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ISSUE 290 February 18 – March 18, 2022

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Ivatt 2MT No. 46521 glints in the frosty morning sun at Swithland reservoir on the Great Central Railway, with a Timeline Events charter on January 12. DON BISHOP

Great Central: The bigger picture

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I cannot recall an event on a heritage line where our mailbox was deluged with the amount of photographs as were submitted during and immediately after the Great Central Railway's January 28-30 winter steam gala, as featured on pages 44-49. The quality of submissions was excellent and selecting those for publication out of the avalanche proved the hardest task of the month. There were sufficient numbers to fill the entire magazine several times over, and those that did not make it were by no means lesser quality pictures by any reckoning. I wholeheartedly thank everyone for sending them in.

The gala had everything going for it: blue skies, a home fleet in fine form backed by two attractive guest engines, a combination of passenger and freight workings at a venue where you can see trains regularly passing on a preserved section of a double-track trunk route, and virtually nothing happening elsewhere in the sector.

The gala, combined with two other events earlier in the month, produced the railway's best-ever January in terms of revenue.

After we closed for press last issue, a £110,000 appeal to finance repairs to the A60 bridge at Loughborough – which carries the main line connection to what is now branded as the Nottingham Heritage Railway – was launched, and we are delighted to report that it raised more than a quarter of that target within the first fortnight.

This structure is as crucial to the future plans of the GCR as bridging the gap over the Midland Main Line and linking both heritage lines, and look again at the huge potential waiting to be unlocked once both schemes are completed.

Imagine that same winter gala, and others, with charter trains visiting from all over the UK, running into Loughborough Central and maybe to Leicester North – surely an enormous boost for the local economy. Ideally placed near the centre of England, the GCR could take off as a choice starting point for regular main line excursions.

Preparations elsewhere are advancing for major celebrations to mark the bicentenary of the Stockton & Darlington Railway, the world's first public steam-hauled line. There are high expectations that the planned series of events will attract a sizeable international audience, not only in person but those watching broadcasts on the small screen from the other side of the globe. We will be reminding them all that it was Britain that gave the self-propelled locomotive to the rest of the world, ushering in the modern age, and it is up to us in the UK to reap the rewards of this publicity by promoting our heritage sector as an overseas visitor destination for years to come.

The double-tracked GCR will then have numerous opportunities to reinforce itself as one of the greatest stages of the heritage sector – in terms of being able to recreate a main line scenario from the golden years of BR steam, complete with period stations, with the future possibility of regular incoming railtours packed with guests from abroad each time.

And of course, completing the link will open up the huge unlocked potential of the Nottingham Transport Heritage Centre at Ruddington.

That winter steam gala proved beyond any doubt that we have everything to play for here.

Robin Jones Editor

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Don Benn looks at some work of No. 34067 *Tangmere*, plus a heavy load behind No. 46240 *City of Coventry* in 1955 and EE Type 4 D288 in 1963.



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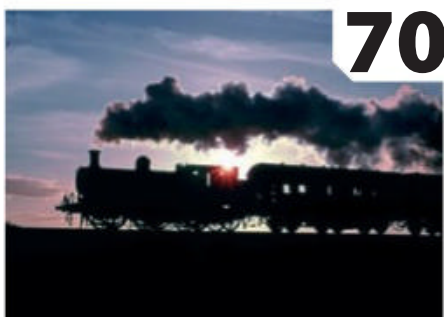
Greatest January for the Great Central!

While most of the heritage sector was fast asleep in a deserving rest after a busy festive season, the Great Central Railway drew in the crowds with three special events – drawing a host of the finest lineside photographers from across the country, with the second-highest takings for a winter gala in the line's history recorded, and its best-ever January income, reports Robin Jones.



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COVER: BR Standard Pacific No. 70000 *Britannia* passes Bewdley South signalbox with its first proper run after overhaul on January 26. JOHN TITLOW



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Take better silhouettes!

Magical at sunrise, marvellous at sunset – silhouettes can be a forgotten side of railway photography, often due to timings and vegetation, which has ruined many locations over the years. John Titlow selects his finest silhouettes from four decades at the lineside.



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Lament for a branch line

In a new publication from Mortons Books imprint Silver Link, the Nostalgia Collection, with the aid of an exhaustive collection of archive photographs, David Hindle tells the story of the Southport branch line which opened in 1882 and closed in 1964.

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Britannia joins FA Cup fever at Kidderminster



BR Standard Pacific No. 70000 *Britannia* runs into Kidderminster station for the BBC1 live coverage of Match of the Day between Kidderminster Harriers and West Ham United on February 5. JOHN TITLOW

By John Titlow and Robin Jones

UNDERGOING testing on the Severn Valley Railway, BR Standard Class 7 Pacific No. 70000 *Britannia* found itself at the centre of FA Cup fever when it was parked next door to Kidderminster Harriers' Aggborough stadium on the morning of the fourth round home clash with premiership outfit West Ham United.

BBC Match of the Day presenter Mark Chapman visited Kidderminster

station on Saturday, February 5, where *Britannia* was on hand to welcome him.

Footplate first-timer

He took the opportunity for a ride on the footplate as *Britannia* set back out of the station with seven Mk.1 carriages.

It was his first time on a footplate and afterwards he commented that he enjoyed it, especially blowing the whistle, saying: "It was hard work!" He said watching the footplate crews

had made him realise how hard they have to work.

Mark talked about his visit when interviewed on the platform before the match by SVR's head of marketing and communications, Lesley Carr. He told her: "This is the beauty of working on the FA Cup – having a ride on a steam loco before the match. Thanks guys for the ride, and at risk of upsetting the West Ham fans, good luck Kidderminster."

When the live BBC1 broadcast began at noon, the opening sequences included drone views from above that were all shot around the SVR station. Mark was a last-minute replacement for former England goal ace and fellow presenter Gary Linker, who tested positive for Covid-19 after feeling unwell while flying back from Cape Town two days earlier.

The game, watched by millions of TV viewers, saw the Harriers – third in the National League North and six tiers and 113 places below West Ham, and beaten by championship side Reading 2-1 in round three on January 8 – deservedly take the lead against their much-higher opponents through Alex Penny after 20 minutes. They were considered to be the better side for long periods, in windy conditions and on a bouncy pitch.

The SVR took the opportunity to offer local supporters and families a place to watch the game.

Large, specially-erected screens were mounted in the station concourse, and the King and Castle

pub become a fan zone. An inflatable penalty shoot-out game and football tables enhanced the fans' enjoyment.

As soon as the 350 free tickets were advertised on social media, they were immediately snapped up on a first-come first-served basis. Doors opened at 10.30am in preparation for the kick-off at 12.30pm.

The bar and cafeteria were open too, selling food and drink and showcasing a new menu featuring loaded fries, waffles, roast pork, and pies. The shop and sweet stall was also open.

Tense game

Back to the match, and West Ham were 1-0 down and seconds away for a humiliating defeat until substitute Declan Rice rescued them with a brilliant 91st-minute equaliser that broke the hearts of not only the Aggborough fans but also the TV audience who got behind the Harriers, longing to see an historic giant-killing feat.

The game went into extra time, again with Kidderminster holding their own against all pre-match odds, and was heading for a penalty shoot-out.

However, fate played another of the cruellest blows possible when Hammers' Jarrod Bowen scored in the first minute of extra time stoppage, to give them a 2-1 victory they hardly merited, if at all.

Nonetheless, it was a game that will surely be talked about for years to come – along with those SVR opening sequences.



Fireman Tom Mills and BBC presenter Mark Chapman on *Britannia* at Kidderminster. JOHN TITLOW

Britannia tested live over Severn Valley Railway metals before making its main line comeback

By John Titlow

AFTER final assembly and testing at Locomotive Services Limited in Crewe during January, BR Standard Pacific No. 70000 *Britannia* and its tender were transported by road on Monday, January 24, to Kidderminster for live testing and running in on the Severn Valley Railway which, closed at the time, made it an ideal test base.

Most locomotive arrivals take place at Bridgnorth but due to the rebuilding of the embankment at Sterns (issue 289), the line is severed between Hampton Loade and Bridgnorth, making that impossible. Instead No. 70000 and tender arrived on January 25 at Kidderminster on two Allely's low-loaders, with a support coach on a third.

Unloaded onto SVR metals where *Britannia* is no stranger, after coupling up a fire was lit the same evening in Kidderminster yard, warming it through gently in preparation for the light engine test runs that took place the same week. Five return workings between Kidderminster and Highley took place on the Wednesday and six on Thursday with the locomotive facing north. Friday saw the locomotive turned but only two returns completed due to a warm bearing on

the main connecting rod. The bearing was removed by block and tackle by the four-member team from Crewe and replacement oil pads fitted.

All bearings were thoroughly checked at Highley, Bewdley and Kidderminster.

Everything went well, so four daily return loaded test runs took place the following week, again between Kidderminster and Highley, from January 31 to February 4.

Swift overhaul

A mix of seven LNWR Heritage Ltd air-braked GWR and Caledonian sleeper carriages that are presently stored at Kidderminster were used, plus a support coach on the front. Having sat in the siding alongside the carriage works for 12-18 months, the carriages had a fitness-to-run examination before use and were tripped to Bewdley on January 26.

Britannia's last railtour took place on August 19, 2020. When running from Crewe, it was failed at Upperby in Carlisle and was towed by diesel back to Crewe. Being near the end of its boiler ticket, the decision was made to overhaul it rather than repair it for a short period.

This remarkably swift overhaul took only 17 months due to the bottom end being in good mechanical order.

Since entering the works, *Britannia* has been completely stripped down, some motion parts overhauled including renewal of bushes and bearings, wheelsets removed for inspection, and repairs and adjustment to horn clearances made. The boiler was removed for a complete retube and the replacement of more than 2000 copper stays for the firebox. The air system, cab, conduits, gauges and pipework were overhauled and a new ashpan was fitted.

TPWSfour (Train Protection & Warning System) apparatus was installed, with upgrades made to the 'black box' data recorder and communication equipment essential for modern main line running.

The tender was stripped to its frames and rebuilt. A new tender tank and accessories were manufactured and fitted on site by LNWRH.

After running around 80 miles a day and covering 670 miles during its stay on the SVR, No. 70000 was rostered to return to Crewe on February 16 under its own power with two Mk1s, one High Speed Train carriage from the SVR, plus a Class 37 or 47 diesel. This movement will be used as a light main line test run.

A fully loaded test was scheduled to take place the following day on the

usual test circuit to Shrewsbury on the 10am path from Crewe.

Close working

Ian Walker, a passed SVR driver and divisional manager, and the mechanical head of steam locomotive engineering steam at LNWRH, drove throughout the tests, apart from one day when an SVR representative was on the footplate – highlighting the close relationship between the SVR and LNWR. All staff on the steam restoration side from Crewe took turns on the footplate.

At Crewe, *Britannina* will be fully repainted in lined Brunswick Green and from the end of March will join the Locomotive Services Ltd fleet of operational locomotives alongside LMS 4-6-0 No. 46100 *Royal Scot*, LMS 'Black Five' No. 45231 *Sherwood Forester* and SR West Country light Pacific No. 34046 *Braunton*. *Britannia's* first main line tour could now be as early as April.

With its successful return to steam, No. 60532 *Blue Peter* is next in line for the Crewe treatment. The aim is to get No. 60532 back on the main line as soon as possible, which could be toward the end of the year or early next. This will be yet another icon returning to steam, and the achievements from LNWRH Ltd in Crewe continues.

GWR *Pitchford Hall* put on the market

EXCLUSIVE

By Owen Hayward

JUST over a decade since it was last sold and less than three years after returning from its most recent overhaul, GWR 4-6-0 No.4953 *Pitchford Hall* has been offered for sale by owner and Epping Ongar Railway managing director Roger Wright.

Following a recent review of EOR operational requirements, it was decided that 1932-built No. 4953 was considered excessive for the six-mile branch – of which only 3½ miles is between the line's two stations.

Rolling stock manager Tony Goulding said: "At the time, and with not much else on the market, its purchase secured a steam presence for the line, and it was felt *Pitchford Hall* would also make an ideal flagship locomotive for the railway's reopening in 2012. However, while more than capable of tackling our steep gradients, it is rather overpowered for the length of line we operate."

No.4953, currently in BR-lined black livery, was bought from Dr John Kennedy in late 2011, along with GWR large prairie No.4141, after which it moved from the Great Central Railway to the Epping Ongar's North Weald base to launch the fledgling heritage line's return to steam services in



GWR 4-6-0 No. 4953 *Pitchford Hall* climbs the gradient away from North Weald during the Epping Ongar Railway's autumn steam gala last year. OWEN HAYWARD

May 2012. It operated until midway through 2013 when it was withdrawn for an overhaul contracted out to Locomotive Maintenance Services Ltd, Loughborough. Work included, among the usual overhaul necessities, a new main driving axle, complete replacement of the firebox stays, and a new backhead and front tubeplate.

Returning to steam in October 2019, it underwent running-in trials at the GCR before returning to North Weald for Santa specials that December. With the pandemic disrupting services in 2020 and 2021, it has seen less than 100 days of steaming since completion. This includes galas at the GCR in January 2020 and the Severn Valley Railway

in September last year. The recent arrival of two RSH 0-6-0STs 'Uglies' in Nos. 56 and 63 from Ruddington will mean that, once overhauled, the EORE will not be without sufficient steam power. No.4141 is also undergoing overhaul, with the boiler at LMS Ltd and the rolling chassis is being worked on in-house at North Weald. Bill Parker's London Transport-liveried small prairie L150 (5521) is on loan to the EOR, which celebrates its 10th anniversary of steam operations this year. Double-chimneyed Standard 4MT No.75069 will be visiting from the SVR for the May 27-29 event.

Parties interested in *Pitchford Hall* can email: tonygoulding@eorailway.co.uk

A4 Sir Nigel Gresley set for Severn Valley

AT LNWR Heritage at Crewe, A4 Pacific No. 4498 *Sir Nigel Gresley*, still carrying wartime black livery, is being worked on by the Gresley Society and is in an advanced stage of completion.

Negotiations yet to be finalised are taking place between the Severn Valley Railway and LNWRH regarding running in.

On January 31, No. 4498 passed its hydrologic boiler test, resetting its boiler clock. If all goes well, the locomotive could be tested on the SVR in late or February or March but will have to clock up about 1000 miles, which is higher than *Britannia* because it has not run for such a long time due to the more in-depth overhaul it has received.

A possible train with the SVR teak carriages is presently being considered.

Locomotive Services (TOC) Ltd will be responsible for its main line operation when it returns with the society supporting it.

Top national award for Great Western Society and Didcot

By Robin Jones

THE Great Western Society has scooped the Heritage Railway Association's Interpretation award for 2022.

The annual award, sponsored by *Heritage Railway* magazine, has been given for 60 years of excellence for the society's ever-expanding collections of exhibits, ranging from its locomotives and rolling stock collection down to museum display and railway relics and extensive photographic archive, plus the activities of the education team and individual attractions such as the Swindon signalling panel, the genuine Second World War air raid shelter and the re-enactors team.

As highlighted in our special 60th anniversary special feature in issue 282, the venue, which houses the biggest collection of historic rolling

stock from any railway company in the world, had its beginnings in 1961 when four teenage enthusiasts, disappointed by the omission of a GWR Collett 0-4-2T from plans to set up the National Collection of locomotives, decided to buy on of their own, and formed the 488XX Preservation Society. This became the GWS, and three years later they bought No.1466 from BR for £750, and matching auto trailer No. 231 followed.

Evolved

In 1967, the society moved into Didcot locomotive depot, and in the decades that followed evolved it into a unique showcase for the multi-faceted products of the Swindon empire, with two running lines and a dual-gauge section which allows Brunel 7ft ¼in gauge stock to be run. There is even a section of

vacuum piping from Brunel's short-lived South Devon atmospheric railway on prominent display.

Not only is the centre a fount of knowledge and discovery both for enthusiasts and the general public alike, but it has an education team of around a dozen volunteers at any one time tasked with teaching adults or children about the GWR and key events in its history.

School activities are aimed at all ages, from nursery through to senior school pupils and to young volunteers and apprentices. For instance, the centre's Second World War evacuation days see the team educate children using its own classroom disguised as a railway carriage and the air raid shelter.

As part of the day the children are 'evacuated' to the country on board a steam train where volunteers meet

the train and talk to the children about what would have happened during 1940.

Filled the gaps

Not only has the society amassed the huge collection of rolling stock, but it has also used its resources to fill missing gaps in the GWR story, such as the building of a new Saint 4-6-0 No.2999 *Lady of Legend*.

The rest of the winners of the Heritage Railway Association 2022 Annual Awards, which invited nominations for 10 categories covering all aspects of the preservation, will be announced on Saturday, March 19. A full awards presentation evening will be held at the Burlington Hotel near Birmingham New Street station, subject to any unexpected coronavirus related restrictions.

For tickets visit www.hra.uk.com

Restored *Pendennis Castle* runs for the first time

SATURDAY, February 5, marked another milestone in the 22-year restoration of repatriated GWR 4-6-0 No.4079 *Pendennis Castle* when it ran for the first time since the start of its marathon restoration at Didcot Railway Centre.

In 1977, the late Sir William McAlpine sold No. 4079 to Western Australia mining company Hamersley Iron for use by enthusiasts among its workforce who formed the Pilbara Railways Historical Society.

However, it made its final run Down Under in October 1994, after which its boiler certificate expired, and when Hamersley decided not to fund repairs, it was decided to find a new

home for it and the Great Western Society was chosen.

It arrived in the UK at Royal Portbury Dock near Bristol on July 8, 2000, and the locomotive underwent the first of its steam tests on August 13.

However, it did not run until February 3 when, during an open day at Didcot, a gathering of volunteers who had worked on its restoration under project manager Drew Fermor was assembled to watch it in action.

While a number of minor snags were noticed, No. 4079 is now booked for its formal launch into traffic at Didcot on April, 2. Sir William's widow Lady Judy McAlpine has agreed to attend.



Above: GWR 4-6-0 No.4079 *Pendennis Castle* running again at Didcot Railway Centre on February 5.

Left: The team which restored *Pendennis Castle* to running order.

BOTH IMAGES – FRANK DUMBLETON



Group appealing for help in raising £15k for 'essential' Llangollen crane

A GROUP formed to save a 1943-built 500 tonne Cowans Sheldon crane following the financial collapse of the Llangollen Railway plc last March has launched a £15,000 appeal to buy it.

The enforced auction of plc assets saw Sandbach Commercial Dismantlers Ltd (SCD) buy the crane, London Midland Region No. RS1085/45, for scrap.

It has been resident at Llangollen since withdrawal and used for many locomotive boiler lifts, but during last-minute discussions with SCD owner Alastair Boote, it emerged that his father had been a BR fireman at Alsager depot for 40 years.

Alastair said: "I could see just how devastated the people at Llangollen were and how hard they were working to keep the railway going. Dad would not have wanted to see the railway lose such a valuable asset." He then agreed to allow the Llangollen railway Trust to continue to care for and use the crane while repurchasing it over a 10-year term.

So far, £6000 has been donated



The Cowans Sheldon crane at Llangollen, which was built in 1943 for the War Department. LRT

by well-wishers and sales of scrap to SCD have raised another £3000, but another £15,000 is needed.

Llangollen Railway chief mechanical engineer Andy Maxwell said: "Our 50T crane remains in good and fully operational condition. It is of considerable value to the railway and will be required regularly in 2022."

"We have boiler lifts to carry out on residents GWR pannier No. 7754, 4575, 2-6-2T No. 5532 and BR Standard 4MT 2-6-4T No. 80072.

Infrastructure work that the trust's smaller 12t crane cannot handle can also be tackled in-house without the need to hire-in a road-based crane at considerable cost."

→ To donate online, contact fundraising manager Paul Bailey at paulbaileywincham@yahoo.co.uk or 01490 450271. Cheque can be made payable to 'Llangollen Railway Trust Ltd' and marked fao Paul Bailey, c/o Llangollen Railway, The Station, Abbey Road, Llangollen LL20 8SN..

Bennerley viaduct reopens following £1.7m refurbishment

GRADE II* listed GNR Bennerley viaduct, which links Ilkeston in Derbyshire with Awsworth in Nottinghamshire, has opened to walkers and cyclists following a £1.7 million refurbishment.

At over a quarter of a mile long, the 1877-built structure above the valley of the River Erewash is the longest wrought iron viaduct in the country.

Part of the GNR's Derbyshire Extension, built to exploit the coalfields in both counties, it was closed in the Beeching cuts of 1968, and had been in disrepair ever since.

BR tried on several occasions to have it demolished, but the cost was said to be too high. Known as the 'Iron Giant', it was sold to conservation group Railway Paths Ltd in 2001.

The only UK structure on the 2020 World Monuments Watch list



Historic England considers Bennerley viaduct to be a "stunning example of the genius of British engineering". MATTHEW BLACK

– compiled by the New York-based private non-profit organisation World Monuments Fund which calls international attention to cultural heritage around the world that is threatened by neglect, vandalism, conflict, or disaster – the viaduct is also on the Heritage at Risk register published by Historic England.

Small stages of restoration began in mid-2014, and restoration work to create a public walkway with new decking to join into a network of

existing public paths started in 2020.

The Railway Heritage Trust provided £560,000 towards the project, backed by the Friends of Bennerley Viaduct group.

Trust director Andy Savage said: "We've been trying to find a use for Bennerley viaduct since we started in 1985 and it has proved immensely difficult. Eventually Railway Paths Ltd and the local community have done that. It's absolutely brilliant."

The viaduct reopened on January 13.



The Lynton & Barnstaple Railway has become the latest narrow-gauge line to replace life-expired traditional wooden sleepers with sleepers made from recycled plastic which should last much longer. At the end of January, volunteers from all over the country descended on Woody Bay station for a working weekend to lay the first plastic sleepers underneath two sets of points in the station and a short section down the line. The plastic sleepers on the right in the photograph, seen being laid under the points, are an inch thicker than the old wooden sleepers stacked up in the foreground. TONY NICHOLSON

IN BRIEF

→ THE Dean Forest Railway's April 23-24 DMU gala will feature 1956-built Derby lightweight 'bubblecar' No. 79900 *Iris*, visiting from the Ecclesbourne Valley Railway.

→ THE Lynton & Barnstaple Railway, which reopens on April 2, will hold its spring gala on May 14-15. The autumn gala will take place on September 24-25.

→ MAKING its first-ever visit to the heritage line, LMS 4-6-2 No. 6233 *Duchess of Sutherland* was due to haul a Nene Valley Railway service on Sunday, February 13, after being stabled overnight at Wansford inbetween main line services.

→ PRIME Minister Boris Johnson reaffirmed plans to reopen the closed line between Fleetwood and Poulton after an initial pledge in autumn 2019. Speaking during his February 3 visit to Blackpool, he said that the government remained behind the scheme and discussions were continuing.

→ THE Wensleydale Railway is offering schools free educational visits to the line. On those dates pupils can see what life was like on the Northallerton to Hawes line during the 1920s through hands-on experience and enquiry-based workshops, plus visits to the Grade II listed station house at Leeming Bar.

Works train hits crossing gates at Ecclesbourne

AN investigation is underway after an engineer's works train collided with the gates at Gorsey Bank level crossing near Wirksworth on the Ecclesbourne Valley Railway.

The train, headed by Class 33 No. 33013, damaged the gates and entered the public road during the incident at 10am on Thursday, January 27. No injuries were reported.

The incident is being investigated by the Rail Accident Investigation Branch and the Office of Rail & Road.

The line's commercial director Tom Tait said: "We are shocked that this incident took place and are working with the RAIB and ORR to investigate its causes and take action to prevent a recurrence. We are proud of our team who acted promptly to secure the scene of the incident, ensure all involved were safe and contacted the relevant authorities without delay."

GWR No.3803 comes home following sale to Dartmouth

By Robin Jones

THE Dartmouth Steam Railway has boosted its fleet with the purchase of GWR 2884 class heavy freight 2-8-0 No. 3803 from its neighbour, the South Devon Railway.

The acquisition finally brings No. 3803 to the line for which it was originally restored from Barry scrapyard condition.

The sale also includes the frames of 1918-built 28XX 2-8-0 No. 2873 which was bought from Dai Woodham's scrapyard as a source of spare parts.

The SDR is using the proceeds to invest in restoration and overhaul projects on the railway's home fleet.

Outshopped from Swindon in January 1939, No. 3803 spent most of its time working round the GWR system on heavy freight trains, being shedded first at Tyseley, then Banbury, Southall, and Cardiff Canton, before ending its BR days at Severn Tunnel Junction.

Saved from scrap

After a service life covering 726,770 miles, it was withdrawn in July 1963 and sent to Woodham's scrapyard in Barry. Rescued in November 1983, No.3803 came to Buckfastleigh where, after a lengthy overhaul, it returned to steam in 2005.

However, No. 3803 saw relatively little use on the SDR but spent 2011 to 2014 on hire to the Battlefield Line, after offers for its sale were first invited. It was taken out of service in 2015.

SDR's general manager, Ernest Elsworth-Wilson, said: "This is very



GWR 2884 heavy freight 2-8-0 No. 3803 at Buckfastleigh. SDR

much the right thing for us to do. When No. 3803 was bought from Barry scrapyard, it was destined for service on the steeply-graded Paignton to Kingswear line, when both lines were under the same Dart Valley Railway ownership.

"It is going to the line it was originally intend for, which is very good news indeed.

"In the meantime, we have earmarked the proceeds from its sale for a number of projects that will see more of our home fleet returned to steam."

Dartmouth Steam Railway managing director John Jones said: "We are delighted to have secured No. 3803, which we are looking forward to returning to steam in the not too distant future.

Homecoming

"It has been well looked after and is ideally suited to our line; it will make light work of even our heaviest trains. Given that it was purchased with the aim of working here, to a great extent the locomotive is finally coming home!"

Richard Elliott, a former general manager who was instrumental in the purchase of Nos. 3803 and 2873 from Barry scrapyard, added: "No. 3803 will now get to work on the line for which it was intended and our members will be able to enjoy seeing it working hard for its living. We are pleased that the funds realised will be applied to important capital projects on the SDR."

No. 2873 is an original version of GJ Churchward's 2-8-0 with inside steam pipes rather than the Charles Collett 2884 version, of which No. 3803 is an example.

Tributes are paid to internationally-renowned steam man Shaun McMahon and his work

THE worldwide heritage sector has been mourning the passing of renowned engineer Shaun McMahon, who played an important role in improving the efficiency of steam locomotives over the last four decades.

Born in Manchester in 1964, Shaun began his railway career 20 years later on the Ffestiniog Railway as a trainee technician engineer, under works manager Phil Girdlestone – the beginning of a friendship that continued until Phil's death in 2016.

Shaun was responsible for setting up and the subsequent running of the Ffestiniog Railway Heritage Group, in conjunction with the Ffestiniog Railway Society and Ffestiniog Railway Trust.

In 1989 he moved to the Vale of Rheidol Railway and became heavily

involved in boiler water treatment schemes on various UK preserved lines.

In partnership with Nigel Day, he carried out a number of successful locomotive redraughting. They were responsible for the initial development of an experimental trough-type oil burner, later implemented, for the Snowden Mountain Railway.

On the Welshpool & Llanfair Light Railway, they fitted all locomotives with Lempor exhausts hidden within the original outline of the chimneys, reducing coal consumption by 10% and increasing power by 16%.

In 1994, Shaun moved to South Africa, becoming assistant mechanical engineer to Phil Girdlestone on the Alfred County

Railway. There they worked closely with Livio Dante Porta and were responsible for the improvements to South Africa's Red Devil and its narrow gauge counterpart NGG16A No. 155, which recently returned to steam in its modified guise at Sandstone Estates, as reported in the last issue of *Heritage Railway*.

Shaun moved to Argentina in 1999 and, benefitting from Porta's guidance, was responsible for putting Porta's ideas into practice on the FCAF railway.

Recently, Shaun was working on the restoration of North British-built Class 8A 2-6-2T No. 3351 of 1906 in Argentina. He was also supervising the restoration of two Rio Turbio 2-10-2s for tourist trains and perhaps coal trains.



Shaun McMahon (left) on the footplate of 2-6-2T No.9 Prince of Wales with driver Pete Smith during a 2016 visit to the Vale of Rheidol Railway. VOR

It is understood that he died from complications relating to Covid-19, in Buenos Aires, aged 57. His untimely death leaves a big hole in the 'modern steam' community that is likely be difficult to fill. He is survived by his wife Betti.

New P2 is coupled for the first time!

A LANDMARK in the project to build a new example of Britain's most powerful express passenger steam locomotive came on February 1 when new Gresley P2 2-8-2 No. 2007 *Prince of Wales* had both sets of coupling rods fitted for the first time.

The left-hand set had previously been mounted on its crank pins for builder The A1 Steam Locomotive Trust's 2021 convention. However, much machining work has been required to complete the bearing bushes and gradient pins for the second set of coupling rods.

The process of fitting the rods to the crank pins is achieved using four small chain hoists suspended from specially designed 'sky hooks' under the footplate on each side of the engine. The chain hoists avoid manual handling of the rods, which, particularly with an eight coupled engine, is a hazardous practice.

'Satisfaction and relief'

For the first set of rods to be fitted at Darlington Locomotive Works, the crank pins were set to all be at the same angle. The rod assembly (three rods and two gradient pins) was lifted and swung into place over the longest crank pins first. Once all the rod bushes were fully home on their crank pins, the other set of rods could be fitted with the expectation that



Above: David Elliott and Ed Laxton prepare to lift the first coupling rod to be fitted at Darlington Locomotive Works. A1SLT



Right: The P2's right-hand connecting rods are now in place. A1SLT

the crank pins are already in line, aided by moving the engine a few feet with a pinch bar.

P2 director of engineering David Elliott said: "It was with satisfaction (and relief) that the second set of rods slid onto their crank pins with distinct 'thunk' noise."

The engine was subsequently moved about 10ft – half a turn of the wheels – to check that nothing was binding anywhere. This showed that all the measurements of distances

between hornblocks, the thickness of hornblock liners, sizes of crank pins and bushes, and the relationship between crank pins on each wheelset and to one another had worked out correctly.

The next stage of the process is to lift the locomotive onto the rotator for the wheels to turn for longer periods at a higher rpm.

Meanwhile, the P2 Roadshow at the London Transport Museum on January 29, aimed at updating

supporters on the project's progress, was postponed due to concerns about the ongoing Covid-19 situation.

A new date was due to be announced.

➔ To find out more about the many ways in which you can support the project – from donating the price of a weekly beer to joining a specific fundraising club – visit the website www.p2steam.com, telephone 01325 460163, or email enquiries@p2steam.com.

Danish tank heads towards the home straight – after 36 years out of traffic

By Gareth Evans

THE Nene Valley Railway is set to welcome to its operational pool this season a steam locomotive that has not run for 36 years.

Danish F class 0-6-0T No. 656 last steamed in 1986. Work to return the locomotive to traffic is progressing well at the line's Wansford works.

The fireman's side (left) tank was refitted on January 12, the driver's side following four days later – great care being taken not to damage the freshly painted boiler cladding. The cab was reattached on January 23.

The tanks are now in the process of having all the internal and external fixings fitted. In contrast to UK sizes which typically measure 2-3in in diameter, the under-cab water tank balance pipes are about 6in on No. 656.

The reversing lever has been fitted and tested. All final top coating will be started when the temperature improves.

Built in 1949 by Frichs, Aarhus, No. 656 is one of 13 survivors of the 120-strong F class – the oldest of which dates from 1899. No. 656 was secured for preservation from Aarhus depot in 1975 and transported to Peterborough.

First steamed in Britain in 1976, it entered regular service following the formal opening of the NVR in 1977. Withdrawn in 1986 with a failed firebox, the 0-6-0T spent the next 16 years in store awaiting overhaul. The locomotive was

donated to the NVR in 2004 by John Snasdell, and dismantling for overhaul got underway during the winter of 2003/4.

Meanwhile, Hudswell Clarke 0-6-0T (No. 1800 of 1947) *Thomas* is currently in the works for boiler repairs. Following the removal of the tubes, a full inspection of the boiler and firebox is to be carried out – after which it will be decided whether to fit a new set of tubes or to undertake a full boiler overhaul, restarting the 10-year ticket.

Polish Tkp 0-8-0T No. 5485 and Bulleid Battle of Britain light Pacific No. 34081 92 *Squadron* are both available for traffic. The Battle of Britain Locomotive Society, which owns No. 34081, has agreed a further five-year hire period with the NVR.

Operational main line diesel traction includes Class 14 No. D9529 and Class 45 'Peak' No. 45041 *Royal Tank Regiment*, plus Swedish Y7 railbus No. 1212 *Helga*.



Danish 0-6-0T No. 656 takes shape at Wansford on January 30. GARETH EVANS

‘Buy coal now’ – a warning is sounded to UK heritage lines

By Robin Jones

UK heritage lines are being urged to buy their steam coal stock now – before the price soars or it becomes unavailable.

On January 28, the Ffos-y-Fran mine near Merthyr Tydfil, the last supplier of UK-mined coal, stopped supplying lumped coal to the heritage sector.

The move came about because of a breakdown in the Ffos-y-Fran washing and grading plant which, with the mine already due to close later this year, is uneconomic to repair.

All coal mined at Ffos will now go as crushed granular material to the steel industry.

In a circular to Heritage Railway Association members, chief executive Steve Oates said: “The HRA is obviously very concerned about this situation and is working on your behalf to identify sources of coal suitable for steam locomotives. But we also need to make you aware of the current coal supply landscape and that it does have the potential to impact seriously on your operations and budgets in the very near future.”

Remaining stocks

Hargreaves, which was the main agent for supplying Ffos coal to the heritage and household market, said other coal is available, including the remaining stocks from Killoch in Scotland, which will last until Easter, and the remaining stocks of Shotton trebles, which the firm believes it can supply for the 2022 season.

Hargreaves has also indicated that it is working on securing Russian coal at some point this year, despite the recent doubling of prices from that country.

For the longer term, Hargreaves is working on developing a smokeless fuel named Trevithick’s Steaming Ovoids. It is still being trialled and is not yet available.



January 22 saw the Lynton & Barnstaple Railway lay on a special for a large coach group while trialling Ecoal at the same time. Kerr Stuart 0-6-0T Axe heads the 11.30am service up the 1-in-50 towards Woody Bay with a full train.

STUART NELHAMS/L&B

The HRA has held talks with the three main coal importers, Coal Products Ltd, Hatfields and Coastal Fuels Ltd. Hatfields and CFL have said that Columbian and Kazakhstan coal left over from the non-bagged domestic market is available.

However, both of these coals have a higher volatile content and are smokier as a consequence.

The North Yorkshire Moors Railway is trialling Columbian-sourced coal and the Bure Valley Railway is understood to be trialling Kazakhstan coal.

Mr Oates added: “Obviously, the sudden loss of Ffos-y-Ffan coal to heritage steam feels potentially disastrous. While we knew supply

was not indefinite, the immediacy of this change makes the situation for heritage steam much more challenging.”

100% increase

The HRA is recommending to all members needing coal for 2022 to buy it now and not leave it until the start of the season – and budget for at least a 100% increase. “Talk to the principal wholesalers/importers direct or, if you work through a local supplier, talk to them now, and make sure they are speaking with wholesalers and importers,” said Mr Oates.

While prepared to supply the heritage market, these firms will first be looking for certainty of demand

and confirmed orders prior to buying in lumped coal.

Ecoal, produced by Coal Products Ltd, is being reconstituted and trialled for heritage steam use, but the firm’s original Ecoal product can still be supplied loose to railways. In December, the Lynton & Barnstaple Railway became one of the first narrow gauge lines to organise trials of various biofuels. Made out of 60% coal and 40% olive stones, Ecoal was tested in Kerr Stuart 0-6-0T No. 2451 of 1915 Axe against Welsh steam coal over two days. A further trial was held on January 22. An L&B spokesman said: “The results were encouraging but need more work. Further trials will be held over the coming months.”

Moorsline launches major volunteer recruitment drive for 2022 season start

THE North Yorkshire Moors Railway has launched a major volunteer recruitment campaign to fill hundreds of roles as it prepares for the start of its 2022 season in April.

The heritage line, a registered charity, needs between 300 and 500 hours of volunteer support every day.

As well as working on the footplate, volunteers are needed in the infrastructure and motive power departments to assist with the full breadth of civil engineering,

building, electrical and mechanical work – along with the maintenance, repairs and overhaul of the line’s steam and diesel locomotive fleet.

Other roles available include travelling ticket inspectors, signalling and telecommunications, customer service, retail, catering, fundraising and education.

Financed by the Heritage Lottery Fund, a new position, head of volunteer development, was created in 2020 as part of the

Yorkshire’s Magnificent Journey project, and is occupied by Marcus Aldrich, who said: “Volunteers are the lifeblood of the NYMR; it’s a challenging but hugely rewarding opportunity – with the offer of experiences that money just can’t buy. You don’t need to be a train enthusiast or know all the lingo, and we’d love a whole cross-section of people to apply. We’re particularly eager to recruit more female volunteers across every department.”

Phil Akester, a steam and diesel driver who has been a volunteer for more than 13 years, said: “I’ve been at NYMR since I was 11 years old – I’m now 24. It’s my life – I live and breathe it; even the bad days are good. I’d pay to do it if I had to.

“It gives me an immense feeling of enjoyment, pride and gratitude to drive and be responsible for our steam locomotives, the trains, and our passengers.”

→ To apply to volunteer on the line, visit Nymr.co.uk/volunteer



After removal of both halves of the wooden wheel pattern, complete shapes of the front face and rear face are contained in compressed sand in the left-hand moulding box (top half) and the right-hand moulding box (bottom half) respectively. B17SLT



Above: The first driving wheel to be cast. B17SLT

Left: Both halves of the moulding box are secured together and steel at 1590°C is poured from the ladle to deliver about two tons of material into the mould in approximately 35 seconds. B17SLT

First wheels for B17 *Spirit of Sandringham* cast

WILLIAM Cook Cast Products of Sheffield has cast the first driving wheels for new-build LNER B17 4-6-0 No. 61673 *Spirit of Sandringham*.

Using the pattern used to cast the driving wheels of A1 Peppercorn Pacific No. 60163 *Tornado* which was loaned by The A1 Steam Locomotive Trust, William Cook began the casting process for the B17's counterparts on January 19.

The wheel pattern consists of two halves, the front face representing the wheel hub boss and crank pin boss as separate shapes, whereas

the rear face represents the crank pin and wheel hub bosses combine as a single shape.

Process

After removal of both halves of the wooden wheel pattern, complete shapes of the front face and rear face are contained in the compressed sand in the left hand moulding box (top half) and the right hand moulding box (bottom half) respectively.

Two tons of molten steel were then prepared in a furnace and

brought to a tapping temperature of 1630°C to be transferred to the ladle (temperature 1590°C), ready for pouring into the mould via the top feeder. Molten steel began to solidify in the mould after about four hours, and was used to prove the overall casting process. After five days to allow for cooling, the first wheel was knocked out from the moulding box. The wheel was then normalised, shot blasted, mechanically tested, and dimensionally and visually inspected.

Further inspection was to include magnetic particle inspection,

radiographic examination, ultrasound testing, stress relief and finally proof machining, before the casting of the remaining wheels commences.

Gresley design

The B17 Steam Locomotive Trust is recreating an example of the 4-6-0 designed by Sir Nigel Gresley, a Sheffield-based engineering company CTL Seal Limited, as previously reported.

→ Anyone who would like to help the project is invited to visit www.b17steamloco.co.uk/how-to-help

Revised plans for Forth Bridge visitors centre are drawn up by Network Rail

A PLANNING application by Network Rail for revised proposals to install a bridge walk and visitor hub at the Forth Bridge has been submitted to City of Edinburgh Council.

The refreshed proposals include a single-storey reception hub to the east of the bridge, sympathetically

positioned in the landscape and offering stunning views of the iconic heritage structure while minimising the impact on the surrounding environment.

The submission of the full planning application follows a public engagement exercise held

last autumn to gather feedback from residents, which helped to inform the final designs.

The proposal would see the construction of a bridge walk and reception hub on the South Queensferry side of the UNESCO World Heritage site, used for preparing visitors heading out on the bridge walk and providing an access point to the structure.

Groups of between 12 and 15 people will be equipped with safety harnesses before being led out onto the bridge's south cantilever, climbing to a viewing point at the top using walkways built into the structure.

Alan Ross, Network Rail Scotland's director of engineering and asset management, said: "We have worked very hard over the past year to draw up revised proposals, making them more affordable and more sympathetic to the surrounding environment without compromising the appeal of this project."

"The plans we have submitted to deliver a bridge walk experience will offer the public a unique chance to explore this world-famous structure and create another exciting tourist attraction for Scotland."



An artist's impression of the revised plans for the Forth Bridge visitor centre. NETWORK RAIL

IN BRIEF

→ CELEBRATING its centenary, Kerr Stuart 0-4-0ST No. 4256 of 1922 *Peter Pan* will make a return visit to Beamish Museum for the April 9/10 steam gala. It has been restored to the livery of its former Devon County Council owner, complete with crimson frames and a revised lining style.

→ BRIDGNORTH Cliff Railway will star in a new Department for Transport video. The making of the video, which centres on a day in the life of a cliff railway engineer, saw engineer Barry Evans filmed alongside cliff railway operator Peter Bridger. It will eventually be posted on the DfT's website.

→ THE Class G5 Locomotive Company Ltd will hold its first open day of 2022 on Saturday, March 5, from 10am-1pm at Unit 8S, Hackworth Industrial Park in Shildon, to provide an update on the building of its new 0-4-4T that began 14 years ago. Entry is free, with no need to pre-book.

→ ON January 10, the National Railway Museum submitted a reserved matters planning application to the City of York Council for the proposed new £16.5 million Central Hall at York. It is expected to be completed by 2025, marking the museum's 50th anniversary.

Royal Scot guests at two galas as main line problem sorted

By Robin Jones

LMS Scot No. 46100 *Royal Scot* is booked as the star guest for the East Lancashire Railway's February 25-27 spring steam gala, and will also appear at the Keighley & Worth Valley's March 11-13 events.

While running Saphos Trains' December 18 'Pennine Moors Christmas Cracker' from Crewe towards Preston on the West Coast Main Line, No. 46100 unusually failed at Euxton Junction, and was pushed into Preston by the trailing diesel.

The Scot was taken off and put into a siding – with the tour continuing over Copy Pit behind the diesel – and No. 46100 returned to the LNWR works at Crewe behind a diesel, too.

The problem was not serious but unclarified. It was swiftly repaired and No. 46100 returned to main line duties.

As pictured in Main Line News, page 56, the first Saphos main line tour of the year took place with the 'White Rose' between Crewe and York, and No. 46100 was back in action running

out through the Hope Valley and returning via the Calder Valley.

Ian Walker took a day off driving No. 70000 *Britannia* on the Severn Valley Railway in exchange for a turn on the main line. Ian is a passed fireman on the main line but drove No. 46100 as a trainee driver on the outward leg. He has to complete 200 hours before passing out, and hopes to become a qualified main line driver at the end of the year.

'Perfect performance'

He said that No. 46100 ran well, putting in a perfect performance throughout, and timekeeping was good; it reached its line speed of 75mph numerous times.

At the ELR gala, No. 46100 will appear alongside Sentinel No. 7232 *Ann*, Hudswell Clarke 0-6-0T No. 32 *Göthenburg*, Lancashire & Yorkshire Railway No. 51456 and Class 27 No. 52322, and West Country Light Pacific No. 34092 *City of Wells*.

The KWVR gala makes a welcome return after two years. The last one was in March 2020, squeezed

in immediately before the first lockdown. It did not happen last year due to Covid-19 restrictions but as they eased, a mixed traffic gala was held in September.

The format is similar to previous years, starting on the Friday with an intensive service running throughout. Unique double headers, multiple goods trains demonstrations and Ingrow West crane demonstrations will take place.

A second visitor will be GWR 0-6-0PT No. 7714 from the Severn Valley Railway. It will arrive by road, whereby No. 46100 will run by rail direct from the ELR.

The home fleet will consist of LMS Jubilee 4-6-0 No. 45596 *Bahamas*, 'Black Five' 4-6-0 No. 45212, Lancashire & Yorkshire Railway 2F 0-6-0 No. 52044, Taff Vale Railway 0-6-2T No. 85, BR Standard 2MT 2-6-0 No. 78022 and LMS 2MT 2-6-2T No. 41241 in KWVR red livery.

Trains will pass at Damens loop as usual, and the full locomotive roster and timetable will be released soon.

The moving of large loads by road can be expensive and time-consuming to organise due to the complexities involved. Restrictions are in place on some highways that mean certain moves – including those outside the KWVR's loading point at Ingrow – need a police escort.

Obtaining dates from busy local police can be tricky if not planned well in advance.

There is also a charge for this service, which means that the overall cost can start to soar – especially if it is just for a single hire of a few days.

Revenue streams

The Keighley & Worth Valley Railway is always looking at additional revenue streams, such as photographic charters, to help offset the transport costs.

This year, Martin Creese, of 30742 Charters, has organised two such events, one with each visiting locomotive, which will be an added opportunity for enthusiasts to enjoy them at the KWVR and will help justify the hire charges.

IN BRIEF

North Norfolk passenger numbers are 'strong'

THE North Norfolk Railway has been celebrating better than expected passenger numbers, after figures showed 143,632 visitors travelled on the 5½-mile line during its 2021/22 financial year. The popular line was forced to close between Christmas 2020 and April 2021, and then endured three months where only limited operations were possible, but rallied in the second half of the year.

Commercial manager Graham Hukins said: "Pre-Covid, we would expect to carry about 160,000 visitors in a full year, so we are very pleased with the 2021 result which is a testament to our volunteers and staff."

The line's daily service begins with the April 1-3 steam gala. There will be a mixed traction gala on June 10-12 and another steam gala on August 27-29. The Dad's Army Live event at Weybourne returns on April 30 to May 2.

Book early for SVR events

THE Severn Valley Railway has launched ticket sales for regular services beginning on April 21 and three of its major events. The Spring Steam Gala is on April 21-24 and the Spring Diesel Festival on May 19-22. June 25-26 and July 2-3 marks the SVR's 27th 'Step Back to the 1940s' event. To book, visit www.svr.co.uk

Special day planned for season's start

BOOSTED by a record attendance and ticket sales during December's Santa weekends, Yeovil Railway Centre officials are preparing for a special Train Day on March 30 to reopen its season.

The event will focus on the return to traffic of resident Peckett 0-4-0ST *Pectin* following a lengthy overhaul. It will coincide with plans for the withdrawal of 0-4-0ST *Lord Fisher*, owned by the late Barry Buckfield, who moved the engine from the East Somerset Railway to Yeovil for overhaul, the saddle tank return to steam in 2013, and

subsequently providing cover during *Pectin's* overhaul.

Both 0-4-0s will be in service until midsummer, when *Lord Fisher* is stopped for overhaul.

At track level, the proposal to extend the former GWR Clifton Maybank branch, known locally as the Wilderness Branch, have been approved by Network Rail and Somerset County Council.

To this end, 16 lengths of 40ft panels of bullhead track has been recovered from a disused siding that once served an RAF fuel distribution

point near Chichester and probably nearby Tangmere airfield, which is now a museum.

More lengths are required to complete the extension, with work starting later this year.

Chairman Paul Gould reported that the centre's Conflat wagon is ready for use on demonstration goods trains after being fully refurbished, while work on a GWR 'Toad' guards van continues. Another vehicle, a LSWR (Plymouth) dock wagon partially restored to look aged, is available for use.



Yeovil line-up (left to right): Andrew Barclay 0-4-0ST of 1915 No. 1398 *Lord Fisher*, Ruston & Hornsby 4wDM DS1174 *River Yeo* of 1961, and Peckett 0-4-0ST No. 1579 of 1921. YSC

Tender tank's arrival marks major restoration milestone for NER J21

THE new tender tank being fabricated for NER J21 0-6-0 No.65033 under restoration by the Locomotive Conservation & Learning Trust has been delivered, ready for completion.

The tender tank was constructed by Northern Steam Engineering Ltd in Stockton-on-Tees and delivered to Locomotive Maintenance Services Ltd in Loughborough, where the 1889-built locomotive is being restored.

Trust chairman Toby Watkins said: "While doing the tender first may seem 'cart before the horse', building up the tender first frees up valuable workshop space for LMS to concentrate on the locomotive.

"Once painted up and shunted out into the yard, the focus can switch to building up the locomotive frames to achieve a rolling chassis by the end of the year."

Prior to its arrival at LMS in January, the tender was shot-blasted to

remove mill scale and then primed. Further work at Loughborough includes fitting dummy rivets, lockers and various other furniture before it is lifted onto the chassis in March.

Another key task is the installation of 'baffles' within the main bunker to avoid moisture building up and thus generating corrosion, as happened to the original tender.

The need for a new tender tank was expected by the trust following the extensive filling required to make it cosmetically acceptable for its appearance at the Stainmore 150 event at Kirkby Stephen East station in 2011.

Of welded construction, as part of the design brief, the tender will have dummy rivets fitted to mimic the Victorian engineering.

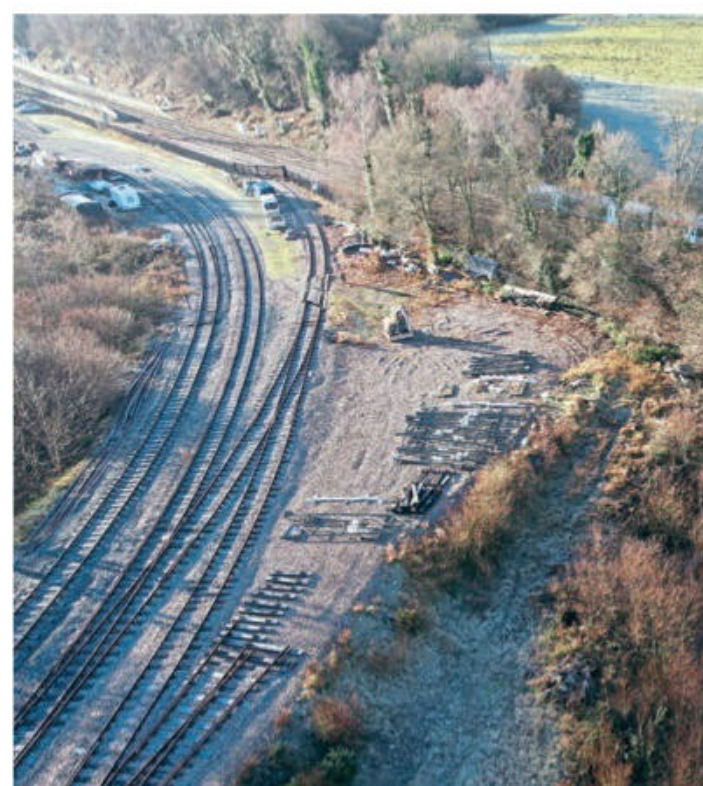
The three tender wheelsets have been refurbished by South Devon Engineering Ltd at Buckfastleigh and will join the new tender frames



Above: The new J21 tender tank at Locomotive Maintenance Services on January 24. TOBY WATKINS

Right: The driving wheelset of J21 No. 65033 lined out. LCLT

during final assembly in March. The driving wheels have similarly been refurbished by SDRE and have already been painted in the Thomas William Worsdell 1889 livery, awaiting the rolling chassis being constructed.



Rother Valley installs its turntable

THE Rother Valley Railway aims to have its Robertsbridge turntable installed and working by the summer – not only for the use of the heritage line but also by locomotives visiting via the Tonbridge to Hastings main line.

The 1930s turntable was recovered in early 2020 from the freight depot at Hither Green, where it had become surplus to requirements. It had originally been installed at Cannon Street.

Left: The Robertsbridge site where the Rother Valley Railway turntable will be installed. TREVOR STREETER/NVR

Right: The refurbished Hither Green turntable delivered to Robertsbridge Junction. JACK EVANS/RVR



It has been fully refurbished by an engineering company.

