

**RYDE PIER TRAM RETURNS ON ISLE OF WIGHT RAILWAY**

ISSUE 289 January 21 – February 18, 2022

# HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

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**BAILS OUT BATTLEFIELD LINE**

**2022  
SPECIAL  
EVENTS  
GUIDE**



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60<sup>th</sup> anniversary**



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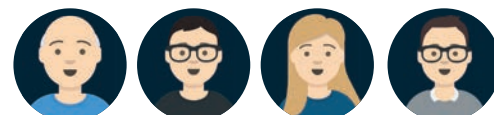
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A fine recreation of an Eastern Region main line of the late 1950s, as Peppercorn A1 Pacific No. 60163 *Tornado* accelerates away from Loughborough Central on January 9 during its winter visit to the Great Central Railway, prior to its withdrawal for its 10-yearly overhaul at the end of the month. ROBERT FALCONER

# Now the work really starts!

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## Published

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February 3, 2022  
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February 18, 2022

In this issue, we are delighted to report on the phenomenal success experienced by several heritage lines with the public response to their festive season trains, coming a year after many of them curtailed or did not run at all due to the first wave of the Covid-19 pandemic.

These seasonal services provide a vital financial lifeline to heritage lines that still rely, to a large extent, on an army of volunteer workers.

The third wave of the Department for Digital, Culture, Media and Sports' Culture Recovery Fund for Heritage grants are certainly welcome, not least of all the £1 million handed to the Severn Valley Railway... but how long can such benevolence continue?

Every indication is that the Government must now seek to claw back much of the pandemic borrowing. National Insurance is due to rise, there is much speculation in the national media about public services being cut and inflation has hit 6% as fuel prices rocket. It logically follows that there may well be far less scope for handouts to our sector.

The grant to the Severn Valley, it is said, will cover its running costs for about two months. After that, in theory, it and other venues will be left to find their own way again.

Many were surprised when, after the New Year, the Government in England opted not to follow the examples set by Wales, Scotland and Northern Ireland, and impose further restrictions, maybe a firebreak or even another lockdown, in a bid to curb the pandemic; despite the success of the vaccination policy, infection rates are soaring again due to the emergence of the Omicron variant.

The reality is that we, the ordinary British public, do not know what lies around the corner, maybe in a month or two's time. In this issue, we include our definitive 2022 guide to special events at our heritage lines and museums, plus our standard Up and Running Guide that features, where available, the 2022 restart dates. We do so in the spirit of optimism and hope – none of us can now predict what the future will bring.

**“We cannot rely on the upper echelons of the powers that be to save the day. Our movement was begun by ordinary ‘little people’...”**

If there is to be a future for our proud heritage sector, we must all strive together to overcome the biggest obstacle in its 70-year history. Without the necessary finance, lines big and small face closure, not just in the short to medium term but permanently.

We must not sit around waiting to learn the responses to grant application. Yes, place them in the post box or press the send button to email them, but then

we need to all get our sleeves rolled up in the time-honoured way and raise funds like we are on steroids.

If you have time, volunteer at your local railway or museum, or offer to carry out administrative or publicity work from the safety of your home.

Take out a membership of your favourite railway, and even if you can spare only the odd tenner, respond to any appeal that grabs your imagination.

We cannot rely on the upper echelons of the powers that be to save the day. Our movement was begun by ordinary ‘little people’ who restarted the Talylyn Railway in 1951, and who have built it up into the major player in the cultural, educational and tourist sector that it is today.

Money may be tight, but this is far and away our movement's longest hour of need – and the end is nowhere near the horizon.

**Robin Jones** Editor



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Don Benn looks at past runs with A1 Pacific No. 60163 *Tornado*, Jubilee No. 45699 *Galatea*, and BR Standard Britannia No. 70013 *Oliver Cromwell*.



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**COVER:** GWR-design 4-6-0 No. 7822 *Foxcote Manor* visited The Battlefield Line over the festive season, helping out as the railway was short of motive power. For more on the line, see our feature on pages 44-49. GRAHAM NUTTALL

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### A horse, a horse, my kingdom for an iron horse!

The old saying 'Richard of York gave battle in vain' recalls Richard II, the last English king to perish in battle, at Bosworth Field in 1485. Five centuries later, rail revivalists won a battle of their own nearby, establishing The Battlefield Line as one of the top visitor attractions in the Midlands, and in the festive season just gone, running sell-out trains thanks to measures introduced in the fight against Covid-19. Shakespeare immortalised the king's last stand with the line: 'A horse, a horse, my kingdom for a horse!' Nicola Fox tells the story of the modern battle that has been well and truly won in the shadow of Bosworth Field.







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## 2022 Events Guide

Your essential guide to steam and diesel galas, and other special events of interest, scheduled on our heritage lines this year.

## This Way Up

David Foster, company secretary of Dinmore Manor Locomotive Ltd, explains how the heavy overhaul of the group's GWR 2884 2-8-0 No. 3850 at the Gloucestershire Warwickshire Railway has included a complete front-end rebuild – and turning a large chunk of it upside down.



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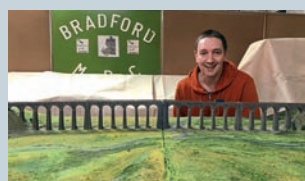
## Quarry Hunslet Dynasty

Last year's announcement that the North Wales slate landscape has been designated a UNESCO World Heritage Site has brought the area's heritage railways into sharp focus. In the first part of a special feature, Mark Smithers looks in detail at its most famous locomotive type.



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# Heritage Railway Association celebrates 60th anniversary

By Robin Jones

THE Heritage Railway Association, the umbrella group for Britain's preservation sector, is commemorating its 60th anniversary.

January 6 was 60 years to the day since the Railway Preservation Association, the group that evolved into the HRA, met for the first time. A wider celebration of this milestone is planned to take place later in the year, if or when coronavirus restrictions in all parts of Britain allow.

That first meeting of the organisation had Captain Bill Smith as chairman. In 1959, he became the first private individual to buy a steam locomotive from BR, saving GNR J52 0-6-OST No. 1247 from scrap and setting a precedent for many others to follow.

Shortly afterwards, Bluebell Railway pioneer Captain Peter Manisty became chairman. Under him, the group became known as the Association of Railway Preservation Societies. Alongside the Bluebell, the founding members included the Ffestiniog Railway, Midland & Great Northern Joint Railway Society, Middleton Railway, Dart Valley Railway and the Tallylyn Railway, alongside the forerunners of what would become the National Railway Museum.

## Trade association

In the 1990s, the ARPS merged with the much older Association of Independent Railways. That group was formed in the 1930s to represent railways that had not been included in the 1923 Grouping that created the 'Big Four'.

The two bodies came together to form the Association of Independent Railways and Preservation Societies. Its first chairman was legendary railway enthusiast and publisher Ian Allan, who had held the same role for the AIR, with former ARPS chairman David Morgan becoming vice chairman.

The AIRPS became the single trade association for the entire heritage railway sector. In 1998 it took on the more concise name of the Heritage Railway Association. Since then the HRA has responded to the rapidly changing world, working closely with industry regulators and developing links with the Government while supporting and championing heritage rail widely.

HRA chief executive Steve Oates said: "During the 60 years since the creation of the association, our 300 members have achieved what many thought impossible. They have rebuilt routes that had vanished almost entirely, they have rebuilt locomotives and carriages, and they have achieved levels of preservation second-to-none, with everything from Victorian cliff railways to mainline steam and diesel locomotives.

"From its very beginnings, the HRA has been driven by the same passion as its members to maintain, operate and develop railways. The determination has not been dimmed, and the HRA is at the forefront of ensuring that sector can continue to flourish for the next 60 years."

HRA chairman Brian Simpson said: "The vision of the great founding members like Captain Smith, Captain Manisty, David Morgan, and their counterparts should never be underplayed. The whole of the heritage railway world owes them a debt of gratitude to this day.

"Our challenge is to cherish the preservation ideals of these great men while navigating the ever-increasing complexities of the modern world to ensure that heritage rail can flourish for the next 60 years. Fortunately, I think the Heritage Railway Association is in great shape to do just that."

## Working together

HRA vice chairman Chris Price, general manager of the North Yorkshire Moors Railway, said: "Celebrating our 60th



Preservation pioneer Captain Bill Smith, with oil can, looking after No. 1247 on a visit to the Middleton Railway, in Leeds. G LEE/MIDDLETON RAILWAY TRUST



Chris Price, vice chairman of the Heritage Railway Association, with GNR 0-6-OST No. 1247, the locomotive owned by Captain Bill Smith, who 60 years ago chaired the first meeting of the organisation that evolved into the HRA. In 1980, he gifted No. 1247 to the National Railway Museum (where it is pictured), after which it made regular visits to other preserved railways and museums during its two 10-year boiler ticket durations in preservation. HRA

anniversary is a fantastic feat. Now more than ever the Heritage Railway Association is important to the sector.

"Individually, even the bigger railways are relatively small voices in the wider world, but together we make a decent contribution to the economy of the UK and to its cultural heritage. We need to shout about that.

"We've done very well in the past and I believe we're set up to do even more in the future."

HRA president Lord Faulkner said: "Heritage rail has matured over the last 60 years, but the challenges have not gone away. Today the HRA is at the forefront of ensuring that everyone can continue to enjoy travelling on historic railways more than ever."

## Strathspey gifted machines from National Railway Museum's workshop

FIFTEEN working machines from the National Railway Museum's York workshop were moved to the Strathspey Railway before Christmas.

The machines have become redundant as part of the museum's plan to create its new £5 million Wonderlab gallery in the workshop space. Due to open in spring 2023, the family-friendly gallery will feature up to 20 interactive exhibits with a rail engineering theme.

The machines gifted to the Strathspey include a vertical borer, a horizontal borer, a Holbrook lathe, a Lang lathe, toolcutter grinders, a shaper, a slotter, a planner, a milling machine, surface grinder, a radial arm drill, and a bench drill.

An NRM statement said: "The Strathspey Railway workshop has progressed over the years to be able to undertake most machining jobs, in-house boiler overhauls

and repairs, and heavy mechanical overhauls.

"The NRM machines will enable tasks to be completed more quickly and more easily, and will help keep heritage skills alive by helping with training schemes for apprentices.

"They are also Imperial machines, which are hard to find in such good condition. As a result, Strathspey will be one of the best-equipped workshops in the area."

The NRM kept a significant number of machines for use in the museum's new maintenance facilities or at Locomotion in Shildon.

As part of the Wonderlab development, locomotive maintenance facilities will be retained on site for museum use, with a prep bay for visiting locomotives to enable heritage tours to continue.





**Above: View from the cab – the rebuilt Ryde Pier tram heads out over the IoWSR. IoWSR**

**Left: The superbly-restored Ryde Pier tram is ready to carry passengers again. IoWSR**

# Ryde Pier tram launched at Wight anniversary event

SUNDAY, January 23 will not only mark the 51st anniversary of the Isle of Wight Steam Railway's watershed move from Newport to Havenstreet, but will also see the launch of the line's restored Ryde Pier tram into service.

In January 1971, the preservation society that set up the IoWSR was given just a few days' notice by BR to move its locomotive, LSWR O2 0-4-4T No. W24 *Calbourne*, and its carriages and wagons, from Newport station. There were significant obstacles to

overcome, as the line to Havenstreet had laid disused and overgrown for five years and a section of badly distorted track had to be negotiated at Wootton.

## Last trains

On the day of the move, crowds lined the route, with a lucky few being able to travel aboard the last trains. *Calbourne* hauled four trains, with the motorised chassis of the Ryde Pier tram being used to move water and equipment.

Sadly, demolition started soon afterwards, and the site of Newport station is now the town's bypass and adjacent retail park.

It had been planned to stage a celebration of the move on the 50th anniversary in 2021, but the national Covid-19 lockdown intervened and supporters were restricted to watching events from Havenstreet via the heritage line's webcam.

Nonetheless, the event was rearranged, and 51 years later,

supporters will be able to remember the move with a guided walk along the old trackbed and a special event at Havenstreet station. *Calbourne* and the heritage line's first carriages will be in action – and the event will also include the public launch of the newly-rebuilt Ryde Pier tram.

Drewry railcar No. 2 was built in 1927 for the Ryde Pier Tramway. With its accompanying trailer car, it spent its entire working life shuttling between Ryde Esplanade and the Pier Head. A curious feature was that there was only one driving position, with the tram reversed up the pier, guided only by a wing mirror. Needless to say, bufferstop collisions were not unknown.

## Accurate recreation

The pier tramway ceased operation in January 1969, and No. 2 was purchased by the Island Vintage Transport Group and stripped down to the chassis to facilitate its removal from the pier. It then played a key role in the IoWSR's move to Havenstreet in 1971 and early passengers were able to ride on this very curious open-topped vehicle. However, with significant repairs needed, the tram was abandoned in a field for 40 years.

Interest resurfaced in 2011, with the aim of recreating this unique piece of Wight rail heritage.

Having been extensively rebuilt over the last decade, the tram is now not only resplendent in its original Southern Railway livery, but is also able to carry passengers along the five-mile heritage line. Meticulous research has ensured that the completed vehicle is an accurate recreation of the original. Riding it will be a unique experience for the 20 passengers, who can enjoy panoramic views up and down the line from the windows at each end of the vehicle.

Furthermore, the rolling chassis of the replica trailer car has also been constructed. The next phase of the project will see the body added so that the tram can operate as a two-car set.



**LSWR O2 0-4-4T No. W24 *Calbourne* heads the nascent Isle of Wight Steam Railway's rolling stock out of Newport station on January 24, 1971, for the last time. IoWSR**



**Above: The headboard carried by the last train from Newport on January 24, 1971. IoWSR**

**Left: A crowd gathers to watch the arrival of the heritage stock at Havenstreet in 1971. IoWSR**



# Plans for all-new Locomotion collections building go on show

By Robin Jones

PLANS for a new £5.9 million collection building at the Locomotion museum in Shildon have gone on display so that visitors and the general public can voice their opinions.

The plans went on display at Locomotion from January 19-23, starting with a face-to-face open

session with members of the project team on hand to answer questions. A further drop-in session will be held at Shildon Library from 11am to 3pm on January 24, and the plans can also be seen at [www.locomotion.org.uk/new-building-locomotion](http://www.locomotion.org.uk/new-building-locomotion) until January 31, ahead of the formal application for planning permission.



The proposed new Locomotion collections building. AOC

The 2000sq m collection building, housing up to 45 rail vehicles, is expected to open in 2023 ahead of celebrations to mark the Stockton & Darlington Railway bicentenary two years later. In addition to the 87 vehicles already on display in the existing collection building, Locomotion will house one of the world's largest collections of rail vehicles.

## Improvement programme

The building is the centrepiece of a programme of improvements taking place at Locomotion as part of the National Railway Museum's Vision 2025 masterplan that also includes repairs to the site's historic buildings, the display of the original No. 1 *Locomotion*, and the relocation of the historically significant Gaunless Bridge.

Locomotion head Dr Sarah Price said: "I am excited to share our latest

plans for Locomotion's newest collection building, which will give our visitors a better experience and create a safe and sustainable environment for our collection.

"This project will help us move towards our goal of achieving net-zero carbon across the site."

Coun Elizabeth Scott, Durham County Council's Cabinet member for economy and partnerships, said: "We are approaching a significant year in our county's history with the upcoming bicentenary of the Stockton & Darlington Railway.

"Locomotion has some truly exciting plans in place to celebrate this key milestone, including the new collection building.

"This will not only revitalise the site and attract more visitors but also showcase the dynamic culture and rich industrial heritage of County Durham, a key reason why the county is bidding for UK City of

# Severn Valley closed for major infrastructure works

By John Titlow

THE Severn Valley Railway is extending the closed period this year until April 2, when it starts the season with weekend running rather than at the usual half-term holiday in February.

Two major projects are to take place during this extended shutdown, with the replacement of the footbridge at Kidderminster and rebuilding of the line at Sterns, which has caused problems for many years.

Sterns is located between Hampton Loade and Bridgnorth, near milepost 147 at the foot of Eardington Bank, where Mor Brook meets the River Severn as it turns 90 degrees within 100 yards from the trackbed – which occasionally slips

due to excessive rain running into the river.

This location is notorious for its instability and has caused many problems over the years. During the winter of 1976/77, intense cold followed by heavy rain resulted in the line dropping 2ft 6in and moving 4ft nearer the river. In 1994/5, 10ft of riverbank washed away below the line and 3000 tons of rock were deposited on the river bank as a temporary measure to protect the bottom of the embankment from further erosion.

Further slips occurred in 2007 and a 150ft-long piled concrete retaining wall was built alongside Sterns Cottage. In February 2014, further subsidence was taking place when

a dip in the line appeared; a 'stop and proceed with caution' restriction was imposed until repairs were completed in the following months.

After extensive flooding in February 2020 when Bewdley was severely hit, further land movements occurred, and comprehensive drainage works funded by £120,000 from the SVR Charitable Trust were carried out to help clear rainwater away from the line.

Continuous monitoring has taken place, and the spot has been upgraded with electronic 'tilt monitoring' equipment in February 2021, identical to that in use on the national network. Sensors are attached to sleepers that feed back to a central solar-powered unit at the trackside; should a slip occur, a message is sent to alert staff on the day.

As an additional measure, red stop lights are located at each end to warn train crews. A similar system is monitoring the line at Alveley Woods. At Sterns, a 5mph speed restriction applies to the complete train over this section but makes it difficult for trains to get a run at Eardington Bank. The rails, sleepers and ballast are to be removed over 40 yards, using contractor Walsh Construction, working with the SVR permanent way team.

Successive corrective packing over several years has created a deep pocket of heavy ballast, a situation which is exacerbating the problem of

slippage. The ballast and an amount of the sub-base presently supporting the line will be removed, geotextile membranes will be fitted, keeping the different layers of soil separate and allowing water to percolate down, and a lightweight aggregate will be installed, reducing the weight by about 50%, which will reduce landslips. All ballast, rails and sleepers will be reused.

Works will commence on January 17 and should be completed by the first week of February, weather permitting. The tamper is booked to complete the works on March 14. The approximate £80,000 costs of the work at Sterns is again being funded by the trust.

The second major project being undertaken is the replacement of the deteriorating footbridge crossing Network Rail's Kidderminster to Worcester main line and the SVR lines at the throat of Kidderminster station.

This footbridge is a public right of way between Hoo Road, behind Kidderminster Harriers FC and the A449 Chester Road South, and provides wonderful views of trains departing Kidderminster, and over the diesel depot, carriage shed, turntable and yard.

The design will be a single-span extended by five metres and constructed in 'weathering steel' with new abutments at each end. All traces of the existing bridge will disappear, including the central brick pier.



GWR 0-6-0PT No. 7714 shunts freight stock at Kidderminster, with the footbridge in the background. JOHN TITLOW



Culture 2025. I hope visitors will get involved and give their views on this exciting new proposal."

The development will also provide new opportunities to tell the story of Shildon as the world's first railway town. It will include examples of the exceptional importance of coal to the development of the area and the town's postwar railway history, with several vehicles built in Shildon Works on display.

Designed by AOC Architects, the new building was originally due to open in 2022 but was delayed by the pandemic.

### Local award

In December, Locomotion won the Special Recognition Award at the 2021 County Durham Together Awards for supporting the community during the pandemic. As reported last issue, Locomotion has also received a share of £3.5 million regional Levelling Up funding following a successful bid by Durham County Council. This grant will fund upgrades to the visitor car park, assistance with landscaping, and further repairs to the historic coal drops.

## 257 Squadron and 4MT tank for Great Central gala

SR Battle of Britain 4-6-2 No. 34072 *257 Squadron* and BR Standard 4MT 2-6-4T No. 80080 will be the guest locomotives for the Great Central Railway's Winter Steam Gala.

Lending the air of a Southern main line to the January 28-30 event, it will be the first time that either locomotive has worked on the GCR, as well as *257 Squadron*'s first visit away from its Swanage Railway home since its most recent overhaul was completed in 2018.

Owned by the Princess Royal Class Locomotive Trust, No. 80080 is currently on loan to the Ecclesbourne Valley Railway.

Up to seven GCR residents will also run: WR 4-6-0 No. 6990 *Witherslack Hall*; Ivatt 2MT 2-6-0 No. 46521; LMS 8F No. 48305; BR 5MT No. 73156; 2MT No. 78018; and 9F No. 92214.

Hudswell Clarke Austerity 0-6-0ST No. 1752 of 1943, in the guise of LNER J94 No. 68067, may appear subject to completion of repairs.



Set to visit the Great Central Railway's gala, Battle of Britain Pacific No. 34072 *257 Squadron* departs from Swanage with a loaded test run on December 10 following the replacement of its main internal steam pipe. DAVID ENSOR



Visiting BR Standard 9F No. 92214 *Leicester City* heads the 'Pines Express' past problem point Sterns on April 8, 2017. JOHN TITLOW

The new abutment on the western side of the SVR will be repositioned 4.5m further away from the running lines. It has always been a pinch point, and the new abutment will allow permanent road vehicle access in the yard. Alterations to track will take place only if a section of the footbridge is reusable: the footbridge embankment must be bridged for direct access onto the turntable.

Story Contracting is carrying out the work on behalf of Network Rail.

The last steam passenger service arrived in Kidderminster on January 3 behind GWR 0-6-0PT No. 7714; leaving the stock in the station it ran light engine to Bridgnorth shed. Class 17 Clayton D8568 returned empty stock from Bridgnorth into Kidderminster station. The following

day, final shunting took place of all stock for the winter shutdown period.

A timescale and plans were then enacted, including an absolute possession of all running lines between the signal gantry and the platforms, engine line and exchange signals. With all signals were set at stop, no shunting movements took place. Stop notices and sleepers were placed across the lines either side of the works. The works were due to start on January 7, but plans were thrown into disarray by an unexpected delay of the bridge removal despite the preparations. This could impact on the arrival of No. 70000 *Britannia* for testing (story opposite), as it would need to run through the site. All works must finish by the end of March for regular services to begin on April 2.

## Britannia and Sir Nigel Gresley for Severn Valley Railway test runs

AS WE closed for press, BR Standard Pacific No. 70000 *Britannia* was in the final stages of assembly at Locomotive Services Limited at its 1951 Crewe birthplace and preparing to be steam tested.

A fire was due to be lit in the completed locomotive during the second week of January, followed by further tests that, once completed successfully, will see No. 70000 transported by road to Kidderminster for testing on the Severn Valley Railway.

Most locomotives arrive at Bridgnorth but due to the current shed roof works there (feature, issue 287) and the rebuilding of Sterns, the arrival will be at Kidderminster through the Network Rail car park.

Its arrival was planned for the end of January, when it was to commence light engine tests between Kidderminster and Hightley. In early February, loaded test runs were due in preparation

for another period of main line running.

Line possession for the replacement footbridge at Kidderminster was to be lifted in time for its arrival, however these plans are being amended due to the delays of the bridge lift, and the closure of Sterns will stop it running further north (see separate story).

The test stock is likely to be Crewe's own Mk.3 sleepers that have been sitting alongside the carriage shed for up to 18 months and will need a fitness-to-run exam before use. The crews will be LNWR staff who are Severn Valley-competent, highlighting close co-operation between the two organisations.

Also at Crewe, the overhaul of LNER A4 No. 60007 *Sir Nigel Gresley* has been progressing steadily. On target for completion at the end of January, it may also go to the SVR for testing.

## PRE-ORDER ISSUE 290

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WR 4-6-0 No. 7828 *Odney Manor* with one of the West Somerset Railway's new Winterlights illuminated trains at Bishops Lydeard on November 19. DON BISHOP

# Festive bonanza for heritage lines

By Robin Jones

HERITAGE railways big and small have reported a bumper Christmas, with several having sell-out services and bountiful receipts.

The West Somerset Railway, which ran both Santa specials and illuminated Winterlights trains, reported £204,000 of clear profit across both events, as well as nearly £50,000 of retail/catering revenue.

Up to October 31, the railway was budgeting a loss of £281,000 due to the late start of the season on May 22 after lockdown, but this figure has been reduced to £55,000.

WSR plc chairman Jonathan Jones-Pratt said: "I think I can say with reasonable confidence this is nearly twice as much profit as we've ever made at Christmas – and coming at such a critical time, when the future of the business was at stake, it has truly been a lifesaver for the railway."

"The last time we ran a full Christmas season was 2019 and turnover then was £170,000. This shows how much the Winterlights trains have added to turnover this season."

"It should mean that we can reopen for a full 2022 season with confidence."

"This has all been achieved by an extremely hard-working team."

The Bodmin & Wenford Railway reaped £132,000 from ticket sales alone after recreating its festive offering with a two-train programme – the standard Santa special, which has not run since 2019, and a static Santa train. A total of 60 trains ran over 12 days.

## Records broken

The service train comprised three BR Mk.1 carriages and the line's GWR auto-coach, top and tailed by GWR 0-6-0PT 4612 at the Bodmin General end and Austerity 0-6-0ST No. 75178 or Class 47 No. 47306 at the other, running to Bodmin Parkway. On return to General, passengers transferred to the static three-coach train in Platform 2, where the 1881 GWR special saloon transformed into a period Santa's grotto. At the buffers was GWR 0-6-0PT No. 6435 providing cab visits. At other end was No. 75178 or a traction engine providing steam heat.

The Leighton Buzzard Railway said that ticket sales for its Christmas season were the best on record.

More than 6200 passengers travelled on the railway during

December, beating the record set in 2019. A total of 107 trains were operated across 16 days, and special events included the visit of a miniature steam engine, performances from the Leighton Buzzard Philharmonic Marching Band and after-dark departures.

To ensure safety for all customers, the railway used both sets of its carriages, with one set being fully cleaned between departures while the other set made the 25-minute round trip.

The Severn Valley Railway ran Steam in Lights for a second season and carried 11,344 passengers, plus 14,392 on its Santa trains, 3092 on the 'Enchanted Express' and 848 on carol trains.

The Somerset & Dorset Railway Heritage Trust at Midsomer Norton South also saw many records broken. During six running days, more than 3000 passengers were carried, including 900-plus children.

On two days, the railway's resident Sentinel 0-4-0VBT No. 7109 of 1927 Joyce hauled the trains, with Kitson 0-6-0ST No. 5459 of 1932 *Austin 1*, visiting from the Llangollen Railway, in charge on the other four. For the first

time in the heritage line's history, all carriages were steam-heated thanks to the work carried out on the trust's BSK carriage in November. The loan of *Austin 1* has now been extended until the end of 2022.

## Covid cancellations

A total of 9872 passengers were carried in the Swanage Railway's second season of festive steam and lights trains between the end of November and the end of December.

Passenger services director Trevor Parsons said: "I would like thank our dedicated volunteers and staff who worked so hard to deliver such a magnificent result."

Sadly, not all heritage lines were able to run festive trains. The Llangollen Railway's Santa specials to 'Lapland' and Mince Pie Specials were cancelled because of the uncertainty over possible lockdowns.

The remaining departures on the Cholsey & Wallingford Railway's first 'Polar Express', using USATC S160 2-8-0 No. 5197 from the Churnet Valley Railway, were also cancelled due to Covid-19 issues. Passengers were offered refunds or tickets for the December 2022 event.

## WSR to provide railtour support for Locomotive Services Ltd

THE West Somerset Railway has reached agreement with Locomotive Services Limited to use the line for stabling locomotives and providing support facilities for its 2022 programme of the 'Torbay Express' to Kingswear.

LSL stock will be based at Bishops Lydeard and a section is being set up for it. WSR plc chairman Jonathan Jones-Pratt said: "This is a piece of

really good news on partnerships and income generation for 2022.

"LSL is one of the fastest-growing charter train and locomotive-owning organisations in the UK. If we can meet its needs effectively for this contract, we will be looking to extend the relationship further."

Elsewhere, following the completion and approval for use of

the new Seaward Way level crossing at Minehead, staff training for its use will begin in February.

The planned start date for WSR services – which this year will run the whole length of the line – is March 19. It is also intended to increase the axle loading for the 2022 season so heavier locomotives can once again be used.

Meanwhile, WSR plc, the West Somerset Railway Trust, and the supporting association have agreed to work much more closely together than before. "We have planned the first of a series of tri-partite meetings to help avoid some of the misunderstanding of the past and map out the future strategy," said Jonathan.



# Harry Potter and the cruise to Japan

By Robin Jones

GWR 4-6-0 No. 4920 *Dumbleton Hall* is being permanently shipped to Japan – where it will take pride of place as red-liveried *Hogwarts Castle* in the new Warner Bros. Studio Tour Tokyo – The Making of Harry Potter attraction.

As reported in issue 276, No. 4920, which last ran on October 31, 1999, was sold for a substantial six-figure sum to an unnamed buyer by the Dumbleton Hall Preservation Society and South Devon Railway Trust in December 2020. It had been stored at Buckfastleigh for 21 years without any realistic prospect of it joining the restoration queue in the near future. One of the reasons for the apparent lack of an incentive to overhaul it was the fact that for many years it exceeded the axle loading limit for the GWR branch.

Swindon-built of 1929 No. 4920, one of 11 Halls to have survived into the heritage era, was taken by low loader on February 25 last year to the Carnforth base of West Coast Railways – which had restored sister locomotive No. 5972 *Olton Hall*



GWR 4-6-0 No. 5972 *Olton Hall* as *Hogwarts Castle* on display at the National Railway Museum's Railfest event in 2004, after arriving at the head of a railtour. ROBIN JONES

*Hall* from Barry scrapyard condition and first ran it in early 1999. West Coast subsequently repainted No. 5972 in bright red livery as the 'Hogwarts Express' locomotive from JK Rowling's Harry Potter fantasy novels and it was used as such in the filming of Warner Brothers' smash-hit

adaptations of the books on the West Highland extension.

*Olton Hall*, which is owned by West Coast chairman David Smith, was, after its boiler ticket expired, rented to the film giant for long-term static display at its hugely-successful Warner Bros. Studio Tour London at Leavesden, Hertfordshire, where it is currently housed. It is understood that *Dumbleton Hall* has been bought by Warners.

At Carnforth, West Coast staff cosmetically restored and repainted it red, on the same lines as *Olton Hall*'s makeover.

Mirroring the Leavesden display, a BR Mk.1 coach and a redundant one that had been cut in half were also painted to match those in the movies. In the week before Christmas, *Dumbleton Hall* and the coaches were moved under

tarpaulins to Southampton Docks for permanent export to Japan.

They were due to arrive by the end of January, with the new attraction opening in 2023 and the trio on static display, just like their Leavesden counterparts.

The new venue's website said: "This is only the second attraction of its kind in the world after London and will offer a brand new entertainment experience for Tokyo. The indoor tour will invite visitors to step into the fascinating behind the scenes world of the Harry Potter films."

"This is not a theme park and there will be no rides; it is a walking tour. Showcasing costumes and props, the indoor attraction will invite visitors to experience scenes from the films first-hand and discover how the world's favourite book series was brought to life on screen."



Out-of-ticket GWR 4-6-0 *Dumbleton Hall* parked up at Buckfastleigh in June 2011. ROBIN JONES

## Funding boost for Stockton & Darlington Rail Heritage Quarter

PLANS to establish a Rail Heritage Quarter based on the original 26 miles of the Stockton & Darlington Railway have received a major boost after a £2.8 million funding bid to the National Lottery Heritage Fund has passed the first stage.

An initial grant of £52,000 will allow partners to move on to the development phase of the project and prepare an application for the second round.

The project will include the restoration of Darlington's Head of Steam museum, its 1861 shed,

the goods shed, carriage works and lime cells, as well as the creation of a new car park and, in partnership with Network Rail, the restoration and improved access to Skerne Bridge, the world's oldest operating railway bridge (see News, page 29).

The plans are part of a £30 million scheme to create a visitor attraction with global appeal to mark the railway's bicentenary in 2025, supported by £20 million from the Tees Valley Combined Authority.



UKTV has commissioned a second series of *Secrets of the London Underground* from Brown Bob Productions for its leading factual channel Yesterday, set to air in 2022. The series will reunite Siddy Holloway, from London Transport Museum, with rail historian Tim Dunn to explore hitherto unseen areas of the Tube network. The first series launched to a record-breaking 659,000 viewers, with the opening episode becoming Yesterday's biggest ever launch of a new series. UKTV/THE OTHER RICHARD



# Didcot in £200k appeal for water tower and coaling stage

By Robin Jones

AN SOS appeal for £200,000 has been launched by the Great Western Society to overhaul the 90-year-old landmark water tower and coal stage at Didcot Railway Centre.

Society officials have been advised that without immediate repair and restoration there is a possibility that the iconic water tank could fail at any time, which would make running steam locomotives almost impossible in the short term and also bring about the loss of one of the venue's most popular visitor attractions.

The overall cost of the remedial works is estimated to be about £300,000. A grant for up to £100,000 has been received from the Railway Heritage Trust, but the society must now find the remainder to complete the works.

Scaffolding has already been erected around the Grade II-listed structure to allow a start to be made on the water tank; this is prior to work beginning on the other parts of the building that are in need of restoration.

It was built in July 1932 to a standard GWR design for a non-mechanical facility, and closed by BR in June 1965.

The water tank holds 74,250 gallons and feeds two water columns at the front of the engine shed, as well as water hydrants around the shed.

It was built as one of the Government-funded improvements to the GWR in the 1930s under the Development (Loans, Guarantees and Grants) Act (1929), which was designed to provide employment in the Depression.

It has been little altered and is now the only example in England still in use for its original purpose of watering and coaling locomotives.

The coal stage embankment also provides a grandstand view of locomotives displayed at the front of the engine shed.

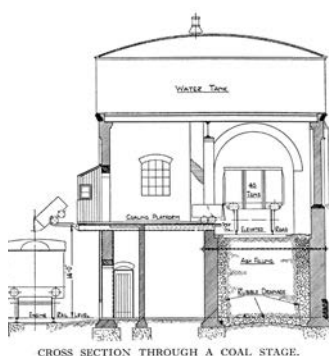
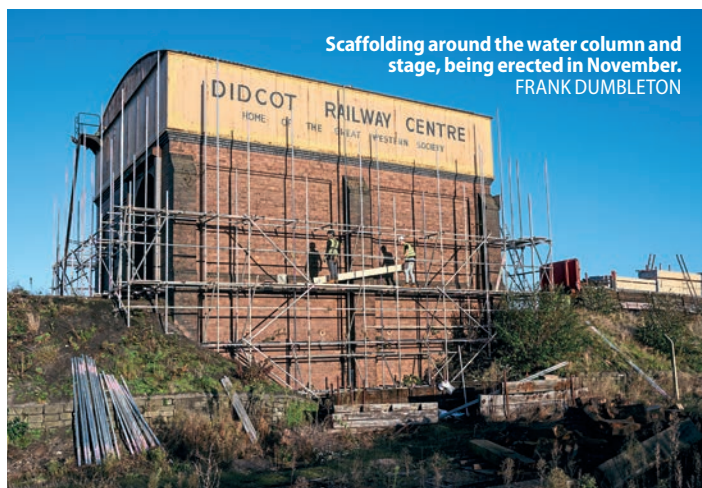
A letter to society members, sent out in January, read: "We cannot leave it to deteriorate further. We now need to restore it to a level where it can service our living collection for another 90 years.

"Whatever help you can give at this time to help us carry out and complete this work during 2022 will be much appreciated and is vital in our efforts to bring back to life or continue running our magnificent collection of locomotives and rolling stock."

GWR 2-6-2T No. 4144 at the coal stage on September 10. FRANK DUMBLETON



→ Anyone wishing to contribute to the appeal is invited to send cheques payable to Great Western Society to: Richard Croucher at Didcot Railway Centre, Didcot OX11 7NJ, or by bank transfer to Lloyds Bank – a/c 00091965 – sort code 30-93-93.



A cross-section diagram of a GWR coal stage published in the *Great Western Railway Magazine* May 1940 edition, as part of an article titled 'Fuelling Our Locomotives'. GWS



Loading coal from the tower into a locomotive below on August 31, 2020. The original half-ton capacity coal loading tubs and dumping mechanism are still in use. FRANK DUMBLETON

## Bala Lake Railway seeks planning permission for extension into town centre

A FORMAL application for planning permission for the long-mooted £4 million three-quarters of a mile extension of the Bala Lake Railway into Bala town centre has been submitted to Snowdonia National Park Authority.

A supporting document from the railway said: "Currently the railway carries 29,000 passengers a year on

a train service running on 173 days a year, and it is envisaged that this will increase to 60,000 visitors a year.

"The economic impact assessment forecasts that the value of this development locally would be near £1.4 million and 20 full-time one-year jobs, plus 18 other jobs supported during the building phase and an increase of £420,000

of local expenditure per annum through a projected net increase of around 29,000 visitors to the area – the concomitant increase in Gross Value Added would be equivalent to an estimated increase of four permanent jobs in the area."

Describing the current Pen-y-Bont terminus as "an effective no-man's land," with no amenities other than

a shelter, it was said that visitors currently experience difficulties parking near the station.

The proposed terminus would house a ticket office and café, together with meeting facilities and a function room.

The park authority will decide on the application in the coming months.



# Pannier 6430 joins South Devon fleet

GWR pannier tank No. 6430 is to stay until 2025 at the South Devon Railway, where it began its preservation career 58 years ago.

It was initially taken to Buckfastleigh to undergo contract repairs, but agreement has now been reached with owner Hugh Shipton that, following their completion during December, it will be based on the line for the rest of its current 10-year boiler ticket.

Furthermore, it will be paired with sister No. 6412 for the first time since it joined the home fleet, and the pair will be rostered together for the February 19-27 half-term trains between Buckfastleigh and Staverton.

While the eastern section of the line to Totnes Riverside is being relaid as part of the line's most ambitious winter works programme yet, its London Transport Routemaster will provide a connection between Staverton and Totnes main line station and town centre.

A veteran of sheds in South Wales and Plymouth Laira, auto-fitted No. 6430 was withdrawn by BR from St Blazey in October 1964 and sold to Newport scrap dealer John Cashmore, only to be immediately bought by the nascent Dart Valley Railway as spares for Nos. 6412 and 6435.

In 1990, with no place in the restoration queue available, it was sold to Hugh Shipton, who spent £200,000 on rebuilding it. Along with numerous new components, a new boiler barrel was manufactured and fitted to the existing smokebox and firebox.

It returned to steam at Llangollen in 2003. It has visited the South Devon Railway on several occasions and is now in its second 10-year boiler ticket.

General manager Ernest Elsworth-Wilson said: "It'll be great to have the two 64s working together, if we can achieve this. Both locos have such a close attachment to the line with 1934-built No. 6412 hauling our first train back in 1969, and 1937-built No. 6430 back on the line and in working order, having been bought as a source of spares in 1966 and leaving us in 1990 as a kit of parts."



**GWR 0-6-0PTs Nos. 6430 and 1369 double-head at the Royal Mile, working the 12.10pm Totnes Riverside to Buckfastleigh service on December 31 during the South Devon Railway winter gala. No. 6430 will pair with sister No. 6412 for the February half-term trains. COLIN WALLACE**

## Thanks half a million! Horsted Keynes appeal hits target

**By Robin Jones**

THE Bluebell Railway has hit its initial £500,000 target to restore Horsted Keynes station.

The Jewel in the Crown appeal was launched last autumn to help to finance the repair of leaking roofs and the replacement of rotting beams.

By New Year's Eve, the appeal had reached £513,000, from which the railway expects to reclaim more than £30,000 in Gift Aid, giving a total of £543,000.

Work on the first phase of restoring the station is scheduled to begin in the spring. The initial work will cover repairs to the station house and Platform 5.

Many film crews and TV production companies have used the 1882-built LBSCR Horsted Keynes station as a location for period dramas because of its look and feel. It appeared in an episode of *The Larkins* on ITV last October, in which Pop Larkin, played by Bradley Walsh, led a campaign to save it from closure.

The station has also previously appeared in the *Downton Abbey* TV series, *The Woman in Black* film, *Poirot*, *Grantchester*, and a remake of *The Railway Children* for television.

Among the stars to have visited the station for filming are Daniel Radcliffe, David Suchet, Dame Maggie Smith and Jenny Agutter.

The heritage line has maintained and decorated it in the style of a Southern Railway junction station from the 1930s.

Appeal co-ordinator Trevor Swainson said: "What a wonderful way to start the new year. This is a late – and great – Christmas present for all the staff, volunteers and visitors to the Bluebell Railway."

"We would like to thank members, shareholders and friends of the railway who have contributed to the Jewel in the Crown appeal to put the sparkle back into the Grade II-listed 140-year-old station."

"The appeal is still open for anyone who wishes to contribute. The railway will provide match-funding for all donations until the end of January, up to a total of £150,000."

➔ Further details of the appeal and how to donate can be found at [www.bluebell-railway.com/donate/](http://www.bluebell-railway.com/donate/)



**Bradley Walsh as Pop Larkin and Sabrina Bartlett as Mariette Larkin at Horsted Keynes during filming of ITV's *The Larkins*. MICK BLACKBURN/BR**



# Two more trackbed sections are bought for Lynton & Barnstaple

By Robin Jones

LYNTON & Barnstaple Railway revivalists received an early Christmas present with the announcement of the purchase of a 680-yard length of the legendary line's route south of Wistlandpound Reservoir.

The purchase by Exmoor Associates CIC concludes negotiations with the landowner, the Dallyn family, which began 15 years ago.

Exmoor had come within striking distance of buying the section in 2020 but the deal fell through. It was part of a series of linked transactions with the Dallyn family buying additional farmland, which collapsed.

Isolated from existing sections in the hands of the revivalists, any new formation will have to be located on the uphill (eastern) side of the original trackbed in order to gain enough height to circumnavigate the reservoir.

The acquired trackbed has been moved slightly to the right from the original to avoid an existing building.

At the southern end of the newly-acquired section, the original trackbed was converted into a road by the local authority and is now Twitchen Lane as far as Narracott bridge.

Exmoor Associates intends to arrange a trackbed walk along this section after its next meeting on May 14. A statement said: "Members are advised that this is a working farm with a bull that has free

access to various sections of the farm. Members are requested to wait for an official visit!"

A note from farmer Kevin Dallyn to Exmoor's Mike Buse thanked him and colleagues Andy Hearn and Paul Stileman "for the way in which you handled the deal to purchase the trackbed through our farm. It has been a pleasure working with you all, any issues were speedily sorted, and while you were the buyers, as a family we were made to feel you all were looking after our interests as well – so rare these days."

The purchase of a second section of trackbed was due to be completed early in the New Year after Exmoor engaged solicitors to handle it.

The funding for this second section is in place, but an Exmoor statement said that the organisation was now running "very short of funds for any future purchase" and an appeal to replenish resources is being planned.

Formed in 2002, Exmoor Associates has since bought several sections of the former railway, including Snapper Halt, Collard Bridge, Bratton Fleming station, part of the route in the Blackmoor area leading down to the reservoir and part of the missing link between the operational heritage line's current western railhead at Killington Lane and the next section of railway-owned land at Parracombe Lane. The ultimate goal has always been the complete restoration of the railway from Lynton to Barnstaple.



The new section of the former route of the Lynton & Barnstaple Railway, now in the ownership of Exmoor Associates CIC. EA

## Final go-ahead for Churnet's push to Leek

THE Churnet Valley Railway's plan to extend into Leek has unanimously been given the green light by members of Staffordshire Moorlands District Council's planning committee.

The extension, for which £1.4 million has been obtained from the European Agricultural Fund for Rural Development, will run from Leekbrook Junction to a new terminus in the Cornhill area of the town at Barnfields, where planning consent for a housing development and a new station has already been approved.

The new station will be half a mile south of the original one, opened by the North Staffordshire Railway in 1849; the site is now occupied by a Morrisons supermarket.

In a report, the council's operational manager Ben Haywood said: "This will provide for a rail connection to support Leek/Churnet Valley and the surrounding areas, and to encourage and promote further important transport links for the continued regeneration, tourism, employment and growth of the town of Leek and the surrounding areas."

"The land is proposed to continue to be accessible to walkers and cyclists by providing a segregated zone within the railway boundary."

## Severn Valley driver standing down after almost 60 years on the footplate

SEVERN Valley Railway steam driver John Rice has retired – a few days short of 60 years' service.

John, 75, began his career with BR at a time when teenagers left school at 15. He started at Tyseley depot on January 2, 1962, and rose through the ranks from cleaner to fireman and then onwards to driver during the diesel era.

He later moved to Saltley and Worcester depots, completing his main line career at Washwood Heath with Colas Rail in 2017.

Before then, he joined the SVR as a fireman in 1975 – and ended his career on Santa specials at the controls of Bulleid West Country Pacific No. 34027 *Taw Valley*.

He covered more than a million miles in his services, including 102 in his last two days, stepping down on December 22 at the end of a career spanning 59 years, 11 months and 22 days.

John said: "I had an interest in railways since the age of about three or four, and would spend all day on family holidays in Weymouth riding on the engines working on the quay."

"Times were different in 1962. At 15 years old you were sent into a working environment very different to today."



Pictured with West Country Pacific No. 34027 *Taw Valley*, driver John Price retired from the Severn Valley footplate on December 22. HARRY BRADLEY

"Who would have thought 60 years later that I am still as enthusiastic as ever?"

SVR volunteer locomotive crew manager Jon Teuwen said: "I've known John since I first got involved with the SVR as a child. It's been a pleasure to work with him both at the SVR and professionally as a fellow train driver on the national network."

"He was always very good with us youngsters; very supportive and keen to pass on his wealth of knowledge and expertise."

"It is a sad day to see him retire, especially as he will be the last of the enginemasters from the British Railways era of steam still active on steam at the SVR. We wish John all the very best for a long and happy retirement."





'Black Five' No. 45163 at its home shed of Carlisle Kingmoor in April 1953, showing the bracket on the cabside for the Bryson tablet catcher. JL STEVENSON

## New cab is under construction for 'Highland Hiker'

A NEW cab is being built for ex-Barry LMS 'Black Five' No. 45163 at the Colne Valley Railway.

The driver's side cab sheet is currently trial-fitted to the Stanier 4-6-0, while the fireman's side is being drilled for rivets and bolts, using the original cab – which is too corroded to restore – as a pattern.

As many original parts as possible, including the window frames and handrails, are being re-used.

The locomotive is being restored to its early 1960s appearance following its last major overhaul at St Rollox Works in 1961, when it received its current domed boiler. However, finishing touches are needed for the former Scottish Region engine's cab.

It is one of only two surviving 'Black Fives' – the other being No. 5025,

recently overhauled at the Strathspey Railway – to have been allocated to the Highland main line, where the class were nicknamed 'Hikers'. Here, it was fitted with a Manson single-line tablet catcher, the mounting point for which is visible on the old cab.

Later, when allocated to Carlisle Kingmoor, it received cabside brackets for the Bryson tablet catcher used on former Glasgow & South Western lines. Restoration group 45163 Ltd would be interested in obtaining examples of either system – contact 07891 545803.

It is hoped to re-wheel the locomotive in 2022; its front bogie is complete and its driving axlebox underkeeps are being machined, after which the axleboxes will receive their whitemetal bearings.

In preparation for re-wheeling, the slidebars on the fireman's side are being fitted, with those on the driver's side already in place – though not without some difficulty, as the driver's side suffered apparent collision damage in BR days. This is thought to have occurred between 1961 and 1963, with one rumour suggesting that the engine fell into a turntable pit. The group would be interested to hear from any reader has further details.

Work on the other ex-Barry 'Black Five' at the CVR – No. 45293, owned by the British Enginemen Steam Preservation Society – is focused on the construction of a new smokebox.

➔ More details of both projects can be found at [www.45163.co.uk](http://www.45163.co.uk) and [www.besps.org](http://www.besps.org)



The new driver's side cab sheet in place on 'Black Five' No. 45163 at the Colne Valley Railway. 45163 LTD

## Rossendale Council remains determined to forge ahead with scheme for East Lancashire commuter train service

ROSSENDALE Borough Council is to press ahead with its plan for a direct rail link from Rawtenstall to Manchester – despite claims that it could force the East Lancashire Railway to close.

As highlighted in issue 287, the council has been awarded £50,000 under the Department for Transport's Restoring Your Railways scheme for a feasibility study into the plan, plus a further £100,000 from Lancashire County Council.

However, ELR chairman Mike Kelly questioned the viability of

the scheme and said that, at worst, it could force the closure of the heritage railway.

Council leader Coun Alyson Barnes said: "There was a long time when people just didn't think it would be a goer. We are not going to let this rest."

