

**FIRST STEAMING OF BRITAIN'S NEWEST LOCOMOTIVE**

ISSUE 291 March 18 – April 14, 2022

# HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

**DARLINGTON'S DOUBLE CELEBRATION**

## MAKING HISTORY

**WORK STARTS ON £35 MILLION  
RAILWAY HERITAGE QUARTER  
NEW P2 TURNS WHEELS  
FOR FIRST TIME**



**EAST LANCASHIRE GALA  
STUNNING SUCCESS**

■ A4 SIR NIGEL GRESLEY FOR SEVERN VALLEY AND NORTH YORKSHIRE MOORS GALAS  
■ TOP NATIONAL AWARD MARKS TALYLLYN'S 70 YEARS OF EXCELLENCE ■ STATFOLD BARN  
LOCOS MOVE IN BARBADOS ■ BRITAIN'S FINEST YOUNG PHOTOGRAPHERS ARE NAMED



# SELL YOUR PRE-OWNED LOCOS & ROLLING STOCK FOR CASH

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

GET A **FREE**  
**VALUATION**  
ON YOUR  
COLLECTION



We purchase a wide variety of brands, including:



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

[www.HattonsModelMoney.com/quiz](http://www.HattonsModelMoney.com/quiz)



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



### List

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



### Offer

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



### Send

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



### Pay

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

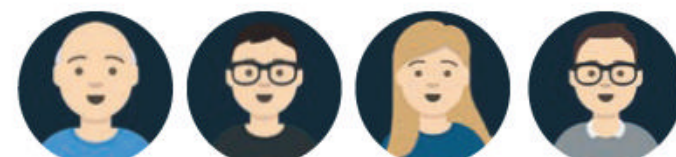
**Call us on: 0151 305 1755**

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

**Email us at: [preowned@hattons.co.uk](mailto:preowned@hattons.co.uk)**

**17 Montague Road, Widnes, WA8 8FZ**

Get in touch with our friendly team...



Find out more at [www.hattonsmodelmoney.com](http://www.hattonsmodelmoney.com)



**GWR 2-6-2T No. 5553** departs Darley Dale with a photographic charter on March 5. No. 5553 is owned by The Waterman Heritage Trust and it was the last steam locomotive to leave Woodham Bros scrapyards in Barry. Restored to service in 2021, its first revenue-earning service following its latest overhaul was on Santa trains. Martin Creese's 30742 Charters was the first to organise a charter with a freight in the morning and passenger in the afternoon. The locomotive is now likely to see regular service. **JOHN TITLOW**



# It's over to us now!

**W**HAT *Flying Scotsman* was to the 20th century, new-build A1 No. 60163 *Tornado* has been to the 21st. Since its official launch in 2009, it has been a crowd-puller wherever it goes, on one run hitting a new heritage-era record of 101mph – a brilliant ambassador for the sector.

Now, as a demonstration of heritage technological engineering excellence to invited guests at Darlington Locomotive Works showed on February 25, even its magnificence could be eclipsed by its builder.

The demonstration – ‘wow factor’ was not the phrase – saw all eight coupled driving wheels of Gresley P2 2-8-2 No. 2007 *Prince of Wales* turn for public gaze for the first time. Not only that, but its all-new boiler should be with us later this year.

No. 2007 is the seventh member of its otherwise long-extinct class, which in their day were the most powerful express passenger locomotives in Britain.

Provided The A1 Steam Locomotive Trust can raise £1.5 million over the next two years, a new legend will be born, without a doubt.

Plans for major celebrations in 2025 to mark the bicentenary of the Stockton & Darlington Railway, the world's first public steam-hauled line, are now gaining momentum by the month. As reported in Headline News, the first turf of Darlington's showpiece £35 million Railway Heritage Quarter has been cut.

S&D 200 will attract visitors from around the globe, the face of which was irreversibly changed by Britain's transport technology two centuries ago. No doubt both *Flying Scotsman* and *Tornado* will be there, but while the event will show the world what

Britain did, the appearance of *Prince of Wales* will demonstrate what we can still do now – and excel at it.

The new P2 is, by itself, all set to make a sizeable impact on the UK tourist market, with the prospect of numerous sell-out tours and people turning out in force to glimpse it, maybe for years to come.