In mid-January, the first sods were cut to create the pit into which the turntable will be installed at the north bank of the station, and has been sited to facilitate spectators watching it in operation. A RVR spokesman said: "We see this as a further asset for the Robertsbridge community and businesses."

Help get *Sir Lamiel* steaming for its 100th birthday

THE restorers of Great Central Railway-based SR N15 King Arthur 4-6-0 No. 777 *Sir Lamiel* have appealed for more working volunteers – along with donations towards replacement parts – to have it back in working order to main line condition for its centenary in 2025.

Initial stripdown work by its custodian, the 5305 Locomotive Association, began in 2020 and the boiler was lifted from the frames in October 2021.

The internal boiler surfaces have been cleaned up and all the cladding is being removed. The boiler inspector has completed his examination and found no major

issues, so the association can push forward with the overhaul.

The motion, pistons and valves have been removed from the frames. The cylinders will require reboring and new liners fitting.

Work is continuing on the tender from which the brake gear has been removed, cleaned up, painted and stored. The tender is being prepared for lifting to enable the bogies to be run out for examination and cleaning.

The association is looking to boost its membership and the number of working volunteers, especially anyone willing to join the sales stand



The boiler of No. 777 ready for the next stage of the overhaul after lifting. MARK ATKINS/5305

team. If you're interested in getting involved, email comms@5305la.org.uk

Donations towards the cost of the copper bar for the replacement stays

and new tubes are being invited, as orders need to be placed soon. For details of how to donate, visit www.sirlamiel.org.uk/index.php/supporting-the-quest/



How Bulleid West Country 4-6-2 No. 34027 *Taw Valley* might appear on the Severn Valley Railway for celebrations to mark the Queen's Platinum Jubilee. The picture was taken at King's Cross on July 10, 2000, when *Taw Valley* was painted in bright red as the first 'Hogwarts Castle.' While we do not yet know exactly which shade of purple livery it will temporarily carry this summer or which fictitious name will be carried, a touch of Harry Potter wizardry on the computer hopefully gives readers a foretaste. JOHN TITLOW

A purple Bulleid for the Platinum Jubilee!

By John Titlow

RUMOURS have been flying around the Severn Valley Railway and beyond since the announcement in issue 288 of *Heritage Railway* that a locomotive is to be renamed this year especially for The Queen's Platinum Jubilee. An even bigger secret was that it will not just be a renaming – a complete locomotive will be repainted in purple for the celebrations.

In a statement issued on January 31, the SVR announced: "We are especially excited about our special four-day celebration for The Queen's Platinum Jubilee from June 2-5, and with the Birmingham 2022 Commonwealth Games on our doorstep this summer we are looking forward to welcoming a new audience of visitors from across the world. Keep an eye out for further details and announcements soon, for what are guaranteed to be historic and memorable occasions for the railway and all our visitors."

However, there was still no mention of anything purple!

With Bridgnorth shed being closing for roof replacement and construction works starting in May, there appeared to be no time window for the repainting to take place.

Finally, details emerged that the locomotive chosen is Bulleid West Country light Pacific No. 34027 *Taw Valley*, which is no stranger to unconventional liveries. In 2000 it appeared in a fictitious BR maroon livery in anticipation of becoming the Hogwarts Express locomotive to promote JK Rowling's Harry

Potter books, complete with green nameplates. However, the red *Taw Valley* was turned down by filmmaker Warner Brothers because the shape of a Bulleid was deemed too modern for the script, and so GWR 4-6-0 No. 5972 *Olton Hall* was chosen instead.

Logistics then became a problem. Other suitable painting locations on the SVR were looked at, including the carriage shed at Kidderminster, but the problems of paint drying in a damp shed made this difficult.

Transformation

Secret plans were then made that GWR 4-6-0 No. 4930 *Hagley Hall* could 'probably' be moved out of the Bridgnorth paint shop on February 15 for final fitting out and painting inside the main shed – for a possible steaming date of March 23. A very small window of opportunity to bring *Taw Valley* into the paintshop for repainting thereby opened.

Usually it takes eight weeks to repaint a locomotive – from rubbing down, preparing, then painting with several coats – but this has to be done while the shed is being cleared.

SVR's head of engineering, Martin White, gave details of how the transformation into purple will take place: "*Taw Valley* is booked in for its annual boiler exam in early February and following its steam exam will enter the paintshop at Bridgnorth.

"We expect to have the repaint completed by early April.

"In all fairness, the loco was starting to look a little weather-beaten. With three years still to run on its boiler ticket, a smarten-up was a good idea to avoid further deterioration and enable maximum use of the loco."

He emphasised: "*Taw Valley* will be returned to its BR green livery later this year. There will be an opportunity for this in the autumn, when the loco will undergo scheduled maintenance for a significant valve and piston examination."

Taw Valley's owners are fully supportive of the temporary name and livery change. Speaking on behalf of his fellow owners, SVR director Phil Swallow said: "We are delighted that *Taw Valley* is going to play such a prominent role at the SVR in 2022. The rename and repaint will be a very fitting and memorable way to celebrate two extremely important occasions this year.

"Ultimately, this is a hugely fun thing to do and while it might upset some people, it will contribute significantly to our celebration of these important events and will attract many visitors to the SVR."

SVR chairman Mike Ball said: "This is all about making the biggest impact possible. We are putting a huge amount of effort into our celebrations for both The Queen's

Platinum Jubilee and the 2022 Commonwealth Games being held in Birmingham. We're sure that the unusual appearance of the loco will prove a huge draw to visitors."

There is a shortlist in excess of 1000 possible names to be chosen by public vote. The temporary name will be cast onto authentic nameplates fixed to the engine.

Strict rules

Rules relating to the use of the official logo and the term 'platinum jubilee' are to be relaxed, encouraging more people to join in. Permission is unnecessary regarding the renaming of boats, parks, buildings, or even steam locomotives.

The Platinum Jubilee emblem was chosen after a national competition for young creatives. The winning design is by Edward Roberts, a 19-year old student at the University of Leeds.

There is strict control regarding the logo: no alterations can be made to the size of the lettering or logo itself, apart from enlarging or reducing it is size. The shade of purple must be correct also.

In 1985, GWR 4-4-0 No. 3440 *City of Truro* was controversially painted on one side as a hoax. It did not go down well within the enthusiast circle; many letters of protest were sent to the Severn Valley Railway and membership cards were even torn up.

The repaint – which officials stress is strictly temporary before normal livery is resumed in the autumn – could gain huge publicity for the railway and the increase in ticket sales could justify this bold move.

"We are especially excited about our special four-day celebration for The Queen's Platinum Jubilee..."

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West Somerset and S&D Trust settle Washford station dispute

By Robin Jones

WEST Somerset Railway plc has reached agreement with the Somerset & Dorset Railway Trust which two years ago was given a year's notice to quit its long-time home of Washford station.

The trust sought legal advice after officials received a formal solicitors' letter terminating the 50-year tenancy agreed in 2018 because the railway wanted to use the site for its own purposes.

Subsequent prolonged negotiations between the plc and the trust over the future of the station concluded on January 20, it was announced.

Under the new agreement, the trust has given up both the station and signalbox but will continue to occupy the rest of the site, including the buildings and yard, until November 23, 2023.

As previously reported, the trust has already moved several items of rolling stock to the Mid-Hants Railway and is to relocate other exhibits to Bitton on the Avon Valley Railway, where a museum is being established on what was part of the LMS route that led to the Somerset & Dorset Joint Railway at Bath Green Park. The trust's collection of museum artefacts will be placed on long-term display at the Somerset & Dorset Railway Heritage Trust's

Midsomer Norton base, and its Somerset peat railway exhibit has been moved to the Westonzoyland pumping station near Bridgwater. Some wagons and the goods shed crane from Binegar have gone on loan to the North Dorset Railway project at Shillingstone.

Following the agreement, the trust is drawing up plans to relocate many more of its items, including its three carriages, from Washford.

WSR plc chairman Jonathan Jones-Pratt said: "We are pleased and hugely relieved that the negotiations regarding the immediate future of the Washford site have been concluded."

The station was closed last year. However, Jonathan said: "We are now recruiting a team for the WSR plc to manage the station and hope it will be up and running again as soon as possible, but certainly by the start of the coming season and first public trains on Saturday, March 19."

"Volunteers to work on the station will always be welcome and anyone interested is invited to contact our volunteer co-ordinator at volunteers@wsrail.net

"We have not yet made a final decision regarding future use of the whole site, but there is a range of important demands on future accommodation which will now be reviewed in detail to allow the best



Washford station, pictured in January, is situated at the second highest summit of the West Somerset Railway at a point where there is a gap in the hills that stretch from coastal cliffs to the Brendon Hills inland. The climb to Washford in either direction is fairly stiff for steam locomotives – coming up from Blue Anchor, there is a one-mile section at 1-in-65, the steepest on the line.

MALCOLM ANDERSON/WSR.ORG.UK

use of the site in WSR's best interests. We will also discuss asset removal with the trust, such as track, buildings and so on, and will explore if there are any purchase opportunities."

Trust chairman Ian Young said: "I could easily use words like 'end of the beginning' and 'chapters in a story', and all of these have a bearing on where we find ourselves."

The trust has its origins in the closure of the Somerset & Dorset system on January 1, 1966, when a group of like-minded people formed the Somerset & Dorset Circle. Two years later they voted to buy No. 53808 from Barry scrapyard and lease the station buildings and Up

platform at Radstock North from BR. From 1972 onwards, industrial tank engines were used to haul brake van trips a mile along the former S&D main line to Writhlington colliery, and the following year the circle became the Somerset & Dorset Railway Museum Trust. A separate Somerset & Dorset Light Railway Company failed to raise funds to buy the station and was wound up in December 1976.

Alternative homes for the trust were considered, and it was invited by the nascent WSR to take over the then-derelict station in 1976.

Since then, it has transformed it into a museum. No. 53808 was moved there in 1977.

Coal Tank's return is right on course

By Gareth Evans

VOLUNTEERS from the Bahamas Locomotive Society are progressing the overhaul of LNWR Coal Tank No. 1054 at the group's Ingrow workshop.

Work is focused on assembling more of the components of the 0-6-2T prior to refitting the side tanks.

Both the injector clack boxes are in place on the boiler doorplate, while the injectors are situated beneath the footplate. The whistle stand (otherwise known as the steam manifold) is in position on top of the firebox wrapper.

Most of the necessary equipment in the smokebox, such as main steam pipe and blastpipe, are in place.

No. 1054 moved a step closer towards returning to steam on December 11 when its boiler was returned to the frames. The task was aided by the society's Craven 50-ton steam breakdown crane No. RS1015/50.

No. 1054 will be the sole LNWR locomotive in steam at the East Lancashire Railway's June 18/19 gala weekend, which will celebrate the centenary of the merger of the LNWR and the Lancashire & Yorkshire railway companies.

Meanwhile, work continues in conjunction with preparations to finalise the winter maintenance on society's flagship, LMS Jubilee 4-6-0 No. 45596 *Bahamas* and the necessary inspections prior to its next round of main line trips this year.



An unusual view of LNWR Coal Tank No. 1054 without the side tanks in position inside Ingrow workshop. PETE SKELLON/BLS

The latter includes double-heading with classmate No. 45690 *Leander* on 'The Great Britain XIV' tour on April 27, covering the leg of the Railway Touring Company itinerary between Grange-over-Sands and Cardiff (as reported in Main Line News, page 56).

Ecclesbourne gets carriage from Bodmin

THE Ecclesbourne Valley Railway acquired BR Mk. 1 RMB (Restaurant Miniature Buffet) No. 1874 from the Bodmin & Wenford Railway in early January.

The platform-facing side of the RMB is set to be repainted from its current BR carmine and cream livery into Pullman-style umber and cream livery as part of its role as a static buffet at Wirksworth station.

No. 1874 has replaced Mk2F TSO No. 6086 (72617), which has fulfilled the role for more than 15 years. Built in 1973, it was converted for use on the Gatwick Express as a push/pull vehicle, running as part of set No. 8309.

The closing date for offers was February 25 – a condition of sale being that it must be removed from the railway.

West Somerset prepares for the 'longest season' in many years

THE return of West Somerset Railway services to Minehead following the completion of the new Seward Way level crossing, combined with the return of galas and special events, will feature in the line's longest season for several years.

Three return trips a day will run in March, April and October, while four trains are timetabled in May, June, and part of July, increasing to five each way at the height of the summer.

Discussions have also been ongoing into the possibility of regular scheduled services between Taunton and Bishops Lydeard and the return of a weekend shuttle service between the two.

A long length of track between Dunster and the resort has been relaid and updated, and Washford station, which was closed to passengers all last year, will open again (see separate story).

WSR plc chairman Jonathan Jones-Pratt said: "The railway is ready to begin operating from March 19, with celebrations marking our trains running to Minehead again. I want to thank our whole team who have worked tirelessly over the winter to achieve a wonderfully prepared railway for everyone to enjoy."

April 2/3 will see the official Return to Minehead events. The spring steam gala will take place on May 5-8, while a 1960s diesel gala will be held on June 9-11. September 10/11 will see a 1940s weekend, and the autumn steam gala will take place from September 29 to October 2.

The line is planning to take part in celebrations for the Queen's Platinum Jubilee, while Brunel family fun days will be held on Wednesdays and Sundays during the school holidays to give young



Above: WR 4-6-0 No. 7822 Foxcote Manor at Dunster station on July 7, 2021. A sizeable length of track between there and Minehead has been relaid in time for the new season. WSR

Left: Ready to roll, the completed Seward Way modern level crossing will allow trains back into Minehead for the coming season. WSR

visitors a chance to meet WSR's mascot, Brunel the beagle, and enjoy various activities, vintage bus rides, and behind-the-scenes workshop tours.

The WSR is also looking to recruit volunteers for a wide range of roles. Stations co-ordinator Alan Smithers said: "Aside from running trains, we have 10 stations which require regular care

and attention to keep them looking beautiful and welcoming to visitors.

"There are plenty of opportunities to practice gardening skills or to keep your hand in with a little DIY. Many people you will work with volunteer there because they enjoy what they are doing, and that means the welcome is always a warm one."

'New' Corris station ready by Easter

A PROJECT has begun to remodel the track layout at the Corris Railway's Corris headquarters and construct a new platform before services resume over Easter.

Last autumn, sleepers made of recycled plastic were delivered and Corris Railway Society volunteers worked to equip them with the necessary fittings to support the rails. The sleepers are expected to have a 30-year life before needing to be replaced.

Volunteers also planned and prepared the vehicles that would make up the works train, and various components for the new track plan were prepared in advance in the Maespoeth Junction workshops. Construction of the traverser, which will allow locomotives to run round, was begun at Statfold Engineering, near Tamworth, in Staffordshire.

After the Santa season ended, work at Corris began with the completion of lifting of the existing track and the removal of

sections of the existing station platform. Work continued during January to lift all track as far south as Braichgoch Farm Crossing.

At the end of January, a new point for the station was delivered. During January 29/30, new track was laid between the farm crossing and the station throat. The plastic-sleepered track will be used between the station and crossing, but traditional wooden sleepers will be installed in the station area.

Once the traverser has been delivered, the run-round loop will be installed and a new platform constructed.

The original Corris station was demolished in 1968; because of present-day site restrictions, it is not possible to completely recreate the former station. However, the new structure will eventually include an overall roof, a feature that made its predecessor an iconic part of the British narrow gauge scene.

Wootton Hall benefits from some tender care in volunteers' hands

FURNESS Railway Trust volunteers continue to make steady progress with the restoration of GWR 4-6-0 No. 4979 *Wootton Hall* from Barry scrapyard at the Ribble Steam Railway, Preston.

The tender is the current focus of attention. A milestone was reached on January 5 when the new Collett type 4000 gallon tender tank was fitted to the chassis, the original tank and coal space being badly wasted.

Following its relocation into the heated workshop, the damp inside the tender tank has dissipated. It is being cleaned up internally in readiness for welding repairs. Work is also being carried out on the outside

of the tank, including addressing corrosion on its bottom angle, with filling and sanding where necessary.

On the locomotive itself, most of the cladding has now been fitted to the boiler on a temporary basis.

The fabricated cab side stanchions are being tidied up with filler so they look more like Swindon-manufactured pressings. The cab sides are also starting to receive attention where they have suffered after having been exposed to 50 years of the elements.

Once the tender is complete, efforts will be refocused on the mechanical side of the loco, followed by the boiler.



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Stock society is told to buy its home – or face being evicted

By Robin Jones

A HERITAGE rolling stock collection will be evicted from its base in a shed at MOD Bicester unless it is able to complete its purchase within the coming months.

The Coulsdon Old Vintage & Engineering Society (COVES) relocated from Surrey in 2008 to the Finmere station site on the former Great Central Railway – which lies in Oxfordshire about 55 miles from Marylebone and 10 miles north of Quainton Road – after a member bought it.

The site, which was just under seven acres and still with its island platform, became home to an eclectic collection of traction and rolling stock, traction engines and vintage road vehicles. Over the 12-year existence of the private railway site, members laid about half a mile of track and operated trains for themselves.

There was no mains water or electricity, and the mess room was in a 2EPB No. 5705. A French SNCF 1970s carriage, a Northern Line tube train, and a dalek were also housed there.

Containers provided the only covered space for small workshops and to securely store spares, tools and equipment.

Abandoned

Finmere station lost all passenger services in 1963 and finally closed for goods traffic the following year. Following the wholesale GCR closure north of Calvert, the track was torn up and the trackbed abandoned.

The Network SouthEast Society later made Finmere its base and created a Finmere station totem, complete with a Red Star logo. Although Finmere was a private preservation site, it opened to strictly limited numbers of the public on August 13/14, 2016 to mark the 30th anniversary of Network SouthEast's creation, with Chris Green in attendance. Visitors enjoyed rides on the track that had been laid.

Two decades ago, Chiltern Railways considered reopening the line

between Aylesbury and Lutterworth but was foiled by a long-distance (unsuccessful) Central Railways' freight project. Today, High Speed 2 has taken compulsory possession of the COVES site, which has a good access road wide enough for HGVs.

Following several compulsory purchase orders, in 2019 COVES ended up looking for a new base.

Conveniently, a large area of the huge MOD Bicester depot was about to be redeveloped with the building of nearly 2000 homes by Graven Hill, a Bicester-based development company. Graven Hill agreed to rent the huge rail-connected Shed D8 and several associated running lines to COVES in a two-year deal that came to fruition in March 2020 – just as the Covid-19 pandemic lockdowns began.

Now COVES has been plunged into crisis after being told in January that unless it can come up with the significant purchase price, it must vacate the site by October. The shed will be demolished, and its railway stock road vehicles will need to find a new home.

The society's plan was to 100% fund the purchase from the compulsory Finmere purchase by HS2, but the money has yet to be paid and the resulting cash flow has made this impossible at the time of writing in early February.

One recent addition to the collection is a 'designated' military German-built ambulance carriage built in the Cold War – unique as its end connecting doors are roller doors to enable stretchers to be carried between carriages. The side doors are double for the same reason. The Bicester site has enviable restoration and messing facilities, with an air raid shelter used as a paint store.

Furthermore, on February 21, the site will become isolated from any access due to major construction works commencing by Graven Hill. Accordingly, one locomotive, some wagons, and track and signalling equipment looked set to leave in



SR two-car EPB No. 5768 stabled at the Coulsdon Old Vintage & Engineering Society base at MOD Bicester. PHIL MARSH



Class 73 No. 73130 starts up in the preservation centre shed at Bicester, next to Oxted DMU No. 1305. PHIL MARSH

February to new homes just in case the site becomes marooned in the centre of a huge building site with no road access.

Countdown

Back at Finmere, the GCR station house still stands, but is empty awaiting demolition, while what was claimed to be the last Great Central & Great Western Joint Railway bridge was removed last summer at the third attempt. A new deck has been installed, carrying the construction traffic over the A4421, and it will eventually become the HS2 trackbed.

So the COVES preservation scheme now depends on the HS2 compulsory purchase cash to come through in time, so it can fund the purchase of Shed D8 at Bicester and preserve a piece of military railway history.

Current vehicles on site include BR/Eurostar Class 73 electro-diesel No. 73130 in working order; BR Oxted

DMU No. 1305 in working order; BR SR two-car EPB No. 5705; SR two-car EPB No. 5768; Ruston and Hornsby 0-4-0DM (ex Cadbury) carrying Army WD40 identity and named *Freddy*, in working order (and which carries 1964 British Transport Commission plate No. 3058); Ruston and Hornsby 0-4-0DM RH48 *Heather*, in working order but likely to relocate in February; Baguley Drewry four-wheel railcar No. AD9117 in working order with former narrow gauge trailer; two-car de-icer blue/green X2; the German-built ambulance carriage with roller doors; SNCF Nord second-class coach No. B9yfi7122; and various wagons such as a Shark brakevan, Army flat wagon, tar carrier, five-plank wagon and ventilated vans. Road vehicles include a Royal Navy road tug from HMS Ark Royal, a London Transport Board recovery lorry, and a Dartford Tunnel recovery vehicle.

Derelict Titanic boat train coaches are ready for their three-year restoration

TWO derelict coaches that are thought to have been part of the boat train that ferried passengers from Waterloo to the ill-fated White Star liner Titanic at Southampton Docks have been cleared out ready for a move to the Mid-Hants Railway.

Restaurant Composites Nos. 70 and 76 had faced scrapping at their long-time Pontypool & Blaenavon

Railway home during a major clear-out of surplus stock, as reported in issue 283.

The Titanic Boat Train Heritage Trust, a newly formed joint venture between the British Titanic Society and the London & South Western Railway Carriage Group, is planning to restore both to working order in a three-year project.

During a work day at Blaenavon on January 23, trust volunteers met the 1908-built coaches' former owner, retired Army officer Cpt Charles James, and presented him with a drawing of No. 76 in its original condition. Trust chairman David Scott-Beddard said: "The restoration of these two carriages back to their original and working condition

will give visitors to the Watercress Line an experience like no other – taking you back in time to April 10, 1912, the day RMS Titanic departed Southampton on her 'maiden' and only voyage into eternity."

The trust is appealing for donations to cover the £4000 cost of the move to Hampshire. Visit titanicboattrainheritagetrust.org

Bulleid Battle of Britain Pacific No. 34081 92 Squadron is seen hauling the first steam service of 2022 on the Nene Valley Railway on January 22 at 10am, having just departed Wansford. HAYDEN SHEPPARD



‘Forgotten’ Manx *Mona* needs £12k to fund 150th anniversary display

THE Isle of Man Steam Railway Supporters Association has launched a £12,000 appeal to return ‘forgotten’ Beyer Peacock 2-4-0T No.5 *Mona* to public display condition after half a century in storage and partial dismantlement.

Working in partnership with Isle of Man Railways, the aim is to complete the cosmetic restoration in time for the 150th anniversary of its first line, from Douglas to Peel, in July 2023.

The cosmetic restoration involves sourcing a number of fittings which have been ‘borrowed’ for in-service locomotives over many years, reassembly of the locomotive, painting and lining out, and fitting of brass nameplates and a brass numeral to the side tanks. The association has agreed to buy one of the original nameplates for refitting to *Mona* and from which a copy will be made and also fitted. Both of the

original nameplates were sold with the engine into private ownership back in 1978.

Arriving with No. 4 *Loch* in 1874 in readiness for the opening of the Port Erin line, the name *Mona* comes from the Latin term for the Isle of Man.

Last reboilered in 1946, No. 5 was a regular on the Peel line later in its career and remained in service until it was withdrawn after the closure of the Peel and Ramsey lines in 1968. Its last recorded mileage in 1964 was 1,896,370.

Still in its 1967 spring green livery adopted by Lord Ailsa in 1967, *Mona* was stored in the old corrugated iron Douglas carriage shed until it was demolished to make way for a new bus garage and offices in 1999.

It was relocated to a sealed tent at the back of the replacement carriage shed, where it sat until 2020, receiving no attention for many years.

During 2020 the locomotive was dismantled to enable asbestos removal.

There are currently no plans to return it to steam.

→ To donate to the *Mona* restoration project, visit www.iomsrsa.org/projects/no5-mona



No.5 *Mona* seen during pre-decontamination work at Douglas in 2020.
G TAYLOR/IOMSRSA

Grant ‘saves’ line following rockfall closure

THE Steeple Grange Light Railway is preparing to resume operations after receiving a lifeline £32,636 grant to help clear rockfall debris.

Extreme weather caused boulders and soil to fall from cliffs at the former Dark Lane Quarry on to the 18in gauge track, blocking both it and a path alongside, forcing the section between Steeplehouse and Recreation Bridge to be closed.

However, the grant from the Tarmac Landfill Communities Fund has enabled the railway and its contractors to remove trees and vegetation from the crest and rock face, along with the boulders, and inspect the rockface and remove loose rubble.

Railway director Dr John Finch said: ‘We are extremely grateful to Tarmac. The grant has effectively saved us.

“A horrendous frost and temperatures of -15°C brought down two huge boulders which, thankfully, didn’t damage the line but forced us to close.”

‘Hoover’ set to star in Chinnor gala line-up

A CLASS 50 with a distinctive livery is due to be among the locomotives taking part in the Chinnor & Princes Risborough Railway’s April 1-3 diesel gala.

Billed as the line’s ‘annual diesel spectacular’, a frequent train service is set to feature a combination of home fleet and visitors.

‘Hoover’ No. 50008 *Thunderer* is due to be in traffic over all three days, courtesy of Hanson and Hall. In early February, another guest locomotive was also expected, although it was understood that the details remained unconfirmed.

Resident performers booked to operate include Class 37 No. 37227, Class 31 No. 31163, and Class 08s Nos. 08011 and 08825.

Depending on crewing levels, it is hoped that brake van rides will be available using Network SouthEast-liveried ‘Grunk’ No.08825/97808 between departures and arrivals at Princes Risborough.



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Bridgnorth shed roof works and crane appeal is 'home and dry'

By John Titlow

THE Severn Valley Railways Charitable Trust's £475,000 appeal to replace the shed roof at Bridgnorth is now 'Home and Dry' and all works – including the electrical installation and travelling crane – can go ahead as planned.

After delays caused by Covid-19, the appeal was launched in April 2021, initially by mail to the SVR supporter base including members, donors and shareholders. More than 3000 people donated and the full amount was raised in less than a year.

Funding was split into three phases: first, the roof and wall cladding, electrical installation and construction of the crane foundations – £385,000; second, the infilling of shed road two and moving larger items out of the shed – £25,000; and third, steel work for the crane and the crane itself – £65,000.

The travelling crane was the final part of the jigsaw (as highlighted in issue 288) and when installed will make life easier by reducing the time taken moving heavy parts around the shed, eliminating the use of a forklift truck. Work will be quicker and safer, and bring the locomotive works up to a high standard.

Four contractors will undertake the works. Walsh Construction Ltd will be the principal contractor responsible for civil engineering work and crane bases, and have overall responsibility for managing health and safety. Ascon Industrial Roofing Ltd will undertake the removal and fitting of the new roof and wall cladding, Telford Electrical Services will handle the electrical installation, and A G Cranes Ltd will supply and install of the gantry and travelling crane.

In charge

The project will be managed under the expert supervision of volunteer Antony Bartlam, a Bridgnorth-based professional structural engineer and project manager. He will be supported by infrastructure volunteer Nick Yarwood, experienced in project programming, who will draw up the contracts. Nick was instrumental to the success of the Falling Sands Viaduct restoration.

Ben Wright, a qualified architect, will be involved, as will senior team leaders including shedmaster Martin White, infrastructure manager Chris Bond and health and safety manager Richard Morris.

Volunteers are pivotal to the project, with more than £40,000 worth of time in terms of wages equivalent, in addition to donations. The biggest financial challenge is the continual escalation of material costs.



The frames of LMS 2-6-0 No 42968 and West Country 4-6-2 No. 34027 Taw Valley inside Bridgnorth shed on January 31. JOHN TITLOW



Severn Valley Railway volunteers and staff celebrate the success of the £475,000 Home & Dry appeal. Left to right are Roger Whitehead, Paul Bates, Martin Managhan, Dave Fulcher-Insull, Tony Howard and Steve Tyler. SVR

Now the real work begins to clear the shed of everything – locomotives included – in preparation for construction to work to start in May.

It is estimated that the project will take about four months to complete and is designed to fit in between the SVR's two major steam galas, the April 21-24 spring event and the autumn one on September 15-18.

SVR Charitable Trust executive director Shelagh Paterson said: "Thanks to all the donors who, in spite of the challenges of the Covid-19 pandemic, rallied around to help raise funds for the Home and Dry appeal. The locomotive works are vital to the running of the SVR, helping create memorable experiences for so many people. We're looking forward to seeing the transformation."

Raising the Roof, a feature on the works project, appeared in issue 287.

Martin White said: "This project is

going to make a huge difference to the volunteers and paid staff who work hard to keep the locomotive fleet operational. Volunteers are already clearing the way and carrying out small-scale construction activities that need to be completed before the main contract work begins."

Bright future

Dave Fulcher-Insull, 4930 Project team leader, said: "Overhauls will become more difficult with ageing locos in the future and this will enable frames to be set up easier, as will the lifting of smokeboxes, tanks, chimneys, smoke deflectors, radials and ponies.

"The pressure is on because of the deadline for No.4930 Hagley Hall being so close to the roofing project start date. It will be worth it in the end when we don't have to go to such lengths to move things about

in the works. Previously, moving components about has taken a huge amount of time and effort to get some small jobs done – it will now hopefully be pain-free."

Running maintenance team leader Will Marsh said: "Maintaining a fleet of eight to 10 steam locomotives which are each clocking up 7000-9000 miles a year will be significantly easier, faster, and, most importantly, safer with an overhead crane installed. A good example is when coupling rods are removed and have to be precariously moved around on trollies to where any work is to take place, such as over and onto the hydraulic press for removing bushes.

"The re-cladded shed will also make the world of difference towards making our department a pleasant working environment. It is a common sight to see both paid and volunteer members of staff working under umbrellas to stay dry inside the shed."



The rolling chassis and smokebox of No. 42968 inside Bridgnorth shed on January 27. All this must be cleared before roof works can commence. JOHN TITLOW

Appeal to fund A60 bridge repairs for GCR reunification takes off

By Robin Jones

A £110,000 appeal launched to repair the railway bridge which crosses the A60 to the north of Loughborough as part of the Great Central Railway's reunification project has raised £30,000 in its first fortnight.

Situated at the southern end of the nine-mile Nottingham Heritage Railway (formerly the GCR (Nottingham)) and just to the north of the connection with the Midland Main Line, the bridge is owned by the East Midlands Railway Trust.

Its steel deck is life-expired and the 120-year-old structure is currently closed to all trains, which, as reported in issue 283, means that freight traffic from the national network is currently unable to reach the British Gypsum works at Rushcliffe Halt.

A consortium of funders have gathered "a substantial sum" towards the work, and the Friends of the Great Central Main Line appealed for £110,000 to top up the fund.

With the first fortnight, £10,000 was donated and matched by an identical sum from the LNER GC Heritage Trust, which raises funds and organises the membership club for the northern end of the line. The Friends then offered another £10,000, making £30,000 raised and another £80,000 to find.

The Friends is also raising money for the next stage in the project to 'bridge the gap' between the GCR and NHR – new bridges across Railway Terrace and a factory car

The bridge carrying the Nottingham Heritage Railway over the A60 north of Loughborough. An appeal has been launched for £110,000 to repair the life-expired structure, ensuring that it is ready for the link-up between the NHR and the Great Central Railway.

FRIENDS OF THE GREAT CENTRAL MAIN LINE



park in Loughborough. Dubbed the Factory Flyover, this part of the project will reinstate another section of the missing railway between the already-restored canal bridge north of Loughborough locomotive shed, and the new bridge installed to take the heritage railway over the Midland Main Line.

It is hoped to start work on the Factory Flyover within two to three years. Friends chairman Andy Fillingham said: "This is an incredible chance to move our Reunification scheme forward quickly.

"To have so much committed already towards the repair of the A60 bridge is phenomenal and I am sure that will encourage donors to help us reach our £110,000 target. We launch this appeal with the aim of finding the funds as soon as we can, so, in

turn, contractors can get to work on the bridge."

David Rae, chairman of the East Midlands Railway Trust, added: "We are delighted that fundraising is underway for the A60 road bridge.

"Overhaul unlocks the potential of the line towards Nottingham, allowing it to once again accept trains from the national rail network.

"It's another great step forward towards the creation of the 18-mile heritage railway across the East Midlands."

→ Donations can be made at www.gcrailway.co.uk/unify or cheques payable to the 'David Clarke Railway Trust' can be sent to: DCRT, Lovatt House, 3 Wharncliffe Road, Loughborough LE11 1SL (please write 'A60/Reunification' on the back of the cheque).

Historian wants to reopen Nottingham's GCR tunnels

A PETITION calling for the disused Great Central Railway tunnels beneath Nottingham to be opened for public tours has attracted about 2000 signatures so far.

Local historian Janine Tanner was given access by Nottingham City Council in 2018 to run three tours of the tunnels which led into Nottingham Victoria station until it closed in 1967.

However, the city council has refused to allow more tours on safety grounds.

She launched the petition calling on the council to allow the tours to restart, saying that the tunnels are part of the city's history beneath the Victoria shopping centre, yet many people today do not know they exist.

Soon you can stay at Beamish

BEAMISH: The North of England Open Air Museum has received a £150,000 grant from the Sir James Knott Trust to help finance a project providing overnight accommodation and a tavern for visitors.

The project, part of the £20 million Remaking Beamish, scheme, focuses on the Georgian cottage industry and features a pottery, a blacksmith's workshop, a drover's tavern and tap room.

Existing buildings which are original to the site and date from the late 18th and early 19th centuries will be turned into period-style self-catering cottages.

Peat railways and climate change will come into sharp focus in new Tywyn exhibition

THE Narrow Gauge Railway Museum in Tywyn – winner of the Heritage Railway Association's 2021 Interpretation Award, sponsored by Mortons Ltd/ *Heritage Railway* magazine – is to stage a temporary exhibition throughout this year to mark the effective end of peat harvesting operations on the Bord na Mona network in Ireland.

What was the largest narrow gauge industrial railway ever to operate in the British Isles, along with the power stations that these

lines served, are closing in response to the need to reduce carbon dioxide emissions, as highlighted at the recent COP26 conference.

The exhibition also tells the story of the three former Bord na Mona steam locomotives and, in particular, Barclay 0-4-2T No. LM43, which, in rebuilt form, now operates on the Tallylyn Railway as No.7 *Tom Rolt*, and features some of the narrow gauge peat railways that used to operate in England and Scotland.

A museum statement said: "In the wake of the COP26 conference in Glasgow in November 2021, the need to minimise global warming is widely understood.

"This exhibition acknowledges the dependence of the heritage railway industry on coal and other fossil fuels, and sets out some of the challenges currently being faced, together with the steps that are being taken to offset and reduce their environmental impact."

One diesel in and another one out at Battlefield Line

CLASS 40 No. 40118 (D318) was relocated to the Battlefield Line from Tyseley Locomotive Works on January 5.

Two other vehicles owned by the 16SVT Society followed in mid-

January – Fruit D No. 92076 and GWR tool & riding van No. 174.

The 'Whistler' is undergoing a comprehensive restoration and has yet to work in preservation. Class 47 No. 46740 departed the

Battlefield Line on January 11 for Nemesis Rail in Burton-upon-Trent. It is hoped Harry Needle-owned Class 20 No. 20087 will be operational on the heritage line this season.

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Engineers check the wheels underneath the frame of No. 4150 on January 31. JOHN TITLOW



GWR large prairie no. 4150 on its wheels again inside Bridgnorth shed on February 2. JOHN TITLOW

Last of the unsteamed Severn Valley locomotives rewheeled

By John Titlow

GWR large prairie No. 4150, the last ex-Barry scrapyards locomotive on the Severn Valley Railway to be returned to steam, became a rolling chassis again in Bridgnorth shed on January 31 – but only as an 0-6-2.

Designed by Charles Collett it was built at Swindon in 1947 and entered traffic at nearby Stourbridge Junction shed on June 5 that year. It is likely to have run in service over the SVR.

From 1953 until 1962 it was allocated to West Country sheds including Weymouth, Taunton, Exeter and Newton Abbott, where it was used on passenger, freight and banking duties on the South Devon banks, in particular Dainton, and the daily lightweight pick-up goods to Kingswear. Its final shed, in 1962, was Severn Tunnel Junction, where it was

used on local passenger trains and piloting and banking duties through the tunnel until being withdrawn in June 1965 and sold for scrap to Woodham Bros of Barry along with several other members of its class from the Severn Tunnel, including Nos. 4110, 4115, 4121, 4144, 4156 and 4160, most of which were subsequently preserved.

No. 4150 left Barry in 1974, the same time as GWR 4-6-0 No. 7812 *Erlestoke Manor*, and went to the Dean Forest Railway. However, due to access, restoration work proved difficult.

After three years of little progress approaches were made to the SVR which was receptive to having a large prairie, and after an overwhelming vote in favour by shareholders it moved by rail with an overnight stop at Gloucester to Bewdley on January 19, 1978, still in in scrapyards condition.

After sitting in Bewdley yard for 44 years, No. 4150 was moved to Bridgnorth on April 30, 2021.

When GWR 4-6-0 No. 4930 *Hagley Hall* had its driving wheels fitted on April 21, the frame lift inside Bridgnorth shed became vacant, giving a window of opportunity for No. 4150 to be lifted and thoroughly inspected underneath.

Once raised in August last year, the wheels were removed for repainting and it was discovered the felt pads that lubricate the axles needed replacement. The originals were too hard and would not have allowed enough oil to pass onto the axle for lubrication, causing serious problems in the future.

Rectangular springs are responsible for pushing the felt held in a cage against the axle, these were also life expired so needed replacement.

Each spring costs £24 and has to be specially made. Running maintenance team leader Will Marsh ordered a set of replacements which are now fitted. The wheels have to be removed to enable replacement of the pads, so it was deemed essential that this is done now.

The frames and wheels are now painted, and the radial truck and six drivers were fitted on January 31 with the connecting rods prepared ready for fitting. The front pony truck will be fitted at a later date using the wheeldrop.

With the boiler presently being worked on, it is hoped that No. 4150 could be completed the middle of 2023.

→ If you would like to support the swift return to steam of this very useful locomotive which is ideal for the SVR, visit www.4150.org.uk

Poole Park miniature line aiming for a spring restart

DORSET'S Poole Park Railway is on track for a spring reopening after being closed for four years.

Following a successful tender process to refurbish the 10¼in gauge line, Shropshire-based Track Systems began work on the Bournemouth, Christchurch and Poole Council project on December 6. The track is being relaid and the old engine shed demolished ahead of a new one being erected, with an aim of completion for April.

Coun Mark Anderson, the council's portfolio holder for environment, cleansing and waste, said: "Getting Poole Park Railway up and running again has been a commitment we wanted to fulfil since the service was suspended in 2018.

"Rejuvenating Poole is a key priority of us and bringing the railway back on track reinforces this commitment. It is a special asset, which has been a feature since 1949, and I'm so pleased that we will soon see it back in action."

New future for Newcastle's Stephenson loco works building

NEWCASTLE City Council has given the green light to £8.7 million plans to refurbish a derelict Grade II listed building which was once part of Robert Stephenson's locomotive works.

The Pattern Shop in South Street behind Newcastle Central station has fallen into disrepair after being left empty for more than a decade.

The 1860s building is to be converted into a low-carbon office development to be occupied by around 300 staff, the development completing the rebirth of the city's historic Stephenson Quarter, the council's planning committee decided on February 4.

The council will now team up with P&P igloo to form a joint venture company, Stephenson Works LLP, which will facilitate the regeneration of 4.3 acres of brownfield land, creating around 2000 jobs. The council will

contribute the land and the developers will contribute an equal share of capital investment to bring plots forward.

Coun Ged Bell, the council's cabinet member for development, said: "It's an incredibly important building from a historical point of view being at the forefront of the industrial revolution.

"Robert Stephenson fitted out engines there – 3000 were shipped all over the world as far afield as America and Egypt putting Newcastle on the international map.

"With its historic buildings, the Stephenson Quarter is a gem of a development site. We've had great success with the previous developer the Clouston Group bringing forward the hotel, technical college and offices, but this new phase will accentuate the heritage of many of its listed buildings which makes the site unique."

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The Wigan Junction Railways opened in part, in 1879 to Strangeways, by a line from the CLC at Glazebrook, finally reaching Wigan Central in 1892 after many trials and tribulations not the least of which were financial. 127pp, 139 illustrations, some in colour. Line maps, T.Ts etc. Hardback, colour jacket. ISBN 9780955003059.

As reviewed by the Railway and Canal Historical Society:-

The opening chapters of each book summarise the early history of the branches up to 1st January 1906, the date on which they were taken over by the Great Central Railway. Subsequent chapters describe and illustrate, in sequential order of route, the individual stations along the lines. In both books monochrome and colour photographs are of good quality and accompanying captions are well researched and informative. The photographic subjects include locomotives, railcars, DMUs, stations, structures, signal boxes, junctions, rolling stock, mining and other industries. Copious maps, diagrams and aerial views provide a useful aid to routes, station layouts and locations. Each book contains a bibliography. The books are well produced both in content and appearance and provide a useful contribution to the history of two branch lines about which little has been published previously.

The St. Helens & Wigan Junction Railway, first mooted in 1877, would take 23 years before the branch from Lowton St. Marys to St. Helens Central was fully open and again the coal deposits east of St. Helens, in particular at Haydock and Golborne, and other St. Helens industries were the main attractions of this line. 120pp, 144 illustrations, some in colour. Line maps, T.Ts etc. Hardback, colour jacket. ISBN 9780955003066.

As reviewed by Steam Days:-

It is the story of these locally promoted lines, operated by the MS&LR from inception and absorbed by the GCR in 1906 that these books explore. Both of these titles draw exclusively from original research and include a varied and interesting mix of black and white and colour images, track diagrams, maps and documentation including contractors drawings. Appendices in both books offer a selection of timetables which serve to inform that Wigan enjoyed a fairly generous service throughout the day to Manchester Central and that the St. Helens passenger service was pretty dismal. I enjoyed these two titles which offer fascinating and detailed accounts of a part of the network that will have no doubt, passed many by.

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Council backs Stockton & Darlington 2025 bicentenary celebrations plans

By Robin Jones

MAJOR plans for a series of events to mark the 200th anniversary of the Stockton & Darlington Railway in 2025 and lure international visitors to the North East have been backed by Stockton-on-Tees Borough Council's Cabinet.

Among the highlights of the programme include a recreation as far as practical of the inaugural S&DR journey on September 27, 1825, from Witton Park in County Durham via Shildon and Darlington to Stockton, using the replica of Locomotion No. 1 which is based at Beamish Museum.

The journey could be broadcast live globally, and would lead to the launch of a permanent visitor attraction linking several museums and historical sites across the Tees Valley to Shildon.

The planned 2025 itinerary also proposes a regular main line steam shuttle between Stockton and Shildon, stopping at Darlington and crossing Grade I-listed Skerne Bridge (the world's oldest railway bridge in continuous use), as well as scheduled trains being turned over to historic steam haulage, with high-profile locomotives like LNER A3 Pacific No. 60103 *Flying Scotsman* and Peppercorn A1

No. 60163 *Tornado* heading some scheduled services during the event.

It is also planned to bring together more than 30 locomotives from the early days of steam, including some from the National Railway Museum or others built by Robert Stephenson & Co, as linked exhibits across several of the sites to feature in the celebrations.

Another idea being given serious consideration is the creation of a temporary engine shed in Stockton as part of the new waterfront development, displaying some of those early locomotives, in addition to the others being showcased at Shildon and Darlington.

Stockton Borough Council is also looking at using this engine shed as a covered area to hold future public events and performances.

Multi-million programme

The events programme – which will cost an estimated £1.3 million to £1.9 million and also include exhibitions, parades and arts and theatre events – has been developed by Stockton in a partnership

with Darlington Borough Council, Tees Valley Combined Authority and Durham County Council, working with Historic England, Network Rail, the Friends of Stockton & Darlington Railway and others linking the Locomotion museum in Shildon, Darlington's Rail Heritage Quarter, Preston Hall Museum & Grounds, and Stockton's Riverside.

On January 20, Cabinet members approved the outline of the proposed celebrations of the S&DR Bicentenary and supported the identification of resources through the Medium Term Financial Plan process to ensure that the borough of Stockton is recognised, visited, and celebrated for its contribution to world railway heritage.

Furthermore, on behalf of the partnership, Darlington Borough Council has led an application for

£2.87 million of National Heritage Lottery Funding for capital investment and community participation work from Stockton to Shildon.

Such funding would greatly boost the capacity of the work of the Friends of Stockton & Darlington Railway, and provide staff to work with communities in Stockton borough, Darlington borough and County Durham. The lottery recently confirmed stage one

success for the bid.

A report to Stockton's Cabinet read: "The partnership had commissioned major pieces of work to provide the foundation for the development of the permanent visitor attraction and the promotion of the bicentenary.

"These included a full access audit for the length of the line, historic significance and condition surveys of buildings and structures, marketing and interpretation frameworks, feasibility studies into live steam and early locomotive exhibitions, and an authoritative independent Economic Impact Assessment (EIA) to calculate the potential value of the S&DR to the Tees Valley and County Durham."

It said that the anniversary is "likely to attract visitors from across the world and establish the profile and identity of the S&DR visitor attraction in all its parts, celebrating our heritage, changing perceptions about the area, and driving long-term visitor economy growth.

"The EIA highlighted a potential 13% increase in overnight visits and a

"The 200th anniversary of the S&DR is an opportunity to celebrate our region's rich rail heritage and to pay tribute to the generations of residents who worked on the railways."



Between 1973 and 1975, a replica of *Locomotion No.1*, which hauled the first train on the Stockton & Darlington Railway, was built and in August 1975 led the cavalcade to mark the 150th anniversary of the opening of the line. It is seen at Tyseley Locomotive Works during a visit on June 28, 2009, and now runs on the Pockerley Waggonway at Beamish Museum. TONY HISGETT/CREATIVE COMMONS

27% increase in international visitors, compared to pre-Covid benchmarks."

It has been said that up to 2310 temporary jobs could be created in 2025 during the celebrations, as well as 410 permanent positions afterwards, with an estimated £120 million inputted into the local economy.

All schools along the 26 original miles of the S&DR will be involved in marking the bicentenary with special projects aimed at prompting pupils' interest in technology, invention and engineering.

Innovative spirit

Coun Elizabeth Scott, Stockton's Cabinet member for economy and partnerships, said: "The 200th anniversary of the S&DR is an opportunity to celebrate our region's rich rail heritage and to pay tribute to the generations of residents who worked on the railways.

"It is also a chance to show the world that the innovative spirit of 1825 is still very much alive today by delivering a programme of activities

that draws upon the creativity and talent that exists here.

"We have been working closely with our partners to do just that and it is really exciting to see the plans coming together.

"The anniversary of the S&DR is also an important part of the Durham 2025 campaign, which aims to secure UK City of Culture 2025 status for County Durham. However, the benefits of this title would extend beyond the county itself, attracting millions of visitors, boosting the economy and supporting the levelling up agenda across the North East."

Sarah Price, head of the Locomotion museum, said: "This is an important moment to recognise our shared railway heritage and a chance to come together as a region to celebrate the railway story and to inspire the next generation of engineers.

"At Locomotion, we're investing in our site to create a lasting legacy with a new collection building, a better experience for visitors, and a sustainable future for our historic buildings."



Visiting from the East Lancashire Railway, Lancashire & Yorkshire 0-6-0ST No. 752, running in fictitious BR livery as No.51456, passes Pokehill Farm with the 10.30am from Eridge on the Spa Valley Railway on January 9. NICK GILLIAM

Llanelli shed revival gets £16k grant

MODERN-DAY operator Great Western Railway has given the Llanelli Railway Goods Shed Trust a grant of nearly £16,000 to transform the Grade II-listed structure into a heritage centre.

The shed, built by the GWR in 1875, is located in the Tyisha area of Llanelli, in the top 10% of the most deprived wards in Wales. The transformation will boost Carmarthenshire County Council's plans to regenerate the locality.

Trust chairman Nia Griffith MP said: "The project will allow people to experience and understand the significance of a building which has been on their doorstep for more than a century. People are keen to see this history preserved and celebrated in the goods shed."

Lease breakthrough for Alford Valley revival

MOVES to reopen Scotland's 2ft gauge Alford Valley Railway have been boosted by support from Aberdeenshire Council.

The Alford Valley Community Railway has been working to reopen the line since its closure in 2017 due concerns over the condition of the track.

At a committee meeting on January 25, the council unanimously approved a lease of the Alford railway station building, engine shed and surrounding grounds to the group for the next 20 years, at a cost of £1 per year.

The original standard gauge Alford Valley Railway opened in 1859. It closed to passengers on December 31, 1949, and to freight on December 31, 1965.

The narrow gauge railway was built by local enthusiast James Gordon

from salvaged equipment from the New Pitsligo peat moss railway and opened in 1980. It originally ran for 1.9 miles from Houghton Park station through Murray Park Woods, but in 1984 another line was run from Alford station, alongside Alford Golf Course to Houghton Park. The Murray Woods line was then closed.

The current station building is on the site of the granite structure which was demolished after BR closed the line, but the passenger platform is the original.

A small railway museum is housed in the building. Nearby are Grampian Transport Museum and Alford Heritage Museum.

The AVCR has held discussions with the golf club and Grampian Transport Museum, as sections of the line run over their respective grounds.



Alan Keef steam outline 0-4-0T No. 63 of 2001 *James Gordon* heads an Alford Valley Railway train on August 8, 2010. KAREN BRYAN/CREATIVE COMMONS

AVCR vice chairman Lewis Buchan said the committee "is very happy that the lease has been approved. This is a massive goal reached in our project and we can't wait to get started on the next stages of the project to enable us to bring the railway back for everyone to be able to enjoy."

It is planned to carry out the refurbishment of the heritage line in phases, beginning with the station, followed by the engine shed and turntable, and then the Houghton Park station and car park in phase three, before attention is focused on the track itself.



Pictured in front of Alan Keef steam outline 0-4-0DH No. 23 of 1988 No.3 *Jack*, the directors of the new Hayling Light Railway Trust – Cliff Robinson, Chris Martin and Malcolm Harris – take a break from volunteering duties to toast the new venture with a cup of railway tea! HLRT

New operator for Hayling Seaside Railway

HAMPSHIRE'S Hayling Seaside Railway is now under new management following the retirement of Bob Haddock, the line's owner and creator.

The Hayling Light Railway Trust, a not-for-profit charity, has been set up by the volunteers of the East Hayling Light Railway Society.

The mile-long 2ft gauge line, which was built entirely by volunteers and is now run by them, has operated along the seafront of Hayling Island since 2003, linking the seaside shops, pubs, cafes and amusements of Eastoke Corner to the funfairs at Beachlands.

A statement said: "The trust is keen to hear from anyone with a little time to spare who would like to join the friendly team of

volunteers who keep the trains running. No previous experience is necessary as full training will be given, whether you aspire to be a driver, guard or 'clippie', serve customers in our shop, help maintain our track, or work on our locomotives, carriages and wagons in our Eastoke Corner depot.

"Trust members would like to take this opportunity to wish Bob and his wife Marilyn a long, happy and well-deserved retirement."

→ If you would like to join the Hayling Light Railway Trust, visit <https://haylinglightrailway.wixsite.com/ehlr> or the line's Facebook page, or write to: Hayling Light Railway, Eastoke Corner Station, Sea Front, Hayling Island, Hants PO11 9HL.

Embsay launches Midland carriages restoration plan

By Gareth Evans

THE Embsay & Bolton Abbey Steam Railway has begun the restoration of two 100-year-old Midland Railway corridor third bogie carriages that will fill a notable gap in the line's well-known operational vintage coach fleet.

The vehicles owe their survival to having crossed the Irish Sea during the Second World War. Both were constructed at Derby in 1922 to diagram number 1282 as part of lot number 973 as TKs (third class corridors).