Speaking at the recent full council meeting, she said: "I'm really, really optimistic and this chamber, I'm certain, will unanimously support this."

"The council has reached out to the ELR a number of times over the

last 12 months to actively involve the ELR in development of the business case to ensure it has a seat at the table and can inform this piece of work.

"On a number of occasions the council has reiterated its support for the ELR.

"I think we are probably in our strongest position ever regarding this initiative.

"We'd be delighted if we can work really closely with the ELR to ensure it can continue its activity on that line."

## New Spanish railway museum

A RAILWAY museum is to be set up in Alicante.

The new venue will be a branch of the Madrid-based National Railway Museum, and will be housed in a warehouse next to the city's Casa Mediterraneo.

An 11-year lease for the building and adjoining land came into operation on New Year's Day.

The Fundación de Ferrocarriles Españoles (Spanish Railways Foundation) will lend it a Mikado steam locomotive built for rail operator Renfe in the 1950s. One of the last steam locomotives built in Spain, it ran in service until 1975.



# Wolverton Works demolition plans hit bufferstops – at least for now

By Phil Marsh

THE drawn-out saga concerning property developer St Modwen's planning application to demolish historic Wolverton Works officially ended on December 21.

It took three Milton Keynes Council planning committee hearings for St Modwen to obtain outline planning consent to demolish the LNWR works. The first two were declared null and void for various procedural reasons, but the applicants prevailed with the third attempt, despite a subsequent judicial review brought by Historic England in 2018, focusing on the legality of destroying the heart of the Wolverton Conservation area – the works itself.

Issue 274 reported on the works' operator, the Gemini Rail Group, seeking new uses for the huge 21-road LNWR 1902-built trainshed and the Victorian stores building offering more than 100,000 square feet of warehousing inside the works.

There are now two new businesses working there, one a rail industry supply company and the other a local distribution company; some staff laid off a year ago have been taken back on. The access road to the Top Shop was planned to be at the main entrance into the housing development by St Modwen, so while the huge shed is being used, the access road is required and blocks vehicular access between any residential development and Stratford Road, which runs alongside the works.

The next stage in the planning process was for St Modwen to lodge a detailed planning application with Milton Keynes Council by the deadline of December 21, which came and went without any application received.

## Council support

A local objector contacted Wolverton ward councillor and Milton Keynes Council leader Peter Marland, who responded that he and a fellow member had met St Modwen and were, in the main, unimpressed and underwhelmed with the lack of thinking on the site. Coun Marland also thought it unlikely that any further application would be made in the next three years.

Milton Keynes Council is hoping St Modwen is working closely with Gemini to ensure the works continue to thrive "because jobs are part of the heritage of this working industrial site, and the council will continue to do all it can to support that," a source said.

The initial planning application was made in conjunction with the then



Class 08 No. 08754 shunts the Royal Train into Wolverton Works on June 12, 2021. PHIL MARSH

works' operator Knorr-Bremse, which lost more than £10 million a year for each of its five-year tenure that ended in autumn 2018, when Gemini took over.

Exactly six years on from lodging the initial planning application, on August 6, 2021, St Modwen, a stock exchange-listed company, was acquired for £1.27 billion by Blackstone Investments, an American fund manager. St Modwen shareholders' shares were purchased, and so they lost the right to attend annual general meetings and ask Wolverton-related questions.

Asked about the lapse in planning consent, the council's development committee responded, saying it had recently received the following from St Modwen: "Our approach to the regeneration of Wolverton Works has always been driven by the need to protect rail-related jobs and bring forward unused areas of the site for other uses to support the local community and economy."

"In order to support that goal, the original planning consent was developed in partnership with Knorr-Bremse, the rail business occupier at the time, which was acquired in 2018 and became Gemini Rail Services."

"Sadly, following the onset of Covid-19 and a strategic review of the acquired business, Gemini's operational requirements for the site have changed and the 2017 planning consent is unfortunately no longer aligned to their operational needs."

"As a result, without this support, the existing planning consent is unviable. We are again working very closely with Gemini to find a solution that balances and supports



The 21-road Top Shop at Wolverton Works is now a distribution warehouse. LENNY BARKER

the protection of rail-related employment alongside wider uses which will provide long-term benefits to the wider community."

## Early 'railway town'

The historical importance of the works was described by National Railway Museum head curator Andrew McLean in a document sent to council planners in 2016, which read: "Wolverton Works was established in 1838, and by 1907 it was the largest railway building and repair works in Britain. Wolverton was one of the first 'railway towns'. It is connected to some of the most significant figures in 19th-century Britain, including Robert Stephenson and Lord Wolverton, of Glyn's Bank fame."

"It is the place most closely connected to the Royal Train in all its guises. A number of these carriages – among the most significant and influential rail vehicles in the world – are now in the National Collection

based at the NRM. Wolverton played a significant role in building, maintaining, and repairing military vehicles in the Second World War."

"Taken together, the site presents significant evidential, historical, and communal value, all recognised core conservation principles. As an ensemble, the remaining Wolverton Works buildings are an incredibly important survival."

"There is clear evidence that sensitively-handled redevelopment of former railway buildings can become an important and attractive asset, acting as a catalyst of significant social and economic regeneration."

The Royal Train has guaranteed 125-year access through the works' site in a contract signed in 1994. Furthermore, a major part of Milton Keynes' application to become a city in this platinum jubilee year was based around its Royal Train connection.





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# Severn Valley gets £1m in second Culture Recovery Fund lifeline

By Robin Jones

THE Severn Valley Railway has received £1,012,900 from the third round of the Government's Culture Recovery Fund for Heritage to help the organisation recover from the financial impact of the Covid-19 pandemic.

The railway, which was handed £906,000 in the first round in October 2020, was among five other heritage lines and nearly 140 other organisations to benefit from a share of the £16.5 million latest round of awards from the £1.57 billion Department for Digital, Culture, Media and Sports survival pot.

This latest grant, announced in December, will fund salaries and running costs from October 1 to January 31.

The railway's chairman, Mike Ball, said: "We are delighted to receive a grant of this significance; it is an acknowledgement of the importance of the SVR as one of the largest heritage railways in the country and one of the region's leading tourist attractions.

"The funding will make a huge difference to our recovery and will allow us to plan positively for 2022, retaining our vital heritage railway skills and supporting our operational programme as we work towards operating normally and sustainably from April."

SVR's managing director, Helen Smith, added: "The last 20 months have been some of the most difficult in the railway's history.

"We have suffered huge losses. Without the support we have received from the DCMS Cultural Recovery Fund, we may not have survived."

It had been said that before the railway reopened in August 2020 after lockdown, it had been losing about £500 million a month.

Heritage Minister Nigel Huddleston said: "I'm delighted that this vital funding from our unprecedented Culture Recovery Fund is giving so many brilliant heritage organisations a helping hand this winter.

"I want everyone to enjoy what our fascinating and diverse heritage has to offer, and with this money we're safeguarding these organisations for generations to come."

Ros Kerslake, chief executive of the National Lottery Heritage Fund, which administers the Culture Recovery Fund for Heritage, added: "This latest round of the Culture Recovery Fund for Heritage provides a welcome boost for heritage organisations.

"With the situation changing daily, the funding will be crucial in helping heritage sites navigate their seasonal activities, and ensuring the safety of their visitors and their communities.



Managing director Helen Smith celebrates the latest Culture Recovery Fund for Heritage grant with Seven Valley Railway colleagues. SVR

"The grants will also support organisations in implementing business plans as they work round the challenges for the coming year, helping financial sustainability, and driving tourism so that we can look to a bright future for our heritage sector."

Historic England chief executive Duncan Wilson said: "We are delighted that the Culture Recovery Fund for Heritage grants continue to keep so many heritage organisations going. From major historic buildings

to small community organisations promoting local heritage – all deserve this support to continue to open up to everyone the opportunities that our shared history creates."

This third round of grants are part of the additional £300 million announced by Chancellor Rishi Sunak at March's spring budget. It took the Government's investment in the arts and cultural sectors to nearly £2 billion since the start of the pandemic.

GWR pannier tank No. 7714 is thrown into silhouette by the setting sun as it passes Rifle Range on the Severn Valley Railway on December 29. JOHN TITLOW





# Ecclesbourne funding will assist with track repairs

ECCLESBOURNE Valley Railway operator WyvernRail plc has been awarded £81,900 under the third round of the Culture Recovery Fund.

The money has thrown a lifeline to the nine-mile railway which, as a result of the 2021 lockdown, was left without vital income during the busy early summer period and therefore its cash reserves were depleted going into winter.

The railway successfully operated diesel trains once again at weekends and on some weekdays since July 25, using a format whereby families of up to six passengers can book a private compartment and naturally socially distance themselves from other visitors.

With the arrival of the colder months, the railway hired in a steam locomotive to provide steam heating to coaches – but at a premium cost over the heritage diesels.

Furthermore, the restored carriages in use require upgrades to their battery and lighting systems to cater for the additional running in the winter months.

The railway operates a continual programme of track repairs to enable it to operate safely, and will remain closed until April 22 while track between Gorsey Bank and Ildridgehay



**Backlighting illuminates the last vestiges of autumn foliage as BR Standard 4MT 2-6-4T No. 80080 passes Ildridgehay on the Ecclesbourne Valley Railway on January 2. The 1954-built locomotive was hired from the Princess Royal Class Locomotive Trust at Butterley, on a two-year loan, to help the railway restart after the 2021 lockdown.**  
ALAN WEAVER

is relaid. However, lockdown saw maintenance programme suspended for four months in 2021, when the infrastructure lay dormant.

"The award will greatly assist with kick-starting the maintenance programme once again which looks at lineside vegetation, track repairs, and drainage issues," said a

WyvernRail statement. The railway is also working to address issues raised during a recent inspection by the Office of Rail and Road.

A WyvernRail spokesman said that the ORR inspector was satisfied with the plans to relay the section of track, but pointed out the need for certification of an industrial electrical

supply serving Wirksworth yard. Accordingly, moves to appoint a firm to carry out the certification in line with the ORR requirements were in hand as *Heritage Railway* closed for season.

WyvernRail plc managing director Michael Evans said: "This funding will significantly help the railway continue throughout the winter. It has been a very difficult year with continual concern of how we could manage so that we are strong for the start of next season."

"I am personally very grateful to our dedicated team of volunteers who have continued to operate the railway during this challenging time."

The next big event on the EVR will be the April 22-24 diesel gala, with the Deltic Preservation Society's Class 55 No. 55019 *Royal Highland Fusilier* as the star guest. The locomotive will arrive in mid-April and stay until the end of June.

**On January 2, Class 55 Deltic No. 55019 *Royal Highland Fusilier* headed three return workings between Loughborough and Leicester North on the Great Central Railway to celebrate the 40th anniversary of the 'Deltic Scotsman Farewell' tour of January 2, 1982. No. 55019 will be a star guest at the Ecclesbourne Valley Railway between late April and June.**

JOHN WHITEHOUSE



## Three other railways are handed winter survival grants

THE Romney Hythe & Dymchurch Railway has been given £641,800 in round three of the Culture Recovery Fund for Heritage grant awards.

The funding will support staffing to carry out essential winter maintenance and safety work ahead of the railway's planned spring reopening.

It follows an award of £470,000 in the first round and £210,000 in the second.

The Churnet Valley Railway has been awarded £99,600 to fund salaries and running costs from October 1 to January 31.

A railway statement said: "The funding will make a huge difference to our recovery and allow us to plan positively for 2022."

The Stainmore Railway Company has received £16,000, which will help the Kirkby Stephen East-based organisation cover essential everyday expenses for items such as insurance and mortgage payments, ensuring resources are available for volunteers to carry on developing the site and restoring rolling stock.

Project manager Mike Thompson said: "We are immensely grateful to have received this generous and very welcome funding after yet another year in which our ability to open fully to the public has been severely restricted; this has, in consequence, greatly reduced our income and our ability to win new friends and supporters. The grant will help us cover essential costs

through the quiet winter months, and with that hurdle overcome we very much hope we will return to offering a full programme of events in 2022 when we can welcome back the public to enjoy and experience everything we have to offer once again."

→ The Stainmore Railway has also just received a £7500 grant from Cumbria County Council's Contain Outbreak Management Fund 'towards the Locomotive Conservation & Learning Trust's fast-track overhaul of the seven-compartment NER Clerestory No. 3071 on a long-term loan from Beamish Museum, with the aim of returning it to traffic by Easter.

An appeal towards its restoration has raised nearly £20,000 in five



**NER Clerestory coach No. 3071 being restored to pristine condition at Kirkby Stephen East. LCLT**

months and leaves just £5000 of the £25,000 total to find.

Anyone who would like to contribute to the appeal is invited to make a cheque out to 'Stainmore Railway Co. Ltd' and send it to: Clerestory Appeal, c/o Manor Cottage, 1 West End, Sedgfield, Stockton-on-Tees TS21 2BW.



# Signalman and passenger – now a driver – reunited 50 years on for Swanage closure anniversary special

By Robin Jones

A RETIRED railwayman who signalled the final BR train from Wareham to Swanage through Corfe Castle on the evening of New Year's Day 1972 has welcomed a special train marking the 50th anniversary of the event.

Bob Richards was on the platform at Corfe Castle station on the morning of Saturday, January 1, 2022 to greet driver Peter Frost, a dedicated Swanage Railway volunteer for 45 years – and a teenage passenger on that last BR train 50 years before.

A delighted Bob said: "It was really great to see Peter driving the special train into Corfe Castle on the 50th anniversary of the last BR train because I remember him as a child, growing up in the village and being very keen on the branch line and its trains.

"It doesn't seem like 50 years ago since BR closed the line to Swanage. We thought the line would be saved and come back to life but when the tracks were lifted in seven weeks during the summer of 1972, everyone thought that was the end.

## Volunteer effort

"It is incredible what Peter and the other dedicated Swanage Railway volunteers have achieved over the past 45 years in bringing the line back from the dead – relaying the tracks, building new stations, developing the infrastructure to maintain the railway, and linking up with the national railway network.

"You have to admire the grit and determination of several generations of Swanage Railway volunteers in



**Above: Bob Richards, holding the signalling staff tube he used in 1972, with Peter Frost at Corfe Castle on Saturday, January 1, 2022. ANDREW PM WRIGHT**

**Right: Bob Richards, holding the same signalling staff tube, with a train at Corfe Castle in December, 1971. A young Peter Frost is inside the cab. ANTHONY E TROOD**



not taking 'no' for an answer and for battling on – and winning – against the odds."

Bob started as a teenage junior porter at Corfe Castle station in 1962 and retired from Network Rail at Wareham station signalbox in 2007.

Retired engineer Peter, who grew up in Corfe Castle, drove a 1960-built three-carriage Class 117 DMU that formed the commemorative service between Norden, Corfe Castle and Swanage.

Now living in Swanage, Peter said: "It was great to drive the special train into Corfe Castle station and see Bob waiting on the platform – like he used to when he was a signalman there 50 years ago. It was a brilliant day that I will always remember.

"I have very happy memories of Bob. He was very kind to me as a youngster when I was growing up in Corfe Castle because he could see I was fascinated by the railway."

## Post-Beeching closure

"When I rode on the last train as a 13-year-old, I never imagined the railway would be rebuilt and that I would be lucky enough to be a volunteer on it for 45 years. I've enjoyed every minute of it, and the work is incredibly rewarding with great people," added Peter who became a volunteer driver in the early 1980s.

In April, 1971, just nine months before the branch closed, Swanage station's remaining staff of three people – booking clerk Maurice

Walton and porters Bill 'Taffy' Hazell and George Sims – were awarded third prize in the Southern Region's best-kept station competition.

That held no sway with the powers that were, who had already been forced to hold off on a series of proposed closure dates because of opposition from local councils and residents who claimed that the replacement bus services would be inadequate.

When the higher echelons of BR management named January 1 as the latest closure date, this time they were successful.

The closure took place nearly seven years after the departure of BR chairman Dr Richard Beeching, who had pruned most of the seaside



**Above: Locals turn out to see the last BR train on the Swanage branch on the evening of New Year's Day 1972. ANDREW PM WRIGHT**

**Right: Pete Frost (left) and Bob Richards (third from left) with a group of some of the last BR train passengers at Corfe Castle on Saturday, January 1, 2022. ANDREW PM WRIGHT**





## WITHDRAWAL OF RAILWAY PASSENGER SERVICE BETWEEN WAREHAM AND SWANAGE

The Southern Region of British Railways hereby give notice that on and from Monday 3 January 1972 the railway passenger service between Wareham and Swanage will be withdrawn and Corfe Castle and Swanage stations closed.

Details of the alternative bus services are available at local railway stations and bus offices.



The BR poster announcing the closure of the Swanage branch on January 1, 1972. ANDREW PM WRIGHT



One of the last BR Swanage branch train tickets issued, on January 1, 1972. ANDREW PM WRIGHT

branches west of Weymouth.

Nobody has ever established the exact reasons for the decision to axe the Swanage branch.

Composed of two three-carriage 1957-built 3H (later Class 205) DEMUs Nos. 1110 and 1124, that last train left Wareham at 9.45pm bound for Swanage – running through Corfe Castle at 9.55pm heading for Swanage and at 10.24pm on the return.

### Commemorative tickets for each passenger

With 500 passengers on board, each of whom had purchased a specially-printed BR Edmondson card ticket costing 50p for an adult and 25p for a child, the last train departed a gas-lit Swanage station platform at 10.15pm before passing through Corfe Castle at 10.24pm and pulling into Wareham at 10.40pm – on what was the start of the line's 87th year of operation.

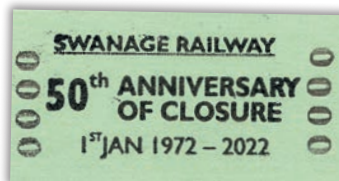
The 10-mile branch line, which opened in May 1885, officially closed on Monday, January 3, 1972 despite five years of opposition from local people and councils.

A knock-on casualty of the branch closure was that of the surviving narrow gauge ball clay tramway system at Norden weeks later, with the track lifted shortly afterwards.

However, after three years of campaigning by railway enthusiasts and community volunteers – and following a referendum among Swanage residents in 1975 – the town council gave the fledgling Swanage Railway Society a one-year lease to use the disused terminal station.



In what was one of the most famous and distinctive panoramas on the Southern Railway and, indeed, in today's UK heritage railway portfolio, the 50th anniversary special Class 117 DMU driven by former teenage branch passenger Peter Frost heads out of Corfe Castle station bound for Swanage on January 1, 2022. ANDREW PM WRIGHT



Above: The commemorative heritage Edmondson card ticket produced for passengers travelling on the 50th anniversary special. ANDREW PM WRIGHT

Right: Swanage station on Saturday, January 1, 1972, with 3H DEMU No. 1110 waiting in the platform on the last day of BR operation. ANDREW PM WRIGHT COLLECTION



Fast-forward to August 1979 and the first heritage-era passenger train services ran over a few hundred yards of the branch from a scaffolding platform under Northbrook Road bridge in Swanage to just beyond Swan Brook stream bridge behind the engine shed.



Above: The final BR train of all on the LSWR branch comprised 3H DEMUs Nos. 1110 and 1124. ANDREW PM WRIGHT COLLECTION

Left: Corfe Castle station on January 1, 1972. ANDREW PM WRIGHT

The services comprised 1957-built Fowler 0-4-0DM industrial shunter No. 4210132 *May*, which had arrived in 1977, and Bulleid coach No. 4365.

→ The Swanage Railway welcomes new volunteers. Anyone interested in finding out more should contact volunteer recruitment and retention

officer Jonathan Evans on 01929 408466 or email [iwanttovolunteer@swanagerailway.co.uk](mailto:iwanttovolunteer@swanagerailway.co.uk). For more information about paying a visit to the railway and what's on offer, visit <https://www.swanagerailway.co.uk>, where you can subscribe to a virtual newsletter to receive regular updates.



# First engine out of Barry hauls its last train – for now

By Robin Jones

MIDLAND 4F 0-6-0 No. 43924 – which made history as the first of 213 locomotives to be rescued from Dai Woodham's Barry scrapyard – has bowed out of Keighley & Worth Valley Railway traffic after its extended boiler certificate expired on New Year's Eve.

The 4F, known as The Big Goods, went out on a high note with a week of hauling six-coach trains on the Mince Pie Specials, even with two superheaters blocked off.

Built at the Midland Railway works at Derby, the locomotive entered service as No. 3924 in 1920 and went straight to Wellingborough shed, from where it handled much of the ironstone and coal traffic down the Midland Main Line to London, as well

as handling more general goods duties in the opposite direction to Leicester, Derby, and Nottingham.

March 1930 saw it transferred to Saltley shed in Birmingham. In July 1937 it moved to Gloucester (Barnwood), where it stayed for 25 years, working on freight traffic north to Evesham, Worcester and Birmingham, and south to Bristol or Bath. To reach Birmingham, the trips involved climbing the Lickey Incline.

## Rescue appeal

In 1951, it was paired with its current Fowler tender. As No. 43924, its post-nationalisation number, it occasionally headed passenger trains and helped out with summer Saturday excursion traffic. August 1962 saw its last move, to Bristol (Barrow Road), from where it was

withdrawn in July 1965. It arrived at Dai Woodham's scrapyard in October that same year.

After the end of BR standard gauge steam haulage in August 1968, there were no more ex-main line steam locomotives to be bought straight out of service; and Woodham Bros apart (which, uniquely, had held off cutting up its rows of rusting engines in favour of the more profitable wagon scrapping trade), there was indeed a scarcity. However, more standard gauge revival schemes by then were taking off and needed engines of their own.

As part of the deal with BR, a clause insisted that a locomotive bought for scrap could not be resold for anything other than that. The purpose of this restrictive clause was to prevent unscrupulous dealers buying a locomotive at scrap value and then selling it on at a highly inflated price to a preservation group.

Therefore, before it could sell any locomotive for heritage purposes, Woodham Brothers had to obtain special dispensation from BR to allow the sale to proceed.

The July 1968 issue of *The Railway Magazine* carried a small advertisement for the first of many appeals that would be made over the next two decades to save individual locomotives from the scrapyard.

It read: "43924 for Haworth! The Midland 4F Preservation Society requires £2500 for the purchase and restoration of this loco for use on the Keighley & Worth Valley Railway, Yorkshire. Donations please to . . .

"Note: If the fund does not reach the required target, the donations will be forwarded to the KWVR for purchase of other rolling stock."

The society had been formed in the mid-1960s by enthusiasts who felt that a Midland 4F should be preserved. By 1965, there were only three genuine Midland 4Fs left working for BR – No. 43953 at Workington, No. 43967 at Buxton, and No. 43924.

## Pioneering purchase

The group began talks with BR that moved so slowly that by the time the society's request was tackled, all three of those 4Fs had been sold. With Nos. 43953 and 43967 cut up shortly afterwards, No. 43924 had also been sold for scrap but was still at Barry.

After various wrangles, including the negotiations of that awkward no-sale clause, the locomotive purchase was agreed, a £1000 deposit was paid, and on September 10, 1968, it was towed from the scrapyard by diesels over two days via Hereford to Keighley.

Its final journey occurred a few days later, when it was hauled from Keighley by Manchester Ship Canal Hudswell Clarke 0-6-0T No. 31 to its new home at Haworth.

Following the trail blazed by the 4F Society with its purchase, two more engines left Barry scrapyard the following year – SR Maunsell U class 2-6-0 No. 31618, which eventually ended up on the Bluebell Railway, and GWR 2-6-0 No. 5322, which moved to Caerphilly, later moving to the Great



With light falling on its last day in service, Midland 4F No. 43924 heads a Keighley & Worth Valley Railway Mince Pie Special over Oakworth level crossing on December 31. ROBERT BATTY



The Weybourne engineering team in front of the boiler of *Rhätia* on December 15 following its arrival. From left to right are: Ben Sharred (fitter); Mike Fuller (boiler shop foreman); Steve Latham (Swiss Railway Services); Peter Phillips (technical engineer); Keith Ashford (North Norfolk Railway chief mechanical engineer); Tom Osborn (trainee fitter); and Kieran Cator (coded welder). STEVE ALLEN

## North Norfolk Railway to overhaul boiler from historic Swiss locomotive

NORTH Norfolk Railway plc has won the contract to overhaul the boiler of an historic Swiss metre gauge locomotive, which has been out of traffic for eight years.

The boiler of Rhätische Bahn 2-6-0T No.1 *Rhätia*, built in 1889 by SLM, of Winterthur, in Switzerland, duly arrived from the continent at Weybourne engineering works on December 14.

Work to carefully dismantle and remove the life-expired copper inner firebox, and to conduct a thorough internal inspection to verify the full extent of the work required, was due to begin in the New Year.

NNR chief mechanical engineer Keith Ashford said: "We recognise the enormous significance and

affection with which this locomotive is held in Switzerland, and it will be a privilege for our engineering team to be involved in the overhaul of this boiler.

"It also reflects well that Swiss Railway Services, which is acting as the technical advisers to Rhätische Bahn, recognised that the necessary skills required to undertake this type of boiler repair work exists in the UK."

## International links

NNR's managing director, Hugh Harkett, said: "This demonstrates the continued international focus that has been a mainstay of our business here in Norfolk, with a number of contracts now in house from the continent of Europe."





Following the withdrawal of Midland 4F No. 43924, New Year's Day saw the return to regular service of Taff Vale Railway 0-6-2T No. 85. It spent the first weekend of 2022 double-heading with Ivatt 2-6-2T No. 41241. BEN BUCKI



The footplate crew for the last round trip of No. 43924 at Oxenhope before the 3.15pm departure on December 31. KWVR

Western Society's Didcot Railway Centre.

Initial restoration of the 4F was quickly completed in 1970, when it was painted in post-1928 LMS livery and in 1970 it was the first ex-Barry locomotive to steam again.

In 1987, it became apparent that it needed a complete overhaul and not just routine repairs – and an £85,000 bill that the society could not afford, so it decided to sell No. 43924 to the KWVR, which returned it to service after a thorough overhaul in 2011. It has been a reliable performer ever since.

#### Film star

No. 43924 will star in the forthcoming movie *The Railway Children Return*, filmed last summer and set for release this summer. It has also featured in other films, including *Testament of Youth* and *Swallows & Amazons*.

The railway plans to display the 4F in Oxenhope Exhibition Shed. There are currently no plans to give it a fast-track overhaul; the gap between its last two 10-year boiler tickets was 23 years.



With snow lying on the ground, a comparative rarity in most parts of Britain during the festive season, Midland 4F No. 43924 heads a Mince Pie Special at Oxenhope on Boxing Day. BEN BUCKI

Mike Ellis, the owner of Swiss Rail Services, added: "Our role in this project is to match our customer, the RhB, with the best available supplier and track progress and quality, ensuring the project's success.

"The NNR has demonstrated that our choice is well-founded and that *Rhätia* is in good hands.

"In Switzerland, there is much emotion connected to this project and that makes it just that little bit special for the team to work on."

The RhB Steam Friends Association and Club 1889 have been involved in the *Rhätia* restoration project group since 2018.

They have successfully raised the finances to overhaul and return to service the oldest steam locomotive of the RhB. Club 1889 has already started restoring smaller items and will continue to do so during the course of the project.



Rhätische Bahn 2-6-0T No. 1 *Rhätia* carries out its final duties before withdrawal at that line's 125th anniversary celebrations in 2014. RHB



# The Lion, the Witch and the Saint

Words by Robin Jones

Pictures by Frank Dumbleton

DIDCOT Railway Centre has taken a starring role in a new film about British writer CS Lewis (1898-1963) – author of *The Narnia Chronicles*, including *The Lion, The Witch and The Wardrobe* – and his conversion from committed atheist to a reluctant believer in Christianity.

Directed by Norman Stone, railway scenes for *The Most Reluctant Convert* were filmed at Didcot in September 2020.

The film has been directed by 1A Productions, which is headed by double BAFTA and EMMY award winner Norman Stone for New York City-based Fellowship for Performing Arts. This is a not-for-profit production company producing theatre and film from a Christian world viewpoint, founded by award-winning actor Max McLean. Stone also wrote the script for and directed the film.

It opened in USA theatres to great success in November, with many extra screenings added around the world. A DVD was due to be released soon.

McLean himself stars as the older Lewis, and Nicholas Ralph as young Lewis. Filmed in and around Oxford, the film follows the tragic death of his mother when he was just nine years old, his strained relationship with his father, through the nightmare of the trenches of World War One to Oxford University, where fellow intellectuals – all of whom were Christians, including *Lord of the Rings* creator JRR Tolkien – challenged him to consider the logical, mythological, and literary cases for their faith.

Meanwhile, on November 7, Didcot hosted the Antiques Road Trip TV show.

Presenters Natasha Raskin Sharp and James Braxton viewed videos of an auction on their iPads inside GWR Special Saloon No. 9002.

The episode was broadcast on BBC One on Thursday, January 6.



Above: GWR Saint 4-6-0 No.2999 *Lady of Legend* arrives while CS Lewis as a young man (played by Nicholas Ralph) awaits his tutor, William T Kirkpatrick (David Gant), who he and his brother nicknamed The Great Knock.



Left: Didcot's transfer shed set up as a station, with the young Clive Staples Lewis and his father boarding a train to school.

FRANK DUMBLETON



William T Kirkpatrick and CS Lewis leave the station, while Max McLean, who plays CS Lewis as an older man, follows them.



Natasha Raskin Sharp and James Braxton during the filming of *Antiques Road Trip* on November 7.





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## Talylllyn has bumper season despite post-lockdown start

THE Talylllyn Railway has bucked the effects of the Covid-19 lockdown by reporting financial figures for last year – the 70th anniversary season of the world's first volunteer-run heritage line – that are almost as high as in 2019 before the pandemic began.

General manager Stuart Williams said: "The Covid restrictions that were in force at the start of this year meant that we couldn't open until May, so we had missed the early part of the season and Easter, which traditionally would have seen us take about 15% of our annual income. To be almost matching the 2019 turnover figure is better than we could have ever envisaged; even more so when we have been having to restrict numbers of passengers. We've been inundated with positive comments about the way we managed the services to be Covid-safe. The extra revenue is making a big difference to the winter finances."

In past years the line would shut after October half-term until the Santa season, but this year it was decided to run every weekend until the end of the year, and daily from Boxing Day to January 5. However, the railway returned to compartment-only bookings after the Welsh Government imposed Covid restrictions on December 26, and trains were stopped after January 3 due to staff Covid absence.

## No trains to top of Snowdon

SNOWDON Mountain Railway trains will again run only three-quarters of the way up the line to Clogwyn station for the 2022 season, as was the case last year.

As a result of the pandemic, and the majority of the line's workforce being furloughed, it was left with insufficient time to complete essential winter works on the upper part of the track.

The summit building, Hafod Eryri, will remain closed for the coming season and reopen in 2023.

Diesel departures begin on April 1, with steam running from June 3 until September 11.

# Help raise last £200k to steam T3 in 2023

By Robin Jones

THE Swanage Railway group – which is rebuilding LSWR 4-4-0 No. 563 – said it will need to raise another £200,000 if the locomotive is to steam in 2023.

No. 563, which was gifted to the Purbeck line in 2017, is currently undergoing restoration at the Victorian locomotive specialist workshop Bill Parker's Flour Mill at Bream, in the Forest of Dean.

In December, a specialist went to the Flour Mill to weld the bushes into the outer firebox, paving the way for the reassembly of the firebox and boiler, and with it, completion of the heart of 1893-built No. 563.

### £300k so far

In a message to supporters, the Swanage Railway Trust 563 Locomotive Group said: "While the Flour Mill has been very good to us and paced its schedule according to our means, if we are serious about having No. 563 back in steam early in 2023 we need to tell them to 'go full steam ahead.' At the same time, the tender has recently started the journey to restoration by Herston Works, and we will start to incur costs there too."

"Just 14 months ago, we were earnestly starting our fundraising efforts as the Swanage Railway recovered from the first wave of coronavirus. It's down to the incredible generosity of our supporters that we've been able to achieve so much in such a short space of time."

"To date, we have raised more than £300,000, most of which we have spent or allocated to specific tasks, such as the tender."

"We anticipate that we need close to another £200,000 to finish the restoration."

"That's a substantial sum still to raise in a short time, although as the prospect of crossing the finishing line



A classic from the past becoming a star of the future: LSWR 4-4-0 No. 563 under restoration in the Flour Mill workshop. NATHAN AU

comes ever closer, we hope that our loyal supporters will feel even more inspired to help us get there."

"T3 supporters who are also members of the Swanage Railway Trust will also be aware that the trust has thrown its weight behind our efforts and made No. 563 a priority project to the wider trust membership."

### New bogie springs

"The continued support of our 'parent' is a welcome acknowledgement of what we have achieved so far and how important the locomotive is to the future of the railway. But with many demands on the trust's purse, we cannot rely on their efforts to get us over the line."

As the next step in restoration, in order to ensure that No. 563 is overhauled to the best possible mechanical standard, the group has opted to fit four new springs to the

front bogie as the originals are of unknown age and service life.

It is intended to place an order for five springs, including one spare, in the near future.

They are priced at £2184.60 each, or £8738.40 for the set.

→ Supporters wishing to sponsor one or more of these springs will receive their own 'stay' from the T3's firebox, alongside an exclusive print of No. 563 at Corfe Castle, produced by Kevin Williamson.

There are also other individual components available to sponsor from £50 to £50,000, from new stays and boiler tubes to the complete repaint into LSWR Drummond livery. All sponsorships will come with a gift certificate and a letter of thanks.

→ Anyone who wishes to donate to the ongoing appeal is invited to visit [www.563locomotivegroup.co.uk/donate](http://www.563locomotivegroup.co.uk/donate) or [www.swanagerailwaytrust.org/t3-appeal](http://www.swanagerailwaytrust.org/t3-appeal)

## New Gowrie carrier frame takes shape

THE carrier frame structure for replica North Wales Narrow Gauge Railways Hunslet 0-6-4T No. 979 of 1908 Gowrie was bolted together in December in preparation for riveting.

The Gowrie Locomotive Trust has also obtained castings for piston rod and valve spindle glands (now machined), the regulator quadrant and gland, injector steam valves and clacks, and for the split bearings for the coupling and connecting rods.

The pattern for the coupled wheels has now been finished and the order placed for these to be cast, and the tyres ordered.

To rectify the original Gowrie's reputation for below-par performance, a new larger boiler is to be designed, and the



The back end of the new Gowrie, on December 14. JOEY EVANS

carrier frames have already been lengthened to accommodate a longer firebox.

Sold to the Ministry of Munitions in 1918 after just 10 years' service, Gowrie was later resold and cut up by 1931.

→ Anyone who would like to contribute to the new-build project, underway at a workshop in the Midlands, is invited to email [gowrielocomotivetrust@gmail.com](mailto:gowrielocomotivetrust@gmail.com) or write to: Marion Allen, Hon. Treasurer/Secretary, c/o 6, Shipley Rise, Carlton, Nottingham NG4 1BN.





WR 4-6-0 No. 7820 *Dinmore Manor* emerges from the trees at Stretchford on the South Devon Railway during a Timeline Events photographic charter on January 4. DON BISHOP

## Ring Haw overhaul underway at NNR

HUNSLET 16in cylinder 0-6-0ST *Ring Haw* was dismantled for its latest 10-yearly overhaul at the North Norfolk Railway in December.

The former Nassington ironstone quarry locomotive, Works No. 1982 of 1940, has been a popular resident on the Poppy Line since 1970, when it was gifted following the closure of the quarry near Peterborough.

Its last overhaul was completed in 2014 and in 2020 was purchased by the line's supporting body, the Midland & Great Northern Joint Railway Society, as part of a support package to help the railway through the Covid-19 lockdown.

The society stated that it "was keen not only to place the business



**Hunslet 0-6-0ST *Ring Haw* being stripped down for its 10-yearly overhaul in Weybourne works on December 20, with its saddle tank removed and its cab roof on the left in front of GER Y14 No. 564. STEVE ALLEN/NNR**

with the NNR but also to bring the work forward to ensure that there was plenty of work to keep the workshops busy through the

difficult times. The cost of the overhaul will be met from society funds and no fundraising campaign will therefore be run."

## Analysis is needed after Bure Valley biocoal tests

THE Bure Valley Railway has undertaken a second set of tests on biocoal produced from biomass, to see if it is a credible replacement for coal.

The trials followed a first set in June and were carried out as a joint exercise between the 15in gauge Bure Valley line, the Advanced Steam Traction Trust, and fuel manufacturer Coal Products Limited on November 23/24, using No. 6 *Bickling Hall*, which is fitted with a Lempox exhaust, and No. 1 *Wroxham Broad*, which has a conventional exhaust. Morning departures to Wroxham burned the

Welsh coal from Ffos-y-fran mine as a base comparator, and the afternoon trains consumed a variant of Ecoal50.

ASTT chairman John Hind said: "The June trials were only on one locomotive and at moderate firing rates, and showed that No. 6 steamed as well with Ecoal50 as Ffos-y-fran, but Ecoal50 fuel consumption was 28% greater.

"The 'gut feel' on the day from the footplate crew was that, with this variant of Ecoal50, the locomotives steamed adequately but not as well as with Ffos-y-fran. The initial

thought is that this is because of unburnt fuel carry-over, especially at higher rates of working.

"We also saw clinker on one run. There now comes a period of more detailed analysis and discussion with CPL."

Heritage Railway Association chief executive officer Steve Oates said: "With the supply of coal now under threat and global prices escalating, there's an increasing desire among members to know if any form of biocoal will actually happen on a large scale."

## IN BRIEF

### Four into three: Sentinel dismantled for spares

OWNER Mike Hart has dismantled one of his three Sentinel 0-4-0VBTs as a supply of spares for his other two.

No. 9376 of 1947 was first preserved in 1971 and bought by Mike 12 years ago. One of a trio based at the currently closed Elsecar Railway, over the years, parts from it have been donated to his No. 6807 of 1928 *Gervase* and No. 9565 *William*, and the boiler will be a spare for future use on either. "There are a number of the same type of Sentinels around the country and it has been used as a donor locomotive for many years," Mike said.

The two-speed gearbox from No. 6807 has been donated for use in Callum Porter's No. 7232 *Ann* at the East Lancashire Railway. Mike said that the gearbox will allow *Ann* to run at 15mph rather than 3mph.

### Royal Scot fails

WHILE heading Saphos Trains' 'The Pennine Moors Christmas Cracker' from Crewe towards Preston on December 18, LMS 4-6-0 No. 46100 *Royal Scot* failed at Euxton Junction.

It was pushed into Preston by the trailing diesel, which then took the tour over Copy Pit. No. 46100 has since returned behind a diesel to LNWR works at Crewe where it is under investigation. The problem was said to be boiler-related and not thought to be serious.





Looking along the newly revealed remains of Chirk's narrow gauge tramway station alongside the main line station. GVT



A lost narrow gauge station emerges from beneath the rubble: the Glyn Valley Tramway Trust workforce in the newly uncovered remains of Chirk station, which closed in 1935. GVT

# Appeal for £250K to rebuild lost Chirk tramway station

By Robin Jones

A £250,000 All Change At Chirk appeal to rebuild the long-lost eastern terminus of the Glyn Valley Tramway has been launched.

The terminus of the 2ft 4½in gauge tramway, which operated between Chirk and Hendre Quarry near Glyn Ceiriog between 1873 and 1935, lay alongside the GWR Chirk station, serving the Shrewsbury to Chester line, the original 19th-century buildings of which were demolished in 1987.

Since 2006, volunteers have been working to clear the tramway trackbed of debris, which mostly consisted of rubble from the demolished main line station buildings.

## Railway archaeology

During the past year, the old tramway platform has been unearthed and the first course of bricks of the old station building is all that remains. However, they are in sufficiently sound structural condition to be built upon in due course.

The appeal is aiming to raise the money to rebuild the station

building and platform, generate the funds required to repair the station's retaining wall, and start a 'fighting fund' for asset purchases, such as further trackbed and land.

The retaining wall will have to be rebuilt for safety reasons before the reconstruction of the station.

Planning permission has already been granted for the reinstatement of the first section of the tramway from Chirk to a temporary station at Pontfaen, a distance of about a mile, and much site clearance has been undertaken.

Recently, much help has come from Andrew Christie, a Birmingham-based driver and driver instructor with Cross Country Trains, who also qualified as a Severn Valley Railway steam driver in 2008.

He recently hired a mini-digger, dumper truck, and roller for the trust, and they proved to be priceless at moving years of rubble from the trackbed.

"This hire also provided me with a true understanding of just how much restorations cost, and left me with the desire to help raise some funds for the GVT Trust," said Andrew.

"The trust has become close to my heart and I wish to support them as much as I can.

"It is now my mission to return tracks to the disused station in Chirk and be the first to drive a steam engine there in 86 years!"

A rebuilt Chirk station, which last saw passengers in 1933, will give the trust an official home. Once the new station building is completed, a donations wall will be created as a thank-you gesture to all donors, listing those who have contributed £150 or more.

## Gauge debate

The reconstruction of the platform will be another major task, as many of the platform edging stones are missing and will require new ones to be cut. Talks with Network Rail are now at an advanced stage to reinstate access to the narrow gauge site.

Chirk station originally had a single-width gateway to gain access to the tramway. The trust is intending to install two access points, one being close to the original and a second close to Network Rail's disabled access ramp and footbridge.

The next stage will be to lay a 2ft 6in gauge demonstration track so the trust can move a former Royal Naval armaments depot box van from a neighbouring property, to provide vital storage for the trust and maybe later a shop.

The debate of which gauge to use for the rebuilt tramway continues. The first lengths of track to be relaid will then be regauged to 2ft 3in to accommodate a visit by the two surviving GVT carriages that are currently based at the Tallylyn Railway.

Chirk lies at the centre of the Pontcysyllte Aqueduct and Canal World Heritage site, and Andrew believes that a restored tramway station will encourage more visitors to break their journeys to and from North Wales, maybe even arriving by main line train.

→ Anyone wishing to join the volunteers at Chirk is invited to email [contact@glynvalleytramwaytrust.co.uk](mailto:contact@glynvalleytramwaytrust.co.uk)

→ Donations to the All Change At Chirk (Station Rebuild Appeal) can be made by PayPal using [thegvttrust@gmail.com](mailto:thegvttrust@gmail.com) or by bank transfer (sort code: 40-17-20; account no. 31409948).

## New manager to boost NRM communication with heritage railway sector

THE National Railway Museum has appointed Paddy McNulty as railway partnerships manager in a newly-created role.

An experienced heritage professional, Paddy will work with railway partners and the heritage sector to develop and strengthen relationships, and to act as the day-to-day contact for existing exhibit borrowers and for new loan enquiries.

He will work across the museum's professional teams, including curatorial, registration, conservation, engineering,

and rail operations to ensure a coordinated approach.

Paddy said: "I am delighted to join the Science Museum Group in the run-up to Vision 2025, which promises to bring transformational changes to the National Railway Museum and Locomotion.

"Covid willing, I plan to be as proactive as possible and I want to get out to meet as many partners and borrowers, and visit as many heritage railways as I can."

A regular visitor to the National Railway Museum from a young age, Paddy has a keen interest in railway

heritage and has family connections to the North York Moors Historical Railway Trust; his late stepfather was a founding member.

He has worked in the cultural heritage sector for more than 20 years, and eight years ago established his own cultural heritage consultancy.

He was the national museum lead for the Arts Council England-funded Museum-University Partnership Initiative and provided strategic, operational, and business consultancy services to organisations including Kirkcaldy



Paddy McNulty, the NRM's new railway partnerships manager. NRM

Testing Museum, Coombe Mill, the British Museum, and Bath Preservation Trust.



# Eddystone withdrawn with wheel flats

WEST Country 4-6-2 No. 34028 *Eddystone* has been withdrawn from service at the Swanage Railway after suffering flats on its driving wheel tyres over Christmas.

The rebuilt Bulleid Pacific, owned by Southern Locomotives Ltd, which returned to service last year following overhaul, was on the rear of a Swanage Railway 'Train of Lights' on December 12 when its steam brake was not released. The locomotive at the front – SLL's Battle of Britain Pacific No. 34072 *257 Squadron* – dragged the train and No. 34028 for nearly a mile, leaving foot-long flats on *Eddystone's* driving wheel tyres.

SLL chairman Simon Troy stated: "Full responsibility was immediately taken by the railway, so all costs will be covered and hire fees protected."

He added that the locomotive was soon to be dispatched to an installation with a ground lathe so that the wheels do not have to be removed. It is hoped that there is enough tyre left to be turned, but the indications are that it should be possible.

Swanage Railway chairman Gavin Johns said: "This was an unfortunate incident, but we've undertaken a detailed review and investigation and implemented a number of recommendations. We are looking to have the locomotive repaired and



With its electric headlights adding to the illuminations, rebuilt West Country No. 34028 *Eddystone* prepares to depart from Swanage with a 'Train of Lights' on December 12. ANDREW PM WRIGHT

back in service as soon as possible."

Another of SLL's collection of Bulleid Pacifics, Battle of Britain No. 34070 *Manston*, returned to the Swanage Railway's Herston works on December 23 from Tyseley Locomotive Works.

Final work to complete its overhaul – refitting the brake rigging, annealing

copper pipework, and fitting new smoke deflectors – is now under way, with a view to returning it to steam in April.

The boiler certificate of SLL's rebuilt Battle of Britain No. 34053 *Sir Keith Park* is due to expire at the Spa Valley Railway in February, but a three-

month extension is to be sought. Following withdrawal, it will be transferred to Herston for dismantling, ready to exchange its boiler with that from No. 34010 *Sidmouth* at the North Norfolk Railway. It will then return to Herston for what, it is hoped, will be a fast-track overhaul.

## World's oldest railway bridge and Dartmoor tramshed get listed status from Historic England

By Robin Jones

SKERNE Bridge, which was built for the opening of the Stockton & Darlington Railway in 1825, has now been granted Grade I-listed status by Historic England.

One of only seven Grade I-listed railway bridges in England, it was built in just eight months and is the work of architect Ignatius Bonomi, a skilled designer of masonry bridges, who had been the county surveyor for bridges for County Durham since 1813.

He was commissioned to begin work in 1824 and created an elegantly proportioned structure with a single masonry arch spanning the river, flanked by two smaller pedestrian arches set in the wide piers rising from the riverbank.

The listing was made four years before major celebrations to make the 200th anniversary of the Stockton & Darlington are expected to draw visitors from abroad to the North East.

Elsewhere, Bridlington South signalbox has been given Grade II-listed status.

In October, the 65-lever frame at the 'box was upgraded by Network



Built to last: Skerne Bridge still carries modern rail traffic. HISTORIC ENGLAND

Rail to a modern control panel. Yet while the historic levers were taken out of action, they were able to remain in place inside the 'box.

Also now listed as Grade II is Tyrwhitt's Wharf, a rare survivor of the horse-drawn Plymouth & Dartmoor Railway.

The tramway's first line opened in 1823, was completed in 1827, and ran from Princetown on to Sutton Harbour in Plymouth – a distance of 25 ½ miles. It carried granite stone from Dartmoor to Plymouth for its

use in construction projects and brought raw materials and general supplies back to Princetown, and was part of local MP Sir Thomas Tyrwhitt's plan to improve the economy of the moorland. He also created Dartmoor Prison to house French prisoners captured during the Napoleonic Wars.

The wharf near Buckland Monachorum, said to be a nationally-important early example of a horse tramway building, was erected in 1823 as a staging point for the



Tyrwhitt's Wharf is built of Dartmoor granite and retains evidence of functional features, such as the tall entrances at either end of the building to allow horses to enter and leave. HISTORIC ENGLAND

stabling and refreshment of the horses.

The route of the tramway can still be traced in parts of the moorland landscape, and some of it is now used as a trackway.

In 1883, part of the tramway was rebuilt as the GWR's standard gauge Princetown branch. Most of the rest of the tramway was disused by 1900, although one of its branches, the Lee Moor Tramway, which famously crossed the GWR main line near Laira, saw some traffic as late as 1960.



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Southern Railway Maunsell U class 2-6-0 No. 31806 comes face to face with BR Standard 4MT 2-6-4T No. 80078 at Swanage station on the evening of Saturday, November 27. ANDREW PM WRIGHT



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# Middleton Towers branch revival scheme gathers pace

By Robin Jones

A CAMPAIGN to restore Norfolk's Middleton Towers station and potentially see passenger services reintroduced along the four-mile freight-only branch from King's Lynn has been launched.

