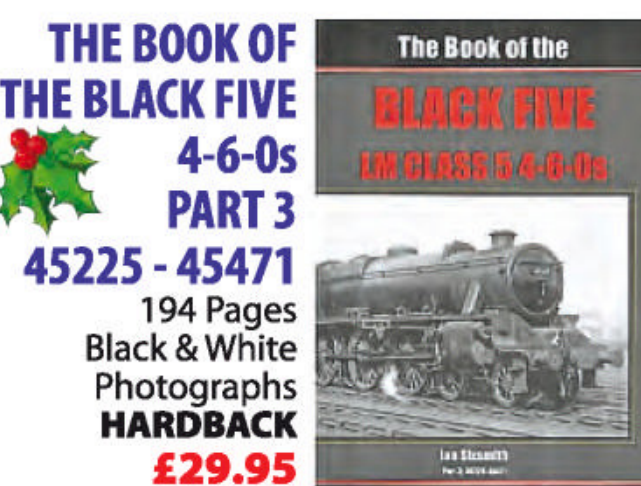
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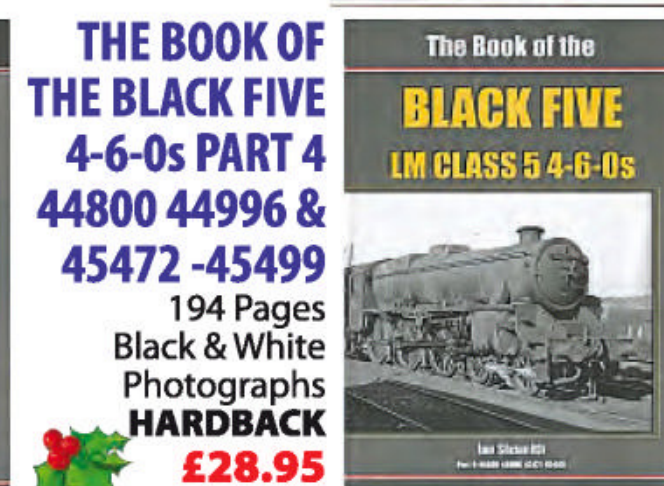
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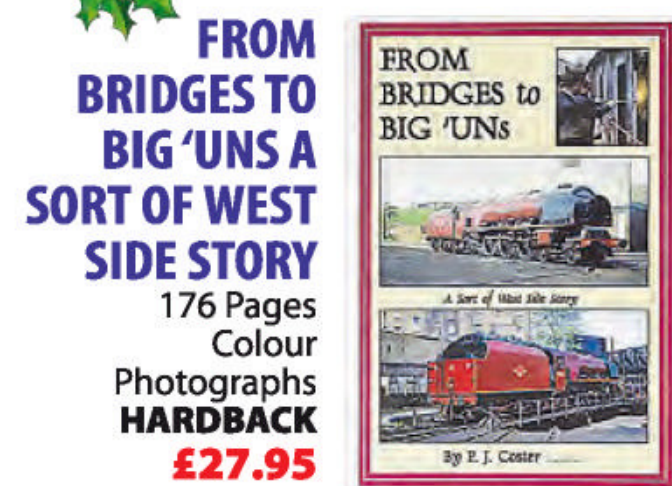
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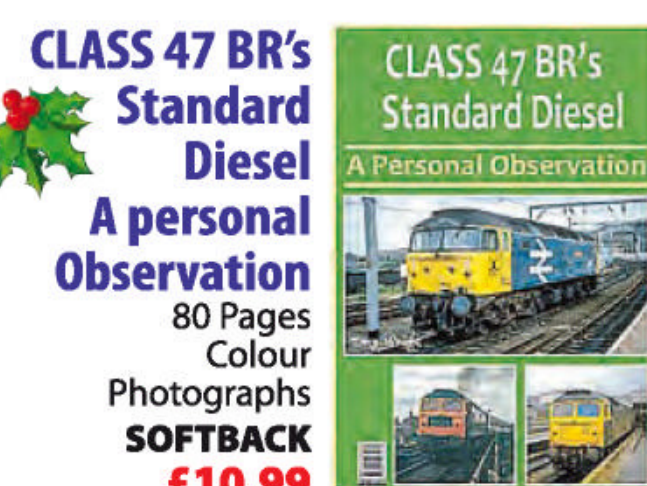
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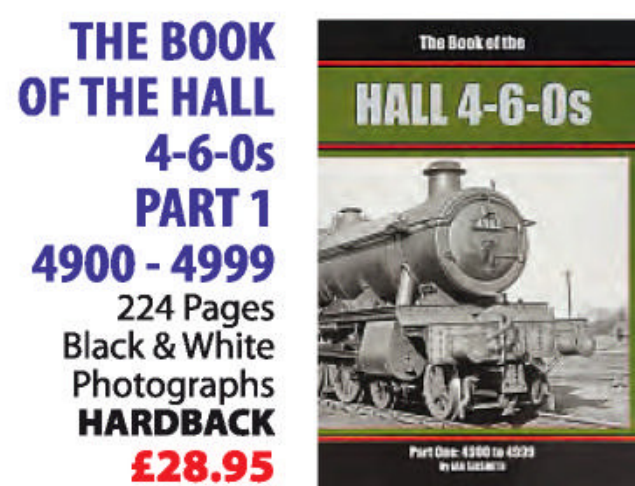
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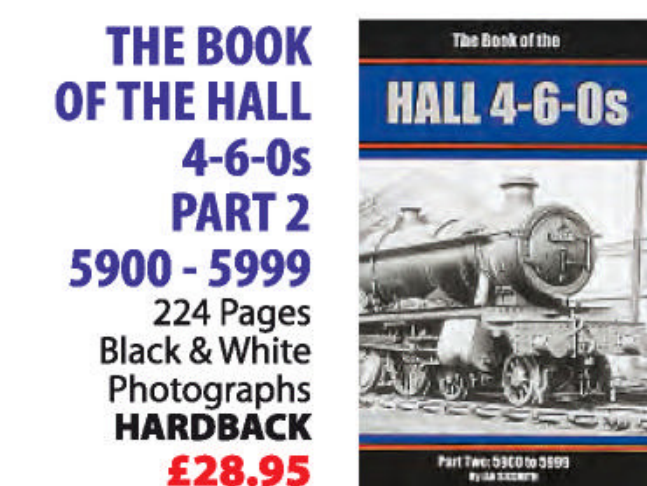
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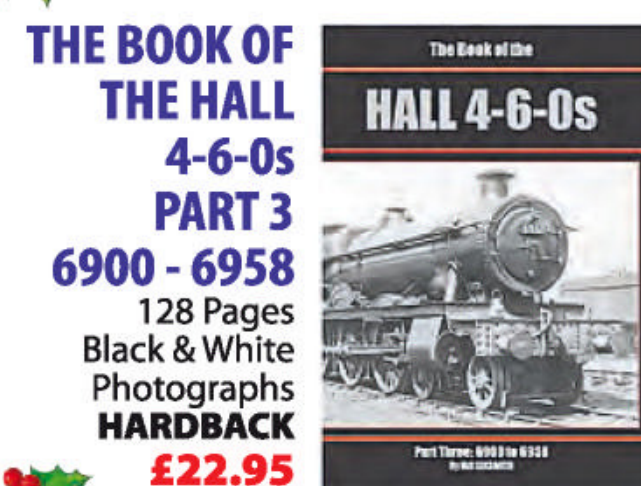
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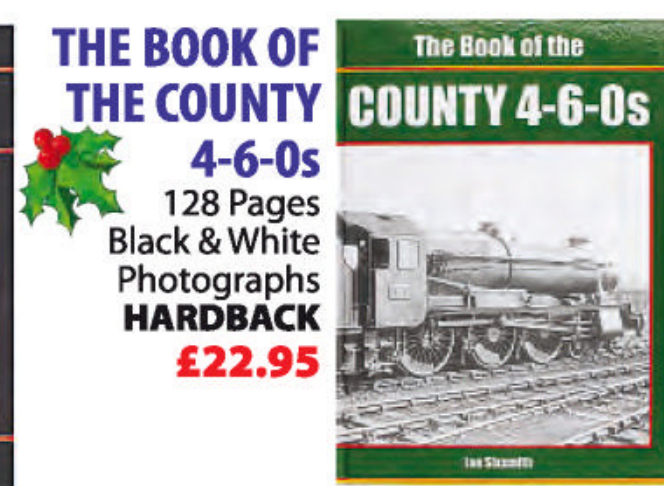
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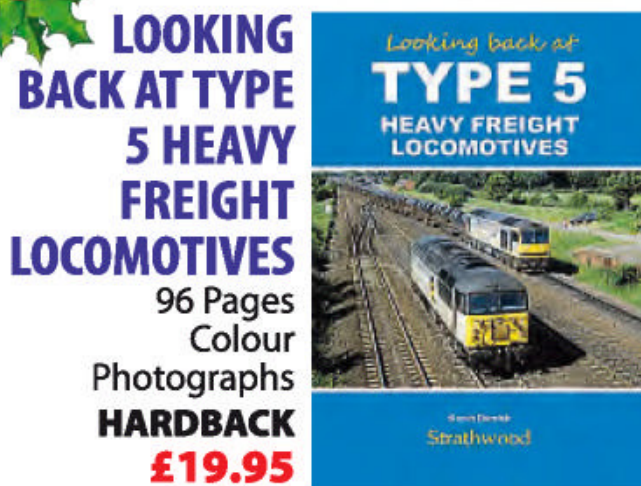
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Diesels and German railbus return in Heljan's 2022 range

HELJAN is to produce new runs of four popular OO-gauge diesel models for 2022 in response to customer demand.

The German Waggon und Maschinenbau railbus, Class 07 shunter, Class 14 0-6-0 diesel-hydraulic and Class 17 Clayton Type 1 will all reappear in the range with new versions and liveries.

The W&M vehicles were the most successful of the five types of diesel railbus introduced by BR in the late 1950s and, remarkably, all but one of the class survive in preservation. Two have been at the Keighley & Worth Valley Railway since its earliest days, and Heljan will offer the model in the KWVR's red house livery as No. 64, as well as BR green, Railway Technical Centre red and blue, and BR Research

yellow and brown to represent a track recording vehicle.

Last produced in 2012, the railbus model will receive small enhancements, including new LED lighting and improved decoration.

Designed to replace the Southern Railway USA 0-6-0Ts on shunting duties at Southampton Docks, the Class 07s were constructed by Ruston & Hornsby, and five examples are preserved – three of which are included in the new Heljan releases.

No. 07011 (now at St Leonards depot) will be offered in weathered BR blue, No. D2994 (now at the Avon Valley Railway) in BR green, and No. 07013 (now at the East Lancashire Railway) in BR blue. A British Army green livery will also be produced to



The Waggon und Maschinenbau diesel railbus in red livery as Keighley & Worth Valley Railway No. 64. HELJAN



Class 07 diesel shunter No. D2994, now preserved at the Avon Valley Railway, modelled by Heljan in OO-scale. HELJAN



The Heljan Class 17 Clayton Type 1 D8568 in the BR blue livery, recently applied to the real thing at the Severn Valley Railway. HELJAN



Heljan's OO-scale Class 14 D9523 in fictional BR maroon, as preserved on the Wensleydale Railway. HELJAN

represent the similar shunters used on lines such as the Bicester Military Railway.

Although the shunting and light goods work for which the Class 14s were designed quickly disappeared in the Beeching cuts, many of the class were sold into industrial use and have proved their worth in preservation. The new models will include a train pack with a BR green Class 14 and four Dogfish ballast hoppers – recreating the class's regular duties in the Forest of Dean, while No. D9523 will be offered in the fictional BR maroon livery it carries today at the Wensleydale Railway.

Last but not least, the sole-surviving Class 17, No. D8568, will be modelled in the BR blue livery with small yellow panels in which it has just been repainted at the Severn Valley Railway. Among the other BR green and blue

liveries on the new Heljan models, a fictional BR Railfreight red stripe livery, as No. 17007, will represent what might have been, had these unreliable and short-lived locomotives survived into the 1980s on the light freight work for which they were intended.

The suggested retail prices for all of these models will be £179 for pristine versions and £189 for weathered locomotives, while the Class 14 and Dogfish train pack will be £329.

The Danish manufacturer's new O-gauge Class 47 diesels are also expected to be delivered in November, and the first pre-production prototype has been produced of its O-gauge Class 73/1 electro-diesel, both heritage designs that remain very active in preservation and on the main line. More details can be found online at www.heljan.co.uk

Chaldron wagons in OO-gauge from Accurascale

MORE than 150 years of history stretching back to the dawn of the railways in the North East will be represented by new chaldron wagons models from Accurascale.

Produced with the assistance of Beamish, Living Museum of the North – where a large number of the archaic-looking vehicles are preserved on the colliery railway – and the North Eastern Railway Association, the OO-gauge models are expected to go on sale in the second quarter of 2022.

Built to carry coal, brick, timber and stone, the wooden two-axle wagons first emerged in their familiar form around 1820, but can trace their design back to the 17th century. A

chaldron is a unit of measurement equating to 53cwt in weight, and was adopted as the standard capacity for coal wagons in the North East before weighbridges were in common use.

The North Eastern Railway inherited about 34,000 chaldron wagons from companies it absorbed, such as the Stockton & Darlington Railway, and some remained in main line service until the early 20th century.

Examples were also found as far afield as Cornwall, Scotland and Cumberland.

Others survived even longer in colliery use in Northumberland and Durham, from where most coal was exported, and where the short-wheelbase, bottom-discharging

chaldron wagons remained eminently suitable for the tightly-curved lines leading to the staithes at rivers and ports.

Most remarkably, chaldron wagons remained in operation at Seaham Harbour (with Lewin 0-4-0ST No. 18, now preserved at Beamish) and South Hetton into the 1960s, and some were used at Seaham to recover coal from beneath the staithes until they were demolished in 1978.

The models have been tooled to represent five main variants of the design with detail differences, and will have an innovative coupling system using magnets, allowing the prototypical coupling chains to be replicated – the usual OO-gauge tension-lock coupling being deemed too large and out of proportion.

They will be available in packs of three representing a variety of collieries and railways, at £44.99 per pack, and with a 10% discount if two or more packs are ordered direct from <https://accurascale.co.uk>



Decorated samples of Accurascale's OO-scale chaldron wagons. ACCURASCALE



IN BRIEF

→ WHAT is believed to be Britain's biggest model railway is to go on public display at Wakefield Market Hall from December 4-19. At almost 200 feet long and 40 feet wide, the O-gauge layout depicts Heaton Lodge Junction, near Mirfield, in 1983. Owner Simon George spent £250,000 on the model to recreate the spotting location of his childhood.

→ THE 2022 Midlands Garden Rail Show is to go ahead at Warwickshire Event Centre near Leamington Spa on March 12/13. Tickets must be booked at www.midlandsgardenrailshow.co.uk – although the organisers hope to sell tickets on the day, this will depend on Covid-19 restrictions.

→ CROWOOD Publishing has released a new book, *Advanced Modelling in N Gauge* by Noel Leaver, focusing on how to make the best use of the space available in this smaller scale. It can be ordered from www.crowood.com

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Nigel Gresley's mighty Mikados – and more!

In the light of some exciting forthcoming releases from Hornby, Pete Kelly recounts the story of the six original Gresley P2 2-8-2s – and touches on the great engineer's bold but costly experiment with the high-pressure marine-boilered 'Hush-Hush' 4-6-4 of 1929.

THE last time we touched on Nigel Gresley's mighty P2 Mikados – the first of which, No. 2001 *Cock o' the North*, appeared two years before the great locomotive engineer was knighted in 1936 – it was in the context of their rebuilding into A2/2 Pacifics by his successor, Edward Thompson, in 1943 and 1944.

This time, with the new-build P2 Steam Locomotive Company's P2 2-8-2 No. 2007 *Prince of Wales* rapidly nearing completion, and the eager anticipation of three newly-tooled OO-scale models of the class from Hornby covering original and streamlined body styles, we're concentrating on the Mikados themselves.