In terms of mass appeal, parallels with the fabled US ‘Big Boys’ will almost certainly be drawn by headline writers.

The Talylllyn Railway, which started the volunteer-led rail revival movement, has just been awarded the Heritage Railway Association's Peter Manisty Award for Excellence 2022 – could any of its visionaries back in 1951 have, in their wildest dreams, believed that one day it would be possible for the sector to build a new P2?

The A1 Steam Trust has long since set a benchmark for innovative and successful public fundraising. It needs us now more than ever, if the P2 completion target is to be met.

Let's again show that Britain can proudly reach a new pinnacle – and dip into our pockets to make it happen. Contributions can be made from as little as £2.50 a week, or one-off donations will be readily accepted. Turn to page 9 to find out how we can all help make what was once considered a ‘mission impossible’ daydream happen – and soon! In this issue we publish the list of winners of the Young Railway Photographer of the Year 2022 contest. As we know, the steam age provided countless inspiration for young lineside cameraman to record their classic images – and I have no doubt that No. 2007 will do the same for many future generations, reinforcing the relevance of our movement and its long-term betterment.

**Robin Jones** Editor

## EDITORIAL

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

## ADVERTISING

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

## CUSTOMER SERVICES

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

## DISTRIBUTION & PRINTING

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

## MORTONS MEDIA GROUP LTD

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

## ARCHIVE

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

## SUBSCRIPTION

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

## EDITORIAL CONTRIBUTIONS

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

© Mortons Media Group Ltd.

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

ISSN No 1466-3560

## Published

Every four weeks on a Friday.  
**Advertising deadline**  
March 30, 2022  
**Next issue on sale**  
April 14, 2022

**MORTONS**  
MEDIA GROUP LTD  
Independent publishers  
since 1885

**Just ask!**  
Having trouble finding a  
copy of this magazine?

**recycle**  
When you have finished with  
this magazine please recycle it.



## ISSUE 291

March 18, 2022 – April 14, 2022

### News



9

#### Headline News

6

- Work starts on Darlington's £35m Railway Heritage Quarter
- New P2's eight coupled wheels turn for first time.
- Talylyn scoops top Heritage Railway Association award
- Lines which have axed wartime events following Ukraine invasion
- Southwold's *Blyth* first steaming



11

#### News

10

- *Sir Nigel Gresley* to appear in Severn Valley spring steam gala
- East Lancashire cuts down on steam to save coal
- Worth Valley Railway stages first standard gauge bio-coal trials
- Cambrian Heritage Railways to open extension on April 1
- West Somerset gets approval to run 'heavy' locomotive
- Tribute to Peak Rail managing director Jackie Statham
- National Collection Class 37 to move to Great Central
- IOWSR Wootton goods shed plan



58

#### Main Line News

56

- 'No change for *Flying Scotsman* appearance' say NRM as A3 prepared for 2023 centenary
- Hastings railtour to Mid-Hants
- *Britannia* returns to the main line
- 'Hoovers' to Devon tour sells out

#### With Full Regulator

64

Don Benn looks at No. 34067 *Tangmere* double-heading with Jubilees, plus Stage Three of the return to steam in 1971

### Regulars

#### Subscribe Today

30



54

#### Centre

54

Is this the first time that a Royal Scot 4-6-0 has featured on a parcels/freight consist in preservation?

ANDREW DENNISON

#### Main Line Itinerary

62

Steam and heritage diesel railtours

#### Railwayana

70

Geoff Courtney's regular column

#### Platform

96

Where your views matter most

#### Up & Running

98

Our guide to railways running in the spring

#### Next Stop

106

### Features

#### Royal Scot in Bury 'first' – double triumph as £12m Buckley Wells depot plans approved

The East Lancashire Railway has excellent reasons for celebrating a landmark February, when, following Bury Council's green light for plans to develop Buckley Wells into a centre of excellence, sunshine and superb weather made its three-day steam gala headlined by LMS 4-6-0 No. 461000 *Royal Scot* a stunning success, writes Robin Jones.