The branch is the sole remaining part of the Lynn & Dereham Railway, the building of which was authorised on July 21, 1845, and which, still under construction, was taken over by the East Anglian Railway on July 22, 1847.

The first station on the line from King's Lynn, Middleton station, which opened on October 27, 1846, was renamed Middleton Towers on November 1, 1924.

Back in 1883, authorities granted permission to load and offload horses at the station, and cattle pens were eventually built. As the coal and sand industries developed, a siding was built for Bagge, a local merchant, and this featured a siding and headshunt. There was a sandpit, which was believed to be connected by a 2ft gauge railway.

The King's Lynn to East Dereham line was closed to passengers on September 7, 1968, but the westernmost section was retained for freight traffic, with a freight-loading point for silica sand from the quarry at Leziate, run by Sibelco UK Ltd, at Middleton Towers.

After a large housing development in Leziate was completed in 1990, the line between Middleton Towers and King's Lynn was considered for restoration as a passenger route.

However, with the electrification of the main line between Cambridge and King's Lynn, the provision of rolling stock for the non-electrified branch became a major issue and the proposal was dropped.

The branch has seen passenger traffic in the form of charter trains and in 2015, Middleton Towers station – which has survived largely intact – was believed to have been used by the Royal Train taking The Queen to Sandringham.

In July 2021, local enthusiast Alex Brammer founded the Middleton Towers Restoration Group, with the initial aim of fully restoring the station site to be used by the local community.

Six months later, the group has grown to the stage where it boasts more than 130 members, comprising railway enthusiasts, engineers and tradespeople.

The former ticket office and platform access room are in dire need of repair. However, the station house,



**Left:** Middleton Towers station on the four-mile freight-only branch from King's Lynn, which serves the sand-loading terminal seen in the distance. The station buildings are still remarkably intact 54 years after the withdrawal of passenger services but are now in dire need of repair. The slate-roofed main station building is situated next to the level crossing and the platform boasts a covered shelter. The platform was raised in 1882 and may have been extended from its original size. A 21-lever signalbox was installed to the west of the level crossing on the Down side. STEVE KNIGHT/ CREATIVE COMMONS

**Right:** On December 11, 1999, Hastings Diesels Ltd ran its 'The Fenman' tour using restored 'Thumper' DEMU No. 1001 from Hastings via Kensington Olympia, Hitchin, Cambridge, and Ely to King's Lynn, from where it took a trip down the Middleton Towers branch to the sand depot. Passengers were not allowed to alight at the old Middleton Towers station or anywhere within the site. The trip along the freight branch was arranged at an additional cost and passengers who wanted to take the part were asked to pay a £5 supplement. ROBIN JONES



which is privately owned and used by Sibelco, is in superb condition.

The rest of the site is owned by Network Rail, with whom the group aims to hold discussions to obtain permission to renovate its portion.

Members plan to set up a public tea room and a museum for the former King's Lynn to Dereham line, which was linked to what is now the Mid-Norfolk Railway.

Alex said: "Our ambitions cannot end here. While we focus on our current plans, we must be ready to campaign for reinstatement of a passenger service, at least as far as Middleton Towers or East Winch.

"A substantial amount of potential rail users reside in this area and it would certainly relieve some pressure on our roads. We must not let central government or local government



**Left:** A side view of the surviving Middleton Towers station building. MRTG

make knee-jerk decisions to develop on any portions of the line or, worst of all, tear it up entirely, as regrettably done in the 1960s."

→ Anyone interested in following the progress of the restoration scheme or wishing to contribute is invited to visit the Middleton Towers Restoration Group Facebook page. Alternatively, you can email [mtrg.norfolk@gmail.com](mailto:mtrg.norfolk@gmail.com)



# NYMR collision occurred after Class 20 went too fast at 10mph – report

By Robin Jones

A COLLISION at Grosmont station on the North Yorkshire Moors Railway that left five passengers slightly injured occurred because Class 20 No. 20189 travelled too fast while running light, a Rail Accident Investigation Branch report concluded.

As reported in issue 285, No. 20189 entered Platform 2 on the morning of September 21, having uncoupled from a train in Platform 3 that had arrived from Whitby. It was undertaking a movement to wait behind the train in Platform 2 that was due to depart later to Whitby.

The 20 entered Platform 2 at about 10mph and was intending to stop in the unoccupied track behind the Whitby service, but collided with the rear of the train at about 5mph.

Five minor injuries were reported among the 175 passengers on the Whitby service, who were treated by first-aiders at the scene. There was some damage to the coaches, which were removed from service for several weeks to allow inspection and repair, but there was no damage to the locomotive, nor to the track or other infrastructure, said the report.

## Restricted view

"The accident occurred because the locomotive was travelling too fast to be able to stop in the distance available when the stationary coaches ahead first came into the driver's view," said the report.

Class 20s are fitted with a cab at one end. "This means that a driver's visibility of the line ahead is much more restricted when the nose end is leading, with the driver having to look through a narrow window past the side of the locomotive, in a similar manner to a driver of a steam locomotive," the report continued.

Privately-owned No. 20189 was made available for use by the NYMR while some of its own locomotives were undergoing maintenance. Not scheduled to be used that day, it was required at short notice after the Automatic Warning System (AWS) equipment on the scheduled steam locomotive failed an operational test, said the report. "AWS equipment is required for NYMR trains operating on



**Class 20 No. 20189 enters Grosmont's Platform 2 just before the collision on September 21. NYMR/RAIB**

Network Rail's Esk Valley line between Grosmont and Whitby, and the Class 20 locomotive had operational AWS equipment to allow it to operate on this section."

The report said that the Class 20 driver held the competencies required to drive the steam locomotive intended to be used for the first Whitby service that day. Although he had held the relevant competencies to drive Class 25 and 37 diesel-electrics for about five years and had driven them on many occasions, he did not hold the specific competency to drive the 20. "As a result, he sought the assistance of a traction inspector to accompany him. The traction inspector's role was not to teach the driver how to drive the locomotive, but to assist him in gaining familiarity with the locomotive and its operation and to assess his competence," the report added.

Following the accident, the driver stated that although he was aware of the train standing in Platform 2, he thought that it was further along the platform and that there was more space in which to bring the 20 to a stop.

"It is also possible that the limited forward visibility compared to that from the Class 25 and Class 37 diesel locomotives, and the driver's unfamiliarity with driving this locomotive, affected his perception of the locomotive's speed and his decision-making," the report said.

During its preliminary examination, RAIB found that the NYMR was unable to provide documentary evidence that the traction inspector involved in the accident held the relevant driving competency for the Class 20. "This is of concern as it means that the Class 20 was operated on Network Rail's infrastructure with neither the driver nor the traction inspector being able to demonstrate the relevant competence for that class of locomotive." The traction inspector had worked on the NYMR since 1997 and had been a volunteer for 23 years prior to that. He had maintained and driven all the diesel locomotives that the NYMR operated."

## Improvement notice

Subsequently, on October 7, the Office of Rail and Road issued an improvement notice requiring the railway to be able to demonstrate the competence of its drivers for operation on both its own infrastructure and on Network Rail.

The report concluded: "This accident demonstrates the importance of train drivers that are undertaking permissive moves into sections occupied by another train doing so at speeds that allow them to stop in the distance that they can see to be clear ahead, and take account of any limitations of visibility from the active driving position due to the type of rolling stock and the layout of the location."

## Historic North Shields tramlines uncovered by workers

CENTURY-OLD tram lines in North Shields have been uncovered by workmen digging up the tarmac surface of Howard Street as part of the town centre's Northumberland Square redevelopment project, and are set to be displayed at the Stephenson Railway Museum.

The town's first tram service was a horse-drawn affair opened in 1880 on a track running between Camden Street and the Grand Parade, in Tynemouth. When steam trams were introduced in 1884, the line was extended to Prudhoe Street. The last North Shields tram ran on August 5, 1931.

A North Tyneside Council spokesman said: "The council is working with the Stephenson Railway Museum with the aim of putting some sections of them on display there. They are obviously very big and heavy, so we're trying to arrange the logistics of getting them over to the museum."

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# World's penultimate Garratt back in service at Sandstone

By John Titlow

THE penultimate Garratt to be built in the world has returned to full working order at Sandstone Estates in Ficksburg, South Africa, following the completion of a restoration project that has taken just over a year.

Built by Hunslet Taylor in Johannesburg for South African Railways in 1968, modified NGG16A 2-6-2+2-6-2 No. 155 spent its life on the 2ft gauge Port Shepstone to Harding railway in KwaZulu, Natal, which became the Alfred County Railway in 1988 when it was privatised.

At the ACR, NGG16s Nos. 155 and 141 were rebuilt by the late engineer Phil Girdlestone and his assistant Shaun McMahon on principles developed by LD Porta, designer of the gas-producing combustion system (GPCS). Technology similar to that on the 3ft 6in gauge 26 class 'The Red Devil' was used with the aim of improving steam locomotive efficiency and reducing coal consumption.

## Engine unit swap

The rebuilding incorporated GPCS, Lempor exhausts, an improved spark arrester, lightweight multi-ring articulated piston valves, improved valve events, and mechanical lubrication. No. 141 was converted in 1989 and No. 155 the following year, both locomotives being reclassified NGG16A.

The most obvious visible difference between the original and the rebuilt locomotives is the megaphone-shaped Lempor chimney containing a cylindrical mixing chamber and a wide-angled diffuser.

Both locomotives achieved fuel savings against the NGG16s, with the costs paying off within a year. There



At the Sandstone Cherry Festival in November, recently restored NGG16A No. 155 makes its debut with fellow ex-Port Shepstone NGG16 No. 88 on the left. J ATTWELL/SANDSTONE

was talk about a super Garratt NGG17, but that never materialised.

In 2004 the ACR went bankrupt and the locomotives were left to deteriorate in the sea air at Paddock.

No. 155 was privately purchased in 2002 and moved to Sandstone Heritage Trust, and was eventually purchased by it. No. 141 was bought by a consortium and transferred there in 2007. Unbeknown to Sandstone, sister No. 142 was fitted with the modified engine units from No. 155. Attempts were made to buy No. 142 or the modified engine units, but sadly it was scrapped in 2017.

No. 141 had been stored at Hoekfontein, Sandstone, free of charge for almost 14 years and was looked at but found to be in a poorer condition than No. 155, but with the

correct modified engine units in place. These units were transferred to 155.

With the successful rebuild of Class NG10 No. 61 and its return to steam for the Stars of Sandstone in April 2019, No. 155 became the next in line for the Sandstone treatment.

The locomotive was inspected and the boiler found to be in restorable condition; a full set of tubes was in stock and the boiler work was done at Wonder Steam in Hermanstad, Pretoria. The frame and mechanics were restored in Sandstone's own workshops.

## Unique restoration?

No. 155 was devoid of its fittings, which had been removed when it stood at Port Shepstone out of use. But Sandstone had a good selection of spares,

including the GMAM 3ft 6in gauge Garratt lubricator required.

Shaun McMahon assisted the project by providing the technical details and all the relevant drawings of the extensive modifications to Nos. 141 and 155.

This restoration may be unique in that the locomotive has been restored in its rebuilt state after its conversion to the GPCS.

No. 155 has returned in its striking red livery and made its debut at the Cherry Steam Event, marking yet another milestone in Sandstone's achievements in preserving South Africa's 2ft narrow gauge railway heritage.

The NGG16A is the same class as the ones used on the Welsh Highland Railway but in a very different form.

## New tech director's career was inspired by school-age trip to the Bluebell

EXPERIENCED senior information technology leader Nigel Page has been appointed as the Bluebell Railway plc's first IT director.

Currently a senior manager with Amazon Web Services, he attributes his IT career to an interest in electrical engineering that resulted from a school trip to the Bluebell's Horsted Keynes station in 1975. He has been a member of the Bluebell Railway Preservation Society since returning from overseas several years ago.

He was also chairman of Cuckfield Parish Council for nine years, and said that he learned the

importance of communities: "The Bluebell Railway has a place in that community and is at the heart of Mid-Sussex tourism."

Plc chairman Geoff Mee said: "We are delighted Nigel is joining us and look forward to working with him on improving all aspects of the railway's IT and digital systems. How we communicate with our staff, volunteers, customers, and the wider world will be crucial to our success in the next few years."

"We will always retain our status as a heritage railway, but we also have to make sure our systems keep up with modern technology."



Newly-appointed Bluebell Railway IT director Nigel Page at the line's Horsted Keynes station. BLUEBELL RAILWAY





Safe at last: GMAMs Nos. 4114 and 4079, 15F No. 3052 and 25NC No. 3488 at Sandstone. RON NELL



With minimum clearance, GMAM No. 4079 exits through the tunnel departing Germiston shed. SHAUN ACKERMAN

# More locomotives arrive at Sandstone

FURTHER locomotives were relocated to South Africa's Sandstone Estates in November.

Three more steam locomotives, a Rhodesia Railways diesel and a crane, this time from Germiston shed, were moved 220 miles by road under police escort.

The 3ft 6in (Cape Gauge) steam locomotives are Beyer Garratt 4-8-2+2-8-4 GMAM No. 4079 of 1954, North British 25NC 4-8-4 No. 3488 of 1954, and North British 15F 4-8-2

No. 3052 of 1946 that was given to the late English artist David Shepherd in 1991 in exchange for a painting of the locomotive, and named after his wife, *Avril*. They were accompanied by English Electric diesel DE2 No. 1207, built at Dick Kerr Works in Preston in 1955 and Cowans Sheldon 60-ton crane No. 578, which dates from 1965.

Their arrival brings the collection at Sandstone of 3ft 6in gauge locomotives and stock to 15 ex-SAR steam locomotives and one diesel,

nine industrial steam locomotives and one diesel, the newly-arrived diesel, 16 SAR coaches, 17 freight wagons, three mobile cranes, and one inspection trolley. Although Sandstone has nowhere to run them or any intention of doing so, they are now safe.

Due to worsening security regarding theft and vandalism at Gemiston shed (as reported in issue 285), where they have been for more than 20 years, the move was necessary as part of safeguarding their collection.

Leaving the site was extremely difficult due to having to depart through a tunnel built for rail only. The base had to be graded out, lowering it to enable the locomotives on their trailers to get through with only a 4in clearance.

Presently the remaining locomotives at Germiston are safe and secure within the depot, which has 24-hour security provided by Transnet Engineering. There are plans to turn it into a heritage centre.

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## Volunteer job vacancies

### Financial and Fundraising - LMS10000

The Ivatt Diesel Re-creation Society is a charity constructing the third class D16/1 diesel locomotive as a living legacy for number 10000, the first successful UK mainline diesel locomotive of 1947.

As the project moves into the construction phase, the IDRS is seeking to strengthen its financial team.

The key duties are to assist to:

- Maintain an overview of the charity's financial affairs and financial reporting.
- Ensure that proper financial records, processes and procedures are maintained.
- Provide a financial report to members and the Charity Commission on an annual basis.
- To actively raise funds for the charity through grants, corporate sponsorship and other means.
- To work as a member of the current fundraising team.

Applicants for either position should contact the Secretary with a short description of their experience to date.

Contact: [info@LMS10000.co.uk](mailto:info@LMS10000.co.uk)

**LMS10000**



# Chinnor gives 200 graduates a taste of railway operations

Words and pictures by Phil Marsh

WHEN Network Rail took over from Railtrack in 2003, some of its new leadership team actively dismissed heritage railways as irrelevant to the recovery of the rail industry after the tragic series of preventable fatal accidents. However, since then, a few heritage lines have entered the rail industry training and education industry. This trend is likely to expand exponentially in 2022, as it looks like it may be on the cusp of one of the biggest rail industry training collaborations yet.

Many of the tens of thousands of volunteers in our heritage railways and centres are former or existing rail professionals, passing their skills on to volunteers, and – crucially, in ever-growing numbers – new entrants to the rail industry. And soon after Network Rail's chief executive, Andrew Haines, took up this post in August 2018, he quickly identified that the organisation had corporately lost many of its operational skills and experience post-Privatisation and the subsequent fragmentation.

## Hands-on experience

In February 2019 a former colleague of Andrew and a Chinnor & Princes Risborough Railway (CPRR) volunteer suggested to him that this lack of knowledge could be partly addressed using a heritage railway as a training location.

Following several meetings with Network Rail training managers, a trial day took place in October 2019 at Chinnor, with NR chairman Sir

Peter Hendy and Andrew's business teams as guinea pigs.

It was deemed to be an outstanding success, and a day's operational railway experience for the 2019 intake of 60 NR graduates was arranged, commencing in March 2020 at Chinnor. Covid-19 prevented these days being completed and they resumed in September 2021 running through to November, but now with the 2021 graduate intake visiting Chinnor.

The graduates are overseen by Sharna Smith, NR's operations and general management scheme manager, who also arranged for graduates from five Train Operating Companies to join in. They joined seamlessly with the NR graduates in operating the CPRR for a day under close supervision.

By the end of November, almost 200 graduates had visited the CPRR and driven a Class 31 or Class 37-hauled train, worked Chinnor's interlocked mechanical signalbox, laid a short section of track, carried out guard's duties including brake tests, and operated level crossings.

These experience days originally commenced in March 2014, when NR's timetable planners from Milton Keynes visited Chinnor to further their understanding of railway operations.

These are not easily understood when new to the industry or when your only rail industry experience is at a desk driving a computer. The sessions carried on for two years and were refined for these graduate days, which will resume in March at Chinnor.

The highly positive feedback received from the graduates and accompanying NR trainers highlighted

that the volunteers had massively over-delivered in explaining and demonstrating overall railway knowledge and skills to the graduates.

Discussions have since commenced on how the wider heritage railway industry might benefit from these

successful experience days.

The rail industry is in the midst of change and will become Great British Railways after the workforce has been reorganised in the next few years.

As with previous reorganisations, many will be leaving the industry – which will result in a further loss of experience, knowledge, and skills base.

## Positive feedback

As railway reorganisation history has recorded, this is likely to have an adverse impact on performance and efficiency, as has been seen many times before.

**"The whole volunteer team there were brilliant at bringing it all to life and especially at answering some of the more challenging questions we asked."**

And it was precisely this – nearly a decade ago – that led to the initial railway experience days being held at the CPRR. Therefore, history has already repeated itself, with newcomers to the industry having a taster of frontline rail operations running a heritage railway for a day.

The graduates covered all disciplines: engineering, finance, cyber security, digital railway, commercial, and projects to name but a few. Without exception, graduates said that the day was of monumental importance to them, given most had not been near the track – and certainly not driven a train, or worked a signalbox or a level crossing. Interestingly, the track-laying session was deemed very popular; on a level with driving.

Several NR operations trainers also attended, some more than once, and all admitted learning something from the volunteers!

A presentation was made to the Department for Transport Skills team in November to suggest that this learning experience could be an efficient way of bringing knowledge to the industry, given participants had to work together as a team – no matter where their pay emanated from.

It included feedback from graduates. One said: "It was an invaluable insight into the challenges of running a railway, and I am glad I had this opportunity at the start of the grad scheme."

Another wrote: "What was particularly great was having such



Network Rail engineering graduates work as crossing keepers at Horsenden on the Chinnor & Princes Risborough Railway on September 23.



Chinnor's signalbox, worked by a Network Rail graduate.



Mechanical interlocking is explained by a volunteer at Chinnor signalbox on November 5.





Network Rail engineering graduates lift a rail in Chinnor yard on October 7.



Engineering graduates alongside GWR pannier No. 6412.



Above: The importance of a tail lamp being explained at Thame Junction on October 20.

Left: The graduate certificate presentation, held at the end of the day, on September 30.

a variety of things shown to us, from laying and maintaining track, signalling, and ensuring passenger safety.

"This meant I had a wholesale appreciation for all the teams that have to pull in the same direction."

Another said: "I would be interested in doing this again in a couple of years, as I'm sure I'd have some very different questions to ask by then."

"The whole volunteer team there were brilliant at bringing it all to life and especially at answering some of the more challenging questions we had."

### Back to the steam age

"A couple of months into my ops and GM graduate scheme and I can't begin to describe all the amazing opportunities I have had – but this tops them all," said one.

"I took part in a railway experience day at the Chinnor & Princes Risborough Railway, where I got the chance to drive a locomotive, couple carriages, and operate points and signals."

Another added: "This gave me invaluable insights into the day-to-day roles and challenges the railway can bring – all while meeting some

lovely people who volunteer their time to operate one of Britain's most scenic heritage railway lines."

Some graduates used the day to inform their current placement by asking detailed questions.

For example, a digital railway specialist was shown the screw reverser, brake controls and regulator on GWR 0-6-0PT No. 6412 and told he would have to fit digital sensors to them.

Another, who worked in a new regional operating centre – in essence a digital signalbox – was shown mechanical interlocking and exclaimed: "So this is what happens when I use the touchscreen to set a route!"

Physically pulling a lever and seeing a signal rise or fall or setting a route and locking sets of points was a hands-on demonstration of absolute safety in a Victorian system of design and operation.

The track-laying session created

much interest, and graduates were amazed when they worked out how many components were used in a 60ft track panel.

### Bluebell takes part

Initial discussions have begun for the 2022 graduate intake, and it is anticipated that this project will be

expanded to other heritage railway or non-Network Rail locations.

For example, the Bluebell Railway has already held a trial day that was deemed a great success, while it has also hosted a lot of infrastructure plant training.

The team behind these experience days has been invited to submit a paper to the GBR consultation explaining why such events might be the most efficient and beneficial way of bringing a vital learning experience for graduates and apprentices – and, possibly, all new entrants to the rail industry.

Does it matter that it's a heritage

**"A couple of months into my ops and GM graduate scheme and I can't begin to describe all the amazing opportunities I have had..."**

train on a heritage railway run by volunteers providing these learning experiences? Not at all, given volunteers are often active or former railway professionals, passing on their skills and experience to the future industry leaders in a controlled but real environment.

And given mechanical signalling is likely to continue for some decades due to the cost of digitising – tried, tested and safe Victorian systems – these experience days do reflect reality.

Once GBR is an entity, ironically there may be many more volunteers available to deliver these days, so when people criticise heritage railways as being run by trainspotters, little do they realise that in addition to potentially generating a lot of income and goodwill, the volunteers might just be able to help resolve the looming railway skills shortage.

If the GBR leadership team agree that this might just be the most efficient training scheme, using any definition, heritage railways or non-main line railway centres might just become part of the national network – just not in a way envisaged, and volunteers may have to consider becoming paid again!



# Top national accolade goes to storm-hit Wensleydale railcar

By Robin Jones

THE Wensleydale Railway has carried off the 2021 Railcar of the Year award for its Class 121 'bubblecar' No. 55032 after it made a remarkable recovery from storm damage.

No. 55032 was nominated for The Railcar Association award in recognition of its 'rebirth' following a tree strike while in regular service on the line.

The collision left the vehicle with severe front-end damage to the No. 2 end, in particular to the cab and roof dome.

Through cooperation with other DMU groups, a replacement roof dome from a scrap Class 108 vehicle was sourced, which allowed the contract repairs to be undertaken by Nemesis Rail.

Despite the pandemic restricting work, No. 55032 was subsequently returned to the railway.

"Casual passers-by would not know the vehicle had been damaged – a great achievement in troubling times," said a statement from the awards panel.

No. 55032 came top with 344 votes. In second place was the Keighley & Worth Valley Railway's newly-preserved Class 144 'Pacer' set, with 330 votes. The 'Pacer' was nominated as an example of a strong collections policy with historical integrity.

Not preserved as cheap traction, Class 144s were part of the history of the local area, frequently calling at Keighley station, and therefore it was historically correct for the line to acquire one.

"Furthermore, the set was also nominated for the quick action of the line in getting stuck in to adapt it for regular use.

No. 144011 was the first ex-Northern Pacer to lose the purple livery that was such a recognisable link to the bad press that these units have suffered, said the panel: "Many previously sceptical observers had responded favourably to seeing the unit back in its 1990s guise, showing how important back-dating works were in reversing some of the criticism."

It was only the second time that a second generation unit had been nominated for the award.



**It's a winner! The Wensleydale Railway's Class 121 'bubblecar' No. 55032 has been named as Railcar Of The Year in The Railcar Association's annual awards, announced on January 1. WR**

In third place, with 290 votes, was the East Anglian Railway Museum's Waggon und Maschinenbau railbus No. E79963, which is located on a branch line where it worked in BR days. It was nominated for the quality of its 10-year restoration back to near-original condition and for saving a careworn vehicle for further use.

"The fact that the final throes of the restoration were completed during the pandemic was even more admirable, giving enthusiasts a welcome treat in a period that had otherwise been a struggle for those

involved in major restorations," said the panel.

In fourth place was Class 117 centre car No. 59506, which amassed 35 votes. Based at the Great Central Railway, it was one of numerous 117 trailers preserved in the 1990s to form locomotive-hauled trains on heritage lines. First based at the West Somerset Railway, where it was subsequently replaced by more appropriate BR Mk.1 coaches, its private owner then had it restored.

Its overhaul was completed at the GCR, and it was repainted BR blue.

## Driving wheels ordered for new-build Gresley B17

AN ORDER has been placed with William Cook Cast Products for the six driving wheels for new-build B17 No. 61673 *Spirit of Sandringham*.

It is the single most expensive order so far placed by the B17 Steam Locomotive Trust in its project to construct the Gresley 4-6-0, at a cost of £21,000 per wheel – £15,000 each for the castings and £6000 each for machining.

The 6ft 8in wheels, being identical to those of Peppercorn A1 Pacific No. 60163 *Tornado*, will be produced using a pattern loaned by the A1 Steam Locomotive Trust.

### Casting imminent

The pattern is now being prepared at WCCP, with the castings expected to be produced in the first quarter of 2022, after which they will receive non-

destructive radiographic (x-ray) and ultrasound tests.

Sheffield-based WCCP, the principal sponsor of *Tornado*, also recently cast the roller-bearing axleboxes for the B17's driving wheels. Another order has been placed with CTL Seal, also of Sheffield, to machine the B17's axlebox horn block castings (which hold the axleboxes themselves) and

the horn stays (which connect the bottoms of the horns, the cut-outs in the locomotive's frames for the axleboxes).

### What's next?

CTL Seal, the B17's construction base – and also home to new-build BR Clan Pacific No. 72010 *Hengist*, has approved space for the B17 Trust to place a 40ft container to store patterns and



A fine view of LNER B17 4-6-0 No. 2839 *Rendelsham Hall*, showing its 6ft 8in driving wheels – the next components to be made for new-build example No. 61673 *Spirit of Sandringham*. B17 STEAM LOCOMOTIVE TRUST





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components, and for use by the group's volunteers.

Orders are expected to be placed shortly for the B17's tyres and plain axle forgings, both from South Africa, with the crank axle forgings to come from Italy. As part of the plan to assemble the locomotive's rolling chassis, the trust's Put A Spring In Our Step appeal to fund all six driving wheel springs currently stands at £14,500, just under half to its target of £31,440.

Design work on the cylinders and motion continues in preparation for submission to Ricardo Rail, the project's independent assessor, for approval. The design for the outside cylinders is complete, while work on the middle cylinder is underway.

#### J39 tender identified

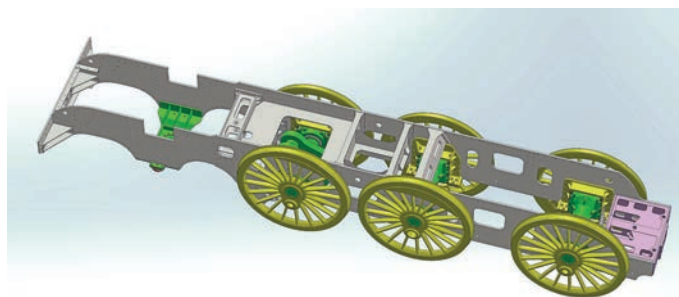
Principles of design have been agreed for a part-welded, part-riveted steel boiler and firebox to LNER Diagram 100A.

An appeal for the boiler deposit, launched in August, currently stands at £20,700 – the target figure being £70,000, a 10% deposit for the estimated total cost of £700,000.

Stampings found on the axleboxes of the trust's LNER Group Standard 4200-gallon tender have revealed it to be No. 7163, formerly coupled to Gresley J39 0-6-0



**Left: The pattern borrowed from the A1 Steam Locomotive Trust to cast the 6ft 8in driving wheels for new-build B17 No. 61673 *Spirit of Sandringham*. B17 STEAM LOCOMOTIVE TRUST**



**A CAD diagram of the frames and driving wheels of B17 No. 61673, showing the frames in grey, wheels and axlebox horn blocks in yellow, and the axles, crank axle and roller-bearing axleboxes in green. At the front, also in green, is the frame stretcher and bogie pivot. DAVID ELLIOTT**

No. 64961. Withdrawn at Lincoln in 1959, the tender became an oil and sludge carrier at Cambridge before entering preservation at the North Norfolk Railway. As reported last issue, it has been joined by a second LNER 4200-gallon example – Vulcan Foundry-built No. 4166,

formerly paired with Thompson B1 4-6-0 No. 61176 – from the Mizens Railway, with the trust's aim being to make one good tender out of the two.

→ For more details of the project and to donate, visit the website [www.b17steamloco.co.uk](http://www.b17steamloco.co.uk)



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# Hythe Pier Railway prepares for its centenary celebrations

By Robin Jones

JULY 23 will see the Hythe Pier Railway celebrate a century of operation under the banner of The Year of the Train.

The 2ft gauge line, powered by an electrified third rail, was built to carry passengers to Hythe's Grade II-listed Victorian pier to catch the Southampton Water ferryboats.

The three locomotives, or tractor units, were built in 1917 by Brush Electrical Engineering Co. Ltd, of Loughborough, for use at the Avonmouth Mustard Gas Factory, where they were operated at 100 volts from Ironclad Exide batteries.

Thomas Percy, the owner of Hythe Pier and Ferry, had seen them listed for sale in a catalogue of redundant plant issued by the War Office after the end of World War One and eventually bought them for £787 and 10 shillings with a spare set of batteries included.

They arrived at Hythe in June 1920, with track-laying starting later that year and overseen by London-based railway engineer Gerald Yorke.

The locomotives were converted for a direct current, picked up by a contact shoe from the live rail supplied by a purpose-built generating station in what is now the workshop at the pier entrance. The first successful trial run along the pier by two of the locomotives coupled in tandem took place at the end of February 1922.

## 100 years of history

In October 1921, an order for two carriages was placed with the Drewry Car Company of London. Each designed to carry 18 passengers in three compartments, they were built by Baguley Cars Ltd, of Burton upon Trent, as part of a working agreement between the two companies. The first arrived in Hythe at the end of May 1922 and the second followed a month later. Without



The Hythe Pier Railway is still very much with us today, and is all set to celebrate its centenary. The pictured original Brush locomotive is named *Gerald Yorke*, after the line's original engineer. JOHN GREENWOOD

ceremony, the pier railway began operations at the end of July 1922.

It was so successful that two more carriages were ordered from the same source in March 1923. They were driving carriages with controls very similar to the Brush locomotives. Mr Percy demanded at least one be delivered before the Bank Holiday at the end of May. Earlier, in 1909, sunken tracks had been laid on the northern side of the pier for a tramway comprising of two hand-propelled luggage trucks, which occasionally carried people.

**"The Brush locomotives have twice escaped replacement moves."**

These trucks were converted for use on the new railway. One was shunted off the pier and into the water in August 1922 following a breakdown of communications among the driving crew (there is no record of its recovery), while the second has been used on the line to this day.

However, incidents have been very few, with just a handful of derailments and hitting of the buffers. In May 1944, King George VI was conveyed along the pier by the train while on a visit to view local D-Day preparations; a marker is positioned on his seat.

## Saved from closure

During the early evening of November 1, 2003, a pier train packed with Southampton FC supporters returning from a match had passed the point when the suction dredger Donald Redford struck the pier just a minute or so later, leaving a 50ft break in the structure. The railway was unable to operate for more than two months until repairs were carried out, and the ferry service could resume from the pier head.

During the early years of this century, Hythe Pier and its railway became neglected and at the end of 2016, the owners – who also owned the Hythe Ferry – announced it was

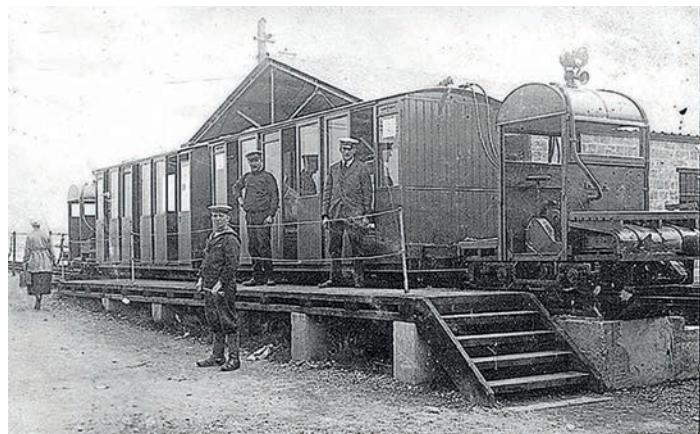
unlikely it would be able to continue operating.

The local community mounted a rescue operation and launched a campaign that eventually saw the arrival of new owners and the setting up of the Hythe Pier Heritage Association. Blue Funnel Ferries set about rebuilding confidence in a ferry service from Hythe to Southampton, and the association began raising funds to restore Hythe Pier and the railway.

Despite Covid-19 pandemic restrictions having hampered progress, the first of the original carriages was restored and returned to the rails, along with an overhauled locomotive, in May 2021. The second of the original pair was subsequently withdrawn and is undergoing a similar restoration by the association in the Hythe Ferry workshop, in conjunction with volunteers from the Hythe Shed (at the pier) and Blue Funnel engineers.

The Brush locomotives have twice escaped replacement moves. During the mid-1930s, Gerald Yorke suggested that they should be scrapped and replaced by driving carriages. In 2003, a plan drawn up to replace the two surviving locomotives with modern movers was shelved due to the Donald Redford incident.

However, they are still very much with us and all set to play a part of Hythe's The Year of the Train in 2022.



The Hythe Pier Railway in 1922, its first year of operation. HPHA



# Invasion of the 'bogies men'

AFTER the Lincolnshire Coast Light Railway ran its last trains of the season, the 'bogies men' took charge.

Their job is to maintain and – where necessary – restore the 22 wagon and carriage bogies that the 2ft gauge line at Skegness Water Leisure Park has for its five carriages and three bogie wagons.

The line needs 16 bogies for eight carriages and wagons.

Two more bogies are additionally required for the line's rail bolster, used to move rails around the system for track repair.

So, 18 bogies out of the total of 22 are needed, which means that four bogies are spare.

The spare bogies are now being used to select the best parts to keep the rest of the fleet running.

The bogies are of a standard design for World War One War Department light railway stock, which all had hand brakes. Prior to the introduction of air braking, stopping the train depended on locomotive brakes alone, unless there was a man (or men) on the train winding on the brakes by hand.

However, the basic requirements necessary to run public passenger trains in the modern era requires some of the bogies to be air-braked.

The air brake system was first developed on the Ravenglass &

Eskdale Railway, and then used on the Welsh Highland Heritage Railway by Cedric Lodge, before the system was introduced on the LCLR.

Volunteer bogie man Peter Balderston said: "It is important to state that the bogies are as crucial as the locos to maintain the service.

"We are getting much better at rebuilding them by improving the design."

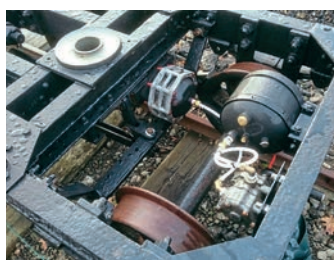
The LCLR bogies are more than 100 years old and need major attention to keep them serviceable and to allow individual bogies to be serviced. The railway is buying six sets of top-and-bottom centre bearings to replace ones worn out over the years.

In 2022, the LCLR plans to operate three-coach trains. In order to do this, the Nocton Estate Light Railway 'Queen Mary' coach is being refurbished for its first passenger use on the line – and it also needs a good pair of bogies. This coach was built to transport guns for a day's shooting on the 'potato railways' estate where much of the stock of the LCLR came from. It was built onto a steel-framed Class D bogie wagon.

Now being restored – without glass in the windows to provide another open-air coach for the service – it will require one air-braked and one unbraked bogie.



The Nocton Estates 'Queen Mary' coach prior to restoration. DAVID ENEFER/LCLR



The bogie for the Nocton Estates coach with air braking installed, all set for its passenger debut this year. BRIAN COLDWELL/LCLR



The bogies for the Lincolnshire Coast Light Railway's Class D wagon No. 2572 on return from the Golden Valley Light Railway. DAVID ENEFER/LCLR



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*Applications must be received by 28th January 2022.*

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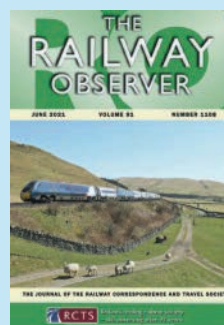
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# Coffee club whistles up a whistle for new-build 4-4-0 *Ben Alder*

By Hugh Dougherty

MEMBERS of New Build Locomotive (Scotland), working to build a replica of Highland Railway Peter Drummond-designed 4-4-0 *Ben Alder*, have been able to purchase a rare and genuine Highland Railway whistle for the locomotive, thanks to members of the group's Coffee Club.

"We were able to raise the funds through the Coffee Club after the whistle became available as a private sale via a contact in Inverness," said trustee Gavin Thomson. "We don't know which loco the whistle is from, but it agrees with our drawing of *Ben Alder*'s own one that we have.

"I like to think that it may have come off a Ben, given that the class was one of the last set of Highland Railway engines in service, although some were given LMS hooters in their latter days."

The only other Highland Railway whistle known to exist is on Jones Goods 4-6-0 No. 103, now on static display in Glasgow's Riverside Museum, but the whistle has not sounded since the locomotive was withdrawn from service on special trains in 1965.

Now the group is appealing for more members to join the Coffee Club, which, rather than encouraging members to put on the whistling kettle to pay for more items such as the whistle, asks them

to give up one coffee a day, which Gavin calculates at £2.50, making up to £10 over a five-day week, and to donate that to the project.

Gavin said: "A scheme such as this, similar to the donation of the price of a pint of beer a week that new-build Peppercorn A1 Pacific No. 60163 *Tornado* was largely funded by, gives us vital regular income to take the project forward.

"Our immediate need is to source a container to hold components securely at the Fife Heritage Railway. That accommodation will allow us to go ahead with having the bogie wheels cast, and more Coffee Club members will help us do just that.

"We will also be delving into the Dubs company archives in Glasgow to track down some more drawings that we need, and we're looking forward to making more progress in 2022."

*Ben Alder* was built by Dubs in 1898 for the Highland Railway as one of a class of 20, and ended its days as BR No. 54398. It was scrapped in 1967, despite having been set aside for possible preservation. When completed, the new *Ben Alder* will be the first steam locomotive built in Scotland since 1958.

→ Full details of the New Build Locomotive (Scotland) Coffee Club are at [www.benaldernewbuild.com](http://www.benaldernewbuild.com) or write to: NBLS, Kenilworth Road, Lanark ML11 7BN.



**Bridge and whistle:** The Highland Railway whistle for *Ben Alder*, pictured at the Forth Bridge. The group building the replica hopes the locomotive will cross the bridge one day. NBLS/OWEN CUNNINGHAM



**Ben Alder in LMS days.** MIKE MORANT

## RVR founder Mark Yonge dies at 77

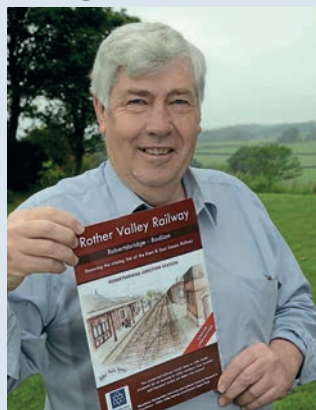
MARK Yonge, one of the founders of the Rother Valley Railway, has died at the age of 77.

He passed away at his Tenterden home on December 15, having been suffering from cancer. A private funeral was held on January 5, with family members in attendance.

As well as being one of the founders of the Rother Valley Railway Ltd company in 1991, he acted as press officer for the RVR project to reconnect the Kent & East Sussex Railway to the main line at Robertsbridge, and had previously served as chairman of the KESR itself.

Paying tribute to his "vision and passion for the reconnection," Gardner Crawley, chairman of the Rother Valley Railway Heritage Trust, said: "We are very appreciative of all that Mark achieved for the railway."

Mark had just had his book, *Unfinished Lines*, published by



**Rother Valley Railway founder Mark Yonge.** KENT MESSENGER GROUP

Pen & Sword, about railways that were partially constructed but never completed.

Gardner said: "Mark saw his book launch at The Ostrich Hotel in Robertsbridge as a goodbye and was very happy to see so many friends there."

## Collection of 14 American locomotives to find new homes

WHAT is claimed to be the largest single private collection of steam locomotives in the US has been sold following the death of its owner.

The Oregon Coast Scenic Railroad in Garibaldi has purchased the 14 engines, formerly owned by Fred M Kepner, who died in October last year. He had been collecting steam locomotives since the 1970s and set up the Great Western Railroad Museum, although his plans to operate the locomotives on the McCloud Railroad in California did not come to fruition.

### Varied fleet

More recently, 12 of the locomotives had been stored on a leased Union Pacific site in Merrill, Oregon, while the other two were on another private site.

The locomotives are: 30in gauge McBryde Sugar Baldwin 0-6-0 No. 4; standard gauge Oregon-American Lumber Baldwin 2-6-2T No. 104 and 2-6-2 No. 105; 3ft gauge Glen Alden

Corp Vulcan 0-4-0 No. 28; standard gauge Long Bell Lumber Baldwin 2-6-2 No. 4; standard gauge Oregon Pacific & Eastern Baldwin 2-6-2T No. 1; standard gauge Sierra Railroad Baldwin 2-6-6-2 No. 38; standard gauge Great Northern Baldwin 2-8-0 No. 1246; Sierra Railroad Baldwin 2-8-0 No. 18 and Alco 2-8-2 No. 36; Pickering Lumber Corp. Lima 3-truck Shay No. 8; standard gauge Charles McCormick Lumber Baldwin 2-8-2 No. 100; Bonhomie & Hattiesburg Baldwin 2-8-2 No. 300 and Sierra Railroad Baldwin 2-8-2 No. 34, as well as a diesel locomotive, a coach, cranes, and wagons.

The Oregon Scenic Railroad plans to keep four of the locomotives – the two Oregon-American Lumber Baldwins, the Pickering Shay and Sierra Railroad No. 38 – to place on display in a museum, titled the Fred Kepner Memorial Collection. The rest of the fleet will be made available for sale to other preservation groups.





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# A HORSE, A HORSE, MY KINGDOM FOR AN IRON HORSE!

The old saying 'Richard of York gave battle in vain' recalls Richard II, the last English king to perish in battle, at Bosworth Field in 1485. Five centuries later, rail revivalists won a battle of their own nearby, establishing The Battlefield Line as one of the top visitor attractions in the Midlands and, in the festive season just gone, running sell-out trains thanks to measures introduced in the fight against Covid-19. Shakespeare immortalised the king's last stand with the line: 'A horse, a horse, my kingdom for a horse!' – and here **Nicola Fox** tells the story of the modern battle that has been well and truly won in the shadow of Bosworth Field.

**T**he Battlefield Line is the last remaining part of the former Ashby & Nuneaton Joint Railway that opened in August 1873. Prior to its arrival, transport in the area was largely by the Ashby Canal, the construction of which finished in 1804.

Like the canal of the same name, the A&NJR never ran to Ashby itself; it was served by the entirely separate Leicester to Burton-upon-Trent line, owned and run by the Midland Railway.

The A&NJR was the culmination of years of attempts by rivals the Midland Railway

and the LNWR to establish a route to take advantage of the potential traffic through this mineral-rich district. After several years of each vying for the right to construct a railway along this route, the two companies collaborated to form the A&NJR.

Construction began in 1869 and, according to the *Nuneaton Advertiser*, was beset with "great and numerous difficulties from land slips, as well as from the scarcity of labour." However, building was completed and the line opened first to goods traffic in August 1873 and then to passenger traffic the

following month. The new line connected the colliery and mining areas in the north of the Midlands with the rest of the country in the south.

The *Daily Telegraph and Courier* carried a short paragraph reporting on the opening of the railway, with local newspapers running a significantly longer account. Despite wet weather, the line was opened with all due pomp and ceremony; the local brass band was installed in the rearmost vehicle, playing the train out of the station.

Maybe as far from the sea as you might imagine, but nonetheless visiting WR 4-6-0 No. 7822 *Foxcote Manor* carries a 'Cambrian Coast Express' headboard evoking its role in the 1950s during a 30742 Charters photographic evening at Shackerstone station on December 30. MARTYN TATTAM







The inaugural journey complete, passengers alighted at Bosworth to a field full of marquees where the contractor responsible for the construction, one John Barnes Esq, gave an enormous celebration dinner to mark the completion of the line. Workmen, friends, and family were all invited, reportedly totalling 300 in number and – after the usual speeches – the evening's entertainment began, which included drinking, dancing, and wheelbarrow races!

Using a junction at Shackerstone, the new route linked the stations of Moira and Coalville Town with Nuneaton.

Nuneaton Abbey Street, then known as Nuneaton Midland, was originally built in 1864 by the Midland Railway for its Nuneaton to Birmingham line. When the A&NJR was opened, the station was rebuilt 150 yards west.

Travelling from Nuneaton, passengers would pass through Higham on the Hill, Stoke Golding, Shenton, Market Bosworth, and Shackerstone Junction. Here, the line divided, allowing travel through Snarestone, Measham, and Donisthorpe on route to Overseal and Moira, or passengers could follow the line north east to Coalville Town via Heather and Ibstock, and Hugglescote.

Prior to calling at Nuneaton Abbey Street, a loop line also gave access to Nuneaton Trent Valley, a junction station that opened up access to Hinckley, a station on the London and North Western Railway's Birmingham to Peterborough line, and to the Nuneaton to Coventry line. Thus, huge amounts of coal could be brought south from the Leicestershire coalfield into Nuneaton's marshalling yards, and from there on to London and the Home Counties. In 1880, a freight loop was also added, connecting Nuneaton Abbey Street with Nuneaton Trent Valley.

One of the follies of the construction of the A&NJR was the Hinckley curve; one of three miles 18 chains from Stoke Golding to Hinckley Junction that was never used. It was an unusual choice to lay this particular piece of track, as there was little or no demand for traffic between those two points.

## Royal connections

In the late 19th and early 20th century, the line was notable for frequently receiving the Royal Train. Both before and after his accession, King Edward VII was sometimes a visitor of Earl and Countess Howe, custodians



**Above: Azure blue skies are the order of the day on January 3 as WR 4-6-0 No. 7822 *Foxcote Manor* departs from Shenton with a Battlefield Line Mince Pie Service.**  
ALAN WEAVER

**Left: Midland Railway 0-4-4T No. 2081 at Market Bosworth in 1905.**

of the now demolished Gopsall Hall, a short drive away from Shackerstone station.

One such visit for a house party in 1902 is notable because it bore witness to the arrival of a full royal party in the first outing of the king's brand new Royal Train. Much fuss and pageantry was made for the event and Shackerstone station, that the *Tamworth Herald* described as previously being a "rough-and-ready station" was duly transformed to receive its visitors.

The platform was re-laid to a more convenient height and a canopy was erected to shield the royals on arrival, as well as a new porch set up at the exit of the station. Electric lights were installed for the first time and the station was adorned with greenery.

The visit did not go without a hitch, although it was not the station or the railway's staff who were at fault – one of the new saloons experienced teething troubles on arrival. Despite the best efforts of various officials and the king himself, the door opposite the specially prepared sloped gangway refused to open.

Following the lead of Queen Alexandra, the party disembarked through another door, stepping straight from the train and onto the platform without the benefit of a ramp. The horror!

No doubt embarrassing for some, this minor inconvenience appeared not to bother the royals themselves. Although the arrival into Shackerstone was a fairly private affair, their departure the following week was advertised to the public and provided quite the spectacle. Thousands of people lined the route to the

station. The Hugglescote and Ellis Brass Band struck up the national anthem as the royal couple walked onto the platform, and the local newspapers reported on the tremendous crowds gathered at and around the station to catch a glimpse of the royals before their punctual departure from Shackerstone.