Cross-Channel jaunt

With their eight 6ft 2in driving wheels and high tractive effort of 43,462lb, the three-cylinder P2s were designed to eliminate the double-heading of trains that often grossed 600 tons over the arduous, twisting main line

between Edinburgh and Aberdeen; the cutting and laying of the frames for the pioneering No. 2001 *Cock o' the North* to the locomotive's final emergence from Doncaster Works in February 1934 took just over three months.

After running-in trials, No. 2001 was launched to the press at King's Cross on June 1, 1934, when it looked magnificent with its semi-streamlined front end and cab. Announcing its presence with a Crosby chime whistle that had been presented to Gresley by Captain Howey of the Romney, Hythe & Dymchurch Railway in Kent, it caused a sensation, and was also shown to an adoring public at Ilford, Aberdeen and Edinburgh.

Coupled to the legendary North Eastern dynamometer car, on June 19, 1934 *Cock o' the North* took a 649-ton train of 19 carriages from King's Cross to Barkston and back, recording a maximum drawbar horsepower of 2100 and a maximum speed of 76mph, and on the final day of that month it was finally transferred to

Edinburgh's Haymarket shed to do the work it was designed for.

Gresley cultivated a close working relationship with brilliant French locomotive engineer André Chapelon, who inspired much of No. 2001's design, including its eight-nozzle Kylchap exhaust system and double chimney. The locomotive was also fitted with Lentz rotary-cam poppet valve gear, allowing an infinitely-variable cut-off, but after signs of premature cam wear following 10,000 miles in service, the valve gear was replaced by a stepped-cam design that gave only predetermined cut-off positions.

As the LNER had no stationary test plant of its own, and the only one in the UK could not accommodate such a large engine, Gresley arranged with Chapelon for the P2 to visit the then recently-opened locomotive testing plant facility at Vitry, near Paris.

On December 4, 1934, accompanied by a footplate crew and test observers from Doncaster, the locomotive

boarded a train ferry for the crossing. Although the results were virtually as the LNER had expected, the locomotive never quite matched the performance of its French counterparts, either at the test plant or while running on French metals.

The original front-end styling of No. 2001 wasn't quite replicated on the second locomotive, No. 2002 *Earl Marischal*, completed in 1935, which was fitted with more conventional outside Walschaerts valve gear working the middle cylinder by derived motion.

Thanks to larger-diameter tubes, it also boasted a more extensive superheater heating surface than its predecessor, and in that guise smoke drift became more of a problem at low cut-offs until wind-tunnel experiments determined the answer to be a second pair of smoke deflectors, although the problem was not completely solved until the locomotive later received an A4-style streamlined front. The following P2s,

Below: What a mighty impression of grace and power P2 Mikado No. 2004 *Mons Meg*, built in this form from new, portrays as it leaves The Mound tunnel and enters Edinburgh Waverley with the 9am from Aberdeen on July 11, 1938. JOHN P. WILSON/RAIL ARCHIVE STEPHENSON



Nos. 2003 *Lord President*, 2004 *Mons Meg*, 2005 *Thane of Fife* and 2006 *Wolf of Badenoch*, were all built with A4-type front ends which lifted the exhaust perfectly well, but there remained plenty of minor differences between them.

To prevent fire-lifting at high cut-off settings, for example, No. 2004 was first built with a butterfly-valve blastpipe bypass that was later changed to a different system, although the inevitable carbon deposits caused sticking with both designs. No. 2005 emerged without the double Kylchap exhaust, and the boiler of No. 2006 had a longer combustion chamber, a greater firebox heating area and a Robinson superheater.

In this way, different improvements could be compared between each member of the class, and had it not been for the outbreak of war in 1939 and the death of Sir Nigel Gresley at the age of 64 after a short illness in April 1941, such experiments would almost certainly have continued until the locomotives' true potential had been reached.

With all of the P2 Mikados now long gone, however, achieving that potential 77 years after the last one was rebuilt into an A2/2 Pacific by Edward Thompson remains the steadfast aim of the P2 Steam Locomotive Company with No. 2007 *Prince of Wales* – and after the remarkable performances of new-build Peppercorn A1 Pacific No. 60163 *Tornado* over the past 13 years, who can doubt that they will do just that?

To ensure there are no smoke-drift problems with No. 2007, which is sticking to the original front-end boiler casing design, a CFD study into the 'Coanda effect' is being undertaken. The P2SLC describes this effect as the tendency for fluids to follow a flat or curved surface, which means that in the case of the P2, a cross-wind travelling over the casing will 'stick' to the casing and draw the exhaust steam down over the surface, obscuring the driver's vision of the track ahead. The study will carefully simulate such dynamics in a bid to influence the steam and air flow in a ➡



In its original form that inspired the new-build No. 2007 *Prince of Wales*, No. 2001 *Cock o' the North* heads a 1930s Edinburgh to Aberdeen express near Inverkeithing. MORTONS RAILWAY MAGAZINE ARCHIVE/E. R. WETHERSETT



What a great study of years gone by as P2 2-8-2 No. 2005 *Thane of Fife* leaves Kirkcaldy with an Edinburgh-Dundee train during the late 1930s. MORTONS RAILWAY MAGAZINE ARCHIVE/PHOTOGRAPHER UNKNOWN



With its marine boiler dictating the shape of its boiler casing, Gresley's W1 high-pressure, four-cylinder 'Hush-Hush' compound No. 10000 must have looked like something from outer space when it posed for this LNER publicity photo in 1929. MORTONS RAILWAY MAGAZINE ARCHIVE



Beset with problems necessitating works attention during much of its life in its original high-pressure form, No. 10000 was rebuilt as a conventionally-boilered three-cylinder locomotive resembling a larger A4 Pacific in appearance. In this form it was pictured on the King's Cross turntable circa 1938. MORTONS RAILWAY MAGAZINE ARCHIVE/H.GORDON TIDEY



The rebuilt No. 10000 heads an excursion train of green and cream stock northwards at Potters Bar on Saturday, June 30, 1938. MORTONS RAILWAY MAGAZINE ARCHIVE/W. J. REYNOLDS

way that does not change the design outline of the boiler casing.

Following the main line success of *Tornado*, which emerged from the same Darlington premises in which No. 2007 is now being built, it is gratifying to note that the P2 will be sharing a 70% parts commonality with the A1, including the boiler, tender and the fitting of roller bearings.

Design improvements

Cock o' the North became the last of the original class of six to receive the A4-style appearance when it emerged from Doncaster Works after a seven-and-a-half month stay in 1938. It also lost its Lentz valve gear and impressive-looking ACFI feed water heater in favour of Gresley's traditional derived-motion Walschaerts valve gear and a normal injector. After resuming its duties in Scotland in mid-April, the only attention it required during the rest of that year was the fitting of a new middle connecting rod along with minor boiler repairs.

The most serious fault suffered by the class was broken crank axles and crankpins, an affliction only *Cock o' the North* managed to escape. The first incident occurred when a sister locomotive with a mere 133,000 miles on the clock broke its crank axle while leaving Stonehaven in 1939, fortunately at low speed – but on the new-build *Prince of Wales*, the P2SLC has utilised the strongest A4T material rather than the standard A1T in the manufacture of its own.

Prince of Wales is also sticking to Gresley's pioneering spirit by not only following the original front-end styling but also fitting a redesigned, more reliable and efficient version of the Lentz gear. To underline the enthusiasm for the building of this much-improved bullet-proof version of Gresley's awe-inspiring design for main line use, the P2SLC engineering team has spent countless hours developing the cylinder block design



A sight for sore eyes as the first of the P2s to feature A4-style streamlining from new, No. 2003 *Lord President*, built in June 1936, reaches Newark Northgate on a Doncaster to Peterborough running-in turn. Although no images of the planned Hornby model are yet available, it will portray the locomotive in this condition. T. G. HEPBURN/RAIL ARCHIVE STEPHENSON

to correct the flaws in those of the original class members.

Within just two months of the launch of the company's Cylinder Manufacturing Club, whose members each pledge £1000 towards the manufacture of this vital component, no less than £27,000 had been raised.

The block is being fabricated by the Howco Group PLC in Irvine, Scotland, from steel castings supplied by William Cook Cast Products Ltd in Sheffield. It will feature modifications including reducing the clearance volume by better valve design, re-routing steam and exhaust passages to prevent the outgoing exhaust being heated by incoming steam, improving the internal streamlining of passages, and reducing the overall width for better route availability. The structural integrity of the welded fabrication will be checked by Finite Element Analysis.

As well as offering all three design versions of the P2s, Hornby is also

releasing some new models of another of Gresley's masterpieces, the Class W1 water-tube boiler high-pressure four-cylinder compound No. 10000, in both its original and rebuilt forms. Known as the 'Hush-Hush' because of the secrecy under which it was built in 1929, the long-gone 4-6-4 falls into much the same category as the P2s on account of its ingenuity and boldly imaginative design and appearance. Some argue that it is a 4-6-2-2, since the trailing wheelsets are not in a bogie, but Gresley considered it to be a 4-6-4 and it was officially referred to as such.

No. 10000's marine-type boiler worked at a phenomenal pressure of 450psi, and although it did successfully work a number of high-profile trains, it was dogged by so many problems that, of its 1888 days in service in its original form, it spent no fewer than 1105 undergoing attention in Darlington Works.

By October 13, 1936, the LNER had had enough, and No. 10000 travelled to Doncaster Works to be rebuilt as a normal three-cylinder locomotive with a conventional 250psi boiler fitted to the original frames, which were shortened by 18in. Other retained parts included the trailing wheels, and the locomotive's appearance was changed dramatically to resemble an elongated A4 Pacific.

The W1's number became 60700 after the formation of British Railways in 1948. One notable incident during the latter part of its career occurred when, soon after leaving Peterborough station on September 1, 1955, the front bogie frame fractured. The locomotive was derailed and went over onto its side while travelling at 20mph at Westwood Junction. What might have happened if the same thing had occurred at high speed doesn't bear thinking about!

The W1 was withdrawn in 1959 and scrapped, but the tender with which it ran until 1948 is preserved with A4 No. 60009 *Union of South Africa*, which has just been withdrawn from service.

The models

Hornby is producing newly-tooled OO-scale models of the LNER P2 2-8-2s in three variations, all finished in the classic LNER green livery. Accurate tooling variations of the highly-detailed models, all featuring separately-fitted parts, will represent new and original-build P2s as well as the different body styles.

The models will come with a digital-ready eight-pin socket and NEM couplings, and will be powered by a five-pole skew motor.

The model of the P2 Steam Locomotive Company's new-build No. 2007 *Prince of Wales* (R3983) will be tooled to reflect its planned final appearance, while that of No. 2002 *Earl Marischal* (R3984) will allow for its original body style, which because of smoke-lift problems was slightly different from that of No. 2001 *Cock o' the North*. The third new model will be that of the first P2 to sport an A4-style streamlined front from new, No. 2003 *Lord President* (R3985).

Although originally planned for release before the end of this year, it seems after speaking to one model shop proprietor that the P2 models are not likely to be in the shops until 2022, although they have been available to pre-order for many months.

The same applies to an eagerly-awaited range of models of the 'Hush-Hush'. The models of No. 10000 in original condition will be R3979 (LNER dark grey with double blastpipe); R3840 (LNER grey); R3841 (LNER grey with the intended, but never fitted, *British Enterprise* nameplate) and R3842 (in LNER green).

In its modified form, the locomotive will be modelled as R3978 (LNER works grey); R3843 (LNER garter blue); R3844 (BR green with early crest as No. 60700) and R3980 (BR green with late crest as No. 60700).

Each model will feature a die-cast chassis, highly-detailed body and tender and five-pole skew-wound motor, and will have digital capability and NEM couplings. **HR**



The P2 Steam Locomotive Company's new-build P2 No. 2007 *Prince of Wales* will be represented by this retooled model from Hornby (R3983).



Hornby's forthcoming model of the Class W1 'Hush-Hush' 4-6-4 in its original condition (R3840) perfectly captures its bulbous lines dictated by its marine-type water-tube boiler.



After being rebuilt as a conventional three-cylinder locomotive, the W1 is being modelled as No. 60700 in late-crest British Railways livery (R3980).

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UNDER THE PLATFORMS TO THE PAST

Network Rail has opened the first railway museum in a British terminal station. **Hugh Dougherty** made the journey down into Glasgow Central's undercroft to find the room celebrating the past of this famous 142-year-old station, and reports in words and pictures.

Glasgow Central concourse was busy as I joined Jackie Ogilvie, the station's tour guide and museum curator, on a trip to the past of this mighty and much-loved terminus, opened by the Caledonian Railway in 1879 and extended in 1906.

We descend into a much quieter, rather secret underworld unknown to most passengers via a door from the platforms. Down we go, way below track level, and down another level still, until we reach a large, echoing vault.

"This is where dead soldiers brought back from the First World War were laid out," explained Jackie. "That's why we have a projection on the wall of their names and where they lived constantly playing, which makes it very personal. It's something that people on our tours find very moving."

As we turn round, there's a Network Rail worker checking a diagram and working away on a replica of Central's famous destination board system which once stood above the

concourse. Hard-working staff placed the ever-changing train times and destination boards into windows below the platform numbers before the system was replaced by electronic displays in 1988.

Aladdin's cave

"Greg Hamilton, our station joiner, is working on the replica," said Jackie. "Many visitors remember the old system so we're recreating it in part. Greg and all of his maintenance colleagues have been invaluable in helping me setting up the museum. Without them, it wouldn't have happened."

With that, my guide unlocks a door, switches on the lights, and there before me, is the museum proper, opened at the start of September and a veritable Aladdin's cave of memorabilia recalling the life and times of Glasgow Central.

There is a set of display boards on Grahamston, the long-lost legendary Glasgow

village which was demolished to make way for the new station in 1879, but Jackie heads straight away for a restored platform clock from the 1970s surmounting a section of original iron railing.

"It's the clocks which really started the museum off," said Jackie, who has been a Central tour guide for the last three years. "Talking to tour groups about how the early railway changed people's perception of time by introducing GMT nationally made me realise what an impact the railway has had – and still has – on society. It's all about people, so I secured this clock as a start."

From there, Jackie has ensured that people figure largely in the museum; a wall projection system designed and installed by Glasgow School of Art students tells the story of James Miller, the Caledonian Railway architect who designed 'the Central', as it's known locally.

"The amazing thing is that few people have heard of Miller, although he designed



The clock that caused Jackie to 'clock' the idea of the museum. The clock dates from the 1970s, and the railing below from 1879. HUGH DOUGHERTY



Above: Curator Jackie Ogilvie warmly invites you to visit the museum. The track on the floor directs visitors round the exhibits.

Right: Clocks are key to railway time. This one was rescued from the former Scottish Region headquarters at Buchanan House, and was the master clock for stations throughout Scotland.





The gloom of the Victorian platform will be brought back to life with holograms, a steam engine and carriage. Just visible are the lights of a passing train in the section of tunnel still in use, adding to the atmosphere.



The famous Central manual destination board is being recreated by Greg Hamilton, outside the museum door.

structures such as Ballochmyle Viaduct, Wemyss Bay station, Turnberry Hotel, and a host of churches and office buildings. Mention Glasgow architects and most of our tour guests will name Charles Rennie Mackintosh. The truth is that Miller was much more commercially successful and designed many more buildings, such as Central itself, which is very much part of the story of Glaswegians. James Miller deserves to be much better known," said Jackie.

Signalling relics

On then to former stationmaster Robert Scorgie, whose top hat and cane, worn and carried by him during his reign in the 1920s, are on show. There is a picture of this fine gentleman dressed in that very hat, as the Central stationmaster had to be in those formal times, depicting him welcoming a brand new Royal Scot 4-6-0 with the London express to platform one in 1927.

There is a very vintage railway engineering apprentice indenture agreement and a collection of superb signalling equipment donated by the son of a retired railwayman who died, and who wanted his father's collection to go to a good home. On the wall above the block instruments is a rare key token for the Castle Kennedy to Cairnryan Junction (entry point for the Cairnryan Military Railway between 1942 and 1965) section on the Glasgow-Stranraer line, and that, said Jackie, is what marks the enthusiast visitors from the general public.