74



50

#### Britain's top young railway photographers named!

Robin Jones reports on the announcement of the winners of the first-ever Young Railway Photographer of the Year competition, with winners and other entries featuring in a landmark 288-page presentation volume.





**CONTENTS:** Under a stunning sky at sunset, LMS Jubilee 4-6-0 No. 45699 *Galatea*, masquerading as No. 45627 *Sierra Leone*, races across Whalley Viaduct with the Railway Touring Company's late-running 'The Winter Cumbrian Mountain Express' on February 26. *Galatea's* boiler ticket has now expired. MIKE HEATH  
**COVER:** A3 Pacific No. 60103 *Flying Scotsman* passes Stonehouse at sunset heading the 1236 Worcester Shrub Hill to Paddington return leg of the Railway Touring Company's 'The Cotswold Venturer' on March 5. R KELSEY



76

### Cranes, boats and trains at Bristol Harbour Railway 150th anniversary

Where else can you drive a steam locomotive, and then climb into a historic dock crane and drive that too? John Titlow reports from M Shed and the Bristol Harbour Railway as the line enters its 150th year.



82

### Worth Valley magic that will never die...

More than 50 years after the release of the hit EMI movie *The Railway Children*, and ahead of the release of the eagerly anticipated sequel on July 15, Sally Clifford takes us back to Oakworth on the KWVR, where it all began...

## Models



### Model News 94

GWR 4575 small prairie No. 5526 and Double Fairlie *Merddin Emrys* are among the latest Bachmann release highlights, while Rapido Trains announces the Highland Railway 'Jones Goods' will join its range.



## SUBSCRIBE FROM JUST £45\*

\*THAT'S JUST £3.46 AN ISSUE IF YOU PAY BY DIRECT DEBIT EVERY 12 MONTHS

See page 30



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



Like us facebook.com/heritagerrailway



Follow us @HeritageRailMag



Connect with us heritage-railway-magazine

### Steam from Statfold Barn in the sunny Caribbean!

Martin Ward explains how a chance remark by a visitor at a Barbados tourist attraction gave birth to a US \$5 million project that has revived steam traction on the Caribbean island – with rolling stock acquired from Britain's Statfold Barn Railway.



88



# Railway Heritage Quarter: Work starts on new Darlington world stage

By Robin Jones

WORK has begun on the construction of Darlington's £35 million Railway Heritage Quarter, which will become a major magnet for international visitors as the centrepiece of the Stockton & Darlington Railway bicentennial celebrations in 2025.

On March 3, Darlington Borough Council leader Coun Heather Scott cut the first turf to mark the start of construction of the project in the North Road area, in what is viewed as a key ingredient in the economic growth of the town through heritage and culture. The project is being supported by £20 million of funding from the Tees Valley Mayor and Combined Authority.

Six days earlier, more railway history was made in the town when the wheels of new-build Gresley P2 2-8-2 No. 2007 *Prince of Wales* – the seventh member of the most powerful express passenger main line locomotive ever to run in the UK – were turned for the first time in front of an invited audience at The A1 Steam Locomotive Trust's Hopetown carriage works base (see separate story).

## 'Landmark moment'

Coun Scott said: "This is an absolutely momentous day for us here in Darlington. It's a once-in-a-lifetime opportunity to relaunch Darlington as the birthplace of the railways, the town that financially supported the initial idea of the passenger railway.

"It has taken a great deal of time, passion, energy, and ingenuity to reach this stage of the project and it is with a great deal of pride that I cut the first turf and set the Railway Heritage Quarter on track for completion in time for the bi-centenary celebrations."

Niall Hammond, chairman of The Friends of the Stockton & Darlington Railway, said: "This is a landmark moment recognising the considerable work and efforts of all those working towards 2025.

"In the S&DR and our railways, we've inherited an internationally important legacy from the past, one on which to build a better future



**Above: Darlington Borough Council leader Coun Heather Scott cuts the first turf of the Railway Heritage Quarter which, it is hoped, will elevate Darlington to the world stage. DBC**

**Above Left: The Head of Steam Museum in the former North Road station buildings. PAUL BICKERDYKE**

**Left: As seen in this artist's impression, the 1833-built Stockton & Darlington Railway goods shed will be the gateway to the new Railway Heritage Quarter. DBC**

for our economic prosperity, the education and inspiration of our children, and the community pride in a better built environment in which to live, work and play."