In the decade following this excitement, little was written about the line in the local press, apart from the gruesome deaths of railway workers and the demise of some unfortunate pedestrians. Although this may shock and appal our modern safety-conscious sensibilities, this was not out of the ordinary for the period.

Thus, the railway largely continued quietly about its business, neither failing nor setting the world on fire. The only notable change was that by 1914, the A&JNR was granted permission to abandon the embarrassing Hinckley curve, which had lain unused since its construction.

In the grouping of 1923, the A&NJR fell under the auspices of the LMS and 50 years of the Ashby & Nuneaton Joint Railway Company came to an end. The railway itself was not to last too much longer.

Less than a decade later, in 1931, the line was closed to passenger traffic after 58 years of service. As road traffic increased, the railway – whose stations were, in some cases, miles from the villages they served – could not compete with the competition from local buses and privately owned cars. All of the intermediate stations on both parts of the railway were closed to the public by April 13, 1931.





**Above: Aerial view of the military depot east of Market Bosworth station, which can be seen in the bottom right. COURTESY RICHARD GREGORY AND COEN BOS**



**Right: The Railway Enthusiasts Club found Market Bosworth station in a shabby state when they visited in April 1965. COURTESY RICHARD GREGORY AND COEN BOS**

What had once been the busy station of Shackerstone, accustomed to both steam and diesel railcar workings, now stood silent but for the occasional freight and passing excursion train.

Although the Midland Red Bus Company did well out of the closure, increasing services in the area to compensate, according to local press at the time, many felt the loss keenly, largely due to the inconvenience of longer travel times by road.

## D-Day

However, the former A&NJR still had an important role to play in history. The town of Market Bosworth, famed for its proximity to the field where Richard III met his end and Henry VII claimed his crown, also played a pivotal part in the lead-up to the Second World War D-Day landings. Thanks to research carried out by the Shackerstone Railway Society, with the assistance of the Military Railway Study Group, a clear picture can be painted of the nature of the role.

During the conflict, refineries on the coast were closed down due to the risk of bombing. As a result, Market Bosworth became one of a series of depots receiving petrol in bulk from long petrol trains arriving from across the country.

The depot was staffed by injured military personnel who were responsible for transferring the fuel into millions of jerry cans that were loaded into wagons and shipped to Europe. To facilitate this, an extra military siding was installed at Market Bosworth that connected to a narrow gauge railway.

These cans of fuel found their way to the beaches of Normandy in June 1944 and onwards to the battlefields of Europe. Where possible, empty cans were returned for refilling.

A pipeline was planned to service this purpose but its construction was not finished until after the D-Day landings, meaning the only way to move large quantities of fuel was by rail. Therefore, the role that depots like Market Bosworth played in getting fuel to where it was needed the most cannot be understated.

And it wasn't just fuel that was transported along the former A&NJR rails during this time. Gopsall Hall was repurposed as an Army radar and radio training facility, further increasing the transport of military personnel and goods over the line.

The people of Market Bosworth kept the secret of the depot's existence, and it was not discovered by the Axis powers and never bombed. Shortly after the war, the petrol depot was decommissioned, while Gopsall Hall fell into disrepair and was demolished in the 1950s.

## Closure before centenary

In the twilight years of this rural railway, freight traffic continued – though the end was in sight. The Coalville Junction to Shackerstone section was closed in 1964, leaving only the route from Nuneaton to Overseal and Moira open to freight and the occasional charter.

In 1969, the line was closed to all through traffic and the majority of the track was lifted

by 1972, one year shy of the line's centenary. A short section remained open to serve the Donisthorpe Colliery until 1981, but with the closure of that, the story of the A&NJR finally came to an end.

## The revival

However, the slumber of this rural line was soon to be interrupted. In fact, the beginnings of what was to become The Battlefield Line hatched in 1969 – before the old rails had even been lifted.

Starting out as a means to preserve locomotives that would otherwise be scrapped, the society operated under various names until – in need of a proper home for its first steam locomotive, Borrowers 0-4-0WT No. 48 of 1906 *The King* – it moved to Shackerstone in 1970, ultimately settling on Shackerstone Railway Society for a name.

Ensnconed in its new home, the growing organisation set about building some sidings, reinstating the down platform, and working to purchase the section between Shackerstone and Market Bosworth.

To raise money, occasional open days were held and rides offered along the society's 400 yards of reinstated track. It even went as far on one occasion as advertising a crane with a 'cage attachment' that would haul visitors into the air to provide a bird's eye view of the site for unique photographic opportunities.

In 1973, to celebrate the centenary of the line, a small train of open wagons was hauled to Market Bosworth. The following year, the society held numerous open days on high days and holidays, working with other local heritage



**Peckett 0-6-0ST No. 1859 of 1932 *Sir Gomer* is the only steam locomotive owned by the railway. BATTLEFIELD LINE**



**GWR pannier No. 6412, visiting from the South Devon Railway, at Shenton station on October 24, 2018. BATTLEFIELD LINE**





A locomotive line-up marking the 50th anniversary of the line was staged on October 17, 2019, and featured (left to right) visitors GWR 2-6-2T No. 5542, WR 4-6-0 No. 7820 *Dinmore Manor* and WR 4-6-0 No. 6989 *Wightwick Hall*, making its first trip to another heritage railway since its restoration. BATTLEFIELD LINE

groups to provide a range of steam-based and heritage attractions and funfair rides.

Over the following years, with the assistance of the Market Bosworth Light Railway Ltd, rolling stock was purchased, as was the two-and-a-half miles of track between Shackerstone and Market Bosworth.

By now known as the Shackerstone Railway, services officially began on May 28, 1978, with a Sunday service running for the rest of the summer.

Over the next decade or so, the society fully restored Shackerstone station, resurrected a Midland Railway signalbox, purchased the trackbed to Shenton, and re-laid the line. Upon completion of this further extension, the appropriately named Robert Stephenson & Hawthorns 0-6-0T No. 7537 of 1949, *Richard III*, hauled the inaugural train to Shenton in 1992.

With the line now taking passengers to within a short walking distance of Bosworth Battlefield Heritage Centre, although still operated by the Shackerstone Railway Society, it was given the marketing name of The Battlefield Line.

Today, The Battlefield Line measures just under five miles and comprises three stations –

Shackerstone, Market Bosworth and Shenton. The line climbs gently out of Shackerstone, the gradient falling away on approach to Market Bosworth. From Market Bosworth station, the gradient once again rises to crest the hill and run downhill into Shenton. The route is green, rural, and peaceful, passing through picturesque farm country.

The main station building at Shackerstone is original and Grade II-listed. The waiting room on Platform 2 is a recreation of the original waiting room and modelled on the sole remaining building from Nuneaton Abbey Street station, a now derelict waiting room.

While at Shackerstone, visitors should watch out for the railway's chief mouser, a black cat with green eyes who drives fear into the hearts of any rodents who would consider the station their home.

Sadly, the main station building at Market Bosworth was long ago turned into an industrial unit and is currently home to a privately-owned garage. This fact accounts for several cars that otherwise incongruously seem to occupy the former main platform, which is inaccessible to visitors.

The second building, which is owned by the railway, houses two small and in-keeping

wooden buildings: an ex-Chester Road building acts as a waiting room and a former Welsh signalbox houses the café.

Further down the line at Shenton, the railway leases the site from Leicestershire County Council and visitors could be forgiven for thinking the station building is original; however, the A&NJR building was demolished in the 1960s.

A replacement building was found at Humberstone Road, a station on the former Midland Counties line. It was Grade II-listed but its then owner, BR, did not have the funds to preserve it and so sold it to the county council for the bargain price of £1 plus VAT. This now acts as home to the Shenton café, and a glass-blowing workshop and showroom, providing something a little different for railway passengers alighting at the terminus to explore.

The only remaining original building is on the opposite side of the railway and currently houses a pottery.

It used to provide accommodation for the porter and was reportedly saved from demolition when the claim was made that it did not belong to BR. Whether there is any truth in this is unknown, but the fact is that



LSWR 'Greyhound' T9 4-4-0 No. 30120 visited in the summer of 2017. BATTLEFIELD LINE



The crew of WR 4-6-0 No. 6989 *Wightwick Hall*, visiting from the Buckinghamshire Railway Centre, are ready for a morning departure on a sunny autumn day. NICOLA FOX





**Above: WR 4-6-0 *Foxcote Manor* arrives at Market Bosworth with the 11.35am Shenton to Shackerstone service on January 3. GRAHAM NUTTALL**

**“We are a small, friendly organisation and very passionate about what we do.”**

**Below: Visiting WR 4-6-0 No. 7822 *Foxcote Manor* returns to Shackerstone station with a festive season service on November 28. Owned by the *Foxcote Manor Society*, the locomotive is normally based on the *West Somerset Railway*. CHRIS SIMMONS**

the building was saved and now helps add character to Shenton station.

### Motive power

The railway's sole steam locomotive is the currently out-of-ticket Peckett 0-6-0ST No. 1859 of 1932 *Sir Gomer*, although a wide range of diesel locomotives and DMUs fill the sidings. Many of these diesel vehicles are railway-owned, although perhaps the most distinctive and unusual locomotive in the railway's collection is *Spondon Power Station No. 1*, a tiny four-wheeled battery and electric overhead-powered vehicle. It was built at the Dick Kerr works in Preston by English Electric in 1935 for the Derbyshire & Nottinghamshire Electric Power Company for use at its power station in Spondon in Derbyshire. It arrived at Shackerstone in 2018 when the Coventry Electric Railway Museum closed and its exhibits dispersed.

The railway often hires in steam power from its regular partner, the South Devon Railway, to haul the fleet of carriages, which comprises a mix of corridor and open stock. The line alternates steam traction with diesel traction, finding both popular – although steam often proves the stronger draw for tourists.

Despite the turbulence of the last 18 months and more, caused by the Covid-19 pandemic, entering into 2022, The Battlefield Line is going strong.

According to company director Adrian Lock, “ticket sales have been phenomenal; August 2021 was the best August we’ve ever had.” The usual set of five coaches had to be strengthened to six to meet passenger demand.

In addition to the increase in people taking holidays within the UK instead of venturing abroad, Adrian attributes part of this success to the change in the way passengers book their tickets.

To control numbers during pandemic restrictions, the railway introduced pre-booking for tickets, which proved so popular that the system has been kept – and a new

website to facilitate online purchasing has been created, too. For those wishing to keep it old school, however, the booking office remains open to sell tickets on the day.

This isn't the only Covid-19 change that the railway will be carrying forward. The new format introduced to make the Santa trains Covid-safe proved so popular that the railway will be repeating the event format for the foreseeable future. This certainly worked for the most recent Christmas season, where the railway ended 2021 on a high thanks to the Santa trains selling out.

That is not to say working a way through changes brought about by the pandemic has been easy. But looking for the silver linings, Adrian remarked: “We are moving forward; Covid has changed our organisation for the best. It allowed us to press the pause button and start again. It did us a favour in some ways, though it nearly bit us. We’ve even picked up quite a few volunteers; people who took retirement due to Covid and found themselves looking for something to do.”

Adrian is brimming with positivity for the future of the line. “We are ambitious,” he added. “We want to bring our attraction into the 21st century.” So, what does that entail?

### Irons in the fire

The railway recently invested in new facilities for the crew, in the form of two portable buildings that provide volunteers with a space to clean up before they head home, as well as a warm and dry space to hold meetings.

A reverse osmosis water treatment facility is also in the process of being installed, and the railway has taken the opportunity presented by some contract work to lay cable from one end of the line to the other, to allow the use of token instruments.

The focus is clearly on improving the facilities, as next on the agenda is a new engine shed and carriage works at Shackerstone to replace the existing, somewhat shabby facilities presently in use. Currently in the planning stage, this purpose-built accommodation







**Foxcote Manor** heads through Market Bosworth on January 3, its last day of working on the line. ALAN WEAVER

would contain two buildings, the engine shed standing back-to-back with the carriage works. As part of this development, the yard pointwork will need to be re-laid to accommodate locomotives with a larger wheelbase; the railway has long since moved on from the early days when the majority of locomotives available to run were ex-NCB engines with short wheelbases!

For example, for the 2021 season, the line was host first to WR 4-6-0 No. 6989 *Wightwick Hall*, on loan from the Buckinghamshire Railway Centre, and then WR 4-6-0 No. 7822 *Foxcote Manor*, which arrived at the railway from the West Somerset on November 15 after *Wightwick Hall* failed towards the end of October.

The permanent way gang members have their work cut out, as elsewhere on the line further pointwork awaits. Work has begun at Market Bosworth on installing a passing loop. Currently attached to the running line at one end and functioning as a siding, the railway only requires funds for the pointwork to complete the loop – a move that will help increase capacity for gala days.

## Potential and possibilities

The former goods shed at Market Bosworth, currently leased to the railway, also provides a valuable events space, hosting the ever-popular beer festival among others, and Adrian hinted that there might be plans to make more of that space: "The goods shed serves well as an events

hub and we also have ideas to create a visitor attraction on that site; perhaps a museum and space that would benefit the local community."

While none of these ideas are set in stone, the railway certainly has enough exhibits to fill a large museum. Tucked inside the main building at Shackerstone, just off the booking hall, is the John Jaques Museum. John Jaques MBE was a former signalman who amassed an astonishing collection of railway artefacts that currently crowd every space, surface, and wall in this small museum; to take it all in would take a person hours. Like the whole of The Battlefield Line itself, this small space is brimming with possibility waiting to be unlocked.

The Battlefield, then, is a place of potential. Should it ever choose to, there is even the possibility of extending the line south towards Stoke Golding. However, Adrian is clear that the organisation has its feet on the ground, aiming to consolidate and improve facilities first, both for operational crews and to enhance the visitor experience. Only when all those projects are completed would the railway consider turning its thoughts to a possible extension.

"We have a bright future, with tourism in the area taking off," he said. "We are a small, friendly organisation and very passionate about what we do. We want to succeed and take the railway forward, and I think we are." He pauses and smiles, adding emphatically: "At our own pace." **HR**



**The Battlefield Line**, running from Shackerstone station (top), through Market Bosworth to Shenton (bottom). Reproduced from the Ordnance Survey Landranger Map 140: Leicester, Coventry & Rugby. © CROWN COPYRIGHT, ALL RIGHTS RESERVED.



**Above:** The interior of the John Jaques Museum. NICOLA FOX

**Left:** A traction engine rally is in full swing at Shackerstone on July 25, 2015. ADRIAN LOCK



# Southern Africa and Beyer Peacock are the winners in GWR A Buy & Go

SOUTHERN Africa steam from the 1950s dominated GW Railwayana's Buy & Go live online auction on December 4, led by two Garratts built by Beyer Peacock in Manchester and a third constructed under contract from the company.

At the head of the charge were two Rhodesia Railways' nameplates – *Itsheme* and *Enxa* – that each went under Simon Turner's hammer for £2150.

The former came from 15A class 4-6-4+4-6-4 No. 415, which was built under contract by Société Franco-Belge in 1952, and the latter from 20th class 4-8-2+2-8-4 No. 717 that was outshopped by Beyer Peacock in 1957.

Behind this pair at £800

was the third of the auction's leading trio, a cabside numberplate from South African Railways' GMAM class 4-8-2+2-8-4 No. 4121 that emerged from Beyer's works in 1958.

Two modern diesel Class 60 and 67 uncarried nameplates followed – *Total Oil Great Britain Limited* and *Unicorn* at £750 and £700 respectively – and then southern Africa and Beyer Peacock returned to the fray with two more cabside that sold as a single lot for £650. They were both from National Railways of



Zimbabwe Beyer-Garratts and comprised

No. 376 from a 1948-built 15th class 4-6-4+4-6-4 and No. 511 from a 14A class 2-6-2+2-6-2 built in 1953.

A collection of eight cast iron wagonplates from all of the Big Four pre-Nationalisation railway companies sold for £600, while a £550 bid secured 13 items of railway chinaware, much of it from Ireland but including a selection from the Caledonian Steam Packet Co that was founded in 1889. The top worksplate at £460 was from

BR Class 04 D2317, built by Drewry Car Co (works No. 2698) in 1960 in association with Robert Stephenson & Hawthorns of Darlington. On withdrawal from Gateshead in September 1969, the 0-6-0 was sold to the National Coal Board and worked at Cortonwood Colliery, near Rotherham, until being cut up in 1986 following the pit's closure.

"Better quality items went well," mused Simon after close of play, adding that just two of the 589 lots in the live online sale were unsold; a positive trend that other railwayana auction houses are also reporting during these difficult times. The prices quoted exclude buyer's premium of 15% (+ VAT).

## 1920s main line contenders set for head-to-head at Great Central sale

MAIN line steam nameplates from two of the Big Four will take centre stage in Great Central's 200-lot auction on February 5, comprising *Sir Meliagrance* and *Oxfordshire*. The former is from SR King Arthur 4-6-0 No. 30452, built at Eastleigh in July 1925 and withdrawn from Salisbury (72B) in August 1959, and the latter from LNER D49 class 4-4-0 No. 62702, a November 1927 Darlington product that ended its days in November 1958 when a resident of Leeds Neville Hill (50B).

Another named locomotive to feature will be GWR No. 5098 *Clifford Castle*, whose smokebox numberplate will be going under the hammer, while totem station signs include BR(M) Leire

Halt, making only its second auction appearance, and BR(W) Dovey Junction.

There is also an LMS hawkkeye from Doe Hill, a Derbyshire station opened by the Midland Railway in 1862 and closed by BR exactly 100 years later, and from Llangadog station comes a GWR enamel lamp tablet. This station, near Llandeilo in west Wales, was opened by the Vale of Towry Railway in April 1858 and is still open, although its latest annual passenger usage was just 154 souls, compared with in excess of 5000 per year pre-Covid. The sale is the 11th in GCRA's series of monthly 200-lot live online auctions and starts at 10am.

## Model of Darjeeling locomotive tees up victory in LSK auction

BEYER Peacock of Manchester produced some mighty steam locomotives during its 112-year history, but it also turned out much smaller ones.

One such was an 0-4-0+0-4-0 Garratt built in 1910 for the 2ft gauge Darjeeling Himalayan Railway. Such is the line's iconic status that a 32mm scale model of the D class engine, which was numbered 31 by the railway, outsold all else with a top bid of £3500 in a Lacy Scott & Knight railwayana and collectors' models auction on December 17.

The gas-powered radio-controlled model was made by Roundhouse Engineering, of Doncaster, as were two other Darjeeling Railway models also in 32mm scale that featured in the leading realisations – Class B 0-4-0ST Nos. 782 and 804, each at £1450.

Two Big Four representatives were Sin gauge live steam GWR No. 7812 *Erlestoke Manor*, although the model did not carry the name (£2800), and 3½in gauge live steam LNER V4 class 2-6-2 No. 3401 *Bantam Cock* (£1350). Between these two came a gas-powered radio-controlled trio all in 32mm scale, comprising an 0-4-4-0T named *Kaiser* (£1900), 2-6-2T *Russell* (£1800), and 0-6-0T *Joanna Grace* (£1500). Finally in the four-figure stakes was another gas-powered radio-controlled trio, this time from Accucraft UK in Gauge 1. At £1300 apiece were Manx Northern Railway 0-6-0T No. 4 *Caledonia* and Isle of Man Railway 2-4-0T No. 16 *Mannin*, followed by another IoM Railway model, 2-4-0T No. 5 *Mona* (£1250). Prices quoted exclude buyer's premium of 22½% (+ VAT).

# It's seven up as Gauge 1 models hit the heights

SEVEN Gauge 1 models made by the German company Bockholt were the undisputed stars of a two-day Trains Galore sale held by Special Auction Services of Newbury on December 14/15, when each sold for more than £5000.

Topping the chart was a model of Deutsche Reichsbahn Class 18 Pacific No. 18314 that went for £9000, with Saxon Class XX HV 2-8-2 No. 71 in its slipstream at £8500 and Richmond Washington 'Capital Cities Route' of USA Berkshire class 2-8-4 No. 575 (£6500).

A trio that each fetched £6000 comprised Paris-Lyon-Mediterranean Railway 4-4-0 No. C145 and a 241C class 4-8-2 from the same railway,



and Swiss Federal Railways' Class Ce 6/8 II 'Crocodile' electric locomotive No. 14270. At £5500 came KPEV of Prussia P10 class 2-8-2 No. 2811, while another model of a DB Class 18 Pacific, No. 18133, came close to the

top seven when it went for £5000. Bockholt is based in Dassendorf and was founded in 1973.

The auction featured 1130 lots and included railwayana, the highest price of which was £850 for a Tyer's

key token instrument from the GWR Avonmouth branch line with two tokens, both of which were marked Hallen Marsh/Severn Beach. The prices quoted exclude buyer's premium of 20% (+ VAT).



# Steam still a major force as Manor and IoW locos lead the pack in GCRA sale

THE diesel era may have become a major player in the world of railwayana auctions, but steam is a long way from being a spent force, as was emphasised in Great Central's 10th monthly sale on December 11, when the GWR and Southern Railway put on a show that eclipsed all else.

Leading the 230-lot pack was *Hinton Manor* from preserved No. 7819, which went to a delighted Mr Hinton for a class record £21,000, three times its bottom estimate.

Providing strong back-up at £12,000 was *Ningwood* from SR Isle of Wight Class 02 class W18. Two other steam nameplates, *The Grove* from LNER D49 No. 62767 and *Iron Duke* from



Britannia No. 70014, didn't sell under the hammer but went to new homes after the auction closed; the former for £7200 and the 'Brit' for £8000.

Industrial steam also got a look-in when *John*, from an 0-6-0ST supplied by Manning Wardle to Glasshoughton Colliery in Castleford in 1910, went for £1200.

Top of the diesel line-up at £7600 was *Glorious* from 1968-built Class 50 D433/50033, while a selection of 25 HST, electric locomotive, and DMU nameplates sold by rolling stock leasing company Porterbrook in aid of the Railway Children charity went under the hammer for a total in excess of £40,000. The highest realisations were £5000 each for *Colchester Castle* from 1966-built E3138/86242 and *Diamond Jubilee* (Class 90 No. 90009).

Station totem signs made their usual mark, with 14 examples achieving four-figure prices, headed by £3700 for BR(E) Sutton-on-Sea and £3500 for BR(W) Harlech.

Close behind this pair at £3300 came headboard 'The Waverley' from the London St Pancras-Edinburgh train.

A worksplate from a 700mm narrow gauge 0-4-2T built in 1901 by Orenstein & Koppel of Berlin (works No. 772) for a sugar factory on the Indonesian island of Java sold for £2200, and another, from Class 40 D207/40007, built by English Electric in 1957, for £1950, while a Somerset & Dorset Joint Railway brakevan lamp from the Ivo Peters' collection plated Radstock fetched £1700.

Signalling realisations included £1500 for a Tyer's double-line block instrument, £1450 for a Webb & Thompson train staff from the Maguiresbridge-Lisnaskea section of the Dundalk to Enniskillen route, and £1300 for a North London Railway Tyer's train describer plated Shoreditch No 2, an 18-lever signalbox opened in 1893 and closed in about 1954.

Finally, locomotive items from three different eras and two different continents were a BR lion, wheel and crown aluminium emblem from a WCML electric locomotive that went for £1450, a cabside numberplate, worksplate and licence plate from South African Railways' GMAM class 4-8-2+2-8-4 No. 4161, built by Henschel & Son of Germany in 1958 under licence from Beyer Peacock (£1250), and the LMS smokebox numberplate from Midland Railway 2781 class No. 743 (£1200).



This 4-4-0 was built at Derby in 1904 and withdrawn by BR from Bedford (15D) as No. 40743 in July 1952.

Prices exclude buyer's premium of 15% (+ VAT).

"The price for the Manor nameplate was obviously exceptional, and totems were even stronger than of late," said auctioneer Mike Soden. "I am also delighted that every one of the 230 lots sold, be it during the auction itself or soon afterwards."

## Farewell to a catalogue that brightened a drab winter's day for many a railwayana collector

ONE of the impacts of the changes on the auction scene due to the Covid-19 pandemic has been the decision by some auction houses to cut back, or even eliminate, their printed catalogues.

In the overall scheme of the pandemic, their loss is nothing more than a minor inconvenience, but it's a move that has doubtless disappointed many collectors, as sitting at home browsing a well-researched colour catalogue with a cuppa – or something stronger – was an essential part of the collecting (and auction) experience. For many, they are also something to keep for possible future reference.

We railwayana collectors are fortunate that some of the auction houses have resisted the temptation to stop such distribution, but it is an understandable move by those auction houses that have scaled back, as the internet has now become a dominant – and indeed domineering – part of the sales being held up and down the country.

One of the auctions that has continued with its colour printed catalogues is Lacy Scott & Knight, of

Bury St Edmunds, with its bi-monthly railwayana and collectors' models sales. The latest came through my letterbox for the company's December 17 auction, of which a report is included in this column, and I couldn't help but admire, as ever,



**Consigned to history: The cover of Lacy Scott & Knight's final railwayana and collectors' models full-colour printed catalogue.** GEOFF COURTNEY

its impressive quality throughout; nearly 150 beautifully printed pages, everything well researched and catalogued, and a cracking read on a drab winter's day. It is almost a collectors' item in its own right.

Sadly, though, it was the last, and is to be replaced by an online catalogue, with LSK partner and auction centre manager Ed Crichton saying that clients had taken to online bidding amazingly smoothly and, "in many cases, have never looked back."

As a result, the auction house shifted its focus, he continued, from printed catalogues to providing a more comprehensive website that would include many more images and condition reports, although printed and slimmed-down versions would be mailed to those who asked.

These would be free, he said, but would contain far fewer illustrations than previous catalogues and than what was available on the website.

So, it is farewell to one of the best catalogues on the railwayana and models auction scene.

I will miss it.

### Railwayana Auction Calendar

- **January 21**  
Vectis (*model trains*)
- **January 24-30**  
Railwayana Sales
- **Ends February 1**  
Paperchase
- **February 5**  
Great Central Railwayana
- **February 18**  
Lacy Scott & Knight (*railwayana and model trains*)
- **February 19**  
Great Central Railwayana

→ The enduring appeal of LNER legend No. 60103 *Flying Scotsman* was illustrated in the Vectis monthly model train sale on December 17, when an Aristocraft or Accucraft Gauge 1 electric model of the Pacific sold for £540, ahead of the runner-up, an Aristocraft live steam 0-4-0 also in Gauge 1 that went for £500. Prices exclude buyer's premium of 25% (inc VAT).



## 'Your latest railwayana purchase will be on its way to you in a jiffy'

FROM monthly live online auctions to a procession of internet sales spread over days or even weeks, railwayana enthusiasts have never had such plentiful, regular, and diverse opportunities to boost their collection.

And now Great Central has come up with another variation on the theme, based on the humble Jiffy bag. Quite simply, every one of the 500 lots that will be going under Mike Soden's hammer in a live online auction on February 19 must be capable of being posted to the successful bidder in such a bag.

### Happy medium

To those of us who aren't knowledgeable about such matters, that might seem to limit items to the very smallest, but Jiffy bags are available in sizes up to 442 mm x 661 mm (in old money that's just over 17 in x 26 in), so even some medium-sized items will be eligible.

The auction, which will start at 9am and is at present expected to be a one-off, will include such railwayana as single-line keys, medals, directors' passes, and handlamps, and shed, wagon, and works plates. Some will carry a reserve, and commission (but not telephone) bids will be accepted.

This will be the third variation on Great Central's railwayana auctions theme, with football enthusiast Mike categorising the monthly 200-lot sale as being in the Premier League, the new-style 'Jiffy' sale in the Championship, and the 'Bloxham' events in Division 1.

## Southern Railway eyes top spot with a King Arthur and Bulleid Battle of Britain Pacific

THE Southern Railway is set to head the charts in a Railwayana Sales auction that runs from January 24-30, thanks to a two-pronged bid for the top by a King Arthur nameplate and a Battle of Britain smokebox numberplate.

The former is *Sir Menadeuke* from No. 30787, which was built by North British of Glasgow in September 1925 and withdrawn from Eastleigh (71A) in February 1959, making it one of the earlier 'Scotch Arthurs' to be taken out of service. The smokebox is from preserved No. 34070 *Manston*.

### Last SR-built locomotive

This Battle of Britain class Pacific played a significant role in the history of the Southern Railway, as it was the last locomotive to be built by the company prior to Nationalisation, having been outshopped by Brighton Works in November 1947.

It was withdrawn from Exmouth Junction (72A) in August 1964 and is now owned by Southern Locomotives Ltd.

A second smokebox is from No. 92185, a Class 9F 2-10-0 that emerged from Swindon in January 1958 and was withdrawn from Immingham (40B) in February 1965 after a short life of just over seven years.



Other Swindon engines to feature are GWR Nos. 4927 *Farnborough Hall* and 4974 *Talgarth Hall*, with cabside numberplates from each going under the hammer. No. 4927 was built in May 1929 and withdrawn from Llanelli (87F) in September 1963, its 34 years in service thus being almost five times that of the 9F built in the same works nearly three decades later. No. 4974 entered service in January 1930, withdrawn from Gloucester Horton Road (85B) in April 1962.

Two station direction signs in the online auction are BR(W) Bicester London Road and an LNER example, there is a Hinksey South nameboard from a GWR signalbox near Oxford, and among other station signs are SR target Brookwood and totems representing three of the BR regions.

## GWRA pioneers team up again with new auction venture

TONY Hoskins has teamed up again with his former GW Railwayana co-director Simon Turner six years after he retired from the role. Although he is not returning in a managerial capacity, he will be involved with a new railwayana auction venture that Simon is launching in April.

Simon took over the sole running of GWRA in March 2016 after a 22-year partnership with Tony that had seen the auction house grow from small beginnings into one of the market leaders. Being more IT-savvy than some within the movement, Simon quickly settled into the Covid-enforced live online style of current auctions, and that has been reflected in his success in the past two years.

Just over two years ago he launched Buy & Go sales, which complemented his main auctions, but with less expensive items and no telephone bidding, and these were organised jointly with Julian Hanwell.

The most recent such sale was held on December 4, and a report appears in this column.

### Back in business

However, Simon, who is 60, has now brought these to an end and replaced them with timed auctions of slightly more upmarket railwayana, and it is these in which Tony will play a role, initially with cataloguing and photography. Simon said Julian would not be involved, adding: "I am extremely grateful for his input since we started Buy & Go, but I feel they have run their course."

Of Tony's return, he said: "We have remained in touch, and I will welcome his involvement and knowledge"; while 73-year-old Tony said: "I am delighted. I am still a railwayana enthusiast big-time, and I have missed it. Since the pandemic I have been chomping at the bit to go again. Auctions are pretty intense these days,



Tony Hoskins (left) and Simon Turner, who have renewed their business relationship following the launch of a series of timed auctions. CLARE TURNER

and I will be pleased to help Simon in any way I can."

A timed auction is one in which online bids may be made in a defined period and finish in timed blocks.

Simon's first will run from April 1-17 and contain up to 300 lots. Dates for further such auctions, which may be held two or three times a year, will be announced in due course.



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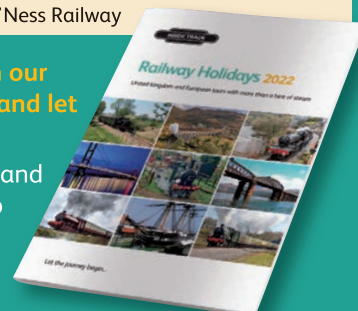
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# HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

The photographer has been trying for about 20 years to get this picture of a steam railtour crossing Frodsham Viaduct, with most opportunities having been in summer with harsher light. He finally cracked it on December 15, with No. 46100 *Royal Scot* hauling a Saphos Trains trip to York. PHIL JONES





# Steam Dreams to expand short-haul trips from Victoria

By Cedric Johns

STEAM Dreams' latest venture – running Santa specials out of London Victoria in December, hauled by B1 4-6-0 No. 61306 *Mayflower* and on one occasion by SR Merchant Navy Pacific No. 35028 *Clan Line* – proved so successful that company chairman David Buck says he intends to increase the number of trains for the next festive season.

In total, the 12 trains – three each day – were fully booked; even the early 9.30am departure proved popular. By adding 12 evening dining trains, which sold out, the December operation produced returns from 5000-plus passengers.

Almost as an encore, there were also four Christmas Shopper trips in the lead-up to the festive period, visiting York, Bath, Oxford, and Lincoln.

They were originally booked for haulage by A1 Pacific No. 60163 *Tornado* but when the A1 was withdrawn, as previously reported, the B1 and LMS 'Black Five' No. 44871 filled in.

The Steam Dreams 2022 season opens in March, with the previously-mentioned three trips behind A3 Pacific No. 60103 *Flying Scotsman* before it is withdrawn for overhaul.

The trio of trips begins on March 13 from Paddington to Oxford (sold out),

followed by a departure from London Victoria for Canterbury, on March 17, and finally on March 24 to Salisbury – which will undoubtedly attract the usual crowd on Platform 4...

All three trains will run local circular tours on arrival.

## May timetable

Following the initial success of the Windsor trains prior to the advent of Covid-19 and its restrictions – including the fall-off of overseas tourism – the Royal Windsor Steam Express shuttle timetable begins on May 24 and runs weekly on Tuesdays through the summer until August 30. Before that, a trip departs from London Victoria for

Bath on April 3, calling at Staines and Ascot.

On April 9, a 'Cathedrals Express' leaves Euston for Carlisle, stopping at Milton Keynes, Rugby, Lichfield Trent Valley and Crewe, hauled by a Class 86 electric locomotive as far as Carnforth, where a steam locomotive from the West Coast Railway Company's fleet comes on for the final leg via Shap.

The return journey takes in the Settle and Carlisle line and runs to Preston, where the 86 couples on for the return to London.

Further information on any of these tours is available at [info@steamdreams.co.uk](mailto:info@steamdreams.co.uk)

## Deltic Scotsman anniversary run postponed due to *Alycidon* delay

THE Deltic Preservation Society has postponed its planned April 30 trip from King's Cross to Edinburgh to commemorate the final Deltic-hauled railtour on January 2, 1982.

The trip was called off due to delays in the return of Class 55 D9009 *Alycidon* to full working order.

However, the society is now on the home straight for completion, with a replacement power unit installed and the fully repaired bogies sitting under the locomotive.

Graham Clarke, the society's head of engineering, felt it was unwise to commit to this tour as the DPS was required to sanction it in January, but with static testing, mileage accumulation and both heritage line and main line high-speed runs to be done first, it was felt prudent to delay its return to main line action.

A revised date will be added later, possibly run as a '40 + 1' tribute on January 2, 2023.

DPS locomotive hire manager Mike Hallam-Rudd said that subject to no hidden gremlins, D9009 should be available for the three tour dates in late July, mid-September, and a trip to be confirmed in December for a 'Deltic Trans Pennine Express Lament'. There is also another possible tour in the pipeline for June.

# NRM planning *Flying Scotsman* centenary celebrations for 2023



THE National Railway Museum is hoping that the forthcoming overhaul of A3 Pacific No. 60103 *Flying Scotsman* will be completed in time for it to participate in a series of events marking its 100th birthday in 2023.

It was in February 1923 that *Flying Scotsman* was outshopped from Doncaster Works as the third of a class of A1 (later A3) locomotives built to a design by Nigel Gresley.

On November 30, 1934, it became the first steam locomotive to reach the officially authenticated speed of 100mph on Stoke Bank, in Lincolnshire, while hauling a light test train.

A statement from the York museum said: "The National Railway Museum and Locomotion are planning to mark *Flying Scotsman*'s centenary with an exciting programme of activities and events throughout 2023.

"It's great that people are starting to look ahead with anticipation to the centenary, and we're working hard behind the scenes to ensure that we deliver a fitting celebration for a much-loved locomotive.

"*Flying Scotsman* is scheduled for overhaul this year, and we expect to announce the schedule for rail operations later in January."

**A3 Pacific No. 60103 *Flying Scotsman* at Hellfield at dusk on December 23, after hauling West Coast Railways' 'The Flying Scotsman' trip, originating from Manchester Victoria and running to Carlisle, as the final main line steam charter of 2021.**

ROBERT FALCONER





LMS 4-6-0 No. 46100 *Royal Scot* heads Saphos Trains' 'The Christmas White Rose' from Llandudno to York through Edale on December 15. MICHAEL ANDERSON

## 50 up for Railway Touring Company

WHEN the last of 12 Christmas trains ended its run from York to King's Cross on December 18, the Railway Touring Company achieved a notable success despite the restrictions imposed by the threat of Covid-19.

By then, the King's Lynn-based tour promoter had run no less than 50 trips from May 21 through to the end of the year. "We are proud of that record," said RTC operations manager Rachel Jackson.

### Well patronised

"The fact that trains were well patronised – within the limitations of Covid restrictions – is an indication that people were keen to get out and about rather than staying at home."

RTC is opening the 2022 season with two 'Cumbrian Mountain Express' trips.

The first departs on January 22 from Manchester Victoria for Carlisle. The second starts from Euston on January 29, behind the almost-mandatory Class 86 electric locomotive, with steam coming on at Carnforth.

February 12 sees the 'Valentines White Rose' leave King's Cross for York, followed by the 'Cotswold Venturer', which departs from Paddington for Worcester on February 19.

On February 26, another 'Cumbrian Mountain Express' gets away from King's Cross.

Yet to be confirmed, possibly by the end of January, moves are afoot to reinstate RTC's flagship operation, the 'Great Britain' nine-day tour – which has not run for two years.

### 'Atlantic Coast Express'

The welcome return of a popular train is at present incumbent on RTC's Kelly Osborne being able to obtain the use of several capable locomotives – not easy with the likes of *Tornado*, *Princess Elizabeth*, and *Flying Scotsman* not being available because of planned overhauls.

RTC's 'Atlantic Coast Express' on Saturday, July 2 starts out of Waterloo at 7.30am behind Merchant Navy 4-6-2 No. 35028 *Clan Line*, calling at Woking, Basingstoke and Salisbury (water stop), and then continues on the historic route to Exeter St David's via Templecombe, Sherborne, Yeovil Junction, Axminster, and the stiff climb up to Honiton.

The return route takes the 'ACE' to Bristol via Taunton, Bath, Trowbridge, Westbury, and Upton Scudamore bank to Salisbury. Visit [www.railwaytouring.net](http://www.railwaytouring.net) to book.

## Mark Allatt resigns from A1 Trust

By Robin Jones

MARK Allatt, one of the pivotal figures behind world market-leading Peppercorn Pacific No. 60163 *Tornado* builder The A1 Steam Locomotive Trust, has resigned as a trustee and council member with immediate effect.

Mark, an independent marketing, communications and branding consultant, has been associated with the trust for more than 30 years, 27 of which were as a trustee, including 16 years as chairman.

He has been credited with the success of the trust's publicity, marketing and fundraising activities, and was also a driving force behind the plans to build a new Gresley P2 2-8-2, No. 2007 *Prince of Wales*.

Recently appointed trust chairman Steve Davies MBE said: "Mark can be rightly proud of the major contribution he has made to the trust over the last 30 years, especially in the area of fundraising."

"His energy, drive and imagination were at the heart of most of the major projects pursued by the trust, and I am joined by my trust colleagues in wishing him well in the future."

Mark was born in 1965 in Sheffield but raised and educated in Dronfield, North Derbyshire, and Bottesford, in North Lincolnshire.

As a youngster he collected second-hand Triang-Hornby models,

but the gift of a *Flying Scotsman* set at Christmas 1970 sealed his love of all things LNER.

Mark went to university at De Montfort, Leicester, and later gained a degree in politics and economics while maintaining his interest in railways through membership of the Gresley and A4 societies. He later became chairman of the LNER Society.

After the project to fill a missing gap in the LNER heritage steam fleet by building a new A1 was launched in 1990, he attended the second meeting at King's Cross in March

1991, and responded to an appeal for volunteers by offering to help with marketing, publicity, and fundraising.

*Tornado* moved under its own power for the first time on July 29, 2008, and was officially named by the Prince of Wales at York station on February 19, 2009.

Its apex moment came on an early-hours test run on the East Coast Main Line on April 12, 2017, when it reached 101mph – with a proud Mark on board. *Tornado* became the first steam locomotive to officially travel at 100mph on the national network since 1967.



From the comfort of his seat on board the test train, Mark Allatt proudly watches one of the definitive pinnacles of the heritage sector he helped to create unfolding early on April 12, 2017, when Peppercorn A1 Pacific No. 60163 *Tornado* hit the 100mph mark between Raskelf and Alne south of Thirsk (as highlighted in issue 228). A1SLT



## Royal Platinum Jubilee trip for UK Railtours

ON June 2, UK Railtours marks The Queen's Platinum Jubilee with a special train departing King's Cross for Ely and Sandringham.

The train picks up at Stevenage, Potters Bar, and Welwyn. For motive power, Class 67s No. 67005 *Queen's Messenger* or No. 67006 *Royal Sovereign* have been requested.

Elsewhere, hopes of sending out copies of UKRT's new brochure before Christmas were dashed when routing and the availability of DB Cargo crews remained unsolved.

"We worked through the festive holiday period in an effort to resolve outstanding problems," said UKRT's leading lady, Elizabeth Morris, "but a few trains remained affected after the New Year holiday."

Elizabeth was hoping that the brochure, which covers the first half of the year's activities, would be printed and circulated by the end of January.

Bookings were being taken for 'Powerful Pennine Panorama' on February 12. This trip starts from Euston, calling at Watford Junction, Northampton, and Nuneaton.

On February 26, 'The Welsh Marches' excursion begins from Stevenage, stopping at Welwyn Garden City, Potters Bar, and Finsbury Park.

As previously noted, the April 8 to April 11 'West Highland & Royal Deeside' tour of Scotland is fully booked. A waiting list is being compiled.



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# Okehampton 'Dartmoor Line' is an instant hit – and wins first award

By Robin Jones

MORE than 10,000 people travelled on the Dartmoor Line in the fortnight since its reopening for regular year-round, all-week passenger services linking Okehampton and Exeter on Saturday, November 20. The Dartmoor Line has been recognised with a national award for its work informing people about the reopening of the Okehampton-Exeter line and involving the community.

The reopening of the Okehampton branch – previously used by the Dartmoor Railway for heritage services – is the first of the Government's Restoring Your Railway schemes to bear fruit, and was made possible thanks to more than £40 million of Government investment.

Transport Secretary Grant Shapps, who dispatched the first weekday passenger train to run on the line for half a century, as reported last issue, said: "The Dartmoor Line has been a huge local success story – and these numbers show it."

## Under budget

"This link is already incredibly important to Okehampton, Exeter, and Devon, and to people from further afield visiting Dartmoor."

"It was brilliant to open the line, delivered two years early and £10 million under budget – now delivering for the local community."

Great Western Railway managing director Mark Hopwood said: "I am delighted to see that the line is starting to flourish in its first two weeks. The reopening has been a key aspiration for the community and the rail industry for some time, and the demand for services shows just how important good rail connections are for the community they serve."



The last BR train from Okehampton prepares to leave on June 3, 1972; history has now been reversed. BERNARD MILLS/GREAT WESTERN RAILWAY

Already the reopening has carried off its first major accolade. At the Community Rail Awards, held in Southampton on Thursday, December 9, the Devon & Cornwall Rail Partnership, GWR, and Network Rail won the award in the Best Communications category.

Judges praised the official DartmoorLine.com website, which provides detailed travel information and unique behind-the-scenes footage of the work to restore the line. It also records how Network Rail achieved record-breaking efforts to lay 11 miles of new track in under four weeks, and looks back at the history of the line and the vital contribution of OkeRail, the Dartmoor Railway Association, and others. It has so far been visited by 75,000-plus people.

Meanwhile, a petition has launched in the village of Yeoford, calling for trains on the Dartmoor Line to stop at its station between Crediton and Okehampton, which is currently

served by trains running on the Tarka Line from Exeter to Barnstaple.

The second platform, however, has fallen into disuse, although the new Dartmoor Line trains are passing through it on a separate track from the Tarka Line.

## Doubling back

At present, people in Yeoford planning to get the train to Okehampton need to double back on themselves to Crediton, to then get a train back westwards towards Okehampton.

Villager Olivia Lott, who has set up the online petition, said: "It is aimed at Devon County Council (on behalf of various stakeholders) to at the very least seek funding to conduct and publish a feasibility study into the restoration of the second platform and access at Yeoford station."

"We hear of proposed restorations at Tavistock, Wellington, and Cullompton, but feel that Yeoford has been overlooked."



A3 Pacific No. 60103 *Flying Scotsman* in full flight during glorious winter weather on the Settle and Carlisle line on December 18 while heading West Coast Railways' 'The Flying Scotsman' that started from Liverpool, with steam coming on at Hellfield for the leg to Carlisle. DAVID PRICE





**LMS Pacific No. 6233 *Duchess of Sutherland* approaches Langley Mill with Vintage Trains' 'The White Rose' from Tyseley to York and return on December 15. ROBERT FALCONER**

## Vintage Trains 'Marches' on with 2022 season

HAVING closed the year with two pre-Christmas trips to York in December with WR 4-6-0 No. 7029 *Clun Castle*, Vintage Trains plans to open the new season with three excursions in March.

On Saturday, March 5, with boarding at the Tyseley Locomotive Works platform, the *Castle* will head a 'Welsh Marches' circular tour north to Shrewsbury, passing Leominster and Craven Arms before stopping for a break at Hereford.

Homeward-bound No. 7029 tackles some six miles of an average 1-in-100

climb up the summit at Llanvihangel, then passing Abergavenny and Pontypool Road to take the Bristol line at Maindee Junction.

From there the train heads through the Severn Tunnel to Swindon, turns north at Didcot-Foxholes Junction and makes for Birmingham via Oxford and Hatton bank.

Saturday, March 12 sees LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* head a tour over the Settle and Carlisle line and back. It is planned to run the train

over the S&C both ways without diesel assistance.

From Tyseley's platform, the tour will be hauled by a vintage diesel at up to 80mph over the West Coast Main Line to Hellifield, picking up at Walsall, Wolverhampton, Stafford, and Crewe, before No. 6233 takes over for the leg to Carlisle. Passengers will have time to visit Carlisle before No. 6233 takes the trip back to Hellifield, where the diesel takes over for the return leg to Tyseley.

On Saturday, March 26, No. 7029 heads 'The Chester Venturer', also from Tyseley's platform, picking up at Coleshill Parkway, Tamworth High Level, Burton-on-Trent, Nuneaton, and Leicester.

Seats are available in Pullman, club or tourist classes, and passengers may join the tour at Tyseley Locomotive Works where pre-booked free car parking is available.

Seats can only be booked online via the website [www.vintagetrains.co.uk](http://www.vintagetrains.co.uk)

## West Country *Wadebridge* prepares for main line return

THE overhaul of Bulleid West Country 4-6-2 No. 34007 *Wadebridge* is going ahead, with a view to returning it to the national network.

The decision to proceed was made in December by the locomotive's owner, Wadebridge (34007) Locomotive Limited (in which the Mid-Hants Railway Preservation Society holds the majority shareholding).

No. 34007 has been partially dismantled and inspected at Ropley Works and a schedule of work

prepared, including the removal of the middle cylinder. "Thanks to the generosity of *Wadebridge*'s Swiss patron and benefactor, Alexander Choremi, there are sufficient funds not only to get the overhaul underway but to also set the ambition of a return to main line running," said a statement from the owning group. "The work will be planned and conducted with this in view, under external engineering scrutiny and with the necessary documentation being assembled."

## Pathfinder heads for the Welsh coast

PATHFINDER Railtours has announced four new diesel-hauled 'Cambrian Coast Express' trips.

The first, on Friday, May 13, starts from Oxford and picks up at Banbury, Leamington, Coventry, Birmingham International, Birmingham New Street, Wolverhampton, Telford Central, and Shrewsbury.

There are options to alight at Barmouth for a circular trip, featuring a river ferry and a walk

over the recently restored and reopened Barmouth Bridge at Minfordd for a mile's walk each way to the village of Portmeirion, at Porthmadog for the Ffestiniog & Welsh Highland Railways, or to stay on to Pwllheli.

The other three trips will run on May 20 (starting at Bristol Temple Meads), August 12 (from Cardiff Central) and September 9 (starting at Oxford). Further details are at [www.pathfindertours.co.uk](http://www.pathfindertours.co.uk)

## Will the Swanage Railway go main line with trains into Wareham in 2022?

FOLLOWING the DMU specials run on January 1-3 to mark the 50th anniversary of the closure of the Swanage branch (as reported in *News*, pages 20-21), the Swanage Railway has been exploring the possibility of running services into Wareham this year.