"They always make a beeline for the signalling and the key token!" she smiled.

A collection of ticket machines, paperwork and sundry and authentically dusty relics and pieces of paperwork from the pre-computer age have found a home in a Victorian cupboard rescued by Jackie from an old control room in Central.

In the centre of the room, a glass case contains everything from rivets from the original bridge, paperwork and souvenir event brochures to a Glasgow & South Western Railway pilotman's arm band. "We just had to include the Caledonian's great enemy," Jackie



Above: Safety first – signal arms on show.

Right: Key to enthusiasts' hearts! The key token from Galloway.



The G&SWR has found a place in the museum in this 'Caley citadel', to allow Jackie to illustrate railway company rivalry.

laughed. "Every exhibit is used by me to tell the story behind the artefacts in the museum. It's vital to bring exhibits to life and to make them relevant to visitors."

Jackie and her colleague Paul Lyons, the railwayman who pioneered the Central tours eight years ago, are determined to make the tours both fascinating and relevant. They believe it's an approach that the heritage railway movement as a whole can improve on in telling its story to the general public – who are not railway enthusiasts.

"I say that our museum belongs to Glaswegians, and it's theirs," said Jackie. "We can talk about locomotives and bullhead rail – I've even learned about that! – but we need to tell the very human tales that lie at the heart of railway history and heritage. That's our guiding light, and we haven't done developing the museum. We've recently acquired a tea set from the old Caledonian Sleeper carriages. I'm always on the lookout for further exhibits."

As if to prove the point, Jackie invites me to leave the bright lights of the museum and accompany her further down into the bowels of the station.

We emerge on to a very dark and ghostly platform, abandoned after Dr Beeching closed Central's low-level lines in 1965 and not included in the reopening of two of the platforms in 1979 under the banner of Clyderail.

There's soot by the ton, once blasted onto the arches by locomotives in what must have been a smoky hellhole in steam days. You can see the trackbed stretching into the gloom, while the howl of traction motors and ribbons of carriage lights from trains passing by on the running lines of today add to the atmosphere.

"Welcome to our Victorian platform," enthused Jackie. "We're going to clean this up, but not too much so as not to spoil the atmosphere, lay track back to the running lines – bullhead of course (!), use the latest hologram technology to put Victorian people back here on their platform, and paint up the massive columns which hold the station up above us in their original ornate colours."

"Delicate negotiations are underway to



Hats off to the past: Curator Jackie Ogilvie shows off stationmaster Robert Scorgie's top hat and cane. Inset: The man who wore the top hat in 1927, Robert Scorgie.

acquire a coach and steam engine to complete the picture. We'll also have semaphore signalling, and I've got my eyes on the lever frame from Barrhead signalbox, which will become redundant when the route's electrified, so visitors can work the signals. We're very much for participatory museums, and not simply looking at exhibits."

Volunteer effort

Work on the Victorian platform, financed by revenue from the highly successful tours, will start shortly, having been delayed by Covid-19. Jackie has managed to talk her Network Rail colleagues into using some of their five annual community days to carry out much of the work, as the project is seen as being for the community and, like the tours, a useful tool to promote the railway.

"Our own Network Rail track gang will lay the track as their community days," Jackie said, who seems adept at enrolling many volunteers into her museum drive, including station staff, John Yellowlees, Scotrail's rail ambassador, members of the Caledonian Railway Association, the Scottish Railway Preservation Society, Glasgow School of Art, Glasgow Life and many members of the public who enjoy the station tours and get in touch afterwards with stories and memorabilia.

Currently, the museum is accessible only as part of Jackie or Paul's station tours and is included in the itinerary with a full guide presentation, but it may be available for group visits in future.

Back up on the concourse, bustling with the station users of today, Jackie says her farewells, as she's in a hurry to prepare to lead her next tour down into the past, well aware that she herself is a now passing part of Central's 142-year history as a station at the heart of the story of the city it serves.

"You never know," she laughs, "maybe I'll end up as an exhibit myself!"

Don't miss Britain's new and only main line station museum. Take a tour with Jackie or Paul and explore the past below the platforms via the duo's thoroughly modern website at www.glasgowcentraltours.co.uk

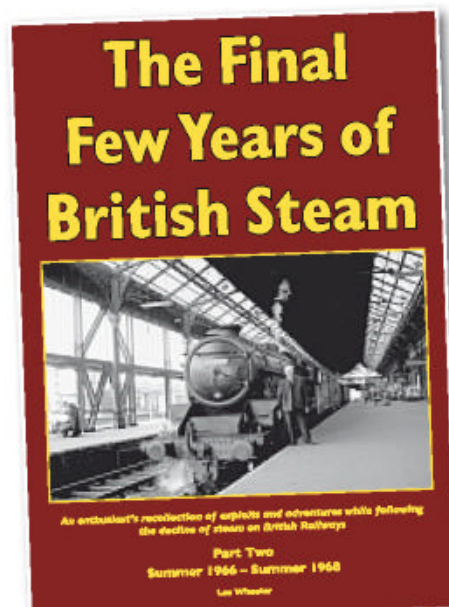
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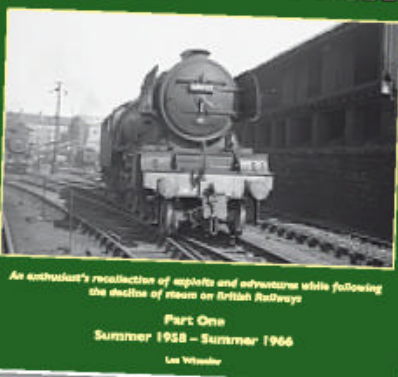
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The Great Western Steam Retreat

Chasing the Final Steam Trains in BR's Western Region, Wales and the Welsh Marches

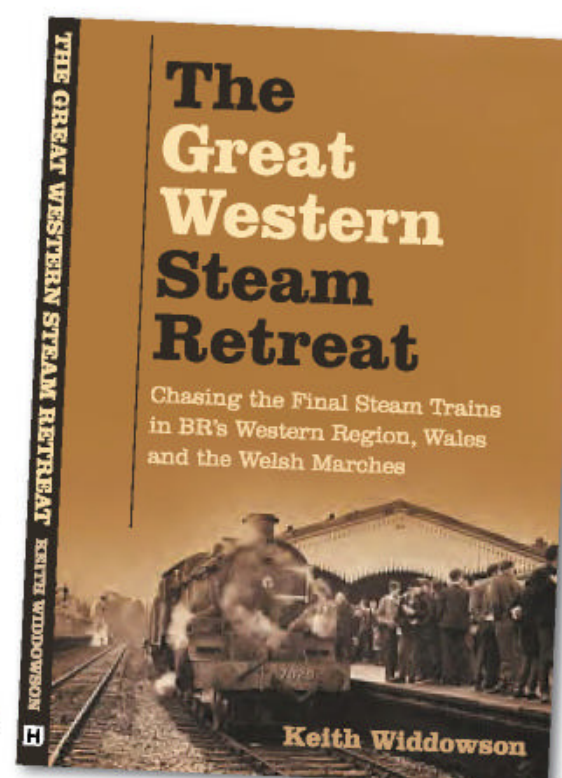
by Keith Widdowson

From the author of 'Scottish Steam's Final Fling: Extracts from a Teenage Notebook'

In mid-1964, Keith Widdowson got wind that the Western Region was hell-bent on being the first to eliminate the steam locomotive on its tracks by December 1965. Realising the significance of this decision, the 17-year-old hurriedly homed in on train services still in the hands of GWR steam power, aiming to catch runs with the last examples before their premature annihilation.

The Great Western Steam Retreat recalls Widdowson's teenage exploits, sound tracked by hits from the Beatles, the Kinks and the Rolling Stones, throughout the Western Region and former Great Western Railway lines. In his search for steam, he documents the extreme disorder that resulted from that decision, paying tribute to the train crews who managed to meet demanding timings in the face of declining cleanliness, the poor quality of coal and the major problem of recruiting both footplate and shed staff.

This illustrated book completes the author's steam chase series and provides a compelling snapshot into the comradery that characterised the final years of steam alongside the long-gone journeys that can never be recreated.



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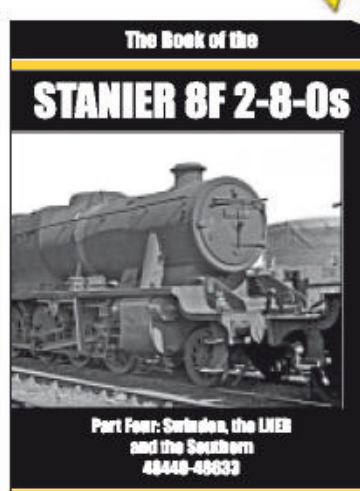
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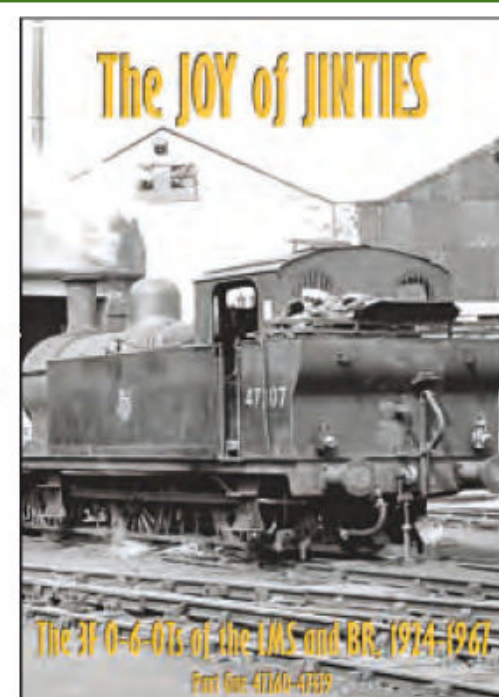
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SWINDON: The Complete Works

By Peter Timms (hardback, Oxford Publishing co/Crecy, 352pp, £25, ISBN 978 1 91080 986 0).

WHEN we think of the Great Western Railway from the 1930s onwards, Charles B Collett's Castle and Kings – arguably the greatest of all products to emerge from Swindon Works – understandably come foremost to mind.

However, glamorous as they were and still very much are today, their success too often overshadows the fact that Swindon Works was akin to a town within a town, where generations of workers developed locomotive engineering expertise that was second-to-none.

In what is a marvellous achievement of research and presentation, Peter Timms has expanded on his previous writing about Swindon and has admirably succeeded in producing a truly three-dimensional account of the great works in its heyday.

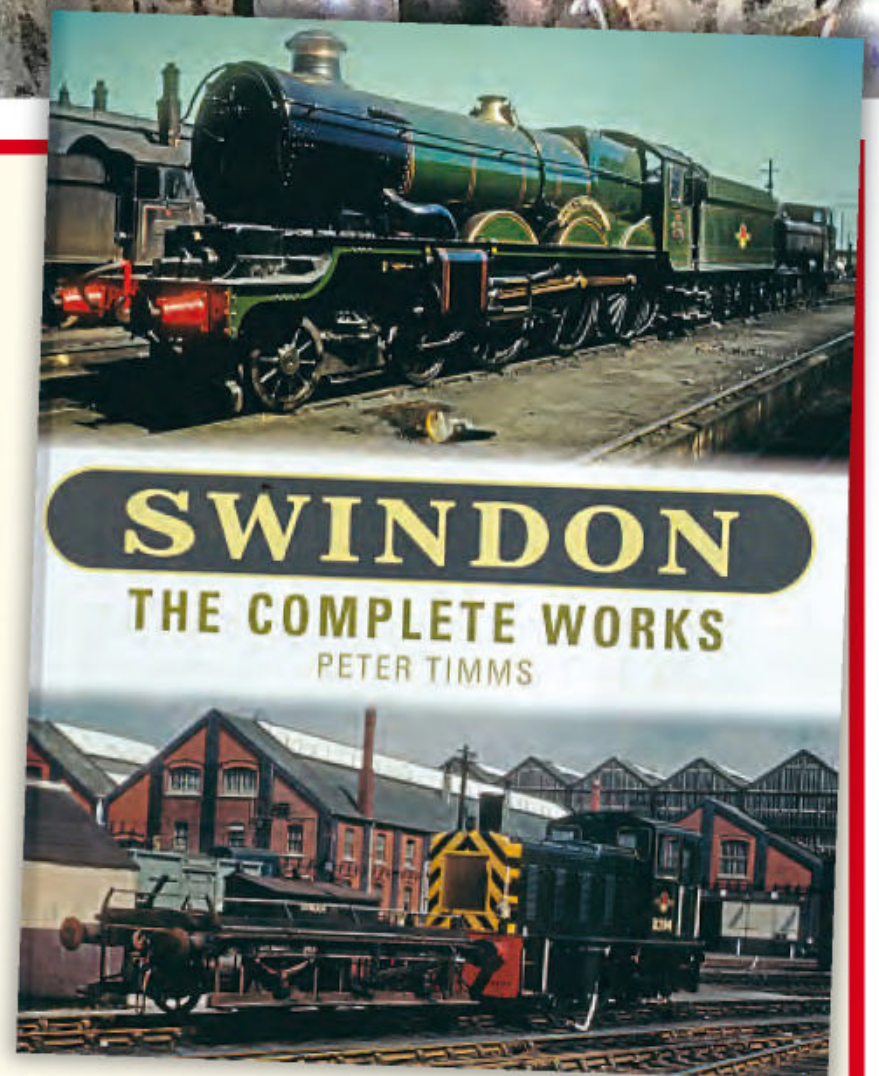
Beginning with the recovery from the great depression of the 1930s, separate chapters look in detail at the works and its workforce, the building and overhaul of locomotives, the offices

and staff – and, most interestingly, their personal recollections, the drawing office, the chief mechanical engineer's department, the stores, the carriage works and building coaches and wagons, the works' telephone exchanges, and the GWR Medical Fund Society, which sources have suggested contributed to a blueprint for the future National Health Service.

A picture is skilfully woven layer by layer of the hub of the GWR empire as a beehive, with each worker contributing in his or her own small but essential way to the headline-grabbing end products.

Other chapters look at the works in the build-up to, during and after the Second World War, and the impact of conscription on the workforce and temporary female labour, plus the GWR's own Home Guard.

Enlarging on his previous work on the subject, the author looks in detail at the transition from steam to diesel and the Western Region's



EDITOR'S CHOICE

diesel hydraulics, plus the Brown-Boveri gas turbine locomotive.

He has succeeded in providing fresh insight into GWR history and has produced a highly-readable account, the appeal of which goes way beyond the railway enthusiast sector, offering much for local and social historians alike.

REFRESHING NEW APPROACH TO GWR HISTORY

Five Decades in the Forest: Celebrating 50 years of the Dean Forest Railway

By Alastair Clarke (softback, Dean Forest Railway society, Norchard Station, Forest Road, Lydney GL15 4ET, www.dfrsociety.org.uk/shop, 164pp, £20 plus £3 p&p, ISBN 978 1 5272 9930 6).

PUBLISHED on October 23, the exact 50th anniversary of its first steam open day in 1971, here is a superb and inspirational pictorial A4-sized stage-by-stage biography of the development of this scenic sylvan line, from its humble beginnings in a short siding at Parkend to the four-and-a-quarter-mile heritage railway we have today – and which has immense potential to go much deeper into the forest given the right financial backing.

Every picture, most of them colour, tells a different story of the all-out

volunteer efforts to take the line to that next level inch by inch, despite resources being minimalist at times.

The result of the team's sterling efforts is one of the region's finest tourist attractions, which has hosted steam and diesel locomotives, big and small, in a rich variety of events and services.

THE LEAFIER SIDE OF PRESERVATION

London's Great Railway Stations

By Oliver Green & Benjamin Graham (hardback, Frances Lincoln, 272pp, £35, ISBN 978 0 7112 6661 2).