Bomb damage on the Northern Counties Committee (NCC) network, operated by the LMS, the Midland's successor railway company, meant an urgent need for carriages in Northern Ireland.

Appeal launched

To replace those lost following the intense air raids on Belfast on April 15 and May 4, 1941, the LMS sent 20 coaches to Belfast, where they were regauged from 4ft 8½ins to 5ft 3ins.

The LMS eventually sent 52 carriages to replace the losses, the last eight arriving in late 1948.

Nos. 238 and 241 were saved by the Railway Preservation Society of Ireland in 1975, returning 'home' to Midland territory in 2004.

The EBASR has now launched a £100,000 appeal to restore the pair. No. 241 is listed by the Vintage Carriage Trust's coach register as 'exceptionally important'.

Chairman of the Embsay & Bolton Abbey Railway, Rob Shaw,



Built at Derby in 1922, restoration of MR No. 241 is now underway at Embsay.
ROB SHAW/EBASR

said: "These carriages are of huge historical importance. Their return to active service will help to tell an important story about the MR here in North Yorkshire, demonstrating just how our line might have appeared to a visitor in the Roaring Twenties."

"They will fill a noticeable gap in the collection. Our railway has become famous in recent years for its carriage fleet."

Both carriages were recently moved from Bolton Abbey to undercover storage at Embsay by Hudswell Clarke 0-6-OST Illingworth. No. 241, which will be completed first, has been placed in the workshop and is now drying out, as is No. 238, which resides in the carriage sheds. They will require the attention of the EBASR's skilled and dedicated team, largely made up of volunteers. Their work included vehicles such

as the award-winning 1903 North Eastern Railway Autocar and Queen Victoria's LSWR saloon.

Sponsor a seat

Nos. 238 and 241 have the structures of their original seats still largely in place and are pretty complete internally. Research is underway into an authentic moquette, while a grab and door handle set are in stock, which will be used to reproduce for the restoration. It is hoped No. 241 will be operational by 2024, with No. 238 following in 2026. Befitting their heritage, the vehicles will be finished in MR crimson livery, with one carrying insignia to demonstrate its service in Northern Ireland.

In addition to one-off donations, fundraising includes sponsoring a

→ Visit www.embsayboltonabbeyrailway.org.uk/century-appeal for details of how you can help.



The interior of coach No. 241.
ROB SHAW/EBASR

seat – there are 96 seats across both vehicles in 16 compartments. Each seat is £999 or can be secured with a monthly donation for 20 months of £50. Seats will first be allocated in the first restored vehicle, so an early sponsor means the donor will be able to ride in the vehicle they helped to restore sooner. Every sponsor will receive an invitation to the launch of their restored seat and a certificate of participation, including a visual representation of the carriages.

Donations can be made online, or cheques payable to 'Yorkshire Dales Railway Museum Trust' can be sent to: Embsay & Bolton Abbey Steam Railway, Bolton Abbey Station, Bolton Abbey, Skipton, North Yorkshire BD23 6AF.

Ferry Meadows Railway sold to 'young local couple'

By Gareth Evans

THE 10¼in gauge Ferry Meadows Railway, which runs in Nene Park, Peterborough, is to be operated by new owners this year. In a statement issued on January 8, vendors David and Sue Coving, who are retiring, said the railway has been sold "to a young Peterborough couple who are already in the leisure industry."

The new management is due to take over on April 1, and Mr and Mrs Coving will help out until the end of the summer school holidays.

The railway has been sold complete and in situ, although the line's Darjeeling Himalayan Railway-type 0-4-OST+T is being sold separately. Built by Laurence Hall of Peterborough in 2012, 5in-to-1ft scale Darjeeling B class entered service at the FMR on February

16, 2013. In early January, it was advertised for sale for £60,000 or nearest offer. The locomotive is expected to operate at the FMR on February 20 and 27 and Sundays in March, weather permitting, after which steam traction is no longer expected to feature at the FMR.

Meanwhile, the line's steam outline Rio Grande 2-8-OPH moved under its own power on January 28 for the first time in about 10 years. Constructed for Drayton Manor Park in 1971 by Severn Lamb to a David Curwen design, it joined the FMR fleet in 2010 and has been undergoing a rebuild since then. The North American-style tender locomotive is to remain on the FMR – including two trams and Alan Keefe steam outline 0-6-0DH Charles (No. 58 of 1999).

Located within walking distance of the Nene Valley Railway's



While the railway it is pictured operating on March 17, 2019, has found new owners, the Darjeeling B class 0-4-OST+T is for sale. GARETH EVANS

Overton station, the 700-yard Ferry Meadows Railway has been in operation since Nene Park opened to the public in 1978. The railway

connects the main park entrance to the Lakeside café. Visit www.ferrymeadowsrailway.co.uk for fares and timetable information.



History was both remembered and marked at the Isle of Wight Steam Railway on Sunday, January 23. The date was, as highlighted last issue, the 51st anniversary of the nascent heritage line's landmark move from Newport to Havenstreet (the celebrations being a year late because of Covid-19), but also the launch into traffic of the immaculately restored Ryde Pier Tramcar Drewry car No.2. On the day, LSWR 02 0-4-4T No. W24 *Calbourne*, which headed the stock move in January 21, is seen heading into Havenstreet station, while the tram arrives at Wootton.

NICK GILLIAM



Model car museum relocates to Welshpool & Llanfair

THE Welshpool & Llanfair Light Railway will have an added attraction when the Cloverlands Model Car Museum moves from Montgomery.

The Cloverlands Model Car Collection – which has more than 5000 model cars – is leaving the Montgomery Institute in Arthur Street, where it has been based since 2016, and is moving to a new home at the line's Llanfair Caereinion terminus. The aim is for it to reopen there in time for Easter, opening on Saturdays until October and on special days.

Legacy

The original Cloverlands collection was built up over 60 years by motoring enthusiast Gillian Rogers, who passed away on December 27. She who was a motoring writer and model car maker, and drove a Singer Le Mans for 40 years to racing events in Europe, as well as attending meetings at Brooklands and Goodwood.

The museum now contains models from 14 collections, including one from Canada.

East Kent is now home for 'royal' Class 365 EMU

By Robin Jones

THE East Kent Railway is now home to the first and only 'Happy Train' Class 365 EMU in the heritage sector – and one with royal connections, too.

Former Great Northern set No. 365524 was one of a type which frequently conveyed The Queen from London to Sandringham in Norfolk.

It was acquired from Eversholt Rail after negotiations involving transport consultant and rolling stock owner Howard Johnston.

The Class 365 Networker Express was a dual voltage (25kV AC and 750V DC) four-car EMU. A total of 41 were built by ABB at Holgate Road Carriage Works in York in 1994 and 1995 to operate services in south-east England and on the Great Northern Route. They were the last trains to be built at the Holgate Road works before its closure. They were refurbished between 2013 and 2016 at Bombardier, Ilford. The first 16 units initially operated Network SouthEast services south of the Thames. Due to the refurbished front end resembling a smiling face, the



Class 365 No 365524 in Great Northern service at King's Cross in February 2015.
DSH TRANSPORT/CREATIVE COMMONS

365s were nicknamed 'Happy Trains' by enthusiasts.

In March 2021, it was announced that Great Northern would be withdrawing the remaining Class 365s from service in favour of Class 387s transferred from Gatwick Express. The last day of service for the 365s on Great Northern was May 15, 2021.

Howard said: "Although they only had a short life by railway standards, the Class 365s were universally popular with those who travelled on them regularly, including myself.

"I was determined to save one from the scrapyard."

Paul Sutherland, client services director at Eversholt Rail, added: "We are delighted to mark The Queen's forthcoming Platinum Jubilee celebrations by giving No. 365524 a new career after travelling over a million miles in the 25 years since it entered service.

"Her Majesty was a frequent passenger aboard Class 365s as part of her journey from London to her winter home at the Sandringham Estate."

Following minor modifications, it is intended that No. 365524 will be open to the public as a cafe, restaurant, and events centre capable of staging major functions.

EKR general manager, Matthew Plews, said: "We are grateful to Eversholt Rail and Howard Johnston for choosing us, and we will look after it well. Some of the Class 365s started their working lives in the south east, so the East Kent Railway is a most appropriate place for the last survivor."

No. 365524 was one of several stored for a period at Doncaster Belmont Down Yard, having arrived there along with No. 365516 from Peterborough sidings on July 8, 2021. It was chosen for preservation as being in the best condition of the 41 sets. The preserved set will comprise two coaches from No. 365524 plus Driving Motor Open Composite No. 69724 from set No. 365540, which will be renumbered to 365524. The choice of vehicles was due to the condition of individual coaches. No. 365540 was one of the last sets completed at York.

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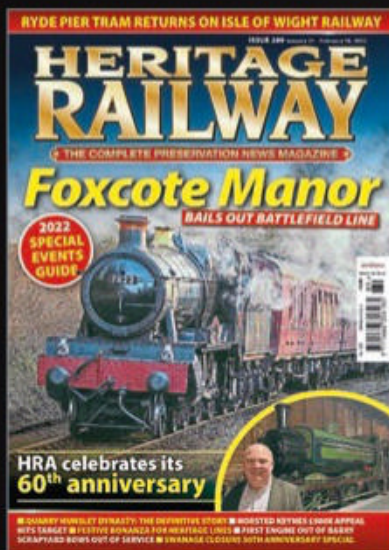
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A black and white photograph of a steam locomotive pulling a passenger train through a green landscape. The locomotive is black with a large smokestack and is pulling a train of passenger cars. The train is moving along a track that runs through a lush, green valley. In the background, there are rolling hills and a small town. The train is passing a station platform with a sign that reads "DONIFORD HALT". The locomotive has "THE WIZZER" and "7828" written on its front. The passenger cars are white with red and blue stripes. The train is moving towards the right side of the frame.

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WR 4-6-0 No. 7828 *Odney Manor* pulls into Doniford Halt, which serves the Bristol Channel beach renowned for its fossils, with a West Somerset Railway service on May 30, 2021. The halt was built by the heritage line itself and opened in 1987. The classic GWR pagoda shelter came from the closed Exe Valley line, and the platform sections from Montacute on the GWR Taunton to Yeovil line. For the coming season, which starts on March 19, the WSR is planning to run its longest and hopefully busiest season in many years (as reported in News, pages 18 and 19) and will again be running the full length of the line from Bishops Lydeard to Minehead. WSR

Bulleid Pacific overhaul boosted by £2000 sale of donated painting

by Geoff Courtney

FUNDS for the forthcoming overhaul of preserved SR Battle of Britain No. 34053 *Sir Keith Park* have been boosted by the sale of a painting of the Bulleid Pacific by steam enthusiast Nigel Wade.

In a project supported by *Heritage Railway*, Nigel donated the striking painting to the Spa Valley Railway for it to sell in aid of the locomotive's overhaul and other projects. Within days it was snapped up at £2000 by Peter Mace, a retired doctor who is the railway's medical adviser.

Nigel, who is 62 and lives in Farnborough, Kent, recalls being fascinated by steam locomotives from the age of two. He is an accomplished artist who, since retiring from senior management in the retail sector, has put those artistic skills to work in a variety of ways, including painting No. 34053, which has been a permanent resident of the Spa Valley Railway since the summer of 2020 and is now its flagship locomotive.

"I had always wanted to do a painting of a big engine and *Sir Keith Park* was an obvious subject," he said. "But I also wanted to do some good for the Spa Valley so decided to donate the painting, which depicts the engine on the railway near Groombridge, to raise funds to support its work and also make a contribution to the engine's forthcoming overhaul."

Peter said: "It is wonderful to be able to contribute to the Spa Valley in this way, and I am hugely grateful to



Picture-perfect: Against a background of No. 34053 *Sir Keith Park* at Tunbridge Wells West station on January 16, Nigel Wade (left) presents his painting of the SR Pacific to Peter Mace, who paid £2000 for the work of art in aid of the locomotive's forthcoming overhaul and other projects. CAROLINE EDMUNDS

Nigel for his generosity in donating the painting to the railway.

"I have always loved Bulleid Pacifics. I went to school by train through Clapham Junction and would see these wonderful locomotives rushing through on their way to the coast. I would also play the 1960s version of the card game Top Trumps for the tractive effort of steam locomotives, and the Merchant Navies always won."

The 69-year-old, who lives in Tunbridge Wells and is mostly retired from clinical practice as a GP but has been assisting with Covid-19 vaccinations, has been the railway's medical advisor for the past decade.

After presenting the painting to Peter at the railway's Tunbridge Wells West station, Nigel said he was delighted with the reaction to the painting and the interest it generated: "I thoroughly enjoyed doing it and was very pleased it sold so quickly to someone local to the Spa Valley and who also has connections to it."

Jonnie Pay, the railway's commercial manager, said: "Nigel's painting has justifiably attracted a lot of interest and admiration, and this is reflected in the excellent price Peter paid for it. The donation is a much-appreciated gesture by Nigel and a significant contribution to work on *Sir Keith Park*. Heritage railways like us are very

fortunate to have supporters such as him and Peter who help in a variety of ways towards our determination to keep the steam flag flying."

The imminent £350,000 overhaul of No. 34053, which is owned by Southern Locomotives Ltd, will include the engine being stripped at the company's Swanage workshop, transportation to the North Norfolk Railway at Weybourne for work on the boiler, and then a return to Swanage for reassembly.

It is hoped that the former Southern Railway Pacific will be back in action at the Tunbridge Wells-based Spa Valley Railway – where it is a major attraction – by the end of the year.

Class 47 goes on loan to NYMR as Hymeks celebrate 60th birthdays

CELEBRITY Western Region Class 47 No. 47077 *North Star* has moved from the West Somerset Railway for a loan period at the North Yorkshire Moors Railway.

The Brush Type 4, part of the Diesel & Electric Preservation Group's collection at Williton, departed from Bishops Lydeard by road on January 13.

The loan period is for two years but may be adjusted as the movement was delayed for six months while clearance was obtained from Highways England. Acquired by the DEPG in 2007, the



'DEPG on tour'... the banner says it all as the Diesel & Electric Preservation Group's Class 47 No. 47077 *North Star* leaves Bishops Lydeard for a loan spell at the North Yorkshire Moors Railway. MARTIN HOWARD

locomotive recently returned to service following bodywork repairs and a repaint in BR blue, but it is currently unable to operate on the WSR as it exceeds the line's present axle-loading limit.

Meanwhile, the group's two WR Hymek diesel-hydraulics, D7017 and D7018, celebrated their 60th birthdays in January, having been turned out by Beyer Peacock on January 8 and January



DEPG chairman Martin Howard (left), with publicity officer Mark Bladwell, about to cut the birthday cake to celebrate the 60th birthday of Hymek D7017 on January 8. CHRIS LAWTON

18, 1962, respectively. A small ceremony to mark the occasion was held at Williton diesel depot on January 8, with DEPG chairman Martin Howard cutting a birthday cake.

Nene Valley wagon group returns to Railworld

by Tim Hobman

HISTORY repeats itself as the Nene Valley Railway Wagon Group returns to the Railworld museum next to the east end of the heritage line. Following a short period of negotiations, the group has reached an agreement with Railworld to recommence wagon restoration in its sidings after a 20-year absence.

In the early days of the NVR, the original wagon group, under the leadership of Norman Pannell, had based itself at Peterborough Nene Valley station and carried out restoration work in the bay platform and the Railworld sidings.

The first wagon group achieved great things with limited resources, most notably the NVR van train of around BR box vans, which were hauled by famous locomotives such as No. 60103 *Flying Scotsman*, No. 70000 *Britannia*, and No. 60007 *Sir Nigel Gresley*. Since the group ceased activities in the late 1990s, the sidings and the stock therein have deteriorated, with nature reclaiming much of the land.

Ten years on, Tim Hobman, Paul Foxwell and Phil Halstead resurrected the line's wagon group. Since 2011 it has managed to restore several vehicles to running condition, while maintaining the running rake, and self-financing restoration work with freight driving courses, items for sale and photographic charters.

Over the last decade the group has been based at the line's Wansford headquarters, sharing working space in the open running shed.

As the group has grown in numbers, so has its ambition. Under Tim's leadership, it has reached a mutually-beneficial deal with the management of Railworld, which



A quarter of a century later and with the same wagon as a backdrop, members of the current wagon group get to grips with vegetation clearance. Pictured left to right in the back row are: Alastair Hobbs, Josh Northfield, Stu Northfield, Phil Halstead, Colin Dewey, Gareth Evans and Steve Parker, with (front) Jason Isaac, Cliff Smith and Tim Hobman. BRIAN PEARCE

sees the group return to its spiritual home.

The agreement opens up fresh possibilities for wagon restoration and railway heritage, with education of rolling stock and working practices.

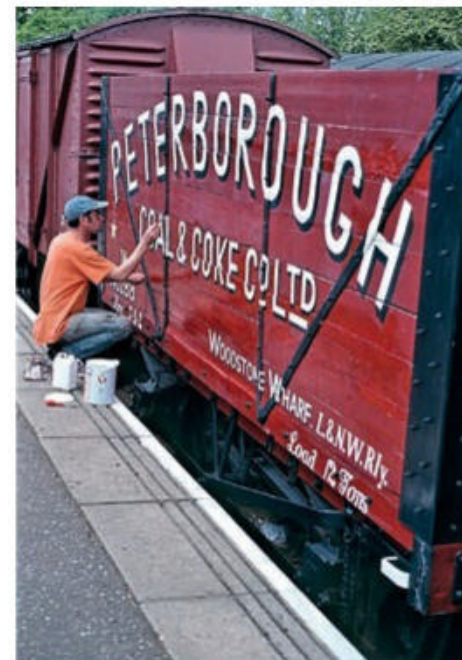
Railworld, or the Railworld Wildlife Haven as it is now known, is a much-loved visitor attraction and community asset in the city. Run by volunteers, the project aims to entertain and educate visitors.

Although it is a separate organisation and charity, there have always been close links between Railworld and the NVR. Railworld is divided into two sites on the north and south banks of the River Nene, with the north site (the former power station coal yard) dedicated to wildlife and conservation and the south site (the former LNWR engine

shed) being the entrance and home to a garden railway. The sidings in which the wagon group will be working are within the south site, although they are rail-connected to the NVR.

Railworld chairman Brian Pearce MBE said: "I would like to give a warm welcome back to Peterborough to the NVR Wagon Group. I feel it is such an appropriate place for it, given the history of the original group and the history of wagon building close to the Railworld site.

"The Co-operative Wholesale Society Wagon Works was located a few hundred yards west of the NVR terminus station, and Peterborough has a rich history of wagon building, with companies such as Charles Godfrey, Thomas Moy, and Coote & Warren. Railworld looks forward to a fruitful relationship and is pleased



Norman Pannell lettering the Peterborough Coal and Coke Co. Ltd wagon in the bay platform at Peterborough Nene Valley Station as leader of the original wagon group.

to allow the wagon group use of a working area to call its own at long last."

A working party of group members was on site during the New Year break, with much progress made in clearing vegetation.

Further sessions will see the restoration into original livery of BR 12-ton grounded van body No. B760049 as a mess hut and then the arrival of restoration projects.

Future plans involve a museum space dedicated to wagons, educational information regarding outside exhibits, and a restoration workshop with public viewing area.

This new chapter in the story of the group will see another attraction at the Peterborough end of the NVR for visitors.

→ Visit <https://nvrwagons.wordpress.com> for information about the group.

Spooner Row signalbox is saved for Mid-Norfolk

A GER signalbox from Spooner Row on the Norwich-Ely line is to find a new home on GER territory at the Mid-Norfolk Railway.

Made redundant when the route was resignalled, the GER Type 2 'box was donated to the MNR by Network Rail nine years ago but has only recently been dismantled for the move, with the timber top half currently stored at Spooner Row and the locking room demolished last year.

The MNR is now appealing for £12,000 to cover the costs of transporting and rebuilding it at the line's southern terminus of Wymondham Abbey, where work can then commence to install signalling.

Signal levers can be sponsored for £200 each, and those who donate this amount will be invited to visit the 'box on its reopening to operate

'their' lever. They will also receive two free tickets for a standard MNR running day and will have their name recorded on a plaque on the signalbox wall. Donors of £100 will also receive two tickets and their name on a plaque. A sponsorship package is available for larger donations; for details, contact Peter Singlehurst, project manager for the signalbox refurbishment, at Peter. Singlehurst@mnorfolk.org.uk

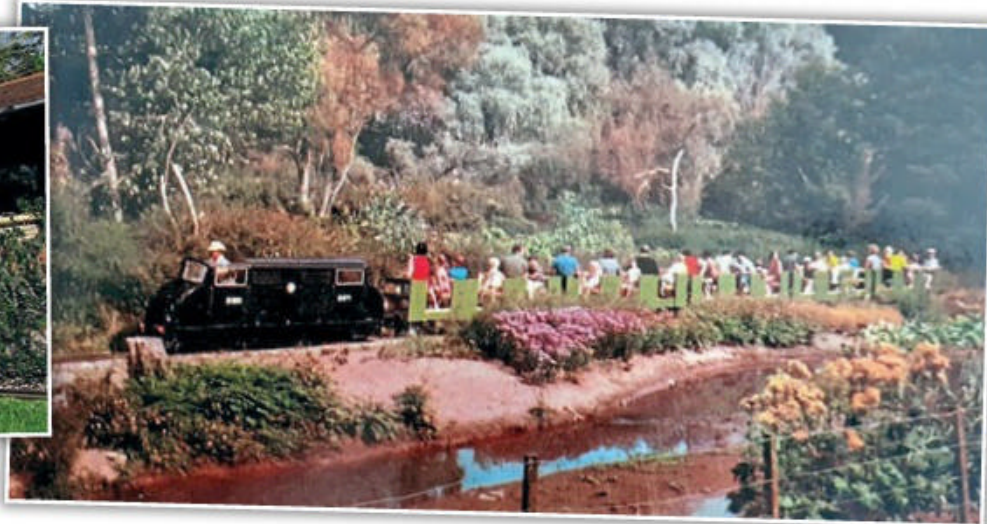
→ Donations can be made online at www.midnorfolkrailway.co.uk/wymondhamsappeal, by bank transfer at NatWest Bank (sort code 60-07-47; account number 52109003) using the reference 'Wymondham SB Appeal', or by cheque, payable to MNRPT, to: Mid-Norfolk Railway Kimberley Appeal, The Railway Station, Station Road, Dereham NR19 1DF.



Still resplendent in LNER green and cream livery, the boarded-up GER signalbox at Spooner Row awaits dismantling for its move to the Mid-Norfolk Railway. MNR



The Jungle Express at Paignton Zoo, as seen in recent times and in a 1970s postcard view. PAIGNTON ZOO



Paignton Zoo axes the Jungle Express after eight decades

By Robin Jones

ONE of Britain's best-loved miniature railways, the Jungle Express at Paignton Zoo, has closed after more than 80 years of entertaining visitors.

Torbay MP Kevin Foster said: "Very sad news. I loved a ride on the Jungle Express as a kid and it was the highlight of many a visit to Paignton Zoo. The end of an era for all who love this iconic attraction."

A last-minute petition to save the 10¼in gauge line, which in its heyday in the 1990s carried about 120,000 passengers a year, was started before the circular line's track was lifted. The rolling stock has since been sold.

The zoo itself – opened in 1923 as Torbay Zoological Park by Herbert Whitley and rebranded to Primley Zoological Gardens four years later – was described as the finest and largest private zoo in the world.

Partnership

Due to the outbreak of the Second World War, the future of private zoos looked bleak. Whitley struck up a partnership with Reginald Goddard, of Chessington Zoological Garden, and they jointly reopened Primley Zoological & Botanical Gardens in August 1940.

Goddard had set up a 12in gauge miniature railway at Chessington, and a similar venture followed at Paignton

in September 1940. It proved hugely popular during the wartime years, carrying about 75 people at a time on the 520-yard circuit around the zoo's lake, giving a view of the islands that was a spectacle not to be missed.

Television star

Its trains were hauled by two steam outline petrol locomotives which moved to Chessington in 1946 when the line was regauged to the more common 10 ¼in, after which a 4-4wPM built by Guest Engineering in 1939 was brought in.

After numerous repaints and repairs, the engine of the locomotive was replaced by a 4-4wDM one built locally at Trago Mills in Newton Abbot in 1995.

At one stage, the railway even appeared on BBC1's *Animal Magic*, with children's TV host Johnny Morris driving the locomotive.

Passengers could enjoy grandstand views of pelicans, geese and storks on the lake, pink flamingos and gibbons, and also glimpse lions and tigers.

The locomotive was converted to run on environmentally-friendly bio-fuel in 2006, covering about 2000 miles annually.

However, as with many lines, operation was halted during the Covid-19 pandemic. It appeared to

have last run on Sunday, November 1, 2020, at the end of Devon schools' half-term week.

The final closure was announced in January. A statement given by the zoo said that the track was in the way of modifications to the former Brookside Aviary and plans to replace the boardwalk entrance.

"The decision to remove a much-loved feature such as the Jungle Express will be a defining moment in our history," the statement read.

"We have made this decision because we want the future for Paignton Zoo to be as bright as possible and because we want to get started with transforming our zoo.

"Over the years we have become more aware of the limitations of our little train – most importantly the lack of accessibility, a value that we hold steadfast at the centre of our organisation.

"We believe our zoo should be accessible to all, but the access and size of the Jungle Express train meant some visitors could not enjoy it.

"We completely understand that for a number of our regular visitors and members, the departure of the train will be sad news. A ride on the Jungle Express will have been a lasting memory for many.

"We know that it will be well looked after and will continue to

draw admiring glances from train aficionados long into the future.

"Paignton Zoo has a rich history and as we approach our centenary in 2023, we prepare for a hugely exciting time ahead.

Memories

"The changes we make now will allow us to continue our transformation into a conservation centre fit for the next 100 years.

"We are confident that even though we may say goodbye to old favourites, the zoo will continue as a source of happy memories for many years to come."

Local resident Sarah Green started a petition (www.change.org/p/wild-planet-trust-paignton-zoo-save-the-paignton-zoo-train) in a bid to save the train from permanent closure, attracting more than 3,400 signatures.

She said: "This train has been a key part of the zoo since the 1940s. Many people have fond memories and are upset at the prospect that it is being got rid of.

"It is the highlight of many a guest's visit. This is a petition to get Paignton Zoo to reconsider the decision and maybe modify the train to have an accessible carriage instead of completely destroying a piece of much-loved history."

Riley pair honoured for 74 years of service and dedication to East Lancashire

TWO heritage sector stalwarts who in recent times have been associated with No. 60163 *Flying Scotsman* received a surprise visit to their workshops in January from Mike Kelly, chairman of the East Lancashire Railway, to honour their dedication to the line.

In January, Mike presented Ian Riley and Colin Green, of Riley & Son, with their ELR Long Service Awards and a framed print of the *Black Horse/Flying Scotsman* TV advertisement which features iconic scenes filmed along the ELR.

Riley & Son looks after the locomotive on behalf of its owner, the National Railway Museum.

Ian, who has served 44 years as an ELR working volunteer, and Colin, who has served 30 years, were unable to attend the railway's awards evening last October. Mike said: "It took all of three months to pin them down but I was determined to present their much-deserved plaques in person and to be able to say thank-you for their many years of service."

Ian and Colin said: "We look back with pride and fondness on our many years volunteering with this very special heritage railway.

"It was a really nice and pleasant surprise to receive these awards to mark the good times we have had."



Mike Kelly presents long service awards to Ian Riley (left) and Colin Green. ELR



Taff Vale Railway 02 0-6-2T No.85 arrives at Ingrow station on the Keighley & Worth Valley Railway on January 29. BEN BUCKI

Patriot to get new wheels

New driving wheels will be acquired for No. 5551 *The Unknown Warrior*, the LMS-Patriot Project has confirmed. The group behind the new-build 4-6-0 said the decision follows an investigation with the active cooperation of manufacturer Boro Foundry, which jointly concluded that the driving wheels cannot be repaired to the standard required.

Discussions are now in progress with William Cook Cast Products on the procurement of new wheels, and the original wheel pattern has been secured for collection from Tyesley Locomotive Works for this purpose.

Meanwhile, safety valves have been completed by Locomotive Maintenance Services, Loughborough, and transferred to the Princess Royal Class Locomotive Trust's West Shed.

GWR tank trio take up residence at Cranmore shed

By Gareth Evans

THE East Somerset Railway is now home to three GWR tank locomotives following the arrival of 42XX No. 4247 at Cranmore for overhaul.

Visitors to the line this season will be able to see the 2-8-0 on display, while 5101 Class 2-6-2T No. 4110 is under restoration in the workshop and GWR 2-6-2T No. 4555 is on the roster to work public trains alongside home fleet locomotives BR Ivatt 2MT 2-6-0 No. 46447 and Barclay 0-4-OST *Lady Nan*.

No. 4247 relocated from the Bodmin & Wenford Railway to the ESR in mid-January. When it returns to action, the 2-8-0 will operate at the Dartmouth Steam Railway.

Next stage

BWR chairman David Nelson-Brown said: "No. 4247 arrived at Bodmin in 2005 and has been a popular mainstay of the operating fleet. Unfortunately, a recent review of our structures highlighted that it could no longer operate over one of our bridges.

"This led to the difficult decision, made with its owners, 4247 Limited, that a move away from Bodmin was in our mutual best interests. We wish No. 4247 well in the next stage of its long life of service on the West Country's railways."

No. 4247 has been contracted to the DSR for 20-year period. Work will not start on its overhaul until the current project, GWR prairie No. 4110, also for eventual use on the DSR, is completed, which is expected later this year.

When complete, No. 4247 will join fellow 42XX No. 4277 *Hercules* at Paignton.

Meanwhile, a milestone was reached with the restoration of No. 4110 on January 25.

The boiler was turned back over so that it was the right way up. While the crane was on site, the opportunity was taken to trial fit the boiler in the frames, allowing members of the team to ensure that the new platework and rivets were not fouling anything and also to check the fit of the smokebox steampipes.

Measurements were taken for the replacement boiler keys, which will be machined in time for when the boiler is fitted for good.

Once the trial fit was complete, the boiler was lifted back out and returned to a wagon where it was pushed back into the workshop for the rest of the boiler overhaul to be completed. The work will include fitting the tube and flues, the new feedwater trays, main steam pipe, and remaining stays. The boiler will then be hydraulically tested, followed



The boiler for GWR 2-6-2T No. 4110 was trial fitted into the frames at Cranmore on January 25. LEE THORP/ESR

by a steam test. The new tanks and cab roof were also lifted back onto the frames on January 28. While they will need to be removed again in the future to allow the boiler to be fitted, they are now up out of the way and inside, protected from the weather.

Still to steam

As previously reported, the 2-6-2T is under restoration from Barry scrapyard condition and has yet to steam in preservation. Built at Swindon in 1936, No. 4110 was withdrawn in 1965. After

linguishing at Woodham Bros. until 1979, it became the 100th locomotive to leave the Barry scrapyard when it was preserved by the now-dissolved GWR Great Western Preservation Group at Southall Railway Centre. Purchased by the West Somerset Railway in 2015, it remained at Minehead until February 2019 when, due to lack of funding for the restoration work, it was sold to the DSR. The 2-6-2T arrived at Cranmore for restoration in January 2020. Following completion, it is due to operate at the ESR for three years.

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One of world's 'most scenic' lines could reopen in privatisation

By John Titlow

AFTER laying dormant for many years, the stunningly scenic route between George and Knysna in South Africa was offered for private tender on December 18 by Transnet SOC Ltd, the equivalent of Network Rail. It is rare for Transnet to franchise a line unlike in the UK, where it has become common practice.

Transnet is offering "for the concession of Transnet-owned heritage rolling stock, use of

permanent way and real estate for rail tourism and freight purposes on the George-Knysna Branch Line in the Western Cape for a period of up to 25 years."

Jewel in the crown

The closing date for offers is March 15. Interested parties are invited to email Julias.Moeti@transnet.net. A compulsory pre-proposal briefing session for interested parties took place on January 18.

The line belongs to Transnet Freight Rail and is considered as the jewel in the crown of Southern African railways. Located in Western Cape province, nestling at the foot of the Outeniqua Mountains, it is 42 miles long and follows the scenic Garden Route, famous as a world-class tourist destination. Clinging precariously at times alongside the Indian Ocean, it crosses several rivers, lagoons, and the internationally famous curving Kaaimans River Bridge.

The line opened in October 1928, built to 3ft 6in Cape gauge with a ruling gradient of 1-in-35. Its primary aim was the transportation of timber from Knysna to the sawmills in George. In 1992 it was declared a preserved railway and officially handed over to the Transnet Foundation (heritage preservation) under the name of the Outeniqua Choo Tjoe steam train.

In 2006 severe flooding closed the line near Kaaimans Pass, so



Showing how scenic and in close proximity the line is to the Indian Ocean, 24 3627 crosses the Touws River Estuary at Wilderness on October 6, 1978. The line runs around the headland in the distance, where the slip is.

Bluebell Trust buys SECR O1 locomotive 26 years on from its arrival at the line

By Robin Jones

THE Bluebell Railway Trust has bought long-time resident SECR O1 0-6-0 No.65 from its owner, the Lewis-Evans family.

What is the last-surviving South Eastern Railway locomotive was withdrawn from service as BR No. 31065 on June 24, 1961, and was placed in store at Ashford rather than scrapped outright.

It was bought for its £850 scrap value by Ashford Steam Centre founder Esmond Lewis-Evans.

Established in the engine shed to the east of Ashford station, the centre opened in 1968 but closed in May 1976 due to financial problems, with its rolling stock dispersed.

No. 65, which was built in 1896 and rebuilt by the SECR in 1908, was then

moved to a site in Kent where it was dismantled for overhaul, and arrived at the Bluebell in 1996. There, it was returned to steam for the August 1999 centenary of the amalgamation of the SER and the London, Chatham & Dover Railway, following which it operated for a decade.

During its last overhaul at Sheffield Park, it was fitted with the Bluebell's spare O1/H boiler, which had been overhauled at Bill Parker's Flour Mill workshop at Bream in the Forest of Dean. Returning to steam in July 2017, it was again placed on loan to the Bluebell by its owner Esmond, who died on August 5 that year.

In late 2021, his family decided to sell No. 65. While the Bluebell was the family's preferred buyer, several other parties were also interested. However, in mid-January, the trust

announced that it has bought it for a "substantial" sum and added it to its SECR locomotive collection – which comprises C 0-6-0 No. 592 and H 0-4-4T No. 263.

Trust chairman Vernon Blackburn said: "Each of the three locomotives is ideal for our operations. When coupled with our stock of vintage carriages, they present a wonderful sight for our visitors.

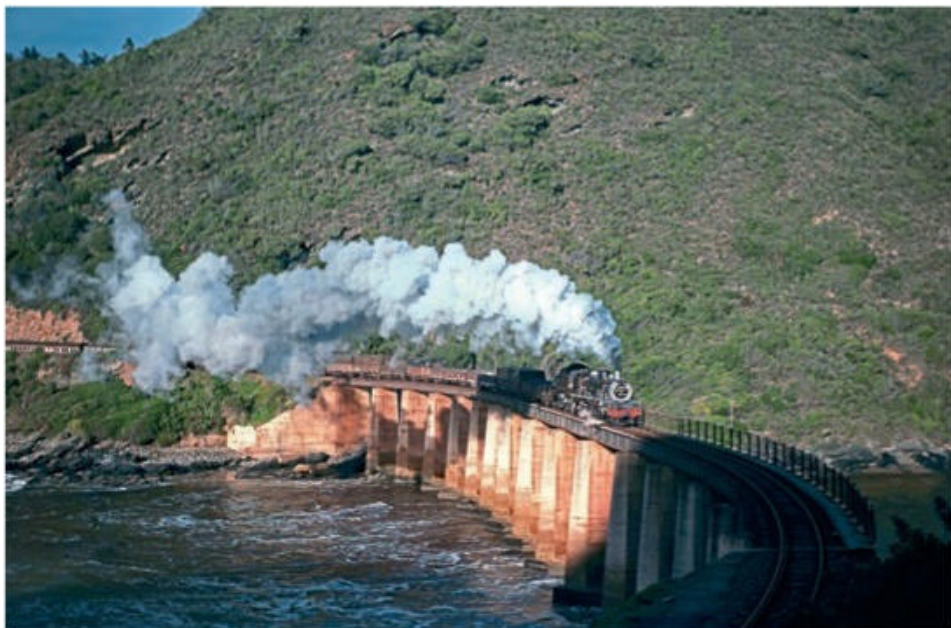
"They are also in high demand for filming."

Also on the Bluebell, the overhaul of LBSCR 'Terrier' 0-6-0T No. 72 *Fenchurch* continues, with the current emphasis focused on the front end of the boiler barrel. The new front ring is in place and the replacement front tubeplate is ready to be riveted in place. It is hoped to have No. 72 back in traffic for the

July 29-31 Terrier Gala, which will celebrate *Fenchurch's* 150 birthday.

Strides are also being made with the overhaul of Bulleid Battle of Britain Pacific No. 34059 *Sir Archibald Sinclair*. The pony truck and Bissel truck have been overhauled and the locomotive rewheeled. Pistons and valves have been overhauled with new valve rods fitted; the lubrication pipework has been cleaned, annealed, and is now in place, with the Wakefield lubricators overhauled and connected to the pipework.

New pins and bushes have been made and the regulator has been overhauled with replacement items machined, and the boiler staying is virtually complete. At the back of the locomotive, the injector pipework and the injectors themselves are being erected.



The famous curving Kaaimans River Bridge is crossed with the morning mixed train behind Class 24 2-8-4 No. 3027 from George to Knysna on October 4, 1978. Above the rear carriages, the land has since slipped, engulfing the line.

services were transferred between the less scenic George to Mossel Bay. However, 2011 saw these services stop running and it became the last regular steam-hauled passenger train in Africa.

Major attraction

Steam power on the line was provided by 19D 4-8-2s built in Germany, Czechoslovakia and the UK, and 24 class North British 2-8-4s. There are still working members of these classes in South Africa.

Should this route reopen, it would be a major tourist attraction to rival any line in the world, be a great boost to local tourism, and secure many local jobs, as has been continually proven. Locals support its reopening.

There is the also a future possibility of the return to freight for timber and waste transportation.

The contract states: "Transnet will make available the following rolling stock items (to the extent that it may still exist) for the concession programme: The Outeniqua Choo-Tjoe rolling stock, consisting

four 19D steam locomotives; two Class 32 diesels; two Garratt steam locomotives; nine side door carriages; and one guard van."

The main issue at present is the extremely poor condition of the line where no maintenance by Transnet has taken place for at least 16 years. Considerable rebuilding is therefore essential, which will be extremely expensive and estimated at many millions of pounds. Due to its nature, regular maintenance will also be expensive. Transnet's own description states: "Overall, the George-Knysna route is in a poor and damaged condition. Intensive construction and repair works are required."

Transnet recommends the use of either a helicopter or drone to carry out further inspections, giving an idea of how inaccessible the line is in places.

Reopening has been attempted before but with little progress. Elsewhere, attempts to open theme parks and preserved railways have failed due to corruption endemic in South Africa.

Neglected state of South Africa's main railway museum in George

SOUTH Africa's national railway museum is perfectly located on the western end of the George-Knysna line – and should it reopen, it could even be used as an operating base. Indeed, the region could become a mecca for railway enthusiasts.

Owned by Transnet, the Outeniqua Transport Museum is home to more than 20 steam locomotives (the majority built by British companies), diesels, and much more.

The museum's reserves of steam locomotives are scattered around the country in a precarious position, as proved by the recent essential moves to Sandstone as described in the last issue of *Heritage Railway*.

However, its website at present is a shambles – because clicking on it or anything to do with it sends you to somewhere in Thailand! It takes a local tourism web page to give the museum's opening hours, but it is difficult to find out if it really is open!

Dirty locos

The *George Herald* newspaper carried a story about the extent of neglect of the museum in its November 26 edition. The article said that the venue has "clogged gutters and water running down the outside of buildings, toilets out of order, lights not working, and that it has been closed for much longer than was necessary in terms of Covid-19 regulations. The restaurant has been closed for one-and-a-half years and it seems there is no desire to get it up and running again."

The article said that there are "weeds along the entrance-way

and around the parking area, and overgrown lawns painted a picture of neglect.

"It was also obvious that the locomotives outside have not been cleaned for some time."

Invaluable items

When approached for comment by the *Herald*, Kobus Volschenk, a former manager of the museum who retired a few years ago, said: "The situation is unacceptable. It creates a poor image of a facility that houses some unique historical items that should be protected and handled with care.

"More than 50% of the lights are not working. The roof is leaking and water streams in when it rains. Some invaluable items could be lost forever if water damage occurs."

The museum houses the first steam locomotive used in Johannesburg, and also two coaches of the White Train, in which the British royal family travelled through George in 1947.

Transnet's media department said the museum faced challenges regarding upkeep due to the Covid-19 pandemic and budgetary constraints but that Transnet Property is attending to urgent maintenance matters.

The situation was not helped by the theft of copper piping from the steam locomotives by a cleaner who was employed by an outside company. He was caught red-handed with piping in his possession and has been jailed for 12 months. The damage caused was in the region of £10,000.

A long-time favourite whose Bluebell future is now secured: SECR 01 0-6-0 No. 65 climbs the top of Freshfield bank on January 1, 2000. JOHN TITLOW



The motion on the left-hand side is now complete, with the connecting rod in place. New bushes were required for the right-hand

rod and delivery of the bronze was delayed, but machining has since been carried out. The right-hand motion is awaiting its turn now that

the bronze for the bush has arrived and has been machined.

Attention will soon switch to the cab.

Volunteer's purchase is out of this world

THE Vale of Berkeley Railway at Sharpness is set to welcome a diesel shunter in the coming weeks.

Planet 4wDM No. 3947 of 1960 has been bought by one of the line's volunteers.

While it was restored to traffic at the Dean Forest Railway following its working life at Dow Corning, Barry, the locomotive has been out of use for several years.

It is expected that work to return the diesel to action will take about 12 months by the team of workshop volunteers at Sharpness.



Military might: Longmoor Military Railway 2-8-0 Major General McMullen looks in fine fettle at Longmoor Military Railway on May 25, 1946, before its No. 401 was applied. One of the Riddles-designed locomotive's nameplates will be going under the hammer at a GW Railwayana auction on March 12 alongside nameplate Sir Guy Williams from another Longmoor 2-8-0, No. 400. TRANSPORT TREASURY/RC RILEY

Army to play major role as Longmoor railwayana goes under the hammer

By Geoff Courtney

THE Army will play a major role in a railwayana auction on March 12, with the Longmoor Military Railway leading the charge and supported in the ranks by the Bicester Military Railway and the Admiralty.

From the standard gauge Longmoor line come two nameplates from 2-8-0s, a worksplate from an 0-6-0ST, a cabside flame-cut numberplate from an 0-6-0T and a single line staff, while the Bicester Military railway and the Admiralty both also contribute worksplates.

The Longmoor nameplates are *Sir Guy Williams* and *Major General McMullen*, each of which were carried by locomotives developed from the LMS 8F 2-8-0s by Robert Riddles for the War Department. The former was carried by the railway's No. 400, built by North British of Glasgow in 1943 (works No. 25205) and scrapped in 1967, and the latter by No. 401, which was outshopped by Vulcan Foundry in 1945 (works No. 5193) and cut up in 1957.

Sir Guy Williams was a British Army officer with the Royal Engineers who reached the rank of General and served in the Boer War and both world wars. In 1938 he was appointed General Officer Commanding-in-Chief Eastern Command, retired in 1941, and died in 1959 at the age of 77.

The career of Major General Donald McMullen was long associated with locomotives and railways. He was commissioned in the Royal Engineers in 1911, following which he took a mechanical engineering course with

the GNR under Nigel Gresley. Like Sir Guy Williams, he served in both world wars, and from 1940-45 was Director of Transportation in the War Office. Retirement came in 1956 and he died in 1967 aged 76.

A third named Longmoor steam engine to feature in the auction is 0-6-0ST No. 177 *Matruh*, one of whose 1945 Robert Stephenson and Hawthorns worksplates (works No. 7205) will be going under the hammer, and there will be a flamecut cabside numberplate panel from a fourth named engine, No. 300 *Major General Frank. S. Ross*. This 0-6-0T, named after a US Army officer who was Chief of Transportation in the European theatre of operations in the Second World War, was a member of the US Army Transportation Corps S100 class and was built by Davenport Locomotive Works of Iowa in 1943.

The Southern Railway bought 14 of the distinctly-designed engines in 1946 and classified them Class USA, but inevitably they were nicknamed 'Yank Tanks' by footplate crews. All were inherited by BR in 1948, becoming Nos. 30061-74, and seven survived in service until 1967.

Finally from Longmoor is a miniature single line staff covering the

Longmoor-Liss Forest Road section of the railway.

Railway skills

The railway opened in 1906 to train servicemen in building and running railways anywhere in the world. It ran south for eight miles from Bordon, the ex-LSWR terminus of a branch line from Bentley on the Waterloo-Alton line, to Liss, on the Waterloo to Portsmouth via Woking route. There were seven intermediate stations, and in 1942 a four-mile loop was opened that eliminated the need to turn locomotives.

Facilities on the busy railway included a locomotive shed, workshops, lifting and carriage sheds, a boiler shop, coal stage, a 54-lever signalbox, and a power station, as well as stores and a variety of administrative and other buildings.

The peak of its activities was during both world wars, with 1944 probably being the most frenetic. At that time there were 70 miles of track, including an eight-road goods yard with 40 other sidings nearby, 27 locomotives in steam, and up to 850 wagons exchanged with the Southern Railway every day.

The number of personnel on site

during World War Two was more than 2300. An additional 27,000 trainee Army engineers passed through each year, all being taught such skills as tracklaying, driving and firing, the repair and maintenance of steam engines and rolling stock, signalling, safety, and handling emergencies like derailments and blown-up bridges.

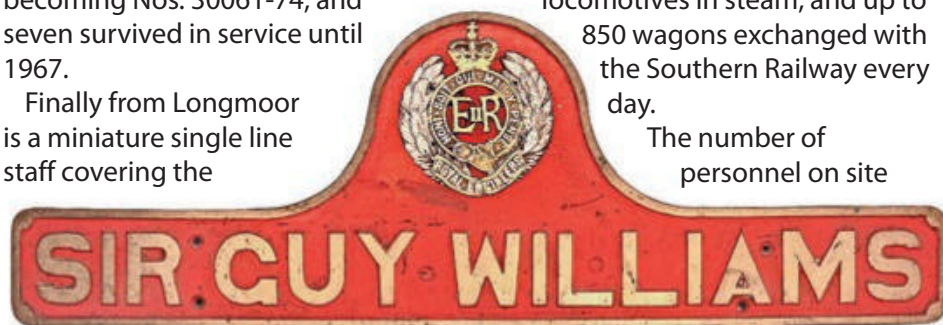
Closure came in October 1969 and preservationists submitted a bid to the Ministry of Defence to buy the entire line. This was turned down, but they were offered the last mile of track from Liss Forest Road to the Liss terminus; this was defeated by local opposition despite negotiations reaching an advanced stage. Some locomotives did, however, remain on site until 1971.

In support of the Longmoor memorabilia at the live online auction being held by GW Railwayana are worksplates from a Bicester Military Railway diesel locomotive and an Admiralty battery-electric 0-4-0.

The Bicester representative is from a standard gauge 0-8-0 diesel-hydraulic named *Storeman* that was built by Andrew Barclay Sons & Co in 1965 (works No. 503) and scrapped in 1985, while the battery-electric was supplied to the Admiralty by Greenwood and Batley (works No. 1618) in 1939.

This locomotive worked on the Chattenden & Upnor Railway, a 2ft 6in gauge line near the River Medway in Kent that opened in 1885 and closed in 1961.

→ See Geoff Courtney's railwayana column in this issue for further details of the auction.



Badge of honour: Nameplate Sir Guy Williams with Royal Engineers' badge from North British-built 2-8-0 No. 400, one of two nameplates from the Longmoor Military Railway in a GW Railwayana auction on March 12. GW RAILWAYANA

Doon Valley on track for trains to Minnivey by 2023

By Hugh Dougherty

DOON Valley Railway volunteers are on track to realise their aim of running trains from the industrial railway's Dunaskin base, over the Ayrshire Railway Preservation Society's 2.4-mile line, all the way to Minnivey by the summer of 2023.

Volunteers have been undertaking one of their biggest permanent way projects so far – rebuilding a farm level crossing, one mile south of Dunaskin on the society's former National Coal Board line, after a full track inspection was carried out by a railway professional.

"The inspection report condemned the level crossing and advised us not to run any further trains until it had been replaced," said society chairman and track gang member Gavin Steele.

"Thanks to generous donations, a lorry load of modern concrete sleepers were delivered to the job

site and we collected other materials, including good quality, used Strail level crossing strips which were otherwise destined for the skip."

The DVR permanent way gang has been cleaning out ditches on either side of the line at the crossing where old bullhead rail and life-expired and wooden sleepers have been removed. The trackbed has been dug out, using a digger belonging to one of the society's directors.

A full weekend line closure planned for later in the year will allow hired-in heavy plant to be used, and experienced main line railway engineers will join volunteers in removing the current road deck and remaining track.

New ballast will then be laid, and the modern concrete sleepers and 113lb-per-yard flat-bottomed rail positioned, to allow the Strail deck panels to be installed and the farm road reopened.



Digging in: Work in progress in bitter winter weather at the Doon Valley Railway's farm crossing replacement site. DVR

Further fencing and gates will be erected later.

Gavin said: "Our small team has faced a number of challenges, including the Scottish winter weather and sourcing the correct materials at little or no cost to the group. It is probably one of the bigger track renewal jobs we have undertaken at the DVR in recent years and we've done it entirely with four volunteers, including me! We'd be delighted if

more people would volunteer at what is probably the most intact former NCB rail network in the UK.

"Industrial railways are not as glamorous as the big heritage railways, but we provide a much more intimate and hands-on experience for volunteers right from the start."

→ Full details of volunteering on the DVR are at <https://doonvalleyrailway.co.uk>

Didcot donates major components to the Churchward County project

ALL the major components are in place to build a new GWR County 4-4-0, with the donation of a boiler, tender and other parts by the Great Western Society.

Formally transferred into the ownership of the Churchward County Trust are the Standard No. 4 boiler from 5205 2-8-0T No. 5227, along with its front pony wheelset and axleboxes (to be used in the new County's bogie), four axlebox horn guides, and two eccentric sheaves for the motion.

One of the 'Barry 10' collection originally rescued from Dai Woodham's scrapyard in the late 1980s for the Vale of Glamorgan Railway, No. 5227 had been earmarked to provide parts for the GWS' own project to build a new Churchward County 4-4-0.

This plan did not go ahead, but when the current County project was launched in 2018 the GWS offered to donate the components once the main frames of the new locomotive – No. 3840 *County of Montgomery* – were erected and the Churchward County Trust had attained charitable status. With both of these conditions met, CCT chairman Gary Boyd-Hope and GWS chief executive Clive Hetherington signed the transfer agreement at the end of last year.

The GWS has also donated the chassis of a suitable Churchward 3500-gallon tender – No. 2143, which was previously paired with now-preserved 28XX 2-8-0 No. 2857 and Didcot-based 2884 No. 3822 – and four driving axleboxes from dismantled 28XX No. 2861, another of the former Barry 10 fleet.

The parts will now be transferred to Tyseley Locomotive Works, where No. 3840 is under construction, and the boiler will be inspected to provide an estimate of its overhaul costs.

Mr Boyd-Hope said: "I would like to take this opportunity to place on record our gratitude to the Great Western Society for its generous donation of these parts to the trust.

"The society has been very supportive of our project from the beginning, having already loaned us the pattern to have No. 3840's coupled wheels cast.

"Its support shows great faith in the CCT and belief in our ability to achieve our goal.