"We are waiting for South West Trains to finalise its new timetable before a connecting service can be established," said the heritage line's locomotive carriage and wagon superintendent, James Cox.

Signs were that the DMU will play a major role by being tabled

to complete the link later this year, possibly from Easter.

The Railway Touring Company will be using Swanage-based SR U class 2-6-0 No. 31806 to head this summer's 'Dorset Coast Express' back from Weymouth as far as Southampton. The rebuilt River tank

working through Dorset will serve as a reminder of Southern steam days.

The Eastleigh Group's main line Class 33 No. 6515, which is presently undergoing body repairs with Arlington inside the former Southern Railway works, is expected to return to Swanage imminently.





Stanier Pacific No. 6233  
Duchess of Sutherland  
sweeps past Burton  
Salmon with the Vintage  
Trains 'White Rose' to York  
on December 15. CHRIS GEE

## January

### 22 'The Pennine Wayfarer'

Eastleigh, Bristol Parkway, Chesterfield, Manchester Victoria, Bolton & return. Diesel-hauled throughout.

Locos: 2x DRS Class 37s. PT

### 22 'The Winter Cumbrian Mountain Express'

Manchester Victoria, Shap, Carlisle, Settle, Manchester. Steam-hauled throughout.

Loco: No. 35018 *British India Line* or No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC

### 26 'The Electric Scot'

Euston, Glasgow & return. Electric-hauled throughout.

Loco: Class 87. IC

### 29 'The Winter Cumbrian Mountain Express'

Euston, Carlisle & return. Steam-hauled Carnforth, Shap, Carlisle, Settle, Preston.

Loco: No. 35018 *British India Line* or No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC

### 5 'The Cwmbargoed Collier'

Banbury, Birmingham New Street, Kidderminster, Newport, Cwm Bargoed (due to close 2022), Barry Docks & return. Diesel-hauled throughout.

Locos: Class 66, Class 60 at rear Newport, Cwmbargoed, Barry, Cardiff. PT

### 5 'Settle & Carlisle Circular'

Loughborough, Leicester, Nuneaton, Settle, Penrith & return. Diesel-hauled throughout.

Loco: TBA. SR

### 12 'The Valentine's White Rose'

King's Cross, York & return. Steam-hauled King's Cross, York, Peterborough.

Loco: No. 6233 *Duchess of Sutherland*. RTC

### 12 'Settle & Carlisle Circular'

Scarborough, York, Leeds, Settle, Penrith & return. Diesel-hauled throughout.

Loco: TBA. SR

### 14 'The Welsh Marches Express'

Nottingham, Derby, Stoke-on-Trent, Crewe, Cardiff & return. Steam-hauled from Crewe.

Loco: No. 34046 *Braunton* or No. 46100 *Royal Scot* or No. 70000 *Britannia*. ST

### 19 'The Link n' Chord'

Didcot, Banbury, Birmingham New Street, Leicester, Lincoln, Retford, Worksop, Toton, Leicester, Didcot. Diesel-hauled throughout.

Locos: DRS Classes 66, 68 and 88, plus Class 57 Leicester-Birmingham and return to Didcot. PT

### 19 'The Cotswold Venturer'

Paddington, Oxford, Worcester, Kemble,

Paddington. Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. RTC

### 19 'Settle & Carlisle Circular'

Telford, Shrewsbury, Chester, Settle, Penrith & return. Diesel-hauled throughout.

Loco: TBA. SR

### 24 'The Northern Belle'

Leeds, Huddersfield, Manchester Victoria, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Hellifield.

Loco: No. 34067 *Tangmere* or No. 60163 *Tornado*. NB

### 26 'The Winter Cumbrian Mountain Express'

Euston, Carlisle & return. Steam-hauled Carnforth, Shap, Carlisle, Settle, Preston.

Loco: No. 35018 *British India Line* or No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC

### 26/27 'The Clansman'

Euston, Inverness & return. Electric and diesel-hauled throughout.

Locos: Class 87 Euston-Scotland and return, 2x Class 47s Inverness and return. IC

### 12-14 'The West Highland Statesman'

Milton Keynes, Rugby, Crewe, Fort William & return. Diesel-hauled throughout.

Loco: TBA. SR

### 13 'The Cathedrals Express'

Paddington, Oxford & return. Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

### 13 'The Cathedrals Express'

Oxford, Stratford-upon-Avon & return. Diesel-hauled Dorridge, Stratford.

Loco: No. 60103 *Flying Scotsman*. SD

### 16 'The East Anglian'

Crewe, Rugby, Norwich & return. Electric-hauled throughout.

Loco: Class 87. IC

### 17 'The Cathedrals Express'

London Victoria, Canterbury & return. Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

### 17 'The Cathedrals Express'

Canterbury, Ashford & return. Diesel-hauled Ashford, Canterbury West.

Loco: No. 60103 *Flying Scotsman*. SD

### 19 'The Golden Age of Travel by Steam'

Circular tour from London Victoria. Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

### 19 'The Cheshireman'

Euston, Chester & return. Steam-hauled throughout.

Loco: No. 6233 *Duchess of Sutherland*. RTC

### 19 'The Edinburgh Flyer'

Preston, Edinburgh & return. Steam-hauled Carnforth, Edinburgh & return.

Loco: No. 35018 *British India Line* or No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC

### 19 'The William Shakespeare'

York, Leeds, Manchester, Stratford-upon-Avon & return. Steam-hauled from Crewe.

Loco: No. 34046 *Braunton* or No. 46100 *Royal Scot* or No. 70000 *Britannia*. ST

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.



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## February

### 2 'The White Rose'

Wolverhampton, Manchester Victoria, Sheffield, York & return via Wakefield. Steam-hauled from Crewe.

Loco: No. 34046 *Braunton* or No. 46100 *Royal Scot* or No. 70000 *Britannia*. ST

## March

### 5 'The Lancashire'

Westbury, Bristol Parkway, Birmingham New Street, Wolverhampton, Crewe, Warrington, Stockport, Northwich, Crewe & return. Diesel-hauled throughout.

Locos: Class 66, plus Class 60 from Crewe. PT

### 5-7 'The West Highland Statesman'

Stevenage, Peterborough, York, Fort William & return. Diesel-hauled throughout.

Loco: TBA. SR

### 6 'The Peaks Express'

Preston, Manchester Victoria, Sheffield, Chesterfield, Derby, Manchester, Preston. Steam-hauled throughout.

Loco: No. 35018 *British India Line* or No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC

### 12 'The Cumbrian Coast Express'

Euston, Shap, Carlisle, Cumbrian Coast line, Euston. Steam-hauled Carlisle, Carnforth.

Loco: TBA. RTC

## Tour promoters

|       |                                           |      |                                                           |
|-------|-------------------------------------------|------|-----------------------------------------------------------|
| A1SLT | A1 Steam Locomotive Trust<br>01325 488215 | SRPS | Scottish Railway<br>Preservation Society<br>0131 202 1033 |
| BEL   | Belmond Pullman<br>0845 0772 222          | SR   | Statesman Rail<br>0345 310 2458                           |
| IC    | Intercity<br>0800 038 5364                | ST   | Saphos Trains<br>0800 038 5320                            |
| NB    | Northern Belle<br>01270 895989            | UKRT | UK Railtours<br>01438 715050                              |
| PT    | Pathfinder Tours<br>01453 835414          | VT   | Vintage Trains<br>0121 708 4960                           |
| RTC   | Railway Touring Company<br>01553 661500   | WCR  | West Coast Railways<br>0333 996 6720                      |
| SD    | Steam Dreams<br>01483 209888              |      |                                                           |





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|            |                                              |              |                                            |
|------------|----------------------------------------------|--------------|--------------------------------------------|
| Wed 2 Mar  | Railways of Saudi Arabia                     | Thu 1 Sep    | Anne's Scotland                            |
| Fri 4 Mar  | South West Spain                             | Fri 2 Sep    | Vintage Slovenia                           |
| Wed 23 Mar | Rail and Ancient Wonders of Israel (Culture) | Thu 8 Sep    | Vintage Southern France                    |
| Sat 26 Mar | The Railways of Israel (Enthusiast)          | Tue 13 Sep   | Hidden Slovenia                            |
| Mon 28 Mar | Springtime in Sicily                         | Sept TBC     | Spanish ALCo 7                             |
| Sun 3 Apr  | Rail and Ancient Wonders of Jordan           | Fri 16 Sep   | Portmeirion and the Railways of Snowdonia  |
| Sun 24 Apr | Classic Montenegro and Serbia                | Fri 16 Sep   | Classic Baltics                            |
| Sat 30 Apr | Italian Vintage                              | Fri 16 Sep   | Rail Wonders of the Balkans                |
| Mon 2 May  | The Hungary Vampire (Enthusiast)             | Thu 22 Sep   | Vintage Port 43                            |
| Sat 6 May  | Central Wales - Trains, Ales and Gardens     | Sat 24 Sep   | Trains and Treasures of the Western States |
| Sun 7 May  | Vintage Loire Valley                         | Fri 30 Sep   | A Royal Douro Cruise                       |
| Thu 19 May | Railway Ramble - Sabot e Fafe                | Thu 6 Oct    | Rail and Ancient Wonders of Mexico         |
| Thu 19 May | Rotterdam and the Dordt Steam Festival       | Wed 12 Oct   | The Magical Minho                          |
| Thu 2 June | Slovenia and Croatia (Enthusiast) - 3 days   | Fri 14 Oct   | Railways Around Bilbao                     |
| Fri 3 Jun  | Portmeirion and the Railways of Snowdonia    | Sat 15 Oct   | Classic Montenegro and Serbia              |
| Sat 4 Jun  | Gorgeous Georgia                             | Oct TBC      | Berlin and the Harz Mountains              |
| Mon 6 Jun  | PTG WHR/FR Customer Day (FOC to customers)   | October      | Spectacular New England in the Fall        |
| Wed 8 Jun  | David's Scotland                             | Sat 4 Nov    | Portugal - The Return (Enthusiast)         |
| Thu 9 Jun  | Classic Belgium                              | Fri 4 Nov    | The Old Patagonian Express                 |
| Fri 10 Jun | Central Wales - Trains, Ales and Gardens     | Sun 6 Nov    | Sri Lanka on the Viceroy Special           |
| Tue 21 Jun | Classic Bulgaria and the Lavender Festival   | December TBC | Bruges Christmas Market                    |
| Thu 30 Jun | Vintage Central Portugal                     |              |                                            |
| Wed 6 Jul  | By Train to the Midnight Sun                 |              |                                            |
| Thu 7 Jul  | Douro - Rail, River and Wine                 |              |                                            |
| Fri 8 Jul  | Vintage Slovakia and Into Poland             |              |                                            |
| July TBC   | The Yamal Peninsula Express                  |              |                                            |
| Mon 22 Aug | Rail and Natural Wonders of Alaska           |              |                                            |
| Sat 27 Aug | The Little Trains of the Dolomites           |              |                                            |
| Mon 29 Aug | Rail Wonders of Sardinia, Pisa and Corsica   |              |                                            |

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# WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW



**Don Benn** looks at A1 Pacific No. 60163 *Tornado* working an Aberdeen to Edinburgh special, two runs with Carnforth's Jubilee No. 45699 *Galatea*, disguised as Nos. 45562 and 45627, and BR Standard Britannia No. 70013 *Oliver Cromwell* performing well up from Norwich in 2008.

AT THE time of writing, A1 Pacific No. 60163 *Tornado* is sidelined from the main line but it did much work in the summer of 2021, including more trips from Edinburgh to Aberdeen and return on the 'Aberdonian', all diesel-free. Sandy Smeaton has kindly sent me details of one such run, on July 31, 2021, and Table One shows the section of the 17.53 return journey from Aberdeen as far as Dundee.

This is a tortuous and steeply-graded route requiring enginemanship of the highest order due particularly to the heavy loads taken; in this case, 11 coaches for 410 tons gross.

Back in the mid-1960s, when I knew the route as from Aberdeen as far as Kinnaber Junction (and then on to Perth via Forfar), the loads taken by steam locomotives varied mainly from six to eight coaches, or 225 to 300 tons. Only the occasional steam-hauled relief 'Aberdonian' train to and

from King's Cross had comparable loads over the section in the table.

Peter Walker and Jack Johnson had a 31-minute late start to contend with, but the run was remarkably free of checks and so nearly four minutes were regained.

Sandy comments: "The return south was delayed by an obscure dispute with the signaller, who apparently was insisting on putting the 'Aberdonian' into Platform 2 instead of 6S, making watering the buffet car impossible.

"Eventually, No. 60163 propelled the train down from Ferryhill into 6S at about departure time and the inevitable delay servicing the buffet meant we had to follow the 18.18 to Edinburgh 31 minutes late at 18.24.

"A cautious start with no slipping was made to the first quarter-mile post, taking almost three

minutes, but by Craiginchies speed was up to 30, and over 40 passing Cove Bay. The summit at MP 234 was passed at 47½, and by Stonehaven a minute had been regained on the schedule.

"On the climb to Carmont, speed hovered at about 50. Down to Fordoun, the first maximum for the day, 75½ was reached.

"A clear road at Usan produced a minimum of 38 in the cutting before the double line junction. There was a check approaching Arbroath but a sprint reaching 70 along the level to Broughty Ferry gained 3½ minutes on the schedule, eventually drawing up to water in Dundee Through Loop just over 27 late."

The table shows comparisons with six and eight-coach loads on the climb out of Aberdeen in 1964/65. I think this shows the A1 as doing very well on the climb.

**LMS Jubilee No. 45699 *Galatea* in the guise of No. 45562 *Alberta* and LMS Royal Scot No. 46115 *Scots Guardsman* are seen climbing to Shap at milepost 37 with the West Coast Railways 13-coach 10.57 Lancaster to Carlisle Santa Special on November 24, 2019. SANDY SMEATON**







BR Britannia Pacific No. 70013 *Oliver Cromwell* passing Paddock Wood with the Railway Touring Company's 08.40 Waterloo to Folkestone Harbour 'Golden Arrow' on March 14, 2009. DON BENN

### ABERDEEN TO STONEHAVEN COMPARISONS

|            |              |        |            |         |                 |         |              |        |
|------------|--------------|--------|------------|---------|-----------------|---------|--------------|--------|
| Date       | 31.07.2021   |        | 30.10.1964 |         | 04.06.1965      |         | 12.02.1966   |        |
| Engine     | 60163        |        | 60009      |         | 60007           |         | 60019        |        |
| Load       | 410          |        | 225        |         | 225             |         | 295          |        |
| Weather    | Dry and calm |        | Cloudy     |         | Cloudy and warm |         | Falling snow |        |
|            | Time         | Speed  | Time       | Speed   | Time            | Speed   | Time         | Speed  |
| Cove Bay   | 11m 29s      | 42/39½ | 9m 54s     | 49/52   | 9m 42s          | 44      | 10m 43s      | 41/38  |
| MP 234     | 14m 35s      | 47½    | 12m 26s    | 51      | 12m 39s         | 50      | 14m 3s       | 44     |
| Porthleven | 15m 45s      | 67/56½ | 13m 22s    | 77/74½  | 13m 42s         | 72½/68½ | 15m 15s      | 69/67½ |
| Muchalls   | 19m 6s       | 59½/51 | 16m 8s     | 79½/72½ | 16m 39s         | 74/63½  | 18m 21s      | 73/56  |
| Stonehaven | 23m 52s      | 60½    | 20m 21s    | 0       | 21m 12s         | 0       | 23m 23s      | 0      |

### Overloaded Jubilee

I now move on to two recent runs with Carnforth's Jubilee No. 45699 *Galatea*, running as 45562 and 45627, timed by Sandy Smeaton. Both runs were on the Railway Touring Company's 'Cumbrian Mountain Express' and details are shown in Table Two. According to the Network Rail Loading Book for a Class 6 locomotive, the maximum load to be taken over Shap going down is nine coaches or 324 tons Standard, or seven coaches 252 tons Autumn. The BR/LMS book gave 10 coaches 365 tons.

By either criteria, both trains were overloaded, particularly the 12-coach load at 438 tons tare on October 10. This nearly came to grief, although 11 coaches at 408 tons is more normal and the superb *Galatea* always seems to cope with this load. Good though the run on September 4 was, it was bettered by my run on February 17, 2018 behind *Galatea* on 11 for 405/435 tons, which in fact proved to be the fastest time I have recorded over the Carnforth to Carlisle stretch so far with a Class 6 or 7 locomotive. Comparable times are Oxenholme 18m 8s (04.09 17m 45s), Grayrigg Summit 27m 29s (04.09 28m 57s), Shap Summit 41m 10s (04.09 43m 5s), Penrith 53m 25s (04.09 56m 25s) and Carlisle 69m 53s (04.09 74m 26s).

Sandy commented on the September 4 run: "On a cloudy and cool day, No. 45699, carrying a 45627 smokebox plate and *Sierra Leone* nameplates but 45562 cabside numbers, had an 11-coach load of 408 tons tare and about 435 gross. The crew were driver David Blair and fireman Martin Soames.

"The start from Carnforth loop was right time, and a blistering start was made passing MP7 at 38 and MP9½ at 37.

"The maximum at MP13 was 64. By MP18, speed had fallen only to 52 but after Oxenholme there

was a marked fall to 44½ at MP20 and 37½ at Hay Fell.

"At MP26, the minimum was 29. This start, as far as Oxenholme, was faster than No. 45699's run on 4.3.17 (and faster than my run on 17.2.18), but the minimum then at MP26 was higher at 37. However, there was no easing after Grayrigg and steady acceleration to MP31½ produced a maximum of 70½ (72½ on 17.2.18). On Shap proper, MP33 was passed at 62, Scout Green at 42½, and Shap Wells 33. After a very slight slip between MPs 37¼ and ½, speed fell from 28½ to 28 (28½ on 17.2.18), the minimum before the summit.

"The time from MP31½ to 37¼, corrected to the second coach, was 7m 23s compared to 7m 27s on 4.3.17. Arrival at Carlisle after a casual run well within the 75mph limit downhill was 1 early, having taken 74m 26s from the start. So, although Tebay was passed five minutes down, even an easy run downhill produced a right time arrival; a perfectly judged run."

Sandy's remarks on the second run in the table are: "No. 46115 was originally advised as the locomotive for this 'CME', but apparently both it and No. 35018 were unavailable so the task fell to *Galatea*, now running as *Alberta*. The usual 11-coach set was increased to 12 to provide more seating under social distancing requirements,

### TABLE ONE: ABERDEEN TO DUNDEE

|          |                                           |
|----------|-------------------------------------------|
| Date     | Saturday, July 31, 2021                   |
| Train    | 17.53 Aberdeen to Edinburgh               |
| Loco     | A1 Class 4-6-2 No. 60163 <i>Tornado</i>   |
| Load     | 11 coaches; 391 tons tare, 410 tons gross |
| Driver   | Peter Walker                              |
| Fireman  | Jack Johnson                              |
| Recorder | Sandy Smeaton                             |
| Position | Second coach                              |
| Weather  | Dry and little wind                       |

|                    | Miles | Sched | Mins | Secs | Speed        |
|--------------------|-------|-------|------|------|--------------|
| Aberdeen           | 0.00  | 0.00  | 00   | 00   | 31 mins late |
| Ferryhill Jct      | 0.50  | 6.00  | 04   | 17   | 17½          |
| Craiginchess South | 1.46  | 8.00  | 06   | 31   | 33           |
| MP 239             | 1.96  |       | 07   | 20   | 38/37½       |
| MP 238             | 2.96  |       | 08   | 56   | 38½          |
| MP 237             | 3.96  |       | 10   | 25   | 42½          |
| Cove Bay           | 4.71  |       | 11   | 29   | 42           |
| MP 235½            | 5.46  |       | 12   | 34   | 39½          |
| MP 234             | 6.96  |       | 14   | 35   | 47½          |
| Portlethen         | 8.04  |       | 15   | 45   | 64           |
| MP 231½            | 9.46  |       | 17   | 05   | 67           |
| Newtonhill         | 10.30 |       | 17   | 53   | 57/56½       |
| Muchalls           | 11.46 |       | 19   | 06   | 59½          |
| MP 227½            | 13.46 |       | 21   | 18   | 51/63/57/62½ |
| Stonehaven         | 16.00 | 25.00 | 23   | 52   | 60½          |
| Overbridge         | 17.09 |       | 25   | 01   | 54           |
| Overbridge         | 18.03 |       | 26   | 06   | 48½          |
| MP 222             | 18.96 |       | 27   | 15   | 51½          |
| MP 220¾            | 20.21 |       | 28   | 44   | 48¾          |
| MP 220             | 20.96 |       | 29   | 38   | 52½          |
| Carmont LC         | 21.48 | 32.00 | 30   | 12   | 56½          |
| Drumlitthie Smt    | 22.46 |       | 31   | 13   | 60           |
| Drumlitthie        | 23.23 |       | 31   | 56   | 67½          |
| MP 216¼            | 24.71 |       | 33   | 14   | 71½/75½      |
| Fordoun            | 27.09 |       | 35   | 12   | 63½/62½      |
| MP 212             | 28.96 |       | 36   | 58   | 64½          |
| Laurencekirk       | 30.39 | 42.00 | 38   | 19   | 57½          |
| MP 209¼            | 31.71 |       | 39   | 58   | 40½          |
| MP 208             | 32.96 |       | 41   | 29   | 61/64½/60½   |
| MP 206             | 34.96 |       | 43   | 25   | 64           |
| Craigro SB         | 35.76 | 47.30 | 44   | 11   | 63           |
| MP 203½            | 37.46 |       | 45   | 54   | 57/58½       |
| MP 32½             | 38.65 |       | 47   | 10   | 49/51½       |
| Montrose           | 40.50 | 52.00 | 49   | 30   | 40½/42½      |
| S.Esk Viaduct S    | 41.13 |       | 50   | 23   | 41½          |
| Inchbraycock       | 42.04 |       | 51   | 46   | 38           |
| Usan               | 42.45 | 56.00 | 52   | 25   | 39           |
| MP 28              | 43.15 |       | 53   | 28   | 40½          |
| Dunninald Summit   | 44.28 |       | 55   | 05   | 43           |
| Lunan Bay          | 45.40 |       | 56   | 25   | 60½/63/58½   |
| Inverkeilor SB     | 48.01 | 62.30 | 58   | 59   | 57½/62½      |
| Cauldcots          | 49.40 |       | 60   | 24   | 56/53/57/55½ |
| Letham Grange      | 51.15 |       | 62   | 17   | 57/53/56     |
| MP 17              | 53.68 |       | 66   | 31   | 16½* sigs    |
| Arbroath           | 54.13 | 69.00 | 67   | 59   | 22*          |
| Elliot Jct         | 55.55 |       | 70   | 24   | 53/64½       |
| Easthaven          | 58.43 |       | 73   | 15   | 62           |
| Carnoustie         | 60.30 | 77.00 | 75   | 01   | 68½/71       |
| Barry Links LC     | 61.93 |       | 76   | 23   | 70½          |
| Monifieth          | 64.79 |       | 78   | 52   | 68½          |
| Balmossie Halt     | 65.68 |       | 79   | 39   | 65½/67       |
| Broughty Ferry     | 67.18 | 85.30 | 81   | 01   | 64½          |
| Camperdown Jct     | 70.43 | 90.00 | 84   | 58   | 23½*         |
| Dundee             | 71.26 | 93.00 | 89   | 15   |              |

\*brakes or speed restriction

"This is a tortuous and steeply-graded route requiring enginemanship of the highest order due particularly to the heavy loads taken; in this case, 11 coaches for 410 tons gross."



# MAIN LINE PERFORMANCE

making it a difficult task for a 5XP locomotive. In addition, overnight heavy rain and leaf fall made for imperfect rail head conditions.

"Class 86 No. 86259 arrived in Preston from Euston on time with 11 coaches, departed a minute late and took 25m 51s to stop in Carnforth loop. The Jubilee's crew for the day were driver Mick Rawling and fireman Craig Todd. The load was 438 tons tare and only about 460 tons gross. There were just over 200 passengers on board, about the maximum then permitted.

"The start out of Carnforth loop was four minutes late. MP7 was passed at 29, falling to 22 before the engine was opened out to climb the 1-in-134

to MP9½ at a steady 27½. The maximum before Milnthorpe was 62½, falling to 44½ through Oxenholme. From Hay Fell to Lambrigg, speed wavered marginally around 33 and fell only to 28 at MP26.

"Into the Lune Gorge, the regulator was not closed but there was little increase in speed, with MP31½ passed at 56, Tebay at 51 and MP33, the start of the 1-in-75, at 45. Speed then fell in the next two miles to 13 (12.9 on the GPS) at Scout Green. This proved to be the minimum, however, as crew and loco fought back to reach 17½ at MP36½, which was maintained until a slip in the cutting just before the summit, causing a fall to 15 before

passing the summit board at 23½. On the run down to Carlisle, 75½ was reached after Clifton and a maximum of 78½ at MP65, which was enough to reduce the 19½-minute lateness at Penrith to 14½ at Carlisle."

My annual pilgrimage to Carlisle on the 'CME' is still just possible from my home station of Southampton Airport Parkway, despite Cross Country withdrawing the 05.16 train – though it still involves a very long day. I did not go on the 'CME' in 2021 but hope to be there again, meeting Sandy and some of the other regulars on February 26.

## Brilliant Britannia

Now for a run from a few years ago. On September 9, 2008, BR Standard Class 7 Pacific No. 70013 *Oliver Cromwell* worked a 10.24 Liverpool Street to Norwich and 17.15 return special. It ran without a diesel on the back and its performance all day, with 10 coaches for 335 tons tare and 365 tons full, was excellent, comparing well and at times exceeding the work of Britannias in their heyday on their home ground.

Our driver for the Down run was John Daniels, who took the train down to Colchester in 18 minutes less than the easy schedule in 61 minutes 35 seconds for the 51.65 miles, or 53 minutes net.

The minimum over Brentwood bank was 45mph after 61 through Harold Wood. Maximum speed was 77½ mph after Ingatstone. Despite further checks, we were only a minute late into Norwich. Details of the return run are shown in Table Three.

With Andy Taylor now driving, we left Norwich just over 18 minutes late in the rain and quickly set about recovering the late start. The noise from up front was deafening as we stormed up the 1-in-84 to Trowse Upper; the locomotive being thrashed into speed down the short dip before accelerating up past Swainsthorpe and up the 1-in-143 to MP108 at 60mph minimum.

The dip down past Flordon produced 75, and then the broken climb to Tivetshall saw a minimum of 67½. A dash downhill to Diss gave an 80mph maximum before brakes came on for a temporary speed restriction just beyond Diss. This proved to be the prelude to a series of signal checks until we were clear of Haughley Junction, though we had been running almost four minutes early by Diss, from 18 late off Norwich! Clearing Stowmarket at 46½ mph, now slightly late again, the 'Brit' ran feely on the mostly downhill stretch to Ipswich, with a maximum of 76½ near Claydon.

We were severely checked approaching Ipswich, passed close to right time and then Andy Taylor got the 'Brit' wound up to about 40% cut off again for the 1-in-120/168/130 climb to MP65, where we reached 51½mph; really superb work. An easy run down past Bentley and over the river to Manningtree meant we started the 1-in-134 climb to MP57 at 65mph. Speed only fell from 58mph to 55mph over the last mile of the climb.

My notebook reads: "Wonderful uphill thrash – superb climb out of Manningtree." The job was done now and easy running saw us into Colchester close to right time. I estimate the net time as being

"My notebook reads 'wonderful uphill thrash – superb climb out of Manningtree.' The job was done now and easy running saw us into Colchester close to right time."

TABLE TWO: CARNFORTH TO CARLISLE

| Date               | Saturday, September 4, 2021              |       |      |      |             | Saturday, October 10, 2020               |      |      |               |  |
|--------------------|------------------------------------------|-------|------|------|-------------|------------------------------------------|------|------|---------------|--|
| Train              | 07.10 Euston to Carlisle                 |       |      |      |             | 07.12 Euston to Carlisle                 |      |      |               |  |
| Loco               | LM class 5XP 4-6-0 No. 45699++           |       |      |      |             | LM class 5XP 4-6-0 No. 45699++           |      |      |               |  |
| Load               | 11 coaches, 408 tons tare 435 tons gross |       |      |      |             | 12 coaches, 438 tons tare 460 tons gross |      |      |               |  |
| Driver             | David Blair                              |       |      |      |             | Mick Rawling                             |      |      |               |  |
| Firemen            | Martin Soames                            |       |      |      |             | Craig Todd                               |      |      |               |  |
| Recorder           | A Smeaton                                |       |      |      |             | A Smeaton                                |      |      |               |  |
| Position           | Third coach                              |       |      |      |             | 11th coach                               |      |      |               |  |
| Weather            | Overcast and cool                        |       |      |      |             | Previous heavy rain, but dry during run  |      |      |               |  |
|                    | Miles                                    | Sched | Mins | Secs | Speed       | Sched                                    | Mins | Secs | Speed         |  |
| Carnforth DGL      | 0.00                                     | 0.00  | 00   | 00   | ½ min early | 0.00                                     | 00   | 00   | 4 mins late   |  |
| Carnforth          | 0.25                                     |       | 01   | 31   | 20          | 2.00                                     | 02   | 33   | 16½           |  |
| MP 7               | 1.00                                     |       | 03   | 01   | 38          |                                          | 04   | 23   | 29            |  |
| MP 8               | 2.00                                     |       | 04   | 41   | 34½         |                                          | 06   | 48   | 22            |  |
| MP 9¼              | 3.25                                     |       | 06   | 49   | 35½         |                                          | 09   | 46   | 27½           |  |
| Yealand MP 9½      | 3.50                                     |       | 07   | 14   | 37          |                                          | 10   | 16   | 31½           |  |
| Burton and Holme   | 4.75                                     |       | 08   | 53   | 54½         |                                          | 12   | 03   | 52            |  |
| MP 13              | 7.00                                     |       | 11   | 08   | 64          |                                          | 14   | 24   | 62½           |  |
| Milnthorpe         | 7.54                                     |       | 11   | 39   | 62½         |                                          | 14   | 55   | 60½           |  |
| Hincaster Junction | 9.50                                     |       | 13   | 40   | 56½/55      |                                          | 16   | 59   | 54½/53½       |  |
| MP 17              | 11.00                                    |       | 15   | 17   | 56½         |                                          | 18   | 40   | 54½           |  |
| MP 18              | 12.00                                    |       | 16   | 23   | 52          |                                          | 19   | 50   | 49/44         |  |
| Oxenholme          | 13.11                                    | 19.30 | 17   | 45   | 48          | 19.00                                    | 21   | 19   | 44½           |  |
| MP 20              | 14.00                                    |       | 18   | 53   | 44½         |                                          | 22   | 34   | 40            |  |
| MP 21              | 15.00                                    |       | 20   | 17   | 42          |                                          | 24   | 10   | 36½           |  |
| Hay Fell           | 16.50                                    |       | 22   | 35   | 37½         |                                          | 26   | 48   | 32½           |  |
| MP 23½             | 17.50                                    |       | 24   | 13   | 35½         |                                          | 28   | 37   | 33½/34        |  |
| Lambrigg           | 18.25                                    |       | 25   | 30   | 33½         |                                          | 29   | 57   | 32            |  |
| MP 25              | 19.00                                    |       | 26   | 55   | 30½         |                                          | 31   | 26   | 29½           |  |
| Grayrigg Summit    | 20.00                                    |       | 28   | 57   | 29          |                                          | 33   | 34   | 28            |  |
| Grayrigg RR        | 20.18                                    | 25.00 | 29   | 18   | 30½         |                                          | 33   | 56   | 30½/49        |  |
| Low Gill           | 22.00                                    |       | 31   | 45   | 53          |                                          | 36   | 30   | 48½           |  |
| Dillicar           | 24.00                                    |       | 33   | 48   | 66          |                                          | 38   | 54   | 54            |  |
| MP 31½             | 25.50                                    |       | 35   | 07   | 70½         |                                          | 40   | 32   | 56            |  |
| Tebay              | 26.21                                    | 31.30 | 35   | 44   | 67½         | 33.00                                    | 41   | 19   | 51            |  |
| MP 33              | 27.00                                    |       | 36   | 28   | 62          |                                          | 42   | 18   | 45            |  |
| MP 34              | 28.00                                    |       | 37   | 28   | 53½         |                                          | 43   | 55   | 29            |  |
| Scout Green        | 29.15                                    |       | 38   | 54   | 42½         |                                          | 47   | 44   | 13            |  |
| MP 36              | 30.00                                    |       | 40   | 13   | 36          |                                          | 51   | 18   | 16½           |  |
| MP 37              | 31.00                                    |       | 42   | 03   | 33          |                                          | 54   | 48   | 17½           |  |
| MP 37¼             | 31.25                                    |       | 42   | 33   | 28½/28      |                                          | 55   | 39   | 16½/15        |  |
| Shap Summit        | 31.50                                    |       | 43   | 05   | 28½         |                                          | 56   | 32   | 19½           |  |
| Summit Sign        | 31.61                                    | 41.00 | 43   | 18   | 31          |                                          | 56   | 51   | 23½           |  |
| Shap Old Station   | 33.81                                    |       | 46   | 02   | 62/61½      |                                          | 60   | 01   | 56½/56        |  |
| Harrisons Sidings  | 35.66                                    |       | 47   | 50   | 69½/74      |                                          | 61   | 19   | 64/65½/57½    |  |
| Thrimby Grange     | 37.00                                    |       | 48   | 58   | 70/66       |                                          | 63   | 17   | 58            |  |
| MP 45              | 39.00                                    |       | 50   | 44   | 69          |                                          | 65   | 12   | 68            |  |
| Clifton            | 41.14                                    |       | 52   | 34   | 71/73       |                                          | 66   | 53   | 75/75½        |  |
| MP 49              | 43.00                                    |       | 54   | 09   | 61½/56½     |                                          | 68   | 29   | 72            |  |
| Penrith            | 45.25                                    | 54.00 | 56   | 25   | 57½         | 55.00                                    | 70   | 22   | 71/68½        |  |
| MP 55              | 49.00                                    |       | 60   | 01   | 69½         |                                          | 73   | 34   | 73            |  |
| Plumpton           | 50.00                                    |       | 60   | 52   | 69/66½      |                                          | 74   | 24   | 70/67         |  |
| Calthwaite         | 52.39                                    |       | 62   | 59   | 72          |                                          | 76   | 30   | 72/75½/75     |  |
| Southwaite         | 55.75                                    |       | 65   | 46   | 73/71       |                                          | 79   | 12   | 76/75         |  |
| Wreay              | 58.19                                    |       | 67   | 48   | 72½         |                                          | 81   | 08   | 76½           |  |
| MP 65              | 59.00                                    |       | 68   | 29   | 73½/74½     |                                          | 81   | 46   | 78½           |  |
| Upperby            | 62.00                                    |       | 71   | 18   | 47          |                                          | 84   | 28   | 48½           |  |
| Carlisle           | 63.13                                    | 75.00 | 74   | 26   | 1 min early | 77.00                                    | 87   | 20   | 14½ mins late |  |

+ running as 45562 side, 45627 front

\* brakes or speed restriction

++ running as 45562

\* brakes or speed restriction





**No. 70013 *Oliver Cromwell* heads the Railway Touring Company's 'The Easterling' on the approach to Manningtree on May 16, 2009. DON BENN**

about 65 minutes for the 63.41 miles.

I have found some runs on this stretch with 'Brits' in 1953 on the Rail Performance Society database and thought that a few comparisons would be in order.

One of the best I could find was behind Norwich Thorpe-allocated No. 70035 *Rudyard Kipling*, with nine coaches for 308 tons tare on the 5.45pm up from Norwich in July 1953. This compares with the 10 coaches, 335 tons tare, or an 11-coach equivalent of my run with No. 70013.

On No. 70013's run, the time to Trowse Upper was 5 mins 9 secs (No. 70035 5 mins 10 secs); Swainsthorpe, No. 70013 9 mins 4 secs (No. 70035 9 mins 30 secs), Tivetshall, No. 70013 16 mins 53 secs, (No. 70035 17 mins 31 secs), Diss, No. 70013 22 mins 5 secs, checked (No. 70035 21 mins 59 secs) – 80mph max on both runs. The continuation to Liverpool Street was just as good, highlights

being 48mph attained at the summit of the 1-in-178 from a stop in the Witham Loop and then a continuous roar from the engine as Andy left the cut-off the same, so we powered down past Hatfield Peverel to reach 77½mph before easing to 59 for the restriction through Chelmsford. From there it's uphill all the way to Brentwood summit and with the engine being thrashed mercilessly again, the minimum at the top of the 1-in-224 was an extraordinary 67mph before a severe signal check before Shenfield. This didn't stop an acceleration from 32 at the station to 41 at the summit of the 1-in-136. A maximum of 78½ was reached at Harold Wood before more signal checks intervened and we ran nicely in the 60s before arriving in Liverpool Street over a minute early after probably my best day out with one of my favourite classes of locomotive. A shame I didn't record the names of the firemen. [HR](#)



**Above: Peppercorn A1 Pacific No. 60163 *Tornado* at Aberdeen on July 31, 2021. SANDY SMEATON**

**Right: BR Britannia Pacific No. 70013 *Oliver Cromwell* heads 'The Norfolkman' at Colchester on September 9, 2008. For years a Norwich-based locomotive, No. 70013 appropriately carried a 32A (Norwich) shedplate on the smokebox door during the excursion from Liverpool Street to Norwich and return. DON BENN**

### TABLE THREE: NORWICH TO COLCHESTER

|          |                                                       |
|----------|-------------------------------------------------------|
| Date     | Tuesday, September 9, 2008                            |
| Train    | 17.15 Norwich to Liverpool Street                     |
| Loco     | BR Std Class 7 4-6-2 No. 70013 <i>Oliver Cromwell</i> |
| Load     | 10 coaches; 335 tons tare, 365 tons gross             |
| Driver   | Andy Taylor                                           |
| Fireman  | Not recorded                                          |
| Recorder | Don Benn stop watch                                   |
| Position | Fourth coach                                          |
| Weather  | Rain                                                  |

|                  | Miles | Sched  | Mins | Secs | Speed         |
|------------------|-------|--------|------|------|---------------|
| Norwich          | 0.00  | 0.00   | 00   | 00   | 18¼ mins late |
| Thorpe Jct       | 0.41  |        | 01   | 37   | 20            |
| Bridge Jct       | 0.57  | 2.00   | 02   | 19   | 24            |
| Trowse Upper     | 2.13  |        | 05   | 09   | 32            |
| MP 112           | 3.16  |        | 06   | 34   | 50            |
| MP 111           | 4.16  |        | 07   | 39   | 59½           |
| Swainsthorpe LC  | 5.25  |        | 09   | 04   | 57½           |
| MP 109           | 6.16  |        | 09   | 45   | 62½           |
| MP 108           | 7.16  |        | 10   | 42   | 60            |
| MP 106           | 9.16  |        | 12   | 24   | 75            |
| Fornsett         | 10.85 |        | 13   | 55   | 67½           |
| MP 104           | 11.16 |        | 14   | 11   | 72            |
| Tivetshall LC    | 14.21 |        | 16   | 53   | 68            |
| MP 100           | 15.16 |        | 17   | 42   | 72½           |
| Burston LC       | 17.43 |        | 19   | 36   | 76            |
| MP 97            | 18.16 |        | 20   | 04   | 80½           |
| Diss             | 19.95 | 44.00  | 22   | 06   | 54*/38* tsr   |
| Mellis LC        | 23.58 |        | 26   | 45   | 51/40* sigs   |
| MP 88            | 27.16 |        | 31   | 16   | 58½/17* sigs  |
| Haughley Jct     | 32.06 | 57.00  | 40   | 05   | 38            |
| Stowmarket       | 34.35 | 60.00  | 44   | 47   | 46½           |
| MP 78½           | 37.66 |        | 46   | 57   | 60            |
| Needham          | 37.82 |        | 48   | 45   | 70½           |
| MP 75            | 40.16 |        | 50   | 35   | 75            |
| Claydon LC       | 41.38 |        | 51   | 35   | 76½           |
| MP 72            | 43.16 |        | 52   | 54   | 74            |
| E.Suffolk Jct    | 45.46 | 74.00  | 56   | 35   | 5* sigs       |
| Ipswich          | 46.22 | 78.00  | 60   | 41   | 23            |
| MP 66            | 49.16 |        | 64   | 40   | 48            |
| MP 65            | 50.16 |        | 66   | 52   | 51½           |
| Bentley LC       | 51.86 |        | 67   | 49   | 67/68½        |
| MP 62            | 53.16 |        | 68   | 49   | 66            |
| MP 61            | 54.16 |        | 69   | 42   | 71½           |
| Manningtree      | 55.62 | 88.00  | 71   | 05   | 65            |
| MP 58            | 57.16 |        | 72   | 30   | 58            |
| MP 57            | 58.16 |        | 73   | 32   | 55            |
| Ardleigh LC      | 59.17 |        | 74   | 32   | 62            |
| MP 55            | 60.16 |        | 75   | 30   | 68            |
| Parsons Heath LC | 61.16 |        | 76   | 27   | 60*/12* sigs  |
| Colchester       | 63.41 | 100.00 | 82   | 00   | ¼ min late    |

net time 65 minutes  
\* brakes or speed restriction





# 2022 EVENTS GUIDE

Your guide to special events on heritage lines this year



Merchant Navy No. 35028 *Clan Line* in the yard at Sheffield Park on October 8 last year, during the Bluebell Railway's Giants of Steam gala, at which it was the star guest. ROBERT FALCONER





*Meirionnydd, a Western-outline diesel built by Severn Lamb of Stratford-upon-Avon in 1973, hauls a 'quarryman's train' during the Bala Lake Railway's diesel day on October 17 last year. ALISTAIR GRIEVE*

### Amberley Museum

- April 3 Vintage Car Show
- April 10 Spring Industrial Trains
- May 1 Spring Bus Show
- May 8 Motorcycle Day
- May 14/15 Home Front & Military Vehicles Day
- June 19 Father's Day & Emergency Services
- July 2/3 Steam Show
- July 17 Classic Car Show
- July 23/24 Rail Gala
- August 6/7 Retro Wheels
- August 21 Communications & Commercials
- August 27-29 Bank Holiday Ale & Crafts
- September 10/11 Miniature Steam Weekend
- September 25 Autumn Bus Show
- October 2 Autumn Gathering
- October 9 Land Rover Day
- October 16 Autumn Industrial Trains
- December 3/4, 10/11, 17/18 Christmas at Amberley

### Amerton Railway

- June 25/26 Steam Gala
- September 17/18 Everything Goes Gala
- September 18 Classic Car Rally

### Apedale Valley Light Railway

- May 15 Preserved & Classic Vehicle Rally

- June 25/26 Diesel Gala
- July 9/10 Military Trains Weekend
- September 17/18 Autumn Gala

### Appleby Frodingham Railway Preservation Society

- January 15, February 12, March 12, April 9 & 30 Brake Van Tours

### Avon Valley Railway

- April 17/18 Chocolate Train
- May 1 Meccano Magic
- June 10-12 Bitton Beer Bash
- September 24/25 1940s Weekend
- October 9 & 16 Chocolate Sundays

### Bala Lake Railway

- February 27 St David's Day
- April 23 Race the Train
- April 30 Bala at 50
- July 30 A Day with Alice, the Little Welsh Engine
- August 4, 11, 18 Barbeque Specials
- August 13 50th Anniversary
- August 27-29 50th Anniversary Steam Gala
- September 24/25 Great Little Trains Model Show
- December 10/11 Santa Specials

### Barrow Hill Roundhouse

- May 19-21 Rail Ale 2022

### Bluebell Railway

- May 1 Toy & Rail Collectors Fair
- May 28-30 Road Meets Rail
- July 2/3 Model Railway Weekend
- July 29-31 'Terrier' Gala
- September 23-25 Beer Festival
- October 14-16 Giants of Steam

### Bredgar & Wormshill Light Railway

- May 1 Bluebells
- June 4/5 1940s Weekend
- July 3 Classic Cars
- August 6/7 Invicta Model Rail Show
- September 4 Tractor & Agricultural Day
- October 2 Gala

### Bristol Harbour Railway

- February 21-25 Train and crane driving experiences

### Buckinghamshire Railway Centre

- June 1/2, July 23-25, September 3/4, October 22-24 Days Out with Thomas

### Bure Valley Railway

- February 12-20 Teddy Bear Express
- April 2-18 Easter Eggspress
- May 2 Doggy Day Out
- July weekends Strawberries & Steam
- October 22-30 Kids Go Free

### Chatham Historic Dockyard

- February 19 Photography Workshops
- September 10/11 Salute to the 1940s

### Churnet Valley Railway

- February 21-23 Half Term Special
- July 23/24 Rail Ale Trail Staffordshire 2022
- October 28/29 Ghost Train

### Colne Valley Railway

- May 14/15 Miniature Steam Gala

### Crewe Heritage Centre

- March 12 Toy & Train Collectors Fair
- March 26/27 Modern Image O Gauge Exhibition
- September 16-18 Rail Ale Festival
- September 24/25 Wheels of War
- October 8 Toy & Train Collectors Fair
- November 5 National Model Railroad Association Convention

### Crich Tramway Village

- April 10, May 15, June 19, July 17, October 9 Model Trams Operating
- April 17/18 Memories of the 1940s Homefront
- May 28-June 4 Great British Seaside
- June 11 SIGNALS Music Festival
- June 26 Crime at Crich Event



- **July 3** Classic Motorcycle Day
- **July 30** Sounds Local live music
- **August 13/14** Sounds of the 1950s and 1960s
- **August 15-19** Discovery Week
- **August 20/21** Model Tram and Railway Exhibition
- **August 22-26** Woodland Week
- **September 17** Tram Day
- **October 16** Community Day

## Dartmouth Steam Railway

- **May 6-8** Dart Music Festival
- **September 10-17** International Agatha Christie Festival

## East Anglian Railway Museum

- **March 3-5** Chappel Beer Festival
- **May 28/29** Transport Extravaganza
- **June 4/5** Steam & Diesel Days
- **June 19** Father's Day Steam
- **July 10** Diesel Gala
- **September 6-10** Chappel Beer Festival
- **October 9** Small Trains Day & Model Rail
- **October 22/23** Steam Gala

## East Lancashire Railway

- **February 12** Winter Diesel Gala
- **February 25-27** Spring Steam Gala
- **June 3-5** 1940s Weekend
- **June 30-July 2** Summer Diesel Gala
- **September 16-18** Autumn Diesel Gala
- **November 12/13** DMU Weekend

## East Somerset Railway

- **March 26/27** Steam Gala
- **May 25** Diesel Day
- **August 27-29** The Way We Were
- **September 6** Diesel Day

## Ecclesbourne Valley Railway

- **April 22-24** Spring Diesel Gala
- **May 7** Join the Team Volunteering Day
- **June 2-5** Jubilee Bank Holiday Weekend
- **June 17-19** Steam in the Valley
- **July 3** Classic Bus & Coach Rally
- **August 5-7** Summer Diesel Gala
- **August 27** Murder Mystery Evening Land Cruise
- **October 15/16** Wirksworth Model Railway Exhibition

## Embsay & Bolton Abbey Railway

- **February 20 & 22-27, March 13 & 20, April 3, 5, 10, 12, 19, 24 & 26, Tues & W/Es in May & July, Tues & Sats in June, plus Sun 26th, Tues-Thurs in August plus 13/14, September 3/4, 6, 10/11, 13, 17/18, 20, 24 & 27, October 1, 4, 8/9, 11, 15/16, 18, 22/23, 25** Afternoon Teas
- **March 14** Mother's Day – Champagne Breakfast in Queen Victoria's Golden Jubilee Saloon
- **April 16** The Great British Bump Off!
- **May 7/8** A Taste of Faulty Towers
- **May 21** Malice in Wonderland
- **May 23, June 6, July 4, 11, 18 & 25, August 1, 8 & 22, September 12 & 19, October 3 & 10** Afternoon Teas in Queen

- Victoria's Golden Jubilee Saloon
- **June 20** Father's Day Champagne Breakfast in Queen Victoria's Golden Jubilee Saloon
- **July 5, 12 & 19, August 2, 9, 16 & 23, September 6, 8, 13, 15, 20, 22 & 29, November 7, 14 & 21** North Eastern Railway Autocar
- **July 16** Austentatious Murder
- **September 17** An Invitation to Murder
- **October 15** The Masquerade Murder

## Epping Ongar Railway

- **February 20** Bus Event
- **April 23/24** Spring Diesel Gala
- **May 27-29** 10th anniversary gala
- **September 17/18** Autumn Diesel Gala

## Fairbourne Railway

- **May 28-30** Steam Gala

## Ffestiniog & Welsh Highland Railways

- **April 23** The Snowdonian
- **June 10/11** Rail-Ale Beer Festival
- **July 30/31** WHR 100: Dinas-South Snowdon
- **October 7-9** Bygones Weekend

## Gloucestershire Warwickshire Railway

- **April 9, May 14, June 4, June 18 (Murder Mystery), July 2 & 16, August 6 & 20, September 3, September 17 (Murder Mystery), November 12** Cheltenham Fryer Fish & Chip Specials
- **April 23/24** Wartime in the Cotswolds

- **April 30-May 2** Spring Food & Drink Fayre
- **May 27/28** Steam and Real Ale Festival
- **June 3-5** Cotswold Festival of Steam
- **July 29-31** Summer Diesel Gala
- **August 6-21** Go Wild at Winchcombe
- **October 8/9** Cotswolds Food & Drink Fayre
- **October 29/30** Autumn Mixed-Traffic Gala
- **November 26/27, December 3 onwards** Santa Experiences
- **December 26-January 2** Mince Pie Specials

## Great Central Railway

- **January 28-30** Winter Steam Gala
- **March 19/20** Railways at Work Gala
- **March 26/27** 16mm and Model Engineers' Weekend

## Groudle Glen Railway

- **May 8** Diesel and Electric Day
- **June 19** Father's Day
- **July 27 and 30/31** Isle of Man Heritage Transport Festival
- **August 14** Cliff Top Concerts
- **September 18** Steam Gala Day
- **December 10/11, 17/18** Santa Trains
- **December 26** Mince Pie Trains

## Isle of Man Steam Railway, Manx Electric Railway & Snaefell Mountain Railway

- **April 15-18** Easter Rush Hour on the Railway



Lancashire & Yorkshire Railway 0-6-0ST No. 752 (51456) heads a goods train through Burrs Country Park during the East Lancashire Railway's Autumn Steam Gala on October 15. KEVIN WHITEHURST





Visiting single-chimney BR 9F 2-10-0 No. 92134, from the North Yorkshire Moors Railway, runs through Quorn & Woodhouse with the 'Windcutter' 16-ton mineral wagons during the Great Central Railway's Autumn Steam Gala on October 3. ALAN WEAVER

- **July 27-31** Manx Heritage Transport Festival

### Isle of Wight Steam Railway

- **January 23** 51st Anniversary of the Last Train from Newport (launch of Ryde Pier tram)
- **April 10** Island Heritage Train Day
- **April 23/24** Young Engineers' Days
- **April 30-May 2** Real Ale Festival
- **May 8** Island Heritage Train Day
- **May 14/15** Spring Gala
- **May 22** Festival of Transport
- **June 12** Island Heritage Train Day
- **July 2/3** The 1940s Experience
- **July 10** Island Heritage Train Day
- **July 16** Real Ale Train
- **July 30** Summer Concert
- **August 14** Island Heritage Train Day
- **August 26-29** Island Steam Show
- **September 4** Morris Minor Rally
- **September 10/11** Cider & Cheese Festival
- **September 17/18** Autumn Gala
- **September 23/24** 1960s Weekend
- **October 16** Island Heritage Train Day
- **November 5** Race the Train

### Keighley & Worth Valley Railway

- **March 11-13** Steam Gala
- **April 23, May 28** Haworth Haddock

### Keith & Dufftown Railway

- **April 30-May 1** Spring Whisky Festival
- **June 18/19** 1940s Weekend

### Lincolnshire Wolds Railway

- **April 15-18** Easter
- **April 24** Car Boot Sale (no trains running)
- **April 30** Fish & Chip Supper
- **May 22** Live Commentary & Engine Shed Tours

- **June 4/5** Jubilee Celebrations

- **June 12** Car Boot Sale (no trains running)
- **June 19** Father's Day
- **July 2** Fish & Chip Supper
- **July 10** Live Commentary & Engine Shed Tours
- **July 17** Vintage Rally
- **August 7** Wild West Fancy Dress
- **August 14** Live Commentary & Engine Shed Tours
- **August 28/29** Bank Holiday Fancy Dress
- **September 10/11** 1940s Weekend
- **September 17/18** Heritage Weekend (no trains running)
- **September 25** Car Boot Sale (no trains running)
- **November 20** Live Commentary & Engine Shed Tours
- **December 10/11, 17-19** Santa Specials

### Llanberis Lake Railway

- **April 16-18** Easter Egg Hunt
- **August 8-12** Super Hero Week
- **October 27-November 2** Halloween Hunt

### Llanelli & Mynydd Mawr Railway

- **March 26** Mixed Traction Gala

### London Museum of Water & Steam

- **March 19/20** Spring Steam Up
- **May 14/15** Summer Steam Up
- **May 29-June 5** Trains, Trains, Trains
- **July 23/24, 27-31, August 3-7, 10-14, 17-21, 24-29** Hidden beneath our feet
- **September 17/18** Autumn Steam Up
- **November 12/13** Winter Steam Up
- **December 3/4, 10/11, 17/18** Ho Ho Ho!