EXPERT London transport author Oliver Green and award-winning photographer Benjamin Graham have joined forces to produce this splendid portrait of the capital's main line termini, which are among its most magnificent architectural monuments.

Each of the termini – Blackfriars, Cannon Street, Charing Cross, Euston, Fenchurch Street, King's Cross, Liverpool Street, London Bridge, Marylebone, Paddington, St Pancras, Victoria and Waterloo – is allocated a chapter, giving its history and details of modern-day developments.

The superb photography was undertaken during 2020 and 2021 when, because of the pandemic, the stations were at their quietest in many years.

The foreword to this very attractive presentation volume has been written by Sir Peter Hendy, the current chairman of Network Rail, who was previously



the Commissioner of Transport for London.

CELEBRATING CAPITAL TRANSPORT GREATNESS

All Aboard! Remembering Britain's Railways

By Julian Holland (hardback, Times Books/HarperCollins Publishers, 256pp, £30, ISBN 978 0 00 846795 1).

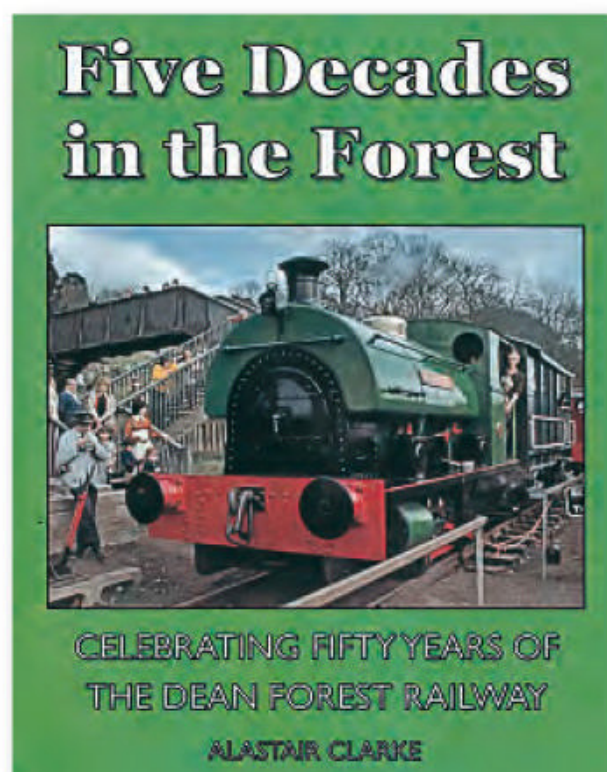
FROM an early age, Julian Holland has been fascinated by railways. After a lifetime of travelling on them, he has written several critically-acclaimed books on the subject and has travelled around Britain giving lectures.

His latest offering is a marvellous compendium of utterly fascinating stories, miscellanea and anecdotes covering the spectrum of Britain's railway history, packed into a highly illustrated and beautifully-presented large-format coffee table book that yells 'Christmas present' from every opening. Stories range from Ashford Locomotive Works, the Blue Pullman,

the Lickey Incline and Liverpool's 'Dockers' Umbrella' to railway artists and clergy, Barry scrapyard, how to fly by GWR from Cardiff to Plymouth, and railways that were never built (such as the proposed 75-mile system on the Isle of Wight), royal trains, a look at Britain's greatest steam engineers and a selection of walks along disused trackbeds.

The volume also contains many personal stories of the author from the 1960s, including trainspotting at his local station of Gloucester Eastgate, trips to South Wales in 1963 (when Julian visited 21 engine sheds in one day), to Glasgow and Edinburgh in 1964, holiday journeys over the Somerset & Dorset Joint Railway to Lyme Regis and a slow trek to Snowdonia in 1965, when he volunteered to help rebuild the Ffestiniog Railway at Campbell's Platform.

INFINITE FASCINATION





Preserved Shunters

By Andrew Cole (softback, Amberley Publishing, 96pp, £15.99, ISBN 978 1 3981 0650 5).

HERE is a superb, exhaustive, all-colour guide to British Rail shunters Class 01 to 14 as represented in preservation. Using extended captions, an explanation is given as to how each shunter ended up at its current heritage venue, where many of them have been restored to pristine condition as essential workhorses.

EXCELLENT READY REFERENCE GUIDE

East Lancashire Railway in the 1990s

By Doug Birmingham (softback, Amberley Publishing, 96pp, £15.99, ISBN 978 1 4456 8840 4).

THE East Lancashire Railway is one of the heritage sector's newest 'premier league' lines, having started operation in July 1987, five years after the formal closure of the line by BR following the cessation of coal trains in the 1980s.

Inheriting a track rather than having to relay one, the ELR got off to a flying start and the author, an accomplished linesider, was on hand from 1989 to capture the action from the early days, when the revivalists



– like their counterparts elsewhere – started off by using small industrial locomotives, quickly graduating to using BR steam and diesel types... and have never looked back.

BIRTH OF A PREMIER LINE

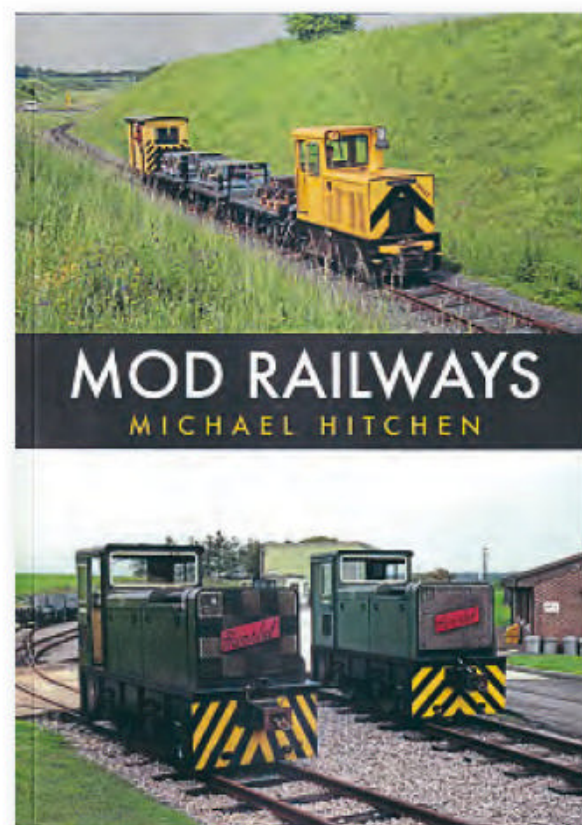
MOD Railways

By Michael Hitchen (softback, Amberley Publishing, 96pp, £15.99, ISBN 978 1 4456 9798 7).

IT HAS often been said that a major driving force in railway heritage is the desire of preservationists to recreate classic scenarios they remember from earlier times. However, here is a book that is unlikely to ever fit into that category, for it covers a myriad of railways, both standard and narrow gauge, that were hidden from public view behind barbed wire.

Marchwood Military Port, Kineton Central Ammunition Depot, RNAD Dean Hill, RAF Chilmark, Lydd Ranges... these are just a few of the Government installations with 'mysterious' internal rail systems that served them in the 1950s and 1960s.

In both black-and-white and colour, this volume portrays the locomotives and rolling stock that ran on these strictly off-limits lines and associated infrastructure.

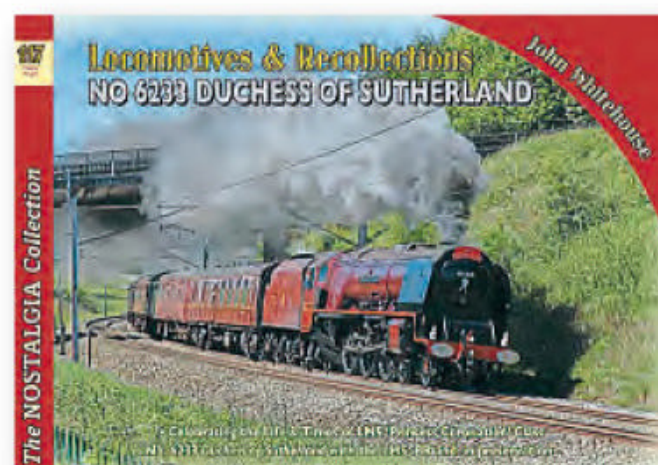


WINDOW ONTO A FORBIDDEN WORLD

Locomotives & Recollections: No. 6233 Duchess of Sutherland

By John Whitehouse (softback, The Nostalgia Collection/Mortons Books, www.mortonsbooks.co.uk, 80pp, £10, ISBN 978 1 85794 589 8).

THIS new album of more than 160 photographs in the Locomotives and Recollections series chronicles the career of *Duchess of Sutherland*. Early photographs reflect the locomotive's 27-year LMS and BR days, followed by its heritage era moves to the Butlin's Heads of Ayr holiday camp, Bressingham Steam Museum and finally to the West Shed at Swanwick Junction on the Midland Railway – Butterley, home of the Princess Royal Class Locomotive



Trust. From the scrap line in 1964, in preservation the *Duchess* rose in stature to the point where it headed the Royal Train in July 2002, and today it remains a main line crowd-puller. The book draws extensively from the author's own archive.

PHOTOGRAPHIC BIOGRAPHY OF AN ICON

How A Steam Locomotive Works

By Dominic Wells (softback, Crecy, 172pp, £19.95, ISBN 978 1 91080 974 7).

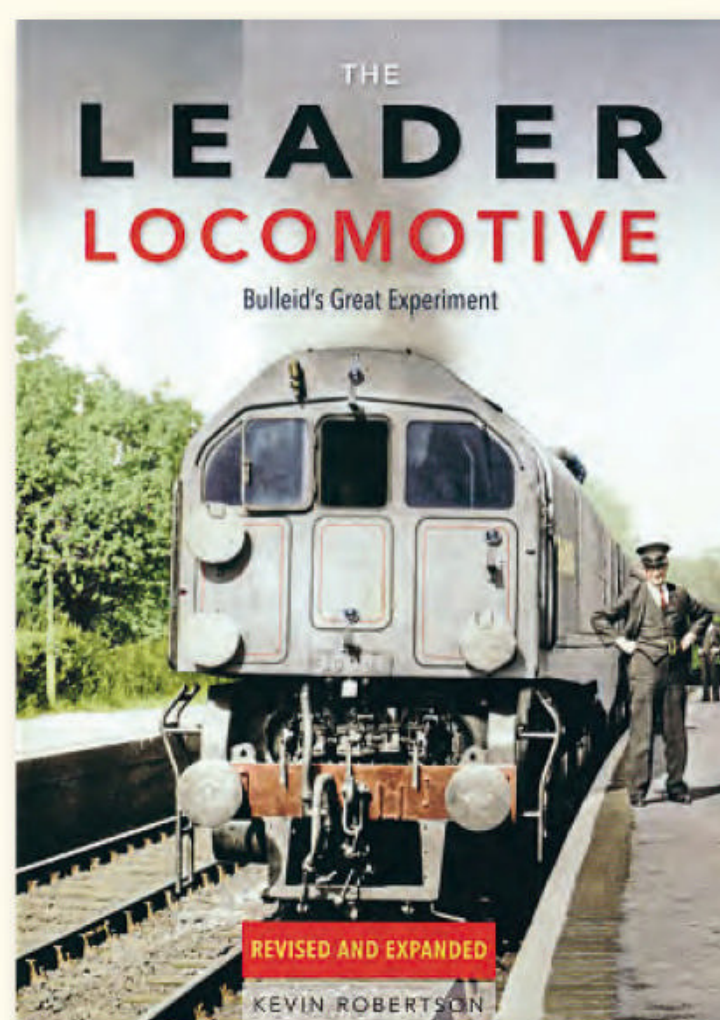
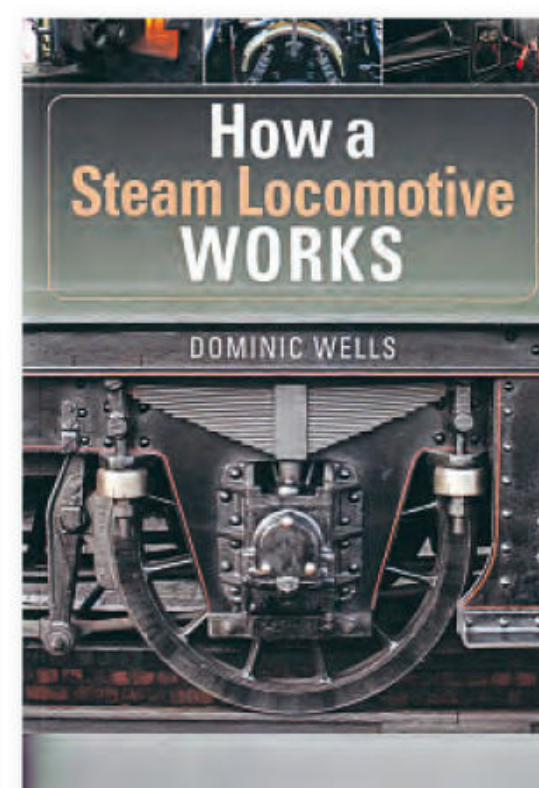
BASIC for the beginner, this volume outlines the complex engineering behind the steam locomotive in a simple and readable way.

A series of easily understandable diagrams set out the purpose and functions of the major components of a steam locomotive, step by step.

Injectors, ejectors, control valves, mainframes, cylinders, valve gear, air and vacuum brakes... the 'hidden magic' of those terms is laid bare for all to see and learn at a glance.

Aimed at the beginner plus, the book also stands as a very useful ready reference work for the more seasoned participant.

ESSENTIAL BASICS AND GOOD FOR REFERENCE



The Leader Locomotive: Bulleid's Great Experiment

By Kevin Robertson (hardback, Crecy, 304pp, £30, ISBN 978 1 91080 985 3).

IT IS now a third of a century since this author's first book on Bulleid's legendary 'steam locomotive that resembled a diesel' first appeared – and 70 years since the last of the three Leader prototypes were scrapped.

It is all but certain that Leader will never become the subject of a new-build project, and while the world will never see the likes of it again, the fascination of its story still grows with the passage of time.

The revised and expanded volume includes new research from fresh material, including a hitherto-unpublished manuscript from the late John Click, a pupil of Bulleid who was at Brighton for the first steaming of No. 36001 and its early trials. There is also the recollections of the late Harold Ware

Attwell, who was in charge of the test section at Brighton during those trials, and photographs by the late Ron Pocklington of Bulleid's later Irish Mk.2 Leader, the turf-burning version.

In short, this is the definitive volume on this perpetually fascinating yet hugely controversial locomotive project from one of Britain's greatest steam engineers which, in its day, was widely deemed a fiasco, coming as it did at the dawn of the main line diesel locomotive age.

The appendices alone contain a volume of information, such as a list of all 91 reported outings of Leader, including its final trip to Eastleigh on April 13, 1950.