Tees Valley Mayor Ben Houchen said: "It is fantastic to hear that we've got spades in the ground and can officially launch the start of building works on the Darlington Railway Heritage Quarter. This top-quality scheme will include attractions never seen before in our region.

"This ambitious attraction will tell the story of how we helped shape the world through our rail heritage and innovation for generations to come. What's more, it'll do so while boosting tourism to support our brilliant local businesses, putting more money in people's pockets."

Coun Andy Keir, Darlington Council's cabinet member for local services, said: "Alongside celebrating our fantastic and unique place in the history of rail travel, the Railway Heritage Quarter will breathe fresh

life into an area that was once at the forefront of world rail engineering."

A new main entrance to the site will comprise the 1833-built S&D good shed currently being used by the Darlington Railway Preservation Society. It will also feature a café and shop.

## Time travel

The nearby Head of Steam museum, occupying the former North Road station, will be the quarter's main museum experience and will focus on the story of the S&D.

A free theme park-style trip through time will feature holograms of trains coming in and out and busts of rail pioneers George Stephenson and Edward Pease talking to each other, and "a mirror where visitors will see themselves transported on to a Victorian station," the council said.

The Head of Steam is to close in December for 18 months for work to take place. Essential improvements on several significant

historic buildings on the site will be undertaken, linking them together to create a cluster of attractions including nearby Grade I-listed Skerne Bridge, the oldest working railway bridge in the world.

The quarter will also have a themed play area and car park.

Tree clearing has already started. Work is now to begin on restoring the 1861 NER engine shed at the Whessoe Road end of the site and the construction of a new purpose-built two-road shed on the north side of the Darlington Bishop Auckland branch for the A1 Trust.

The Hopetown carriage works, which was built in 1853, will then be restored and turned into a study and exhibition centre. Early steam locomotives are to be displayed there during the bicentenary.

The grass on the wrecker's yard is to become a show field where a revived Darlington Show will be held, along with events like the traditional railwaymen's carnival.

## Swanage Railway Trust's T3 tender appeal is nearly there, but not quite...

THE Swanage Railway Trust was just £500 away from its £25,000 target to restore LSWR Adams T3 4-4-0 No. 563 – but an additional £175,000 is needed to complete the overhaul of the engine.

On March 3, the tank was craned off its chassis, ready to be moved into to the line's heavy engineering facility at Herston Works. It is possibly the first time the tank has been separate since the T3 was built

in 1893. The T3 is being restored at the Flour Mill workshop at Bream in the Forest of Dean, where attention is currently focused on the boiler and establishing how to fix the crown sling hanger arrangements

to the top of the outer firebox.

➔ To donate to the overhaul appeal, email [finance@swanagerailway.co.uk](mailto:finance@swanagerailway.co.uk) or write to: Swanage Railway Trust Finance Department, Station House, Swanage, Dorset BH19 1HB.



# Wartime events removed from diaries following Russia's Ukraine invasion

By Owen Hayward and Robin Jones

THREE heritage lines have announced their intention to remove war-themed events from their 2022 calendars following the Russian invasion of Ukraine.

The Gloucestershire Warwickshire Railway's April 23/24 War in the Cotswolds weekend has been axed.

The GWR announced in a statement that "the board are unanimously of the view that we should cancel the event this year" as it is intended "to be a joyful weekend and that conflicts deeply with what we now see happening." The weekend has now reverted to standard operating days, while the line's School Evacuation days have also been "suspended until the middle of the year, or until the situation in Ukraine settles down."

The Mid-Hants Railway's annual 1940s War on the Line event has also been dropped until further notice.

A MHR statement said: "We appreciate that this will be disappointing to many. However, we strongly believe that this is the right thing to do for the railway and to continue with these events at the present time would be morally wrong."

Following suit, the Bristol Harbour Railway has cancelled its April 9/10 1940s event. The Severn Valley Railway was also reviewing its Step Back to the Forties weekends planned

for June and July, with head of marketing Lesley Carr stating: "We know that many people are looking forward to these popular weekends, for which many of our volunteers have already put in a great deal of work and organisation. We're asking everyone to bear with us as we work towards finding a way forward."