"The formal handover of these parts effectively means that we have all of the major items required to complete the locomotive – frames, boiler, wheels, cylinders and tender. There is a considerable amount of work still to do and a lot



Ex-Barry scrapyard GWR 5205 2-8-0T No. 5227 at Didcot Railway Centre, destined to donate its boiler, pony wheelset and other components to new-build GWR County 4-4-0 No. 3840 *County of Montgomery*. PAUL HARLEY

Right: The chassis of 1920-built Churchward 3500-gallon tender No. 2143, donated by the Great Western Society to the new-build County project. CHURCHWARD COUNTY TRUST



of money still to raise but the key pieces of the jigsaw are in place." → Further information on the CCT can be found by visiting the website trust's website, at www.churchwardcounty.org.uk

churchwardcounty.org.uk, or by writing to: The Treasurer, Churchward County Trust Ltd, c/o 4 Green End Barns, Ramsey Road, St Ives, Cambridgeshire PE27 5RH.

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Steam, whisky, mystery, and fish and chips on the Spa Valley Railway

In the dark: The setting sun provides a backcloth as Swanage Railway-based Southern Railway M7 class 0-4-4T No. 30053 climbs Birchden Bank on the Spa Valley Railway during a two-week visit to the line in October 2011. Evening trains will return to the Spa Valley with a mystery fish and chip special on March 19, followed by further trips on April 23, September 10 and October 15. DAVID STAINES

By Geoff Courtney

THE Spa Valley Railway is offering an eclectic mix of steam, whisky, mystery, and fish and chips with a series of special trains running on selected days until October.

Whisky and Steam trains start on February 19, featuring three different whiskies from two distilleries local to the Tunbridge Wells-based line, Copper Rivet of Chatham and Harvey's of Lewes, and will also run on May 21 and July 16. They will depart from Tunbridge Wells West station for a return trip to Eridge at 2.45pm, and the £40 ticket includes tonic water and canapés, and guest whiskies on board for purchase.

Motive power is expected to be either of two visiting locomotives, Austerity No. 2890 or Caledonian Railway 0-6-0 No. 828. The Austerity, which is on loan from the East Lancashire Railway, was built for the War Department by Hunslet Engine Co in 1943 as an 0-6-0ST and converted into an 0-6-0 tender engine in the late-1990s.

No. 828 (BR No. 57566) was built at St Rollox Works in 1899 and is visiting Tunbridge Wells from the Strathspey Railway until October.

Fish and chips and a mystery will be on the menu with another series of special trains that should satisfy the passengers' appetites while their little grey cells get to work.

At the heart of these Tunbridge Wells West-Groombridge return trips will be the 368 Theatre Company unfolding a plot on board – the discovery of a murder in the sleepy Cornish village of Morlington Hill in the 1940s.

Spa Valley Railway commercial manager Jonnie Pay said the police have drawn a blank on apprehending the villain, so passengers will be called upon to sleuth it out and uncover the murderer while enjoying a few drinks and a fish and chip supper.

The evenings start with a briefing at Tunbridge Wells at 6.15pm prior to the journey to Groombridge, where more of the story will be

revealed, followed by a return to Tunbridge Wells and a second run to Groombridge to give the passengers time to unravel the mystery.

Then it will be back to Tunbridge Wells, where all will be revealed in the railway's 1891-built engine depot. It was coded 75F in the BR era and is the only former LBSCR shed still in operational use.

"The evenings will be great fun and an opportunity for passengers to display their Hercule Poirot or Sherlock Holmes inner selves," said Jonnie.

Tickets cost £40, and the trains will run on March 19, April 23, September 10 and October 15, with bar car Kate open throughout the journeys.

Mixed traffic gala heralds start of the new Cynheidre season

THE Llanelli & Mynydd Mawr Railway will start the new season with a mixed traffic gala day at Cynheidre on Saturday, March 26.

All available locomotives and DMUs will feature in service, including Sentinel 0-4-0DM Shunter No. 10222, English Electric Class 600 0-6-0 Shunter No. NS690, Class 142 Pacer No. 142006 and Class 143 Pacer No. 143607.

The railway is uniquely home to both types of Pacer which until recently operated the majority of services for Transport for Wales in the South Wales valleys.

Unit No. 142006 is the only survivor of the earlier series of units and will be in service on the day, together with the later-built No. 143607. The units will share services with the two operational diesel locomotives currently on site.

A complete Class 47 cab belonging to No. 47738, brought to the railway by Richard Benyon, of The Cab Yard, a collection of 35 locomotive and DMU cabs currently based at a private site in Bridgend, will also be available for inspection.



On August 28, 2021, the Llanelli & Mynydd Mawr Railway held what has been described as possibly the most successful open day in its history; a Pacer gala, with all three units now based on the line in service. The day saw an impromptu flypast by the Red Arrows. LMMR

Lifelong steam enthusiast eyes a post-pandemic return to one of Europe's preserved 'hidden gems'

By Geoff Courtney

JAMES Waite is one of millions in the UK and around the world whose plans have been disrupted by the Covid pandemic. In some cases that disruption is permanent, but lifelong steam enthusiast James is hoping his is temporary – for one of his ambitions is to travel the Nagycenk Museum Railway, a little-known line in Hungary that he regards as a "hidden gem."

The 760mm (2ft 6in) gauge line in the north-west of the country runs for nearly 2½ miles from the main line station of Fertőboz to the village of Nagycenk, where there is a railway collection on display comprising four 760mm and three metre gauge locomotives, one of which is an ex-steelworks engine built in 1871.

The line was opened in the early 1970s by the joint Hungarian-Austrian railway GySEV in order to preserve locomotives and rolling stock of Hungary's former light railways and to carry visitors to a former palace in Nagycenk, which was turned into a museum a few years previously.

The first section, running for nearly a mile from Fertőboz on the trackbed of a former standard gauge branch line, was built in just three months by schoolchildren and volunteers, with assistance for some of the heavier work from Soviet soldiers based at a nearby garrison. The second and final stage followed in July 1972.

"As well as preserving the narrow gauge stock and transporting visitors to the palace, the line, which remains part of GySEV, was conceived as a pioneer railway to enthuse children and train them in railway operations, and children are still involved in running it," said James, who is retired.

Trains were initially run by two ex-quarry wood-burning 394 class 0-6-0Ts, of which 40 were built by Magyar Allamvasutak (MAV) in Budapest between 1916 and 1950,



Looking good: Former colliery locomotive *András* crosses a stream with a Nagycenk Museum Railway train in Hungary on August 18, 2019. The 1924-built 0-8-0T is a crowd-puller on the museum's 2ft 6in gauge line, which steam enthusiast James Waite describes as a "hidden gem." JAMES WAITE

and these were subsequently joined by an MAV 492 class 0-8-0T that had previously worked at a colliery.

All three worked the trains until 1998, when one of the 0-6-0Ts, 1949-built No. 394.057, was sold to a forest railway in north-east Hungary, and seven years later 1924-built fellow class member No. 394.023 also moved away, to the Zsuzsi Forest Railway. This line, in Debrecen, Hungary's second largest city, is the country's oldest narrow gauge railway, having opened in 1882.

Diminutive newcomer

The departure of No. 394.023 left the 0-8-0T, which was also built in 1924 and now carries the name *András*, as the sole steam representative, and so a Class C-50 diesel was brought in to share duties. The locomotives in this 50hp class of four-wheeled locomotives are at 15ft no longer than a family saloon car, but their popularity with forest railways resulted in more than 200 being built by MAV between 1953 and 1966, and some

survive today in commercial use. The Nagycenk Museum Railway example was transferred from a narrow gauge system at Lake Balaton, 100 miles to the south-east, where it ran on a tourist and commuter line that opens throughout the year and is the last narrow gauge railway operated by Hungarian State Railways.

James's unplanned visit to Nagycenk came about on a hot Sunday in August 2019 during a business trip to Vienna, where he met Hans Hufnagel, a long-standing friend who is an eastern European narrow gauge enthusiast and the author of a number of books on Romanian forest railways.

"At Hans's suggestion we visited Nagycenk, which was less than an hour's drive away just over the border into Hungary," he said. "I greatly welcomed the opportunity as I had never been there. Hungary is not over-endowed with heritage railways, and indeed the only others I can think of are two in the hills to the east of

the country which both used steam until a few years ago but are now exclusively diesel, and the superb Budapest Children's Railway.

"We had a great afternoon at what is a hidden gem. Things are very relaxed and low-key, and the seven locomotives on display in an open-air park are of great interest.

"I did not ride on the railway itself during my visit, and I would welcome the opportunity to do so when that would be possible."

James, who like so many of his generation is a former trainspotter with fond memories of the Ian Allan ABC publications, describes the collection's coaches, which come from a number of the country's old narrow gauge railways, as a "mixed bunch," with at least one of them having been converted from a tram.

The railway operates from April to October, with *András*, which is shedded in a former railway heating house at Fertőboz station, steaming over a number of weekends.

Corris Railway issues fresh plea to bolster new-build replica Falcon funds

THE Corris Railway has launched a renewed appeal for funds to complete the £300,000 construction of replica Hughes Falcon 0-4-2ST No.10, which is being built by Alan Keef Ltd in Ross-on-Wye.

During 2021, considerable progress on the project was made, with both the boiler and cab placed on the frames for checking and modifications to be made as necessary. Earlier, the rolling chassis was completed, with the wheels and motion being successfully operated by compressed air, while

many other components have been completed and are ready for fitting.

However, much more needs to be produced and fitted, including cab and boiler fittings, and the saddle tank is still to be manufactured.

Costs have been monitored throughout and projected income had been calculated showing that the target completion date of autumn 2022 was achievable. However, as 2021 was drawing to a close, it became clear that with inflation of material prices, the amount of the build still

outstanding, and some unplanned complexities, costs were rising and funds to hand were rapidly becoming depleted, said a statement from the railway.

"As a result, the decision to pause has been made to allow the funds to recover and permit a speedy resumption of the work," the statement continued. "This has not been an easy decision for the Corris to make but from the formative years of the revival it has been Corris Railway Society policy not to spend money that it does not

have and only dip into its general funds to complete particularly time-sensitive projects. The recreation of a complex steam locomotive dating from 1878, albeit a small one, has proved costly and time-consuming.

"There are a number of continuing standing orders providing support and many people have made generous contributions."

→ If you wish to donate to the Falcon project, visit www.corris.co.uk or send cheques payable to Corris Railway to: Peter Guest, 38 Underwood Close, Callow Hill, Redditch B97 5YS.

Steaming back to Louth from the north

By Cliff Leonard and Robin Jones

A £50,000 grant bid for a Restoring Your Railway Fund feasibility study to rebuild the much-lamented East Lincolnshire Line from Firsby Junction to Louth from the south has been turned down, as reported in issue 287 of *Heritage Railway* – however, determined Lincolnshire Wolds Railway volunteers are working flat out to relay part of the route towards Louth from the north.

Their plan is to extend the heritage line in stages, as funds become available, over the five miles of trackbed which it owns as far as the industrial estate on the outskirts of Louth.

The first target is to reach Pear Tree Lane three quarters of a mile away, close to the site of the former Utterby Halt.

The trackbed has been cleared and levelled and drainage installed, and a fence has been erected across the southern perimeter of the site. Vital works were also carried out

south of Ludborough station during the winter of 2018-19 to relay the existing track and upgrade it to passenger-carrying standards.

During the summer and autumn of 2021, following the lifting of the Covid-19 restrictions, the volunteers made a renewed start on ballasting, levelling and tamping, and were able to run engineering/construction trains on a long stretch of the newly-laid line.

Halted progress

Progress was made in surveying and setting-out from the ends of the rails, still under the tarmac in Pear Tree Lane, right up to the ends of the rails at the southern end of the new line. Markers were laid out at 60ft intervals along the whole length for both the new main line and the planned run-around loop.

The brush that always seems to grow up so quickly on the cleared trackbed was trimmed and scraped to enable the team to lay more membrane, onto which base stone



Works train stalwart Bagnall 0-6-0DM DL2 (No.3131 of 1962) Debbie at the end of the rails on a provisional track.

was tipped and levelled in readiness for the sleepers to be placed.

A local farmer also helped out with a large tractor forklift, a Marshal bulldozer and a 360 excavator, giving the volunteers a boost for several weeks.

The work was going full steam ahead when the supply of second-hand ballast was unexpectedly cut off and literally stopped the volunteers in their tracks.

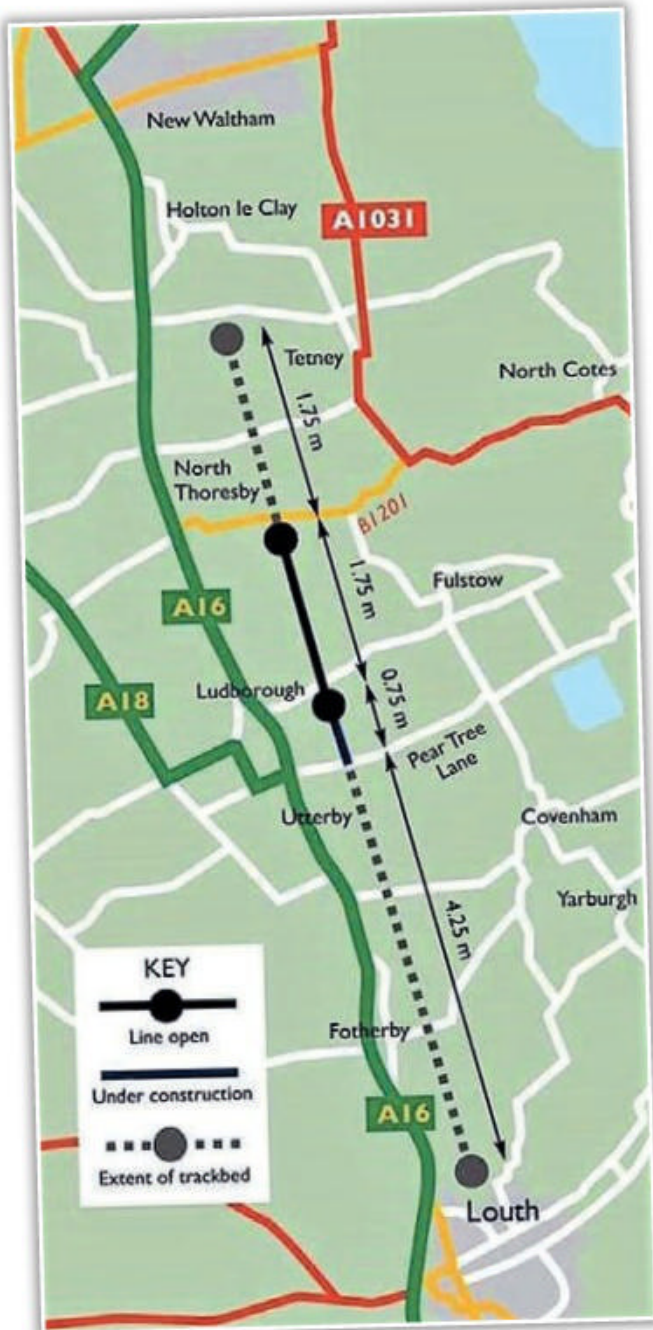
For several months, the railway was unable to source any second-hand ballast, and a further setback came at

harvest time on the local farms, when the owner of the heavy plan had to remove it to work on his land.

Frustration

The team found itself down to just a small JCB digger while desperately needing more stone, not only to lay more track but to fill between the sleepers and on the shoulders on the southernmost end of the new line.

Another serious problem with the lack of ballast was that the team could not get the JCB to the work area, as it could not be driven along the newly-



Above: An empty ballast train at Ludborough awaiting refilling.

Right: A Trackmaster Marshall bulldozer levelling out the ballast stone along the extension trackbed. The bulldozer is one of a local farmer's vintage collection and has caused somewhat of a stir among enthusiasts, to see it working for real!





Members of the Lincolnshire Wolds Railway permanent way team checking the alignment of the sleepers for the push towards Pear Tree Crossing.

laid track, off the end and onto the trackbed to enable the volunteers to move rails and sleepers into positions until the gaps between the sleepers could be filled with stone. The gaps were just too big to get the small wheels of the JCB over.

Work therefore came to an abrupt halt on the trackbed, starting a period of great frustration despite good weather and an available workforce, so the team was restricted to preparation work and grinding the running face of the rails to get a smooth ride for locomotive wheels.

Work was then diverted to the existing main running line, as the more jobs that were planned for the winter shutdown period that could get done early, the greater the resources that could go towards the new extension over the winter. Eventually, the team managed to

obtain the lorry-loads of new ballast in November. The workforce wasted no time and loaded it into the hopper wagons, moved it to the site and tipped it on the new line within days, and then levelled it by hand.

At last

With the cribs between the sleepers now filled virtually to the end of the new track, the team improvised and filled the last few metres with old wood sleepers. Workers managed to drive the JCB along the track, a wheel each side straddling the west rail, and off the end to the works area at last. Concrete sleepers were moved from alongside the trackbed onto the stone ballast base and rails were towed into position alongside, ready to be rolled into the chairs on the sleepers.

As the trackbed is just over 40ft wide, with cuttings and hedges down

each side and with the rails being 60 feet long, the team need a large excavator to act as a crane and spin many rails 180 degrees so the worn running faces will be on the correct side of the track. The team is waiting for the day when the friendly farmer is again free with his excavator to crane the rails onto the new line and when the weather becomes suitable, before the southern push resumes. It is anticipated that rapid progress will be made with laying rails down to the first switch at the northern end of the run-round loop.

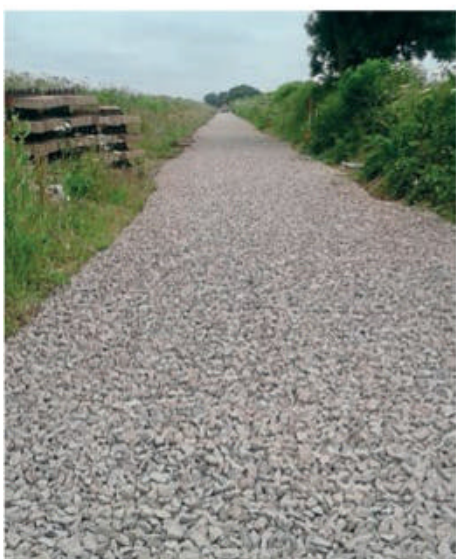
The team is to make a large area for bulk deliveries of ballast at the Pear Tree Lane entrance, allowing the volunteers to continue to lay the membrane and bulldoze the ballast from where they previously left off. If weather, Covid-19, and the line's Tracks to Louth Appeal funds permit, the team believes that there is a fair chance of getting at least one track down to the area of Pear Tree Lane crossing in 2022 – and maybe some of the passing loop, too.

This section of liner last saw passengers on October 4, 1970, and freight ended on December 31, 1980. The closure left Louth, with a population of more than 16,000, as the largest town in Lincolnshire without a railway station.

→ The running, restoration and maintenance of the Lincolnshire Wolds Railway is carried out by volunteers. On working days (mainly Tuesdays and Saturdays), the permanent way, maintenance and engineering departments need personnel, and on running days there are vacancies in the buffet, shop, museum, ticket office and on the platform. If you would like to volunteer on the line or find out more about the roles available, visit www.lincolnshirewoldsrailway.co.uk/volunteer/

→ To donate to the Tracks to Louth Appeal, visit www.lincolnshirewoldsrailway.co.uk/fundraising/extending-the-line

→ All pictures by Cliff Leonard.



Clear way ahead: Now where's the rails?



Sleepers stacked and ready to be transported down the cleared trackbed.



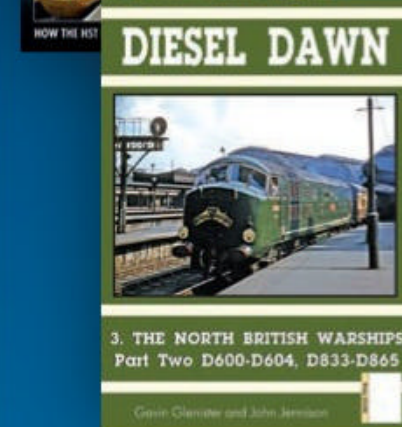
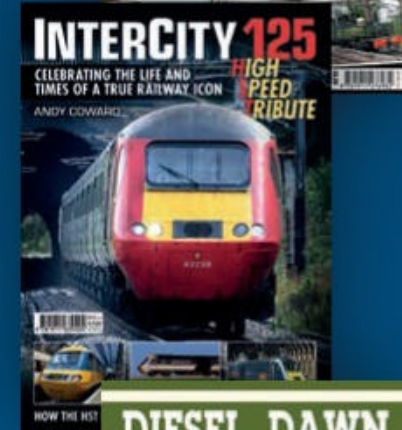
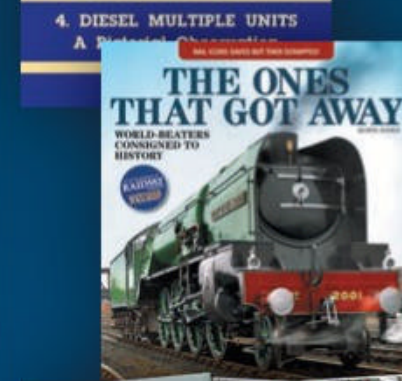
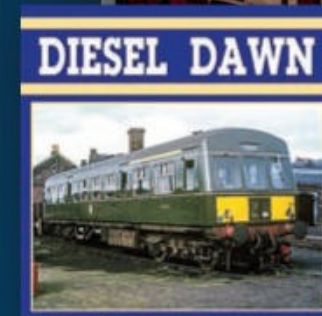
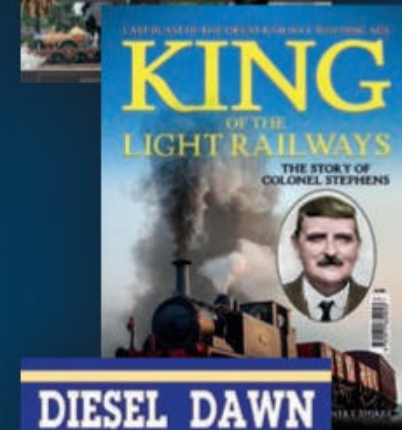
Lorries queueing up to unload some of the hundreds of concrete sleepers delivered to Pear Tree Lane.



The next stretch of bare trackbed ready for a weed-suppressing membrane to be laid. Pear Tree Lane crossing is in the trees. Some of the hundreds of sleepers alongside the trackbed can be seen in the grass, ready to be swung across. The track is to be laid along where the lorry wheel marks are; the run-round loop will be to the left of this picture.

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GREATEST JANUARY FOR THE GREAT CENTRAL!

While most of the heritage sector was fast asleep in a deserving rest after a busy festive season, the Great Central Railway drew in the crowds with three special events, drawing a host of the finest lineside photographers from throughout the country, with the second-highest takings for a winter gala in the line's history recorded, and its best-ever January income, reports **Robin Jones**.

A long way from its Purbeck home: Carrying a 'Bournemouth Belle' headboard, Bulleid 4-6-2 No. 34072 257 Squadron makes a spirited departure from Loughborough on January 30. JOHN TITLOW



BR Standard 5MT 4-6-0 No. 73156 and Bulleid Pacific No. 34072 257 Squadron pass Kinchley Lane with the 1.45pm from Loughborough on January 29. NICK GILLIAM



BR Standard 2MT 2-6-0 No. 78018 heads the backlit can train into Quorn & Woodhouse on January 30. ALAN WEAVER

With its unique double track main line, the Great Central Railway at Loughborough has been hailed as one of the greatest stages of all in the UK heritage sector. That accolade was reinforced in January, when – during what is traditionally the post-Christmas and New Year quiet time for heritage lines – the railway hosted three bumper events to draw in the crowds.

First off on January 8/9 was a running weekend for A1 Peppercorn Pacific No. 60163 *Tornado*, prior to its intermediate overhaul that began at nearby Locomotive Maintenance Services in Loughborough at the end of the month.

In the case of *Tornado*, it was a case of the steel wheels having turned full circle; it was in September 2008 that the new-build locomotive made its passenger-carrying debut

on the line. Now in its 13th year, it was moved to the GCR at the end of 2021 following its premature withdrawal from main line service on November 18, when problems were detected in a pre-Fitness To Run examination at St Phillips Marsh, Bristol. As reported in issue 288 of *Heritage Railway*, sections of its tender and driving wheel tyres had worn down to below acceptable main line levels as a result of a slide during the leaf fall season.

The *Tornado* weekend, which also saw Ivatt 2MT 2-6-0 No. 46521 and the line's hybrid Class 101/117 three-car DMU in action, attracted about 1200 visitors, and a similar number attended the subsequent January 15/16 East Coast Main Line mini gala. This event featured visiting Class 55 Deltic No. 55019 *Royal Highland Fusilier* and home-based BR Standard 5MT 4-6-0 No. 73156, and offered a last chance to ride behind *Tornado*

before its withdrawal in its 13th season of operation.

BR Standard 5MTs may not be the first engines to spring to mind when one thinks of the East Coast Main Line – though Nos. 73157-9 were allocated to King's Cross 'Top Shed' – but as the only surviving Doncaster-built example, No. 73156 was eminently worthy of its place at the table.

However, the best was yet to come, in the shape of the January 28-30 winter steam gala, endowed with surprisingly bright weather for the time of year. GCR officials were concerned visitor numbers might drop off because of the success of the previous two events, but they need not have worried – almost 4000 visitors turned up, and the line collected the second-biggest takings for a winter gala in its history.

The gala featured two guest locomotives: Bulleid Battle of Britain Pacific No. 34072 257 



Above: Bulleid Battle of Britain Pacific No. 34072 257 Squadron approaches Swithland on January 30 during the winter steam gala. JOHN TITLOW

Right: WR 4-6-0 No. 6990 Witherslack Hall departs Loughborough with the box van train on January 30. JOHN TITLOW

Squadron from the Swanage Railway, and BR Standard 4MT 2-6-4T No. 80080 from the Midland Railway – Butterley-based Princess Royal Class Locomotive Trust. The pair joined the home fleet of BR Standard 9F No. 92214 *Leicester City*, Stanier 8F 2-8-0 No. 48305, No. 46521, No. 73156, WR 4-6-0 No. 6990 *Witherslack Hall*, BR Standard 2MT 2-6-0 No. 78018 and the DMU.

An intense timetable featured a mixture of local services from Loughborough to Rothley, normal services to all stations, and a daily double-head express service

from Loughborough to Leicester North, all intermingled with goods trains. Two rakes were in operation on the latter – the ‘Windcutter’ rake of 16-ton mineral wagons and box vans.

With the exception of a fallen tree midway through the Saturday, brought down on to the track at Rothley in the high winds and swiftly cut up and removed, everything ran like clockwork and there were no train failures.

GCR managing director Michael Gough said: “Our phenomenal team of volunteers, management, and staff came together to

produce an amazing three-day spectacle in a way of which I am immensely proud.

“It turned out to be our second highest winter gala revenue on record and the combined effect of all three events in January provided the railway with its best-ever January income.”

The GCR’s email inbox was left buzzing with comments, including: “I hadn’t really appreciated previously just what a difference the double track would make” and “the constant activity was just amazing.” Another delighted visitor wrote: “Seeing and hearing



A dawn start at Loughborough shed, just after 7am on January 29, as BR 9F No. 92214 *City of Leicester* and Bulleid No. 24072 257 Squadron are prepared for service. MARTYN TATTAM



Steam shroud: Visiting BR Standard 4MT 2-6-4T No. 80080 appears from beneath Beeches Road bridge following its departure from Loughborough on January 30. PETER FOSTER



BR Standard 5MT 4-6-0 No. 73156 bursts beneath the second bridge after departing Loughborough on January 30. PETER FOSTER



Passing freight at Kinchley Lane: WR No. 6990 *Witherslack Hall* heads south with the box can train, while Ivatt 2-6-0 No. 46521 takes the ‘Windcutter’ rake of mineral wagons towards Quorn and Woodhouse. MARTYN TATTAM

Stanier 8F No. 48305 passes a passenger service hauled by BR Standard 5MT No. 73156 at Swithland sidings. DAVID GILBERT



the vans and mineral trains trundling through Quorn non-stop is an experience without parallel in the preserved railway world.”

Heritage Railway reader David Smith, of Sheffield, wrote to us saying: “I’d like to congratulate the Great Central Railway on the superb January 28-30 gala. With trains arriving and departing Loughborough every few minutes and passing through Quorn at regular intervals, it was a great evocation of 1959.

“Interestingly, every one of the eight working locomotives came via Barry scrapyard, which highlights how important Dai Woodham was to our preservation movement. All the work required to get these locomotives back in service is worthy of great praise, of course.

“It’s worth pointing out that, apart from No. 48305, the other seven locomotives were built in the BR period from 1948 through to 1959. This is why I think 1959 seems a particularly appropriate year in which to base a GC gala, just before the rundown began. The coaches and wagons are also 1950s period too.

“The GCR is keen to expand northwards to join up with its sister organisation (now branded the Nottingham Heritage Railway), but I do wonder whether a much longer line could still provide the intense activity of a gala day – the main reason why this is the best, most realistic gala anywhere?”

No. 80080 is to remain on the line until the March 19-20 Railways At Work Gala. Other special events coming up include the February 18 heritage railcar running day, the March 26/27 16mm and model engineers’ weekend, the Easter Vintage Festival on April 15-18, and the June 2-5 Platinum Wartime Weekend.

That event starts on Thursday, June 2, with a special Platinum Jubilee Afternoon Tea Party at Quorn & Woodhouse marking The Queen’s 70 years on the throne. The party will feature guest vintage singer Miss Lily Lovejoy, and tickets cost £25 each. Over the four days, there will be live music from Kevin Mac, Jane Darling, Kyle Evans and others, and the first



BR Standard 4MT 2-6-4T No. 80080 departs Quorn & Woodhouse with the suburban set on January 30. JOHN TITLOW



BR Standard 9F No. 92214 *City of Leicester* passes Woodthorpe with the 12.25pm minerals freight from Loughborough on January 30. NICK GILLIAM



No. 34072 257 *Squadron* takes the box van rake out of the Quorn & Woodhouse yard on January 28. ALAN WEAVER



No. 60163 *Tornado* produces a fine head of steam at Kinchley Lane on January 16 with the 11.50am Loughborough to Leicester North van train during the East Coast Main Line weekend. PAUL BIGGS



Next stop Quorn & Woodhouse: A1 No. 60163 in full flight on January 9. ALAN WEAVER



Visiting Class 55 Deltic No. 55019 *Royal Highland Fusilier* heads the box van train north of Quorn & Woodhouse on January 15 during the East Coast Main Line gala. The appearance of the BR blue-liveried Deltic continued this year's commemorations of 40 years since the class was withdrawn from BR service. A fortnight earlier, on January 2, it had been in action on the GCR to mark the actual anniversary of the last railtour, the 'Deltic Scotsman Farewell' of January 2, 1982. MARTYN TATTAM

BR Standard 4MT
No. 80080 and 5MT
No. 73156 double head
away from Quorn &
Woodhouse on January
28. ALAN WEAVER



visit to the GCR by the Ashby Big Band at a 1940s dance. A vintage shopping village will offer contemporary goods, and there will be a large display of wartime vehicles, plus other attractions including a Punch and Judy show and a real ale bar.

Meanwhile, *Tornado* arrived at Locomotive Maintenance Services on January 26. The tender wheels were sent to Devon for retyring the following day.

The tender tank has been off its frames to facilitate European Rail Traffic Management System preparation works and maintenance. The overhaul includes the fitting of a new replacement boiler supplied by DB Meiningen in Germany, which manufactured the original, machining and fitting of new cylinder liners, repairs and replacements to many other components, plus the fitting of new tyres to the driving wheels.

To help fund the overhaul, The A1 Steam Locomotive Trust has launched The Overhaul Club to raise £50,000 to supplement the capital already set aside. Donations to the club will compensate for the interruption to expected earnings caused by the pandemic and *Tornado's* early withdrawal from service.

Supporters are invited to donate either £500 or £1000 as a lump sum, or in instalments. Get involved by visiting www.a1steam.com/the-overhaul-club 



Peppercorn A1 Pacific No. 60163 *Tornado* heads from Loughborough with a service train on January 9.
ROBERT FALCONER

From post-Grouping to the BR era, nameplates prepare for head-to-head

THREE main line locomotives built within a little over four years of each other either side of the Nationalisation of the railways in 1948 – Nos. 34038, 7916, and 70005 – will be among the star turns in GW Railwayana's March 12 auction.

Nameplates from each of this trio will be going under Simon Turner's hammer, comprising *Lynton* with scroll from the SR West Country class Pacific, *Mobberley Hall* from the GWR 4-6-0, and *John Milton* from the 'Brit'.

The SR representative is the oldest of the pack, having been built at Brighton in September 1946, while the GWR engine emerged from Swindon 3½ years later in April 1950, and the Standard Class 7 from Crewe in April 1951. Withdrawals came respectively from the Battersea shed of Nine Elms (70A) in June 1966, Cardiff East Dock (88A) in December 1964, and Carlisle Kingmoor (12A) in July 1967, meaning none of the three achieved 20 years in service.

I logged No. 70005 many times at Ilford, the first being on the Up 'Scandinavian' on April 18, 1957, and the last on the Down 'Hook Continental' on February 13, 1961. My final recording of the Pacific was at Seven Kings on a Clacton express on July 22 that year. This sighting came just two months before its transfer from Norwich (32A) to March (31B), where it doubtless carried out rather less glamorous duties than those it had become used to.

This trio will be joined by nameplates from two locomotives

built in the mid-1930s, *Farleigh Castle* from GWR No. 5027 and *Barfleur* from LMS Jubilee No. 45685. The Castle was built at Swindon in April 1934 and withdrawn from Llanelly (87F) in November 1962, while the Crewe-built Jubilee entered traffic in February 1936 and was withdrawn in April 1964 when allocated to Bristol Barrow Road (82E). Both of these post-Grouping and BR stalwarts thus had a near identical shelf-life of 28 years and a few months.

Finally there is a sole pre-Grouping main line contender, *Calcutta*, carried by GWR Bulldog 4-4-0 No. 3406 that was outshopped by Swindon in March 1904 and withdrawn from Hereford (85C) in January 1951, making it one of the last members of the class to be taken out of service.

Non-main line plates include *Douglas*, and its worksplate, from Isle of Man Railway 2-4-0 No. 9, built for the 3ft gauge line by Beyer Peacock (works No. 3815) in 1896 and

now preserved, and *Hecate* from an 0-8-0T that in its early days became something of a misfit on the Kent & East Sussex Railway but later had a rather more meaningful life with the Southern Railway.

It was built by Hawthorn Leslie in 1904 and due to its size and wheel arrangement must have raised a few eyebrows when it was delivered to the KESR the following year. It was soon found to be totally unsuitable for such a light railway, and after a stuttering existence a deal was struck with the

Southern Railway which, in 1932, took the locomotive into stock in exchange for a saddle tank, two carriages, and two boilers. Thereafter, as No. 949 it earned its keep mainly as a shunter in the Nine Elms shed yard and was withdrawn by BR in March 1950, still bearing its name, a Goddess in Greek mythology, but not having been given its new number of 30949.

As reported in this issue, the nameplate category also includes *Sir Guy Williams* and *Major General McMullen* from two Longmoor Military Railway 2-8-0s, named after officers in the Royal Engineers who each served in both world wars. These plates, and other Longmoor railwayana, are from the collection of the late Major John Poyntz, who also served in the Royal Engineers and was HM Inspecting Officer of Railways from 1989-2006 and subsequently the inspectorate's heritage railway consultant.

Among the GWR cabside numberplates in the auction are 1003 from *County of Wilts*, 6919 (*Tylney Hall*) and 6971 from *Athelhampton Hall*, smokebox numberplates include 30774 from SR King Arthur *Sir Gaheris*, and within the clock selection is a 16in dial teak-cased platform clock from Hopton-on-Sea, probably dating from 1903 when the Norfolk & Suffolk Joint Railway station was opened on the Yarmouth-Lowestoft line.

A headboard set to go under the hammer is 'The Aberdonian', from the days when the King's Cross to Aberdeen train was hauled by Class 55 Deltics. I recorded this express in that era when D9004 passed through Hadley Wood on its journey to Scotland on July 8, 1961, at which



time the locomotive was only two months old and had yet to receive its *Queen's Own Highlander* name.

A second English-Scottish headboard is 'The Fair Maid' from a King's Cross to Perth express that ran from only 1957 to the following year, and Scotland features again with 'The Orcadian' from an Inverness-Wick train introduced by the LMS in 1936. There is also a headboard from 'The Palatine' London St Pancras to Manchester express.

Within the totems are a 4ft long BR(M) Broad Street and three Western Region representatives comprising Llanbradach, Llandovery – both making their auction debuts – and Colnbrook Estate Halt.

This last named example is the only known survivor from a small request station on the West Drayton to Staines West line that comprised just a short platform and shelter. It had a life of fewer than four years, having been opened in May 1961 and closed in March 1965.

The auction, live online and also open to commission, emailed and telephone bids, starts at 9.30am, preceded the previous day on March 11 by a 350-lot sale of railway posters, shedplates, advertising enamels, and other items, starting at 10am.



Two-day sale of Underground train designer's lifetime model collection

THE lifetime collection of a London Underground train designer and model train enthusiast will go under the hammer in a Gildings of Market Harborough 710-lot auction, spread over the two days of February 22 and 23.

The first day will feature continental items, and the second day Japanese railways

and continental station signs and other railwayana.

Gildings' model railway specialist Andrew Smith said: "This is a colossal and perfectly preserved collection of HO and N-gauge locomotives, passenger coaches and accessories amassed by the owner on many trips he took across Europe and in Japan, both for his hobby and in his job with London Underground."

Andrew, who estimated the sale would realise up to £80,000, said the models ranged from the 1970s to



late in the last decade. "It offers collectors the opportunity to acquire unused mint condition and globally-sourced boxed items of a prolific and knowledgeable collector, while the addition of European railway signs give it an added dimension," he said. One of the signs is an enamel from

the Paris Métro station Champs Élysées-Clemenceau and there are also SNCF tenderplates.

Among the models is an N-gauge nine-car Series E5 Shinkansen Japanese 'bullet train' made by the modelling company Kato. The auctions start each day at 10am and are live online.

**CHAMPS ELYSEES
CLEMENCEAU**

'Night Owl' smokebox will bring back nocturnal locomotive memories

MEMORIES of a small class of GWR locomotives that fascinated so many trainspotters in the 1950s will be recalled in a Transport Auctions of London sale on February 26.

They will be invoked by the smokebox numberplate from No. 4701, one of just nine 2-8-0s that were nicknamed 'Night Owls' due to their regular haulage of overnight fast freight trains to the West Country and other destinations.

Occasionally, however, these imposing engines were called up for passenger duties on busy summer Saturdays. This is illustrated by a log I

made of trains passing through Reading (General) on August 30, 1958, when I recorded No. 4708 on the Down 'Royal Duchy' and 3½ hours later No. 4704 on a Weston-super-Mare express. No. 4701 was built at Swindon in January 1922 and withdrawn from Old Oak Common (81A) in September 1963.

An Old Oak Common shedplate will be among four of the 81 series in the auction, the others being 81B, 81C and 81D. There is also a Great Western and Metropolitan railways cast iron sign warning of the danger of stepping on conductor rails, and a pair of GWR parcels and country lorry service enamels.

In addition, BR(S) and London



Underground enamel signs will be going under the hammer, as will a selection of rail and road photographs from the archive assembled over many decades by historian and author David Harvey, who passed away last year.

The auction will be held live online, with telephone and commission bids, and starts at 10am.



Geography lesson from GCRA and a reminder of steam era Pullman luxury

LOCOMOTIVE nameplates representing a geographical spread from north-east Scotland to the Isle of Wight via Somerset are to feature in Great Central's auction on March 5. In chronological order, they are *Freshwater* from a SR 0-4-4T, *Farleigh Castle* from the GWR, and *Aberdonian* from an LNER-designed and BR-built A1.

The 02 class tank engine emerged from the London & South Western Railway works of Nine Elms in south-west London in May 1890 as No. 181. It became W35 on its transfer to the Isle of Wight in May 1949, and was withdrawn from the island's Ryde depot (70H) in October 1966 after more than three quarters

of a century in service. The Castle, numbered 5027 and named after a 14th century partially-ruined fortified mansion near Frome, was built at Swindon in April 1934 and withdrawn in November 1962 when allocated to Llanelli (87F). The Pacific, No. 60158, was outshopped by Doncaster (works No. 2052) in November 1949 and withdrawn from the shed there (36A) in December 1964.

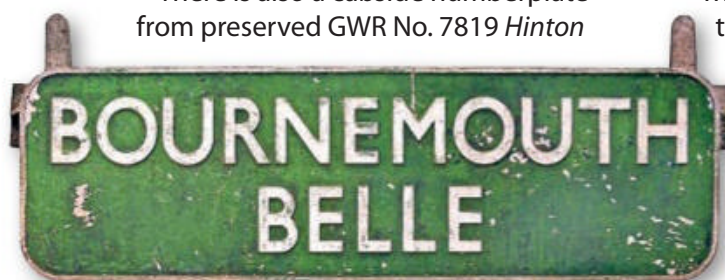
There is also a cabside numberplate from preserved GWR No. 7819 *Hinton*

Manor, one of whose nameplates sold at Great Central's December 11 auction for a class record of £21,000.

Also among the 200 lots is a 'Bournemouth Belle' headboard from the steam era, when the iconic Pullman express was hauled by Bulleid Pacifics. I recorded this train at Basingstoke on September 9, 1959, when Merchant Navy No. 35025 *Brocklebank Line* came through

with the Up working, and at the same location three days later when No. 35030 *Elder Dempster Lines* was in charge of the Down train.

The auction, the 12th in Great Central's series of monthly sales, start at 10am and will be live online.



Prototype flies in to photograph and negatives sale

NEGATIVES of a prototype high-powered diesel that BR evaluated over three years on both passenger and freight trains but did not follow up with any orders are to feature in an online auction being held by railway photographs, slides and negatives specialist Justaclickago from February 21-27.

The 110mph locomotive was built by Brush Traction of Loughborough in 1967 and handed over to BR at Marylebone station in January 1968. It was named *Kestrel* and numbered HS4000, representing Hawker Siddeley – the owner of Brush – and the horsepower rating.

Its evaluation included working King's Cross-Newcastle expresses, in which it managed to beat Deltic schedules and heavy high-speed freight, including a coal train of in

excess of 2000 tons, but BR ended the trials in March 1971 and the Co-Co diesel was handed back to Brush, who sold it to the Soviet Union for £127,000. It is believed to have been scrapped in 1993. Rather longer in service than this one-off were the Class 52 'Western' diesel-hydraulics, and the auction includes a selection of negatives taken by John Vaughan. There is also a large collection of Barry scrapyard black-and-white photographs, overseas steam by Chris Gammell, black-and-white prints from the Richard Casserley collection, and a large collection of RC Riley slides of heritage railways. A collection of negatives featuring the Advanced Passenger Train and its APT-E prototype, taken by the late David Grant, an engineer on the project, will

also be going under the hammer, as will a selection of standard 8 cine films of BR steam in the 1960s.

→ **Hornby O gauge and the LMS dominated the upper reaches of a Vectis model train and railwayana live online sale on January 21, with top honours going to a three-rail electric Princess Royal No. 6201 *Princess Elizabeth* at £620 and a passenger set comprising clockwork Class 4P 4-4-0 Compound No. 1185, two coaches and track dating from 1935 (£600).**

Another Hornby model of the same locomotive from 1939, this being an electric version, fetched £560, a realisation that was pipped by a Scale 7 LNER D16 class 4-4-0, No. 62614 made by Laurie Griffin Miniatures of Somerset (£600). Prices exclude buyer's premium of 25% (inc VAT).

LITTLEBOROUGH

Class act as diesel makes its mark at Thirsk sale

ONE of the ubiquitous Class 37 diesels made its mark at a 920-lot Thirsk Railwayana timed internet auction that ran from January 21-24, when an English Electric Robert Stephenson & Hawthorns' worksplate from D6865/37165 sold for £1020. The locomotive from the 309-strong class of Co-Co diesels was built at Darlington in August 1963 and spent its life allocated to western, eastern and north-eastern depots prior to withdrawal in June 2008.

Four albums of miscellaneous plates and signs, including ticket conditions enamels, went for £880, and three albums of badges and medallions, some of which were pre-Grouping, for £620.

Between these two sets of albums at £740 came a BR(M) totem sign from Littleborough, a station in Rochdale on the Calder Valley Line that was opened by the Manchester & Leeds Railway in July 1839 and is still open today, 183 years later. Prices exclude buyer's premium of 12% (VAT).

Railwayana Auction Calendar

February 18

Lacy Scott & Knight
(railwayana and model trains)

February 19

Great Central Railwayana

February 21-27

Justaclickago
(Photographs, negatives and slides)

February 22/23

Gildings (model trains)

February 25

Vectis (model trains)

February 26

Transport Auctions of London

March 5

Great Central Railwayana

March 11/12

GW Railwayana

March 14-22

Great Northern Railwayana



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Little and large double act in Great Northern March sale

LMS locomotives both full-sized and in miniature will be a major force in Great Northern's email, telephone and postal auction that runs from March 14-22, with the full size being represented by a Patriot class nameplate and smokebox numberplate, and the miniature by a collection of O gauge models.

The nameplate is *Lord Rathmore* from



No. 45533, an April 1933 Derby product that was withdrawn from Liverpool's Edge Hill shed (8A) in September 1962 and named after a Conservative MP who was chairman of the North London Railway and a director of the Central London Railway.

The smokebox comes from No. 57591, a Caledonian Railway Class 812/LMS 3F 0-6-0 that was outshopped by Sharp Stewart & Co in August 1900.

It gave more than six decades of service before being withdrawn in June 1961 when a resident of Edinburgh's Dalry Road depot (64C).

Supporting the LMS in miniature is a collection of two-rail electric models of the Patriot, Jubilee, Royal Scot, Princess Royal and Princess Coronation classes – including, coincidentally, No. 45533 – as well as LNER A1 and A3, GWR County, and Standard Britannia, all kit-built over many decades by a model train enthusiast from West Yorkshire.



Mention of the GWR leads to a second smokebox, 9014, from a 'Dukedog' 4-4-0 that emerged from Swindon in August 1937 as a rebuild, comprising the boiler of Duke class No. 3252 and the frame of Bulldog No. 3434. Withdrawal came in October 1960 from the Wrexham shed of Croes Newydd (84J).

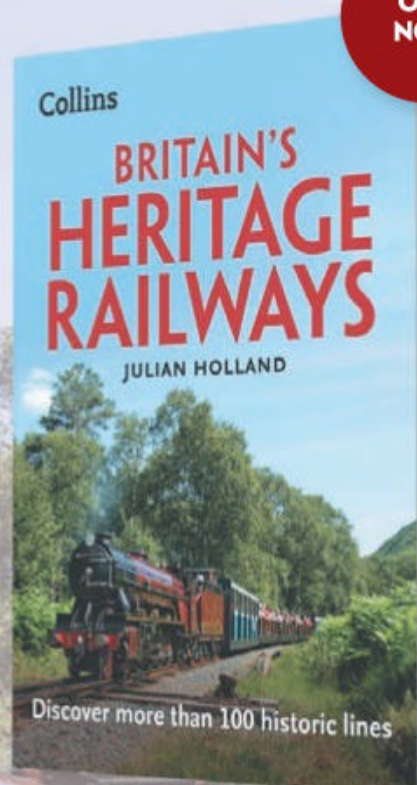
It was one of a number in the class to be named after members of the GWR hierarchy, but after opposition to the idea from the said gentlemen, who believed these Victorian-era outside frame locomotives were old-

fashioned, the names were instead given to the more prestigious Castle class 4-6-0s. The name destined for No. 9014 was *Earl Waldegrave*, which went to No. 5057.

Another GWR locomotive item is the whistle from No. 5944 *Ickenham Hall*, accompanied by an identifying plaque. Back to the LMS, there is a lamp tablet from Settle station on the iconic line to Carlisle, and a selection of watches, including examples from the GWR, SR, LMS, and BR Western, Southern, and London Midland, regions.

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Summary Specification



Approx length 73"

- | | | | |
|--|--|---|---|
| <ul style="list-style-type: none"> • Stainless steel motion • Boiler feed by axle pump, injector, hand pump • Etched brass body with rivet detail | <ul style="list-style-type: none"> • GWR Pattern Safety valves • Choice of liveries • Painted and ready-to-run • Reverser • Coal-fired live steam | <ul style="list-style-type: none"> • 5" gauge • 4 Cylinder • Piston Valves • Walschaerts valve gear • Drain cocks • Mechanical Lubricator | <ul style="list-style-type: none"> • Silver soldered copper boiler • Multi-element Superheater <p>Approx Dimensions:
• (L) 73"x (W) 10"x (H) 13"
• Weight: 97kg</p> |
|--|--|---|---|

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As though the 1950s had never gone away:
a drone view sees Peppercorn A1 Pacific
No. 60163 *Tornado* head across Swithland
Reservoir with a lunchtime runpast during a
Timeline Events charter on the Great Central
Railway on January 13. DON BISHOP



Vintage Trains hires *Duchess of Sutherland*

WITH GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* still waiting for a replacement super heater header (its original was used to return sister engine No. 7029 *Clun Castle* back into traffic last year), Vintage Trains has hired LMS Princess Coronation No. 6233 *Duchess of Sutherland* to provide cover until it is fit for main line work again.

The big Stanier 4-6-2 returns for duty on March 12, when it is due to take a train over the Settle and Carlisle line.

The 'Cumbrian Mountaineer' will depart Tyseley Locomotive Works platform with diesel haulage as far as Hellifield, where the *Duchess* takes over for the run to Carlisle.

Following a break, No. 6233 takes the strain by working the return journey over the length of the Settle and Carlisle's gradients unassisted.

Prior to that, *Clun Castle* opens the Vintage Trains season on Saturday, March 5 by heading a 'Welsh Marches Express' circular tour north to Shrewsbury and then on through Shropshire passing Leominster and Craven Arms before stopping for a break at Hereford.

Return run

On the homeward run, *Clun Castle* tackles some six miles of an average 1-in-100 climb up the summit at Llafhangel, and then passing Abergavenny and Pontypool Road before taking the Bristol line at Maindee Junction.

From there it heads on though Severn Tunnel to Swindon and Didcot, before making for Birmingham via Oxford.

March 26 sees the *Castle* back in action, working a trip to Chester. Departing Tyseley platform, the 'Chester Venturer' heads east to pick up at Coleshill Parkway, Tamworth High Level, Leicester and Nuneaton.

These trains are just a few examples of what Vintage Trains has planned through to June, with 13 departures arranged so far, excluding two 'Shakespeare Express' trips from Tyseley to Stratford-upon-Avon on April 23/24.

Seats are available in Pullman, club or tourist class coaches and limited free car parking booked in advance is available to passengers. Tickets can be booked at www.vintagetrains.co.uk

The 'Great Britain' is back!

By Cedric Johns

AFTER a break of two years due to the pandemic, the Railway Touring Company has announced that its flagship nine-day 'Great Britain' tour is back on main lines.

Entitled 'Great Britain XIV', the train is dated to run from King's Cross on April 22, arriving back in London on April 30.

It departs behind LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* as far as York, where Bulleid Merchant Navy Pacific No. 35018 *British India Line* takes over, heading for Edinburgh Waverley and a night stop.

April 23 sees a trip over the Forth Bridge to Inverness with LMS 4-6-0 No. 46115 *Scots Guardsman* at the head. The following day, *Scots Guardsman* heads for Stirling and a two-night stopover.

April 25 is a day at leisure or an optional trip back crossing the Forth Bridge en route to Edinburgh. April 26 sees 'Great Britain XIV' turn south travelling via Carstairs, Carlisle, Whitehaven and Grange-over-Sands, with *Scots Guardsman* and *British India Line* leading the way.

On April 27, the tour heads southwards via the West Coast Main Line with LMS Jubilee 4-6-0s No.45690 *Leander* and No. 45596

Bahamas now in charge. The tour passes Preston, Chester, Shrewsbury and Hereford to Cardiff and a night stop. From Wales, it heads to its final destination of Penzance on April 28. Routed through Severn Tunnel, Bristol, Taunton, Exeter and Newton Abbot, the train, worked by No.6233, tackles the South Devon banks for Plymouth and Cornwall, where a two-night stop has been arranged.