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Lion: The Story of the Real Titfield Thunderbolt

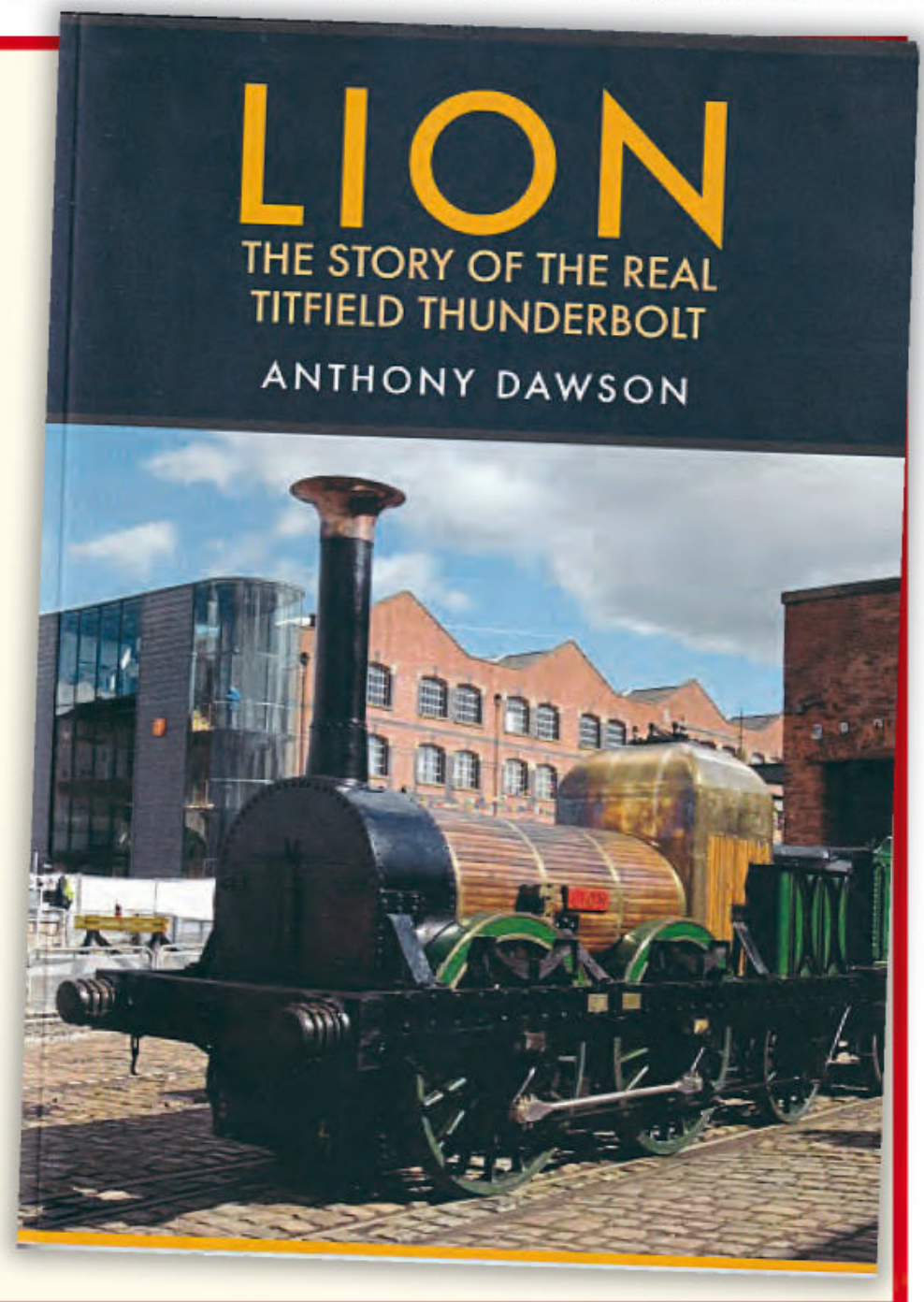
By Anthony Dawson (softback, Amberley Publishing, 96pp, £15.99, ISBN 978 1 4456 8505 2).

THIS year marks the 70th anniversary of the Talylyn Railway becoming the first volunteer-run heritage line. In those long-distant days before anyone even dreamed of the internet, much of the essence of what Tom Rolt and the Talylyn revivalists achieved was broadcast far and wide on the big screen in the 1953 Ealing comedy *The Titfield Thunderbolt*, a move that undoubtedly introduced the concept of operational railway preservation to the general public big-time. *Lion*, the sole surviving locomotive built for the Liverpool & Manchester

Railway – the world's first inter-city line – was one of the stars of the film but was already an old hand in the drama industry, having made its movie debut in the 1937 film *Victoria The Great*, starring Anna Neagle.

This fascinating and extensively researched volume recounts the history of *Lion*, from its 19 years of main line operation through to its many rebuilds, which have probably left us with nothing left of the original dating back to 1838.

DETAILED AND ABSORBING HISTORY

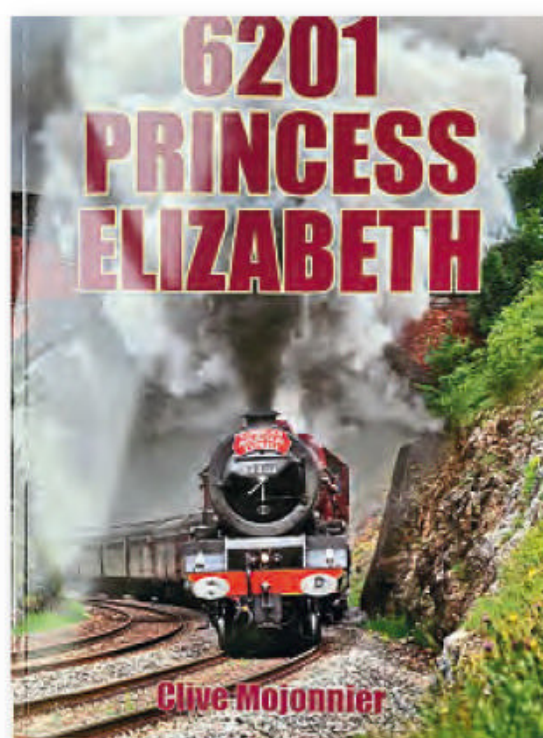


The Big British Railways Journeys Puzzle Book

by The National Railway Museum with Roy and Sue Preston (softback, 240pp, £14.99, ISBN 978 1 84188 561 2).

The NRM's York team has devised a second book of more than 100 anagrams, crosswords, train track conundrums, crosswords, word searches, mathematical challenges and quizzes – a trip through Britain's most extraordinary rail journeys, sufficiently long enough to fully occupy any family of self-respecting rail fans throughout the festive season.

CAN YOU SOLVE THEM ALL?



6201 Princess Elizabeth

by Clive Mojonner (softback, Locomotive 6201 Princess Elizabeth Society Ltd, 39 Newton Street, Millom, Cumbria LA18 4DR, 200pp, £33 including p&p, cheques payable to C Mojonner).

THIS limited edition is packed full of the history – and pictures – of No. 6201 from the beginning of William Stanier's Princess Royal class in 1933 through to its service with LMS, BR and later in main line heritage action.

Swindon-born and Swindon trained, Stanier joined the LMS in 1932 when it was evident that a more powerful type of locomotive was required to work increasingly heavier trains out of Euston to the north.

The advent of Stanier's new 4-6-2 class evoked memories of rivalry with LNER to run the fastest passenger trains to Scotland. King's Cross held the honours until No. 6201 made that epic dash south, reaching 112mph in the process to claim the record from A4s.

This is just a hint of what the book contains, a book to be welcomed at Christmas... with proceeds going to

the overhaul of No. 6201.

PORTRAIT OF A CLASSIC

Steam in the Family

by Avril Rowlands (softback, <http://avrilrowlands.co.uk>, 362pp, buy from Amazon £11.20 or Kindle edition £4.50, ISBN 978 0 9930080 6 1).

REMEMBER *God's Wonderful Railway*, the eight-part BBC TV series from 1980 which followed three generations of the Grant family who work on the Severn Valley branch of the GWR?

The author has written another GWR novel based around the shed at Acton Chalcote and young Tom Waktins, who followed his father Fred on to the footplate – not what might be predictably expected, the realisation of every schoolboy's dream to be an engine driver... but only because he thinks his family expect it of him. Then Fred's daughter, who is determined not to marry a railwayman, meets a passed fireman...

The author, a playwright, acknowledges assistance from the

late GWR drivers Les Dearson, of Tyseley shed, and Sam Essex, of Didcot, and former Severn Valley general manager Alun Rees for their inspirational help in producing this publication.

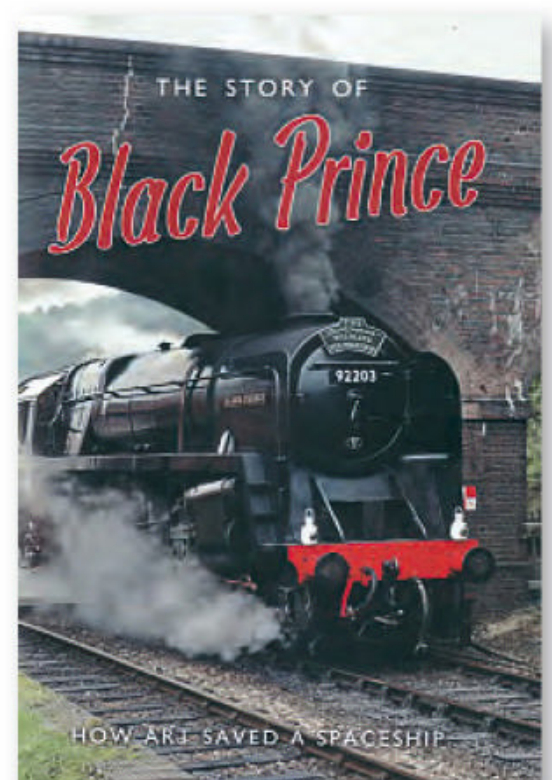
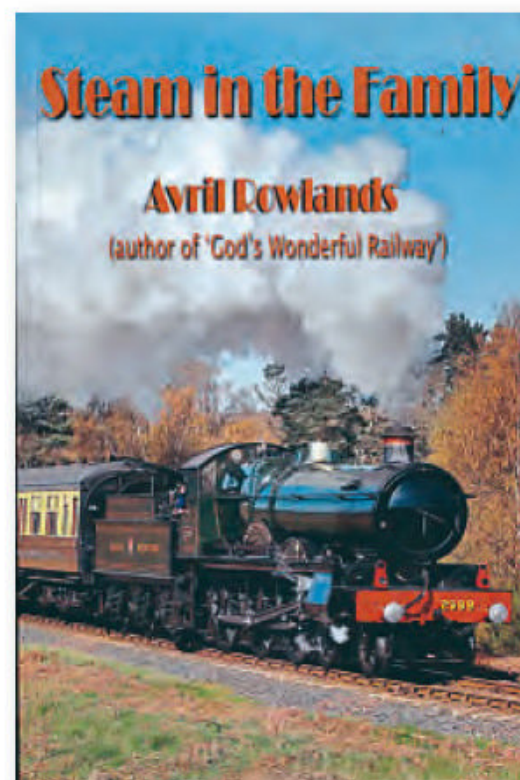
MARVELLOUS STEAM-ERA FICTION

The Story of Black Prince: How Art Saved A Spaceship

Text by Simon Holyfield (softback, Friends of Black Prince, www.ebay.co.uk/usr/friendsofbp, 42pp, £3.99 plus £1.53 p&p).

THIS highly readable and well-illustrated history of BR Standard 9F 2-10-0 No. 92003 *Black Prince* has been published to raise money towards its next overhaul when it comes out of North Norfolk Railway service in three years' time. It tells the story of how it was saved by the late international wildlife artists who founded the East Somerset Railway on which to run it, and its many adventures afterwards.

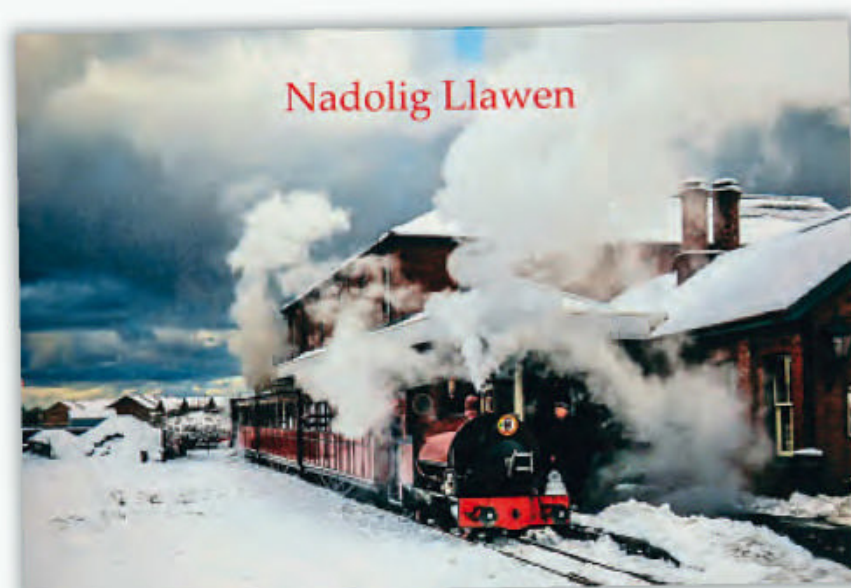
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Calendars and Christmas cards



Talyllyn Railway 2022 calendar and Christmas cards

(The Railway Shop, Talyllyn Railway, Wharf station, Tywyn, Gwynedd LL36 9EY, calendar £7.50, pack of five cards £3.50, p&p for any order £3.95).

IN folded A3 landscape format, with pictures A4-sized, the month and days of the week on the calendar are bilingual, as are the greetings in the card.

The calendar's diary highlights the pioneer heritage line's services and different attractions.
CADER IDRIS SCENERY FOR ALL SEASONS



Corris Railway Christmas cards

(Corris Railway, c/o John A Knight, 40 Fladgate Road, Leytonstone, London E11 1LY, £5 per pack of five plus £1 p&p, buy five packs and

get a free one from a previous year, cheques to Corris Railway). A Michael Huber painting and a Steve Poynter photograph featuring

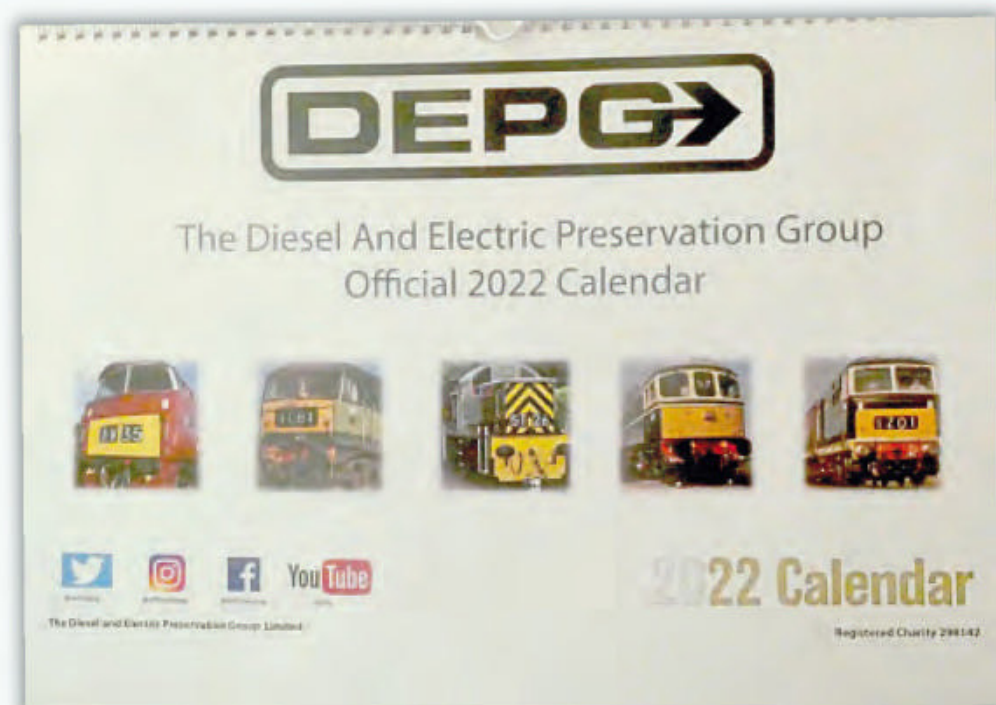
a Tattoo 0-4-2ST illustrate the annual fundraising greetings cards for this magnificent mid-Wales line.
SNOWY DULAS VALLEY DELIGHTS

Diesel and Electric Preservation Group 2022 calendar

(Diesel and Electric Preservation Group, The Old Goods Shed, Willinton station, Station Road, Willinton, Somerset TA4 4RQ, www.depg.org, £15.25).

The A3-sized thick card calendar contains a series of classic views of the group's fleet in action on the West Somerset Railway, and also one of Class 35 Hymek D7017 heading an eight-coach train over Stanway Viaduct on the Gloucestershire Warwickshire Railway.