Elsewhere, the National Railway Museum has cancelled a forthcoming exhibition upcoming about the Trans-Siberian Railway.

## Medal returned

The exhibition would have seen priceless artefacts brought to York from Russia, including items from the Moscow Kremlin Museums, the State Archives of the Russian Federation, Russian State Library, the State Hermitage Museum, and the Central Museum of Railway Transport in St Petersburg.

A smaller display would also have gone on show at the Science Museum in London. Both exhibitions were postponed already because of the pandemic.

Science Museum group director Sir Ian Blatchford said: "In light of distressing events in Ukraine, we have decided not to proceed with our upcoming exhibition, Trans-Siberian: The World's Longest Railway."

Sir Ian has also decided to hand back his Pushkin Medal, the Russian cultural decoration received in 2015 for his work on an earlier exhibition.



The new *Blyth* in steam for the first time on March 7.  
DAVID HUMHPREYS/NBRES

## Britain's newest new-build loco replica steams for the first time

BRITAIN'S newest new-build steam locomotive – replica Sharp Stewart Southwold Railway 3ft gauge 2-4-0T No. 3 *Blyth* – was steamed for the first time on March 7.

The £300,000 locomotive is the latest to emerge from the production line at North Bay Railway Engineering Services at Darlington.

The original No. 3 *Blyth* was one of three supplied to the legendary Suffolk railway when it opened in 1879 but was the only original locomotive that

was in service throughout the line's entire 50-year lifespan until it ceased operations in 1929, when it nearly became the world's first heritage railway, more than two decades before the Talylllyn.

The historic first steaming took place at a haulage yard on the outskirts of Darlington, prior to minor adjustments and a visit from the boiler inspector on March 9 – after which, it was set for delivery to the Southwold Railway in the coming days.

## Talylllyn Railway takes top national award to honour 70 years of excellence

THE Talylllyn Railway has scooped the Heritage Railway Association's top Peter Manisty Award for Excellence 2022.

The award is made occasionally by the HRA main board for an outstanding contribution to railway preservation and is only given to projects of the highest quality.

It honours the line's first 70 years of preservation since it became the world's first volunteer-led operational heritage railway under the guidance of transport historian Tom Rolt in 1951.

It was set to be presented at the HRA's annual awards dinner at the Burlington Hotel in Birmingham city centre on Saturday, March 19, for which railway historian and TV presenter Tim Dunn was booked as guest speaker.

Delighted TR general manager Stuart Williams said: "The award is testament both to the original

volunteers who had the vision to rescue the railway from certain closure and to the countless volunteers who have worked over the years to develop and preserve it. Tom Rolt and his protagonists surely would be delighted to know that the preservation movement they began would blossom into the heritage railway movement we all enjoy today."

## Half term happiness

Captain Peter Manisty was a leading figure in the creation of the Bluebell Railway and took over as chairman of the fledgling Railway Preservation Association, turning it into the Association of Railway Preservation Societies, which later became the HRA.

Meanwhile, the TR began its new running season with its busiest-ever February half term, exceeding the pre-pandemic 2020 half term passenger numbers by more than

50%. Daily steam train services restart on April 2 and continue until November 6.

As previously reported, the railway is also introducing some special trains to celebrate the Northwest Wales slate landscape becoming part of a UNESCO World Heritage Site last year. The 'Quarryman' and 'Pioneer' trains will run during May, June, and September, offering passengers a guided trip of the line as well as behind-the-scenes tours of the railway and the rich history of the area.

Stuart said: "We had to shut our intermediate stations and restrict travel during Covid, but all restrictions are now removed other than mask-wearing in public transport areas."

"We still offer visitors the ability to book a compartment if they feel they wish to travel in their own private space for the trip."



Talylllyn Railway general manager Stuart Williams. TR

→ The winners of the HRA awards for 2022 will be announced both at [www.heritagerrailway.co.uk](http://www.heritagerrailway.co.uk) and in our next issue.