April 30, the final day, sees the tour retrace its tracks, with No.6233 heading for Taunton, Westbury, the Berks & Hants line, Reading, and London Victoria.

Jubilee celebration

In another notable move, RTC is to run a trip to Windsor on May 14 to mark the occasion of the Queen's Platinum Jubilee. Unusually, 'The Windsor Flyer' will start from Norwich, calling at Wymondham, Thetford, Brandon, Ely and Finsbury Park, from where it takes the North London Line to Willesden, Acton and the route to Windsor Riverside via Brentford.

March is a busy month for RTC, with five trips arranged. Destinations range from Edinburgh to Manchester, and first up is the 'Peaks Express', a circular tour of the Peak District and Hope Valley. Hauled by one of Carnforth's fleet, it sets off from Preston, stopping at Wigan

North West, Manchester Victoria, Chesterfield and Derby, on March 6.

On March 20, the 'Cumbrian Coast Express' departs Euston behind the almost-mandatory Class 86 electric bound for Carnforth, where steam comes on for run over the Cumbrian Fells.

Pick-up stations are Watford Junction, Milton Keynes, Rugby, Nuneaton and Crewe.

No. 6233 heads the 'The Cheshireman' on March 19, departing Euston for a run up the WCML to Chester. It is steam all the way, with stops being made at Milton Keynes, Northampton, Rugby and Nuneaton.

Also on March 19, the 'Edinburgh Flyer' starts from Preston, calling at Lancaster, Carnforth and Carlisle before heading for the Scottish capital, with steam probably provided by a West Coast Railways locomotive.

The month ends on March 26 with 'The Mancunian', hauled by the *Duchess of Sutherland* from Euston to Manchester Victoria.

RTC's usual pick-up points include Watford Junction, Milton Keynes, Northampton, Rugby and Nuneaton.

For booking information, and more details about what the Railway Touring Company has on offer, visit www.railwaytouring.net



LMS 4-6-2 No. 46100 *Royal Scot* passes through Sheffield with Saphos Trains' 'The White Rose' Wolverhampton to York special on February 2. ALAN WEAVER



In a cloudy sky beset by a 50mph gale-force wind, a tiny hole appeared as LMS Jubilee 4-6-0 No. 45690 *Leander*, leading Bullied Battle of Britain 4-6-2 No. 34067 *Tangmere*, appeared in sunlight as they headed the Railway Touring Company's 'Cumbrian Mountain Express' to Shap summit on January 29. MAURICE BURNS

Tangmere back in traffic – with a little help

By Cedric Johns

RECENTLY outshopped Bullied Battle of Britain 4-6-2 No. 34067 *Tangmere* was given a further proving run when it was rostered for a Railway Touring Company 'Cumbrian Mountain Express' on January 29.

As insurance, the light Pacific was accompanied by LMS Jubilee 4-6-0 No. 45690 *Leander*, the pair coupling on at Carnforth for the train's steam-hauled section to Carlisle, returning

via the Settle and Carlisle line. The trip went well, and *Tangmere* was then booked to head the 'Northern Belle' on February 24.

It was understood that *Tangmere* has been selected for 'Northern Belle' duties in the coming season, replacing LMS 4-6-2 No. 6201 *Princess Elizabeth*, currently inside at Carnforth awaiting a boiler lift.

As a reminder, the 'Northern Belle' – or rather, a series of the luxury train – have been arranged, departing

from various starting points around the country but all routed through Carnforth.

There, steam takes over for a visit to Carlisle, the 'Belle' returning over the Settle and Carlisle line to Preston where steam is exchanged for diesel haulage, and the train then returning to its original starting point.

Carnforth is slowly but surely building a small group of former Southern engines. No. 35018 *British India Line* and *Tangmere* are now both

in traffic, with West Country No. 34016 *Bodmin* yet to come.

In addition to the two Bullieds, Carnforth's ready-to-run fleet consists of No. 46115 *Scots Guardsman*, *Leander*, and No. 456990 *Galatea*, the last mentioned due for light repairs in a few months' time.

Locomotives 'stopped' at Carnforth for attention include 8F 2-8-0 No. 48151, K1 No. 62005, No. 6201 *Princess Elizabeth* and 'Black Five' No. 44929.

Duke is on course to steam this year

UNIQUE BR Standard 8P 4-6-2 No. 71000 *Duke of Gloucester* is on course to return to steam this year, its custodians have confirmed.

The BR Class 8 Steam Locomotive Trust stated: "Following a meeting with Tyseley, it has been jointly agreed that the *Duke* will be ready to resume main line duties by the end of this year. This is great news for all our members, along with every steam enthusiast who has supported us

since 2014 when the *Duke* moved to Tyseley."

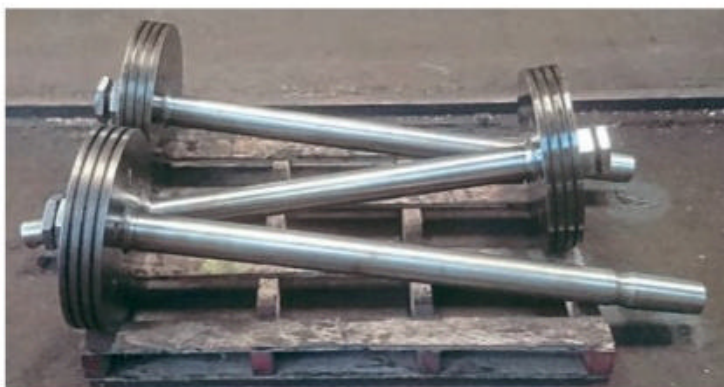
The latest progress on the overhaul of the unique Riddles Pacific at Tyseley Locomotive Works has been the profiling of the tyres on the rear coupled wheelset, with the centre set to follow. The delivery of the crank axle wheelset to Tyseley is now expected in mid-March, having been held up by a Covid-related delay to the paperwork to approve the

material specification for the new stub axles and crankpin. However, this will not affect the overall schedule or the locomotive's completion date, as work can continue with the two axles in place.

Other work has included the assembly of No. 71000's modified pistons, which are now ready to be installed in the cylinders, following the fitting of the slidebars to the latter.

The trust has obtained rare archive film of the *Duke*, including its move from Barry scrapyard to the Great Central Railway, the early stages of its restoration, and its first main line test run on March 14, 1990. It has used the footage to produce a 57-minute DVD, available only to members at £25 each. To join the group, visit www.theduke.uk.com or write to: The Duke, BR Class 8 Steam Locomotive Trust, Aurora House, Deltic Avenue, Rooksley, Milton Keynes MK13 8LW.

The new pistons assembled for Duke of Gloucester.
BR CLASS 8 STEAM LOCOMOTIVE TRUST



The rear coupled wheelset of No. 71000 Duke of Gloucester having its tyres profiled at Tyseley Locomotive Works.
BR CLASS 8 STEAM LOCOMOTIVE TRUST

Flying Scotsman southern tours are fully booked up

By Cedric Johns

NO sooner did last month's issue of *Heritage Railway* go to press, Steam Dreams was able to announce that all three trips hauled by No. 60103 *Flying Scotsman* had been fully booked.

The trains – Paddington to Oxford on March 13, London Victoria to Canterbury on March 17 and London Victoria to Salisbury on March 24 – will also see the 4-6-2 heading local circular tours after reaching each destination.

The trip to Canterbury was believed to be the first time that the A3 Pacific will have visited the historic cathedral city.

As previously reported, the three trains will be the last duties that the A3 will work before being withdrawn

in April for its heavy overhaul. How heavy remains to be seen, for if a boiler lift is required, the engine could be out of traffic until autumn at least, before it stages a comeback in time for major centenary celebrations planned by its owner, the National Railway Museum, for 2023.

January's withdrawal of Peppercorn A1 No. 60163 *Tornado* for a new boiler fitting (see pages 44-49) will see the main line bereft of two popular 4-6-2s, although the A1 Steam Locomotive Trust is forecasting a midsummer return to steam.

Steam Dreams owner and chairman David Buck said he was happy with the manner in which 2021 had turned out, especially with the public's response to the tour promoter's latest venture, Tuesday Santa specials,

and evening diners that made their debuts in December.

More 2022 plans

"We will expand the programme for these trains at the end of this year," David said.

All of those tours were worked by his B1 4-6-0 No.63106 *Mayflower*, which will undoubtedly figure again this December. The B1 is booked to head a trip from London Victoria to Bath on April 5, calling at Staines and Ascot.

On April 9, Steam Dreams will run its own version of a 'Cumbrian Mountain Express'. The trip begins at Euston, calling at Milton Keynes, Rugby, Nuneaton and Crewe. Steam comes on at Carnforth, with motive power from West Coast Railways to head for

Carlisle via Shap, and returning via the Settle and Carlisle line.

The fully-booked Southend-Oxford trip takes place on May 19, the train stopping at Shoeburyness and Barking.

June 16 will see the 'Capital Express' head to Edinburgh from London.

David said that several exciting trips are being arranged for the coming months, and they are based on new destinations. Keep checking *Heritage Railway* for updates.

Meanwhile, the Steam Dreams new online gift shop at <https://steamdreamsshop.co.uk> is now open, selling a mix of merchandise including mugs, Steam Dreams badges, cut-out versions of *Mayflower*, fridge magnets and a Windsor bear.

Pathfinder is right on track

PATHFINDER Tours has been developing a programme of tours almost, it seems, on a month-to-month-basis.

On April 2, 'The Hadrian Hoovers' makes a circular trip via the North East, the Durham coast and the Tyne Valley from Tame Bridge to Carlisle behind a pair of Class 50s, picking up at New Street, Tamworth, Burton, Derby, Chesterfield, Sheffield, York and Leeds.

'The Lancashire' departs from Westbury for a lost tracks adventure featuring freight lines and goods loops, with haulage by Class 60 and 66 locomotives on March 5. The 'stopping' train calls at Bath, Cheltenham, Bromsgrove, New Street, Wolverhampton and Crewe.

The April 15-18 'Easter Highlander', which tours Scotland, as the title implies, is fully booked.

On May 13, the 'Cambrian Coast Express' starts out from Oxford for the Welsh coast, setting down at Minffordd, Portmadog and Pwllheli.

The 'Express' calls at Banbury, Leamington, Coventry, Birmingham New Street, Wolverhampton, Telford and Shrewsbury.

Similar trips have been arranged with departures from Bristol on May 20, Cardiff on August 12, and again from Oxford on September 9.

Calls made for rethink on new safety measures for classic Brunel bridge

THE Victorian Society has criticised plans by Network Rail to install railings and a mesh screen, and raising the height of the parapet, on what was once Britain's highest and widest single-plan railway bridge.

Grade II-listed Devil's Bridge at Bleadon, near Weston-super-Mare, was built by Isambard Kingdom Brunel as part of the Bristol & Exeter Railway in 1841.

Network Rail has applied to North Somerset Council for planning permission to add the steel railings and mesh screen on to improve safety at the single-span flying arch brick bridge.

A Network Rail spokesman said: "The railings will enable Network Rail to provide a holistic design solution to a listed structure. It has been identified as a high-risk structure due to the current design."

The planning application also states: "The proposed scheme consists of undertaking remediation works to all defective brick and stone masonry elements, and providing a new proprietary waterproofing system to replace the existing deteriorated waterproofing system."

"The re-waterproofing works will also mitigate the poor condition of brickwork present throughout the structure."

However, Victorian Society spokesman said that while the need to raise the height of the parapet as a safety measure is acceptable, the suggested solution is not.

"Characterised by its slender and elegant design, it is a highly distinctive piece of railway architecture," he said.

"While the proposed steel parapet guards would ensure the safety of

users, its bulky design would also result in harm to the character and significance of the bridge.

"It would likely be visible from a distance, and for users of the bridge itself, the openness of the bridge would be lost."

The society has requested a 'lighter' method of protection, such as a fine wire mesh similar to that used on the Clifton Suspension Bridge.

As designed by Brunel, the bridge required a "pioneering use of calculation" and the result was "exceptionally interesting, technically daring and innovative."

The bridge got its name from 'Devil' Payne, a cantankerous landowner who owned the land needed for the broads gauge railway and who held out for a high price.

Weston Civic Society has also raised objections.



Brunel's Devil's Bridge carries a road up Bleadon Hill and across the Uphill cutting of the Great Western main line between Bristol and Exeter. GEOFF SHEPPARD



LMS Jubilee Class No. 45699 *Galatea* masquerading as No. 45627 *Sierra Leone*, hauling the first Railway Touring Company 'Winter Cumbrian Mountain Express' of the 2022 season at Culgaith, en route from Manchester Victoria to Carlisle and back, on January 22. DAVE COLLIER

UKRT to send 'Hoovers' to Okehampton in March

By Cedric Johns

DESPITE a delay caused by the positioning of train crews to match tour itineraries, the first of the new season's brochures to arrive from UK Railtours give details of its programme for the first half of the year.

Managing director Elizabeth Morris said: "2021 was a difficult year for everyone, and the railtour industry was no exception. We were unable to run any tours until the second half of the year and the way we had to run them had to change considerably.

"Thankfully, after a successful if somewhat reduced autumn, we are able to proudly say that we are back on our feet. We now turn our attention to 2022 and the prospect

of the rail tour industry reopening and flourishing in the wake of the pandemic."

Two trips may appeal to those who enjoy a cocktail on a day out with diesel and steam. The first is a trip to the Severn Valley Railway gala or a visit to the Black Country Museum, departing King's Cross and calling at Potters Bar, Stevenage and Peterborough on Saturday, April 23.

The second trip offers a choice of the Bodmin & Wenford Railway or the Eden Project. Starting from Paddington, the train makes stops at Slough, Reading and Newbury on Saturday, May 21

Much earlier, 'The Welsh Marches' leaves Stevenage on Saturday, February 26, picking up at Welwyn

Garden City, Potters Bar and Finsbury Park, joining the Great Western line at Acton and heading on via Swindon, Severn Tunnel to Maindee Junction, where the train heads north through Abergavenny to Hereford for a break. The return journey is routed by way of Leominster, Ludlow and Shrewsbury.

On March 12, a 'Winter Wonderland' tour heads for the Settle and Carlisle line and a two-hour break at the citadel. Starting from King's Cross, passenger pick-ups are at Potters Bar, Stevenage and Peterborough, travelling via Doncaster, Keighley and Skipton.

'Springtime Hoovering In Devon' is a trip which many enthusiasts might feel excited about – a rare visit on the reopened branch to Okehampton.

Arranged in conjunction with Network Rail and Great Western Railway, the motive power will be provided by a pair of Class 50 diesels.

Starting out of Paddington, the 'Hoovers' stop at Slough, Reading and Swindon, the train routed via Bristol and Taunton, on Saturday, March 26.

UK Railtours expected demand for tickets to be exceptional, and was right – the train is fully booked.

On Bank Holiday Monday, May 2, two destinations are on offer: a visit to Chester and its attractions, or alternatively a chance to enjoy the finale of Llandudno's Victorian Extravaganza.

Departing King's Cross, the trip calls at Potter Bar, Stevenage and Peterborough en route.

Once smashed to pieces, a classic NER tile map is home again

IN 1987, Bridlington's iconic NER tiled map was smashed up as the original parts of the station – including platforms 1, 2 and 3 – were demolished.

The map was believed to have been lost for good but with help from some railway historian friends, Rachel Osborne, of the Yorkshire Coast Community Rail Partnership, managed to track the remaining tiles down.

They ended up in a barrow at Hull Paragon station where they were stored for a few years, during which time it is believed that many were taken by local collectors.

The remaining tiles were eventually purchased by the North Eastern Railway Association and stored at the home of one of their members; Ann Los agreed to donate the tiles to the YCCRP so they could

be restored. The YCCRP have funded the work, which was carried out by craftsman John Edmond, of Hunmanby. He has cleaned the tiles and attached them in their rightful places to a scale print of a complete tiled map.

The end product has been encased in a frame and on January 17 was returned to its rightful home on Bridlington station concourse, where it was unveiled by Bridlington's deputy mayor, Coun Mike Heslop-Mullins, at the YCCRP's Brew Monday event at the station.

The map has been restored in such a way that any more missing tiles can be added if they are found. The YCCRP is appealing for the return of the lost tiles and is asking for those with any to make contact via its Facebook page.



Home again: The Bridlington station tile map following its unveiling on January 17. YCCRP

From main line to branch line

By Cedric Johns

IT IS not often that these pages reflect the dedication of experienced locomotive engineers, especially those responsible for the repair, maintenance and overhaul of main line engines which in action delight rail tour passengers, linesiders and photographers alike.

Such men rarely seek the limelight, preferring instead to concentrate their energies and thoughts on keeping their respective charges in good running order and financially viable by hiring them out to rail tour promoters and others interested in live steam.

An example of these dedicated men is in this instance Steve Underhill, who during a period of 30 years was the chief mechanical engineer responsible for the well-being of GWR 4-6-0 No. 6024 *King Edward I* and latterly, LMS 4-6-2 No. 6201 *Princess Elizabeth*.

An enthusiast of all things Swindon before schooldays, his mother used to take him out in his pram while shopping but always stopped by a local bridge at Sparkhill in Birmingham for her young son to see and hear passing trains.

Steve holds all 11 editions of Great Western Engines, Name and Numbers ABCs; combined editions published by Ian Allan.

His career began not on the railway but by joining a third-generation family business of Henry Jones (Lozells) Limited, a fruit and vegetable wholesaler. Learning the trade, he acquired a Class 3 goods vehicle licence and spent much of his time touring a greater part of Birmingham, driving a lorry and delivering potatoes, cabbages, carrots, apples, oranges and pears to greengrocers.

But his interest in steam, especially the Great Western variety, never left him.

Chance encounter

Out for a Sunday afternoon spin, Steve and Helen, his first wife, happened to pull in by chance at the Buckinghamshire Railway Centre, in Quainton Road, where No. 6024 was being brought back to life after being rescued from the late Dai Woodham's scrapyard in 1973. That same year, the 6024 Locomotive Society was formed.

Steve's visit prompted his involvement with the *King* and when his new-found friends discovered that Steve had access to a lorry, he was treated as a very popular member – and was kept busy delivering parts to and from Quainton.

Becoming more deeply involved in the engine's restoration, he often



Steve Underhill holding the regulator of *King Edward I*. He was a 'passed' local driver, allowing him to move the *King* around shed or works yards.

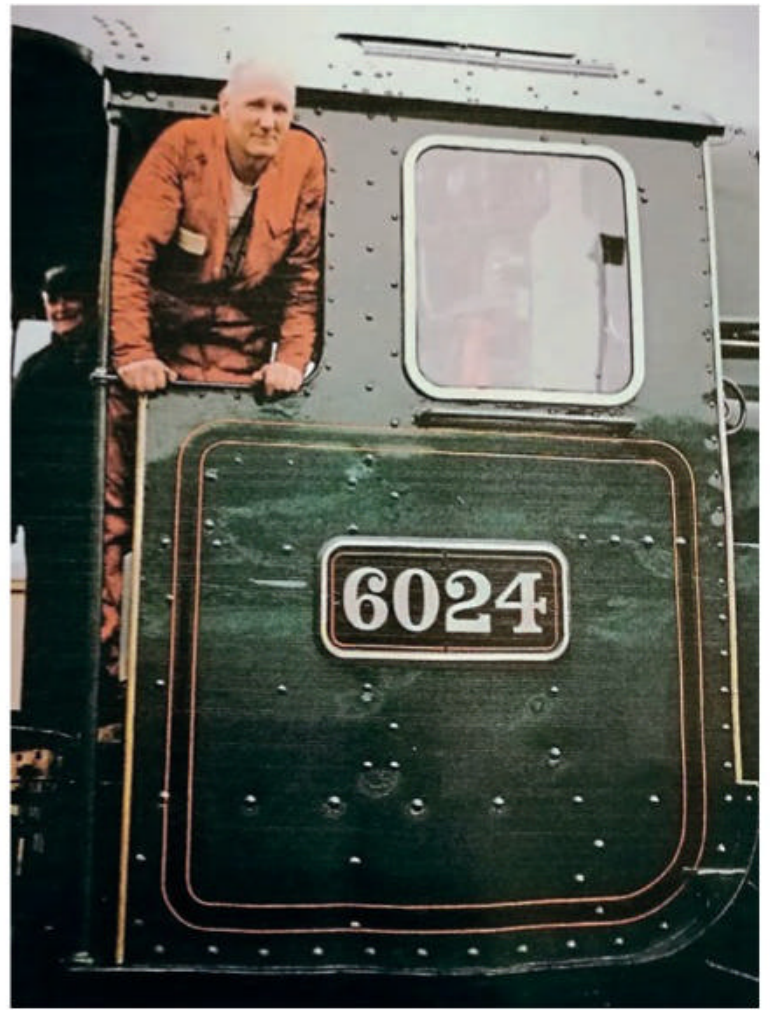
STEVE UNDERHILL COLLECTION



Left: Steve Underhill served as the chief mechanical engineer for GWR 4-6-0 No. 6024 *King Edward I* for three decades. STEVE UNDERHILL COLLECTION

Right: Steve looking out of the cab of No. 6024.

STEVE UNDERHILL COLLECTION



dropped in at Tyseley Locomotive Works for advice from, as he put it, 'the lads' – in particular former Worcester shed foreman Don Green, and fitters Eddie Hartwell and Steve Lester.

When work on the *King* was completed in 1989, the engine entertained visitors by running up and down sidings at Quainton.

The 4-6-0 was moved by road to Tyseley in 1990, after which the society maintained its base at Tyseley.

'The lads' and the management team were always accommodating but the engine was moved to Didcot in 1993 for a period because the majority of runs booked by tour promoters were from the London area.

No.6024's second overhaul was carried out at the MOD's high-security munitions depot at Kineton, Warwickshire, in 1995. How the society and working members gained access is another story...!

Following that, the *King* returned to Tyseley for its third heavy overhaul before moving to Bristol Barton Hill to work 'Torbay Express' trips for Pathfinder Tours.

The 4-6-0's somewhat nomadic existence includes visits to the West Somerset Railway, Old Oak Common and Southall.

In 1992, Steve was elected as society chairman.

When Steve's partnership with Mike Wedgbury as joint managing

engineers came to an end. Mike left, so Steve became the sole engineer in charge of the double red locomotive.

Asked about especially memorable trips, Steve said they were all outings to remember. "I was privileged to experience exhilarating days out on the footplate," he said.

Once, the *King* worked the 'Eden Express' from Plymouth to Exeter, breaking a one-hour schedule. "The years between the *King* coming out in the main line in 1990 – April 15/16, when the engine worked three return trips to Stratford-upon-Avon, and four trips on April 16, working turn-and-turn-about with Castle 4-6-0 No. 5080 *Defiant* – I missed only two trips and loved every minute of it," he added.

Moving on

Unhappily, Steve became the victim of allegations launched by a small group within the 6024 Society. Those claims eventually led to a court case in which Steve mounted a successful defence and in 2010 was cleared of any wrongdoing, as reported in issue 141 of *Heritage Railway*.

As a result of this, Steve had left the society in 2007 to continue his career as a locomotive engineer as part of the Tyseley engineering team, which he'd joined in 1992.

The 6024 Society's loss was a gain for the 6201 Princess Elizabeth Locomotive Society, which asked Steve to care for its Stanier 4-6-2.

Impressed by the engine's performance on the main line, Steve said he found many similarities with Swindon practices in the engine's design; not unexpectedly perhaps, considering the length of time William Stanier spent working with Charles

Collett at the Great Western's home of excellence.

The association with No. 6201 lasted for four years; in addition to his spell with *King*, Steve worked full time with Bob Meanley and the team of locomotive engineers at Tyseley for 27 years.

Steve said that an outstanding trip with No. 6201 came was when it was booked out of King's Cross to York. On the return journey, Steve – on the shovel – was passed for firing by a West Coast Railways traction inspector.

Another fond memory of the *Princess* was the occasion of The Queen's Diamond Jubilee, when the engine stood on Chelsea Bridge overlooking the River Thames as the royal barge passed underneath. Obviously a man of steam, Steve once admitted that he wished he had been born 10 years earlier, and could have become a professional loco man.

Aged 69, Steve retired from Tyseley in March 2021 but after six months of inactivity he sold his house in Hall Green, Birmingham, and moved to Taunton.

His final tasks at Tyseley were a boiler overhaul, including the making and fitting of new casing and copper pipework, and finishing WR Modified Hall 4-6-0 No. 6989 *Wightwick Hall*. That accomplished, he overhauled the boiler of WQR Hawksworth 0-6-0PT No. 9466.

The move to Somerset proved to be memorable on two counts. Firstly, he could not contain his lifelong feelings for steam and became a volunteer on the South Devon Railway. The second? Steve married his second wife, Angela, on December 4.

"Another memory of the *Princess* was at The Queen's Diamond Jubilee, when the engine stood on Chelsea Bridge overlooking the River Thames as the royal barge passed underneath."



This view of LMS 'Black Five' No. 45407 crossing Glenfinnan Viaduct with West Coast Railways' 'Jacobite' service took a top accolade in the 14th annual Landscape Photographer of the Year competition. It earned Malcolm Blenkney the top spot in the Lines in the Landscape category, which is supported by Network Rail. "As a passionate photographer, it's an honour to receive this recognition, particularly as the standard and talent in the competition is so high," said Malcolm. Entries are now being displayed in a free exhibition which is touring stations throughout the UK, including Manchester Piccadilly (February 21-March 6), Birmingham New Street (March 7-20), Reading (March 21-April 3), Paddington (April 4-17) and Waterloo (April 18-May 1).

Steam travel returns to Dublin after long two-year wait for fans

ANNOUNCING a return to steam after a gap of two years, the Railway Preservation Society of Ireland will be running trains out of Dublin during its heritage railway weekend of May 13-15.

The first train, diesel-hauled, departs Dublin and visits Limerick, Neagh, and Ballybrophy before returning to Dublin.

On May 14, 4-4-0 No. 85 Merlin leaves Dublin with the 'Province of Leinster' to Athy, Carlow and Kilkenny and return.

The following day, May 15, No. 85 heads out of Dublin Connolly for a

trip through Wexford to Rosslare. It is hoped that the trips will bring much-needed incomers to the society, whose officials cancelled plans to operate Santa specials out of Dublin last December – whereas sold-out Santa trains ran between Belfast and Whitehead.

Meanwhile, Irish Rail said that work to return a turntable in Tralee will take place this year.

Old steel freight wagons in Casement station are being removed, allowing the track linking to the turntable to be cleared.

Reprieve for historic Norfolk station

GREATER Anglia has been stopped in its tracks from demolishing a 19th-century platform building at Salhouse station in Norfolk.

Planning permission was granted last October for the train operator to pull down the structure – which would cost an estimated £250,000 to repair – and erect modern waiting shelters.

Salhouse Parish Council was looking at ways of funding the repairs before independent conservation group SAVE Britain's Heritage succeeded with legal action to stop the demolition.

Its director, Henrietta Billings, said: "This programme of bulldozing our rural Victorian railway heritage must stop. Replacing these historic buildings with bland bus shelter canopies is a loss for everyone. We call on Greater Anglia to celebrate these buildings and look after them as assets to treasure."

An application for Salhouse station to be listed a building of special architectural and historic interest has been submitted to Historic England by SAVE, which is now working with the Norfolk Historic Buildings Trust on a fresh bid for its future use.



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LNER A3 Pacific No. 60103 *Flying Scotsman* at the site of Garsdale troughs with West Coast’s Liverpool-Carlisle charter on December 18. TOM ADAMS

February

19 ‘The Link n’ Chord’
Didcot, Banbury, 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 ‘Settle & Carlisle Steam Special’
Leeds, Huddersfield, Manchester Victoria, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Hellifield.
Loco: No. 34067 *Tangmere* or TBA. 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. 45690 *Leander* 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 & return, 2 Class 47s Inverness & return. IC

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

5 ‘The Welsh Marches Express’
Tyseley, Birmingham, Wolverhampton, Shrewsbury, Hereford, Oxford, Tyseley. Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

6 ‘The Peaks Express’
Preston, Manchester Victoria, Sheffield, Chesterfield, Derby, Manchester, Preston. Steam-hauled throughout.
Loco: No. 35018 *British India Line* or No. 45690 *Leander* or No. 45699 *Galatea* or No. 46115 *Scots Guardsman*. RTC

12 ‘The Pennine Wayfarer’
Bristol, Cheltenham, Birmingham New Street, Derby, Chesterfield, Manchester Victoria, Bolton & return. Diesel-hauled throughout.
Locos: 2 DRS Class 37s. PT

12 ‘The Cumbrian Coast Express’
Euston, Shap, Carlisle, Cumbrian Coast line, Euston. Steam-hauled Carlisle, Carnforth.

Loco: TBA. RTC

12-14 ‘The West Highland Statesman’
Milton Keynes, Rugby, Crewe, Fort William & return. Diesel-hauled throughout.
Loco: TBA. SR

12 ‘Settle & Carlisle’
Tyseley, Wolverhampton, Stafford, Crewe, Carlisle & return. Steam-hauled Hellifield, Carlisle & return.
Loco: No. 6233 *Duchess of Sutherland*. VT

13 ‘London to Oxford with Flying Scotsman’
Paddington, Oxford & return. Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. SD

13 ‘Flying Scotsman from Oxford’
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 ‘London to Kent with Flying Scotsman’
London Victoria, Canterbury West & return. Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. SD

17 ‘Flying Scotsman from Canterbury’
Canterbury West, 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. 45690 *Leander* 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

23 ‘Portsmouth Harbour Statesman’

Doncaster, Retford, Peterborough, Welwyn Garden City, Portsmouth & return. Diesel-hauled throughout.
Loco: TBA. SR

24 ‘London to Salisbury with Flying Scotsman’
London Victoria, Salisbury & return. Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. SD

24 ‘Flying Scotsman from Salisbury’
Salisbury, Southampton, Eastleigh & return. Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. SD

26 ‘The Mancunian’
Euston, Manchester & return. Steam-hauled throughout.
Loco: No. 6233 *Duchess of Sutherland*. RTC

26 ‘Springtime Hoovering in Devon’
Paddington, Okehampton & return. Diesel-hauled throughout.
Locos: Two Class 50s. UKRT

26 ‘The Chester Venturer’
Tyseley, Tamworth, Leicester, Nuneaton, Chester & return. Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

30 ‘Portsmouth Harbour Statesman’
Crewe, Birmingham New Street, Leamington Spa, Banbury, Portsmouth & return. Diesel-hauled throughout.
Loco: TBA. SR

April

2 ‘Settle & Carlisle Steam Special’
York, Leeds, Wakefield, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Preston.
Loco: No. 34067 *Tangmere* or TBA. NB

2 ‘Whitby & Esk Valley Statesman’
Wolverhampton, Crewe, Manchester, Whitby & return. Diesel-hauled throughout.
Loco: TBA. SR

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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A1SLT	A1 Steam Locomotive Trust 01325 488215	SRPS	Scottish Railway Preservation Society 0131 202 1033
BEL	Belmond Pullman 0845 0772 222	SR	Statesman Rail 0345 310 2458
IC	Intercity 0800 038 5364	ST	Saphos Trains 0800 038 5320
NB	Northern Belle northernbelle.co.uk	UKRT	UK Railtours 01438 715050
PT	Pathfinder Tours 01453 835414	VT	Vintage Trains 0121 708 4960
RTC	Railway Touring Company 01553 661500	WCR	West Coast Railways 0333 996 6720
SD	Steam Dreams 01483 209888		

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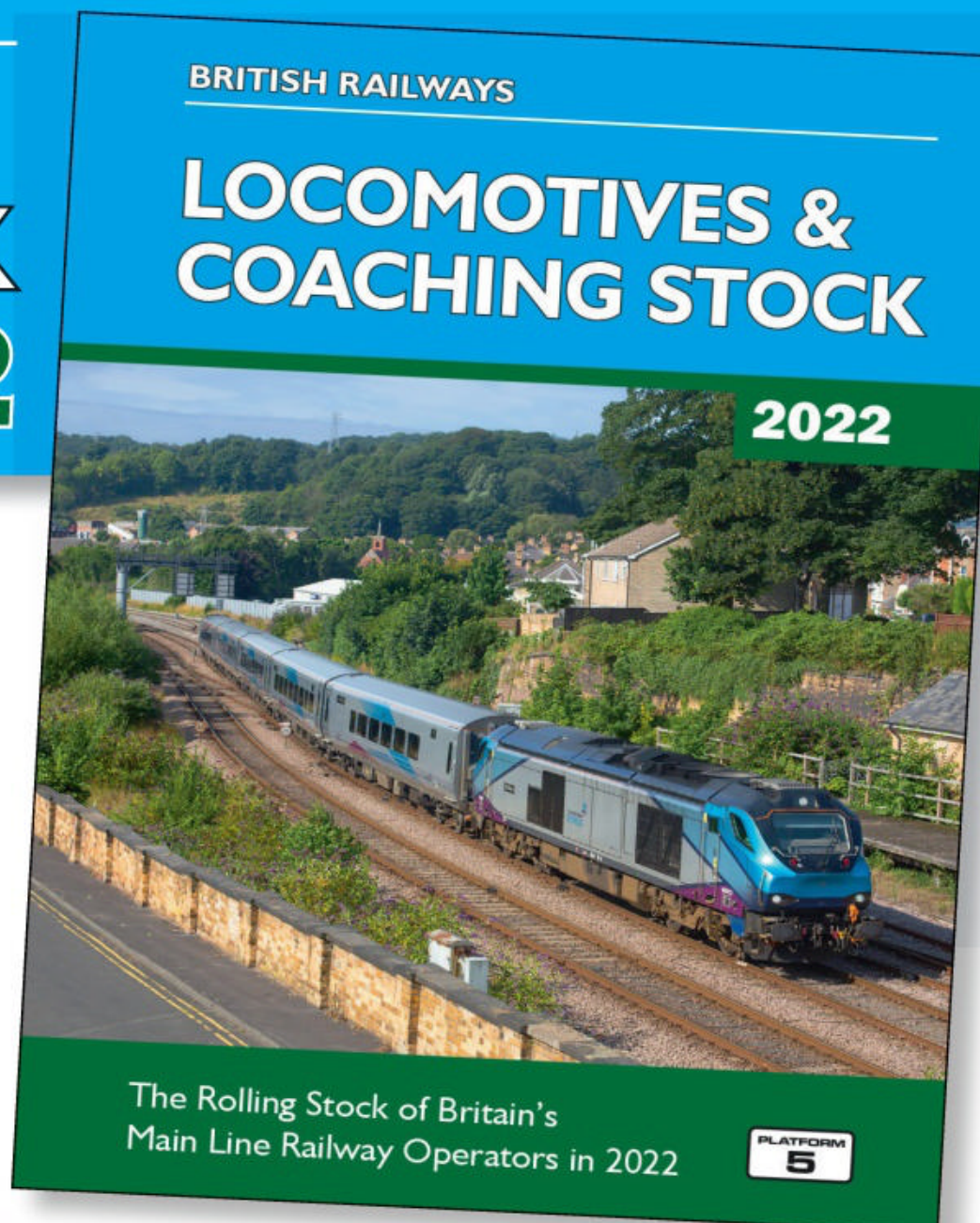
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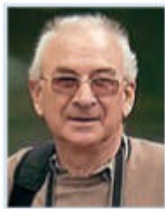
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WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW



Don Benn looks at some work of Bulleid Pacific No. 34067 *Tangmere*, which has now returned to the main line, plus a heavy load behind No. 46240 *City of Coventry* in 1955 and full power with English Electric Type 4 D288 up from Crewe in 1963.

UNMODIFIED Bulleid Pacific No. 34067 *Tangmere* did a huge amount of work on the main line from when it returned in 2003 until it was withdrawn for overhaul in 2016. In fact, it is my highest mileage steam locomotive, even exceeding the mileage I have had behind No. 35028 *Clan Line*. Many of the runs I had behind David Smith-owned *Tangmere* were with ex-Nine Elms fireman Pete Roberts at the regulator and some very fine performances, including the one with a 13-coach load up Martin Mill bank, which is shown in issue 288.

However, even Pete Roberts, master of the art of driving this unconventional locomotive, can't triumph when circumstances conspire against him. One such occasion was on April 25, 2007, when *Tangmere* worked the 11.25 Victoria circular via Tonbridge, Hastings, and Ashford. Disaster struck in the form of operating instructions being ignored, resulting in a very late arrival back into London. We left on time, being banked to Grosvenor Bridge by No. 47245, and as it turned out on this occasion it would have been prudent to have left the diesel on the back of the train, though this was only because of a failure to follow procedure later. We had been stopped by signals at Orpington no less than 18

minutes early and there, Control decided to let us go just over 11 minutes ahead of schedule. The running was good without being spectacular as far as Tonbridge, where, due to the early running, we took an extended break to ensure we left on time over the restricted section on to Tunbridge Wells and then south to Robertsbridge. The 1-in-75/80/97 climb to High Brooms is not only very steep but also involves significant curvature, so the Pacific did well to accelerate to 28mph before reaching 30mph on the slightly easier stretch to Wells Tunnel Junction. Wadhurst was passed with great caution, though we had gained a minute from Tunbridge Wells, and now Pete let *Tangmere* have its head down past Stonegate at 75mph before getting adverse signals on the approach to the Robertsbridge stop. We had taken 34 minutes

"The climb from Herne Hill to Tulse Hill was very noisy and fast, showing that the engine was in fine form."

and nine seconds over this difficult 20.10 miles, a loss of five minutes on the impossible schedule.

Leaving Robertsbridge seven late, we climbed to Mountfield tunnel at 28mph and then reached 53 before Battle and an easy run down to Bo Peep Junction, where the train joined the coast line from Eastbourne. We had expected to be stopped at Hastings in order to get a clear run up through Ore but no, we kept going – only to be stopped with the front of the train in Ore station and the rest in the curved tunnel on a gradient of 1-in-132. We were stuck, and Pete was unable to coax *Tangmere* into moving. So, after 94 minutes the train set back to Hastings and then had another go that was duly accomplished without fuss as we had a clear run through Ore and on down to Romney Marsh, now 107 minutes late. Table One shows the continuation from Ashford to Bromley South via the main line to Sevenoaks and then via Swanley. Leaving Ashford 99 minutes late, we ran well until catching the stopping service in front. Overstaying our Paddock Wood water stop, we were now just over two hours late, which got worse as we were held on the through road at Tonbridge, which at least gave us a clear



Battle of Britain class No. 34067 *Tangmere* passing Amberley with the 'Cathedrals Express' from London Victoria to Chichester on August 1, 2008. DON BENN



Left: Bulleid Pacific *Tangmere* storms past Barnham at 65mph with the returning 'Cathedrals Express' from Chichester to London Victoria on August 1, 2008. DON BENN

run at Hildenborough bank. It may be that by now *Tangmere* was getting short of coal as the climb was moderate, though I calculate that the equivalent drawbar horsepower (EDBH) was still around 990 as speed was tending to increase. After severe checks through Sevenoaks, we ran well via Swanley until approaching Bickley Junction, where there were more adverse signals. Victoria was finally reached 133 minutes late.

Superb climb

Eight months later I was on another trip with *Tangmere*, this time the Steam Dreams 'Cathedrals Express' 09.06 Victoria to Chichester. The route was via Dorking and the Arun Valley on easy timings but we were plagued by signal checks throughout. The load was 11 coaches for 400 tons, and our driver going down was Tommy Farr. It was a cloudy and bitterly cold day as we left just over a minute late, to be stopped by signals no further out than just after Wandsworth Road after being banked by No. 37248 up to Grosvenor Bridge. However, the climb from Herne Hill to Tulse Hill was very noisy and fast, showing that the engine was in fine form. Another signal stop at Streatham was followed by more checks, and it wasn't until Ashted that speed reached the dizzy heights of 46½mph prior to the Leatherhead pathing stop. Dorking North was reached 3¼ minutes late and we left 5¼ minutes down. However, we were unchecked on to the water stop at Warnham and this section, shown in Table Two, produced the best running of the day.

The immediate start is level but then the line climbs at 1-in-90/80 to Milepost 23 just beyond Betchworth tunnel where speed after some slipping was 21mph, accompanied by a huge amount of Bulleid thrash. Tommy Farr then kept the engine settings unchanged as we stormed up the 1-in-230 to the first summit and down the 1-in-264 to reach 45mph, and then up the 1-in-100/264 with barely any drop in speed to reach 49mph in the dip before a supreme effort up the final 1-in-100 to Holmwood summit at 42½mph. I suspect more steam was taken for the final climb, as speed only fell slightly over the last mile or so. I calculate that over the last 1.06 miles the EDBH was about 1500. We finally got the speed up to over 60mph before gaining a minute and a half to the water stop at Warnham where, on this raw cold December day, I only lingered off the train to snatch a couple of shots. We continued to Horsham, leaving there a minute and a half late and got checked straight away by a service train in front, which stopped us again before Billingshurst. Progress down the beautiful Arun valley was slow in between bridge checks, but one clear of Arundel Junction the train sailed away to get 64mph before arriving at Chichester half a minute early; job done. After a pub lunch to kill time, I then had a return trip on Class 377 EMUs to Horsham and was rewarded by two good runs, the return in 377470 producing a time of 24 minutes and 38 seconds for the 25.58

TABLE ONE: ASHFORD TO BROMLEY SOUTH					
Date	Wednesday, April 25, 2007				
Train	11.25 Victoria Circular via Battle and Ore				
Loco	BB Class 4-6-2 No. 34067 <i>Tangmere</i>				
Load	10 coaches, 327 tons tare 345 tons gross				
Driver	Pete Roberts				
Recorder	Don Benn stop watch				
Weather	Cloudy				
	miles	sched	mins	secs	speed
Ashford	0.00	0.00	00	00	99 min late
Chart Siding	2.11		04	38	47
MP 52	4.11		06	52	61
Pluckley	5.67		08	16	68
MP 49	7.11		09	33	67½
MP 47	9.11		11	13	75/74½
Headcorn	10.86	12.00	12	40	76
MP 43	13.11		14	33	73
Staplehurst	14.25		15	48	51*/25*sigs
Marden	16.72		20	06	36
MP 38	18.11		22	00	51/56/*sigs
Paddock Wood	21.29	24.00	27	39	
	0.00	0.00	00	00	121 min late
MP 33	1.82		05	05	40½/42
MP 31	3.82		08	05	37
Tonbridge	5.30	9.00	12	23	
	0.00	0.00	00	00	126½ min late
MP 28	1.55		04	44	36½
Hildenborough	2.55		06	30	32/31½
MP 26	3.55		08	25	32
MP 25	4.55		10	18	32½
Tunnel South	4.90		10	56	33
Tunnel North	6.90		15	04	18* sigs
Sevenoaks	7.45	12.00	16	59	*
Bat & Ball	8.60		20	25	*
Otford	10.25	17.00	24	02	35
MP 23¼	11.10		25	45	32
Shoreham	11.65		26	36	45½
MP 22	12.35		27	22	58
MP 21¼	13.10		28	13	53
Eynsford	13.90		29	05	64
Lullingstone	14.70		29	57	56
Swanley	16.90	30.00	34	55	20*
MP 16	18.15		37	12	51
St Mary Cray	19.55	36.00	38	29	63
St Mary Cray Jct	21.05		39	55	50* sigs
Bickley Jct	21.80	38.00	42	35	17* sigs
Bickley	22.35		43	55	34/46
Bromley South	23.40	40.00	46	21	132¾ min late

*brakes or speed restriction



Tangmere rests at London Victoria after arriving from Ore more than two hours late on April 25, 2007. DON BENN



Tangmere takes water at Warnham on December 15, 2007. DON BENN

TABLE TWO: DORKING TO WARNHAM

Date	Saturday, December 15, 2007				
Train	09.06 Victoria to Chichester				
Loco	BB Class 4-6-2 No. 34067 <i>Tangmere</i>				
Load	11 coaches, 369½ tons tare 400 tons gross				
Driver	Tommy Farr				
Recorder	Don Benn stop watch				
Weather	Cloudy, calm, very cold				
	miles	sched	mins	secs	speed
Dorking	0.00	0.00	00	00	5¼ min late
MP 23	0.90		03	46	21
MP 23½	1.40		04	58	30½
MP 24	1.90		05	45	45
MP 25	2.90		07	03	44½
MP 25½	3.40		07	42	48
MP 26	3.90		08	20	44
Holmwood	4.96		09	49	42½
MP 28	5.90		11	03	53
MP 29	6.90		12	05	61
Ockley	7.15	11.00	12	18	56½
MP 30½	8.40		13	48	48
MP 32	9.90		15	22	60½
Warnham	11.48	21.00	19	26	3¾ min late

TABLE THREE: EUSTON TO NUNEATON

Date	Sunday, May 8, 1955				
Train	19.30 Euston to Perth				
Loco	Class 8P Princess Coronation 4-6-2 No. 46240 <i>City of Coventry</i>				
Load	17 coaches, 582 tons tare 625 tons gross				
Driver	Harry Nicklin Crewe North MPD				
Fireman	Michael Hughes				
Recorder	Brian Smith				
	miles	sched	mins	secs	speed
Euston	0.00	0.00	00	00	1¼ min late
MP 1	1.00		03	22	20
Killburn	3.00		07	15	41
Willesden Junction	5.40	10.00	10	34	47/56
Wembley Central	8.10		13	37	53
Harrow and Wealdstone	11.40		17	28	54½
Hatch End	13.30		19	34	55½
Watford Junction	17.40	24.00	23	43	67
				pwr	21*
Kings Langley	20.90		28	14	36
Hemel Hempstead	24.50		33	10	54½
Berkhamstead	28.00		36	57	58½
Tring	31.70	41.00	40	40	62½
Cheddington	36.10		44	35	75/80½
Leighton Buzzard	40.20		47	50	73/75½
				sigs	39*
Bletchley	46.70	56.00	54	53	right time
	0.00	0.00	00	00	right time
Wolverton	5.70		08	07	67½
Castlethorpe	8.10		10	14	70
Road	13.20	15.00	15	15	58½
Blisworth	16.10	18.00	18	05	67/70½
				pwr	22*
Weedon	23.00	25.00	27	22	64
Welton	28.60		32	52	60
Hillmorton	33.60		37	36	71/74
				sigs stop	0*
Rugby	35.90	40.00	45	27	5½ min late
	0.00	0.00	00	00	¾ min late
Brinklow	5.50		08	29	62
Shilton	8.80		11	36	65/68
Bulkington	10.90		13	32	63/70
Nuneaton	14.50	18.00	17	38	¼ min late

banked to milepost 1 by Class SMT 4-6-0
* brakes or speed restriction
Euston to Bletchley 51 minutes
Bletchley to Rugby 37¼ minutes

Net Times

miles to Barnham – a time unbeaten in my records. To do this without exceeding the 75mph line limit and adhering to all other speed restrictions takes great driving skill against a very tight 26-minute schedule, since eased. We left Chichester 11 minutes late on the return steam run due to a signalling error and had a similar checked run as going down, not helped by continuous slipping in places by *Tangmere*. We arrived in Victoria only just over four minutes late, after being nearly 31 down arriving at Horsham. Maximum speed was 66½mph down the bank from Holmwood.

Princess Coronation Pacific on 625 tons
Next are two runs on the West Coast Main Line. Of all the main lines out of London, this I know best – after all the Southern lines, that is. I have been travelling up and down since 1963 and timed many runs with steam, diesel, and electric power.

Table Three shows the detail of a very good run with Princess Coronation Pacific No. 46240 *City of Coventry*, with no less than 17 coaches for 625 tons, timed by my old friend Brian Smith on Sunday, May 8, 1955. After a steady start with banking assistance up Camden Bank, the big Pacific got into its stride and was doing 67mph by Watford before slowing to a 21mph temporary speed restriction. From there, *City of Coventry* climbed well to the summit before Tring, where the minimum would have been about 60mph. An 80mph maximum was reached prior to another check but the schedule to Bletchley was more than kept. More checks were encountered before the Rugby stop but the station allowance was cut and Nuneaton was reached just half a minute late. Here Brian transferred to the footplate to join driver Nicklin and fireman Hughes of Crewe North shed, though the locomotive was allocated to Camden. Arrival at Crewe was a minute early after a 20mph restriction at Hademore water troughs, a 60mph restriction at Great Bridgeford and a signal check at Basford Hall (nothing has changed there then!). I knew Brian from early 1965 and I quote from my book *The Twilight of Southern Steam*: “During 1965 I became aware of somebody else who was often seen on the footplate, especially on the best runs with the fast drivers. He was known as ‘that man from Clapham’, one Brian Smith, who had an official role on the railway as a member of the Loco Testing Section at Brighton. This section was responsible for steam locomotive problems that were either causing issues in maintenance or steaming problems on the road. The former was certainly



important in the 1950s, but not a big problem in the 1960s as steam was on the way out. The ability to raise steam was an issue to ensure trains as far as possible ran to time. Thus Brian was around a lot of the time and, as time went by, he became a friend and the source of much useful information on the drivers and enginemmen, and was the one who drove us home the night of Gordon Hooper’s



English Electric Type 4 No. D211 passing South Kenton with the 10.00 Glasgow Central-Euston on September 30, 1963. DON BENN



Stanier Princess Coronation Pacific No. 46240
City of Coventry near North Harrow on
August 17, 1963, heading 1B08, the 09.32
Wolverhampton-Euston. DON BENN

TABLE FOUR: CREWE TO EUSTON

Date	Saturday, September 28, 1963				
Train	09.00 Perth to Euston				
Loco	English Electric Class 40 2000hp DL No. D288				
Load	13 coaches and 1 van, 493½ tons tare 530 tons gross				
Recorder	Don Benn				
	miles	sched	mins	secs	speed
Crewe	0.00	0.00	00	00	right time
Madeley	7.95	12.00	12	39	48
Whitmore SB	10.35		15	24	62
Badnall Wharf	16.80		20	52	76
Norton Bridge	19.15	23.00	22	47	74
Stafford	24.45	29.00	27	18	57*
Milford SB	28.45	34.00	31	36	63
Colwich	30.85	36.00	33	52	65/75
Rugeley	33.70	39.00	36	17	70/74
Armitage	37.00		39	10	72/67
Lichfield	41.75	46.00	43	06	75/82
Tamworth	48.00	52.00	47	54	76
Polesworth	51.50		53	36	25* tsr
Atherstone	55.70		61	42	49/20* tsr
Hartshill SB	58.55		66	56	47/10 sigs
Nuneaton	60.90	65.00	71	12	22
Shilton SB	66.60		78	50	65
Brinklow SB	69.90		81	46	70/73
Newbold SB	73.00		84	17	75/5* sigs
Rugby	75.45	86.00	89	56	0* extra stop
			92	05	
Kilsby Tunnel North	79.60		99	01	47
Welton SB	82.70		102	58	64/76
Weedon SB	88.30	100.00	108	20	20* tsr
Blisworth	95.15	106.00	116	50	64/58
Road	98.10	109.00	119	39	63
Castlethorpe	103.25		123	58	75
Wolverton	105.60		125	48	80
Bletchley	111.35	121.00	131	08	55* sigs
Leighton Buzzard	117.80		137	27	64/67
Cheddington	121.90		141	12	64
Tring	126.35	137.00	145	28	60
Berkhamstead	130.05		148	51	75
Hemel Hempstead	133.50		151	33	83
Kings Langley	137.05		157	03	10* tsr
Watford Junction	140.55	155.00	162	32	38
Bushey	142.00		164	32	50/45* sigs
Hatch End	144.70		167	35	63
Harrow and Wealdstone	146.60		169	14	68/73
South Kenton	148.70		171	08	50* sigs
Wembley Central	149.95		172	32	65
Willesden Junction	152.60	171.00	174	46	73/75
Camden No.1 SB	156.90		179	07	*
Euston	158.00	184.00	181	44	2¼ min early

net time 155 minutes

*brakes or speed restriction

epic run on the 21.20 down on May 15, 1965." Sadly Brian is now suffering from dementia. His daughter Vicky has given me details of his early career: 1953-1957 apprenticeship, Crewe Works, started at age 15; 1957-1958 production office, Crewe Works. He then did two years' National Service, followed by 1960-1963 in London Bridge, drawing office, St Thomas Street. After his spell at Brighton and at the end of steam on the Southern in 1967 he moved to the Railway Technical Centre at Derby, from where he retired at the age of 73 after a 58-year career.