### London Transport Museum

- **January 28/29, February 25/26, March 25/26, April 29/30, May 27/28, June 10/11, July 29/30, August 26/27, September 30/October 1, October 28/29, November 25/26** Depot Discovery Tours
- **January 29, February 26, March 26, April 30, May 28, June 11, July 30, August 27, October 1, October 29, November 26** Art and Poster Store Tours
- **March 12, May 14, July 16, September 10, November 12** Design Icons Tours

### Middleton Railway

- **April 2** Community Day
- **July 2/3** Model Railway Exhibition
- **September 10/11** 90 Years of the Diesel
- **October 1/2** Star Rails
- **December** Santa Specials

### Mid-Hants Railway

- **May 28-June 5 & August 6-14** Day Out With Thomas

### Mid-Norfolk Railway

- **August 6/7** Railway at War – 1940s Weekend

### Mid-Suffolk Light Railway

- **April 17/18** Easter Steam Up
- **May 28/29** Middy in the War Years
- **June 5** Jubilee Celebration Steam Up
- **June 12** Steam Railway Day and Aston Martin Owners Club
- **June 19** Steam Railway Day & Suffolk Vehicle Enthusiasts Club
- **June 26** Steam Railway Day and East Anglian Practical Classics Car Club
- **July 3** Land Rover Day
- **July 10** Steam Railway Day and Norfolk & Suffolk Morris Minor Owners Club

- **July 17** Steam Railway Day and BMW & Norwich District Vintage Motor Cycle Club
- **July 24** Norfolk & Suffolk Narrow Gauge Modellers
- **July 31** Steam Railway Day & 70-year Closure Anniversary
- **August 7** Steam Railway & Classic Vintage Bus Day
- **August 14** Steam Railway Day and Steam Punk
- **August 21** Steam Railway Day
- **August 28/29** Model Mania & Hornby Collectors Club
- **September 3/4** Country Railway Gala
- **December 3/4, 10/11, 17/18** Santa Specials

### Nene Valley Railway

- **February 12** Cupid's Express & Afternoon Tea
- **February 18, 25** Steam Driver Experience
- **March 26** Afternoon Tea
- **April 8** Steam Driver Experience
- **April 16** Jolly Fisherman
- **April 30** Afternoon Tea
- **June 2-5** Queen's Platinum Jubilee
- **June 18, July 16** Jolly Fisherman
- **August 5, 26** Steam Driver Experience
- **August 27** Jolly Fisherman
- **October 22** Jolly Fisherman
- **November 4/5** Steam Driver Experience

### North Dorset Railway

- **April 15** Easter Egg/Shilly Bear Hunt

### North Norfolk Railway

- **April 1-3** Spring Steam Gala
- **April 14-17** Easter Weekend
- **April 30-May 2** Dad's Army Live
- **June 10-12** Mixed Traction Weekend
- **June 24-26** Beer & Cider Festival ➔





Set to be reunited with sister engine *Victor* at the North Tyneside Steam Railway this year, Bagnall 0-6-0ST No. 401 (*Vulcan*) carries out shunting duties at the line's Middle Engine Lane terminus on July 10. TOBY JENNINGS

- **July 2/3** Vintage Transport Weekend
- **July 4-10** Vintage Week
- **July 23/24** Sixties Weekend
- **August 27-29** Bank Holiday Steam Gala
- **September 16/17** Steam Back to the Forties
- **November 11-January 2** Norfolk Lights Express
- **December weekends** Santa Specials
- **December 27-January 2** Mince Pie Specials

## North Tyneside Steam Railway

- **April 30-May 2** *Victor* and *Vulcan* Steam Gala

## Ravenglass & Eskdale Railway

- **April 30-May 2** Gala weekend
- **June 2-5** Jubilee Celebrations
- **November 26/27, December 3/4, 10/11, 17/18, 20-23** Santa Express

## Rocks by Rail

- **April 17** Open Day and Easter Bunny Hunt
- **April 18** Ironstone Quarry Railway Day and start of exhibition marking 50th anniversary of closure of Market Overton quarries
- **May 1** Open Day and Diesel Driver for a Fiver
- **May 2** Open Day and Cement Quarry Railway Day
- **May 15** Open Day
- **May 29** Open Day and Ironstone Quarry Railway Day
- **June 3** Open Day and Ironstone Quarry Railway Day, marking 50th anniversary of closure of Storefield Quarry
- **June 5, 19, July 3** Open Days and Diesel Driver for a Fiver
- **July 17** Open Day
- **July 31** Ironstone Quarry and Diesel Day – exhibition to mark anniversary of closure of Burley quarry
- **August 7** Open Day and Diesel Driver for a Fiver

- **August 14** Open Day
- **August 28** Open Day and exhibition marking anniversary of liberation of Far Eastern prisoners of war
- **August 29** Open Day and Ironstone Quarry Railway Day
- **September 4** Open Day and Diesel Driver for a Fiver
- **September 18** Open Day and Oxfordshire Ironstone Quarry Railway Day
- **October 2** Open Day and Diesel Driver for a Fiver
- **October 16** Open Day, Ironstone Quarry Railway Day, end of Market Overton exhibition

## Romney Hythe & Dymchurch Railway

- **February 12** Valentine's Evening Diner

## Rushden Historical Transport Museum

- **August 7** Classic Car & Bike Show

## Seaton Tramway

- **February 11-April 8** Wildlife Photographer of the Year Exhibition
- **February 26, March 13, 26, April 10, 23, July 23/24, August 6, 14, 20** Bird Watching Trams
- **April 23, June 25, July 9, September 24, October 15** Depot Tours
- **July 23/24** Natural Seaton Festival

## Severn Valley Railway

- **April 21-24** Spring Steam Gala
- **May 19-22** Spring Diesel Festival
- **June 25/26 & July 2/3** Step Back to the 1940s
- **September 15-18** Autumn Steam Gala
- **September 29-October 3** Autumn Diesel Bash

## Snowdon Mountain Railway

- **June 3-September 11** Heritage Steam Experience (to Clogwyn)

## Spa Valley Railway

- **January 8/9** Winter Steam Up
- **April 2/3** Spring Steam Up
- **June 18/19** Summer Steam Up
- **August 12-14** Summer Diesel Gala
- **August 26-29** 25th Anniversary Gala
- **September 24/25** Model Railway Weekend
- **October 7-9** 11th Real Ale & Cider Festival

## Statfold Barn Railway

- **May 7/8** Giant Miniature Weekend
- **July 23/24** 1940s Weekend
- **September 10/11** Road, Rail & Ale

## STEAM Museum of the GWR

- **September 10/11** Swindon Railway Festival

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## PRE-ORDER ISSUE 290

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Visiting Hawksworth 94XX 0-6-0PT No. 9466 departs from Highley on its penultimate turn during the Severn Valley Railway's Autumn Steam Gala on September 19. JOHN TITLOW

### Swanage Railway

- June 24-26 Roads to Rail
- September 9-11 Classic & Steam Vehicle Show

### Swindon & Cricklade Railway

- March 26/27 Mother's Day Specials
- April 15-18 Easter Eggs-press
- May 1/2 Kids for a Quid
- June 3-5 Real Ale & Cider Fest
- June 18/19 Father's Day Special
- July 2/3 Diesel Gala
- August 13/14 Past and Present Family Festival
- September 24/25 Military Weekend
- November 26/27, December 3/4, 10/11, 17/18 Santa Specials

### Welshpool & Llanfair Light Railway

- May 20-22 Beyer Bash
- September 2-4 Steam Gala
- October 14-16 Beer Festival

### West Lancashire Light Railway

- June 12 Strawberries & Steam
- July 2 Volunteers Day
- August 6/7 Summer Gala
- October 2 Working Engines Gala
- November 6 Children in Need/ Macmillan coffee morning
- December 4, 10/11, 17/18 Santa Specials

### West Somerset Railway

- May 5-8 Spring Steam Gala
- June 9-11 Sixties Diesel Gala
- September 10/11 Forties Weekend
- September 29-October 2 Autumn Steam Gala

### Whistlestop Valley (Kirklees Light Railway)

- April 15-18 Easter Eggspress

### Yeovil Railway Centre

- March 20 Steam Train Day
- April 3 Steam Train Day
- April 10 Model Railway Collectors Swap Meet
- April 17/18 Easter Egg Trail, Easter Bunny, Steam Train Day
- April 23/24 Model Railway Weekend
- May 8, 22 Steam Train Days
- June 5, 19 Steam Train Days
- July 3 Steam Train & Turntable Day
- July 17 Steam Train Day
- July 26 Diesel Train Day
- July 30/31 Tractor & Steam Train Days
- August 2, 9, 16, 23, 30 Diesel Train Days
- August 7, 21 Steam Train Days
- September 4, 18 Steam Train Days
- September 11 Model Railway Collectors Swap Meet
- December 3 & 10 Tea with Santa
- December 4, 11, 17/18, 23 Santa Specials 



# Winter Steam Gala

Featuring up to two guest locomotives, alongside the home fleet

Up to  
9  
Locos



Including up to 7 home fleet locos | Intensive passenger and goods timetable

## 28th to 30th January 2022

Great Central Railway - Leicestershire

Tel: 01509 632323 | More details available online at [gcrailway.co.uk](http://gcrailway.co.uk)

E&OE. All locomotives, exhibits and other attractions appear subject to availability and are subject to change without prior notice. Photograph kindly provided by Alan Weaver



**28th - 30th May**  
**Road Meets Rail**

Traditional Steam Fair featuring working traction engine displays, miniature engines and a steam driven children's merry-go-round.



**23rd - 25th September**  
**Bluebell Railway Beer Festival**

In association with CAMRA, join us for great music and a huge range of beers and cider.

**2nd & 3rd July**  
**Model Railway Weekend**

Where miniature meets full size! Ride our trains to see layouts, traders and models at all the stations along the line.



**29th - 31st July**  
**Terrier Gala**

Come and celebrate Terrier No. 672 Fenchurch's 150 birthday. Currently in overhaul and expected to feature in the gala.

**14th - 16th October**  
**Giants of Steam**  
**Autumn Gala**

Thundering giants join our home fleet locos for our annual gala. Special guest engines will be announced, so keep an eye on our website.



**November - January**  
**Festive Events**

Santa Specials, Festive Dining Trains and the magical Steamlights experience provide something for the whole family.

**Selected dates throughout 2022**  
**The Golden Arrow**

Our wonderful Pullman dining set returns from maintenance for sumptuous steam hauled luncheons and delicious evening dining.

# BLUEBELL<sup>®</sup> RAILWAY EVENTS 2022

Event dates are provisional. Look out for updates, details and further events via social media and on our website. Go to our website and subscribe to our email newsletter to be first to hear about ticket releases

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[www.nvr.org.uk](http://www.nvr.org.uk)

Book Tickets Online: <https://nvr.org.uk/section.php/2/1/whats-on>  
Nene Valley Railway, Wansford Station, Stibington, Peterborough PE8 6LR

## LOOKING FORWARD

23<sup>rd</sup> April  
**THE SNOWDONIAN**  
10<sup>th</sup> - 11<sup>th</sup> June  
**RAIL-ALE BEER FESTIVAL**  
30<sup>th</sup> - 31<sup>st</sup> July  
**WHR 100 :**  
Dinas-South Snowdon  
7<sup>th</sup> - 9<sup>th</sup> October  
**BYGONES WEEKEND**

We're planning our calendar for the coming year and here are the first set of event dates - with more to come.  
2022 will see the start of our two-year celebration of the Centenary of the Welsh Highland Railway.  
More details to follow, but if you visit our website and subscribe to our newsletter you'll get all the news first.

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12 February 2022



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25 - 27 February 2022

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# THE QUARRY HUNSLET DYNASTY

## PART 1

Last year's announcement that the North Wales slate landscape was designated a UNESCO World Heritage Site brought the area's heritage railways into sharp focus. In the first of a special feature, **Mark Smithers** looks in detail at the evolution of the most famous of all locomotive types that served the Snowdonian slate quarry systems – the Quarry Hunslet.

**T**oday, Quarry Hunslet 0-4-OSTs can be found at narrow gauge venues in Wales and England, and while the type has become a byword for the slate industry which in its heyday saw Snowdonia 'roof the world', their differences – both subtle and apparent – tell a fascinating story of British locomotive evolution. The recent publication by Statfold Barn of the book *Hunslet Slate Quarry Locomotives: Drawings and Photographs From the Hunslet Archive* is an important landmark in narrow gauge research. However, the significant milestones of the dynasty are further considered here.

The early years of narrow gauge steam

locomotive evolution were marked by a variety of designs for 2ft 6in gauge and under, including 0-4-0 and 0-4-2 types from Vulcan Foundry in 1845-6, the design characteristics of which are unknown; 0-4-OSTs for Crewe Works (full-length inside frames; cylindrical firebox); an 0-4-OST, later 0-4-2ST and an 0-4-0WT for the Talyllyn Railway (full-length inside frames; restricted width firebox) and 0-4-0T and 0-4-OST types for the Festiniog Railway and Festiniog & Blaenau Railway 0-4-2STs with leading inside frames terminating at the throatplate, thereby imparting the tractive stresses to the firebox. One solution was to use full-length one-piece

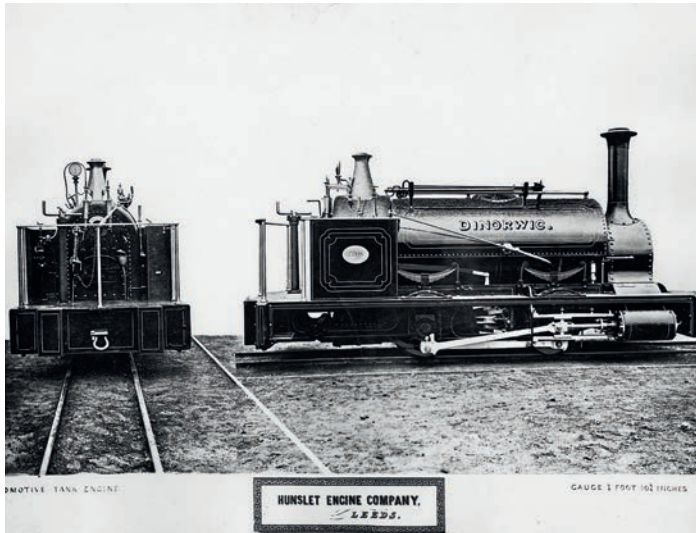
outside mainframes. Two early narrow gauge designs produced by Isaac Watt Boulton during the early 1860s adopted this approach but both were geared. In 1863, Neilson produced a 2ft 6in gauge 0-4-OST full-length outside-framed design (Nos. 979-81) for the Gaekwar's Baroda State Railway in India, but its firebox width was constrained by the wheelset 'back-to-back' limits.

The breakthrough came when a 1ft 10¾in gauge direct-drive outside-cylinder 0-4-OST locomotive, No. 51 of 1870 *Dinorwic* with one-piece outside mainframes and firebox totally behind the trailing wheelset, was constructed for use on the 'Bottom (Mills) Tramroad' of the



'Small Quarry' locomotive *Margaret* passes through Minfordd on a shuttle working to Portmadoc Harbour station during the Hunslet 125 Gala in 2018. This design has Penrhyn-pattern drawgear with no block buffers.





*Dinorwic* was supplied to the Assheton-Smith family for working on the Dinorwic Quarry 'Mills' Tramway, apparently during October 1870. Its design features are well evident in this maker's photograph, such as the deep upper cylinder flange and frames protruding above running board level to accommodate it.

Dinorwic Slate Quarries by Hunslet Engine Co of Leeds.

Certain features of *Dinorwic*'s design owed much to Manning Wardle practice, notably the domeless boiler barrel with steam collection being accomplished by means of a sharply-raised inverted U-shape firebox wrapper.

Other Manning Wardle features included the tank profile, found on some of the M class 0-6-OSTs, and a flanged smokebox front. The horizontal cylinders were apparently taken from the Festiniog & Blaenau Railway locomotives.

*Dinorwic* (later *Charlie*) and its solitary classmate, No. 184 of 1877 *George* (later *Minstrel Park*), operated successfully until they were replaced on the Mills Tramroad by new Hunslet products in 1895-8.

They later worked within the quarries themselves, for which they would have been less well-suited, with their low cylinders and relatively long wheelbase.

*Charlie* and *Minstrel Park* were eventually advertised for sale in September 1919 by S Fletcher of Haley Hill, Halifax, but only the latter found a buyer during the following year; namely Cothercott Mining Company, of Pulverbatch, Shropshire, where it was scrapped during World War Two. Sadly, *Charlie* had perished a few years earlier, in 1936.

Manning Wardle's first 18in gauge 0-4-OST, No. 353, was steam tested on February 21, 1871. This locomotive followed similar design principles to *Dinorwic*, but the cylinders were inclined above the horizontal to reduce their liability to damage from low-lying obstructions (see table for dimensions).

The locomotive, later named *Lord Raglan* by its purchaser, the Royal Arsenal, initially possessed bufferbeams rather clumsily designed to handle both standard and narrow gauge rolling stock, but these appear to have been dispensed with at an early stage.

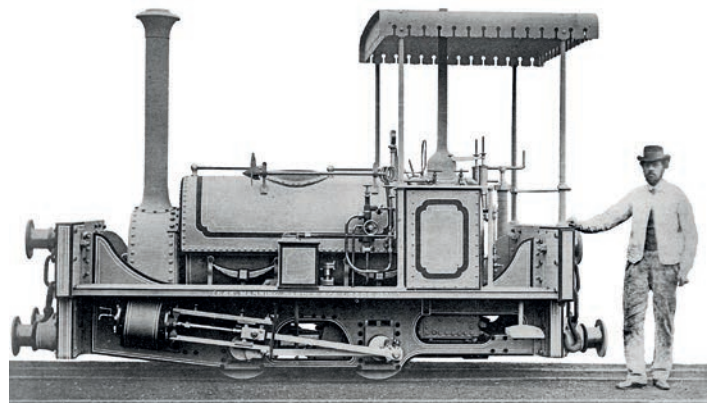
It soon morphed, via a similar locomotive, No. 386 of 1871 *Trafalgar*, without the 'double' buffer beams, for Chatham Dockyard, into two sub-variants: the 'Busy Bee' specification (six locomotives for Chatham Dockyard and one for the School of Military Engineering commencing with No. 424) and the 'Victoria' specification (12 further locomotives for the Arsenal commencing with No. 477).

This basic pattern of narrow gauge

locomotive can be termed the 'Leeds Mainstream' school of design, irrespective of the builder's location. In its overall influence, the Manning Wardle 6in x 8in 0-4-OST was effectively the Planet class of sub-3ft steam locomotives and would constitute the worthiest of prospective narrow gauge new-build projects. Such an effort would, of course, require new component drawings, but this has already been accomplished in 3/8 scale. What price a full-size version?

### Further influence of Manning Wardle school

Hunslet soon incorporated the lessons learned from the early success of the Manning Wardle 6in x 8in 0-4-OSTs into its own business model. During the 1870s, the relationship between Hunslet and Manning Wardle locomotive designs was the closest it was ever going to get and consequently there is no surprise that events took the turn that they did.



Manning Wardle was not to be outdone in the race to commercially produce small narrow gauge locomotives of the 'Leeds Mainstream' pattern, steam-testing its first 18in gauge 6in x 8in 0-4-OST for Woolwich Arsenal in February 1871 (No. 353), with delivery in the following month. In this maker's photograph, the shorter wheelbase, when compared with *Dinorwic*, can be seen along with the inclined cylinders; clearly a design intended for the confined environments found in many industrial premises, although the clumsy double bufferbeams were soon abandoned and other modifications made. Later named *Lord Raglan*, it was scrapped in 1916.

This situation also applied to 0-4-OSTs with inside frames for wider gauges below standard. Manning Wardle No. 1 of 1859 *Little Nell*, for Sheepbridge Iron Company, was built with 8in cylinders for 3ft gauge. Examination of an early standard Manning Wardle D class general arrangement drawing indicates this could only have been done by 'waisting-in' the firebox 'Talyllyn-fashion' to fit between the frames.

More examples included adaptations of Manning Wardle's B and C classes and Hunslet's Cape Government Railways 1st Class 0-4-OST of 1875-82.

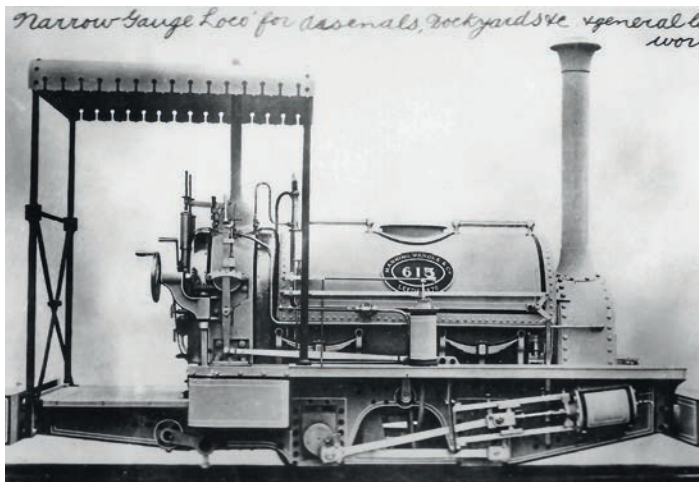
The smallest Hunslet example was the 2ft 6in gauge No. 175 of 1877, *Little Egret*, with chamfered mainframes for Cransley Iron Company. This design was adapted to produce the first Hunslet that was intended for use within the Dinorwic Quarries proper.

It was in many ways an ersatz 'pared down' smaller version of Manning Wardle Locke class No. 487 (a 2ft gauge 6in x 8in class).



The closest we have to a new-build 'Chatham' variant of the 6in x 8in specification is Derek Brown's 7 1/4-inch gauge *Anna*, seen here on its initial public outing on the Nottingham Society of Model & Experimental Engineers track at the Nottingham Transport Heritage Centre at Ruddington on March 29, 2009.





The classic early mature form of the Woolwich pattern of Manning Wardle 6in x 8in 0-4-OST is illustrated in this maker's view of No. 613 of 1876 (later *Shrapnel*). Important features to note are the mainframes, the handbrake (driving through bevel gearing) supported by the firebox wrapper, and the cylindrical sandboxes (pioneered on sister engine W/No. 477 in 1873). By 1919, a rebuilt and re-boilered *Shrapnel* was in the hands of a Liverpool shipbreaker (having been sold by the Arsenal during World War One), but its precise date of demise goes unrecorded.

The new locomotive, *Louisa* (No. 195 of 1877), shared most leading dimensions and several component designs with *Little Egret*, including a main steampipe running outside the boiler barrel, a feature also possessed by the later No. 601 of 1894 *Silurian*, but crucially the use of outside frames meant that its firebox, unlike that of *Little Egret*, did not need to be 'waisted-in' allowing for an increase in grate area.

Unlike *Dinorwic*, *Louisa*'s injector was on the right-hand side. The lack of running boards forward of the rear footplate on *Louisa* also introduced another peculiarity into the Quarry Hunslet line. Following *Victoria* (Manning Wardle No. 477 of 1873, built for Woolwich Arsenal), *Louisa* sported cylindrical sand boxes, but these had to be mounted on the saddle tank. This feature was to persist on several other members of the dynasty when new, even though they were equipped with conventional running boards. Although *Louisa* enjoyed a career of almost two decades in the Dinorwic Quarries prior to sale to the Lower Glynrhonwy Quarry, where it worked until closure in 1916, it would be the only representative of its class.

### The rise of the Dinorwic 'Alice' class

The next stage in the story was a pair of 0-4-OSTs, completed for the 1ft 11½ in gauge Old Delabole Slate Quarry system in North Cornwall (Nos. 219 and 220 of 1879, respectively *E. Jago* and *John Allen*). These locomotives possessed the same wheel, wheelbase and cylinder bore dimensions as their Manning Wardle 6in x 8in counterparts, with the cylinder stroke being enlarged to 10ins.

The pattern of boiler was similar, reverting to the use of an internal main steampipe, but the number of tubes was increased from 20 to 28. The 'raised semi-circular' profile saddle tank gave way to a tank of flatter-topped pattern.

A Friedman injector was fitted, along with a single hinge flat disc smokebox door secured by two handle-catches. The firebox stretcher made its first appearance with these locomotives.

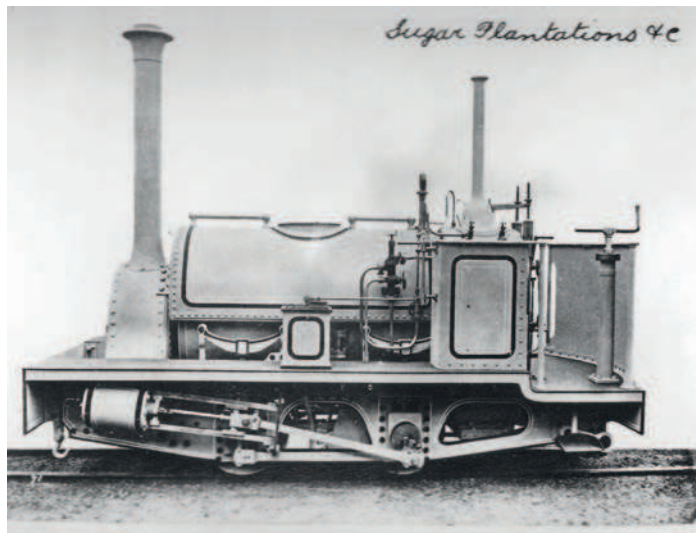
They remained in use at Delabole until replaced by internal combustion motive power during the 1920s, finally being broken up circa 1930. With their modified Locke-inspired

mainframes, they were in effect the pre-prototype 'Alice' class. Shortly afterwards, a very similar locomotive, No. 232 of 1879 *Gem*, was supplied new (to a gauge of 1ft 10½ in) to Heaton Mersey Pat Brick Co, near Stockport.

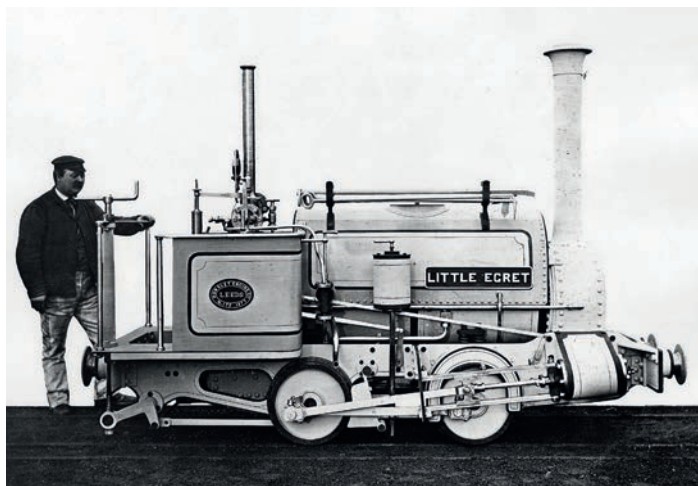
Many 2ft 6in gauge customers still preferred the classic 'Leeds Mainstream' pattern of construction to inside frames and so in 1881, Hunslet supplied an adaptation of *E. Jago*'s design to this gauge to HC Drinkwater for land reclamation on the River Fergus in Ireland.

The mainframes, while basically rectangular, possessed a recess on each side beneath the adjacent cylinder for access purposes.

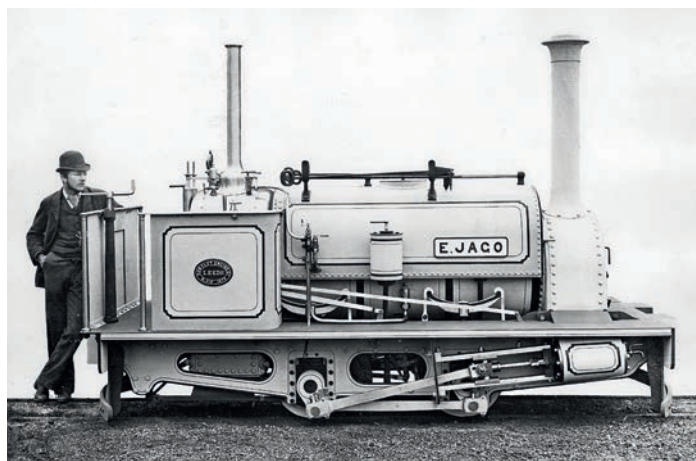
The new locomotive, No. 268 *Fergus*, eventually came into the hands of JH Richardson, of Little Mill Quarries, near Alnwick, where it was scrapped in February 1951. Some customers felt that domes were necessary and the next major development with 3ft 3in wheelbase was Hunslet 2ft 1in gauge No. 297 of 1882, *Peep-o'-Day*, for the Bold Venture Limestone and Store Co, in Derbyshire. The mainframes were basically rectangular, with small leading and trailing downward extensions, and a flat-topped dome, surmounted by Ramsbottom valves, adorned



Manning Wardle produced this nominal 2ft gauge version of the 6in x 8in specification for Locke & Co, St John's Colliery, Normanton, in 1874 (No. 487). This move was destined to be an important step in the Quarry Hunslet story, although the engine had to be fitted with a deeper firebox in 1880. It ended its days as an honorary Quarry Hunslet, with the Bowydd & Votty slate quarries.



No. 175 of 1877, *Little Egret*, as built for Cransley Iron Company, Kettering, for its 2ft 6in gauge system. The influence of the Manning Wardle 6in x 8in specification is very much in evidence, particularly in relation to the boiler, saddle tank, chimney, cylindrical sandboxes, cylinders and motion, while the frame profile harks back to Manning Wardle No. 487 but without the rear drop.



Another pivotal design in the Quarry Hunslet story was *E. Jago*, which with its sister *John Allen* was supplied to the Old Delabole Slate Quarry in Cornwall in 1879. Although built to nominal 2ft gauge, it was in essence the pre-prototype 'Alice' class. Hunslet's confidence in the design is illustrated by the fact it was still being used for advertising purposes a decade after its appearance. Note the design of guard-irons employing cross-members.



the boiler barrel. The cylinder bore was enlarged to 7in. The handbrake cross-shaft was relocated from *E. Jago*'s position to ahead of the firebox and a commodious cab was fitted. In addition to the firebox stretcher, internal splashers with mountings for the brake hangers were fitted; a feature found on most subsequent members of the dynasty.

This locomotive was very successful, remaining in existence until 1950. Its design was repeated shortly afterwards (with a canopy in lieu of a full cab and sundry detail alterations) as 2ft 1½in gauge *Huelva* and *Mora* (respectively Nos. 332 and 351 of 1884) for Richardson & Co, Spain.

In 1886, a new locomotive, Hunslet No. 409 *Velinheli*, was produced for use within the Dinorwic Quarries. The new locomotive combined the chamfered frame chassis, domeless boiler, wheel and wheelbase dimensions of *E. Jago* with the enlarged cylinder bore and handbrake configuration found on *Peep-o'-Day*.

Two of the most noticeable differences from the engine's precursors were the use of a conventional pattern 'dished' rather than flat smokebox door and Ransbottom safety valves. *Velinheli* was supplied with a feed pump driven from the left-hand crosshead when new.

Two successor locomotives of the same basic type – Nos. 492-3 *Alice* (now 'officially' *King of the Scarlets*), and *Enid* (later *Red Damsel* and now *Elidir*) – were built with two backhead-mounted injectors. No. 492 also had a chimney reduced in height by 6in.

So, the first generation of the Dinorwic Quarry 'Alice' class had arrived on the scene, and two further examples followed: Nos. 541-2 of 1891, originally Nos. 1 and 2 (later renamed *Rough Pup* and *Cloister* respectively). All survive today.

A standalone design

The earliest Hunslet locomotive design for the Penrhyn system was produced for operating slate traffic on the main line, linking the quarries with Port Penrhyn.

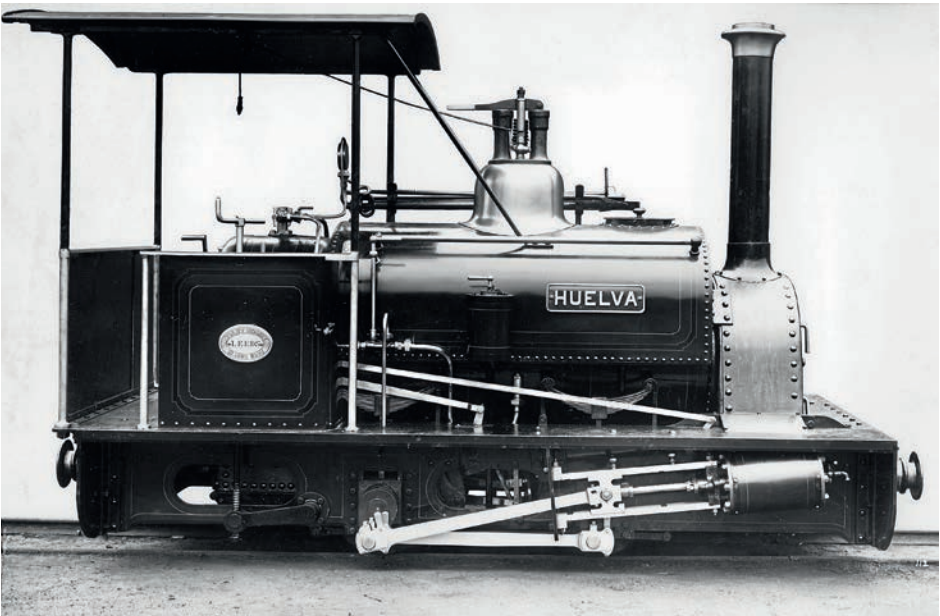
No. 283 of 1882 *Charles*, an 0-4-0ST, possessed 10in x 12in cylinders, 2ft 2in wheels, outside frames, steeply inclined cylinders, and a domed boiler. For this reason, *Charles*, and younger sisters *Blanche* and *Linda* (respectively Nos. 589-90 of 1893, with 10½ in cylinders and larger firebox) barely qualify for the description 'Quarry Hunslets', although they were constructed largely on similar principles, save for the cylinder orientation and the fact that outside steam chests were employed, in conjunction with inside link motion driving through rocker shafts.

*Charles* was eventually withdrawn from service in 1958 and transferred to the Penrhyn Castle Museum some two years later, while *Blanche* and *Linda* soldiered on until the end of the Penrhyn main line in 1962, thereafter passing to the Ffestinog Railway, where they have been much altered over the years.

The Penrhyn 'Port' class

In choosing a design for shunting at Port Penrhyn, the makers turned to the 'dropped footplate' configuration. It utilised a domed (round-topped) boiler with 33-tube cross-section and a longer wheelbase than *Peep-o'-Day*. The Salter safety valves of *E. Jago* pattern were reverted to.

The same was true of the plain 'disc' smokebox doors. Two injectors were employed (both mounted on the right-hand side) on the



Three sisters characterised by their rectangular mainframes (inspired by Manning Wardle No. 424) and flat-domed boilers were *Peep-o'-Day*, *Huelva* (pictured), and *Mora*. The latter pair had some detail alterations, such as the substitution of a two-stay canopy for the cab and the lack of rail-washing gear.

| LOCOMOTIVE DIMENSIONS AS BUILT                  |           |            |                   |                                    |                                                                                        |
|-------------------------------------------------|-----------|------------|-------------------|------------------------------------|----------------------------------------------------------------------------------------|
| Locomotive                                      | Wheelbase | Wheel Dia. | Cylinders         | Gauge                              | Water Feed                                                                             |
| <i>Dinorwic</i>                                 | 4ft 0in   | 2ft 0in    | 7½in by 1ft. 2in  | 1ft 10 ¾in                         | Axle-driven pump (RH control) barrel-feed injector (LH)                                |
| Manning Wardle 6in x 8in Woolwich, Chatham etc. | 3ft 3in   | 1ft 8in    | 6in by 8in        | 1ft 6in up to 2ft 0in              | Axle-driven pump (RH control) barrel-feed injector (LH)                                |
| <i>Little Egret</i> (Inside Framed)             | 3ft 0 in  | 1ft 6in    | 5in by 8in        | 2ft 6in (Later 3ft 0in)            | Axle-driven pump (LH control) barrel-feed injector (RH)                                |
| <i>Louisa</i>                                   | 3ft 0 in  | 1ft 6in    | 5in by 8in        | 1ft 10 ¾in                         | As above                                                                               |
| <i>Silurian</i>                                 | 3ft 0in   | 1ft 6 ¾in  | 6in by 8in        | 1ft 11 ½in                         | As above                                                                               |
| <i>E. Jago</i>                                  | 3ft 3in   | 1ft 8in    | 6in by 10in       | 1ft 11 ½in                         | As above                                                                               |
| <i>Fergus</i>                                   | 3ft 3in   | 2ft 0in    | 6in by 10in       | 2ft 6in                            | As above                                                                               |
| <i>Peep-o'-Day</i>                              | 3ft 3in   | 1ft 8in    | 7in by 10in       | 2ft 1in                            | Cross-head driven pump (LH) barrel-feed injector (RH)                                  |
| <i>Velinheli</i>                                | 3ft 3in   | 1ft 8in    | 7in by 10in       | 1ft 10 ¾in                         | Built as above, later as below                                                         |
| <i>Alice</i> Class (three Varieties)            | 3ft 3in   | 1ft 8in    | 7in by 10in       | 1ft 10 ¾in                         | Two backhead-feed injectors                                                            |
| <i>Dinorwic</i> Part (1 & 2) Classes            | 3ft 3in   | 1ft 8in    | 7in by 10in       | 1ft 10 ¾in                         | As above                                                                               |
| <i>Britomart</i> , <i>Tryfan</i> etc.           | 3ft 3in   | 1ft 8in    | 7in by 10in       | 1ft 11 ½in                         | As above                                                                               |
| <i>Margaret</i>                                 | 3ft 3in   | 1ft 8in    | 7in by 10in       | 1ft 10 ¾in                         | Two barrel-feed injectors                                                              |
| <i>Hughie</i> etc. (Inside Framed)              | 3ft 3in   | 1ft 8in    | 7in by 10in       | 2ft 8 ½ in to 3ft 6in              | Crosshead driven pump (LH) barrel-feed injector (RH) as built                          |
| <i>Gwynedd</i>                                  | 4ft 0in   | 1ft 8in    | 7in by 10in       | 1ft 10 ¾in                         | Two barrel-feed injectors (both RH)                                                    |
| <i>Pearl</i>                                    | 3ft 8in   | 1ft 8in    | 7 ½in by 10in     | 1ft 10 ½in                         | Crosshead- driven pump (LH) barrel-feed injector (RH)                                  |
| <i>The Junior</i>                               | 4ft 0in   | 1ft 8in    | 7in by 10in       | 1ft 11 ½in                         | As above                                                                               |
| <i>Hugh Napier</i>                              | 4ft 0in   | 1ft 8in    | 7in by 10in       | 1ft 10 ¾in                         | Two backhead-feed injectors                                                            |
| <i>Betty</i>                                    | 4ft 0in   | 1ft 8in    | 7in by 10in       | 1ft 11 ½in                         | Crosshead -driven pump (LH) barrel-feed injector (RH)                                  |
| <i>Lilla</i>                                    | 4ft 6in   | 2ft 2in    | 8 ½in by 1ft 2in. | 1ft 11 ½in (1ft 10 ¾in at Penrhyn) | Crosshead -driven pump (RH) barrel-feed injector (LH), later two barrel-feed injectors |
| <i>Vaenol</i>                                   | 4ft 6in   | 2ft 2in    | 8 ½in by 1ft 2in  | 1ft 10 ¾in                         | Two barrel-feed injectors                                                              |

**Note:** Barrel-feed injectors were normally tank-mounted as built (apart from *Dinorwic*'s design, which had a single waist sheet-mounted injector), whereas backhead-feed injectors were mounted on the backhead. Today, No. 780 *Alice* has tank-mounted injectors but retains its backhead feed.

three class members: *Gwynedd*, *Lilian* and *Winifred* (respectively Nos. 316-7 of 1883 and 364 of 1885).

The handbrake column bearing was affixed to the firebox wrapper on the right-hand side as opposed to being free-standing. *Velinheli* and *Gwynedd*'s specifications were to influence events at Heaton Mersey Brick Co, which was to take delivery in 1890 of its second Hunslet 0-4-0ST, *Pearl* (No. 513). This locomotive would have a general styling of *Winifred*

pattern, but with *Velinheli*'s smokebox configuration and original water feed arrangements. It also had 2ft wheels and a 3ft 8in wheelbase, rail-washing gear, and a classic 'colonial' plain canopy.

*Pearl*'s design influenced Groby Granite Co, of Leicestershire, to purchase 2ft gauge locomotives *The Junior* (No. 596 of 1893) and *Sextus* (No. 652 of 1896). These locomotives followed *Pearl* in general styling and had the latter's 160psi working pressure, but reverted



to *Winifred*'s wheel, wheelbase, and cylinder dimensions. In 1910, following return to the makers, *Sextus* was re-sold to the Dinorwic system as *Lady Madcap*, having dispensed with the canopy and feedpump (in favour of two injectors; one each side), and been fitted with revised drawgear and an amended 'back-to-back' wheelset measurement commensurate with the gauge. *The Junior* was scrapped in 1921 following replacement by another Hunslet product.

The three Penrhyn 'Port' class locomotives all enjoyed long and successful lives, with *Gwynedd* working lifelong at the Port until withdrawal from service in 1954. It is now at Bressingham Steam & Gardens. Sadly, construction of a new boiler with deeper firebox by Washington Boiler Co in 1976 subsequently resulted in the loss of the original pattern smokebox and door when fitted in 1984, while the boiler pitch was raised by approximately 3½in in the process.

*Lilian*, despite its wheelbase dimension, had spells of working in the quarry itself and was withdrawn in 1955 with boiler trouble. In 1965, *Lilian* was sold for £60 to Nigel Bowman, moving in 1983 to his Launceston Steam Railway.

*Winifred* was transferred from Port to Quarry in 1955 and withdrawn from the William Parry gallery some nine years later. In 1965, six ex-Penrhyn locomotives, including *Winifred*, were sold to US-based dealer Mr CB Annette and shipped across the Atlantic to Norfolk, Virginia, on the SS *Manchester Progress*.

After a chequered career stateside, *Winifred* began its return journey (once again via the port of Norfolk, Virginia) on March 27, 2012, finally arriving in Southampton on April 21.

*Winifred* is currently based on the Bala Lake Railway, being a very useful addition to its fleet of Quarry Hunslets.

## Penrhyn's 'small quarry' design

In 1894 the first member of a new class, Hunslet No. 605 *Margaret*, appeared for the Penrhyn Quarry. The general design of the locomotive greatly resembled the 'tall chimney' first generation 'Alice' class of the Dinorwic system, and its leading dimensions were identical, save for a 10psi reduction in the working boiler pressure.

There were, however, three important differences: *Margaret* possessed rectangular mainframes, while Salter safety valves were utilised and the lower parts of the bufferbeams were radiused (as per *Gwynedd*).

*Margaret* was followed by three further locomotives of the same class: *Alan George* (No. 606 of 1894); *Nesta* (No. 704 of 1899) and *Elin* (No. 705 of 1899). On the Penrhyn system, their history was typical of the Quarry Hunslet classes with the usual pattern of modifications undertaken to keep them running.