# Gresley P2's coupled wheels are turned for the first time

## Now trust needs to raise £1.5 million to complete No. 2007

By Graeme Pickering and Robin Jones

A MAJOR new pinnacle of the heritage sector was reached at Darlington Locomotive Works at noon on February 25, when the eight coupled wheels of new Gresley P2 2-8-2 No. 2007 *Prince of Wales* were turned for the first time in front of an invited audience.

The A1 Steam Locomotive Trust says it requires additional donations of about £1.5 million to ensure that No.2007 is completed and operational in time for the 2025 Stockton & Darlington Railway bicentenary celebrations.

Following the completion of A1 Peppercorn Pacific No. 60163 *Tornado* in 2008, in December 2010 the trust announced its intention to conduct a feasibility study into building a seventh P2, the most frequently requested 'missing' locomotive from the UK heritage fleet. The project was launched in 2013 through the trust's subsidiary, the P2 Steam Locomotive Company.

As reported in issue 290, on February 1 an earlier landmark was passed when both sets of coupling rods were fitted for the first time, ready for testing on the rotator. Brake gear was also fitted.

The rotator was then placed to turn the second pair of driving wheels, with the rods keeping all eight in unison. Following these initial engineering tests, members

of the railway press were invited to visit the works to celebrate this milestone.

Speaking following the first rotation of the coupled wheels, P2 director of engineering David Elliott said he expected the total cost of construction to be about £6 million, of which more than £4 million has so far been raised.

"When we started, we said we could build it in seven years from an engineering point of view. At the time, we estimated around £5 million, but of course we've had a bit of inflation since then," he said. "That required us to be raising money at the rate of £700,000 a year. In practice, we've been averaging a bit over £500,000 a year. That means that if we want to finish it by the end of next year, we need to have raised an average of £750,000 this year and the same next year."

The bulk of the money has come from regular donors and subscribers raising funds for specific parts of the locomotive. The cylinders, boiler, tender, injectors, and motion have all been the subjects of dedicated appeals. By its very nature, income

from the latter tends to fluctuate, and David said that the Covid-19 pandemic has also led to fewer opportunities to show off progress to members of the public who may be inspired to make a donation.

However, he remains upbeat that the target can be reached on time. "If we go back and look at

*Tornado*, I think we probably raised almost half of the money to build it in the last three to four years." He attributed that to visitors being able to see major progress for themselves: "Unfortunately, apart from Covid, we're in the

process of fitting pipework and conduit work for electrics, which is essential, quite expensive, very time-consuming, and beautifully-made, but you can't get people to sponsor this stuff. They want to sponsor a wheel or a coupling rod or something like that."

With *Prince of Wales*, the project team has worked on ways to overcome several weaknesses in the original P2 design. Completion by the end of 2023 is viewed as particularly important to allow sufficient time for the thorough

testing of the locomotive's poppet valve gear. "Theoretically, this should give us better performance because we can fine tune it to a much better extent than we can with piston valves," said David.

"One of the reasons that we need this significantly longer time on testing this engine compared with *Tornado*, which we effectively built straight off the original drawings, is that this valve system has got to be developed.

"We've done a lot of modelling with the computer, but come the day there is no substitute for actually chuffing it up and down and finding out how well it is working and subtle adjustments here and there to optimise it. For that reason, we are reckoning on at least eight months of testing with this before it goes onto the main line."

No. 2007 is destined to be the recipient of the first of two new boilers being fabricated for the A1SLT at Deutsche Bahn's steam locomotive works in Meiningen. Now expected to be completed in the autumn after manufacturing was delayed by the pandemic, the boiler was due for use on *Tornado*, which is currently undergoing a full overhaul at Locomotive Maintenance Services (LMS) in Loughborough, utilising LMS and A1 Trust staff, with the aim of having it back on the main line in July.

**"We have faith in our existing supporters to continue investing in this amazing project and hope that many new people will recognise the significance of this ground-breaking new-build construction and come on board."**

## A warm welcome aboard to Owen!

HERITAGE Railway is delighted to welcome on board new staff writer Owen Hayward.

Owen writes: "I've always been fascinated primarily by steam locomotives; indeed, on every family holiday I can remember from my youth, I would constantly be asking 'when are we visiting a steam train?' It probably drove my parents mad.