Heavy load with a 'Whistler'

In 1963, work on the electrification on the southern end of the West Coast Main Line from Crewe had started but the days of steam were already numbered. Almost all long distance main line trains were hauled by English Electric 2000hp diesel electrics and the Princess Coronations; indeed, all types of steam locomotive were relegated to secondary duties. The Type 4 diesels didn't have the power of Stanier's Pacifics but they were a match for the class 7P steam locomotives. I made two forays in 1963 to photograph steam on the North Wales Coast line and both times returned south on the 09.00 from Perth, 16.12 from Crewe.

Both runs were good with heavy loads but the one on September 28, 1963 was outstanding. Table Four shows the detail and D288 made an early arrival in Euston with its massive 14-coach, 530-ton load, despite many checks. Net time for the 158 miles was 155 minutes.

Next I hope to cover one of the early runs with No. 6000 King George V in 1971 plus some work from No. 60007 Sir Nigel Gresley. [HR](#)

"After a steady start with banking assistance up Camden Bank, the big Pacific got into its stride."

Below: Brian Smith on the footplate of West Country No. 34015 Exmouth on the 08.35 down train at Southampton on September 14, 1966.

TERRY JACKSON



Could you find time to help a railway?

The Covid-19 pandemic has perhaps been the biggest risk to the future of heritage railways since the preservation era began.

The impact of being unable to run trains, then run them but below capacity, has seen funds depleted, work fall behind, paid jobs lost and the sector lose volunteers who were in the 'vulnerable' group.

Now the sector is crying out for volunteers... from drivers, fireman and ticket inspectors to accountants, cooks and cleaners. Giving a little time can go a long way to helping ensure the future of a group. There are huge benefits to volunteering including learning new skills, belonging, increasing your confidence and meeting people with similar interests.

Your railway needs you; no matter how much you can give, be it an hour, a week or full time, every hour is gratefully received. On this and the next page you will find some organisations crying out for help... and in a sector you are passionate about.



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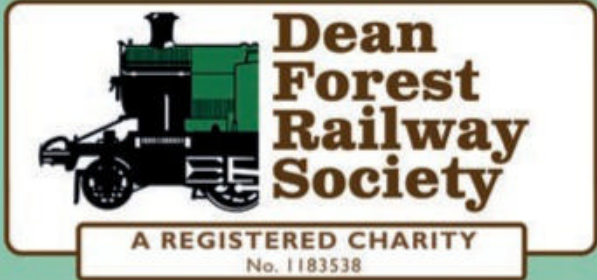

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TAKE BETTER SILHOUETTES!

Magical at sunrise, marvellous at sunset – silhouettes can be a forgotten side of railway photography, often due to timings and vegetation undergrowth which has ruined many potential locations over the years. **John Titlow** selects his finest silhouettes from four decades of lineside photography.

One of the biggest problems is to find a clear section of railway on a bridge, viaduct or an embankment without trees or vegetation so the train can be fully highlighted against the sky.

Personally, silhouettes are ruined by having details on the side of either the locomotive or carriages. Numbers or any details on the locomotives or carriages should not be seen at all – the art of a silhouette is for a completely black subject, or it is not one.

How many times have we been fooled by the weather forecast and go out, only to find dull conditions for the day? However, all need not be lost because a colourless day can still produce a reasonable effect with a little bit of thought and work.

Lines that run north to south give a greater opportunity, with the sun rising in the east and setting in the west.

Some preserved and main lines can produce spectacular effects whereas others provide none whatsoever. Lines that run through valleys are the most difficult

because it is impossible to highlight the train against the sky. Setting it against a background of a hill does not work because the train merges into that background.

The shorter days of winter are often the best at creating wonderful red glows, which can extend into early spring and late autumn. Just because the sun has disappeared over the horizon, don't give up; this can often be a chance of getting good results, with the sun illuminating the clouds from underneath and creating wonderful afterglows. Pre-dawn can have a similar effect.

Summer tends not to have so many wonderful colours, though you have to be up very early to make any use of the sunrise. Just the slightest colour in the sky can make a good result.

Most railway photography tends to be best by being level with the train or using height to look down, getting more of the landscape in view. It is the opposite for silhouettes, where you want to be as low as possible. Get low to lift the train against the skyline – it

may seem crazy but 'photographers' have been known to lay down sometimes in unsavoury places to get the greatest benefit.

Choosing your location

It is not a difficult technique to get good results, but a little more thought has to be put in when choosing a location.

Pick one where there are no trees or bushes to grow out around the locomotive; there is nothing worse than branches or twigs sticking out of your subject or letting it run too far where a tree touches it to become part of the subject.

Foreground can have vegetation that can be hidden in front of the locomotive, especially if exposed correctly and the subject becomes black. There can be a problem here – it can become messy if you want to see underneath the frames and highlight the spoked wheels. If there is enough space, allow the locomotive to run that little bit further through the picture to hide bushes by the tender.



↑ Beyer Peacock 0-6-0T No. 822 *The Earl* approaches Heniarth, crossing the River Banwy on December 18, 2016. The sun had softened and become partially hidden behind the clouds but the bridge is high enough to raise it above the ground with just enough of a gap between the trees. The colours have been tweaked to bring out the reds and the grass blackened.

📷 ISO 200, shutter speed 640th, aperture f5.

← A magical day organised by 30742 Charters started with morning mist, sun all day, and silhouettes at the end. Several runpasts took place on the embankment around Corfe Common at the Swanage Railway, showing the beautiful outline of T9 30120 on March 14, 2014.

📷 ISO 200, shutter speed 640th, aperture f20.

→ Rifle Range on the Severn Valley Railway is becoming a particular favourite and being local to me gives the opportunity of popping out if the sky looks interesting. Sunset is different every day, as is shown in these three images taken at the same location. The winter sun sets immediately behind the train, which is the best time for this location. Here, BR Standard 4MT 4-6-0 No. 75069 passes Rifle Range on October 30, 2019.

📷 ISO 200, shutter speed 800th, aperture f9.

↘ Ivatt 4MT 2-6-0 No. 43106 climbs past Rifle Range on the Severn Valley Railway while battling Storm Arwen on November 11, 2021.

📷 ISO 100, shutter speed 500th, aperture f7.1.

Water can be useful as a background rather than the sky, but locations like this are rare. Height is essential for this to ensure the train is fully silhouetted against the water – and not any distant hills or objects that can blend in with the train. A break is essential between the subjects.

It is also possible to silhouette against fields, but there must be a very strong contrast of light or colours between the subject and background. Be careful not to let any dark, distant hills blend in with the train.

Lighting very much depends on where the clouds and sun are in the background. At sunrise and sunset this changes minute by minute and can vary enormously within a very short time. The colour of sky is important and can be the difference between an average or good image. Soft sun can produce a very good, often more colourful image.

Timings are important and knowing sunrise and sunset times helps: you want the



↑ Timings are so important. When LNER A4 Pacific No. 60009 *Union of South Africa* was departing King's Cross in the dark on December 14, 2013, I worked out that sunrise would be around Digswell Viaduct. As it happened, sunrise came minutes after this shot but it did not disappoint. Standing well back gave the opportunity for a close-up shot and a wide angle with the complete viaduct.

📷 ISO 160, shutter speed 640th, aperture f5.6.



↓ Silhouettes on the Bluebell Railway can be tricky with a lack of places where the line is clear against the sky. Approaching Horsted Keynes is an embankment but the trees in the distant background are tall. Getting low is essential and where the line crosses Station Approach, it used to be possible for a silhouette but it now looks overgrown. A dip in the field enabled you to get lower here. SR USA tank No. 30064 climbs the last stretch into Horsted Keynes on October 23, 1983.

📷 K64 film, shutter speed 500th aperture f5.6.



↑ GWR 2-8-0 No. 2857 passes Rifle Range on the Severn Valley Railway on December 8, 2018, against a fiery sky.

📷 ISO 400, shutter speed 400th aperture f5.6.

train at the optimum location and position to maximise the silhouette.

Shapes and outlines

Some steam locomotives are immediately recognisable silhouetted, LNER A4s in particular.

The more shape to a locomotive, the more interesting it is silhouetted, such as wheel arrangements, chimneys, cabs, domes, and even the boiler when it is raised above the frames and there is a gap separating them for the light to come through.

Diesels I find difficult due to their lack of shape... dare I mention the word boxes!

There are some with a distinctive shape and could be worthy contenders, but the exhaust of a steam locomotive helps against the sky. This is a personal view.

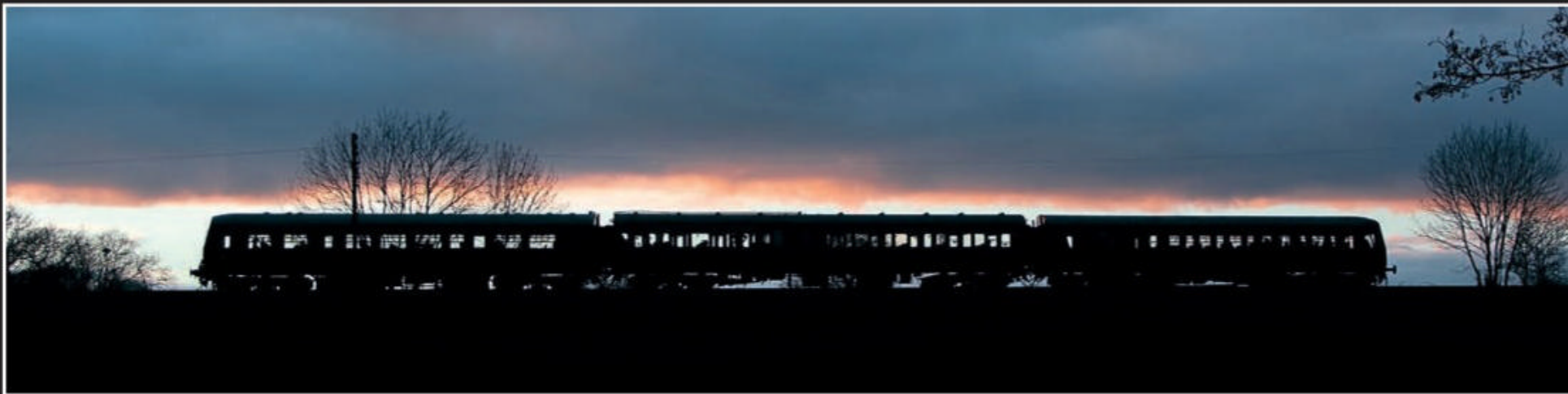
Technique

Exposure is the major factor governing a good silhouette.

This was very critical with film because over-exposure bleaches out any detail in the sky and under-exposure blackens the subject against the backdrop.

Primarily, the most basic is to freeze your image which must be sharp by using a high shutter speed – at least 1/500th of a second





↑ Most people had given up by this time of the day and so I had this all to myself. DMUs are not my favourite subject but this one was used as a test for the steam photograph which was to follow. What makes this is the light shining through the windows of the Class 101 as it departs Quorn & Woodhouse heading for Loughborough on the Great Central Railway on January 16, 2022. Believe it or not I nearly did not take this!

📷 ISO 250, shutter speed 500th, aperture f4.5,

on preserved lines or higher for faster trains on the main line. Silhouettes are much easier with digital cameras because the results are viewed instantly and can be corrected long before the train appears.

Firstly, set the camera to shutter priority and take an image pointing towards the brightest spot; this will give an idea of how much detail there is in the sky.

It does not want to be bleached out or too dark. As time goes on, you will be able to guess this.

Do be careful looking into the sun.

Take multiple exposures at different apertures beforehand as a test. This technique is known as bracketing, and all this will vary as the light changes and the sun sets.

A lot more can be done afterwards using photo editing software.

Once you have decided on the exposure you are happy with, turn the camera to manual exposure, locking both shutter speed and aperture. This is without doubt the best option. You have to control this rather than the camera.

One problem when shooting directly into the sun is flare in the lens. The train and smoke can be used to block the sun, reducing this. Digital cameras do not like extreme or harsh sunlight directly into the lens, so be careful.

Another issue I have found is focusing when pointing the camera towards the sky, because the sensor has nothing to react to. Should this happen, point it towards the ground where the train will be, overcoming this problem by giving the camera a focal point.

Some people use graded filters but I personally would rather play with the image in editing software. Rectifying it afterwards →

← South Africa is renowned for its light and just before sunrise at Sandstone on the 10-4-19 was no exception. Two attractive 4-4-0s, nicknamed 'Lawleys' and built by Falcon; NG6 97 of 1897 leads BR7 of 1895, making a combined age of 252 years.

📷 ISO 120, shutter speed 500th, aperture f6.3.



↑ Apparently a BR Standard 5 did pilot an A1 in BR days on the West Coast Main Line. A small slither of sun shines underneath the clouds as 4-6-0 No. 73156 pilots Peppercorn Pacific No. 60163 *Tornado*, heading for Quorn & Woodhouse from Loughborough the Great Central Railway on January 16, 2022. Colours have been enhanced and the tree above the tender of the A1 has been removed.

📷 ISO 100, shutter speed 400th, aperture f5.6.

↓ The causeway at Butterley, heading for Hammersmith on the Midland Railway – Butterley, is a very good location for silhouettes and the timings can often be good for this. On December 29, 2013, Somerset & Dorset Joint Railway-liveried 'Jinty' No. 23 (47327) crosses the causeway with a Santa special. Being bunker first and silhouetted helps hide a large Father Christmas headboard. The sun has created a flare but there is little colour in the sky.

📷 ISO 159, shutter speed 800th, aperture f11.





↑ One of the very early returns for steam on the Kyle of Lochalsh branch was with LMS 'Black Five' No. 5025 on September 25, 1982. The day was sunny, but tender-first working was banned at the time. After the journey, No. 5025 departs light engine from Kyle of Lochalsh for its return journey to Inverness with the Inner Sound of Loch Carron in the background.

📷 K64 film, shutter speed 500th, aperture f5.6.

if it is wrong can be more difficult.

Low ASA/ISO helps considerably to reduce noise commonly called grain.

Noise in the sky can ruin a wonderful smooth effect.

In film days it was one shot only, particularly with colour, and what you got back from the processors was it; there was no way of manipulating it afterwards.

Another complication that reduces impact can be smoke blowing down over the

locomotive and the wheels, which can get messy. One plus is to hide awful headboards.

Most cameras are capable of taking reasonable silhouettes. A motor drive is very helpful and gives a greater chance of getting the train at the best position.

Digital is so cheap as opposed to film and unsuitable images can be simply deleted, reducing space on SD cards. It is best that this is done later on the computer as things can look very different on the camera. It could be the best shot you delete, where the colour of the sky is at its best.

Post processing

Once you have your image, the interesting bit begins with the photo editing software suite on the computer.

I use Adobe Photoshop, although nowhere near to its full capacity. Each image varies immensely, and it is all on a very personal basis. Files in NEF/RAW format are much better to work with as they have a greater level of detail, and it is possible to make adjustments before opening the file.

With a NEF/RAW file, before the image goes into Photoshop, check if the sky has bleached out – this can happen when shooting into the sun.

Adjusting the exposure and darkening highlights at this point will pull in greater sky detail, and reducing shadows blackens the subject, which is what we want.

It is always possible to return by pressing the 'as shot' tab. Do not worry too much at this stage as all can be adjusted later.

Once opened, one tool I find particularly useful with silhouettes is the enhance/adjust

lighting/levels tool. Using the sliders can further increase the blacks and lighten or darken the sky. Lastly, adjust the contrast.

Using the brush tool, remove any detail of things like logos, numberplates, and any detail on carriages...this is a silhouette.

Tweaking colour

Adjust colour next using the hue/saturation tab. Push up saturation to a point where it does not look fake.

Tweaking the individual colours can be very interesting, but don't overdo it.

Finally, use the spot healing brush to remove any things you are unhappy with.

All this is personal and each image is different – there are no set rules.

What works for you might not for others, and there are always plenty of people out there to criticise – as it is so easy to do.

If you make a mistake, it is easy to go back a step using the undo arrow or just start again.

The image is always there unless you delete the original, which is a huge mistake.

Keep trying

If it gives you pleasure, as our hobby does, continue to enjoy it. You decide what is best for you; as long as you are happy with your results, keep at it. Don't be afraid to experiment.

This is a very good way to start and end the day. As a well-known photographer commented at the lineside, you have to be there to fail.

We have all done this many times and will continue to do so – but it will not stop us from trying. 

FAVOURITE LOCATIONS



Here is a small list of locations that work, in my experience:

- **The Severn Valley Railway:** Rifle Range is a particular favourite and works extremely well, especially at the end of a winter's day. Very useful for Santa specials as it hides the headboards.
- **Gloucestershire Warwickshire Railway:** Stanway viaduct.
- **The Midland Railway – Butterley:** Side-on over the reservoir has to be a favourite.
- **The Bluebell Railway:** On the embankment approaching Horsted Keynes, but you need to get very low. Also, the bottom of Freshfield bank.
- **Swanage Railway:** Corfe Common.
- **Great Central Railway:** Approaching Quorn and Woodhouse station.
- **Digswell viaduct:** On the East Coast Main Line.
- **Ribblehead viaduct:** Yet to be cracked!

Needless to say, there are many more and maybe we all have our own favourites.



↑ Against a backdrop of a fiery sky, SR 4-6-0 No. E850 *Lord Nelson* departs Appleby on November 27, 1982. Options for a normal front three quarter were not a choice due to low lighting, but a silhouette produced a reasonable effect when there was little else available.

📷 K64 film, shutter speed 500th, aperture f4.



↑ The unmistakable outline of A4 No. 4498 *Sir Nigel Gresley* departs Settle Junction on October 27, 1984, after running south from Carlisle. The embankment alongside the road was a suitable spot for a silhouette.

📷 K64 film, shutter speed 500th, aperture f5.6.



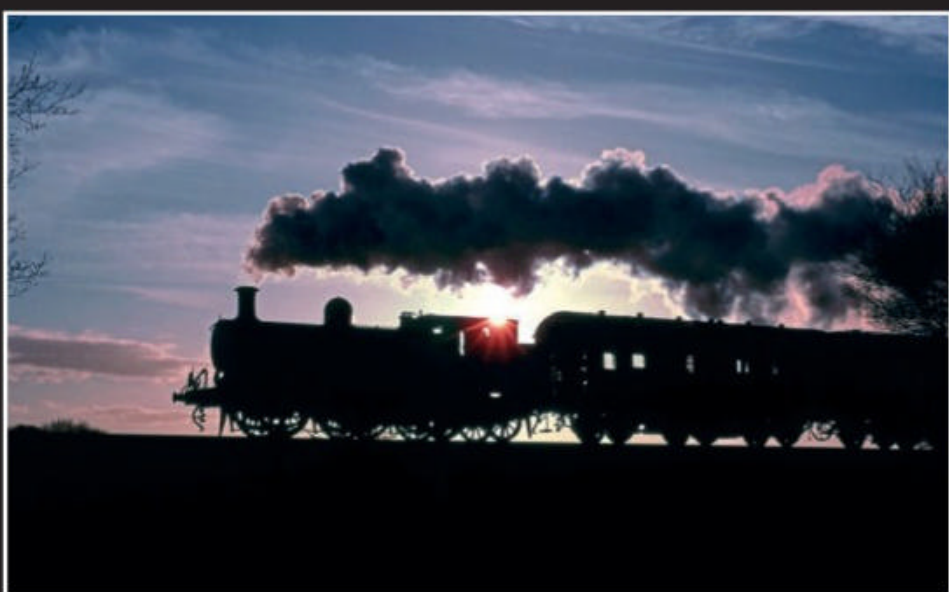
↑ At the end of the day with a freight charter by Loose Coupled on the Bluebell Railway on February 5, 2010, silhouettes were attempted by Station Approach on the embankment near Horsted Keynes. The distinctive outline and open cab of GWR 'Dukedog' 4-4-0 No. 9017 *Earl of Berkeley* provide nice shapes against a pinkish sky.

📷 K64 film, shutter speed 500th, aperture f5.6.



↑ Several ill-fated trips ran in the late 1970s with SR S15 4-6-0 No. 841 *Greene King*. It is seen crossing the River Stour estuary after an early-morning run from Manningtree on April 3, 1976, to March, where it failed. The remains of this locomotive, which was otherwise rebuilt using parts including the frames from sister No. 30825 and now runs in that identity, are on the North Yorkshire Moors Railway.

📷 Fuji 100 film, shutter speed 500th, aperture f5.6.



↑ The bottom of Freshfield bank on the Bluebell Railway can produce some good silhouettes and conditions were excellent on February 13, 2000. The different height of the sun and sky colours is apparent between the two photographs as the sun was setting. First was the departure of SECR 01 0-6-0 No. 65 off Sheffield Park heading up the bank, with the sun obscured behind the smoke. Upon arrival at Horsted Keynes, E4 0-6-2T No. 673 *Birch Grove* set off for its return to Sheffield Park, and with luck it was held so had to work into the station. Vapour trails in the sky can be a problem here, as planes land at nearby Gatwick Airport.





Bachmann's model of LNWR Precedent 2-4-0 *Hardwicke*. LOCOMOTION MODELS



Dapol's model of LBSCR 'Terrier' 0-6-0T No. 82 *Boxhill*. LOCOMOTION MODELS

Hardwicke, Boxhill and Green Arrow from Locomotion Models

THREE classic – but very different – locomotives in the National Collection have been released in OO scale by Locomotion Models: *Hardwicke*, *Boxhill* and *Green Arrow*.

The sole survivor of the Precedent 2-4-0 class designed by LNWR chief mechanical engineer Francis William Webb, *Hardwicke* found fame in the 'Races to the North' of 1895, when the companies running the West and East Coast main lines vied with each other for the fastest time from London to Aberdeen. *Hardwicke* set a record not be beaten for another 40 years when it hauled the Aberdeen express from Crewe to Carlisle – a distance of 141 miles, including the four-mile 1-in-75 climb to Shap – at an average speed of 67¼mph, achieving speeds of more than 90mph.

Though it has a less illustrious history, LBSCR 'Terrier' 0-6-0T *Boxhill* (No. 82) ensures that one of the most enduring and successful steam locomotive classes ever built is represented in the National Collection.

It remains in its original state as a Class A1, most 'Terriers' having been later rebuilt as Class A1X (although No. 72 *Fenchurch* has been restored as closely as possible to A1 guise at the Bluebell Railway).

Probably the most popular locomotive of the trio, however, is No. 4771 *Green Arrow* – the sole survivor of the LNER V2 2-6-2s, one of Sir Nigel Gresley's most successful designs.

The models of *Hardwicke* and *Green Arrow* have been produced



Bachmann's LNER V2 *Green Arrow*. LOCOMOTION MODELS

by Bachmann for the Locomotion Models National Collection range, while *Boxhill* is produced by Dapol. All are in stock now and are Digital Command Control-ready, with sound-fitted versions of the V2 and 'Terrier' also available. *Green Arrow*

is offered in its original LNER Apple green as No. 4771, or in its later BR lined green guise as No. 60800.

Hardwicke can be ordered at £220, *Boxhill* at £110 and *Green Arrow* at £229.95 from www.locomotionmodels.com

More model wagons raise funds for locomotive restoration projects

NEW limited-edition OO-scale model wagons are to help raise funds for the restoration of a Merchant Navy Pacific and the overhaul of an Austerity 0-6-OST.

As part of the ongoing collaboration between the General Steam Navigation Locomotive Restoration Society (which is restoring ex-Barry Bulleid No. 35011) and the Medway Queen Preservation Society (restoring the former General Steam Navigation Company paddle steamer of that name), two seven-plank wagons have been commissioned from Dapol.

Latest in a series of OO and N scale wagons produced to raise funds for the two groups, they are available in black or green, lettered 'General Steam Navigation, Blunsdon & Gillingham Pier (referring to the respective locations of the societies).

Complete with a coal load, they are available at £12.90 each from <https://35011gsn.co.uk/online-shop.html> – a small number of the earlier N gauge gunpowder wagons are also still in stock, at £11.90 each.

Meanwhile, the Bagnall Locomotive Group is offering more wagons



The OO scale wagons produced to raise funds for Merchant Navy No. 35011. GENERAL STEAM NAVIGATION LOCOMOTIVE RESTORATION SOCIETY

inspired by the classic railway film *Oh! Mr Porter*, to raise funds for its Bagnall Austerity 0-6-OST *The Duke*.

The locomotive, No. 2746 of 1944, is nearing the end of an extensive overhaul at the Ecclesbourne Valley Railway, with the boiler now back in the frames following repairs at Locomotive Maintenance Services of Loughborough.

The wagons, the latest in a series produced by the group, are five-plank examples lettered 'Buggleskelly

Quarries Ltd' and 'Buggleskelly Gas, Light & General Trading Co. Ltd.' Both are also lettered to be returned empty to 'Buggleskelly S.R.N.I.', referring to the fictional Southern Railway of Northern Ireland in the *Will Hay* comedy.

They can be ordered at £15 each, plus £4 postage for up to four wagons, with payment by cheque to: T.J. Oaks, 13 Trenchard Drive, Buxton SK17 9JY. To pay via Paypal, email sleepermonster@yahoo.co.uk



The two new 'Buggleskelly' wagons produced to raise funds for Bagnall Austerity 0-6-OST *The Duke*. TIM OAKS/BAGNALL LOCOMOTIVE GROUP

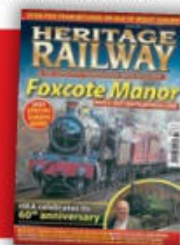


Model engineering exhibition will go ahead

→ The Midlands Model Engineering Exhibition is scheduled to take place from October 13-16 at the Warwickshire Event Centre. Tickets will go on sale in late April and more information can be found at www.midlandsmodelengineering.co.uk

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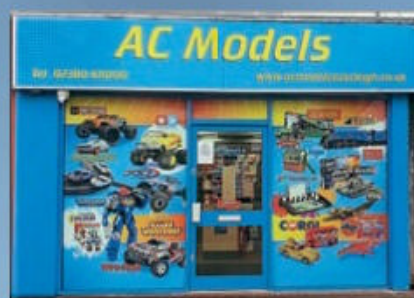
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In BR lined black livery and now numbered 46202, the Turbomotive leaves Crewe with the 14-coach 5.25pm Liverpool to London express in 1949, when turbine troubles proved uneconomical to fix and it was stored pending its rebuild as a conventional locomotive. MORTONS RAILWAY MAGAZINE ARCHIVE/ERIC OLDHAM

STANIER'S SUPER SMOOTHIE – THE TURBOMOTIVE

Hornby's decision to recreate in OO scale some of Britain's most famous one-off locomotives, including Gresley's W1 4-6-4 and now Stanier's geared turbine Pacific No. 6202, leads **Pete Kelly** to chart the history of the Turbomotive, with the help of some interesting archive photographs.

WILLIAM Stanier's contribution to the LMS could not have been forged in a better place than the GWR's Swindon Works where, as principal assistant to Chief Mechanical Engineer Charles Collett, his work had concentrated on the steady refinement of the GWR's well-proven fleet of advanced and efficient standard locomotive designs.

While the Grouping of January 1, 1923 hardly altered the GWR at all, the LMS – by far the biggest of the 'big four' companies – inherited a huge and ill-assorted legacy of locomotive stock, and an intense rivalry between Derby and Crewe did little to facilitate the massive shake-up that was needed from the start.

A succession of CMEs including George Hughes, of the former Lancashire & Yorkshire Railway, and Sir Henry Fowler, of the former Midland Railway, made important contributions to the newly-formed company, but these were never enough to satisfy the seismic changes in both locomotive stock and workshop practices that were called for.

That shake-up came on January 1, 1932, when Stanier was head-

hunted to succeed Sir Ernest Lemon and at long last take on the massive challenge that still lay before the LMS, which needed above all a range of modern, standardised locomotive classes covering the entire field of operations.

In order to compete effectively with the rival LNER and its comparatively easy East Coast Main Line route, a priority was to establish more powerful express passenger locomotives, along with huge numbers of modern mixed traffic and heavy freight types with wide route availabilities.

While Fowler's three-cylinder parallel-boiler Royal Scot 4-6-0s had been putting up some excellent performances on the West Coast Main Line with trains of 400 tons plus, engine changes were still required on long runs. The much heavier trains and straight-through workings to come would require large four-cylinder Pacifics, and Stanier was authorised to design the first three locomotives of a class that became known as the Princess Royals.

Stanier was a sound, practical engineer whose work had always

revolved around well-proven principles. When the first two locomotives emerged from Crewe Works in 1933, the cylinders of Nos. 6200 *The Princess Royal* and 6201 *Princess Elizabeth* had exactly the same 16¼ x 28in dimensions as those on Collett's King 4-6-0s, along with the same driving wheel diameters of 6ft 6in.

Even the tractive effort figures were all but identical, but there the similarities ended, because the Princess Royals would have to work under very different conditions from those on the GWR.

Against this background, it must have come as quite a surprise when, after visiting Sweden to evaluate the performance of a Ljungstrom steam turbine locomotive, Stanier's third intended Princess Royal, No 6202, turned out to be a unique geared turbine locomotive that would become known as the Turbomotive.

It finally emerged in this guise in 1935, the same year as the remaining 10 Princess Royals, although unlike them it remained nameless until it was finally rebuilt in conventional form in 1952.

Britain's giant engineering firm Metropolitan Vickers, which shared an interest in turbine power and had also visited Sweden to study the Ljungstrom Pacific, duly won the contract to supply the turbine equipment. The Turbomotive featured two separate turbines – a large forward one with 18 rows of blading housed in a casing that ran the entire length of the left-hand side, giving the locomotive a clean and handsome appearance, and producing 2400hp at just over 7000rpm at a steam pressure of 250lb.

The much shorter reverse turbine, consisting of just four rows of blades, was situated at the front on the right-hand side and gave the Turbomotive a more broken-up look. Although the reverse turbine was meant to be used only when the locomotive was running light engine, or perhaps engaged in some very light shunting, it proved troublesome when these limitations were exceeded, and repairs inevitably resulted in longer and more expensive works visits than would have been the case with conventional locomotives.

The beauty of steam turbine power, which was already in common use in shipping, was of course its utter smoothness. During the 1960s I often travelled to the Isle of Man and back on the Steam Packet Company's fleet of fast and smooth turbine vessels, and when they were eventually superseded by diesel-powered ships, I found the constant thumping of the engines irritating to say the least!

Stanier's turbine-driven Pacific proved one of the more successful experimental steam locomotives to run in Britain, spending much of its life operating heavy express trains between Euston and Liverpool Lime Street. The large forward turbine was in use for the vast majority of its active life. Before the smaller turbine could be brought into use, the Turbomotive had to be at a standstill, and when the switch was made by means of a dog clutch, the steam supply to the main turbine was cut off.

The completely even torque on the Turbomotive's driving axle eliminated the 'hammer blow' of many conventional reciprocating locomotives at a stroke, and No. 6202 also proved more economical on coal. It must have been interesting to see it rushing by with simply a whine and, rather than the expected sharp exhaust blasts of a conventional locomotive, a continuous exhaust stream from its double chimney.

The absence of conventional cylinders and valves meant that the connecting rods had the simplest of appearance as they spread the drive from the front axle to the two behind it.

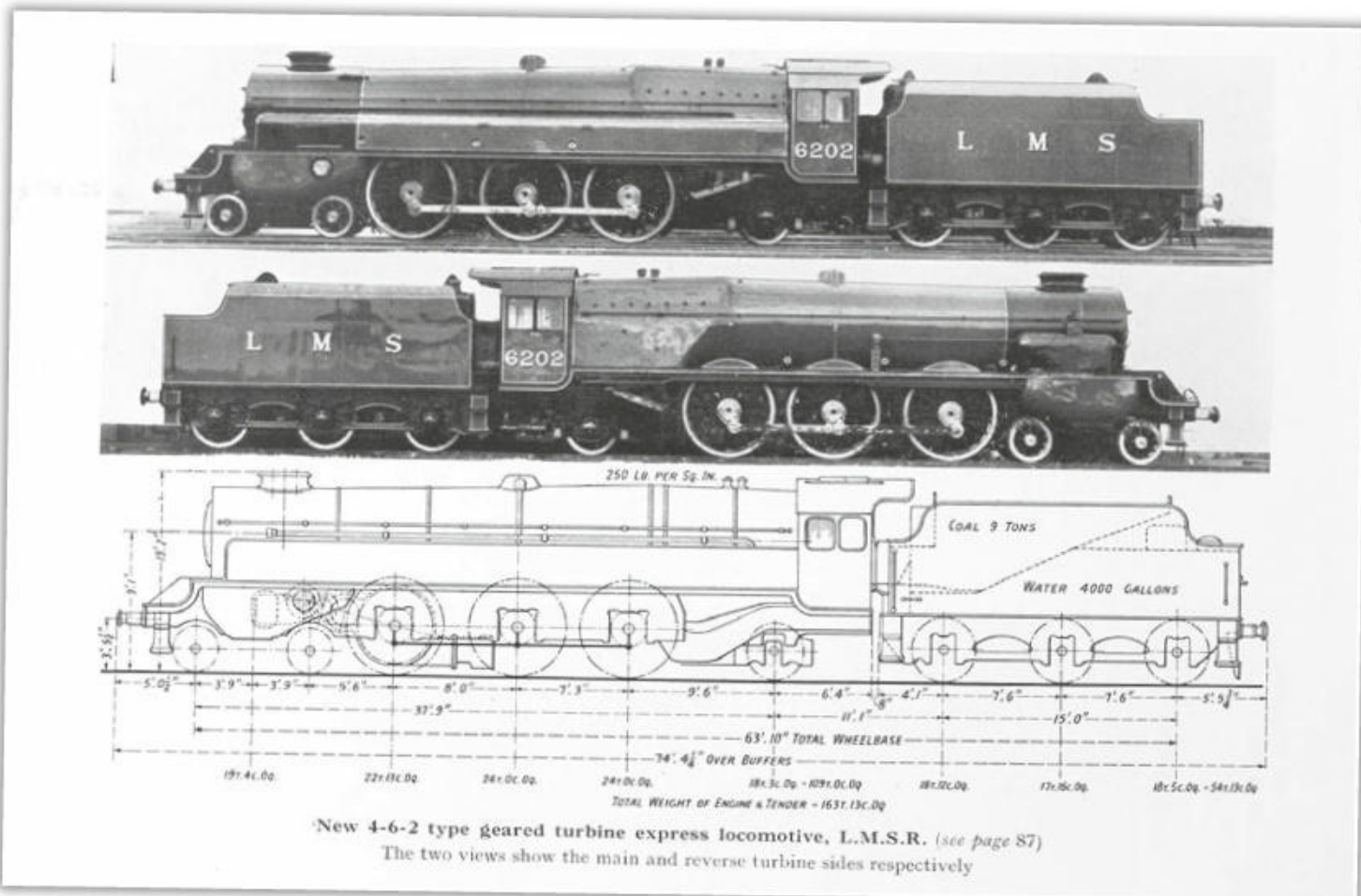
Power output was controlled by six nozzles that could be individually opened or closed as required, admitting steam to the turbine, and the Turbomotive became a popular engine with its crews once they became used to its unique control features.

Because of the Turbomotive's low-pressure exhaust, a special double blastpipe and chimney was fitted, but in certain conditions smoke drift could still be a problem and led to the fitting of smoke deflectors in 1939. Soon after the outbreak of the Second World War, the locomotive was stored for a while before being reinstated to service in 1942, but when a turbine failure occurred under British Railways in 1949, the repair costs to what had now become No. 46202 were considered uneconomical – particularly during the difficult postwar austerity years. The locomotive was taken out of service once again pending a rebuild into a conventional machine.

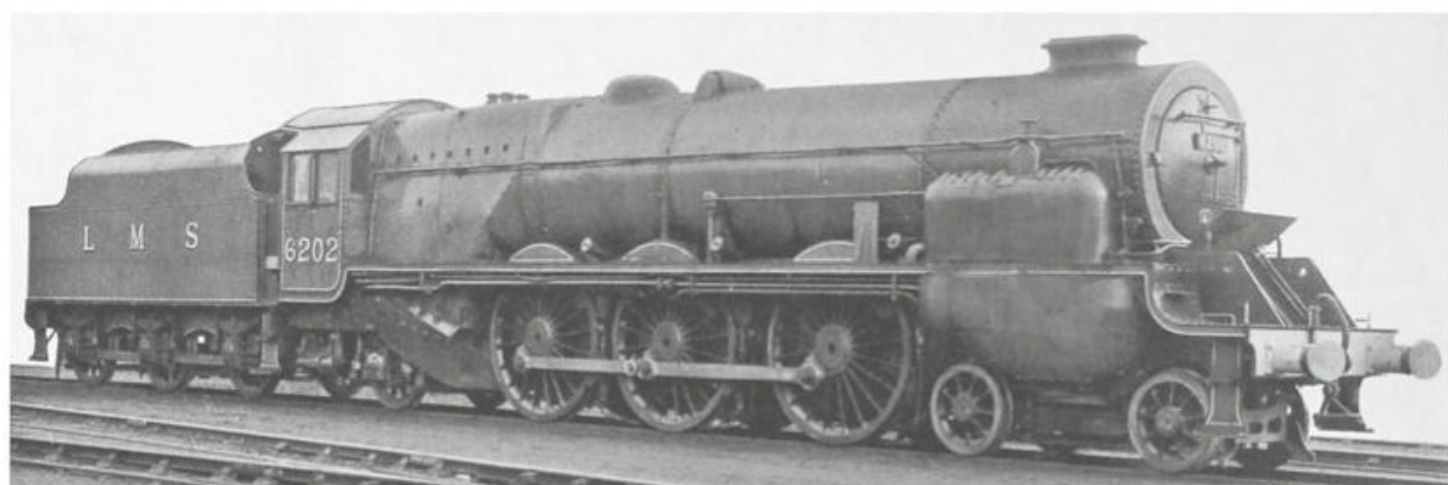
Emerging in 1952 as a handsome new Pacific named *Princess Anne* with new mainframes and a Duchess rather than Princess Royal cylinder arrangement, No. 46202 proved a handsome and immensely powerful hybrid that was officially designated the Princess Anne class.



There's a wave from the driving cab as the Turbomotive, after being laid up for a while at the start of the Second World War, passes Wavertree with the long and heavy 5.25pm Liverpool to London express in 1943. Note the smoke deflectors. MORTONS RAILWAY MAGAZINE ARCHIVE/REV ERIC TREACY



In August 1935 *The Railway Magazine* published photos showing both sides of the handsome new geared turbine Pacific express locomotive, along with a general dimensional drawing. MORTONS RAILWAY MAGAZINE ARCHIVE



Originally intended to be the third conventional Princess Royal, Stanier's Turbomotive represented a fascinating and mainly successful experiment in propulsion by geared turbine without condensing equipment. Here it is seen from the side with the short reversing turbine. MORTONS RAILWAY MAGAZINE ARCHIVE

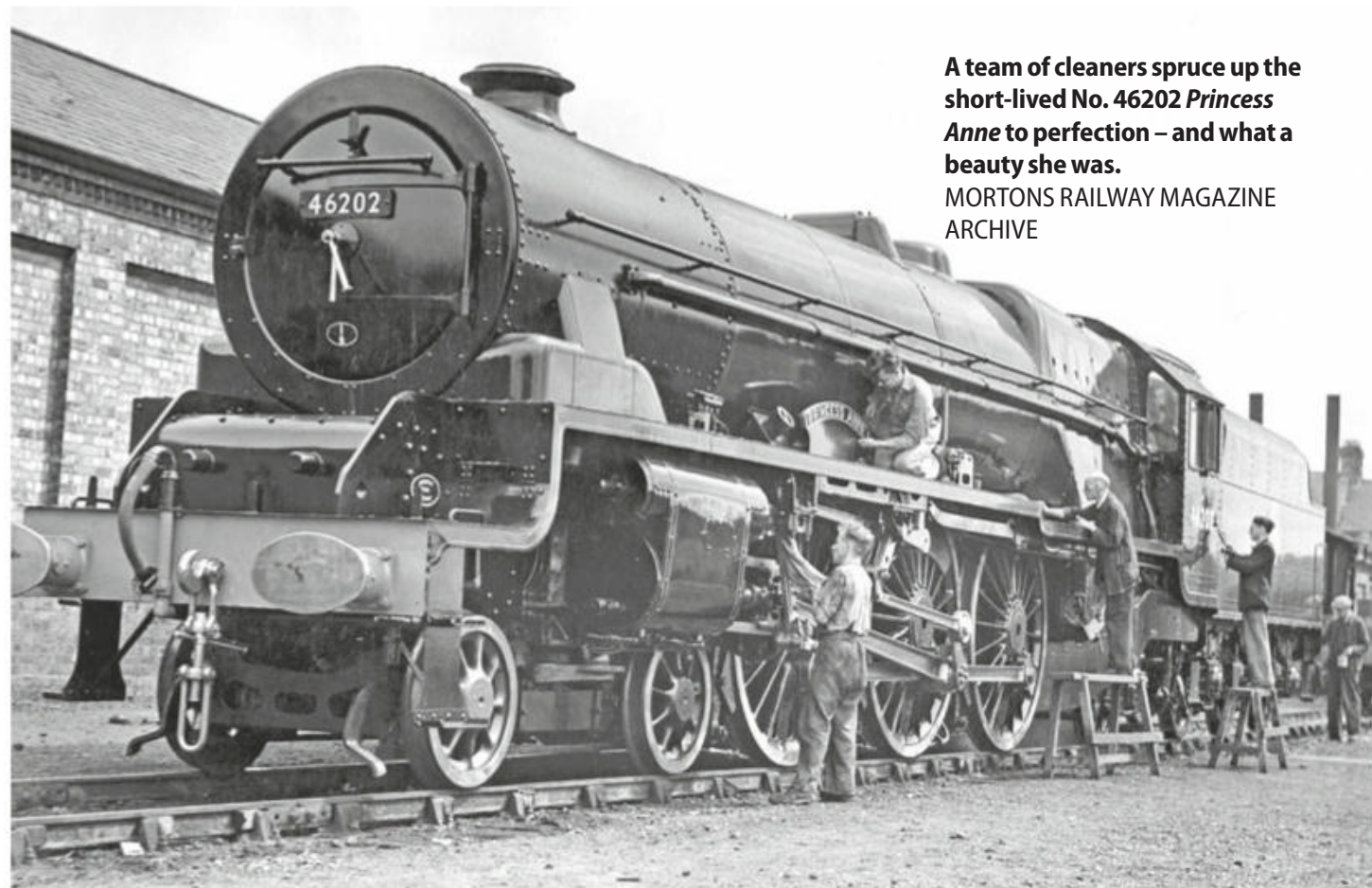
On the fateful morning of October 8 1952, it had run only 11,443 miles when, piloted by Jubilee 4-6-0 No. 45637 *Windward Islands* on the 8am Euston to Liverpool and Manchester train and travelling at 60mph, it ran into wreckage that had been strewn across the track at Harrow and Wealdstone station moments after Duchess Pacific No. 46242 *City of Glasgow*, heading an overnight train from Perth, collided with the back of a stationary Euston-bound commuter train at speed.

It had passed a colour light signal at caution and two semaphore signals at danger.

The 112 people killed in the horrific multiple collision included the driver and fireman of *City of Glasgow* and the driver of *Windward Islands*.

The two locomotives heading the northbound train were deflected to the left and scythed diagonally across a platform before landing on their sides on the adjacent DC line.

The Jubilee was written off completely and *Princess Anne* was so badly damaged that it would never run again, although its boiler was repaired and reused. The urgent demand for Class 8P motive power



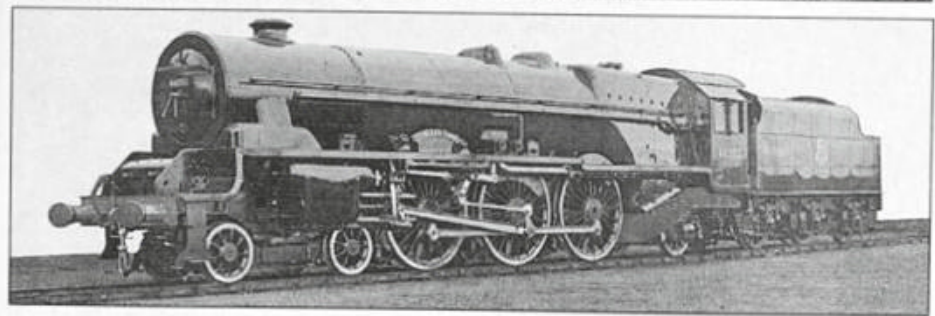
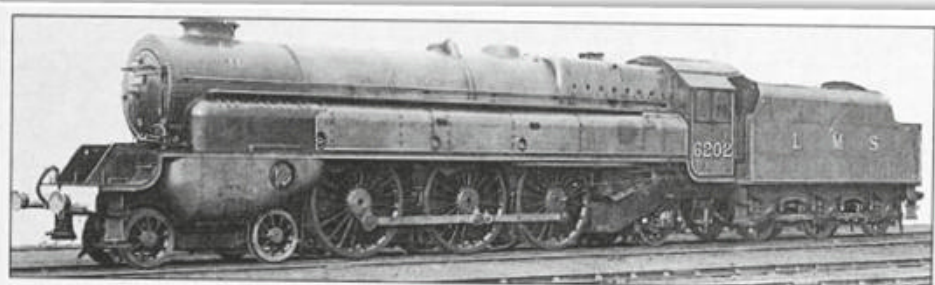
A team of cleaners spruce up the short-lived No. 46202 *Princess Anne* to perfection – and what a beauty she was.

MORTONS RAILWAY MAGAZINE ARCHIVE

remained, however, and resulted in the construction of the unique three-cylinder BR Standard Class 8 Pacific No. 71000 *Duke of Gloucester* in the year 1954.



A permanent way gang stands aside to admire the passing of No. 46202 *Princess Anne* in the late summer of 1952. MORTONS RAILWAY MAGAZINE ARCHIVE



Before and after: The Turbomotive is seen from its best long-turbine side during LMS days, and as rebuilt as the handsome – but still unique – four-cylinder conventional Pacific No. 46202 *Princess Anne*, which had a service life of just 11,443 miles, less than three months before becoming damaged beyond economical repair in the terrible Harrow and Wealdstone railway disaster of October 8, 1952. MORTONS RAILWAY MAGAZINE ARCHIVE

The models

HORNBY'S forthcoming OO scale models will represent the Turbomotive in both original LMS condition (R 30134 and R 30134X) and its short-lived British Railways service in lined black livery with smoke deflectors (R 30135 and R 30135X). The X versions will be DCC-fitted with 21-pin sockets, and it will be interesting to see what kind of sound effects will be suitable for what was in real life such a whisper-quiet locomotive.

Comparing the high-resolution images of the models with our archive photos shows up an absence of some riveted detail – but some of it is there, beneath the smooth paint finish, with very neatly applied lining, cab-side power classification details and locomotive numbers.

The overall lines of the locomotives are captured well, and the BR lined black version with smoke deflectors will be of particular interest to many



modellers, for the Turbomotive ran in that condition for less than two years before a final costly turbine failure brought the decision to rebuild it as a hybrid between a *Princess Royal* and a *Duchess*.

The high-resolution photograph of the main turbine side shows the long casing to be plain black, with red lining on what can be seen of the boiler bands, with more fully-applied lining along the running plate,

around the cab-side numbers and on the tender sides.

Hornby has announced prices of £266.49 for the basic specifications and £290.49 for each of the X versions. **HR**



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**PART
2**

In the second part of a landmark feature on the locomotive type that became synonymous with the North Wales slate quarry narrow gauge lines now at the heart of a UNESCO World Heritage Site, **Mark Smithers** continues his unfolding of the story of the evolution of the Quarry Hunslets.



The year 1899 saw the appearance of the 1ft 11½ in gauge 0-4-0ST No. 707 *Britomart* for Pen-yr-Orsedd Quarry in the Nantlle Valley.

Being devoid of tunnels on this system, the permitted loading gauge allowed for the fitting of a standard *Jack* (John Knowles)-pattern Hunslet cab, while the chassis, otherwise of similar pattern to *George B*, was fitted with axleboxes and wheelsets made to suit 1ft 11½ in gauge from the start. The handbrake column was attached to the firebox wrapper as per *Gwynedd* and the 'dumb' buffers were more closely spaced.

Britomart was followed on the Pen-yr-Orsedd system by *Sybil* and *Una* (Nos. 827 of 1903 and 873 of 1905 respectively). The three locomotives remained at Pen-yr-Orsedd until the 1960s, with *Britomart* being sold to a consortium of Ffestiniog Railway personnel in June 1965, where it is still based.

Sybil was sold on September 23, 1963, and has recently been transferred from the Brecon Mountain Railway to the Richmond Light Railway in

Kent. *Una* was sold on May 8, 1965, and is now at the Welsh National Slate Museum in Llanberis. A fourth variant of this sub-grouping, No. 763 of 1901 *Dorothea*, was supplied to the neighbouring Dorothea Quarry. The main differences between this locomotive and the Pen-yr-Orsedd trio were the fitting of shallow 'cow-catchers' and a round cornered cab with radiused rectangular cut-outs in lieu of the curved profile.

Dorothea was last noted working in December 1941. It departed the site in March 1970 and, after much work, is now part of the Launceston Steam Railway's fleet.

The next two Dinorwic locomotives, Nos. 779-80 of 1902, originally No. 3 and No. 4 respectively, later *Holy War* and *Alice*, reverted to the free-standing brake arrangement with no cab.

Holy War earned the distinction of being the last steam locomotive in normal work in any slate quarry in Britain, finally being taken out of service

in November 1967. It was sold in 1970 and is now based on the Bala Lake Railway.

Alice had a much more tortuous route to recovery after use as a source of spare parts for other locomotives in the quarry following withdrawal by February 1961. After eventual return to working order on the Leighton Buzzard Narrow Gauge Railway in 1994, *Alice* migrated to the Bala Lake Railway in 2003 and is still based there.

The next pair of Dinorwic locomotives had specialised characteristics. No. 822 of 1903 No. 5 (later *Maid Marian*) carried a polished brass round dome on the saddle tank, rectangular corners to the fronts of the waist-sheet assemblies and a handbrake column



Below: An ex-Penrhyn locomotive line-up at Minfordd during the Hunslet 125 gala on May 2018. From left to right we have *Winifred*, *Gwynedd*, *Margaret* and *Hugh Napier*. The effect of the 1980s reboiling on *Gwynedd* is very much in evidence, namely the higher-pitched boiler (by comparison to *Winifred*) with later-pattern smokebox and door, although the Salter safety valves were retained.





Dinorwic's *Velinheli* was the effective prototype of the 'Alice' class. The locomotive was extensively rebuilt in 1952, latterly running with a replacement Dinorwic Dry Dock Company-built boiler, apparently intended for the original *Maid Marian*, and the latter locomotive's 'square-cornered' raised waist sheets, which are higher than the back sheet and rail. *Velinheli* is seen here at Minfordd during the Ffestiniog & Welsh Highland Railway's Hunslet 125 gala of May 2018.



***Britomart* at rest near the main museum complex at Statfold Barn on July 10, 2021. Apart from its gauge and buffer design, it was the 'bridge' between the second and third generation Dinorwic 'Alice' classes. Note the neat and modest rear tank valance.**

supported by the firebox wrapper. There was also a 'winged' tank bracket at the rear, which was anchored to the waist sheets.

Maid Marian spent the first quarter of a century of its career working on the Allt Dhu Village Tramroad prior to transfer to the quarry, at which point matters get rather complicated.