DIESEL HYDRAULIC DREAM



Lynton & Barnstaple Railway Christmas card

(Lynton & Barnstaple Railway Trust, Woody Bay Station, Martinhoe Cross, Parracombe, Devon EX31 4RA, www.lynton-rail.co.uk/shop, £2.50 for a pack of five plus £3 p&p). A classic Eric Leslie painting shows one of the L&B's unique Manning Wardle 2-6-2Ts, bound for Lynton crossing Hunnacott Bank between Bratton Fleming and Blackmoor.
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Thompson's B1s – in the shadows of yesteryear but much admired

By Geoff Courtney

WHEN No. 61111 became the first member of the B1 class to be entered in my log of trains passing through Ilford back in April 1957, the furthest thing on my young mind would have been that nearly 65 years later, my indifference to these 4-6-0s – other than underlining them in my Ian Allan Combined Volume – had morphed into nostalgia and even admiration for what many regard as one of the LNER's most successful designs.

Although popular with drivers on the former GER lines out of Liverpool Street, during the 1950s they became B-listers with trainspotters on the East Anglian routes.

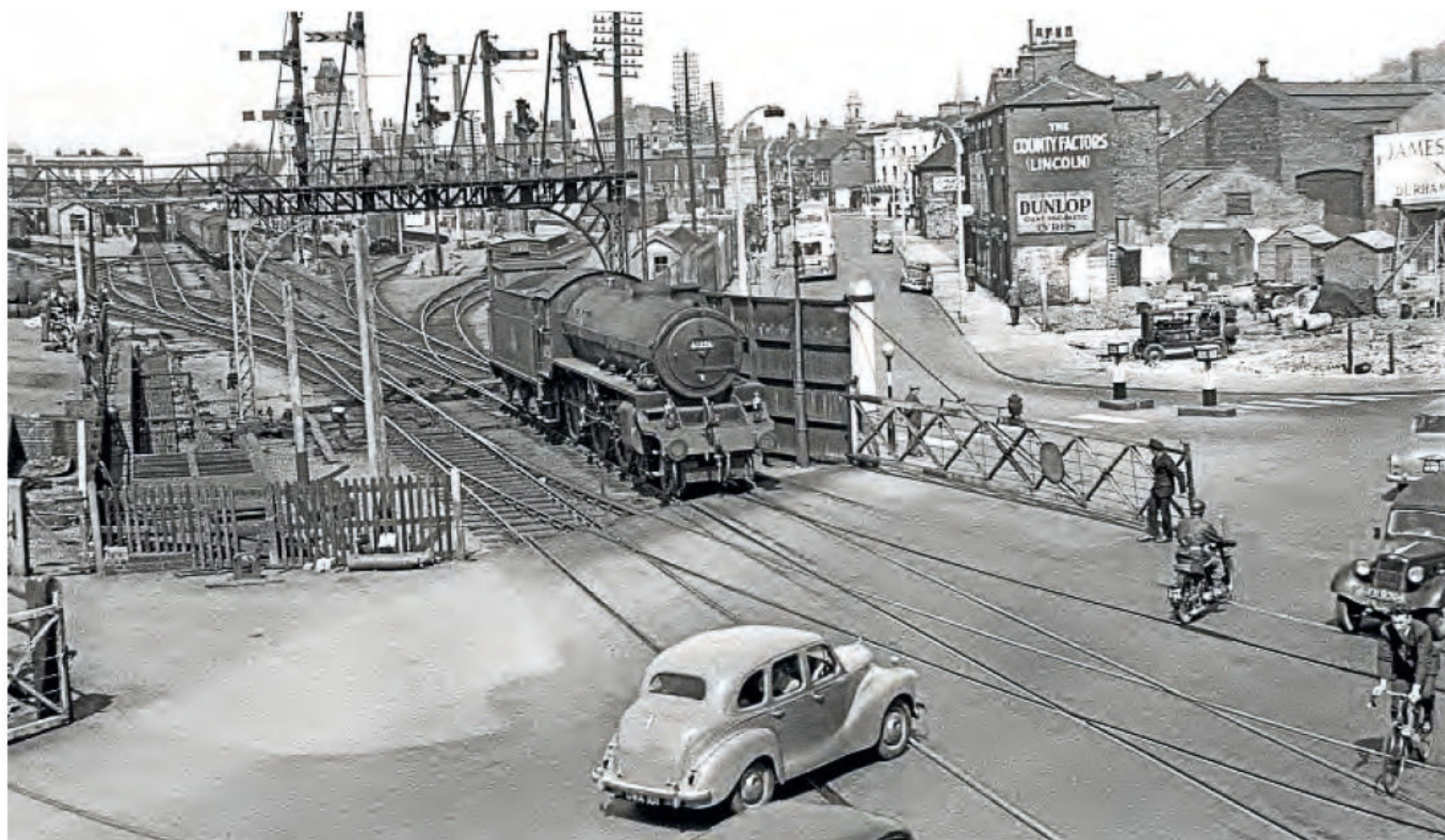
This was due to the arrival of the far more glamorous Britannia Pacifics, and also because of their sheer ubiquity and the uninspiring names carried by a few members of the class. *Duiker* or *Nilghai* hardly cut it when compared with *Alfred the Great* or *Coeur-de-Lion*.

I did, though, log a member of the class on a named train, on April 27, 1960, when No. 61236 of Cambridge (31A) came through Ponders End with the Down 'Fenman' from Liverpool Street to Hunstanton.

At King's Cross, where the roost was ruled by Nigel Gresley's A3 and A4, Arthur Peppercorn's A1, and the A2, the B1s really stood no chance at all.

In my photograph collection is an image I took there on January 2, 1959, of two adjacent locomotives waiting to leave with trains to the north.

The shot is dominated by A1 Pacific No. 60120 *Kittiwake* of Copley Hill (56C) on a Leeds express, while in



On the level: In a photograph from Great Northern Books' latest publication, Thompson's B1s, No. 61326 is running light engine at Lincoln Central on May 21, 1956. At first sight it seems the driver of an Austin A40 Devon saloon, a van driver, a motorcyclist and a cyclist are dashing across to beat the closure of the level crossing gates as the B1 approaches, but the 4-6-0 is reversing into the station. The crossing survived to the early 1960s when, doubtless to the relief of local motorists, it was replaced by a bridge. BEN BROOKSBANK

the shadows (and out of focus) is B1 No. 61082, a resident of Immingham (40B) and thus probably awaiting departure to Grimsby.

In the shadows – that surely was the fate of the B1s, but decades later that seems unfair. They were Edward Thompson's thoroughly competent answer to the 'Black Fives' and Halls, which were also two-cylinder mixed traffic 4-6-0 designs with similar tractive efforts, but the LMS and GWR engines stirred the trainspotters' souls far more than the B1s.

Exactly 54 years after the final three members of the class were withdrawn, in September 1967, prolific railway author Peter Tuffrey has made a pictorial case for the defence, with a 160-page hardback published by Great Northern Books that is packed with 230 colour and black-and-white photographs accompanied by detailed captions.

Well-liked and reliable

Peter, who was born in Doncaster – a railway town to its core but ironically not one of the four locations where the 410 members of the B1 class were built – writes in praise of Thompson's design: "The class had very few modifications during their time in service, and on the whole performed well and were well-liked by enginemen," adding that the class was relatively reliable, with some running 100,000 miles between general repairs.

The book starts with a Darlington Works' photograph of the brand-new class pioneer, December 1942-built No. 8301 *Springbok*, which Peter reveals was the only member of the class not to receive a works' number, as Darlington had abandoned the practice in about 1910. However, a numbering scheme was adopted in early 1943, enabling the second member of the class, No. 8302 *Eland*, to be assigned the works' No. 1912.

Members of the class are photographed at such locations as King's Cross, Marylebone, Neasden, Colchester, Grantham, Nottingham,

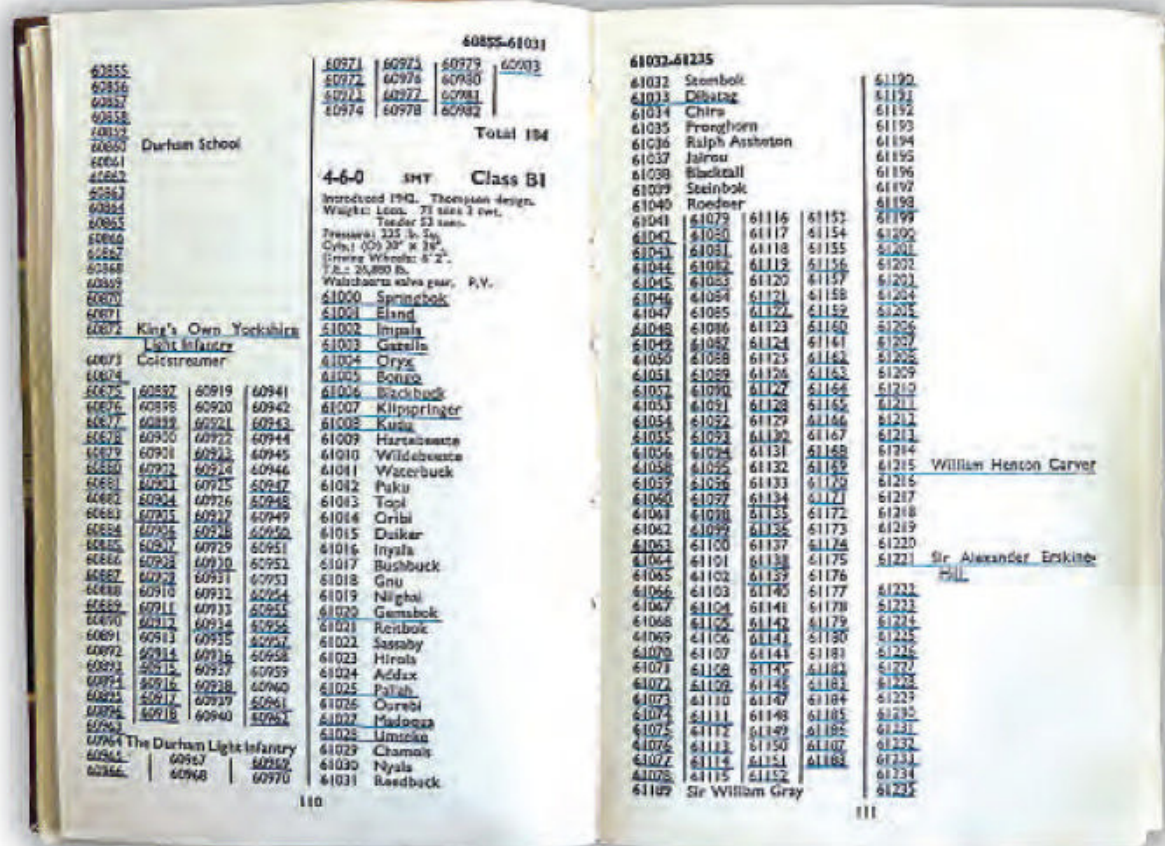
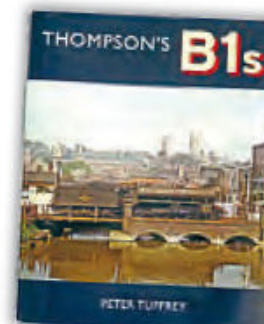
Leicester, Hull, Doncaster, Sheffield, York, Darlington, Newcastle, Edinburgh, Aberdeen and Fort William – a broad geographical spread that illustrates the extensive sweep of the class.

The cover sets an artistic tone with an image of No. 61009 *Hartebeeste* crossing the River Witham at Lincoln on July 8, 1959, with the backcloth consisting of the city's magnificent cathedral.

Understandably, however, artistry doesn't dominate the publication; such a quest would be impossible with a subject as workmanlike as the jack-of-all trades mixed traffic Thompson B1. Members of the class are seen on sheds, in workshops, in deeply industrial landscapes, and conversely in lonely outposts, such as No. 61278 at Riccarton Junction on the Edinburgh to Carlisle Waverley route.

Peter Tuffrey is in no doubt about the value to the LNER and British Railways of the B1 class, two of which, Nos. 61264 and 61306, survive in preservation. "The design," he says, "is a fitting tribute to an engineer that stepped into a difficult position at an adverse time in British history."

→ **Thompson's B1s.**
By Peter Tuffrey
(Great Northern Books, hardback, 160 pages, £25, ISBN 978-1-914227-06-6).



A fair cop: Ian Allan's ABC Combined Volume was a constant companion of steam-era trainspotters throughout the 1950s and well into the 1960s. This two-page extract from the 1959 volume of *Heritage Railway* senior contributor Geoff Courtney covers parts of two classes of LNER locomotives he had 'copped' during his travels, the V2 and B1. A new book by Peter Tuffrey describes the latter as a "fitting tribute" to Edward Thompson. GEOFF COURTNEY

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TRACK TALK

→ The few who ruin it for the rest of us with poor behaviour

I WAS saddened to read David Pearson's letter (Platform, issue 286), but not surprised at the content.

I suggest the issue of poor behaviour is not uncommon within the enthusiast fraternity and would cite as some of the examples I have witnessed:

■ The man at Sapperton who turned up with a bowsaw and cut down a not-insignificant tree, which was located on private land, to improve his photograph.

■ The man who, despite a clear instruction from the platform staff not to, proceeded to walk down the platform ramp at Williton and along the cess to get a photograph of an arriving train while saying to those on the platform "you have to do it".

■ The most 'memorable' was the elderly photographer on Britannia Bridge in Porthmadog literally bellowing at a very young girl, I guess aged six or seven, to "get out of the way" while she was standing on the pavement awaiting the arrival of the train. No doubt he feared she might in some way affect his pending photograph but, if nothing else, it seemed that he was not prepared to move, even slightly. The young girl was reduced to tears and I have always regretted not taking that individual to task.

Railway enthusiasts at times have a poor press and it seems it is often self-inflicted.

It should go without saying that all enthusiasts should be respectful of everyone – including locomotive owners, of course.

I have no doubt the vast majority are, but for those few obsessed/selfish individuals who are not, it seems this does need to be said.

Maybe the silent, decent majority need to be more vocal?

Iain Harris, email



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STAR LETTER

Professionals should run our heritage lines

IN Platform, issue 285, Nigel Barnes suggests that anyone who thinks preserved railways need professional management should wear the cap if it fits. Well, Nigel, I'm wearing the cap – but it's definitely you who needs the reality pill!

Just look at what happened to the Llangollen Railway when management lost control of the finances, and consider where the West Somerset Railway would be if a professional business manager hadn't taken control a couple of years ago when it too was heading for the rocks.

What we were thinking when we stared at the lines of derelict engines at Woodham's yard all those years ago has no bearing on the financial and legal implications of keeping those engines in steam now and in the future. Before you get to shovel coal into the fire, you have to comply with a mass of

administration, including insurance, health and safety, certification etc., etc., etc. These require input from external professionals and all cost money. If all you wanted was to 'stuff and mount' a Barry wreck it would be simple, but to take your point – is that what we wanted for those engines?

I think most of us dreamed of a Bluebell Railway-type operation running the engines to carry people. Maybe The Titfield Thunderbolt was our inspiration, but through the dedicated hard work of thousands of volunteers and a handful of full-time engineers and managers we now have the biggest and best heritage railway network in the world.

You describe these managers as Johnny Come Latelys who think they are running a multi-million pound entertainment business. Well, you got half of that statement

correct! Do you really think that these railways could exist on enthusiasts' money alone? Some of these managers have been enthusiasts for years and invested much of their personal wealth into restoring those Barry wrecks.

I've also been involved in railway preservation over many years and most of the problems I've seen have been on railways where the managers were unable or simply prevented from carrying out the huge task of keeping all the plates spinning in order to please the preservationists and keep the railway's financial head above water.

Now more than ever we need knowledgeable professionals running our heritage railways. Any attempt to undermine them does our movement no favours at all.

*Gerald Creed,
Bristol*

Heritage railways must be run as businesses

NIGEL Barnes would appear to have issues with the heritage railway on which I assume he volunteers, but I believe that far from lending him clarity as to the means and ends, or purposes, of steam locomotive preservation, it has, in fact, led to confusion.