"Fast-forward to 2011 and I joined up with the Epping Ongar Railway Volunteer Society, my closest heritage line, starting off working with the carriage and wagons team before the line reopened. Since then, I've also been a porter, dealt with the website and social media, and started out as a cleaner in the steam department.

"In more recent years I have branched out to other railways, working on the overhaul of the 'lost' Hunslet No.1589 *Newstead* at the Spa Valley Railway,

with the wagon group on the Mid-Hants Railway, and the latest addition to the portfolio, the Tallylyn Railway, where I have started as a trainee guard and locomotive cleaner.

"I'm a supporter of freight trains; some call me mad for it, but I own a grampus (based at the EOR) and the sole-surviving complete ventilated meat van (at the MHR), the latter being in the final stages of restoration.

"Journalism was a crucial part of my college studies, which led to me taking over the quarterly publication for the EORVS for five years, as well as doing some publicity materials for groups such as the Holden F5 Steam Locomotive Trust, but this is my first step into the industry for a career.

"I am excited to be working for such a prestigious title and with a highly experienced and knowledgeable team."



Owen with his Wickham trolley DB966033 at North Weald on the Epping Ongar Railway on March 6.



Its livery will be changed to apple green with 'BRITISH RAILWAYS' on the tender. *Tornado's* current boiler has also been sent to Germany for servicing, from where it is expected to return in the spring, while the second new boiler will serve as a spare for potential use on either locomotive as the need arises, and, in the first instance, on No. 60163.

*Tornado's* tender wheelsets have been sent to South Devon Railway Engineering – the driving wheels will follow – where new tyres will be fitted, while the tender frames have been stripped with pipework and corroded conduit removed prior to shot-blasting and reassembly.

Regarding the boilers, the A1 Trust has taken this new course of action because German industry has been impacted by the pandemic, causing a eight-month delay in the construction of the two new boilers.

Chairman Steve Davies MBE said: "While our wonderful supporters' commitment to this project has been breath-taking, events have conspired against our ability to accelerate fundraising for the P2. Recognising the challenging economic situation, it is clear that we will have to work hard to raise the funds required to complete the locomotive in time for its central role at S&DR 200 in 2025.

"We have faith in our supporters to continue investing in this amazing project and hope that many new people will recognise the significance of this ground-breaking new-build construction and come on board."

Meanwhile, open days at Darlington Locomotive Works have returned to their traditional open-house format on the first and third Saturdays of the month, from 11am with last entry at 4pm, allowing visitors to inspect the latest progress on the P2.

# How can you support the P2 project?

BY donating as little as £2.50 a week – the equivalent of the price of a pint of beer – on a regular basis, you can become a covenantor, allowing the project team to forecast a regular and reliable income, and careful planning of purchases, engineering and construction. There are other ways to pledge support, specific to different

parts of the locomotive, with clubs set up to raise finance for each. These include The Cylinder Manufacturing Club; The Boiler Club; The Tender Club, The P2 Support Coach Appeal; and The Injectors Club – visit [www.p2steam.com](http://www.p2steam.com). Six other clubs have been closed after they reached their targets and components were delivered.

To sponsor a specific component in its entirety, the Dedicated Donation scheme has proved extremely popular. One-off donations are also welcome.

All covenantors, club members, and dedicated donors receive exclusive benefits which are detailed on the website.



**Invited guests watch the coupled wheels of No. 2007 turn. DARLINGTON BOROUGH COUNCIL**



**A still-boilerless No. 2007 *Prince of Wales* at Darlington Locomotive Works on February 25 with coupling rods in place, awaiting wheel testing on the rotator, seen to the left. GRAEME PICKERING**

## Six new-build projects form the main line group

THE P2 Steam Locomotive Company, via parent body The A1 Steam Locomotive Trust, is one of six major new-build groups that have formed a new organisation with the common objective of delivering their locomotives for UK main line running.