*Margaret* and *Elin* received enlarged saddle tanks, increasing their capacity by 20 gallons and producing a more curvaceous profile.

Towards the end of 1938, *Elin*'s life-expired boiler was replaced by a Marshall product (No. 83501 of 1928) previously used for portable stationary purposes. This necessitated the fitting of a lowermost extension to the smokebox and a new saddle tank, with a 'round' profile (the previous replacement tank being transferred to *Nesta*).

All except *Nesta* were taken out of service by the end of the 1950s. *Margaret* was withdrawn in August 1950 and sold in 1966. By 2015, it had been beautifully restored in time for the

Vale of Rheidol Railway's September Forgotten Engines Gala.

*Alan George* was withdrawn in November 1953 and sold in March 1966. It is now on the Teifi Valley Railway.

*Elin* last saw Penrhyn service in November 1954 and was sold in August 1962. It is now on the private Richmond Light Railway in Kent and will shortly re-enter service there.

*Nesta* was still active in 1961, becoming part of the 'Annette' shipment four years later. Ultimately returned from Puerto Rico, *Nesta* is now on public display in the Bala Lake Railway's heritage centre.

## Lilla and the Dinorwic 'Mills' class

Completed in November 1891 as No. 554, *Lilla* was initially supplied to the Cilgwyn slate quarry, whose railway system was a feeder to the Bryngwyn branch of the North Wales Narrow Gauge Railway.

*Lilla* was significantly larger than *The Junior*, of the Groby Granite Company, although in common with the latter, it was built with a domed boiler, Salter valves, and a crosshead-driven feed pump, this time driven from the right-hand side. Unlike *Junior*, however, there was no dropped rear footplate and a stylish cab was fitted.

Although *Lilla* remained unique, there were to be at least two important design spin-offs, one of which will be discussed later. The other was *Marjorie* (No. 858 of 1904), a 2ft 6in gauge variant for the South Wales Cement and Lime Company of Penarth, larger in most dimensions and fitted with counterbalanced flycranks.

*Lilla* was sold to the Penrhyn Quarry in May 1928. Much remedial work was needed to



Following its return from the USA, *Winifred* is seen restored to working order but in final Penrhyn Railway condition, at Aberystwyth during the Vale of Rheidol Forgotten Engines Gala of September 2015.





After several years of operation based at Bursledon Brickworks, the Hampshire Narrow Gauge Trust announced in September 2019 that it was dissolving and disposing of its assets. In consequence, *Cloister* was transferred permanently to Statfold Barn, where it is seen outside the locomotive shed on August 8, 2020.



Today, *Lilla* is beautifully maintained in an attractive green livery on the Ffestiniog Railway, and is seen here at Minfordd during 2018's Hunslet 125 gala. The tank has a thin rear valance similar to the pattern later employed on *Britomart*.

return it to suitable operating condition and, as with Penrhyn's other ex-Cilgwyn purchase, Manning Wardle *Jubilee* 1897, the feed-pump gave way to a second injector. For some reason, the inevitable tyre renewal to reduce the gauge from 1ft 11½in to 1ft 0¾in was not carried out until September 1934.

Despite its relatively long wheelbase, *Lilla* remained largely a quarry-based locomotive until officially withdrawn in March 1957. Since 1993, *Lilla* has been based on the Ffestiniog Railway and has recently emerged from its 10-yearly overhaul in 2019 with two new injectors of authentic Hunslet design.

The second spin-off from *Lilla*'s design was a class for the Dinorwic Mills tramroad. These locomotives followed the same leading dimensions as *Lilla*, but reduced loading gauge requirements dictated the need for a dropped footplate beneath the classic Hunslet cab.

Unlike *Lilla*, two injectors were fitted when new and the safety valves (Ramsbottom) were moved from the firebox wrapper to the top of the dome. Sprung kidney-shaped buffers were fitted at each end, along with linkages to allow uncoupling from the footplate.

The first locomotive, *Vaenol*, appeared in September 1895 as No. 638, later being renamed *Jerry M*, while the sister engine, No. 671 *Port Dinorwic* (later *Cackler*) followed in May 1898. It differed from its precursor only in being initially fitted with rail-washing gear.

*Jerry M* remained in use until the cessation of operations on the Padarn Railway in October 1961, being sold on April 20, 1967, to Mr JM Baldock for use on the Hollycombe Steam Collection's 2ft gauge railway at Liphook, where it remains today. *Cackler* was withdrawn in August 1959 and sold on March 30, 1966. It is currently in store as part of the Thursford Museum Collection.

## The first Dinorwic 'Port' class and the next two 'Alice' classes

The next development in the Dinorwic 'Alice' saga was Nos. 678-9 of 1898, originally named respectively *The First* and *The Second*, later becoming *Bernstein* and *Covertcoat*.

These locomotives were supplied to the Dry Dock Company for working at the port and incorporated design modifications consistent with shunting and transfer work there.

The ground at the port being level, these locomotives were supplied with mainframes of a similar profile to *Margaret* of the Penrhyn system, while the bufferbeams (as per *Vaenol*)



"Their differences, both subtle and apparent, tell a fascinating story of British locomotive evolution."

Left: Hollycombe-based 1895 vintage *Jerry M* (formerly *Vaenol*) on the Welsh Highland Railway road at Harbour station, Porthmadog, in May 2018.

Below: *Jonathan* on a flat wagon while visiting Statfold Barn on July 10, 2021.



were fully rectangular. Buffers and drawgear of *Vaenol*-pattern were fitted.

These locomotives were supplied with tall chimneys and a pair of classic tank-mounted cylindrical sandboxes (later removed), while No. 679 at least was built with a canopy of similar configuration to that used on *Pearl*, later augmented with a small front sheet.

They constituted the first Dinorwic 'Port' class, although both locomotives were later transferred to the quarry.

*Bernstein*, out of use by 1966, was sold to Mr J M Morris in July 1967 for use on the Lytham Creek Light Railway under the name *Jonathan*. It is currently at Statfold Barn undergoing overhaul. *Covertcoat* was sold on December 11,

1964, later passing to Nigel Bowman for use at the Launceston Steam Railway, where it has remained a stalwart ever since, albeit now with a cab and tender.

The third member of the 1898 trio, No. 680 *Wellington* (later *George B*), was supplied to the quarry and sported 'shallow' buffer beams and drawgear consistent with its envisaged operating conditions. It was the prototype of the second 'Alice' class. The mainframe configuration of Nos. 678-9 did have some influence as a shorter, 'steeper' chamfer than with *Velinheli* was employed at the rear end.

*George B* was sold in October 1965, eventually relocating to the Bala Lake Railway, where it now operates. **HR**



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Graham Burnley with his T gauge replica of the iconic Ribbleshead Viaduct. SALLY CLIFFORD



# T IS FOR TINY: RIBBLEHEAD IN MINIATURE

Sally Clifford meets the modeller whose spare time in lockdown was spent creating a miniscule replica of an iconic railway structure in T gauge – the world's smallest commercial model railway scale.

TWO legendary locomotives fit snugly into the palm of Graham Burnley's hand.

Hand-painted in their blue livery, the A4 class Pacifics *Mallard* and *Sir Nigel Gresley* are among a number of miniscule locomotives crafted and created on Graham's 3D printer.

In its green livery, *Britannia*, the first British Railways Standard locomotive to be built, is held delicately between finger and thumb and positioned for its journey across the iconic Ribbleshead Viaduct – a replica in miniature and a labour of love for Graham that began and ended in lockdown.

With time on their hands and being confined within four walls, the pandemic provided an opportunity for many railway modellers to make progress with projects usually slotted in around busy lives.

Recreating Ribbleshead viaduct in T gauge was an ambition Graham harboured – and he has now finally achieved his version of the Settle to Carlisle railway's historic and picturesque route across Batty Moss in North Yorkshire.

"It's because this is a preserved railway and it is iconic – it has heritage status," he said.

This imposing structure features 24 stone arches standing 104 feet above the moor that Graham has replicated to scale, initially drawing designs based on maps before replicating them in PLA plastic.

## Real life

Introduced in Japan, T gauge is the smallest commercial model railway scale in the world. Putting that into context on Graham's 1:450 scale design, the viaduct is 4ft 4in long, the steel Flexitrack is 3mm wide, and the locomotives running along it are little more than 5.2cm (two inches).

Even the buildings – Settle station and the stationmaster's house – lined along this remote and rural route replicate the real thing.

"The bridge and buildings are an exact replica. The height and everything is exact," explained Graham. "But the ratio of the end is not in scale – I had to shrink the layout."



A4 Pacifics *Mallard* and *Sir Nigel Gresley* in the palm of Graham's hand. SALLY CLIFFORD

Such attention to detail in miniature puts pressure on the printer. According to Graham, the output of each piece, which is heated up to 220°C, can take up to 40 minutes although that can vary depending on the intricacy of the design.

## Closer look

The driving force, the switches and cables powering this 4.5 volt layout and operating the trains and changing points, are concealed behind scenery featuring tiny sheep and cows feasting

on artificial grass, making the dream all the more magic. Look closely, very closely – those with poor eyesight may have to squint – to see the railway workers, but they are there, in intricate form.

Each piece, each section, is testimony to a pleasurable pastime, and a dedication and commitment to seeing the project through for others to enjoy.

Engineering and designing on this scale demands patience, too – but it brings great satisfaction.

"For me and for most people it's





**A cup gives Graham Burnley's T gauge replica of Ribblehead viaduct a sense of scale.** SALLY CLIFFORD

nostalgic, remembering the old times, but it's also about modelling something small and getting all the detail – and my 3D printer enables it," said Graham.

The T gauge or 'tiny' layout, as Graham fondly refers to it, is dwarfed by its surroundings.

The spacious room occupied by Bradford Model Railway Club is part of the Black Dyke Mills complex that once contributed to the textile economy. It lies beneath the rooms where the famous Black Dyke Band rehearse, bringing together

traditional pastimes under one roof.

For Graham, who joined Bradford Model Railway Club five years ago, modelling evolved from the age of eight with an interest in Quick Builds and Airfix kits. Since then, his layouts have grown with ambition.

As well as Ribblehead, Graham has also painstakingly created T gauge replicas of Ilkley and Low Moor stations from scratch on his 3D printer. Next stop is Leeds...!

➔ **To find out more about Bradford Model Railway Club, visit the group's website at <https://bradfordmrc.org/>**



**Graham's T gauge Class 24 diesel crosses his model of Ribblehead Viaduct.** SALLY CLIFFORD



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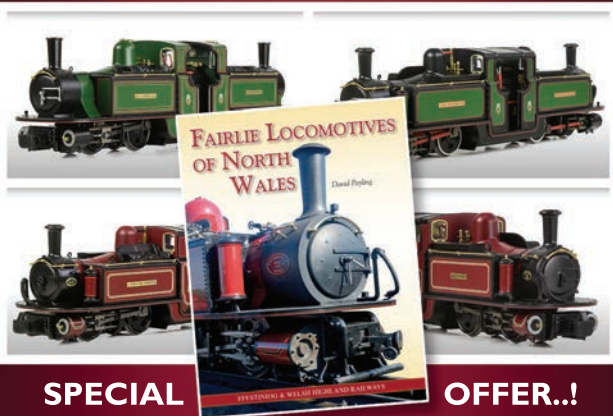
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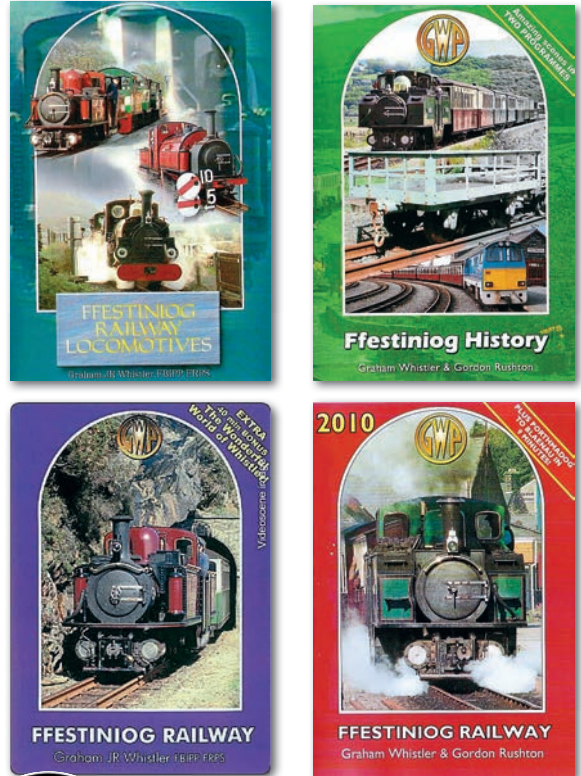
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# Little wonders for over 150 years

In the light of Bachmann's new range of 009 scale Ffestiniog Railway double Fairlie models reported in *Heritage Railway* last month, **Pete Kelly** looks at the history of the real-life 'little wonders' that are still being built to this day.

NORTH Wales – land of mountains, castles and song, high hats and spinning wheels, Victorian slate workings whose gigantic remains challenge the imagination, and of course the delightful double Fairlie locomotives of the Ffestiniog Railway which, to the unknowledgeable for more than a 150 years, have never seemed to know whether they are coming or going!

Writing off Glasgow-born Robert Francis Fairlie's patented locomotive design as a mere curiosity, or the subject of such a lame joke, however, would be a profound misjudgement, because the FR's 1ft 11½in (597mm) gauge double Fairlies have always been worth more than their weight in gold to the railway that made them famous throughout the world.

History records that these brilliant little locomotives – the first FR example being No. 7 *Little Wonder*, designed and built by George England & Company and delivered to the railway in 1869 – saved the railway the great cost of doubling its track in order to accommodate a growing number of shorter trains.

The clear advantages of such locomotives were that, with

every wheel driven on the two independently-powered articulated bogies, and with water carried in four side tanks positioned right over them, and coal in centrally-placed storage spaces, the ultimate in adhesion could be achieved.

The locomotives also performed equally well in either direction, although the driver and fireman had to stand on opposite sides of the boiler, making it difficult to assist each other if any problems arose while on the move.

## Arguments in favour

When his patent was registered in 1864, Fairlie argued his cause in a pamphlet printed by John King & Co, of Queen Street, London, entitled 'Locomotive Engines, What they Are and What they Ought To Be'.

"In considering the question of locomotive engines," he began, "the writer has long been seriously concerned that our railway companies have been spending daily very large sums on two items connected with our locomotive systems which obviously are not mean ones (as will be seen hereafter) and which are evils already fully acknowledged, as proved by the attempts that have been and are being made to overcome them.

"These two items are: (1), the carrying, or what should otherwise be termed unremunerative, wheels or rollers in the ordinary locomotive engine; unremunerative because, as far as the tractive force is concerned, they are powerless; and (2), the heavy six-wheeled tenders which accompany them, and which are

totally useless for any other purpose except for carrying a store of coal and water.

"These two very serious items consist, not only in their first cost, but also in the constant expense arising from their wear and liability to accident, while their equivalent in weight, being equal to so many carriages loaded with passengers, or waggons loaded with goods, would, if thus disposed of, yield a large revenue to a company for every train mile run."

## Haulage trials

Despite the logic of Fairlie's arguments, while it was possible to get away with the double Fairlies' limited fuel and water-carrying space on a line like the Ffestiniog, this would have been far more problematical with bigger locomotives making much longer runs on larger-gauge tracks – and while powered bogies have become the norm on today's diesel and electric locomotives, standard gauge express passenger steam locomotives certainly needed large tenders, along with guiding (and often trailing wheels as well) to stabilise the ride.

**"Thanks to the double Fairlie design, the FR never needed to double its line, and Fairlie was so buoyed up by this success that he granted the railway a perpetual licence to build locomotives to his patent without paying the fees."**



Note the assortment of high and low 'bug boxes' and other rolling stock behind this double Fairlie locomotive, possibly No. 3 *Livingston Thompson* of 1886, decorated for the fireman's wedding when it was pictured near Tan-y-Bwlch in about 1901. MORTONS RAILWAY MAGAZINE ARCHIVE/RIXON BERCWALL



Before the first double Fairlie appeared on the FR in 1869, lessons had already been learned from pioneering engines built for other railways, the most significant being that the single firebox that each of these had featured did not allow them to steam nearly so freely as had been hoped.

The fitting of two separate fireboxes to *Little Wonder*, which the Ffestiniog Railway had ordered in September 1868, brought a much-improved performance. Robert Fairlie embraced the opportunity to demonstrate these capabilities in front of an impressive international list of guests invited to the railway in 1870 to witness trials between *Little Wonder* and the gallant 1867 enlarged George England 0-4-0 saddle-tank with tender No. 5 *Welsh Pony*.

It was a totally unequal contest, for, with its tractive effort figure of almost 8600lb, the four-cylinder double Fairlie hauled a 206-ton train of 112 wagons at an average speed of 12½mph against *Welsh Pony*'s best effort of 5mph with a much lighter load of 26 wagons.

Another George England locomotive, the 1863 'small England' 0-4-0T with tender No. 3 *Mountaineer*, also took part in the trial, but only to demonstrate its riding qualities across the Cob, that narrow strip of land built up across the Glaslyn Estuary by William Maddocks between 1808 and 1811 to serve as both a sea defence and transport corridor.

But before leaving *Welsh Pony* behind, let's remind ourselves of the cherished history of this 'large England' engine that was ordered, built, and delivered in 1867.

Comprehensive rebuilds were carried out in 1891 and 1915, and it remained in service until the very early years of the Second World War, when it went into long-term storage. Well within the memory of many readers, the little engine stood forlornly on a plinth in the car park at Porthmadog Harbour station, becoming a great favourite for children and passers-by, but



**What a contrast to the well-polished double Fairlie locomotives of today's Ffestiniog Railway, but this photograph of the 1886 No. 3 *Livingston Thompson*, which was sent to *The Railway Magazine* by KA Ladbury (then a reader of 70 years!) in 1988 has a period charm of its own. It was taken in 1928, when Mr Ladbury and his wife-to-be were on holiday with his parents in Llandudno and had taken an LMS train to Blaenau Ffestiniog before changing to the FR for a journey to Porthmadog.**  
MORTONS RAILWAY MAGAZINE ARCHIVE PHOTO

deteriorating rapidly in the salty sea air.

No one really imagined that it would ever run again, but then the FR decided to return it to steam despite the enormous cost this entailed. Perhaps its enchanting name had done the trick!

Restoration began at Boston Lodge Works in 2014, and despite the coming of Covid-19, the project was completed in 2020, bringing much joy to a locked-down world. Since then, it has become a great favourite and regular performer on the line.

### Improvements

Although the double Fairlie *Little Wonder* proved to be quite rough riding and was declared worn out in 1882 after a surprisingly short spell of intensive service, its overall merits had been well proven, and subsequent locomotives offered far smoother footplate rides.

Thanks to the double Fairlie design, the FR never needed to double its line, and Fairlie was so buoyed up

by this success that he granted the railway a perpetual licence to build locomotives to his patent without paying the fees.

Incorporating design improvements over *Little Wonder*, the Ffestiniog Railway's second double Fairlie locomotive, No. 8 *James Spooner*, was built by the Avonside Engine Company in 1872 and withdrawn in about 1930.

The man it was named after surveyed the route of the Ffestiniog Railway between 1832 and 1836, and became its manager after it opened. Although his passing in 1856 preceded the use of steam power on the line, during the last few years of his life he began upgrading the track in anticipation of its coming.

After this, every double Fairlie the FR has ever used was built at its own Boston Lodge Locomotive Works, beginning with No. 10 *Merddin Emrys*, which emerged in 1879 and remains in service after several rebuilds. The next to be built was No. 3 *Livingston*

*Thompson*, completed in 1886 and now restored as a static exhibit in the National Railway Museum.

Many years later, in 1979, came No. 11 *Earl of Merioneth*, which is now in storage after being declared worn out in the spring of 2016.

### New builds

The superb No. 12 *David Lloyd George*, constructed in 1992, remains highly active, while the 'Earl's' replacement, brand new double Fairlie No. 8, the fifth to be built at Boston Lodge and the second to carry the name of *James Spooner*, is now nearing completion after the original plan to have it completed by 2020 to mark the 150th anniversary of *Little Wonder*'s trials were scuppered by the pandemic.

Those Victorian engineers could only have dreamed of the 3D design work and modern welding techniques that are taken for granted these days. The boiler of the new locomotive, built to a hybrid welded and riveted design of the same



**Pictured at Duffws, 0-4-4-0T double Fairlie No. 7 *Little Wonder* made a huge impact on the Ffestiniog Railway after its arrival in 1869. James Spooner's third son, Charles E. Spooner, born in Maentwrog in 1818, who trained as a civil engineer under the likes of Joseph Locke and Isambard Kingdom Brunel in the late 1830s/early 1840s, is standing beside the fireman on the completely open footplate. In 1856 he succeeded his father as secretary of the FR, but often referred to himself as manager.** MORTONS RAILWAY MAGAZINE ARCHIVE



**Nowadays, to unaccustomed eyes, the many standard gauge double Fairlies built throughout the world look distinctly odd. The Burry Port & Gwendraeth Valley Railway was the UK's only standard-gauge line to use such locomotives, and its 1869-built *Mountaineer* was pictured at Burry Port during the 1890s.** MORTONS RAILWAY MAGAZINE ARCHIVE PHOTO.



proportions as the Hunslet boilers of *Earl of Merioneth* and *Merddin Emrys*, features the taper shape used on *David Lloyd George*, although the fireboxes will be better suited to coal-firing and less prone to stay breakages.

The locomotive will also feature a removable cab roof section so that it can be shown in the style of *Merddin Emrys* when it was new.

## Nearing completion

By the end of 2019, the boiler had been fully assembled, with a hydraulic test expected by the early months of 2020, but then the Covid lockdowns intervened, forcing a halt to almost everything.

The hydraulic boiler test was successfully carried out last July, and work has resumed on the final completion of the locomotive – so who knows what 2022 will bring?



The Ffestiniog Railway celebrated the centenary of its first double Fairlie locomotive, *Little Wonder*, in style in 1969. In the guise of *Earl of Merioneth*, the Boston Lodge-built No. 3 *Livingston Thompson* (which was also named *Taliesin* during its working life) prepares to leave Porthmadog Harbour station with the 'Fairlie Centenary Special' on April 7, 1969. Livingston Thompson himself was the FR's largest shareholder, and as a director was an influential supporter of the Spooner family. The locomotive worked until 1971 when, worn out from many years of service, it was restored cosmetically with its original name, and a new *Earl of Merioneth*, with its controversial sloping side tanks was built in 1979. MORTONS RAILWAY MAGAZINE ARCHIVE/JOHN ROE



Presented in the form in which it was finally rebuilt at Boston Lodge Works in the 1950s, when it carried the name *Earl of Merioneth*, Bachmann's 009-scale model of the 1886-built *Livingston Thompson* features some of the sharpest fine printing seen to date. BACHMANN



Note the fine separate fittings on this 009-scale variant of *Livingston Thompson* after the real-life locomotive was rebuilt at Boston Lodge in 1905 and turned out in this gorgeous dark red livery. BACHMANN

## Bachmann's 009 double Fairlies – a change of course for many modellers?

After completing two enormous layouts, the first in OO-scale, and the second in N, and at an eye-watering cost over the past 10 years, I was considering calling it a day when news came in of Bachmann Europe's beautiful-looking 009-scale Ffestiniog Railway double Fairlie locomotives.

Like many others, I'm sure, my thoughts turned immediately to a rather more compact but no less delightful layout representing an enchanting corner of North Wales that I've known and loved for most of my life.

Apart from a little imaginative landscaping, a wide variety of realistic-

looking slate structures, loaded slate wagons and other items are also available to quickly get such a layout up and running, including models of a slate-built engine shed (44-0101), coal store (44-0103), processing building (44-0105), boiler house and chimney (44-0106), footbridge (44-0107) and slate worker's cottage (44-0108).

Packs of three grey slate wagons complete with loads (393-075) and the same in red (393-076) are already available, and I'm sure that thoughts will turn to representative coaches in the not-too-distant future – but it's the locomotives themselves, now available in 009 for the first time,

that really take the biscuit. Tooling designed to accommodate the detail variations on the real locomotives over the years has produced models of exquisite detail, along with the superb application of complex liveries, including authentic lining, crests and plates.

The precision-moulded bodies are enhanced by many separately-fitted components, including real brass handrails and metal tank filler-cap rings, along with fine mouldings for parts such as the steam fountain, cab controls and tallow cups.

A twin-shaft coreless motor fitted with twin flywheels provides the drive

to both bogies, and the all-wheel electrical pick-up and separate metal bearings fitted to each axle should produce a smooth and unhesitant ride.

The models have die-cast metal running plates, die-cast metal chassis blocks and bogie towers, and die-cast metal gearboxes set up for prototypical running speeds and haulage capabilities, and the locomotives are designed to operate on first-radius (228.6mm) or greater curves.

Each model is supplied with a set of authentically decorated etched nameplates. **HR**



Cab detail on the models is excellent, with the reversing lever clearly seen on this side of the *Livingston Thompson* model. BACHMANN



What a difference a bit of ballasted track makes as the Bachmann 009-scale model of *Merddin Emrys*, which appeared in 1879 as the FR's first home-built double Fairlie, shows off its beautifully-proportioned lines. BACHMANN



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Some 425 of these locomotives were manufactured between 1924 and 1931. Mainly allocated to shunting and station pilot duties they also undertook occasional branch line work. The "Jinties" were frequently used for banking duties with up to three at a time seen assisting express passenger trains up the Lickey Incline on the Bristol-Birmingham line near Bromsgrove. They were frequently seen banking trains out of London Euston up to Camden - a particularly demanding task!

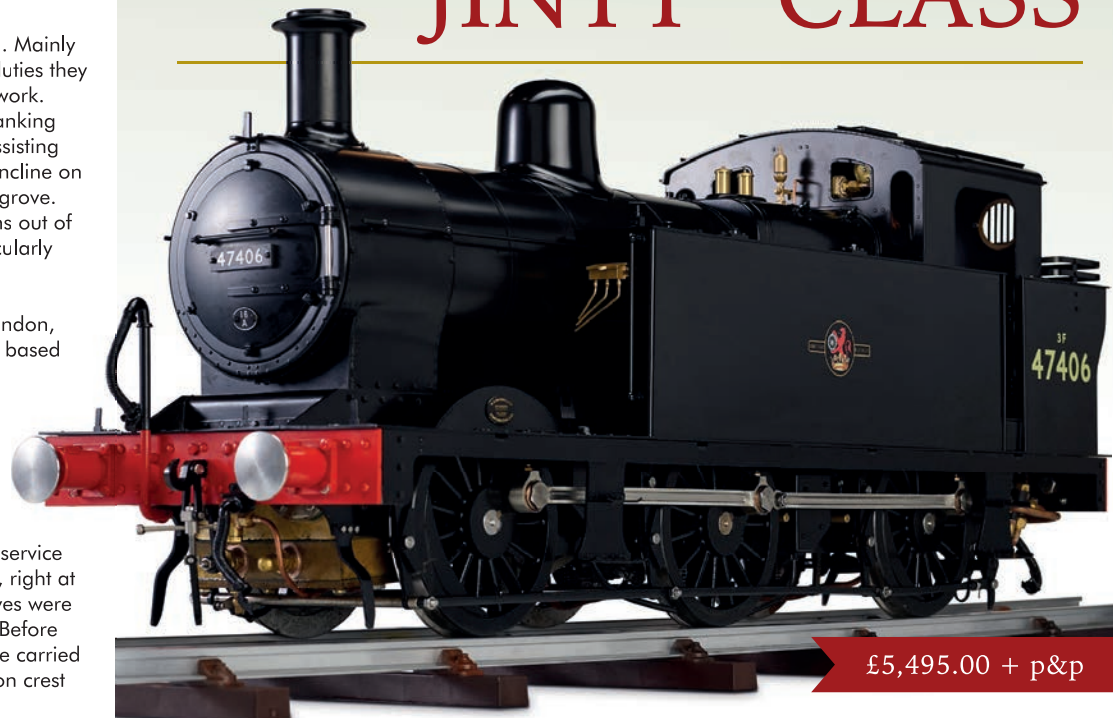
Designed by Sir Henry Fowler for the London, Midland and Scottish Railway they were based on earlier designs by S&W. Johnson.

Some of the locomotives were loaned to the War Department in WWII, providing welcome logistical support to the allied war effort.

A majority of locomotives enjoyed long service with the final "Jinty" withdrawn in 1967, right at the end of the steam era. The locomotives were always painted in un-lined black livery. Before nationalisation in 1948 LMS initials were carried on the tank sides. In BR service either lion crest was carried according to period.

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- Drain cocks
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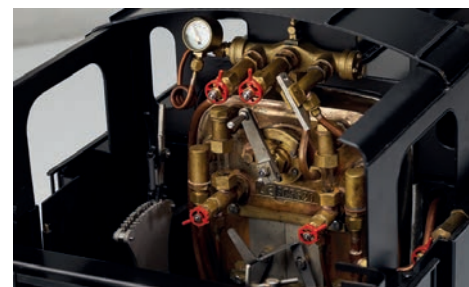
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# THIS WAY UP

**David Foster**, company secretary of Dinmore Manor Locomotive Ltd, explains how the heavy overhaul of the group's GWR 2884 2-8-0 No. 3850 at the Gloucestershire Warwickshire Railway has included a complete front-end rebuild – and following Swindon practice by turning a large chunk of it upside down.



GWR 2884 2-8-0 No. 3850 approaches Greet Tunnel during its last few days of service at the Gloucestershire Warwickshire Railway before being withdrawn for its 10-yearly overhaul in September 2015. STEVE MORLEY



**G**WR 2884 2-8-0 No. 3850 was restored by Dinmore Manor Locomotive Ltd from Barry scrapyards condition and entered service on the West Somerset Railway in 2006 – followed by almost 10 years of work, clocking up 82,000 miles and 1200 days in steam. When the time was up on the boiler certificate, with the engine now at the Gloucestershire Warwickshire Railway, we knew we had a fair bit of work to do:

- The tyres were at the limit.
- There was more than a wisp of exhaust steam where it should not be.
- We expected the boiler needed more than just a little TLC.
- At some time in its pre-preservation past, the locomotive had suffered a fairly heavy knock at the front; one side was considerably lower than the other.
- There had been some movement in the frame extension bolts some years before, which needed further attention.

### Wheel swap

We had the new tyres in stock but we knew that another ex-Barry GWR heavy freight 2-8-0 – 28XX No. 2874 – had the Collett pattern wheelsets and No. 3850 the

Churchward pattern, so it was decided to swap them so both locomotives would be in original condition.

No. 2874's wheels went off to South Devon Railway Engineering for the axle journals to be turned and came back ready for No. 3850; a little while later, No. 3850's went in the same direction and came back re-tyred and ready for No. 2874. By this time the Dinmore group had sold No. 2874 to The 2874 Trust, an educational charity (this locomotive's restoration was featured in issue 284).

Then came the bad news. Dismantling of the front end of No. 3850 showed a rather nasty crack in the front of the fireman's side cylinder block and another, even bigger crack in the back. Time for a new cylinder block – but would we want to replace only one or the pair?

We decided to go for the pair and, with the known problem with the frame extensions, we would replace these as well to sort out both the height issue and the extension frame bolts.

Stafford Road Designs, Premier Patterns, the Shakespeare Foundry and Roach Engineering solved the supply issue and we then had two new cylinders cast, using

polystyrene patterns, and machined, along with two new extension frames from solid – all we had to do was put it all together.

Meanwhile, a full appraisal of the boiler revealed an even greater work list (and potential bill) than expected, so the decision was made to overhaul the one from ex-Barry classmate No. 3845 (also owned by the Dinmore Manor group) that was in better overall condition. It went off to Riley & Son in Lancashire for an extensive overhaul that included:

- New firebox throatplate section.
- New three-quarter firebox backhead.
- New front barrel section.
- Replacement half side firebox plates.
- Lots of new stays and, of course, new tubes.
- New front tubeplate.

By late 2021, much of the boiler work had been completed, but we don't want it finished completely until our frames are ready to receive it.

### Upside-down cylinders

Back to the frames. Once the cylinders were delivered, we started the major task of fixing the two together, carefully aligning







**1:** One of the cylinder castings cooling off at the foundry. DINMORE MANOR LOCOMOTIVE LIMITED

**2:** During a visit to the Great Central Railway, No. 3850 recreates a 1950s scene as it heads a mixed goods train under Woodthorpe Bridge on March 12, 2011. JOHN BEAUCHAMP/DINMORE MANOR LOCOMOTIVE LTD

**3:** The refurbished wheelsets for No. 3850, returned from South Devon Railway Engineering. DINMORE MANOR LOCOMOTIVE LTD

**4:** The boiler from ex-Barry 2884 No. 3845 being loaded for its journey to Riley & Son Engineering for overhaul. DINMORE MANOR LOCOMOTIVE LIMITED



everything and then attaching the new frame extensions before reuniting the cylinder assembly with the main frames.

We adopted the Swindon practice of putting it all together upside-down on a jig, then finally using two cranes to turn the whole assembly before slowly easing it into place.

However, before that stage there were many weeks of work to complete – including drilling and tapping numerous stud holes.

We also faced a problem with the racking plate – we wanted to use as many original parts as possible, but found an issue with the two large angle irons that secured the racking plate to the extension frames and the cylinders.

These items are a complex shape and unfortunately were found to be warped, and despite numerous attempts to reshape them, they were judged unusable.

We then had difficulty obtaining replacements before finally having new parts machined from solid blocks – thanks once again to Roach Engineering for its expertise.

### Optical alignment

Finally, we were ready to turn the cylinders over.

Because of their bulk and shape, along with the wish to not have to place any part of the cylinders on the ground to rotate them due to the risk of damage, we required two cranes to complete the lift, helpfully taking advantage of other crane lifts taking place on the Gloucestershire Warwickshire Railway at the same time.

All was well, and the whole assembly was carefully moved back into the shed on an ex-Swindon boiler trolley and gently manoeuvred into place.

Alignment work followed, with the optical equipment and expertise provided by Andy Forster (former chief mechanical engineer at the West Somerset Railway and long-term member of the Dinmore Manor group).





5

Once the alignment was complete, the mammoth task of drilling and reaming through the new extension frames could begin.

The fixing is fitted bolts, so we had to ensure new and old matched; then the order was placed for the new bolts themselves (and thanks to Statfold Engineering for an excellent product and service).

Now we are ready to start fitting all the pieces that go around here – the bufferbeam, leading frame stretcher, etc.

Next came the axlebox horn grinding. Again we used the services of Andy Forster to set everything up, including the necessary tools, followed by several days of painstaking work to get everything perfectly aligned.

Our Christmas present was the completion of this stage. Work then commenced on the axleboxes, so we can start to think seriously about rewheeling in 2022.

Of course, many other tasks are going on in the background, such as dismantling and cleaning the buffers, cleaning and painting the running plates, rubbing down and painting all the many pieces of cladding, and even starting on painting the cab.

We can now see light at the end of the tunnel – or just a glimpse of the steam to come.

## Overhaul or rebuild?

Is this just a heavy overhaul, or is it a rebuild? It certainly seems like a bigger task than the original restoration.

We hope we will be able to welcome friends old and new to join us for a ride behind our fully restored No. 3850 before too long (progress can be followed on our website at [www.dinmoremanor.co.uk](http://www.dinmoremanor.co.uk)).

Extra support – both financial and practical – is, of course, most welcome. We have a friendly group of volunteers of all ages, and from time to time enjoy social visits to other railways and events as a group... which is what it is all about, is it not? **HR**

**5: No. 3850 pilots Dinmore Manor Locomotive Ltd's other engine, No. 7820 Dinmore Manor, at the Gloucestershire Warwickshire Railway. DMLL**

**6: Two large cranes being used to turn the assembled front end of No. 3850 – the cylinders and front extension frames – the right way up. DMLL**

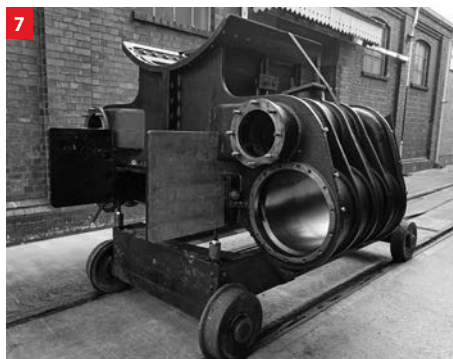
**7: The cylinders and extension frames being moved back into the workshops. DMLL**

**8: The new cylinder and frame assembly being moved into place at the front end of No. 3850's main frames. DMLL**

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8





# The Tyseley Story: Seventy Years of Railway Pioneers in Birmingham

(Hardback, Lightmoor Press, 248pp, ISBN 13: 9781899889924)

AT A TIME when we are celebrating 70 years of the volunteer-driven operational heritage railway sector, this magnificent volume is in so many ways the story of a backbone of the movement in its formative years, writes Robin Jones.

Pat Whitehouse will always be a seminal figure in the history of railway preservation, who – in the wake of that keynote meeting in Birmingham's Imperial Hotel called on October 11, 1950, by transport historian Tom Rolt – was one of the pioneers who formed a committee to save the Tallyllyn Railway and ended up becoming the secretary of the line's new preservation society.

One of many interesting points made in the thought-provoking text is that as the Fairbourne Railway was privately bought by Midlands industrialist John Wilkins in 1947, four years before volunteers ran their first Tallyllyn train. Does that make the Fairbourne or the Tallyllyn the world's first heritage railway?

Pat later became one of the architects and presenter of BBC TV's Railway Roundabout series that

ran from 1958-62, bringing railway enthusiasm to an audience of millions via the small screen.

Together with Tallyllyn colleague Pat Garland, he bought GWR 2-6-2T No. 4555 from BR and for two years afterwards, it was used on short duties including suburban commuter trains from Birmingham Snow Hill. The pair, however, wanted a branch line on which to run it, and their efforts led to the Totnes-Buckfastleigh branch becoming the Dart Valley Railway.

Following the 1966 purchase of WR 4-6-0 No. 7029 *Clun Castle* from BR, Pat obtained permission for it to be stabled at Tyseley depot and was later instrumental in leasing its coaling stage and water tower area under the banner of the Standard Gauge Steam Trust. In doing so, he ensured that steam could never die at the depot, which today is Tyseley Locomotive Works and the headquarters of Train Operating Company Vintage Trains.

However, there were other railway heritage forces at play in Birmingham. In 1950, WA 'Cam' Camwell ran his first main line tour, along the city's Harborne branch,

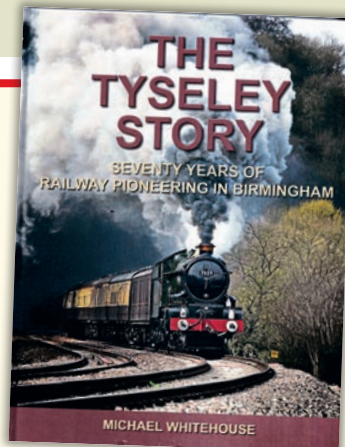
and later progressed to running the legendary Stephenson Locomotive Society main line specials.

Several chapters are based on contemporary texts written by Pat, and they help to piece together a complex though absorbing and highly-readable jigsaw of how the UK's second city became a prime driving force in the embryonic days of preservation.

The volume's author, Pat's son, Michael, who is now chairman of Vintage Trains, witnessed many of the developments first-hand and was there to photograph them and now write about them in detail.

The volume is lavishly illustrated throughout, with high-quality colour and black-and-white photographs to accompany the superbly detailed text that leaves no stone – no matter how small – unturned in its historical account.

Every time I turned a page, I was delighted to 'discover' something new. The question arises: where would UK preservation be today if the two Pats, Whitehouse and Garland, had never become involved? The answer is that it would be infinitely poorer.



## EDITOR'S CHOICE

Separate chapters deal with the evolution of those early pioneers' vision up to the present day; the BR ban-breaking runs by GWR 4-6-0 No. 6000 *King George V* in October 1971; the return of steam to the national network the following year; BR's 'Indian summer' of steam in the 1970s and 1980s; the success of Tyseley's own 'Shakespeare Express'; the non-stop runs by Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* in the GWR175 celebrations in 2010; inside the workshop at Tyseley in the 21st century; and the main line 'Polar Express' trips run in 2018 and 2019.

Here is not only an entertaining and highly-informative must-read text, but also a magnificent and definitive volume that unlocks so much about how the sector came to be where it is today.

It cannot be anything but very highly recommended.

**ESSENTIAL HISTORY BY THOSE WHO WERE THERE**

## Market Harborough: A Railway Crossroads

By John Gough (softback, Midland Railway Society, 104 pages, £14.95, ISBN 9780995514232)

NOW a brief stop on the Midland Main Line between Kettering and Leicester, Market Harborough was at one time an important junction, with lines to Rugby, Northampton and Peterborough radiating away from the town. Here is a highly detailed look at the railways of Market Harborough, from the arrival of the LNWR from Rugby to Stamford in May 1850.

It was closely followed by the Midland Railway building its line south from Leicester to Bedford in 1857, and finally the LNWR opened its route south to Northampton.

This book is well endowed with maps and gradient profiles, along with copies of official documents appertaining to the opening of the various stages of the associated

railways. Also within the appendices is a spreadsheet showing patronage and goods traffic between 1872 and 1922.

The book is well illustrated with photographs, not only of locomotives but also of various railway structures, such as signalboxes and bridges.

**SUPERB HISTORY**

## Nottingham to Mansfield

By Vic Mitchell and Keith Smith (hardback, Middleton Press, 96pp, £18.95, ISBN 9781910356524)

THIS volume describes two rival routes in Nottinghamshire built separately by the Midland Railway and Great Northern Railway.

The opening page contains a tribute to co-author and Middleton Press founder Vic Mitchell, who died last year during the final stages of the book's production. He and Keith Smith have collaborated on more than 300 Middleton titles over 42 years and in the process have built

up what is described as 'the ultimate railway encyclopedia'.

This latest addition to the series follows the traditional pattern of maps, track plans, photos and captions, all in black-and-white, and covers one of the most fascinating and complicated stretches of railway in the whole of Britain. For the GN and Midland fought not only with each other through the narrow Leen valley, but with Great Central, too. This led to situations in which three main lines ran literally alongside each other in some locations, and although the GC routes are not covered in this volume, they inevitably appear on the maps.

So intertwined were the lines that the Midland and GN routes are wisely treated as separate chapters.

The Leen valley lies in the heart of Nottinghamshire's once-vibrant mining district (the main reason for such intense railway rivalry) and numerous collieries were served, including Cinderhill, Bestwood, Hucknall, Linby, Newstead, Annesley, and Kirkby. The last two locations are well known in railway circles, too, both having possessed major motive power depots.

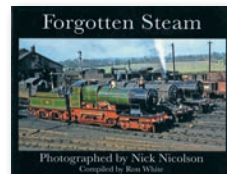
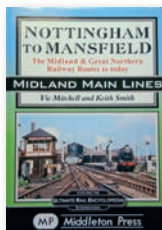
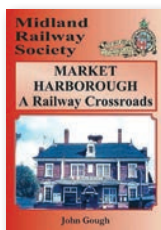
Rather unusually, the book contains three pictures predating the photographic era. Hand-drawn, they depict Nottingham station as it was when new in the 1830s and 1840s. Coming up to date, there are several photographs of trams on the Nottingham Express Transit system that today runs alongside parts of the Network Rail route as far as Hucknall.

## Forgotten Steam

Photographs by Nick Nicholson, compiled by Ron White (hardback, Transport Treasure Publishing, 80pp, £16.50, ISBN 9781913893118)

WHILE the name Nick Nicholson may not be familiar to some readers, compiler Ron White – the founder and previous owner of the picture library Colour Rail – is better known.

Now aged in his 90s (and claiming a new lease of life), Ron calls this





compilation 'curious', and he's probably right.

It is a terrific collection of colour images, mostly from 1957/58, with the reader taken on a fascinating journey around sheds (recalling those scenes readers of a certain age will remember) and along branch and secondary lines.

Ron's varied choice of images covers a wide range of locomotive classes – including a County, a Y9, a 'Dukedog', an N15X and a K2 – which will certainly stir some memories and a wish for a time machine.

Reproduction and colour balance is very good indeed, and captions are straightforward. All in all, a nice little album with the bonus of a couple of bus pictures from the era. I suspect there may be more in the archives.

**WINDOW ON 1950S BR**

## Lost Tramways of England: London South-West

By Peter Waller (hardback, Graffeg Limited, [www.graffeg.com](http://www.graffeg.com), 64pp, £8.99, ISBN 9781914079832)

LONDON had the most extensive tramway system in Britain, and four volumes of Graffeg's growing series, 'Lost Tramways', are devoted to this network.

This particular volume covers the part of the capital that lies south-west of the River Thames, an area stretching from Teddington to

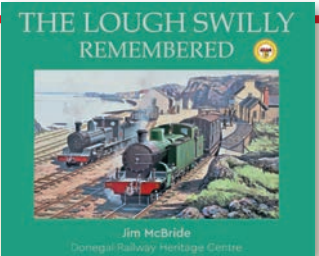
Hammersmith, London Bridge, Penge and Purley.

Prior to the creation of the unified London Passenger Transport Board in 1933, there were numerous independent metropolitan tramway operators. The LPTB controlled 327 route miles for trams and 18 miles for trolleybuses.

The history of the pre-LPTB operators and their lines is dealt with in an interesting and detailed historical introduction that also

covers the lengthy and complex conversion programme to replace trams with trolleybuses and diesel-powered buses during the years 1933 to 1952.

The major part of the book is devoted to large monochrome photographs drawn from the Online Transport Archive Collection, which portray the very varied tram operations in this part of London. All images include extensive and detailed captions.



## The Lough Swilly Remembered

By Jim McBride (softback, Donegal Railway Heritage Centre, <http://donegalrailway.com/shop>, 57pp, €17, postage included, ISBN 978874518099)

THIS photo album delves into the later days of the famed Londonderry & Lough Swilly Railway that, at its height, operated 99 miles of 3ft gauge lines from Derry to Letterkenny, Burtonport, Buncrana, and Carndonagh.

Using a selection of pictures, most of which have not been published before, railway historian and Donegal Railway Heritage Centre board member Jim McBride traces the route of the railway, showing locomotives, trains, carriages, wagons and stations along the way. Most fascinating of all are shots taken

on the Burtonport line before the final closure of the Letterkenny-Gweedore section in 1940, showing the railway's magnificent 4-8-0 tender locomotive No. 12 in action, as well as the 4-6-2Ts which also operated the rugged route.

It goes without saying that the Owencarrow Viaduct, the scene of the notorious 1925 accident when a train was blown off the track with loss of life, is not forgotten.

The Carndonagh line, notorious for being little photographed, is also included, with a picture of Carndonagh station itself on the book's back cover.

A must for narrow gauge fans, this excellent book is also just the ticket for modellers, while the Swilly is further brought to life thanks to an article from *Trains Illustrated* of December 1953, written by the railway's original chronicler, Dr Edward M Patterson, who travelled on the railway, just before closure, in August of the same year.

**RECALLING A LEGEND – AND REMEMBERING, TOO**

This is a valuable and modestly priced addition to the series, and will interest those fascinated by our tramway history or particularly the London area. Recommended strongly.

**LOCAL HISTORY IN FOCUS**



## Welshpool & Llanfair Light Railway presents The Beyer Bash

**May 20th to 22nd 2022**

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# Model event's the flower of Scotland

It's nearly time for one of the show highlights of the year, with the Model Rail Scotland event set to delight the crowds in Glasgow from Feb 25 to 27.

More than 40 layouts are due to be there at the SEC Centre, in the heart of the city, with a wide range of gauges and displays including N, P4, table top, OO gauge and O... and there will be something to pique everyone's interest, whatever their railway passion.

There will also be a host of traders keen to help you transform your own layout and take it to the next level, or even just provide that background information or friendly piece of advice.

Look out for the businesses featured on this page... and enjoy the show. Remember, in accordance with Scottish Government guidance, visitors must present proof of vaccination status on entry, but be aware this is subject to change based on rules at the time of the event.