The costs of restoring, operating and maintaining a main line steam locomotive and, critically, building up a reserves fund for the next periodic overhaul are now so great that most locomotive-owning groups depend on the hire charges paid to them by heritage railways to fund the bulk of those costs.

Moreover, they also depend on those same heritage railways to provide a line on which their locomotive can run, on the rolling stock that ensures that there isn't endless light engine running, and

crucially on a workforce to operate and maintain the locomotive during the hire period.

We have seen over the recent years and then most dramatically under the Covid-19 lockdowns how fragile are the financial strengths of even the most well run railways.

This fragility, coronavirus notwithstanding, has been heightened by an ever-increasing regulatory burden, by the consequences of long-term neglect of ageing infrastructure and other factors.

In my view it has never been more vital for our heritage railways to be run as businesses, in the sense that they have a basic objective of ensuring that income exceeds costs.

Covid-19 has undoubtedly taught many heritage railways some very

important business lessons, one of which – as Mr Barnes rightly points out – is to maximise volunteers and minimise wage and salary bills as, for example, the Gloucestershire Warwickshire Railway does so successfully.

However, I think Mr Barnes does the movement a great injustice with his ill-tempered references to 'Johnny Come Lately management' and 'making loads of money'.

Moreover, I see very little evidence of heritage railways seeking to make 'loads of money' to distribute to shareholders, directors etc. In most cases, those 'loads of money' provide the means to achieve the end of a heritage railway operated by steam locomotives.

*Michael Hill,
Sidcup, Kent*

Could we build an even more Modified Hall?

I RECENTLY found this drawing in my files depicting the last Modified Hall. It shows the locomotive with outside valve gear, as proposed by BR for the last batch.

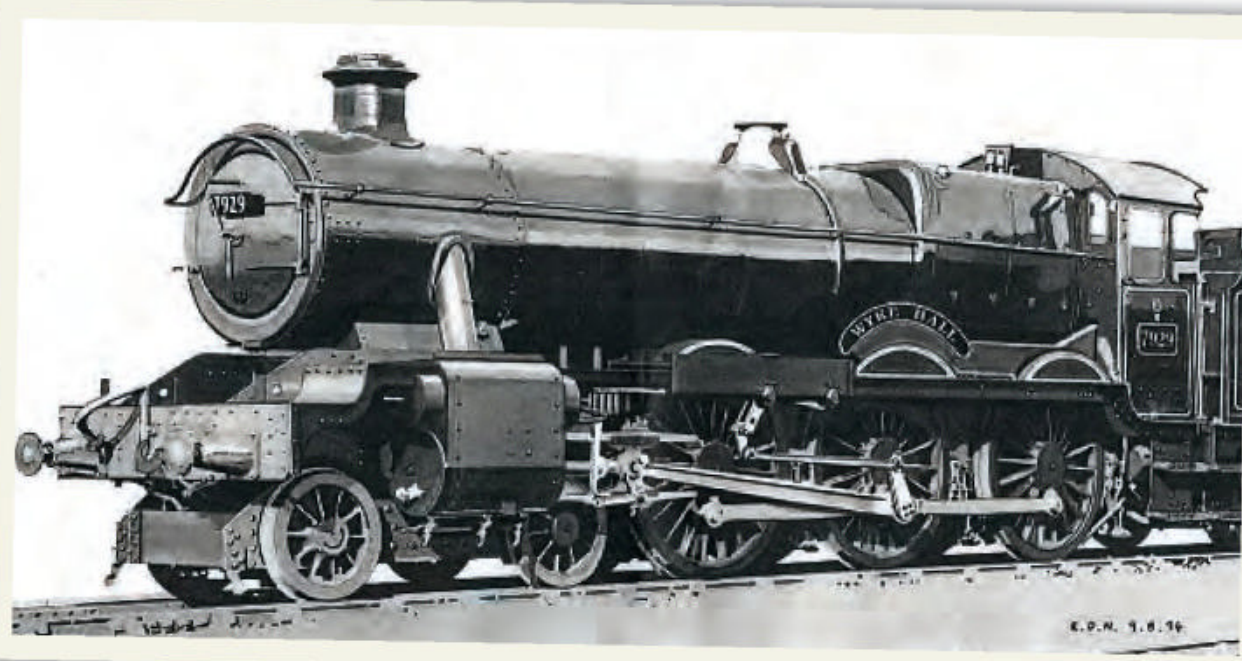
In the end this idea was abandoned and they were built with the original GWR system but with plate frame bogies and frame extensions. I got to wondering if there is still a Modified Hall yet to be rebuilt from

scrapyard condition, because if so this alternative version could help to fill in yet another GW locomotive gap and attract money to the project.

I suppose you could build one from an original Hall by using false frame extensions and creating a new bogie.

What do other readers think?

*Clive Thompson,
Wroughton, Swindon*



Remembering Ted Watkinson outside railway preservation

I HAVE been a subscriber to *Heritage Railway* for some time now and I am constantly surprised at the number of times that the name WEC (Ted) Watkinson is mentioned in relation to the preservation of steam locomotives.

My knowledge of Mr Watkinson is somewhat different. I grew up in Malvern Link, Worcestershire, not far from his farm at Hanley Swan.

On our regular trips out to the surrounding countryside we would regularly pass his farm, the fields being marked by a green W on each farm gate.

As a young child I attended St Leonard's Church at Newland. Mr Watkinson was a warden and therefore a regular attendee, quite often accompanied by his son David.

At that time I was not quite so interested in steam railways but until recent times and my reading of *Heritage Railway*, I had no idea that Mr Watkinson, as he was referred to in our house, had such a profound effect on the steam preservation scene.

Has a book been produced about his work? If not, could someone

compile an article about the man and what has proved to be his legacy in the steam heritage world?

Phil Whitehouse, email

→ The WEC Watkinson Trust was set up as a charitable trust registered in Scotland in 1999 in line with the wishes of railway preservation pioneer Ted Watkinson.

Its prime mission is to provide the public with an opportunity to learn about the railways of the Highlands through preservation and operation of 'Black Five' No. 5025, which, as reported in issue 283, returned to steam on the Strathspey Railway on July 27 after 28 years.

Ted was born in Yorkshire in 1910, where his father was a director of the family firm of wool merchants in Halifax. The family also owned property in Leeds and had coal mining interests in Wales.

In August 1926, Ted journeyed by train to Nairn for a family holiday. It was the beginning of a lifelong interest in the Highland Railway and eventually his support for the Strathspey. Ted died in Boat of Garten in 1981 after one of his many days on the line.



Uncovered by tides: The tracks of the mystery narrow gauge line on the sands near Mumbles Pier. PETER COOKSON



The 'other' Mumbles railway uncovered

IN ISSUE 286 of *Heritage Railway* (p9), you report on the reappearance of a mysterious 'lost' narrow gauge line at Barmouth. I have seen this happening before, elsewhere in Wales.

After winter storms, a stretch of track was left uncovered in spring 2008, running out to sea between the Mumbles Pier and Mumbles Head.

The narrow gauge line lay on the intertidal zone and would be covered except for a few hours either side of high tide.

The purpose of the line is unclear, but most plausibly had served the

large-scale water treatment project built between the wars. Today, several tunnels associated with this enter Mumbles Hill and the headland.

Since 2008 I have never again seen the tracks, which are covered by sand and rocks.

It seems ironic that this forgotten railway has more surviving track than the famous Swansea & Mumbles Railway (1807-1960). The pier terminus of that line was about 100 yards from the start of the line, running out to sea.

Peter Cookson, Manchester

Who should pay for the repairs to Honeybourne extension bridges?

I WAS concerned to read that the question of 'Ultimate Liability' has reared its ugly head again on the Broadway-Honeybourne line (News, issue 284).

The problem nowadays is the desperate financial position of county councils.

They cannot put their council taxes up by very much, and one hears dark hints about 'Section 114' – this is a notice served by a council's officer on its members. English councils cannot go bankrupt as they do in the USA. Thus, county highways departments will not be at all pleased to take on expensive obligations.

It seems that there are two trading estates on the line which need access by heavy lorries. One wonders about weight limits, but perhaps these are not possible.

One wonders also if a narrow gauge line could run under the propped bridges and round to Honeybourne station; perhaps

there is enough room for a standard gauge line.

The condition of these bridges has come to notice before, but I didn't realise that they had been propped. Clearly, any potential purchaser needs an estimate of the cost of likely repairs.

I suggest that Gloucestershire Warwickshire Railway drives a hard bargain with Sustrans.

Back in 1970, British Waterways paid Derbyshire County Council to take the Cromford Canal off its hands.

Despite what the members thought, a canal just does not sit there looking quaint. Quite a lot of repairs have been needed to keep the canal going, mainly as a footpath and nature reserve rather than a navigation.

Sustrans did very well out of the Millennium due to connections in high places, but it seems that its luck has now run out.

Paul Gibbons, Exeter, Devon



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Festive Afternoon Tea December 15-17, 20.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.

Bredgar, Sittingbourne, Kent.

Tel: 01622 884254.

Running: Diesel Weds. Christmas

Weekend Special December 11/12.

Chatham Historic Dockyard

Standard gauge, one mile.

Chatham, Kent.

Tel: 01634 820800.

Open: From February 5 2022.

East Kent Railway

Standard gauge, two miles.

Shepherdswell, Kent.

Tel: 01304 832042.

Running: Santa by Train November 27/28,

December 4/5, 11/12, 18/19, 22-24.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles.

Running: Santa Specials December 11/12,

18/19.

Exbury Gardens & Steam Railway

12¼in gauge, 1½ miles.

Exbury, Southampton.

Tel: 023 8089 1203.

Closed over Christmas season.

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.

Closed for winter.

Isle of Wight Steam Railway

Standard gauge, five miles.

Havenstreet,

Isle of Wight.

Tel: 01983 882204.

Running: Santa Specials December 4/5,

11/12, 18/19, 22-24. Boxing Day Specials

December 26, New Year's Day Specials

January 1.

Kent & East Sussex Railway

Standard gauge, 10½ miles.

Tenterden, Kent.

Tel: 01580 765155.

Running: Santa Specials December 4/5,

11/12, 18/19, 21-24. Steam December 31

and January 2/3.

Lavender Line

Standard gauge, one mile.

Isfield, East Sussex.

Tel: 01825 750515.

Running: TBC. Victorian Christmas

Afternoon Tea December 12 & 19.

Mid-Hants Railway

Standard gauge, 10 miles.

Alresford, Hants SO24 9JG.

Tel: 01962 733810.

Running: 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: Santa Specials December 4/5,

11/12.

Romney, Hythe & Dymchurch Railway

15in gauge, 13½ miles.

New Romney, Kent.

Tel: 01797 362353.

Running: 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: Polar Express November 25-28,

December 2-5, 8-12, 15-23. Steam

December 28-January 2, Winter Steam Up

January 8/9.

Volk's Electric Railway

2ft 8½in gauge, one mile. Brighton.

Closed for winter.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles.

Bitton, Bristol.

Tel: 0117 932 5538.

Running: Santa Specials November

27/28, December 4-6, 11/12, 18/19, 21-24.

Mince Pie Specials December 26 and

January 1.

Bodmin & Wenford Railway

Standard gauge, 6½ miles,

Bodmin, Cornwall. Tel: 01208 73555.

Running: 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: 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.

Closed for winter.

East Somerset Railway

Standard gauge, two miles.

Cranmore, Somerset.



BR SMT 4-6-0 No. 73082 *Camelot* arrives at Horsted Keynes with the Bluebell Railway's first Steamlights train of the season on November 5. NICK GILLIAM



Named *Ryde and Cowes*, Ivatt 2MTs Nos. 41298 and 41313 pass at Havenstreet during the Isle of Wight Railway's 1960s weekend on September 25. JOHN FAULKNER

Tel: 01749 880417.
Running: Santa Specials December 4/5, 11/12, 18/19, 22-24.
Helston Railway
 Standard gauge, 1¼ miles.
 Helston, Cornwall.
 Tel: 07901 977 597.
Running: TBA.
Lappa Valley Railway
 7¼in, 10¼ and 15in gauge, one mile.
 Newquay, Cornwall.
 Tel: 01872 510317.
Open: Weds-Suns in November. Father Christmas December 4/5, 10-12, 18/19, 21-24. Mince Pie Winter Warmers December 28-January 2.
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: December 18/19, 21-24, 29-31.
Moors Valley Railway
 7¼in gauge, one mile. Ringwood, Hants.
 Tel: 01425 471415.
Running: W/Es in November, December 4/5, 11/12, 18/19, 21/22, 27-January 3.
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: 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: 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:** Santa Specials December 4/5, 11/12, 18/19.
South Devon Railway
 Standard gauge, seven miles.
 Buckfastleigh, Devon.
 Tel: 01364 644370.
Running: December 27-January 2 (Winter Steam Gala December 31-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: Steam & Lights November 27/28, December 4/5, 11/12, 18-23, 27-31.
 Christmas Luncheons November 27/28, December 4/5, 11/12, 16, 18/19, 22/23.
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: 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: Santa Specials December 5, 12, 18/19, 23.

EAST ANGLIA

Bressingham Steam Museum
 Narrow and standard gauge, one mile.
 Diss, Norfolk.
 Tel: 01379 686900.
Open: Christmas Visits November 28, December 4/5, 11/12, 18-24.
Bure Valley Railway
 15in gauge, nine miles.
 Aylsham, Norfolk.
 Tel: 01263 733858.
Running: Festive Express November 27/28, December 4/5, 11/12, 18/19, 20-24. Mince Pie Specials December 27-January 3.
Colne Valley Railway
 Standard gauge, ¾ mile, footplate experience.
 Castle Hedingham, Essex.
 Tel: 01787 461174.
Running: Santa Specials December 5, 11/12, 18/19, 21-23.
East Anglian Railway Museum
 Standard gauge, ¼ mile.
 Wakes Colne, Essex.
 Tel: 01206 242524.
Open: W/Es & Weds. **Running:** Thomas December 4/5, 11/12, 18/19. Steam Days January 1/2.
Ferry Meadows Railway
 10¼in gauge, ½ mile.
 Peterborough, Cambs.
 Tel: 01733 398 889.
Closed for winter.
Mangapps Railway Museum
 Standard gauge, ¾ mile.
 Near Burnham-on-Crouch, Essex.
 Tel: 01621 784898.
Open: TBA.
Mid-Norfolk Railway
 Standard gauge, 11½ miles.
 Dereham, Norfolk. Tel: 01362 851723.

Running: Polar Express November 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: 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: 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.
Closed for winter.
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
Open: Mon-Fri. Panto Express December 4/5, 11/12, 18-21.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon.

Tel: 07979 055366

Running: Santa Specials November 27/28, December 4/5, 11/12, 18/19, 22/23. Christmas Luncheon December 6. Winter Warmer trains December 27/28 and January 1/2.

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: Exhibition Days November 27/28. 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: 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.

Railway closed for winter.

Hampton & Kempton Waterworks Railway

2ft gauge.

Hanworth, Middlesex.

Tel: 07511 730782 or 01932 765328.

Running: Santa Specials December 11/12 & 18/19.

Leighton Buzzard Railway

2ft gauge, three miles.

Leighton Buzzard, Beds.

Tel: 01525 373888

Running: Santa Specials December 4, 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: TBA.

Amerton Railway

2ft gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01889 271337.

Running: 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: Santa Specials December 11/12, 18/19, Winter Warmer December 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: December 29-31, January 1-3. 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: 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: 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

Closed for winter.

Dean Forest Railway

Standard gauge, 4½ miles.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: December 27, 29, 31, January 1. Santa Specials November 27/28, December 4/5, 8, 11/12, 15, 18/19, 22-24.

Ecclesbourne Valley Railway

Standard gauge, nine miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: November 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 until December 19,

Saturday January 1.

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 in November, 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: 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: Santa Specials November 27/28, December 4/5, 11/12, 18/19, 21-24. Mince Pie Specials December 27-January 3.