What is known is that the locomotive bearing the name that was purchased by the Maid Marian Locomotive Fund following withdrawal in the early 1960s is not predominantly No. 822. Most of its chassis components appear to have been exchanged with No.492 *King of the Scarlets*, as evidenced by its surviving components.

This view would be given greater weight by the fact that what purports to be No. 492 *King of the Scarlets*, although today fitted with a domeless boiler and short chimney, has a firebox-supported handbrake column and 'second generation' mainframes. Be that as it may, the current *Maid Marian* was sold in 1968 and is now also based at Bala Lake.

The true scope of the 'parts exchange' between *King of the Scarlets*, *Maid Marian* and *Velinheli* is not known for certain today. What is known is that *Maid Marian* had a replacement (domeless) boiler and welded saddle tank when sold from Dinorwic, along with its early pattern mainframes; *King of the Scarlets* was as described above, and *Velinheli*

was fitted with a domed boiler in 1952 that was a replacement (presumably intended for *Maid Marian* in original form) built in the Dinorwic Dry Dock Company's workshops in 1925. In addition, it now sports the original *Maid Marian*'s waist sheets and tank with 'winged' bracket.

It is claimed that *Lady Madcap* was temporarily fitted with a smaller 3ft 3in wheelbase boiler and tank in 1931 and the possibility has been raised that these were the original items from *Maid Marian*, given the fact that *Lady Madcap* was transferred to the Allt Dhu Tramroad at this time.

The reduced boiler barrel length would have had to have been catered for at the firebox end, entailing the removal of the firebox stretcher, relocation of the expansion bracket mountings, construction of a new ashpan, and extensive modifications to the smokebox and front tubeplate, significantly raising the boiler pitch. All of this would have been extremely unlikely!

No. 823 of 1903 No. 6, later *Irish Mail*, was built with a cab but no dome. The upper cab was later taken off in service and by 1959 the boiler had been removed, with the chassis being auctioned off, passing to the West Lancashire Light Railway at Hesketh Bank on December 18, 1969, where it remains based.

Throughout its quarry life, the lower part of the cab remained as supplied,

incorporating the bottom parts of the cut-outs. An original pattern upper cab has been refitted in preservation.

The real enigma with this locomotive concerns its current tank. It has the rear 'wing' bracket of the type associated with *Maid Marian* and *Wild Aster* as built, rather than the angle-iron rear bracket originally fitted to 'cabbed' specimens such as *Britomart* or the *Dinorwic* second 'Port' class (with which it would have been fitted when new).

Was this tank originally intended as a replacement for *Wild Aster*? The fact that the two sets of nameplates each have the same number of letters and a single space would lend support to this theory, although proof is lacking.

The final true 'Alice' class locomotive built for the Dinorwic system was No. 849 of 1904 No. 7, later *Wild Aster*. This locomotive combined *Maid Marian*'s cabless and *Irish Mail*'s domeless specifications. It was withdrawn by February 1962 and sold in 1969 for use on the Llanberis Lake Railway.

In 1988, No. 849 returned to service as *Thomas Bach* and it underwent an overhaul in the workshop of North Bay Railway Engineering Services Ltd in Darlington in 2020.

No. 822, 823 and 849 effectively formed the third Dinorwic 'Alice' class, although none were identical as built.



A view of current reconstruction work on *Lady Madcap* in the Welsh Highland Heritage Museum in May 2018, incorporating new mainframes. This view shows the 'splasher mountings' for the brake hangers, along with the firebox stretcher.



The current *Maid Marian* at Minfordd at the Hunslet 125 Gala in May 2018. It now has a cab.



Holy War is seen here at Minffordd during the Hunslet 125 Gala. The chunkier mainframes (as pioneered on *George B*) when compared with *Velinheli* and the current *Maid Marian* will be immediately apparent, as will the authentic block buffers. A cab has been fitted in preservation.

Cut-down 'Alice' variants

Three locomotives, all illustrated by Hunslet works photographs, deserve to be considered under this heading. The first pair were built to 1ft 11½ in gauge for the Moel Tryfan Slate Quarry Company as Nos. 781 of 1902 and 848 of 1904, respectively *Tryfan* and *Cadfan*.

The Moel Tryfan workings were a feeder system to the North Wales Narrow Gauge Railway's Bryngwyn branch and the quarry and mills were separated by a very restrictive tunnel. This feature meant that although the locomotives were built with standard *Alice*-pattern boilers, cylinders and running gear etc., they were supplied with sideways 'blind' rear entry cabs (for safety in the tunnel) and mainframes of basically rectangular pattern but with a dropped rear footplate and no running boards above the motion. It may be that the lower overall height associated with No. 848 was specified from experience with the earlier locomotive. *Tryfan* and *Cadfan* were scrapped in 1941.

The third locomotive of the group was No. 1020 of 1910 *Abandonada 1*. This was built to 750mm gauge for John R Banks (probably an agent) for working in a mine on the outskirts of Bilbao. Apart from the necessary modifications to suit the revised gauge, No. 1020 was very similar to No. 781 in its construction. Sadly, no further details of the engine's revenue-earning career have currently come to light.

Inside-framed variants

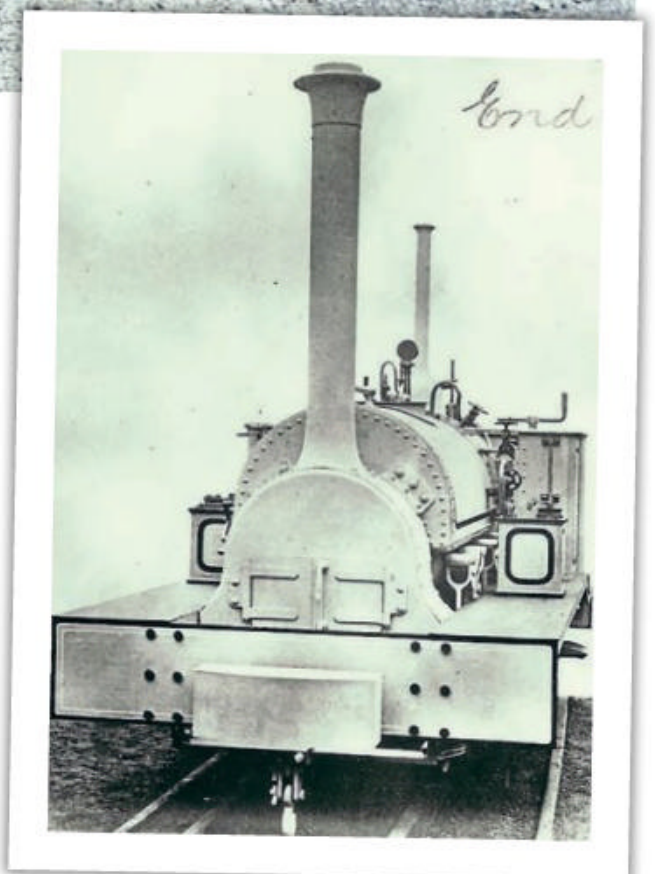
Hunslet built several locomotives utilising the basic 'Alice' class wheel, wheelbase, cylinder and boiler diameter dimensions, but for gauges up to 3ft 6in, employing longer 'waisted-in'

fireboxes and inside frames. The best-known group of these locomotives were built to 3ft gauge for WA Darbishire & Company Ltd's Penmaenmawr Granite Quarries as Nos. 706 of 1899 *Hughie*, 771 of 1902 *Stephen*, 798 of 1903 *Singapore* and No. 866 of 1905 *Donald*, while another engine of the same gauge, No. 759 of 1901 *Ardwhallin*, went to Douglas Corporation on the Isle of Man.

In addition to their inside frames and Jack-pattern cabs, these locomotives were characterised as built by the fitting of left-hand crosshead-driven feedpumps and rear-mounted handbrake columns. As with *Britomart*, the tank had the classic rear angle iron bracket, absent on *Peep-o'-Day*, which 'married up' with the cab.

A peculiar pattern of rear suspension was employed in which the longitudinal centre axis of the springs was set forward of the rear axle centreline so to allow the former to accommodate the firebox, which encroached further forward than on *Velinheli*. Both the axleboxes and springs acted upon a long bar which was pivoted at its leading end to the mainframe. It is interesting to compare this arrangement with the one used on *Little Egret*, where direct acting coil springs provided adequate clearance. These locomotives were all scrapped by 1951.

A similar design was employed by Mancetter Granite Quarries near Nuneaton to 2ft 9 ¼ in gauge (Nos. 598 of 1893 *Mancetter* and No. 754 of 1901 *Oldbury*), along with three further locomotives of 2ft 8½ in gauge for Cockran & Company of Woodside Ironworks, Derby (Nos. 755 of 1901; 774 of 1902 and 807 of 1902, respectively *Woodside*, *Brodie* and *Bramah*).



A front view of Manning Wardle No. 487 showing the distinctive double smokebox doors, which were not adopted by Hunslet. Note the chamfered mainframes and the wide running boards of similar proportions to No. 353. These were narrowed on No. 424 and subsequent Woolwich and Chatham locomotives as built, a feature transmitted to *E. Jago*, the *Dinorwic* and Penrhyn 'Port' and 'Quarry' classes, along with the Heaton Mersey and Groby specimens.

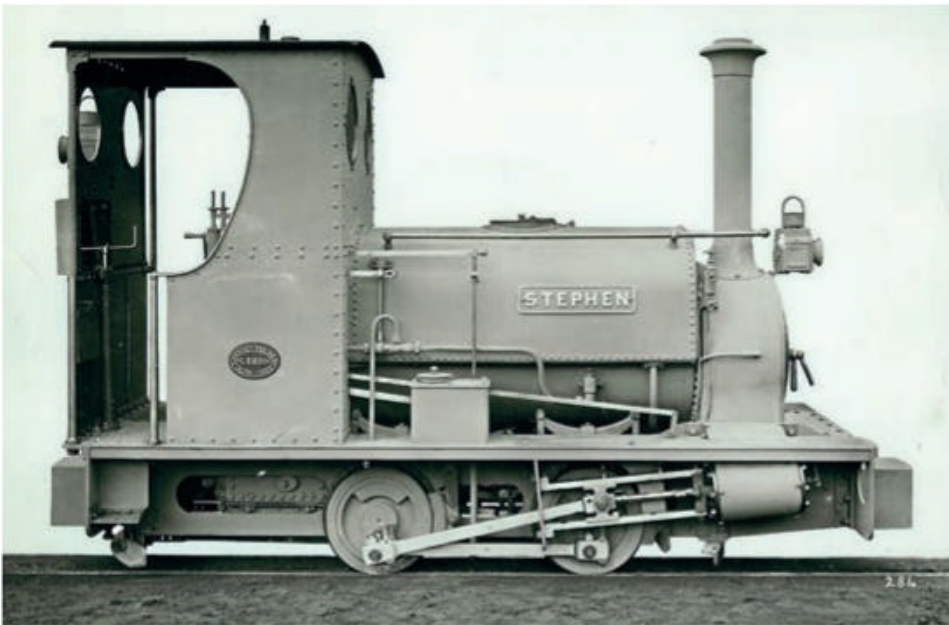
"The true scope of the 'parts exchange' between *King of the Scarlets*, *Maid Marian* and *Velinheli* is not known for certain today."



Michael at Statfold Barn on April 9, 2016, and, as with *King of the Scarlets*, no restoration work has taken place since repatriation. The original pattern sandboxes are still in place.



The present-day *King of the Scarlets* is thought to contain much of the original surviving material from *Maid Marian* as built, including the firebox-mounted handbrake column and high rear handrail, but today the locomotive has a standard *Alice*-pattern domeless boiler, short chimney, and early pattern tank and waist sheets. The third generation piston access holes (found on *Irish Mail* and *Thomas Bach*) and footplate bolt holes for later pattern waist sheets add weight to the view that the engine's chassis is predominantly the one originally fitted to *Maid Marian*, as do parts of the right-hand motion stamped '822'.



This maker's photograph shows 3ft gauge No. 771 of 1902 *Stephen* as built for Penmaenmawr Granite Quarries.



The rolling chassis for new-build *Juliette*, at Statfold Barn on July 10, 2021.

The last surviving member of this group is Angola-based 3ft 6in gauge Benguela Railway General Machado, formerly *Dom Carlos* (No. 847 of 1904), preserved at Lobito station. Its grate width is appropriate for the 3ft gauge Hughie design, and it has long lost its original feed-pump for a second injector, although, as with *Lilla*, the pump 'scar' is still visible.

Penrhyn 'Large Quarry' Class

In 1904, the first of the Penrhyn 'Large Quarry' class appeared in the form of No. 855 *Hugh Napier*. The styling, wheel, wheelbase and cylinder dimensions of the locomotive were the same as for *Gwynedd* and its sisters, but the running boards were single level, the Salter safety valves gave way to Ramsbottom, 'winged' rear tank brackets were employed, and the boiler pitch was raised by 3 ½in to give room for a deeper firebox and allow better oiling access to the inside valve motion.

Hugh Napier remained in use for approximately half a century but was withdrawn by 1964. Its remains went to the Penrhyn Castle Museum on November 11, 1966, and a protracted overhaul commenced. In 2011 the project was relocated to the Festiniog Railway's Boston Lodge Works where a new boiler was constructed.

The official launch of the restored locomotive took place at Harbour Station, Porthmadog, on May 11, 2012. The locomotive is based on the Festiniog &

Welsh Highland Railway under an agreement currently extended until at least 2029, but available for occasional visits elsewhere.

Hugh Napier was followed by five classmates: in order of construction: *Pamela* (No. 920 of 1906); *Sybil Mary* (No. 921 of 1906); *George Sholto* (No. 994 of 1909); *Gertrude* (995 of 1906) and *Edward Sholto* (No. 996 of 1909).

Pamela was withdrawn from service in 1946 with a condemned boiler. A replacement was to hand, of a totally different design from Hudswell Clarke 'Ganges' class 0-6-0WT *Bronllwyd* (No. 1643 of 1930). This entailed some radical adaptations, including a new smokebox to cope with a higher boiler pitch and a radically different front tubeplate design.

The shorter barrel ensured that the firebox sat partly over, rather than behind, the trailing wheelset. This raised the boiler pitch and entailed removal of the firebox stretcher to clear the new ashpan. A new, semi-circular section tank and *Bronllwyd*'s canopy completed the ensemble, which re-entered service on January 11, 1952.

Pamela was ultimately withdrawn from Red Lion Level in March 1958. Sold in 1966, *Pamela* is now at the Old Kiln Light Railway in Tilford, Surrey, and awaits a replacement boiler of Hudswell Clarke design to replicate the locomotive's later working condition.

Sybil Mary was condemned in March 1955 and sold in 1966. It eventually passed to the Statfold Barn Railway, which completed its

restoration to full working order in 2013. It carries *Lady Madcap*'s (formerly studded) dome cover.

George Sholto was sold to the late Alan Bloom for Bressingham Gardens, Norfolk, in February 1966, where it remains to this day. It was fitted with a new boiler, supplied by the Washington Boiler Company in 1975 of similar pattern to that later fitted to Gwynedd. It now sports a cab.

Gertrude suffered the greatest indignity of the class. Following withdrawal from service in February 1955, *Gertrude* was sold to Messrs Lamb of Bromsgrove on September 13, 1960, and thence to Charles Matthews of Ontario, Canada, who sold the locomotive to the Centennial Centre of Technology, Don Mills, Ontario, in the spring of 1965. In 1967-8, *Gertrude* was unforgivably sectioned for display, and it remained in Canada until repatriated to appear in Statfold Barn's Grain Store in time for the Enthusiasts' Day of March 25, 2017.

As with *Gertrude*, *Edward Sholto* was to be a transatlantic export following its withdrawal from service in 1956. It was sold to Charles Matthews and departed for Ontario in October 1961. It was eventually repatriated in June 2006, being restored to working order by March 2010, but is currently a static exhibit in Beamish Museum's Colliery Engine Works.

Hunslet supplied a similar locomotive, No. 1101 of 1912 *Betty*, to Trefor Granite

Quarries in 1912. Unlike the Penrhyn locomotives, it was fitted with a cab, two pairs of cylindrical sandboxes as opposed to one, and wheelsets and axleboxes made to suit 1ft 11½in gauge from the start. It also had one pump and one injector. *Betty* was sold on June 15, 1940, to Thomas Ward Ltd, having been procured for the Brymbo Steel Company's ironstone workings at Hook Norton, Oxfordshire, and was scrapped in 1949.

Second Dinorwic 'Port' class

The final design (to date) of the Quarry Hunslet group was originally built for the same purposes as Nos. 678-9.

The first two, Nos. 1 and 2 (Nos. 1429-30 of 1922 respectively) were fitted with similar drawgear and bufferbeams to their precursors as built, and incorporated a raised boiler pitch as pioneered on the Penrhyn Railway 'Large Quarry' class.

In many respects, however, this class harked back to *Peep-o'-Day* as it was fitted with a flat-topped dome on the boiler barrel (albeit with Ross 'pop' safety valves), rectangular profile mainframes (of a simplified pattern with no small downward extensions) and a cab, this time of *Dorothea*-pattern but with rounded rather than rectangular vertical corners.

The third class member, No. 1709 of 1932 *Michael*, was constructed for quarry work and fitted with 'Quarry' pattern buffers and drawgear.

During their revenue-earning careers, Nos. 1429 and 1430 both acquired names, *Lady Joan* (initially the original designation No. 1 was restored) and *Dolbadarn*, and lost their cabs and special drawgear when transferred for quarry work.

In addition, No. 1430 lost its domed boiler in the early 1950s in favour of one of standard *Alice*-pattern.

No.1 was sold in 1967 and today can be found on the Bredgar & Wormshill Light Railway in Kent. Its cab has been restored and tank-mounted sandboxes retained, but the name *Lady Joan* has been reinstated and conventional drawgear fitted.

No. 1430 worked until 1967 and was sold at the 1969 auction, passing to the Llanberis Lake Railway. Today, the original-pattern cab and



Third generation 'Alice' class *Irish Mail*'s upper cab has been restored in preservation on the West Lancashire Light Railway, as can be seen in this view at Hesketh Bank. Note the rear tank valence, which contrasts sharply with the pattern found on Britomart. *Wild Aster/Thomas Bach* carries a similar valence today in preservation, albeit with (yet another!) replacement tank. Significantly, *Covertcoat*, although always cabless during quarry days, latterly carried a replacement tank with a shallow Britomart-pattern rear valence. This would appear to have been originally made for *Irish Mail* when the latter still retained its original cab.

FRANCIS C FRANKLIN/CREATIVE COMMONS

boiler (now a replacement) have been restored, although not the original sandboxes and drawgear, while the name has been retained.

Michael was sold (along with the current *King of the Scarlets*) in June 1965 to Charles Matthews following refitting of the upper cab. After decades of storage, *Michael* was eventually returned for display in the museum at Statfold Barn in substantially original condition. Some years before this event, however, *Michael*'s design was chosen for two new locomotives constructed at Statfold as

Hunslet Nos. 3903-4 of 2005 and 2006, *Statfold* and *Jack Lane* respectively.

These will shortly be joined by a sister engine, *Juliette*, currently under construction for Midlands-based railwayman Daniel Cartwright. This locomotive will be cabless and will have a four-wheeled tender. So here in the third decade of the 21st century, the Quarry Hunslet story is far from over!

I would like to thank Graham Lee, David Smith and James Gorton for their help during the preparation of this feature. **HR**

New Hunslets *Statfold* and *Jack Lane* pose for photographers at Statfold Barn on March 25, 2017.



The Vale of Rheidol Railway In Detail

By Stephen D Phillips (hardback, Vale of Rheidol Railway, www.rheidolrailway.co.uk, 462pp, £70, ISBN 9781800683730).

IN *HERITAGE RAILWAY'S* 23 years, we have never seen a volume devoted to the history of one line produced to the mind-blowing extent of the detail contained in this very hefty one.

Years of work have gone into this magnificent offering, which draws on the 120-years-old Vale of Rheidol's archives and makes much of its material available to the public for the first time.

Author, designer and illustrator Stephen Phillips was backed by an exceptionally authoritative production team of VoR chief engineer and general manager Llyr ap Iolo, CEO Robert Gambrell, and the line's archivist, Robert Bance. The exhaustive collection of photographs date from the before the official opening in 1902 to the modern age, but that is just the beginning.

The volume contains an extensive series of highly-detailed drawings of locomotives, passenger carriages and freight wagons, service vehicles, bridges, signalling, trackwork, and station buildings, down to lineside equipment such as point levels and water columns. There are several scale drawings of

locomotive components alongside illustrative photographs. Again, most of them have not been seen by the public before, and will fascinate the historians and inspire the modellers.

The locomotive drawings highlight the many colour schemes carried from day one, when the Davies & Metcalfe 2-6-2Ts started services in yellow ochre, were repainted green when the Cambrian Railways Took over, up to GWR Brunswick Green, and then Rail Blue with double-arrow logos, carried when the VoR was BR's last steam-operated line, and also the 'heritage'-style colour schemes they carried in the years prior to the line's 1988 sale to the Brecon Mountain Railway.

The comprehensive historical record of rolling stock and buildings also has extensive details of modern developments and equipment, such as the conversion of locomotives to oil firing, and then reversion back to coal in 2012.

In short, if it ever ran on the VoR, it is examined under the microscope here: in reporting ever fine details of every locomotive, the research

team has left no piece of ballast unturned – right up to the newest member of the operational fleet, NGG13 articulated Garratt No.60, built by Hanomag in 1927 for South African Railways, and which was successfully tested on a train to Devils' Bridge last October.

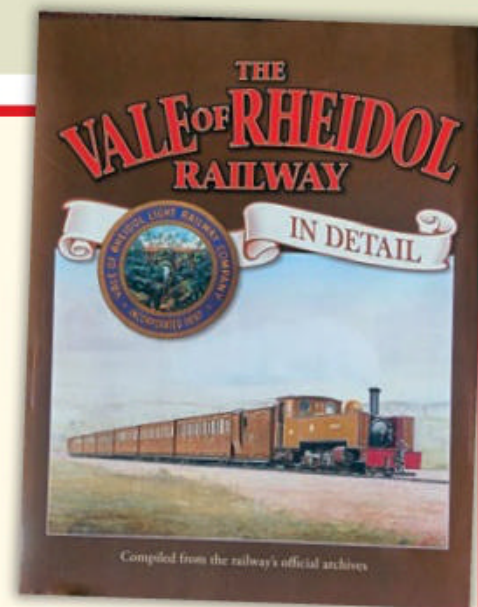
The intense detail continues with every type of rolling stock, including the four-wheel bolster flats converted in 1908 to open summer cars, and the ex-Plynlimon & Haran Tramway four-wheeled wagons, to the coaches in use today.

Each station and notable point on the route, plus platelayers' huts, are covered by a wealth of pictures and drawings.

Present-day operations and developments receive extensive coverage, providing a unique behind-the-scenes insight into working of a heritage railway.

There is a colourful end section depicting the publicity material published for the railway during its entire life.

The foreword was written in May 2019 by the line's saviour and founder of the BMR, Peter Rampton,



EDITOR'S CHOICE

who died two months later at the age of 84, as reported in issue 257.

Robert has provided an early chapter detailing Peter's passion for railways and collecting locomotives, and the Phyllis Rampton Narrow Gauge Railway Trust he set up.

"The charities that Peter founded stand as testament to a man with amazing foresight for safeguarding the future of the collection he amassed," wrote Robert.

Pricy, maybe. Worth every penny – most definitely. The volume has raised the bar in the railway publishing sector, and in an ideal world, every heritage line should work towards a similar product.

The initial print run is limited in numbers and the railway has recommended people to order early if they wish to be sure of obtaining a copy.

THE ULTIMATE RHEIDOL ENCYCLOPAEDIA

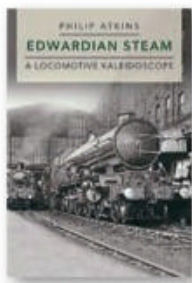
Edwardian Steam: A Locomotive Kaleidoscope

By Philip Atkins (hardback, Crecy, 176pp, £25, ISBN 9781910809655).

AT no time did the British steam locomotive develop more rapidly than in the 1901-14 period. Generally referred to as the Edwardian era, even though its royal eponym passed away in 1910, it witnessed not only prodigious weekly construction but an entire new design on average every three weeks!

The period is also noted for a dramatic increase in the size and strength of motive power, a prime example of such progress being Britain's first Pacific, *The Great Bear*, in 1908.

Former National Railway Museum stalwart Philip Atkins has gained a deserved reputation over the years for accurate book and article research, and this latest offering is no exception. He has pored over reams of largely-overlooked official statistics to produce a highly readable account of the UK's railway zenith.



This was the time in which the locomotive fleet stood at its greatest extent (24,000), the network covered almost 20,000 route miles, and there were no fewer than 120 independent train operators, the various liveries of which made for a spectacle even more colourful than the one we enjoy today. Small wonder many historians describe it as the golden age of Britain's railways.

Well-produced photographs printed on glossy paper complement the text and tables and portray many of the classes whose withdrawals occurred tantalisingly early for the hordes of spotters who came on the scene after the Second World War. Considerable use has been made by the author of our sister title *The Railway Magazine's* back issues, with our series of well-illustrated features on railway workshops in 1913/14 receiving particular mention.

The chapters are supplemented by a motive power chronology, a list of nicknames, and no fewer than 34 tables and appendices – including one identifying the 22 preserved Edwardian engines and their current locations. The chapter covering compounding and superheating

even possesses a headline with 21st century relevance: 'Cutting the Coal Bill'.

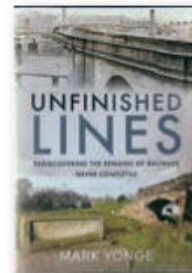
WINDOW ON A HEYDAY

Unfinished Lines: Rediscovering the Remains of Railways Never Completed

By Mark Yonge (hardback, Pen & Sword, 268pp, £30, ISBN 9781399018531).

DURING the pandemic, a Rother Valley Railway co-founder completed a lifetime ambition to write a book about Britain's railway projects that were started but never completed either as envisaged, or at all.

Kent's International Airport Railway, the Chessington to Leatherhead Railway, Isambard Kingdom Brunel's South Devon Atmospheric Railway, the first Channel, the Didcot, Newbury & Southampton Junction Railway, the Mistley, Thorpe & Walton Railway, the East Kewnt Light Railway, the Collywell Bay Railway... the



fascinating stories of these and more are told in detail.

In several cases, engineering works such as viaducts and earthworks still survive and can be seen. The author expands on the reasons for the failure of each.

Sadly, as reported last issue, Mark passed away in December, aged 77, and did not see his work hit the bookshops.

However, his work in later life makes for a fascinating and enlightening read in its successful attempt to open up corners of long-lost railway history and is highly recommended.

REFRESHING INSIGHT INTO FORGOTTEN HISTORY

The Shropshire & Montgomeryshire Railway: Memories of a Lost Line

by Paul Lawton & Neil Robinson (softback, Second Chapter Books, 65pp, £9.95, ISBN 9781800683730).

THIS superb A5-sized book recounts the Congram family's connection with the S&MR over four decades. Nearly all of the 75 pictures, taken by Ken Congram, of Kinnerly, have never been

published before. The inside cover photograph instantly offers memories of a Colonel Stephens line: it is of S&MR favourite loco No1 *Gazelle* in modified form, with converted tramcar for a passenger carriage. The locomotive is now in the Colonel Stephens Museum.

There are picture of every station on the line, including those along the quarry branch lines, as well as pictures of tickets, signs, posters and maps.

The photographs will evoke memories of a typical Colonel Stephens line with small station platforms, often with only a hut for a waiting room; some halt stations were even under bridges so that no cover had to be added to the platform to save costs. Of course, the S&MR owes its survival until the 1960s to the fact that it became a military line.

At the end of the book, coloured photographs taken in the 1980s show some surviving line items, including Shrewsbury Abbey station which has since been renovated and is now the headquarters of the Shrewsbury Railway Heritage Trust.

EVOKING HAPPY MEMORIES

Engineering Richborough

By Colin Varrall (softback, self-published, Addelambooks@outlook.com, 178pp, £20 plus £3 p&p).

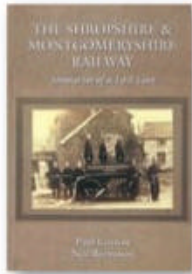
WHILE this fascinating volume is not directly a railway book, it covers full details

of how Richborough Port was built by the Royal Engineers and how it grew in importance during the First World War, becoming a major supply line for troops on the Western Front.

It was run with a large railway infrastructure, so will be of interest to both railway and engineering enthusiasts.

To give an idea of how large an operation it was, it covered 2162 acres. At its peak there were about 18,000 soldiers billeted there, supported by 800 civilian workers. During this period the Royal Engineers built 600 railway wagons and repaired more than 10,000. These were moved by numerous locomotives that had been commandeered by the War Office for use in the port. It also became the UK's first train ferry terminal. At that time there were two connecting stations, one at Richborough Military Halt and Richborough Castle Halt (both closed in 1939).

Following the conflict, operations were run down by the War Office, although a Light Railways Act was passed in 1923 for an extension



and a bridge to allow the Kent Colliery line – the East Kent Light Railway – to connect to the port via Eastry and Sandwich Halt stations. This was completed in 1929, with a small halt platform built and called Richborough Port. It is thought that it was never used by passengers, whether due to there being very few local residents or safety fears over the bridge.

However, trains did run down into the port, transporting coal and bricks for export, and it connected to the Dover to London line at Shepherdswell for anything being transported the other way. The connection continued to be used during the Second World War but afterwards services slowly ground to a halt and it was closed in 1949.

Good value for money, the volume also gives a history of the area before the port was built and what is left there now.

One locomotive survives from the Richborough Port service: Hudswell Clarke 0-6-0T No. 1243 of 1917 *Richboro*. It worked at various collieries until 1969 and has now been restored and runs at the Aln Valley Railway.

SPLENDID LOCAL HISTORY

Central Division Miscellany – BR Days: A Portrait of the L&Y's Lines and Property in the British Railways Period 1947-1966

By Noel Coates (hardback, Lancashire & Yorkshire Railway Society, www.lyrs.org.uk, 194pp, £18, ISBN 9781916255111).

THIS book will appeal to many – from the L&Y enthusiasts through to the modellers who require clear pictures showing liveries and detail differences displayed by individual locomotives over several years.

Illustrated with more than 550 evocative photographs of ex-L&Y

rolling stock during the BR era, their design and usage is well addressed with extensive and highly informative captions.

The quality of the print reproduction is very good given the age of the material, and the publishers are to be congratulated for the quality of reproduction.

L&Y INFORMATION GOLDMINE

The Book of the B17 4-6-0s; 61600-61672

By Peter J Coster (hardback, Irwell Press, 200pp, £29.95, ISBN 9781911262312).

HERE is a superb, highly-readable and thought-provoking history of one of the greatest classes designed by Nigel Gresley that did not make it into preservation.

The LNER B17s were designed to replace the GER B12s which, by the mid-1920s, could no longer cope with the heaviest express passenger trains on the Great Eastern Main Line between London and Cambridge, Ipswich and Norwich, yet severe weight restrictions on the route prohibited Gresley from bringing in his larger classes.

Doncaster Works struggled to provide a blueprint for a lightweight yet powerful 4-6-0 to Gresley's specification, so both the detailed design and building of the B17s was handed to the North British Locomotive Company in 1927. The outcome was a type of hybrid design, using some features from Gresley's A1 Pacifics such as the cab, cylinders, and motion, with the boiler features largely copied from the LNER K3 2-6-0s and O2 2-8-0s.

The first B17, No. 2800 *Sandringham*, which started a series named after English country houses, was delivered on November 30, 1928,

and was followed by another nine from North British. Darlington Works turned out 52 between 1930 and 1936, and the last batch of 11 was built by Robert Stephenson & Co in 1937.

Beginning with No. 2848, some B17s were named after Football Association clubs and became known as 'Footballers.'

The first three B17s were withdrawn between 1952 and 1953 and the last in 1960.

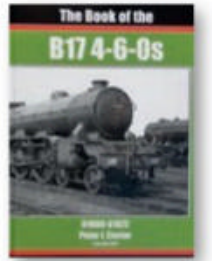
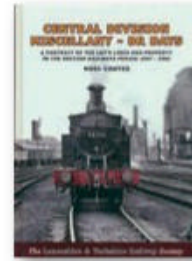
Coster has produced an accessible account of the class which is probably as exhaustive as you might ever need. Chapters cover the background as to the need for the class, its design and delivery, civil engineering considerations, history and work, and the individual history of each locomotive, complete with archive black-and-white pictures and a complete repair log.

Accordingly, to the class summary in the appendices, the last to be withdrawn was No. 61668 *Bradford City*, which was condemned on August 22, 1960, having run an estimated 806,000 miles. However, that is not the end of the story.

In his summary chapter, the author concludes that the B17s were a design born of necessity, subject to a tight weight restriction, and were delivered in haste. The engine was mounted on a vehicle that was insufficiently robust with inadequate lateral control; at best it was a lively ride, and at worst, "fairly unspeakable" in terms of its ride qualities.

As reported in News, page 13, a milestone has just been passed with the B17 Steam Locomotive Trust project to build a new, 74th example, No. 61673 *Spirit of Sandringham*, with the casting of the first driving wheel.

DEFINITIVE READY REFERENCE GUIDE



Western Venture

By Roger Geach and Michael Mercer (softback, York Publishing Services, 75pp, £15, ISBN 9780995566521).

BR Western Region Class 52 locomotives were and remain iconic diesel-hydraulic traction. The 74 members of the 'Western' class were introduced between 1961 and 1964, and seven of these locomotives survive in heritage sector.

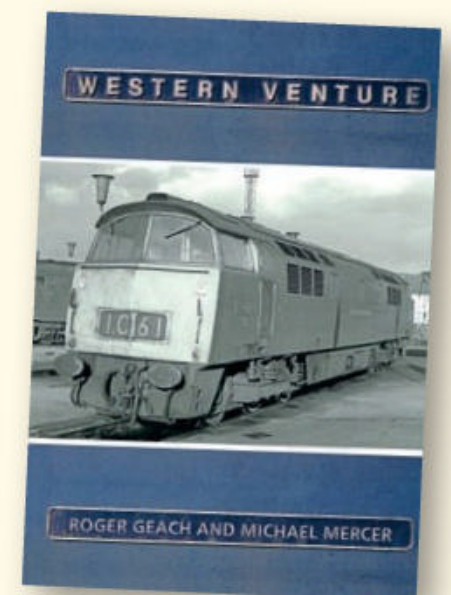
Here is an excellent and nostalgic look at these superb locomotives in action during their relatively short working lives on BR. Sadly the Westerns became a victim of BR's decision to standardise on diesel-electric traction and to withdraw diesel-hydraulic motive power.

This valuable book looks at the fleet from the late 1960s through to

withdrawal in the late 1970s. There are 120 high-quality monochrome images with detailed captions showing the 'Westerns' at work on a wide variety of BR services.

One chapter deals with Swindon Works, and others include fascinating individual reminiscences by enthusiasts who witnessed operations and rode behind the Westerns. The final chapter deals with the survivors of the class.

The book will surely be of interest to all fans of the class and of operations on BR during the period following the end of steam in 1968.



Yet again one is reminded how much our railway has changed in the last half-century.

CLASSIC DIESELS CELEBRATED

Midland Archive Volume 1

compiled by
Peter Sikes

Steam on the Great Eastern Norfolk and Suffolk

compiled by
Alan C Butcher

(Softback, Transport Treasury Publishing, 114pp and 112pp, £14.50 each inc p&p, cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ; ISBN 978-1-913251-23-9 and ISBN 978-1-913251-24-6).

THE folk at Transport Treasury in the Buckinghamshire market town of High Wycombe are a busy bunch, whose archive of railway photographs is becoming a fascinating source of information and delight through a series of publications, writes Geoff Courtney.

Their latest offerings are no exception, covering, as they do, Midlands steam from 1954-65 and the East Anglian counties of Norfolk and Suffolk through much of the 1950s.

Spice is added to the diet by the two photographers whose images are at the core of these two new books – RC 'Dick' Riley with the Midland offering, and Dr Ian Allen with the Great Eastern selection.

There is a select group of photographers to whom the

steam enthusiasts of today owe a considerable debt of gratitude for their dedication to recording the post-World War Two railway scenes of the UK, and Messrs Riley and Allen are certainly among them.

As Peter Sikes, who is editor of the quarterly magazine of the LMS-Patriot Project, says of Dick Riley in his introduction to the Midland compilation: "We should feel grateful that he took the trouble to travel the country and record what life was like when railways were the vital link in the transportation of goods and people throughout Britain."

The cover sets the tone, with a shot of Royal Scot Nos. 46148 *The Manchester Regiment*, 46167 *The Hertfordshire Regiment*, and an unidentified third member of

the class at Camden shed (1B) on August 21, 1955; all three looking resplendent and ready for West Coast Main Line action.

Such an image brings back memories of my trainspotting days in the second half of that decade, when I would regularly catch a South Hampstead electric train out of Euston in order to furiously scribble down numbers as we passed the shed. Those trips helped me to 'cop' all but five of the class, the absentees being from either Glasgow Polmadie (66A) or the Leeds depot of Holbeck (55A).

The Camden image contrasts sharply with another a few pages into the book of Class 2F No. 58148 on a mixed freight exiting Glenfield Tunnel in the suburbs of Leicester,

which when opened in 1832 was, at just over a mile, the world's longest steam railway tunnel.

The Midland Railway 0-6-0 was built in March 1876 and withdrawn by BR from the Leicestershire shed of Coalville (15D) in December 1963, having completed close to an astonishing 88 years in service. That photograph, admits Leicestershire-born Peter, was "a bit self-indulgent."

There is page after page of quality images throughout the book, ranging from Class 9F 2-10-0 No. 92009 on a seemingly never-ending freight train passing Cricklewood Yard on March 19, 1955, and on the same date Beyer-Garratt 2-6-0+0-6-2 No. 47969 near Hendon, to Class 0F 0-4-0ST 'Pug' No. 56025 at St Rollox Works, Glasgow, on May



Watching brief: The driver of Class 1F No. 41748 eyes photographer Dick Riley while his fireman has a chat with the train guard at Dursley, Gloucestershire, on September 21, 1955, in a photograph from Midland Archive Volume I. Other than the crew on the footplate of the 71-year-old 'half-cab' 0-6-0T and the guard, there is no sign of life, although a bicycle leaning against the station fence indicates there may be a passenger on board the single coach. TRANSPORT TREASURY/R C RILEY



Ancient and modern: Britannia 4-6-2 No. 70006 Robert Burns and Class E4 No. 62797 meet at Mellis Junction on September 8, 1956, in a photograph from Steam on the Great Eastern Norfolk and Suffolk. The 1951-built Pacific was on a Norwich-London Liverpool Street train and the E4, which was outshopped by Stratford in 1902, on a Norfolk Railway Society Norwich-Eye circular tour. TRANSPORT TREASURY/DR IAN ALLEN

28, 1959; another Victorian veteran that was built in the works exactly 69 years earlier, in May 1890.

Main line express locomotives are there aplenty, including an immaculate No. 46100 *Royal Scot* at the huge Derby coaling stage on September 25, 1955, Princess Royal Pacific No. 46209 *Princess Beatrice* complete with 'The Shamrock' headboard reversing onto the Camden shed turntable on September 20, 1958, and Jubilee No. 45734 *Meteor* making a steamy departure from Wolverhampton High Level station on October 19, 1959.

Straying from the glamour of the main line, there is a photograph at Dursley, a basic single-platform terminus in Gloucestershire, of Class 1F No. 41748, a 'half-cab' 0-6-0T that had entered service in December 1884. The train on this September 1955 day comprises a single coach, and one's attention is drawn to the three railway personnel who are the only signs of life – the driver on the footplate watching Dick Riley intently, and his young fireman next to him, chatting to the train guard.

Steam on the Great Eastern Norfolk and Suffolk

This publication is more of a structured geographical journey, divided into 16 sections of the two counties' railways, starting with Cromer High to Norwich and ending with Ipswich to Colchester.

The dates of Dr Allen's photographs are not as well documented as those of Dick Riley, and thus most

of the captions don't provide that information, but its omission doesn't impact on the pleasure of viewing steam still operating in East Anglia as the diesel era approached.

One similarity the book does have to Midland Archive is that it serves as a reminder of just how many ancient locomotives were still at work in the 1950s. A number of engines built during the reign of Queen Victoria are in the book, including J15 class 0-6-0 Nos. 65388 and 65389, and J67 0-6-0T Nos. 68516 and 68518, all of which entered traffic in 1890, E4 class 2-4-0 No. 62787 from 1895, and 1899-built C12 class 4-4-2T No. 67367.

Indeed, Nos. 62787 and 67367 were photographed double-heading a train at Swaffham on the Dereham-

King's Lynn line with a train comprising just three carriages, Alan Butcher's explanation being that, although a single engine would have sufficed, the use of two locomotives was to facilitate a crew change at Swaffham without leaving a locomotive unattended at Thetford for a number of hours.

Although slightly 'newer' than some of its J15 classmates that are featured in the publication, 1899-built No. 65447 epitomises the rural tranquillity of so much of Norfolk and Suffolk in an image with a mixed train of three carriages, an open wagon and a brake van at Wilby, just a few weeks before its closure in July 1952. This isolated station was opened

on the Norwich
Victoria to

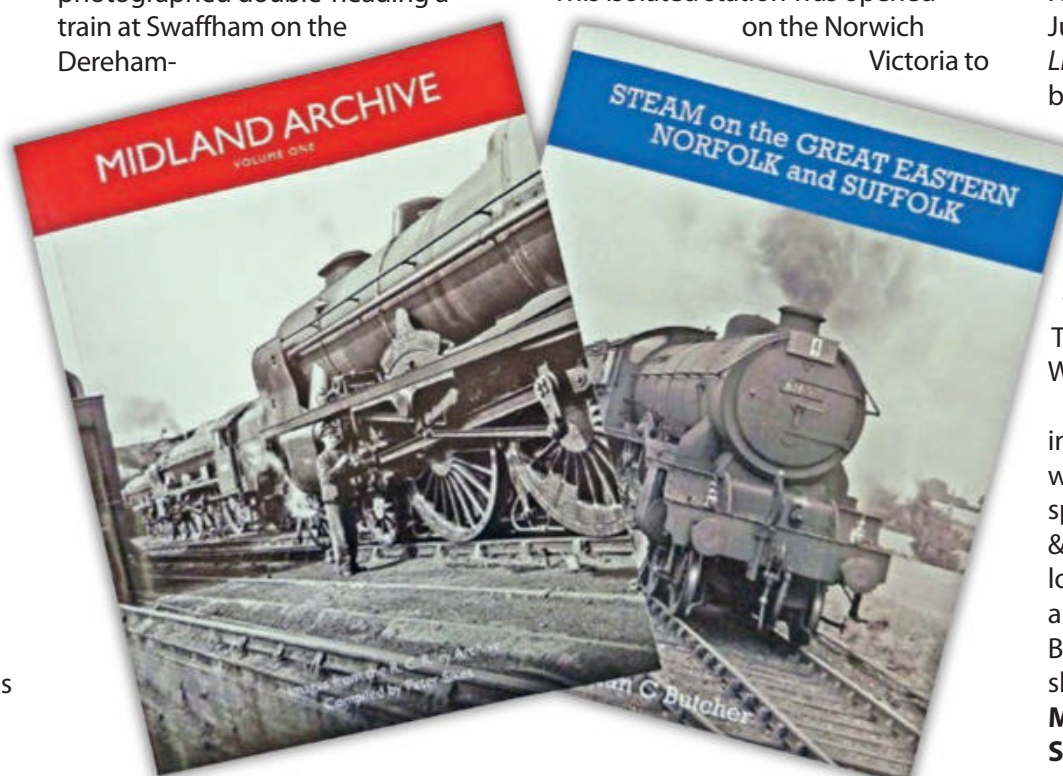
Ipswich line in 1909, and to the very end its sparse facilities comprised a corrugated iron hut acting as a booking office and staff room, and a GER box wagon which served as a store.

Main line steam aficionados need not fret, however, for the book's pages weave from Victorian antiquity to Standard modernity via the engineering of the LNER. The Britannias were staple and much-loved fayre for the region's 1950s trainspotters, and those that make the book's pages include No. 70000 *Britannia* at Beccles, No. 70002 *Geoffrey Chaucer* at Halesworth, No. 70006 *Robert Burns* at both Haddiscoe Low Level and Mellis Junction, and No. 70007 *Coeur-de-Lion* departing Yarmouth South Town bound for Liverpool Street.

There is also the joy of two members of the class in the same image – Nos. 70001 *Lord Hurcomb* and 70013 *Oliver Cromwell* at Trowse Upper Junction, the former with a Liverpool Street-Norwich Thorpe express and the latter with a Whitmoor-Norwich freight train.

The much-loved B17 'Footballers' inevitably make their presence felt, while at the other end of the railway spectrum, the idiosyncratic Wisbech & Upwell J70 class 0-6-0T tram locomotives make an occasional appearance. Even in the 1950s, the BR steam scene was indeed a variety show.

MIDLANDS AND EAST ANGLIA STEAM IN THE SPOTLIGHT



STAR LETTER

We need to see the big picture about coal use on heritage lines

WHILST I agree with Hugh Dougherty that heritage and education are part of the argument for defending our heritage railways and steam operation against the more extreme members of the 'green' agenda (Where does heritage steam stand after COP26 condemned coal? News, issue 289), we have to be proactive on a wider front.

So, my starting point is to emphasise that train travel is the safest and most environmentally friendly form of travel available.

Having a steam locomotive up front is a minor negative environmentally, but if it attracts passengers out of their cars there is a positive aspect too.

Looking at a practical example, suppose a steam train travels from York to Scarborough with 400 passengers on board and consumes around 2000lb of coal. Alternatively 200 cars carrying a similar number of people would consume a fairly similar weight in petrol. So is the

steam locomotive really any worse than 200 cars?

Add in the fact that the train is readily accommodated on the existing route and at Scarborough itself, while 200 cars add to the congestion that already exists, especially when trying to park in Scarborough.

Government support

As anyone can travel on the train it provides a form of public transport which the car doesn't, and we know that the government is very keen to support train travel as well as reopening railway routes. As mentioned above, train travel is safer too.

The same arguments also apply when 400 people travel from Pickering to Whitby and, indeed, to other popular destinations such as Swanage, Kingswear, Minehead and Mallaig.

So, please let's be more positive about the role that our heritage

railways already play and encourage them to develop them further rather than regressing into a rather limited cul-de-sac that thinks only in terms of a heritage or education business model that actually limits their wider role. Bearing in mind that the All Party Parliamentary Committee on Heritage Railways seems to think this way too, what is required is discussion with the Department for Transport on a method of financially supporting our heritage railways that recognises this wider role.

Although most people accept that global warming exists, I think that there will be increasing concerns about major inadequacies in government energy policies over the coming months and years, ones that are leading to very expensive and potentially unreliable sources of heat and power.

In particular it will become clear that to massively increase our dependence on electricity will be

near impossible, especially from just 'renewable' sources. In the middle of winter solar has very little contribution to make and wind turbines very little on calm days.

Coal dependence

I don't accept that bringing wood pellets from America is any more environmentally acceptable than burning coal at Drax. In fact the world will remain very dependent on oil, coal and gas for many years to come.

Once the general public understands the bigger picture then I think any concerns about the small amount of coal used by heritage railways will be minimal.

Meanwhile, the educational role of heritage railways, whether railways in general or steam in particular, needs to concentrate on their positive attributes, leaving negative ones to be explained by others such as the National Railway Museum.

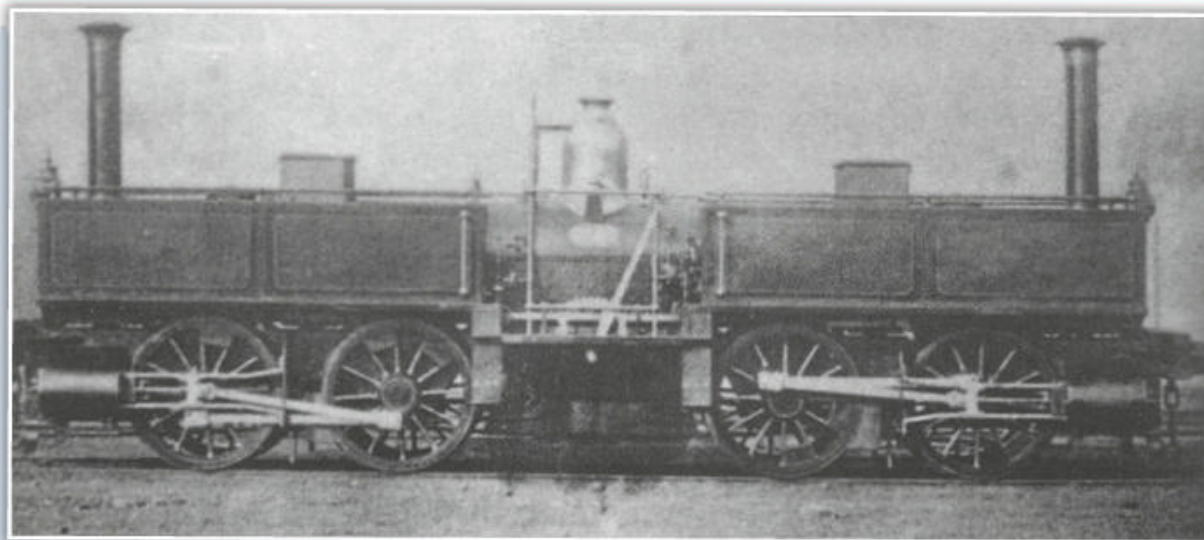
David Smith, Sheffield

Another standard gauge Fairlie

WITH regard to the caption to the photograph of *Mountaineer* on page 85 of issue 289, the Burry Port & Gwendraeth Valley was not the only, or indeed the first, standard gauge railway to use a Fairlie locomotive, its Fairlie being delivered in 1870.

Four years prior to this, in 1865, the Neath & Brecon Railway took delivery of a Fairlie locomotive from James Cross of St Helens. The locomotive, called *Progress*, was an 04+40T but worked only until 1868.

A second Fairlie named *Mountaineer* (no relation to the BPGV engine) arrived in the second half of 1866, having worked for a few months on the Anglesey Central Railway before



The Neath & Brecon Railway's standard gauge Fairlie *Mountaineer*.

arriving at Neath. This locomotive was also not particularly successful and only appears to have worked until 1868, but remained in Neath

& Brecon stock until 1880, when it was sold for scrap.

Robert M E Thomas, email

New build Royal history

I was interested to read in Issue 288 that one of the three tenders collected at CTL Seal in Sheffield for use with new build B17 formerly ran with B1 No. 61176.

This locomotive, double-heading with No. 61224, hauled the Royal Train carrying the Queen and Prince Philip from Catterick Bridge to Harrogate on July 10, 1957.

James Rogers, email

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Barry Price's painting of GWR 4-6-0 No. 7022 *Hereford Castle* and LMS Princess Coronation Pacific No. 46251 *City of Nottingham* in Swindon shed yard on May 9, 1964. COURTESY JOHN A FERGUSON

Capturing that treasured Swindon moment on canvas

I HAVE just finished reading the excellent article in *Heritage Railway* 284 about Pendennis Castle which evoked special memories of May 9, 1964.

I was not on the Ian Allan Ltd Special but was on a well-documented special, the Railway Correspondence & Travel Society's The East Midlander No 7, from Nottingham Victoria hauled by No. 46251 *City of Nottingham* on the same date.

I was a student in Coventry at the time and remember persuading a fellow student to give me a (rather hairy) lift to Rugby on the back of his motorbike to meet up with David, my

cousin's husband, on the train.

We enjoyed a great run down to Didcot where No. 34038 *Lynton* took over to take the long-closed route to Winchester and on to Eastleigh. Dock tank No. 30071 took the train into the works yard, and after a visit to works and shed, *Lynton* came on to haul us via Salisbury, Westbury and Chippenham to Swindon for a visit to the works.