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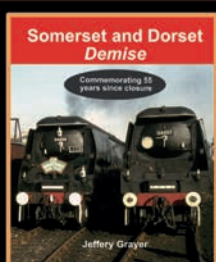


MODEL FEATURED OO GAUGE / 1:76 SCALE

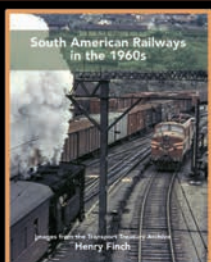
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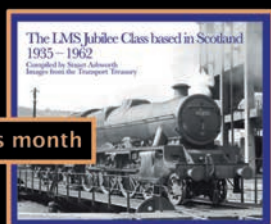
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25<sup>th</sup> - 27<sup>th</sup>

## February 2022

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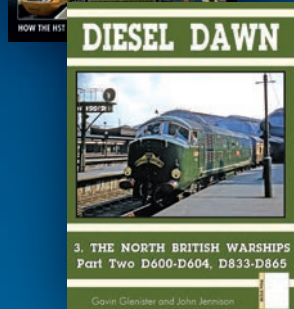
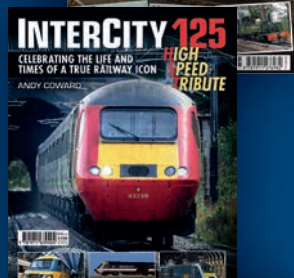
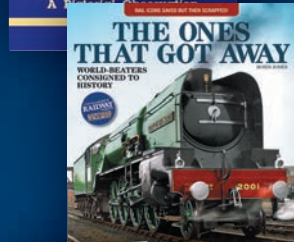
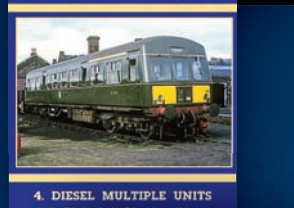
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## STAR LETTER

# Linesiders' donations can keep steam going

I AM a regular reader of *Heritage Railway* and also a lineside observer of steam-hauled trains on the main line.

I take my hat off to those generous and keen enthusiasts who pay to travel on those trains and therefore make it possible for those of us who cannot afford to travel on them very often to watch them, photograph them, and to take fantastic short films of them and then share those films with friends.

Those trains must be very expensive to run and, in these

Covid times, must be difficult to fill. We linesiders get our short bursts of entertainment absolutely free of charge.

Would it be unrealistic to suggest that lineside photographers might make a small contribution to those costs every time they take films or photographs?

I know that most enthusiasts are honest and generous (witness their fantastic contributions to the various appeals from heritage railways or restoration projects). If, for instance, the operators of

Peppercorn A1 Pacific No. 60163 *Tornado* publicised details of an account for BACS transfers so that regular enthusiasts knew how to contribute when they take photos or videos, would people be prepared to pay for these on a purely voluntary basis?

Just an idea which someone may like to run with. Perhaps your readers might have a view on this or a better idea to keep those trains running.

Jack Peeters,  
email.

## Does the East Lancashire Railway commuter trains plan stack up?

THE situation with the East Lancashire Railway management and Rossendale Council (issue 287) really encapsulates the problem between those running a heritage line and those wanting to reintroduce a commuter line.

The basic transport system was established in the late 18th and early 19th century, and the Rossendale area has little room for any new transport.

The Beeching cuts left a truncated single line to Rawtenstall, with passenger trains finishing in the early 1980s and coal traffic some years later. In the intervening years, the ELR has certainly turned the line into a popular tourist attraction.

That said, the area also has a chronic transport problem, especially on the route to Manchester.

A heritage line is run for leisure and pleasure, whereas a commuter line is



for work – two totally different uses. To make the ELR into a commuter line would require resources beyond the financial means of the company and would be a huge gamble, needing enhanced infrastructure including new signalling, two proposed new stations, adequate car parking and very probably returning the line to

**A Manchester Metrolink tram bound for Bury. Under Rossendale Council's current plan, commuters from Rawtenstall would take a Vivarail Class 230 DMU to a new interchange station at Buckley Wells, and then board a Metrolink tram to Manchester city centre. Would commuters be prepared to face the hassle of changing trains each way every day, or prefer to make one single journey using a car or bus?**  
ROBIN JONES

double track. Is this viable, given passengers for beyond Bury would need to change trains, whereas the ELR has turned a disused line into a very positive asset for the area?

David Mathias, Haslingden,  
Rossendale, Lancashire.

→ See News, page 16.

## Exhibition of 'forgotten' rail artist's work opens in his home town of Sheffield

A MAJOR exhibition of half a century of works by Sheffield artist Kenneth Steel, who produced many posters to promote rail travel in the 1950s, has been opened.

The exhibition, called *Places in Time*, at Sheffield's Weston Park Museum, features more than 100 of Steel's paintings and drawings, and is the first time that so many of his works have been displayed together.

Steel was born in 1906 and tutored by renowned Sheffield landscape artist Stanley Royle.

In 1936, he became the youngest artist to be elected to the Royal Society of British Artists, after which he had solo exhibitions in London and Dublin.

In December 1940, his mother and pregnant wife were killed in the Sheffield Blitz, and the bombing destroyed much of his studio work.

He was often commissioned to produce architectural sketches, but his watercolour posters for British seaside resorts and other rail-served destinations in the post-World War Two era are best known.

Steel died of lung cancer in 1970, aged 63.

His biographer, Edward Yardley, who co-curated the exhibition, said that he remained largely unknown to the general public.

The exhibition runs until May 2.



**Skegness Is So Bracing (1956): One of many well-known railway posters painted by Kenneth Steel.**  
SCIENCE MUSEUM GROUP





Garratts parked at Bulawayo motive power depot in 1987. COLIN SMITH

## Military solution to the *Exna* mystery

MICHAEL Throssell's letter in issue 288 about the name of National Railways of Zimbabwe Class 20 No. 717 interested me since I worked in Southern Africa and visited Rhodesia/Zimbabwe several times before and after independence.

After dieselisation of the lines around Salisbury/Harare, all the steam power migrated to Bulawayo motive power depot in Matabeleland. When the Garratts were rebuilt by Zeco in Bulawayo,

many were given names of Matabele significance. The 15As were named after animals and birds, like *Indhlovu*, which means elephant. The 20s, including No. 717, were given the names of Matabele regiments, and the 20As were named after rivers in Matabeleland.

Research on the internet also discovered a reference to Mzilikazi's Exna regiment, he being the 19th century military leader who founded

the kingdom later known as Matabeleland. Incidentally, if anyone wants to try to pronounce *Exna*, the 'x' is one of the clicks, more often associated with Zulu.

The source of the information about the Garratt names was 'Dusty' Durrant's excellent book, *Garratt Locomotives of the World*, and there is information about Mzilikazi on Wikipedia.

Colin Smith, Rawdon, Leeds.

I REFER to Michael Throssell's letter in issue 288 explaining difficulty ascertaining the meaning of the name of 20th class Beyer-Garratt *Enxa* and referring also to similar difficulty experienced by Geoff Courtney outlined in an earlier issue.

I have found reference to the naming of the refurbished Beyer-Garratts in the following books: *Steam Locomotives of Rhodesia Railways*, *Railways of Zimbabwe*, and *Locomotives of Zimbabwe and Botswana*.

Apparently the eight 20th class locomotives refurbished were named after various Matabele regiments – including *Enxa*.

The 11 20A Class refurbished locomotives were named after rivers (apart from No. 747 which was named *Jumbo*).

The refurbished 15/15A classes were named after animals/birds.

The first of these books advises that the language is generally Ndebele.

I hope this information is of some help, but wonder if a more definitive answer might be obtained through an enquiry to the NRZ Museum?

Ricky Smith,  
Haywards Heath, West Sussex.



The nameplate for NRZ 15th class Garratt No. 380 *Umahelwane* in Mike Fish's collection; the name translates into 'African Goshawk'. MIKE FISH

HAVING visited Zimbabwe in 2016 to see the Garratts, I was interested to read your report on the Buy&Go sale at GW Railwayana in issue 287 about the defied attempts to find the meaning of the *Enxa* 20th class Garratt nameplate that had recently sold.

Receiving issue 288 this morning to read a letter from Michael Throssell to find that there was still no answer, I thought I had better trawl through what books and articles I had in my collection to see if I could resolve the mystery.

You will be pleased to know that I now have the answer, thanks to the Reverend ED Hamer's superb book on the *Locomotives of Zimbabwe and Botswana* (Stenvalls 2001). The paragraph on page 92 completes

the picture: "Between March 1981 and February 1983, the eight Zimbabwean 20ths were refurbished by ZECO of Bulawayo, named after various Matabele regiments, and renumbered in the 730-737 series. Of these, No. 730 *Insuga* survives today at the NRZ Museum, and No. 736 *Enxa* – also based at the museum – purchased by 'Dusty' Durrant in 1993 for Z\$23000."

No. 736 was originally No. 717 and was built in 1957 by Beyer Peacock for Rhodesia Railways, being withdrawn from service in October 1992.

I hope that helps complete the story for those interested in these wonderful locomotives.

Mike Fish, Elloughton, Hull.

THE Railways of Southern Africa Locomotive Guide shows that the 20th Class locomotives (NRZ 73x) were named after regiments and the 20A Class locos (NRZ 740-750) were named after rivers, the exception being No. 747 which was named *Jumbo*!

No. 717 *Enxa* is therefore named after a regiment. As correctly stated in the article, these names were only applied to the locomotives when they were refurbished in the 1980s, so No. 717 never carried the name *Enxa*; it was applied only when it became NRZ No. 736 in 1982.

The other locomotive name mentioned in the article, *Itsheme*, was given to 15A Class Garratt No. 415 and can be translated as 'great bustard' because the 15th Class members were named after animals and birds.

Rodger Darbyshire, Darlington,  
Co Durham.

**Right: No. 736 at Victoria Falls on July 31, 1989, showing the nameplate above the number on the cabside. It was not visible on the photograph of No. 717 in the original article.**





## OPERATIONAL HERITAGE LINES AND MUSEUMS

## SOUTH EAST

**Amberley Museum**

2ft gauge, ¼ mile.

Arundel, West Sussex.

Tel: 01798 831370.

**Open:** Weds & W/Es from January 12.

**Weds-Suns from February 1.**

**Bluebell Railway**

Standard gauge, 11 miles.

Sheffield Park, East Sussex TN22 2QL.

Tel: 01825 720800.

**Running:** February 12-20, 26/27.

**Bredgar & Wormshill Light Railway**

2ft gauge, ½ mile.

Bredgar, Sittingbourne, Kent.

Tel: 01622 884254.

**Running:** Diesel Weds from late February.

**Chatham Historic Dockyard**

Standard gauge, one mile.

Chatham, Kent.

Tel: 01634 820800.

**Open:** From February 5.

**East Kent Railway**

Standard gauge, two miles.

Shepherdswell, Kent.

Tel: 01304 832042.

**Closed for winter.**

**Eastleigh Lakeside Railway**

10¼in & 7¼in gauge, 1¼ miles.

**Running:** W/Es.

**Exbury Gardens & Steam Railway**

12¼in gauge, 1½ miles.

Exbury, Southampton.

Tel: 023 8089 1203.

**Open:** From March 19.

**Hayling Seaside Railway**

2ft gauge, one mile.

Hayling Island, Hants.

Tel: 07394 194066.

**Running:** Weds & W/Es, daily during Hampshire school holidays.

**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:** 51st anniversary of the last train from Newport January 23.

**Kent & East Sussex Railway**

Standard gauge, 10½ miles.

Tenterden, Kent.

Tel: 01580 765155.

**Running:** Services resume February half term.

**Lavender Line**

Standard gauge, one mile.

Isfield, East Sussex.

Tel: 01825 750515.

**Open:** Suns & B/Hs (no trains running in January).

**Mid-Hants Railway**

Standard gauge, 10 miles.

Alresford, Hants SO24 9JG.

Tel: 01962 733810.

**Running:** March on dates TBA.

**Mizens Railway**

7¼in gauge, one mile.

Woking, Surrey.

Tel: 07962 400922.

**Reopening Easter Sunday.**

**Romney, Hythe & Dymchurch Railway**

15in gauge, 13½ miles.

New Romney, Kent.

Tel: 01797 362353.

**Running:** February 12-20, 26/27, W/Es in March.

**Royal Victoria Railway**

10¼in gauge, one mile.

Netley, Southampton.

Tel: 02380 456246.

**Running:** W/Es, daily in local school holidays.

**Sittingbourne & Kemsley Light Railway**

2ft 6in gauge, 1¾ miles.

Sittingbourne, Kent.

Tel: 01795 424899.

**Running:** 2022 season starts April 3.

**Spa Valley Railway**

Standard gauge, five miles. Tunbridge

Wells, Kent. Tel: 01892 300141.

**Running:** February 12/13, 15-17, 19/20,

March 19/20, 26/27.

**Volk's Electric Railway**

2ft 8½in gauge, one mile. Brighton.

**Closed for winter –**

reopening spring 2022.

## SOUTH WEST

**Avon Valley Railway**

Standard gauge, three miles.

Bitton, Bristol.

Tel: 0117 932 5538.

**Running:** February 19/20, 23, 26/27.

**Bodmin & Wenford Railway**

Standard gauge, 6½ miles,

Bodmin, Cornwall. Tel: 01208 73555.

**Running:** From March 15.

**Bristol Harbour Railway**

Standard gauge, 1½ miles.

Princes Wharf, Bristol.

Tel: 0117 352 6600.

**M Shed Museum open Tues-Sun.**

**Railway operating dates TBA.**

**Dartmouth Steam Railway**

Standard gauge, seven miles.

Paignton, Devon. Tel: 01803 555872.

**Running:** February 15

**Devon Railway Centre**

2ft gauge, ½ mile.

Bickleigh, Devon.

Tel: 01884 855671.

**Closed for winter – reopening April 9.**

**East Somerset Railway**

Standard gauge, two miles.

Cranmore, Somerset.

Tel: 01749 880417.

**Running:** W/Es from March 12.

**Gartell Light Railway**

2ft gauge, one mile.

Yenston, Templecombe, Somerset.

Tel: 01963 370752.

**Model exhibition February 12-13 with running.**

**Helston Railway**

Standard gauge, 1¼ miles.

Helston, Cornwall.

Tel: 07901 977 597.

**Buffet open Thurs & Suns. Trains running from spring.**

**Lappa Valley Railway**

7¼in, 10¼ & 15in gauge, one mile.

Newquay, Cornwall.

Tel: 01872 510317.

**Open:** Weds-Suns January 12-March 25.

**Daily February 16-27.**

**Lynton & Barnstaple Railway**

2ft gauge, one mile. Woody Bay,

North Devon. Tel: 01598 763487.

**Reopening April 2.**

**Moors Valley Railway**

7¼in gauge, one mile. Ringwood, Hants.

Tel: 01425 471415.

**Running:** W/Es plus February 21-25.

**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.

**Buffet open Suns 10-4.**

**Running:** TBA.

**Seaton Tramway**

2ft 9in gauge, three miles.

Harbour Road, Seaton, Devon.

Tel: 01297 20375.

**Running:** February 19-27, W/Es in March, daily from March 26.

**Somerset & Dorset Railway**

Standard gauge, ½ mile.

Midsomer Norton station,

Silver Street, BA3 2EY.

Tel: 01761 411221

**Open:** Suns in March.

**South Devon Railway**

Standard gauge, seven miles.

Buckfastleigh, Devon.

Tel: 01364 644370.

**Running:** February 12-27 from Buckfastleigh to Staverton, with Totnes bus link, main season starts March 26.

**Swanage Railway**

Standard gauge, six miles.

Swanage, Dorset. Tel: 01929 425800.

**Running:** February 19-27, W/Es in March plus 28-31.

**Swindon & Cricklade Railway**

Standard gauge, three miles.

Blunsdon, Wiltshire.

Tel: 01793 771615.

**Running:** Mothers' Day Specials March 26/27.

**West Somerset Railway**

Standard gauge, 20 miles.

Minehead, Somerset.

Tel: 01643 704996.

**Running:** March 19.

**Yeovil Railway Centre**

Standard gauge, ¾ mile.

Yeovil Junction station, Somerset.

Tel: 01935 410420.

**Open:** Suns. Steam Train Day March 20.

## EAST ANGLIA

**Bressingham Steam Museum**

Narrow and standard gauge, one mile.

Diss, Norfolk.

Tel: 01379 686900.

**Open:** March 28.

**Bure Valley Railway**

15in gauge, nine miles.

Aylsham, Norfolk.

Tel: 01263 733858.

**Running:** February 12-20, W/Es in March.

**Colne Valley Railway**

Standard gauge, ¾ mile,

footplate experience.

Castle Hedingham, Essex.

Tel: 01787 461174.

**Running:** Reopening Easter.

**East Anglian Railway Museum**

Standard gauge, ¼ mile.

Wakes Colne, Essex.

Tel: 01206 242524.

**Open:** W/Es & Weds.

**Ferry Meadows Railway**

10¼in gauge, ½ mile.

Peterborough, Cambs.

Tel: 01733 398 889.

**Closed for winter –**

reopening February 12.

**Mangapps Railway Museum**

Standard gauge, ¾ mile.

Near Burnham-on-Crouch, Essex.

Tel: 01621 784898.

**Closed until February.**

**Mid-Norfolk Railway**

Standard gauge, 11½ miles.

Dereham, Norfolk. Tel: 01362 851723.

**Running:** Selected days from March 6,

steam starts March 27.

**Mid-Suffolk Light Railway**

Standard gauge, ½ mile.

Brockford, Suffolk.

Tel: 01449 766899.

**Open:** April 17/18 Easter Steam Up.

**Nene Valley Railway**

Standard gauge, 7½ miles.

Wansford, Peterborough, Cambs.

Tel: 01780 784444.

**Running:** Sats in January. February 5, 12/13, 16, 18-20, 25-27, March 12/13, 19/20, 26/27.

**North Norfolk Railway**

Standard gauge, 5½ miles.

Sheringham, Norfolk, NR26 8RA.

Tel: 01263 820800.

**Running:** Daily February 12-20, W/Es until end of March, daily April-October.

**Wells & Walsingham Railway**

10¼in gauge, four miles.

Wells-next-the-Sea, Norfolk.

Tel: 01328 711630.

**Closed for winter – reopening February.**

**Whitwell & Reepham Railway**

Standard gauge, ¼ mile.

Reepham, Norfolk. Tel: 01603 871694.

**Open:** Fris-Suns.

**Running:** Diesel W/Es,

steam first Sun of month.

## HOME COUNTIES

**Buckinghamshire Railway Centre**

Standard gauge, ¼ mile.

Quainton Road, Bucks.

Tel: 01296 655720

**Cafe open Mon-Fri. Steam days recommence in April.**

**Chinnor & Princes Risborough Railway**

Standard gauge, 3½ miles.



**Bulleid West Country Pacific No. 34092**  
**City of Wells** heads an East Lancashire  
 Railway Santa Special at Burrs on  
 December 19. ROBERT FALCONER



### **Cholsey & Wallingford Railway**

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067

Reopening Easter.

### **Didcot Railway Centre**

Standard gauge.

Didcot, Oxon. Tel: 01235 817200.

Open: W/Es in January and February.

### **Epping Ongar Railway**

Standard gauge, six miles.

Ongar, Essex.

Tel: 01277 365200.

Running: Diesel gala April 23/24, 10th anniversary gala May 27-29.

### **Great Whipsnade Railway**

2ft 6in gauge.

Whipsnade Zoo, Dunstable.

Tel: 0344 225 1826.

Railway closed for winter – reopening in February.

### **Hampton & Kempton Waterworks Railway**

2ft gauge.

Hanworth, Middlesex.

Tel: 07511 730782 or 01932 765328.

Closed for winter – reopening in March.

### **Leighton Buzzard Railway**

2ft gauge, three miles.

Leighton Buzzard, Beds.

Tel: 01525 373888

Reopening in March.

### **London Museum of Water & Steam**

2ft gauge, 400 yards.

Brentford, London.

Tel: 0208 568 4757.

Open: W/Es.

## **MIDLANDS**

### **Abbey Pumping Station**

2ft gauge, ¼ mile.

Corporation Road,

Leicester, LE4 5PX.

Tel: 0116 299 5111.

Open: Daily from February.

### **Amerton Railway**

2ft gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01889 271337.

Running: February 19/20, 23, 26/27.

### **Apedale Valley Railway**

2ft gauge, ½ mile.

Apedale, Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: W/Es in April.

### **Barrow Hill Roundhouse**

Standard gauge.

Barrow Hill, near Chesterfield.

Tel: 01246 475554.

Open: From March 5/6.

### **Battlefield Line**

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754.

Running: TBA.

### **Cambrian Heritage Railways**

Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys).

Oswestry and Llynclys, Shropshire.

Tel: 01691 728131.

Running: Oswestry-Weston Wharf planned to open in March.

### **Chasewater Railway**

Standard gauge, two miles.

Walsall, West Midlands.

Tel: 01543 452623.

Running: TBA.

### **Churnet Valley Railway**

Standard gauge, 5¼ miles.

Cheddleton, Staffs.

Tel: 01538 360522.

Running: Suns in February plus

February 21-23, W/Es in March.

### **Crich Tramway Village**

Standard gauge, one mile.

Crich, Derbyshire.

Tel: 01773 854 321

Closed for winter - reopening March 12.

### **Dean Forest Railway**

Standard gauge, 4½ miles.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: W/Es & Weds from March 19.

### **Ecclesbourne Valley Railway**

Standard gauge, nine miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Reopening April 9.

### **Echills Wood Railway**

7¼in gauge, 1¼ miles.

Kingsbury Water Park,

Sutton Coldfield.

Running: Suns from February/March.

### **Evesham Vale Railway**

15in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es & school holidays.

### **Foxfield Railway**

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Tel: 01782 396210.

Reopening Mothers' Day.

### **Gloucestershire Warwickshire Railway**

Standard gauge, 15 miles.

Toddington, Glos.

Tel: 01242 621405.

Running: W/Es in March.

### **Great Central Railway**

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

www.gcrailway.co.uk

Running: W/Es.

### **Midland Railway – Butterley**

Standard gauge, 3½ miles.

Ripley, Derbyshire. wTel: 01773 570140.

Running: TBA.

### **Northampton & Lamport Railway**

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Reopening March 27 (Mothers' Day).

### **Northamptonshire Ironstone Railway**

Standard gauge, 1½ miles.

Hunsbury Hill, Northampton.

Tel: 01604 702031.

Running: TBA.

### **North Gloucestershire Railway**

2ft gauge, ½ mile.

Gloucestershire Warwickshire Railway, Toddington.

Closed for winter – reopening at Easter.

### **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: TBA.



## Perrygrove Railway

15in gauge.  
B4228, Coleford,  
Gloucestershire.  
Tel: 01594 834991.

Running: TBA.

## Rocks by Rail

Standard gauge, ¼ mile.  
Cottesmore, Rutland.  
Tel: 07974 171068.

Open: Non-operational viewing days  
Tues & Thurs from April 12. Operational  
open days start April 17.

## Rudyard Lake Railway

10¼in gauge, 1½ miles.  
Leek, Staffs.  
Tel: 01538 269948.

Reopening March.

## Rushden Transport Museum

Standard gauge, ½ mile.  
Rushden, Northants.  
Tel: 0300 3023 150.

Open: TBA.

## Severn Valley Railway

Standard gauge, 16 miles.  
Kidderminster, Worcs DY10 1QR.  
Tel: 01562 757900.

Reopening April 2.

## Statfold Barn Railway

2ft gauge, one mile.  
Tamworth, Staffs B79 0BU.  
Tel: 01827 830389.

Running: Giant Miniature Weekend  
May 7/8.

## 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: Suns & B/Hs from Easter to  
September.

## NORTH WEST

### East Lancashire Railway

Standard gauge, 12 miles.  
Bury, Lancs.  
Tel: 0333 320 2830.  
Running: February 12/13, 16-20, 25-27,  
March 5/6, 12/13, 26/27.

### Eden Valley Railway

Standard gauge, 2½ miles.  
Warcop, Cumbria.  
Tel: 01768 342309.  
Running: April 3 and Sundays until end  
of October.

### 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.

Reopening April 17.

### Heaton Park Tramway

Standard gauge, ½ mile.  
Manchester. Tel: 0161 740 1919.

Reopening April 3.

### Isle of Man Steam Railway

3ft gauge, 15½ miles.  
Douglas, Isle of Man.

Tel: 01624 662525.

Reopening March 4.

### Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.  
Near Ulverston, Cumbria.  
Tel: 01539 531594.  
Running: February 12-20 and from April 2.

### Manx Electric Railway and Snaefell Mountain Railway

3ft gauge, 17 miles (MER), 5½ miles (SMR).  
Douglas, Isle of Man.  
Tel: 01624 697473.

Reopening March 16 (MER) and  
March 19 (SMR).

### Ravenglass & Eskdale Railway

15in gauge, seven miles.  
Ravenglass, Cumbria.  
Tel: 01229 717171.

### Running: February 12-27 Ribble Steam Railway

Standard gauge, 1½ miles.  
Preston, Lancs.  
Tel: 01772 728800.

Running: TBA.

### South Tynedale Railway

2ft gauge, 4¼ miles.  
Alston, Cumbria.  
Tel: 01434 338212.

Reopening: April TBA.

### Stainmore Railway

Standard gauge, ½ mile.  
Kirkby Stephen, Cumbria.  
Tel: 01768 371700.

Open: Easter  
Threlkeld Quarry & Mining  
Museum

2ft gauge, ½ mile.  
Threlkeld, Cumbria.  
Tel: 01768 779747.

Closed for winter.

### West Lancashire Light Railway

2ft gauge.  
Hesketh Bank, Lancs.  
Tel: 01772 815881.  
Reopening April 3.

## NORTH EAST

### Aln Valley Railway

Standard gauge, 1½ miles.  
Alnwick, Northumberland.  
Tel: 0300 030 3311.

Reopening April.

### 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: Site tours and workshop  
demonstrations end of March.

### Cleethorpes Coast Light Railway

15in gauge, two miles.  
Cleethorpes, North East Lincolnshire.  
Tel: 01472 604657.

Reopening February 12.

### Derwent Valley Light Railway

Standard gauge, ½ mile.  
Murton, near York.  
Tel: 01904 489966.  
Open: Suns & B/Hs Easter-September.

### Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.  
Embsay, North Yorks.  
Tel: 01756 795189.  
Running: January 23, 30.  
Fish & Chip Special January 22,  
Curry Express January 29. Suns in  
February plus Afternoon Teas February  
22-26.

### Heatherslaw Light Railway

15in gauge, two miles.  
Ford Forge, Northumberland.  
Tel: 01890 820244.

Closed for winter – reopening in spring.

### Keighley & Worth Valley Railway

Standard gauge, five miles,  
footplate experience, wine and dine.  
Haworth, West Yorks,  
BD22 8NJ.  
Tel: 01535 645214.

Running: W/Es in January and February,  
plus February 21-25.

### Lincolnshire Coast Light Railway

2ft gauge.  
Skegness, Lincs.  
Tel: 07407 500884.

Reopening June 2.

### Lincolnshire Wolds Railway

Standard gauge, 1½ miles.  
Ludborough, Lincolnshire.  
Tel: 01507 363881.

Reopening April 15.

### Middleton Railway

Standard gauge, 1½ miles.  
Hunslet, Leeds.  
Tel: 0845 680 1758.

Reopening April 2.

### North Bay Railway

20in gauge, 7/8 mile.  
Scarborough, North Yorks.  
Tel: 01723 368791.

Running: TBA.

### North Tyneside Railway

Standard gauge, two miles.  
North Shields.  
Tel: 0191 277 7135.

Running: February half-term

(dates TBA).

### North Yorkshire Moors Railway

Standard gauge, 18 miles.  
Grosmont, North Yorks.  
Tel: 01751 472508.

Running: 2022 season starts April 4.

### Tanfield Railway

Standard gauge, three miles.  
Near Gateshead, Tyne & Wear.  
Tel: 07508 092365.

Running: February 20, 27, March 6.

### 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.

Running: TBA.

### Whistlestop Valley Railway (Kirkstall)

15in gauge, four miles.  
Huddersfield, West Yorks.  
Tel: 01484 865727.  
Running: February 12/13, 19-27, March  
4-7, 12/13, 18-21, 25-28.



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## Yorkshire Wolds Railway

Standard gauge, 1,000ft.  
Fimber, East Yorkshire.  
Tel: 01377 338053.  
Open: Every Sunday and bank holiday from April 17.

## WALES

### Bala Lake Railway

2ft gauge, 4½ miles.  
Llanuwchllyn, Gwynedd.  
Tel: 01678 540666.  
Running: February 17 & 19-27.

### Barry Tourist Railway

Standard gauge, two miles.  
Barry, Vale of Glamorgan.  
Tel: 01446 748816.  
Running: April 16/17 and every Sat/Sun afterwards.

### Brecon Mountain Railway

1ft 11¾in gauge, five miles.  
Pant, Mid-Glamorgan.  
Tel: 01685 722988.

### Reopening February/March. 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: Reopening at Easter.

### Fairbourne Railway

12¼in gauge, two miles.  
Fairbourne, Gwynedd.  
Tel: 01341 250362.

Reopening February 19.

### Ffestiniog Railway

2ft gauge, 13½ miles.  
Porthmadog, Gwynedd.  
Tel: 01766 516000.

Running: April 23 'The Snowdonian'.

### Gwili Railway

Standard gauge, four miles.  
Bronwydd Arms, Carmarthenshire.  
Tel: 01267 238213.

Running: TBA.

### Llanberis Lake Railway

2ft gauge, three miles.  
Llanberis, Gwynedd.

Tel: 01286 870549.

Running: Easter Egg Hunt April 16-18.

### Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile.  
Cynheidre, Carmarthenshire.  
Tel: 07956 082305.

Running: Mixed Traction Gala March 26.

### Llangollen Railway

Standard gauge, 10 miles.  
Llangollen, Denbighshire.  
Tel: 01978 860979.

Running: February 19/20, 23-27, Fris-Suns in March plus Thursday 31.

### Pontypool & Blaenavon Railway

Standard gauge, 3½ miles.  
Blaenavon, Torfaen. Tel: 01495 792263.

Reopening April.

### Rhyl Miniature Railway

15in gauge. Rhyl, North Wales.  
Tel: 01352 759109.

Running: TBA.

### Snowdon Mountain Railway

800mm gauge, 4½ miles.  
Llanberis, Gwynedd.  
Tel: 01286 870223.

Running: Reopens April 1.

### Talylllyn Railway

2ft 3in gauge, 7½ miles.  
Tywyn, Gwynedd. Tel: 01654 710472.

Running: February 19-27, W/Es in March.

### Teifi Valley Railway

2ft gauge, ½ mile.  
Henllan, Ceredigion, SA44 5TD.  
Tel: 01559 371077.

Running: TBA.

### Vale of Rheidol Railway

1ft 11¾in gauge, 12 miles.  
Aberystwyth, Ceredigion.  
Tel: 01970 625819.

Running: TBA.

### Welsh Highland Heritage Railway

2ft gauge, one mile.  
Porthmadog, Gwynedd. Tel: 01766 513402.

Reopening Easter.

### Welsh Highland Railway

2ft gauge, 26 miles.  
Caernarfon, Gwynedd. Tel: 01766 516000.

Running: April 23 'The Snowdonian'.

### Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.



BR Standard 4MT 2-6-4T No.80078 approaches Wymondham Abbey on April 30, 2021. IAN MCDONALD/MNR

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: February 19/20, 22-24, 26/27.

## SCOTLAND

### Bo'ness & Kinneil Railway

Standard gauge, five miles.  
Bo'ness, West Lothian.  
Tel: 01506 825855.

Running: TBA.

### Caledonian Railway

Standard gauge, four miles.  
Brechtin, Angus. Tel: 01356 622992.  
Open: Brechtin station coffee shop  
Weds-Sats.

### Doon Valley Railway

Standard gauge.  
Dunaskin, Ayrshire.

Open: TBA.

### Keith & Dufftown Railway

Standard gauge, 11 miles.  
Dufftown, Banffshire.  
Tel: 01340 821181.

Running: April 15-18 (Easter Bunny  
Weekend).

### Lathalmond Railway Museum

Standard gauge, ½ mile.  
Scottish Vintage Bus Museum,  
Lathalmond, nr Dunfermline.  
Tel: 07379 914801.

Running: TBA.

### Leadhills & Wanlockhead Railway

2ft gauge, ¾ mile.

Leadhills, South Lanarkshire.

Reopening Easter.

### Royal Deeside Railway

Standard gauge, 1¼ miles.  
Banchory, Kincardineshire.  
Tel: 01330 844416.

Running: TBA.

### Strathspey Railway

Standard gauge, 10 miles.  
Aviemore, Inverness-shire.  
Tel: 01479 810725.

Reopening mid-February.

## IRELAND

### Downpatrick & County Down Railway

5ft 3in gauge.  
Downpatrick, Co. Down.  
Tel: 028 4461 5779.

Running: TBA.

### Railway Preservation Society of Ireland

5ft 3in gauge.  
Whitehead, Co. Antrim.  
Tel: +44 28 9358 6200.

Open: Museum open Thurs to Sat.

Running: TBA.

The details in this list were correct at the time of going to press. We strongly advise that you confirm details with the venue concerned. Pre-booking is often essential.

TBA = To Be Announced

## Railway Museums

### Beamish

The Living Museum of the North, County Durham. Open: W/Es plus February 19-27, then Weds-Suns from February 28.  
Tel: 0191 370 4000.

### Coleford GWR Museum

Coleford, Gloucestershire.  
Open: Fridays and Saturdays.  
Tel: 01594 832032/833569.

### Colonel Stephens Railway Museum

Tenterden station, KESR.  
Open: 12.30pm to 4.30pm on KESR operating days.  
Tel: 01580 765155.

### Crewe Heritage Centre

Vernon Way, Crewe.  
Open: March 12.  
Tel: 01270 212130.

### Donegal Railway Heritage Centre

Donegal. Open: Daily April-September.  
Tel: 00353 (0) 749722655.

### Head of Steam

North Road Station, Darlington.  
Open: Wed-Sun and Bank Holidays.  
Tel: 01325 405060.

### Irchester Narrow Gauge Railway Museum

Irchester, Northamptonshire.  
Open: Suns.  
Tel: 01604 675368.

### Leeds Industrial Museum

Armley Mills, Leeds.  
Open: Tues-Suns.  
Tel: 0113 378 2097.

### Locomotion: The National Railway Museum, Shildon

Co Durham.  
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Tel: 033 0058 0058.

### London Transport Museum

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Tel: 0343 222 5000.

### Manchester Museum of Science & Industry

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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.

### Penrhyn Castle Railway Museum

Bangor, Gwynedd.  
Open: TBA.  
Tel: 01258 353084.

### Rail Story

Ingrow, West Yorks.  
Open: Carriage Works daily, Engine Shed Tues-Suns.  
Tel: 01535 690739 or 01535 680425.

### Railworld Wildlife Haven

Peterborough.  
Open: TBA.  
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

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Wales & The Marches A Steam Miscellany has been compiled largely from previously unseen footage entirely taken by the late Ellis James-Robertson from Worcester. We begin at Bangor on 7 April 1961 before a move to South Wales for a visit to the Swansea & Mumbles Railway; the first passenger carrying railway in the World with both colour and monochrome film. Ellis travelled on the SLS 'Farewell to the Cambrian Railways' rail tour that ran on 17 January 1965. Then continuing along the Central Wales route from Swansea Victoria via Gwenton South, Pontardulais, Llandovery, Cynghordy Viaduct, Builth Road, Llandrindod Wells, and Knuckles Viaduct to Craven Arms. There is also excellent coverage; filmed from 7 April 1964, of the freight-only 14xx-worked branch from Leominster to Kington and Presteigne; Ellis travelling on the locomotive to and from Presteigne. Great Western enthusiasts will thoroughly enjoy this. We visit the old Carnarvonshire Railway north from Afon Wen with all-steam action at Chwilog, Llangybi, Nyns, and Brynkir including double-headed summertime specials. Ellis also filmed the last inbound freight train to Lydbrook Junction from Gloucester via Ross-On-Wye and Kerne Bridge. The time period for the majority of the film is between about 1960 and 1966. Motive powers includes: 14xx, 2251, 28xx, 57xx, Hall, 78xx, 94xx, MR 0-4-0 Dock Tank, 412xx, Fairburn 2-6-4T, Black 5, 465xx, Royal Scot, 48xxx, 73xxx, 75xxx, 80xxx, and 82xxx. Filmed mostly in colour, a commentary plus sound track complement this nostalgic look at the last years of steam across Wales and The Marches.

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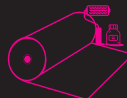


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# Your lighter takes

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## A final note for the double-headed 9F (or 8F) discussion



THANK you for all your replies in the last couple of issues regarding double-headed 9Fs in BR days. As a final footnote (or perhaps not?), David Mitchell remarkably supplied another

photograph of the very same train recorded by David Smith of Sheffield on June 23, 1967, as detailed in the last issue. He confirms the identities of the two locomotives as ex-Crosti-boilered 9F

No. 92021 and conventional classmate No. 92159, his picture of the lengthy tanker train being taken as it departed from Neville Hill yard in Leeds. He points out, however, that

technically these were not both 9Fs, for the rebuilt Crostis were downgraded to power class 8F following the removal of their unsuccessful preheaters.

## Did No. 3802 work on the GC in BR days as well?

SOMEWHAT overshadowed by single-chimney 9F No. 92134 at the Great Central Railway's October gala was the other star guest engine – GWR 2884 2-8-0 No. 3802. However, Steve Andrews of Sinfyn, Derby, who co-owns No. 3802 with Nick Gilbert, wrote to us with another request for information.

"I have read your Lighter Takes article (issue 287) about No. 92134 on the Great Central Railway at its autumn steam gala. No one does a gala as good as the GCR; there's always too much to take in and see, best of all viewed from the Tin Shed Bar, with a pint in hand.

"With No. 3802 being a Banbury shed locomotive, I went to the trouble of getting an 84C shedplate cast and fitted. I was hoping that some information or pictures would

turn up of No. 3802 running on the GCR to Woodford Halse or beyond, or on that wonderful railway to Kingham and Cheltenham.

"We have quite a list of work to carry out on No. 3802 after Christmas, with tyre turning being carried out by our friends at West Coast Railway Co. We will overhaul the vacuum cylinders, repin and rebush the locomotive's brake gear, and upgrade the cab fittings; I have already fitted stainless steel valve seats to the whistle valves.

"We will carry on supporting the Llangollen Railway to make sure that we can run a steam locomotive – the volunteers and staff have worked hard on No. 3802 and provided much support, as we have for their locomotives out on hire."



GWR 2884 2-8-0 No. 3802 departs from Loughborough with the 'Windcutter' mineral wagons during its visit to the Great Central Railway's steam gala on October 3. Steve Andrews and Nick Gilbert, the owners of the locomotive, would be interested to know if it ever worked over GC metals in BR days, during its time allocated to Banbury shed. ALAN WEAVER

### NEXT ISSUE

#### Issue 290 out February 18

Part two of Mark Smithers' history of the Quarry Hunslet 0-4-0ST - one of the most famous narrow gauge steam locomotive classes of all.

### PLUS

#### GCR WINTER GALAS

Full coverage of two galas at the Great Central Railway in January, with two very different Pacifics - *Tornado* and *257 Squadron*.



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### OO Gauge (1:76 Scale)

Dapol - Steam locos



4S-041-006 Class 5101 'Large Prairie' 2-6-2T 4134 in BR lined green early emblem ..... £119.60



4S-041-003 Class 5101 'Large Prairie' 2-6-2T 5108 in GWR green shirtbutton emblem ..... £119.60



4S-041-001 Class 5101 'Large Prairie' 2-6-2T 5109 in GWR green Great Western lettering ..... £119.60



4S-041-004 Class 5101 'Large Prairie' 2-6-2T 5150 in GWR green GWR lettering ..... £119.60  
 4S-041-004D Class 5101 'Large Prairie' 2-6-2T 5150 GWR green GWR lettering - DCC fitted ..... £146



4S-041-005 Class 5101 'Large Prairie' 2-6-2T 5190 in BR black BRITISH RAILWAYS lettering ..... £119.60  
 4S-041-002 Class 5101 'Large Prairie' 2-6-2T 6129 GWR green Great Western lettering ..... £119.60  
 4S-041-007 Class 5101 'Large Prairie' 2-6-2T 6167 in BR lined green late crest ..... £119.60

### Hattons Originals - Steam locos



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (RRP £99) ..... BARGAIN ..... £84



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (RRP £99) ..... BARGAIN ..... £84  
 H4-P-014 SECR P Class 0-6-0T 5753 in ROD green (RRP £99) BARGAIN ..... £84

### Heljan - Steam locos



266221 Beyer Garratt 2-6-0 0-6-2 47971 in BR black no emblem and revolving coal bunker ..... £212

### Hornby - Steam locos



R3864 Class 4000 Star 4-6-0 4003 'Lode Star' in GWR green ..... £178

### OO9 Narrow Gauge

Heljan - Steam locos



R3866 Class 7P6F 'Bulleid Battle of Britain' 4-6-2 34051 'Winston Churchill' in BR green late crest ..... £217



R3766 Class B2 Peckett 0-6-0ST 1426 in National Coal Board green ..... £108



R3825 Class W4 Peckett 0-4-0ST 614 in grey - Centenary Year Ltd Ed ..... £108



R3834 Thompson Class A2/3 4-6-2 60512 'Steady Aim' in BR green early emblem ..... £188

### Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 'Flying Scotsman' loco in LNER green and three Gresley teak coaches ..... £157



R1214 East Coast Express starter train set ..... £157.50

### Coaches



GWRCoachPackB Collett 57' Non-Corridor 2-pack in GWR chocolate & cream (includes 2 x R4876) (RRP £107.98) ..... BARGAIN ..... £62



GWRCoachPackE Collett 57' Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (RRP £215.96) ..... BARGAIN ..... £119

### Oxford Rail - Steam locos



OR76J27001 Class J27 0-6-0 1010 in LNER black ..... £94



OR76J27004 Class J27 0-6-0 1214 in LNER lined black ..... £94



OR76J27003 Class J27 0-6-0 65817 in BR black late crest ..... £94

### OO9 Narrow Gauge

Heljan - Steam locos



9963 Lynton & Barnstaple 2-6-2T 190 'Lyd' in Southern Railway green - as preserved (RRP £219.95) ..... BARGAIN ..... £154



9962 Lynton & Barnstaple 2-6-2T 30190 'Lyd' in BR lined black early emblem (RRP £219.95) ..... BARGAIN ..... £154



9960 Lynton & Barnstaple 2-6-2T E188 'Lew' in Southern Railway green (RRP £219.95) ..... BARGAIN ..... £154



9954 Lynton & Barnstaple 2-6-2T E759 'Yeo' in Southern Railway (RRP £209.95) ..... BARGAIN ..... £130

### Peco Products - Wagons



GR-240BO 8 ton L&B bogie goods brake van 14 in Lynton and Barnstaple brown ..... £31.50



GR-240AO 8 ton L&B bogie goods brake van 5 in Lynton and Barnstaple grey ..... £31.50



GR-241AC 8 ton L&B bogie goods brake van 56039 in Southern Railway brown ..... £31.50

### O Gauge (1:43 Scale)

Dapol - Steam locos



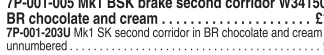
7S-006-001S Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted ..... £340



7S-007-007 Class 57xx 0-6-0PT pannier 9669 in BR black late crest ..... £206.75



7P-001-005U Mk1 BSK brake second corridor BR chocolate and cream - unnumbered ..... £175.07



7P-001-203U Mk1 SK second corridor in BR chocolate and cream - unnumbered ..... £175.07

### OO Gauge (1:76 Scale)

Hattons Originals - Coaches



7P-001-203 Mk1 SK second corridor W24164 in BR chocolate and cream ..... £175.07

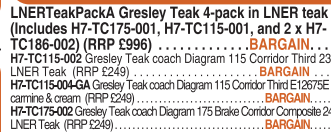
### Hattons Originals - Coaches



LNERTeakPackC Gresley Teak 3-pack in BR carmine and cream (includes 2 x H7-TC186-003-GA and 1 x H7-TC186-004-GA) (RRP £747) ..... BARGAIN ..... £509



LNERTeakPackA Gresley Teak 4-pack in LNER teak (includes H7-TC175-001, H7-TC115-001, and 2 x H7-TC186-002) (RRP £996) ..... BARGAIN ..... £599



H7-TC115-002 Gresley Teak coach Diagram 115 Corridor Third 23896 in LNER Teak (RRP £249) ..... BARGAIN ..... £179

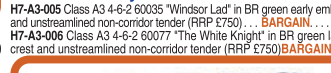


H7-TC115-004-GA Gresley Teak coach Diagram 115 Corridor Third E1267SE in BR carmine and cream (RRP £249) ..... BARGAIN ..... £179



H7-TC175-002 Gresley Teak coach Diagram 175 Brake Corridor Composite 24068 in LNER Teak (RRP £249) ..... BARGAIN ..... £179

### Heljan - Steam locos



H7-A3-005 Class A3 4-6-2 60035 'Windsor Lad' in BR green early emblem and unstreamlined non-corridor tender (RRP £750) ..... BARGAIN ..... £579



H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (RRP £750) ..... BARGAIN ..... £579



H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined corridor tender (RRP £750) ..... BARGAIN ..... £579



H7-A3-004A Class A3 4-6-2 unnumbered single chimney, banjo dome and unstreamlined corridor tender in BR Express blue 1943-1952 (RRP £750) ..... BARGAIN ..... £579



H7-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender (RRP £750) ..... BARGAIN ..... £579



H7-A4-002 Class A4 4-6-2 4468 'Mallard' in LNER Garter blue streamlined non-corridor tender (RRP £750) ..... BARGAIN ..... £579



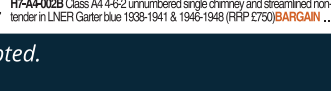
H7-A4-002 Class A4 4-6-2 4468 'Mallard' in LNER Garter blue streamlined non-corridor tender in LNER Garter blue 1938-1941 & 1946-1948 (RRP £750) ..... BARGAIN ..... £579



H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (RRP £750) ..... BARGAIN ..... £579



H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (RRP £750) ..... BARGAIN ..... £579



H7-A4-007 Class A4 4-6-2 60012 'Commonwealth of Australia' in BR green early emblem and streamlined corridor tender (RRP £750) ..... BARGAIN ..... £579



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A new specialist and comprehensive tram tour to Italy that takes in Milan and Turin's large networks before heading south to Rome and Naples to sample their smaller, but interesting routes. A great way to see Italy and explore its wonderful cities.

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- Travel on the Circumvesuviana narrow gauge line
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- Centrally located hotel
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#### Departs 5 May 2022 - 5 Days from £785pp

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- Ride up the Drachenfels Cog Railway
- Guided tour of the Schloss Drachenburg Villa
- Stay in convenient hotel in culture-rich Bonn
- Time to explore Bonn and Cologne
- Ride on the iconic Schwebbahn suspension railway

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Journey by train to the Black Forest to explore this beautiful part of Germany by train. Stay in the charming resort of Hinterzarten and enjoy unlimited free travel in the region and ride local heritage railways.

- Rail via the picturesque Rhine Valley
- Stay in the charming resort of Hinterzarten
- Unlimited free travel during stay with the Konus Travel Card
- Lineside photography on the Pig's Tail Railway
- Journey by steam on the Kander Valley and Pig's Tail Railway
- Travel on the highly scenic Schwarzwaldbahn

### Rhine Sea to Source ~

#### Departs 21 April 2022 & 6 October 2022 - 14 Days from £3,095pp

This tour begins in the North Sea and follows the River Rhine through impressive scenery by rail to its source in the Swiss Alps. Along our journey we visit sites that wouldn't exist without this waterway. Includes journeys on the Bernina and Glacier Express trains through the Swiss Alps.

- Visit the Dutch Windmills of Kinderdijk, a UNESCO World Heritage Site
- Two scenic river cruises on the Rhine
- Visit to Insel Mainau – The Flower Island
- First class journeys on the Bernina and Glacier Express trains
- Bernese Oberland Excursion
- First class Swiss Travel Pass for unlimited travel on trains, postbuses, lake steamers and many city buses & trains



### Magic of Norway ~

#### Departs 1 June 2022 - 12 Days from £2,920pp

Steep sided fjords, mountains and wide open country are all part of the varied stunning scenery on offer as we travel Norway by train, including crossing the Arctic Circle.

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- Spectacular rail journey across the Arctic Circle

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