Great Central Railway

Standard gauge, eight miles.
Loughborough,
Leics LE11 1RW.
Tel: 01509 632323.
www.gcrailway.co.uk
Running: Santa Express December 1, 4/5, 8, 11/12, 15, 17-24. Winter Wonderlights December 1, 4/5, 8, 11/12, 15, 17-23, 27-30.

Midland Railway – Butterley

Standard gauge, 3½ miles.
Ripley, Derbyshire.
Tel: 01773 570140.
Running: Santa Specials November 27/28, December 4/5, 11/12, 15, 18/19, 22-24.

Northampton & Lamport Railway

Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.
Running: Santa Specials November 28, December 4/5, 11/12, 18/19.

Northamptonshire Ironstone Railway

Standard gauge, 1½ miles.
Hunsbury Hill, Northampton.



Austerity 0-6-0ST *Swiftsure* prepares to depart from Lydney Junction during the Dean Forest Railway's 50th anniversary gala in October (see also pages 20/21). D WEBSTER

Tel: 01604 702031.
Running: Christmas Experience Trains December 4/5, 11/12, 18/19, 24.
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: TBA.
Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.
Running: Santa Specials December 4/5, 11/12, 18/19, 22-24.

Perrygrove Railway
15in gauge.
B4228, Coleford,
Gloucestershire.
Tel: 01594 834991.
Running: November 27/28, 30, 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: 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: Craft Fair November 25/26, Mince Pie Specials November 27, December 4/5 and 11, Brunch with Santa December 11/12.

Severn Valley Railway
Standard gauge, 16 miles.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.
Running: 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, December 1-4, 7-11, 14-18, 20-23. Carol Trains November 27, December 3/4, 10/11, 17/18. 'Hop on, hop off' services December 26-January 3.

Statfold Barn Railway
2ft gauge, one mile.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.
Running: 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: Santa Specials November 27/28, December 4/5, 11/12, 18-24. Mince Pie Specials December 26/27.

Running January 1-3.
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: TBA.
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.
Closed for winter.

Isle of Man Steam Railway
3ft gauge, 15½ miles.
Douglas, Isle of Man.
Tel: 01624 662525.
Running: Santa Express December 11/12, 18/19.

Lakeside & Haverthwaite Railway
Standard gauge, 3½ miles.
Near Ulverston, Cumbria.
Tel: 01539 531594.
Running: Tinsel Trains December 4/5, 11/12, 18/19.
Manx Electric Railway and Snaefell Mountain Railway
3ft gauge, 17 miles (MER), 5½ miles (SMR).
Douglas, Isle of Man.
Tel: 01624 697473.
Running: Services recommence March 2022.

Ravenglass & Eskdale Railway
15in gauge, seven miles.
Ravenglass, Cumbria.
Tel: 01229 717171.

Running: 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: Santa Specials December 4/5, 11/12, 18/19.
South Tynedale Railway
2ft gauge, 4¾ miles.
Alston, Cumbria.
Tel: 01434 338212.

Running: Tinsel Trains December 11/12, 18/19, 29/30.
Stainmore Railway
Standard gauge, ½ mile.
Kirkby Stephen, Cumbria.
Tel: 01768 371700.
Open: Community Christmas Fayre & Elf Hunt December 4.
Threlkeld Quarry & Mining Museum
2ft gauge, ½ mile.
Threlkeld, Cumbria.
Tel: 01768 779747.
Closed for winter, Santa Specials fully booked.



Jonathan Jones-Pratt's WR 0-6-0PT No. 9466 is seen climbing Eardington Bank with the Severn Valley Railway's last train of the day on October 10. It has now returned to the Ecclesbourne Valley Railway, where it is expected to operate throughout the Christmas period. JOHN TITLOW

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Santa Specials December 5, 11/12, 18/19.

NORTH EAST

Aln Valley Railway

Standard gauge, 1½ miles.

Alnwick, Northumberland.

Tel: 0300 030 3311.

Running: Christmas Fair November 28. Santa Specials sold out. Mince Pie Specials December 27-29.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.

Tel: 07889 297271.

Running: Brake van tours January 15, February 12, March 12, April 9 & 30.

Bowes Railway

Standard gauge, 1¾ miles.

Springwell, Tyne & Wear.

Tel: 07850 916484.

Open: Community events Thurs and Sat. Christmas Wreath Making Workshop December 3/4, Santa December 18.

Cleethorpes Coast Light Railway

15in gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: 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.

Open: Santa's Staycation November 27/28, December 4/5, 11/12, 18/19.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 795189.

Running: Santa Specials November 27/28, December 4/5, 11/12, 14, 18, 21-23. Winter Warmers January 1/2, 16, 23, 30.

Heatherslaw Light Railway

15in gauge, two miles.

Ford Forge, Northumberland.

Tel: 01890 820244.

Running: 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: Elf Express November 27/28, December 4/5, 11/12, 18-24. Mulled Wine Specials December 3, 10. Mince Pie Specials December 26-January 3.

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: Santa Specials December 11/12, 18/19.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0845 680 1758.

Running: 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: 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: Elf Express sold out. Winter Warmers December 29/30.

North Yorkshire Moors Railway

Standard gauge, 18 miles.

Grosmont, North Yorks.

Tel: 01751 472508.

Running: Santa Specials December 4/5, 11/12, 18-24. Christmas Moorlander dining trains Thurs-Suns to December 19 plus December 29-January 2.

Tanfield Railway

Standard gauge, three miles.

Near Gateshead, Tyne & Wear.

Tel: 07508 092365.

Running: North Pole Express W/ Es November 27-December 19 plus December 21-24.

Weardale Railway

Standard gauge, 18 miles.

Stanhope, Co. Durham.

Running: Reopening planned for February 2022.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 01677 425805.

Open: Polar 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: Santa Specials November 27/28, December 3-5, 10-12, 17-19, 21-24. Mrs Claus' Christmas Adventure November 26, 29, December 3, 6, 10, 13, 17. Mince Pie Specials January 2/3.

Yorkshire Wolds Railway

Standard gauge, 1,000ft.

Fimber, East Yorkshire.

Tel: 01377 338053.

Open: TBA.

WALES

Bala Lake Railway

2ft gauge, 4½ miles.

Llanuwchllyn,

Gwynedd.

Tel: 01678 540666.

Running: Mince Pie Specials December 11/12.

Barry Tourist Railway

Standard gauge, two miles.

Barry, Vale of Glamorgan.

Tel: 01446 748816.

Running: TBA.

Brecon Mountain Railway

1ft 11¼in gauge, five miles.

Pant, Mid-Glamorgan.

Tel: 01685 722988.

Running: 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: December 11/12.



The North Yorkshire Moors Railway is running 'Christmas Moorlander' dining trains in December, as pictured with Q6 0-8-0 No. 63395 at Goathland. NYMR

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

Fairbourne Railway

12¼in gauge, two miles.
Fairbourne, Gwynedd.
Tel: 01341 250362.

Running: TBA.

Ffestiniog Railway

2ft gauge, 13½ miles.
Porthmadog, Gwynedd.
Tel: 01766 516000.

Open: Gweithdy Christmas Market, Minffordd station, November 26-28 and December 3-5. Porthmadog Santa's Grotto December 18/19, 22.

Gwili Railway

Standard gauge, four miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: Santa Specials December 4/5, 11/12, 18/19, 23/24.

Llanberis Lake Railway

2ft gauge, three miles.
Llanberis, Gwynedd. Tel: 01286 870549.
Running: November 23-25, 30, December 1/2, 7/8, 14/15.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile.
Cynheidre, Carmarthenshire.
Tel: 07956 082305.

Running: Santa Specials December 4/5.

Llangollen Railway

Standard gauge, 10 miles.
Llangollen, Denbighshire.
Tel: 01978 860979.
Running: Santa Specials December 4/5, 11/12, 18/19, 22-24. Mince Pie Specials December 27/28, January 3/4.

Pontypool & Blaenavon Railway

Standard gauge, 3½ miles.
Blaenavon, Torfaen. Tel: 01495 792263.
Running: Santa Specials December 4/5, 11/12, 18/19.

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: Reopens March 2022.



Llangollen Railcars' hybrid Class 104/108 DMU prepares for departure from Llangollen, bound for Carrog, on October 30.
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Talyllyn Railway

2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd. Tel: 01654 710472.
Open: Daily except Christmas Day.
Running: Daily until October 31, W/Es until December 19 plus December 26-January 5. Tinsel & Turkey Trains December 5, 12, 19, Carol Train December 18, Santa Specials December 22-24.

Teifi Valley Railway

2ft gauge, ½ mile.
Henllan, Ceredigion, SA44 5TD.
Tel: 01559 371077.

Running: Santa's Christmas Cracker December 4/5, 11/12, 18-23.

Vale of Rheidol Railway

1ft 11¾in gauge, 12 miles.
Aberystwyth, Ceredigion.
Tel: 01970 625819.

Gift shop open Mon-Fri.

Welsh Highland Heritage Railway

2ft gauge, one mile.
Porthmadog, Gwynedd. Tel: 01766 513402.

Running: TBA.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd. Tel: 01766 516000.
Open: Slate Quay Christmas Market, Caernarfon, November 27/28.

Running: Santa trains December 11/12, 18/19, 22/23. 'Christmas Glaslyn' trains December 18/19, 22, 30-January 1. 'Christmas Cwellyn' trains December 29-January 1.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: Santa Specials December 4/5, 11/12, 18-20.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles.
Bo'ness, West Lothian.
Tel: 01506 825855.
Running: Santa trains December 4/5, 11/12, 18/19, 23.

Caledonian Railway

Standard gauge, four miles.
Brechtin, Angus. Tel: 01356 622992.
Running: Polar Express December 4/5, 11/12, 18/19.

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: TBA.

Royal Deeside Railway

Standard gauge, 1¼ miles.
Banchory, Kincardineshire.
Tel: 01330 844416.

Running: Santa Specials November 27/28, December 4/5, 11/12, 18/19, 24.

Strathspey Railway

Standard gauge, 10 miles.
Aviemore, Inverness-shire.
Tel: 01479 810725.
Running: November 27/28, December 4/5, 11/12, 18/19, 28-31.

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.

Railway Museums

Beamish

The Living Museum of the North, County Durham. Open: Weds-Suns to December 17 then daily until January 2 except Christmas and Boxing Day.
Tel: 0191 370 4000.

Coleford GWR Museum

Coleford, Gloucestershire.
Open: Fris and Sats.
Tel: 01594 832032/833569.

Crewe Heritage Centre

Vernon Way, Crewe. Open: TBA.
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.
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Tel: 01535 690739 or 01535 680425.

Railworld Wildlife Haven

Peterborough.
Open: 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: Weds-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 to December 19, then December 20-23, 27-January 3.
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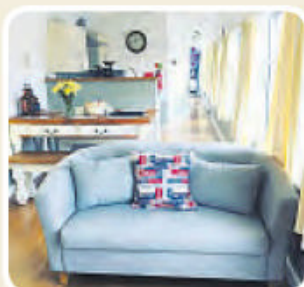
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Your lighter takes

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92134 on the GC – even more authentic than we thought

WHEN we wrote last issue that the visit of unique surviving single-chimney 9F No. 92134 to the Great Central Railway closely recreated its BR career, we didn't realise just how closely...

Andrew Royle, of photographic archive the Transport Treasury, sent us this cracking picture of the Riddles 2-10-0 actually on the GC, in January 1965. It's a little off its beaten track, for at this time, it was nearing the end of a stint at Leicester's Midland depot, from where its more normal work would have been over the one-time rival metals of the Midland Main Line. Later that year, the freight traffic was diverted away from the GC, draining this once proud route of its true lifeblood.

Let's hope No. 92134 pays a return visit to the GCR sometime in the future – then this sight can once again be recreated on the Quorn straight with the line's superb van train.

Double-header

Just as interesting is the second picture Andrew sent, showing double-headed 9Fs on the GC, a combination that, as we wrote last issue, was pretty rare in BR days.

Such a spectacular sight was recorded on film twice in the steam era: on the Settle & Carlisle line on August 5, 1967, with Nos. 92125 and 92071 providing the super-power needed for one of the super-heavy trains of concrete-sleepered track panels being run at that time in connection with engineering work on the West Coast Main Line; and on the GC on July 31, 1963, with Nos. 92093 and 92069 on a southbound freight.

But this is a new photo that shows it happened on at least one other occasion. Does anyone know of any more?

Right: 9Fs Nos. 92073 and 92091 near Lutterworth on August 17, 1960.

TRANSPORT TREASURY/MIKE MITCHELL

9F No. 92134 ascending Ashby bank on the Great Central main line on January 2, 1965. TRANSPORT TREASURY/MIKE MITCHELL



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Issue 288 out Dec 24

We bring you the best pictures from the festive season's services and coverage of the major events awaiting you in 2022.

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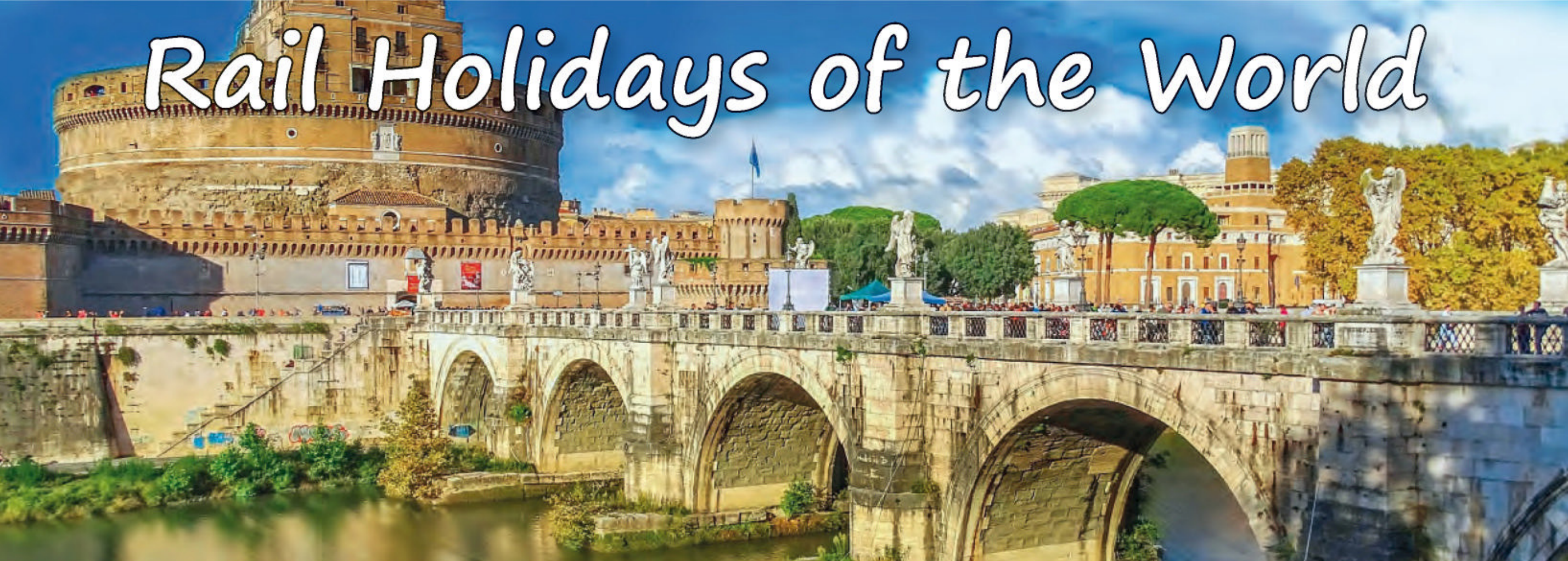
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- Footplate ride on a section of the line
- Run pasts for photographic opportunities
- Guided tours and insights from active staff and volunteers
- History tour of Caernarfon
- Three course evening meal on last night

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- Visit to Insel Mainau – The Flower Island
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- Colorado Railroad Museum
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 **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.