After the works visit most of us found our way to the engine sheds where we were greeted by the wonderful sight of No. 46252 parked beside a spruced-up No. 5022 *Hereford Castle* which was in light

steam and was said to be a reserve engine should there be a failure on a 'castle special' on that stretch of the main line. Although not mentioned as one of the three standby locomotives for the Ian Allan special in your article, I am sure they must be the same train.

On our return north I recall our train being held in the centre track in Oxford station. As our carriage was opposite the signalbox, I enquired about the delay and was told by an obviously grumpy signalman that we were getting in the way of service trains and we would leave when our line was clear. He expressed not the

slightest delight in having one of Stanier's beautiful creations pass his box!

The day ended for me at Rugby where, thankfully, Syd and his motorbike were waiting to get me back to Coventry.

Ever since then I have intended to have a painting made of the two locomotives in Swindon shed yard. Earlier this year (a mere 57 years later!) I finally got around to it.

The result is a wonderful painting by Barry Price which I believe is one of the best he has ever created.

John A Ferguson,
Bingham, Nottinghamshire

East Lancashire Railway proves a 'very positive' asset to its area

THE situation with the East Lancashire Railway management and Rossendale Borough 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 Eighties 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.

The problem can be summed up as follows: 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 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,
Rossendale, Lancashire

Why do they want their railway back?

I DO NOT live near the East Lancashire Railway but go on it when I can. It was a privilege being pulled by a Lancashire & Yorkshire Railway 0-6-0, and my late mother loved a run on it. Perhaps we thought 'volunteers' could not run a standard gauge railway, but with skill and hard work they succeeded.

In the beginning they wanted to keep the service running to serve transport needs. Times have changed and if zero carbon means anything, the railway has to be reinstated as a transport link. Saving the planet does not come cheap and it has to be a complete service.

Convert the disastrous Metro tram back to train operation with a tunnel under Manchester. The Bury electrics were ahead of their time and the tram has not improved journey times or comfort from that of 100 years ago. Government refusal to back the Picc-Vic line condemned Manchester to forever being a second-class city

and resulted in the hopeless capacity crunch along Deansgate.

The line should be extended back to Accrington and Bacup. Anything less means that they are not serious about climate change.

As *Heritage Railway* says, a tram train with a change at Bury would not work. If it's a tram it should run up the main road. It must be either a complete modern railway service or keep the steam railway as it is. I would love to see more steam energy transferred to the Hellifield to Carlisle route – the last real chance for a British mainline steam railway for future generations.

Ralph Barker,
Crawford, Manchester

→ *Picc-Vic was a proposed underground rail link between Manchester Piccadilly station and Victoria station. It reached the proposal stages and a route was surveyed, but the scheme was cut in 1977 to save money – editor.*

Can problems be overcome to help bring these steam locomotives back home from Spain?

I WASN'T previously aware of the steam engines (Black, Hawthorn metre gauge 4-4-0ST's Nos. 618 and 676 of 1881-2) in Spain (Platform, issue 288).

There is a string of possible problems. Are these vehicles for sale at a sensible price?

It could be that the Spanish authorities will suddenly decide that they are part of their national heritage: An early application for an export licence would be advisable.

Diplomacy

No doubt asbestos removal will be an expense. I did hear of a case where historic tramcars crossed a national boundary on a 'diplomatic bag' basis to avoid removal.

As I understand it, most heritage railway sites are full up. Indeed, some items for sale may have to be scrapped because there is nowhere to keep them.

These railways struggle to keep their commercial operation going. Usually the income and voluntary labour covers day-to-day expenses. Major renewals depend on legacies or public funds. They will not be interested in adding 'rotting relics' to their collection.

Home sense

Am I right in thinking that the Black, Hawthorn firm was absorbed into Robert Stephenson & Hawthorns which had a works in Darlington until about 1960? This will matter if a home for them is to be found in England.

As always there will be a communication problem bringing together those interested. If a group can be got together, a solution may be possible.

Please contact me, Paul Gibbons, 4 Cressy Road, Alfreton, DE55 7BR.

Paul Gibbons, email



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New build steam and the fuel problem

HAVING now retired from my employment that included independent assurance of main line steam locomotives, I now feel free to air my opinions on the existing fleet of UK steam locomotives and the prospects for new builds in light of the forthcoming fuel and image crisis. This is not going to go away!

A number of new-build locomotives are currently in construction at various stages, but they are all as close replicas as can practicably be made of the inefficient types that ran on this country's railways up to 1967, employing technology not advanced since 1950, when 8% thermal efficiency was regarded as outstanding.

It grieves me sorely that virtually no attempt is made to remedy this situation, despite an interval of nearly three-quarters of a century. The 5AT was a bold try, but failed to attract funding, a position which in my view resulted entirely from misplaced attitudes (I was quite looking forward to being involved in the approval of that!).

Improvements

If the reader is old enough, let him or her contemplate the improvements in the internal combustion engine-powered road vehicle over that interval, with efficiency and power a lot more than doubled, servicing intervals and engine lives quadrupled (at least).

Some of the technology already exists, as evidenced by David Wardale's admirable but frustrated efforts in South Africa by applying the concepts of his predecessor, L D Porta. Porta's work did not reach its ultimate potential, as he had a three-fold improvement in efficiency in his sights compared with the then-best current practice. While Porta had made some improvements in reliability and the maintenance bill as well, this does not appear to have been his main focus, so there is plenty of scope left there for further development. Even with modern improved lubricants, it appears there is still the need for major attention such as piston and valve examinations every 30,000 miles, which is little short of laughable.

Efficiency is important, because one of the limiting factors on the output of a steam locomotive is the rate of heat release in the firebox. If you can get double or even triple the amount of work out of each unit

of heat, then it becomes possible to burn lower grade fuels or less fuel in the same firebox for a given rate of work output.

Good steam coal is a satisfactory fuel for burning in steam locomotives, having both a heat release rate that is high and matches existing locomotive designs, and a good energy density both in terms of mass and volume.

All other solid fuels of which I am aware are not so good. Indeed, I have personally fired a 2ft gauge locomotive on wood, some of it being old sleepers impregnated with creosote. In volume terms, the specific consumption was something like 10 fold compared with the same locomotive on coal.

This just goes to show that you cannot simply empty the tender or bunker of an existing loco of coal and fill it with wood and expect to get very far or run very well.

Efficiency improvement and a decreased expectation of the work to be achieved are essential, and this includes the range before refuelling is necessary. There is also the issue about just what rate the footplate crew can be expected to ram solid fuel through the firehole.

Let us therefore consider what the world really needs, and that is something to sustain our heritage railways as places the masses can be entertained and educated about our industrial and transport history.

The parameters for a typical standard gauge application could be as follows:

- No such railway has a speed limit exceeding 25mph for public carrying trains. A maximum speed capability of say 30 mph is enough.
- To minimise heat exchange losses in the cylinders, piston speed should be as high as possible, and taken together with the speed limit, this suggests a coupled wheel diameter no greater than 30in, which is plainly impractical with a stroke of 24in, so some compromise may be necessary. Whatever is done, the stroke to diameter ratio needs to be maximised.
- A high axle load is undesirable in the interests of minimum track damage and wide availability.
- Tractive effort should be enough to start eight coaches up 1-in-40. This suggests a requirement for a loco with an

absolute maximum power of about 1500bhp, but this would naturally be away from its optimum efficiency point.

- To be capable of burning a wide range of low grade fuels.
- Bi-directional operation.
- Low rates of wear/fatigue/corrosion.
- Efficient auxiliaries as well as main engine. (Majority of vacuum / compressed air to be produced as a result of wheel rotation, with direct steam powered ejector / compressor only to be used when stationary.)
- Maximum heat recovery from exhaust steam.
- Large on board volume for solid fuel unless a recovered oil firing system is used.
- Low standby losses.
- Finally, it needs to look and sound like a generic traditional steam locomotive. Styling is entirely optional. Two outside cylinders with piston valves driven by Walschaerts valve gear would be satisfactory, as long as they were fully in accordance with Porta's principles. The smell, however...

To maximise engine efficiency, the following established technologies should be employed:

- Steam jacketed cylinders, compounding, very high superheat and very high pressure. More on these to follow.
- Highly efficient steam exhaust arrangements, for which the starting but not necessarily final point is Lempor theory.
- Rolling element bearings wherever possible, which would also reduce maintenance costs.

New look?

So what would this look like?

The tractive effort, axle load and ultimate speed parameters suggest something like a 0-8-0 chassis. For the speeds in question, unpowered guiding wheels are not necessary, but again, more on this later. Since the wheels are so small, four axles could be fitted in the wheelbase of a typical 'main line' 0-6-0, thus enabling the curving performance to be satisfactory.

There is even scope for flexibility by arranging the suspension almost as though it were a 2-6-0, since a large proportion of our standard gauge heritage lines are curvaceous

Market-leading new-build steam makes its debut: On September 21, 2008 A1 Peppercorn Pacific No. 60163 *Tornado*, still in grey primer, makes its first passenger-carrying trip during running-in trials at the Great Central Railway, from where it was withdrawn in January for a major overhaul. However, will future restrictions on coal-burning locomotives require all-new designs of steam locomotives?
ROBIN JONES

branch lines rather than straightish main lines.

It is unlikely a tank engine could carry enough fuel, unless this was oil. For solid fuels other than coal, a tender is vital for any decent length of run, and it may even be necessary to fill this with fuel and displace the water tanks to the loco chassis. This falls under the heading of detail trimmings to suit individual applications, and merits no significant research and development budget.

I mentioned earlier the need for compounding, plus very high steam pressure and temperature in order to permit thermodynamic efficiency. 'Too complex' I hear, but wait. In large marine practice, four stages of expansion was not uncommon. In order to extract the best possible amount of work from the steam, condensing (which I am not advocating for a locomotive (yet)) was employed, and this would have resulted in impractically-large fourth stage cylinders. Turbines were therefore commonly substituted for stage four, as on *Titanic*.

High pressure

I propose that for a locomotive, this should be turned on its head. Turbines can be built that can happily handle very high pressure and temperature steam, so use one for the first stage and let it exhaust into an upgraded conventional reciprocating engine at realistic established steam conditions.

Now, since this turbine is the high pressure stage, it need only be small. In fact, its reduction and reversing gearbox will probably be larger.

How the power from this turbine reaches the rails is an open issue, but I visualise a right-angle final drive gearbox on an axle, of the type commonly employed on diesel hydraulic multiple units and locomotives. This could be one of the coupled axles, or if you insist on building a 4-6-0 instead, the bogie axles. Or possibly even the tender axles. The turbine would be rated at about one half of the overall maximum power requirement as long as it fed the coupled wheels.

All the above elements sound relatively easy, but what of the steam generator? 'Tank' type (i.e. in the case of locomotives, firetube) boilers have not been



tried successfully above 300psi. We need much more. Some work was undertaken with water tube boilers for locomotives, but significant further research is needed. In particular, feed water quality would need to be very good, and a reverse osmosis plant at the source would be virtually mandatory. At least one railway has one already. Remember, however, that we are targeting higher efficiency, so the quantity required ought to be less than half that for a 1950s technology locomotive doing the same work.

Try it

I have not addressed everything in the above. How about chrome plated piston rings like on diesel engines? Would they work?... no idea until someone tries it!

Do we need to reduce reciprocating mass? (Yes). Computer aided engineering would remove surplus metal from crossheads and rods, but why on earth are pistons all flat, instead of conical so they could be made thinner, just like on high speed marine engines?

All the above is just pie in the sky unless funding can be attracted. Who stands to gain? Well, apart from anyone who wants to see a steam engine hauling a passenger train in 20 or 30 years' time rather than

not at all, heritage railways of which there are at least 10 in the biggest league have the most to lose.

Colossal task

I'm not volunteering to lead this. Make no mistake, it is a colossal undertaking, but if the development costs are shared 10 or a dozen ways, and ultimately, each of those takes a couple of production units, then a large part of the development cost could perhaps be recovered by selling further copies.

The secret is to productionise a fleet of common items. No more randomly selected one-offs!

One further possible contributor to steam's longevity has been aired already by others, and that is to sneak into the train formation one or two battery EMU power cars. These could provide tractive effort when starting and climbing, and regeneration when descending or decelerating, recharging their batteries.

A side benefit would be a reduction in the brake block bill.

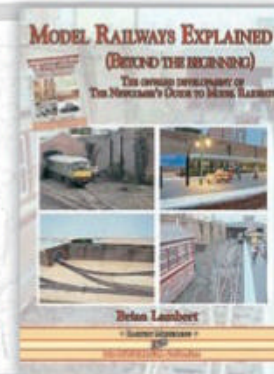
The general public need never know... unless that became part of the educational message.

Eddie Draper

B Tech. C Eng. M I Mech E (retired),
Wingfield Park, Alfreton,
Derbyshire

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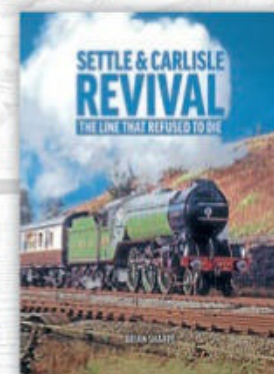
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LAMENT FOR A BRANCH LINE

As a born-and-bred Prestonian, young **David Hindle** took the opportunity to go trainspotting at Preston station, within sight and sound of the much lamented Southport branch line. In a new publication from Mortons Books imprint Silver Link, the Nostalgia Collection, with the aid of an exhaustive collection of archive photographs, he tells the story of the line which opened in 1882 and closed in 1964.

After listening to the station announcements, David Hindle travelled the branch from Preston to Southport on several memorable occasions: "The train now standing at Platform 10 is for All Stations to Southport. This train will call at Penwortham Cop Lane, New Longton and Hutton, Longton Bridge, Hoole, Hesketh Bank, Hundred End, Banks, Crossens, Churchtown, Hesketh Park, St Lukes and Southport Chapel Street."

As late as 1964, people living in Penwortham, Hutton, Longton, Hesketh Bank and Hoole and other rural and suburban areas of south west Lancashire could catch a train into Southport or Preston for main line connections

As was to be expected on such a rural line, the station buildings were small and typically

presented an attractive style of red-brick architecture, under the personal supervision of a stationmaster and his staff. Delightfully primitive, there was little or no electric power and the buildings were, for the most part, illuminated by either gas or oil lanterns.

Before Beeching

Integral to the stations were goods sheds and sidings, coal yards, quaint signalboxes, semaphore signals and even original wooden station names, and notices of the old companies warning the public not to trespass.

Most of the stations were still fully staffed with stationmasters, ticket office staff, porters, signalmen and crossing keepers, collectively providing employment for about 200 railway employees. Accordingly, operating costs were high and the maths did not add up in terms



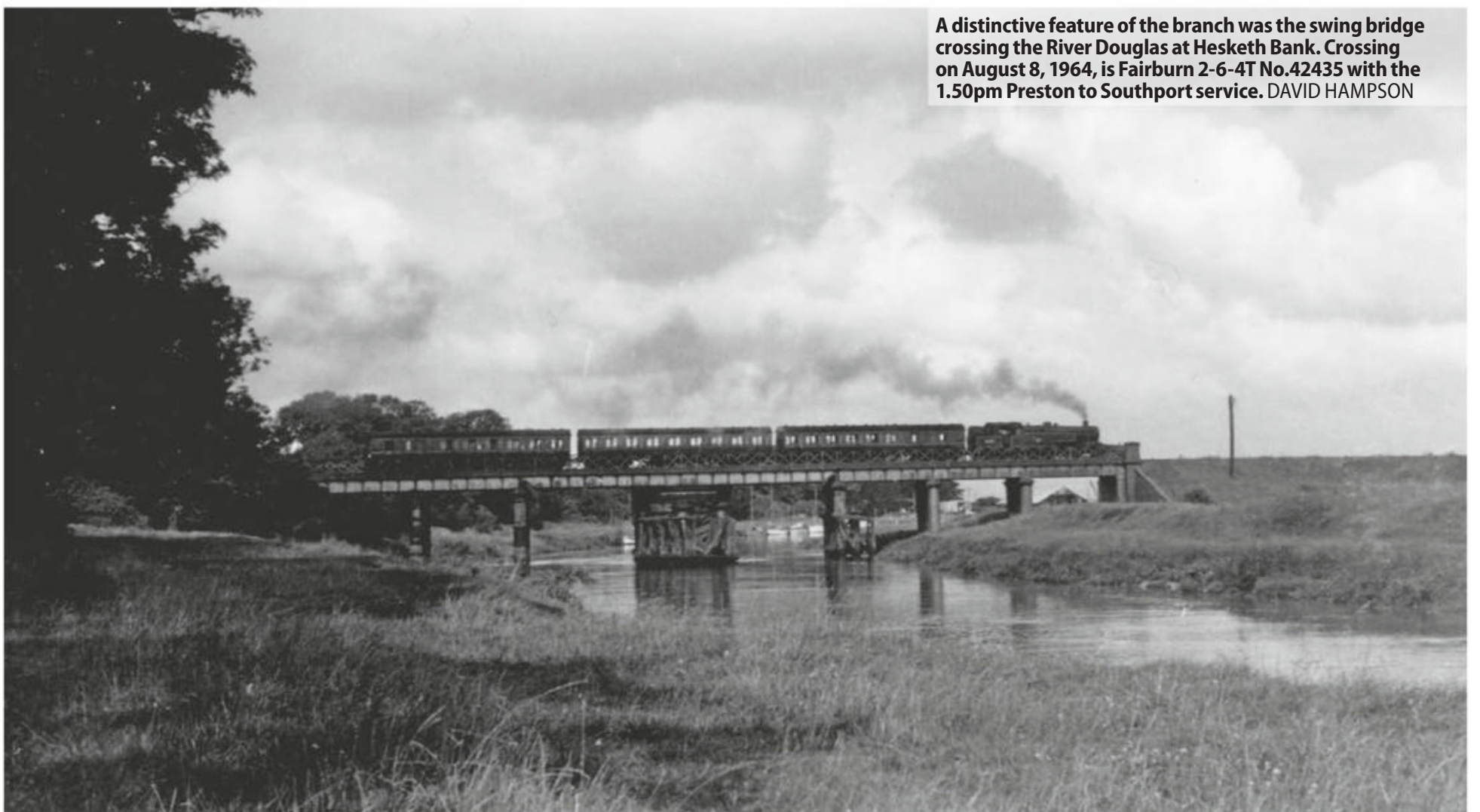
BR's closure notice for Hundred End station coming into effect from April 30, 1962. ARNOLD BATTSON

of the income generated, but then along came BR chairman Dr Richard Beeching – complete with a terminal syringe!

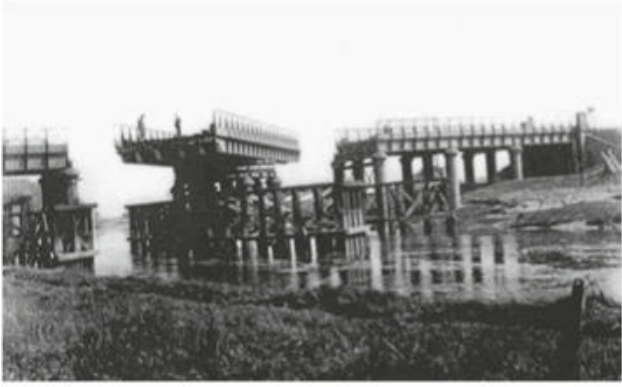
On September 6, 1964, ironically almost 82 years to the day since the first passenger service had triumphantly run the full length of the new West Lancashire Railway, the service became no more and the branch became a victim of the Beeching cuts.

It was to be the golden age of railways that fed Lancashire's seaside resorts. Blackpool and Southport had more miles of railway and stations than many other towns of a comparable size. The West Lancashire Railway began life quite late when viewed against the boom years of railway construction that began in the mid-1830s at the time of railway mania.

Although the West Lancashire Railway Act passed through Parliament in July 1871, so



A distinctive feature of the branch was the swing bridge crossing the River Douglas at Hesketh Bank. Crossing on August 8, 1964, is Fairburn 2-6-4T No.42435 with the 1.50pm Preston to Southport service. DAVID HAMPSON



Above: The swing bridge permanently ceased to swing in 1913. JACK JOHNSON

Right: Lancashire & Yorkshire Railway 2-4-2T No. 50850 shunting in the Southport carriage sidings on October 1, 1959. ROGER ROBERTS COLLECTION



Right: BR Standard 2MT 2-6-0 No. 78041 Crossens carries a headboard proclaiming the last day of services, September 6, 1964. JOHN WILLIAMS



Left: Fairburn tank works a local Southport to Preston service across Jaguar Bridge (previously known as Cephos Bridge) over Leyland Road on August 17, 1964. ALAN CASTLE

many were the difficulties of the promoters that the line was not opened until seven years later, and then only between Hesketh Park (Southport) and Hesketh Bank.

The first phase to open was the 6 ½-mile section from Southport to Hesketh Bank, on February 19, 1878, with a ceremony at Hesketh Park station. Intermediate stations at Churchtown, Crossens and Banks opened on February 20, 1878.

Swing bridge opens

Almost four years later, on May 15, 1882, a three-mile section opened from Hesketh Bank to Longton. Part of this length included the tidal River Douglas swing bridge. Deep piling was required, and a total of 24 iron cylinders were sunk into the river bed to a depth of 20 feet and filled with concrete.

After the Douglas swing bridge, the next station to open was Hoole, on May 18, 1882, followed by Longton (renamed Longton Bridge on January 1, 1892).

The last section to be constructed was from Longton to Preston. At first there were no intermediate stations but despite that, construction was far from easy. It was not until October 1889 that a station opened at Howick, 1½ miles the Preston side of Longton. Urban expansion led to the station being renamed Hutton and Howick in January 1898, and

New Longton and Hutton in November 1924. In May 1911, Cop Lane station was opened a further 1 ½ miles from Howick. This was to be renamed Penwortham Cop Lane in May 1940. The completed line was opened on September 5, 1882, in time for the Preston Guild celebrations of that year

The *raison d'être* for the construction of this railway was to link the industrial town of Preston with a more direct route to the growing seaside town of Southport, 15 miles to the south west, and hence it was named the West Lancashire Railway by the owners.

It was constructed with high expectations, though nevertheless it was soon in the hands of the receivers, notwithstanding amalgamation with the Lancashire & Yorkshire Railway in 1897.

'Lettuce line'

By the mid-20th century, the Preston to Southport branch symbolised the rural branch line pre-Beeching. Inextricably woven into a pattern of rural life, it was the quintessence of a northern branch line in a landscape bedecked with greenhouses and agricultural holdings in endless fertile fields, hence it was affectionately known by locals as 'the lettuce line.'

With double track throughout its length, there was much pleasure in travelling in a

forgotten railway age that existed in the late Victorian era. A special niche is reserved in railway history for those great days of steam trains and rolling stock and the branch lines they served.

Grimsargh author and social and railway historian David John Hindle has provided a complete and fascinating insight into a secondary branch line that once ran across the West Lancashire plain from Preston to Southport, and as such is a microcosm of Britain's steam age.

Extension plans

While very little now remains to be seen of the branch, the modern-day 2ft gauge West Lancashire Light Railway runs on the site of Hesketh Bank brickworks close by and plans to extend on to part of the original trackbed.

Lament for a Branch Line has a foreword by Network Rail chairman Sir Peter Hendy CBE, and a substantial narrative with more than 500 illustrations detailing the line's infrastructure and train services from the early days to that last night.

Furthermore, two other associated branch lines are the subject of separate chapters – the grandly named Liverpool, Southport & Preston Junction Railway owned and managed by the West Lancashire and the enigmatic Tarleton branch. **HR**



The demolition of the bridge spanning Leyland Road, near the Bridge Inn in Penwortham. ROGER ROBERTS COLLECTION



Track lifting underway at Whitehouse West in 1965. LUKE KAY

→ *Lament for a Branch Line* retails at £30, with the author's royalties going to charitable institutions.

It is available in hardback, 144 pages, from Morton's Media Group Ltd (01507 529529 or www.mortonsbooks.co.uk) or high street booksellers (ISBN: 9781857945959).



OPERATIONAL HERITAGE LINES AND MUSEUMS

SOUTH EAST

Amberley Museum

2ft gauge, ¼ mile. Arundel, West Sussex.
Tel: 01798 831370. Open: Weds-Suns.

Bluebell Railway

Standard gauge, 11 miles. Sheffield Park, East Sussex TN22 2QL. Tel: 01825 720800.

Running: Feb 12-27. W/Es in Mar.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.

Running: Diesel Feb 16-20.

Chatham Historic Dockyard

Standard gauge, one mile. Chatham, Kent. Tel: 01634 820800.

Open: Daily.

East Kent Railway

Standard gauge, two miles. Shepherdswell, Kent. Tel: 01304 832042.

Open: Weds & Fris-Suns.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles.

Running: W/Es + sch hols.

Exbury Gardens & Steam Railway

12¼in gauge, 1½ miles. Exbury, Southampton. Tel: 023 8089 1203.

Open: From Mar 19.

Hayling Seaside Railway

2ft gauge, one mile. Hayling Island, Hants. Tel: 07394 194066.

Running: Weds & W/Es + sch hols.

Hollycombe Steam in the Country

2ft gauge, 1½ miles. Liphook, Hants. Tel: 01428 724900.

Open: TBA.

Isle of Wight Steam Railway

Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204.

Running: Mar 20, 24, 27, 31.

Kent & East Sussex Railway

Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.

Running: Feb 19, 20. Mar 26, 27.

Lavender Line

Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515.

Open: TBA.

Mid-Hants Railway

Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810.

Running: W/Es from Mar 19.

Mizens Railway

7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922.

Reopening Easter Sunday.

Old Kiln Light Railway

2ft gauge, ¾ mile. Farnham, Surrey.

Running: TBA.

Romney, Hythe & Dymchurch Railway

15in gauge, 13½ miles. New Romney, Kent. Tel: 01797 362353.

Running: W/Es + sch hols.

Royal Victoria Railway

10¼in gauge, one mile. Netley, Southampton. Tel: 02380 456246.

Running: W/Es + sch hols.

Sittingbourne & Kemsley Light Railway

2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899.

Running: Suns, B/Hs from Apr 3.

Spa Valley Railway

Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.

Running: Feb 19, 20. Mar 19, 20, 26, 27.

Volk's Electric Railway

2ft 8½in gauge, one mile. Brighton.

Running: TBA

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538.

Running: Feb 19, 20, 23, 26, 27. Mar 27.

Bodmin & Wenford Railway

Standard gauge, 6½ miles. Bodmin, Cornwall. Tel: 01208 73555.

Running: Weds-Thurs. Suns from Mar 15.

Bristol Harbour Railway

Standard gauge, 1½ miles. Princes Wharf, Bristol. Tel: 0117 352 6600.

M Shed Museum open Tues-Sun.

Dartmouth Steam Railway

Standard gauge, seven miles. Paignton, Devon. Tel: 01803 555872.

Running: Daily in late Feb. Mar 1, 3, 5, 8, 10, 12, 15, 17, 19, 26.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon. Tel: 01884 855671.

Reopening Apr 9.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Running: W/Es from Mar 12.

Gartell Light Railway

2ft gauge, one mile. Yenston, Templecombe, Somerset.

Tel: 01963 370752.

Running: TBA.

Helston Railway

Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597.

Running: TBA.

Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317.

Open: Feb 16-27, then daily until Mar 25.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.

Running: W/Es, B/Hs, Tues-Thurs from Apr 2.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants. Tel: 01425 471415.

Running: W/Es + Feb 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: Feb 19-27. W/Es in Mar. Daily from Mar 26.

Somerset & Dorset Railway

Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY.

Tel: 01761 411221

Open: Suns in Mar.

South Devon Railway

Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370.

Running: Feb 19-27 from Buckfastleigh to Staverton, with Totnes bus link, main season starts Mar 26.

Swanage Railway

Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800.

Running: Feb 19-27, W/Es in Mar plus 28-31.

Swindon & Cricklade Railway

Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615.

Running: W/Es from Mar 5.

West Somerset Railway

Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.

Running: Mar 19, 20, 26, 27.

Yeovil Railway Centre

Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.

Open: Suns. Steam Train Day Mar 20.

EAST ANGLIA

Bressingham Steam Museum

Narrow and standard gauge, one mile. Diss, Norfolk. Tel: 01379 686900.

Reopening: Mar 28.

Bure Valley Railway

15in gauge, nine miles. Aylsham, Norfolk. Tel: 01263 733858.

Running: Feb 19, 20. W/Es in Mar.

Colne Valley Railway

Standard gauge, ¾ mile. Castle Hedingham, Essex. Tel: 01787 461174.

Running: TBA.

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.

Running: W/Es + sch hols.

Mangapps Railway Museum

Standard gauge, ¾ mile. Near Burnham-on-Crouch, Essex. Tel: 01621 784898.

W/Es + sch hols.

Mid-Norfolk Railway

Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.

Running: Suns from Mar 6.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.

Running: Apr 17/18 Easter Steam Up.

Nene Valley Railway

Standard gauge, 7½ miles. Wansford, Peterborough, Cambs.

Tel: 01780 784444.

Running: W/Es.

North Norfolk Railway

Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA.

Tel: 01263 820800.

Running: Feb 19, 20. W/Es in Mar. Daily Apr-Oct.

Wells & Walsingham Railway

10¼in gauge, four miles. Wells-next-the-Sea, Norfolk. Tel: 01328 711630.

Running: From Apr 2 TBA.

Whitwell & Reepham Railway

Standard gauge, ¼ mile. Reepham, Norfolk. Tel: 01603 871694.

Open: Tues-Suns.

Running: Diesel W/Es, steam first Sun of month. Feb 26, 27 (gala).

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile. Quainton Road, Bucks. Tel: 01296 655720

Cafe open Mon-Fri. Running: Suns, B/Hs from Apr 3 + Weds in sch hols.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles. Chinnor, Oxon. Tel: 07979 055366

Running: Mar 27.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067

TBA.

Didcot Railway Centre

Standard gauge. Didcot, Oxon. Tel: 01235 817200.

Open: W/Es.

Running: Feb 19, 20, 23.

Epping Ongar Railway

Standard gauge, six miles. Ongar, Essex. Tel: 01277 365200.

Running: Feb 18-20 (bus event on 20th).

Great Whipsnade Railway

2ft 6in gauge. Whipsnade Zoo, Dunstable. Tel: 0344 225 1826.

Running: Feb 19-27. W/Es in Mar.

Hampton & Kempton Waterworks Railway

2ft gauge. Hanworth, Middlesex. Tel: 07511 730782 or 01932 765328.

TBA.

Leighton Buzzard Railway

2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888

TBA.

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.

Running: Apr 19.

Amerton Railway

2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.

Running: Feb 19, 20, 23, 26, 27.

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



GER Y14 0-6-0 No. 564 departing from Sheringham on the North Norfolk Railway. LEIGH CAUDWELL/NNR

Apedale Valley Railway

2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.

Running: W/Es in Apr plus Mon 18th.

Barrow Hill Roundhouse

Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.

Open: From Mar 5.

Battlefield Line

Standard gauge, five miles. Shackerstone, Leics. Tel: 01827 880754.

Running: W/Es from Mar 26.

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 on Apr 1.

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: Feb 20, 27. W/Es in Mar.

Crich Tramway Village

Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321

Running: Sats-Thurs from Mar 12.

Dean Forest Railway

Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.

Running: W/Es & Weds from Mar 19.

Ecclesbourne Valley Railway

Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.

Running: Apr 9, 10, 12, 14-19, 21, 22-24 (diesel gala), 26, 30.

Echills Wood Railway

7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.

Running: TBA.

Evesham Vale Railway

15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.

Running: W/Es + sch hols.

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge, Staffs. Tel: 01782 396210.

Reopening Mother's Day.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.

Running: W/Es in Mar.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. www.gcrrailway.co.uk

Running: W/Es.

Midland Railway – Butterley

Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.

Running: Feb 19, 20, 22-24, 26, 27.

Northampton & Lamport Railway

Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.

Reopening Mar 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.

Running: TBA.

Nottingham Heritage Railway

Standard gauge, 10 miles. Ruddington, Notts. Tel: 0115 940 5705.

Running: TBA.

Peak Rail

Standard gauge, four miles. Matlock, Derbyshire. Tel: 01629 580381.

Running: Apr 18.

Perrygrove Railway

15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.

Running: Feb 19-27. W/Es, Tues, Thurs in Mar.

Rocks by Rail

Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.

Open: Tues & Thurs from Apr 12.

Running: Apr 17, 18.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs. Tel: 01538 269948.

Running: TBA

Rushden Transport Museum

Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.

Running: Apr 17, 18 (Easter Bunny).

Severn Valley Railway

Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.

Running: W/Es + sch hols from Apr 2.

Statfold Barn Railway

2ft gauge, one mile. Tamworth, Staffs B79 0BU. Tel: 01827 830389.

Running: Mar 19,20 (Penrhyn Weekend).

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 Apr 17.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles. Bury, Lancs. Tel: 0333 320 2830.

Running: Feb 19, 20, 25-27 (steam gala).

Mar 5, 6, 12, 13, 26, 27.

Eden Valley Railway

Standard gauge, 2½ miles. Warcop, Cumbria. Tel: 01768 342309.

Running: Suns from Apr 3.

Great Laxey Mine Railway

19in gauge, ¼ mile. Laxey, Isle of Man. Tel: 01624 862007/670386.

Running: TBA.

Groudle Glen Railway

2ft gauge, ¾ mile. Isle of Man. Tel: 01624 670453.

Running: Apr 17, 18.

Heaton Park Tramway

Standard gauge, ½ mile. Manchester. Tel: 0161 740 1919.

Running: Suns from Apr 3.

Isle of Man Steam Railway

3ft gauge, 15½ miles.

Douglas, Isle of Man.

Tel: 01624 662525.

Running: Fri-Mon from Mar 4.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles. Near Ulverston, Cumbria. Tel: 01539 531594.

Running: Feb 19, 20. Daily from Apr 2.

Manx Electric Railway and Snaefell Mountain Railway

3ft gauge, 17 miles (MER), 5½ miles (SMR).

Douglas, Isle of Man. Tel: 01624 697473.

Running: W/Es, Tues-Thurs from Mar 19.

Ravenglass & Eskdale Railway

15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.

Running: Feb 19-27. Daily from Mar 19.

Ribble Steam Railway

Standard gauge, 1½ miles. Preston, Lancs. Tel: 01772 728800.

Running: TBA.

South Tynedale Railway

2ft gauge, 4¾ miles. Alston, Cumbria. Tel: 01434 338212.

Reopening: TBA.

Stainmore Railway

Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.

Open: TBA

Threlkeld Quarry & Mining Museum

2ft gauge, ½ mile. Threlkeld, Cumbria.

Tel: 01768 779747. Reopening Apr 2.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs. Tel: 01772 815881. Running: Suns + B/Hs from Apr 3.

NORTH EAST

Aln Valley Railway

Standard gauge, 1½ miles. Alnwick, Northumberland. Tel: 0300 030 3311.

Running: TBA.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.

Tel: 07889 297271.

Running: Mar 12, Apr 9, 23, 30.

Bowes Railway

Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.

Open: TBA.

Cleethorpes Coast Light Railway

15in gauge, two miles. Cleethorpes, North East Lincolnshire. Tel: 01472 604657.

Reopening Feb 12.

Derwent Valley Light Railway

Standard gauge, ½ mile. Murton, near York. Tel: 01904 489966.

Open: Suns & B/H Mons.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles. Embsay, North Yorks. Tel: 01756 795189.

Running: Feb 20, 22-27. Suns in Mar + 26.

Heatherslaw Light Railway

15in gauge, two miles. Ford Forge, Northumberland. Tel: 01890 820244.

Running: Daily from Apr 2.

Keighley & Worth Valley Railway

Standard gauge, five miles. Haworth, West Yorks, BD22 8NJ. Tel: 01535 645214.

Running: Feb 19-27. W/Es in Mar + 9, 16, 30. Steam Gala Mar 11-13.

Lincolnshire Coast Light Railway

2ft gauge. Skegness, Lincs.

Tel: 07407 500884.

Running: June 2, 4.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.

Running: Apr 15-18.

Middleton Railway

Standard gauge, 1½ miles. Hunslet, Leeds. Tel: 0845 680 1758.

Running: Apr 2 TBA.

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: Feb 20, 24, 27.

North Yorkshire Moors Railway

Standard gauge, 18 miles. Grosmont, North Yorks. Tel: 01751 472508.

Running: From Apr 4.

Tanfield Railway

Standard gauge, three miles. Near Gateshead, Tyne & Wear.

Tel: 07508 092365.

Running: Suns from Feb 20.

Weardale Railway

Standard gauge, 18 miles. Stanhope, Co. Durham.

Running: TBA.

Wensleydale Railway

Standard gauge, 22 miles. Leeming Bar, North Yorkshire. Tel: 01677 425805.

Running: TBA.

Whistletop Valley Railway (Kirklees)

15in gauge, four miles.

Huddersfield, West Yorks. Tel: 01484 865727.

Running: Feb 19-27, Mar 4-7, 12, 13, 18-21, 25-28.

Yorkshire Wolds Railway

Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.

Open: Suns, B/Hs from Apr 17.

WALES

Bala Lake Railway

2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.

Running: Feb 19-27. Apr 2-24, 26-28, 30.

Barry Tourist Railway

Standard gauge, two miles.

Barry, Vale of Glamorgan.

Tel 01446 748816.

Running: W/Es from Apr 16/17.

Brecon Mountain Railway

1ft 11¾in gauge, five miles. Pant, Mid-Glamorgan. Tel: 01685 722988.

Running: TBA.

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.

Reopening at Easter.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: Feb 19-27, Mar 19/20, 26, 27.

Ffestiniog Railway

2ft gauge, 13½ miles. Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Season starts Mar 26.

Gwili Railway

Standard gauge, four miles. Bronwydd Arms, Carmarthenshire. Tel: 01267 238213.

Running: Feb 22-24, 27.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Feb 20-27, Mar 1-3, 8-10, 13, 15-17, 20, 22-24, 27, 29-31.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile. Cynheidre, Carmarthenshire. Tel: 07956 082305.

Running: Mixed Traction Gala Mar 26.

Llangollen Railway

Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.

Running: Feb 19, 20, 23-27, Fris-Suns in Mar + Thurs 31.

Pontypool & Blaenavon Railway

Standard gauge, 3½ miles. Blaenavon, Torfaen. Tel: 01495 792263.

Reopening Apr TBA.

Rhyl Miniature Railway

15in gauge. Rhyl, North Wales. Tel: 01352 759109.

Running: Apr 15-24, 30.

Snowdon Mountain Railway

800mm gauge, 4½ miles. Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily from Apr 1.

Talylllyn Railway

2ft 3in gauge, 7½ miles. Tywyn, Gwynedd. Tel: 01654 710472.

Running: Feb 19-27, W/Es in Mar.

Teifi Valley Railway

2ft gauge, ½ mile. Henllan, Ceredigion, SA44 5TD. Tel: 01559 371077.

Running: TBA.

Vale of Rheidol Railway

1ft 11¾in gauge, 12 miles. Aberystwyth, Ceredigion.

Tel: 01970 625819.

Running: Daily from Mar 26.

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: Season starts Mar 26.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles. Llanfair Caereinion, Powys. Tel: 01938 810441.

Running: Feb 19, 20, 22-24, 26, 27.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.

Running: Feb 19, 20.

Caledonian Railway

Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.

Running: Apr 16, 17.

Doon Valley Railway

Standard gauge. Dunaskin, Ayrshire.

Running: Apr 18. May 1, 29.

Keith & Dufftown Railway

Standard gauge, 11 miles. Dufftown, Banffshire. Tel: 01340 821181.

Running: Apr 15-17 (Easter Bunny Weekend), 23, 24, 29, 30.

Lathalmond Railway Museum

Standard gauge, ½ mile. Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.

Tel: 07379 914801.

Running: Suns from Apr 3.

Leadhills & Wanlockhead Railway

2ft gauge, ¾ mile. Leadhills, South Lanarkshire. Running: W/Es from Apr 16.

Royal Deeside Railway

Standard gauge, 1¼ miles. Banchory, Kincardineshire. Tel: 01330 844416.

Running: Mar 27. Apr 3, 10, 16, 17.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.

Running: Feb 19, 20, 23, 24. Mar 18-20, 26, 27, 31.

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.

Railway Museums

Beamish

The Living Museum of the North, County Durham. Open: Feb 19-27. Weds-Suns from Mar 2.

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: From Mar 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. Open: Weds-Suns. Tel: 033 0058 0058.

London Transport Museum

Covent Garden. Open: Daily. Tel: 0343 222 5000.

Manchester Museum of Science & Industry

Castlefield, Manchester. Open: Weds-Suns in term time, daily in school holidays. Tel: 033 0058 0058.

National Railway Museum

Leeman Road, York. Open: Weds-Suns. Tel: 033 0058 0058.

Penrhyn Castle Railway Museum

Bangor, Gwynedd. Open: Daily from Feb 19. 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: W/Es + from Mar 2, Weds. Tel: 01733 344420.

Riverside Museum

Glasgow. Open: Daily. Tel: 0141 287 2720.

STEAM – Museum of the GWR

Swindon. Open: Daily. Tel: 01793 466637.

Tiverton Museum

Tiverton, Devon. Open: Weds-Sats. Tel: 01884 256295.

West Cumberland Railway Museum

St Bees, Cumbria. Open one week per month or by appointment for special interest groups – contact petergrooke@btinternet.com

Ulster Folk & Transport Museum

Cultra, Co. Down. Open: Tues-Suns. Tel: +44 (0)28 9042 8428.



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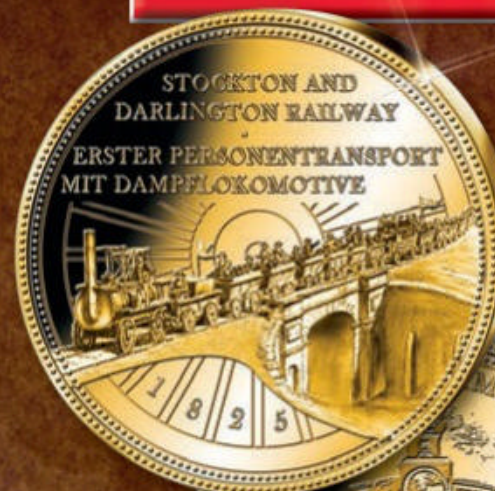
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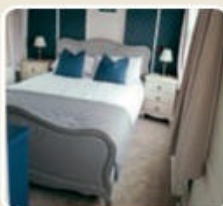
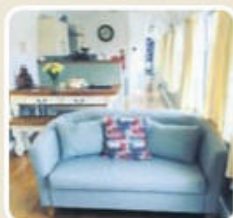
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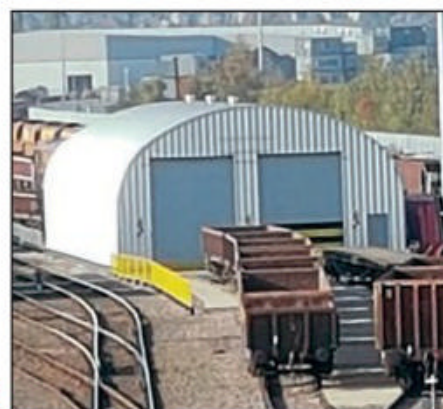
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VOL 239 WALES & THE MARCHES - A STEAM MISCELLANY

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 Gowerton South, Pontardulais, Llandovery, Cyngord Viaduct, Bulth 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 Chwillog, Llanybi, Ynys, 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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Your lighter takes

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CREDIT: JOHN YEO

All that's left of Wells terminus...

THE beautiful cathedral city of Wells also suffered from the annihilation of its railway heritage following the closure of two lines that served it.

It was served by two companies: the GWR, which had its Tucker Street station, and the Somerset & Dorset Joint Railway, which had Priory Road station as the terminus of its short branch from Glastonbury.

The GWR station closed on September 9, 1963, and was flattened soon afterwards. The goods shed remains as commercial premises, and a row of five houses built for the staff are still standing.

However, all that remains of the S&D terminus are these eight prefabricated concrete fence panels and posts (pictured above), that formed part of the eastern boundary of Priory Road station.

Somerset reader John Yeo wrote: "It is likely that these will be removed in due course as a retail development takes shape behind, as evidenced by the blue hoarding."

Saving Bourne's Bridge 234: an artist's vision

ARTIST Maggie Porter has produced this beautiful oil painting as part of the growing campaign to save Bourne's Bridge 234.

The late Victorian farm accommodation bridge, designed by engineer Charles Stansfield Wilson (1844-1893), is the sole-surviving publicly-accessible railway-built structure in the Lincolnshire town which owes much of its 20th century development to the fact it was a busy four-way junction – until BR closed its station, along with much of the Midland & Great Northern Joint Railway system in early 1959.

Appeal lodged

Long entombed in undergrowth which became an sizeable unofficial wildlife haven – to the extent that many people who moved to Bourne in recent times did not even know of the existence of Bridge 234 – housebuilder Bellway Homes gained planning permission to build 373 homes on surrounding land as an extension to the 21st-century Elsea Park estate. However, none of those homes were earmarked for the bridge site, and on September 16, South Kesteven District Council's planning committee threw out the developer's bid to knock down the classic brick overbridge to create a 'pocket park' for future residence. Bellway has since lodged an appeal to the Planning Inspectorate against that decision.

As reported in issue 288, the Bridge 234 Preservation Society was formed by local historians and conservationists to save it and stop a



Say it with flowers in oil: Maggie Porter's vision of how a restored Bridge 234 in a landscaped park could link the 'old' Bourne and its new estates to the south.

significant piece of the town's history from being lost forever. They want to form a charitable trust to maintain it as part of the proposed recreation area.

After the developers stripped 25 acres of vegetation from the site last autumn, Bridge 234 now stands all alone, surrounded by safety fences, in the middle of a huge construction site.

The use last year of high technology to explore beneath the surface of town centre's Wellhead park found that Bourne's long-lost medieval castle was far bigger than anyone in modern times had suspected, and now a growing number of local people are determined that other monuments

to the town's past should not be similarly airbrushed from history.

Lend your support

There was, however, no such airbrushing by Maggie – but rather her accomplished skilled use of traditional oils on canvas, to show how she was inspired by the society's vision of the bridge being saved as a landmark feature of the proposed park, surrounded by flower beds and trees, for the enjoyment and education of many future generations.

→ To join the preservation society free of charge and without obligation, email savebridge234@gmail.com. Maggie welcomes commissions and can be contacted at maggie.porter411@btinternet.com

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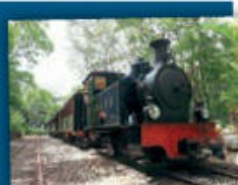
Issue 291 out Mar 18

We report on winning entries in the Young Railway Photographer of the Year contest being unveiled at the National Railway Museum in York.

PLUS

OFF TO BARBADOS!

The world's newest heritage passenger railway has been set up on a Caribbean island – using historic locomotives and stock which have been bought from England.



PRE-ORDER ISSUE 291

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GREAT NORTHERN RAILWAYANA AUCTIONS

THE PREMIER AUCTION HOUSE

OUR AUCTION IS IMMINENT AND WE WILL BE TAKING BIDS AS SOON AS YOU SEE THE CATALOGUE ONLINE.

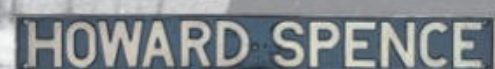
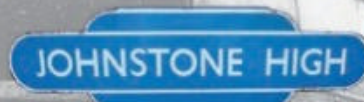
**OUR MAIN AUCTION WILL BE HELD ONLINE FROM
MARCH 14TH 2022 - MARCH 22ND 2022.**

LOTS WILL BE STAGGERED AT THE END OF THE AUCTION, SAT 19TH, MON 21ST, TUES 22ND. (ALPHA SALE WILL CONCLUDE ON THE 2ND APRIL 2022.)

This will be an online auction only. You can place your bids via email, telephone or by post. You can bid with ease and at your leisure. The auction will be conducted via our website - current leading bids will appear on the right side of the catalogue items on the main auction.

All information on how to bid will be explained on our website or call anytime on David 0161 209 6524 / 07802 553880 or Rebecca 07802 553881.

BELOW IS AN EXAMPLE OF ITEMS FOR SALE IN THIS AUCTION



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Rail Holidays of the World

Explore Closer to Home – UK Rail Tours 2022

Ffestiniog & Welsh Highland Railways - Behind the Scenes ~ Departs 22 April & 14 October 2022 - 5 Days from £840pp

Discover parts of the Ffestiniog and Welsh Highland Railways not normally seen by the average passenger and learn about the history and importance of these railways.

- Unique behind the scenes access of the Ffestiniog & Welsh Highland Railways
- Steam Hauled Private Charter
- Footplate ride on a section of the line
- Guided tours and insights from active staff and volunteers
- History tour of Caernarfon
- Three course farewell evening meal on last night



Wales - Steam, Castles & Slate ~ Departs 11 May 2022 - 10 Days from £1,990pp

Explore North Wales using its many narrow gauge steam railways and soak up the history and culture with visits to castles, slate mines and even a brewery!

- Walking tour of Chester
- Criccieth, Penrhyn, Caernarfon & Conwy Castles
- Time to explore Betws-y-Coed, Bala, Criccieth, Beddgelert, Llandudno
- Great Orme Bronze Age & Llechwedd Slate Mines
- Pant Du Vineyard & Purple Moose brewery tours
- Four heritage steam railways
- Rail journey to the summit of Snowdon (weather permitting)
- Story of slate from mining to shipping finished products around the world
- Relaxing cruises on River Dee and Llangollen Canal

Northern Ireland ~

Departs 29 June 2022 - 6 Days from £805pp

Meet in Belfast to begin this 6-day rail holiday which explores the railways of Northern Ireland. As well as riding railways large and small we visit iconic landmarks and tourist hotspots.

- Ride the Bushmills and Giant Causeway, Peatlands Park, Downpatrick and Delamont Railways
- Visit the Whitehead and Foyle Railway Museums
- Excursion to the Giants Causeway and the Flame Gasworks Museum
- Guided tour of Bushmills Distillery
- Rail travel between Belfast and Larne and Belfast and Derry/Londonderry
- Executive coach for road transfers

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Scotland in the Summer ~

Departs 23 June 2022 - 11 Days from £1,925pp

A mix of spectacular rail travel, ancient sites and stunning scenery blend together to create a memorable holiday that showcases the best of the Scottish Highlands.

- Return journey on the Jacobite steam train
- Strathspey Steam Railway
- Full day tour of the Orkney 'mainland'
- Time to explore Edinburgh, Inverness, Thurso and Glasgow

The Western Isles of Scotland ~

Departs 1 September 2022 - 14 Days from £3,075pp

Travel to the Outer Hebrides by train and head eastwards to the beautiful Isle of Skye. We combine iconic rail journeys with visits to some of Scotland's cultural jewels.

- Explore some of Scotland's iconic historical sites
- Stays on the rugged Isle of Harris and the magical Isle of Skye
- Visits to the inspirational Abbotsford House, Melrose Abbey and Rosslyn Chapel
- Travel along Scotland's most famous main lines
- Return steam journeys on the Jacobite & Strathspey Railway
- Talisker Whisky tour and tasting
- Travel by private coach to visit places that are not easily reached by public transport
- Time to explore Edinburgh and Glasgow



Wales: From North to South ~

Departs 15 September 2022 - 13 Days from £2,185pp

From Snowdonia National Park in the north to the nation's capital city in the south, this tour will take you on a journey of discovery through this scenic country, visiting historic castles and riding famous narrow gauge railways along the way.

- Journey on many of the 'Great Little Trains of Wales'
- Explore some of Wales' iconic castles - Powis, Caerphilly and Cardiff
- Time to enjoy the pretty seaside town of Aberystwyth
- Visit the National Slate Museum, Big Pit National Coal Museum and St Fagans
- Aqueduct Cruise through a UNESCO World Heritage Site
- Rail journey to the summit of Snowdon (weather permitting)

Guidelines in Place so you can Travel with Confidence

Full Refunds Given if we Cancel Tours due to COVID

Ffestiniog Travel



Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways every booking helps preserve the railways.