The Main Line Steam Builders Group has been formed to pool its individual project experiences, the principal focus being meeting risk management requirements and

network compatibility. The other founder members are the B17 Steam locomotive Trust, Class G5 Locomotive Company, the General Steam Navigation Locomotive Restoration Society, LMS-Patriot Project, and the Standard Steam Locomotive Company, builder of No. 72010 *Hengist*. An inaugural meeting was held on January 26 at the Sheffield premises of CTL Seal Ltd, now home of to the B17 and

*Hengist* projects. With guidance from P2's Graham Nicholas, the Railway Safety Standards Board, and Ricardo Certification Ltd, the group studied the evolution of rail industry certification requirements, before working together on a hazard identification exercise for heritage steam locomotive design and manufacture/restoration. A forward work programme has been agreed for the group.



**Fresh from its appearance at the East Lancashire Railway's hugely successful steam gala (see pages 50-51) LMS 4-6-0 No. 46100 *Royal Scot* approaches Oakworth station with the 'Thames-Clyde Express' during a 30742 events photographic charter on the Keighley & Worth Valley Railway on March 7, ahead of its appearance in the line's March 11-13 Steam Extravaganza. JACK BOSKETT**



## IN BRIEF

**Dean Forest mourns 'influential' Roger Phelps**

ROGER Phelps, one of the founder members of the Dean Forest Railway, died at the end of January.

Hailed as one of the line's 'most influential characters', Roger, 74, had been involved in numerous roles, including the appointment of the general manager.

A Network Rail manager, on retirement he became the DFR's signalling inspector, as well as a signalling and telegraph technician, steam driver, and permanent way engineer.

His funeral was held on March 3. "We will miss him greatly," said a DFR spokesman.

**Moorsline experiences on offer for the 2022 season**

THE North Yorkshire Moors Railway is offering a variety of experiences for the 2022 season, including its popular one-day photography workshops, Pullman dining experiences and behind-the-scenes Grosmont engine shed tours.

The photography workshops are led by professional photographer John Potter on dates between June and October. Suitable for all skills and experience levels, they cost £195 per person. This includes light refreshments and tickets to travel on the line and visiting key locations while photographing trains, stations, people and landscapes. The engine shed tours will also provide opportunities for photography. They take place every Friday afternoon from April 8 to October 28 at 1.30pm for a minimum of two hours. Adult tours are £15 and the cost for children aged 10 to 15 is £7.50.

The Pullman dining services also run from April to October

For details on how to book your place on these experiences or for daily service tickets, visit [www.nymr.co.uk](http://www.nymr.co.uk)

**Your opportunity to drive a freight train at Wansford**

THE Nene Valley Railway Wagon Group has announced the dates for its popular freight driving courses for 2022.

The first of the four courses will on be Friday, April 22 and will utilise one of the line's Class 14s as motive power. The second is Friday, June 17, with the intention of using Battle of Britain 4-6-2 No. 34081 92 Squadron. A separate evening photographic charter is also planned for this date.

Two further dates of Fridays August 12 and October 14 have also been confirmed. Tickets will be available on the NVR website.



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



Follow us @HeritageRailMag

# Locomotion No.1 under a world expert's lens

By Robin Jones

AN archaeological investigation has begun of *Locomotion No. 1*, which in 1825 headed the inaugural train on the Stockton & Darlington Railway, the world's first public steam-hauled line.

The project, led by Dr Michael Bailey, a world expert in early railways, and his colleague Peter Davidson, will seek to deepen public understanding of *No. 1* by finding evidence to date its components and uncover how much of the engine preserved today has survived from the original locomotive that was constructed in 1825.

Dr Bailey has previously carried out numerous similar investigations on locomotives such as Stephenson's *Rocket*, the *Hetton Lyon*, and *Killingworth Billy*, and has both proved and disproved long-standing theories and stories associated with them through his investigations.

However, this is the first time that such a project has been attempted on *No. 1*, which is currently housed in the Locomotion museum in Shildon, after a deal was agreed between the National Railway Museum and Head of Steam in Darlington to relocate the engine last year.

Speaking ahead of the project, Dr Bailey said: "*Locomotion No. 1* was the first locomotive to be preserved out of sentiment and as a result shows that there was some understanding that the railway industry had been very successful, despite it only being 1857. Ever since, it has been on display in Darlington in various locations.



Dr Michael Bailey and Peter Davidson with Locomotion No.1. NRM

"However, what is not clear about the engine is how much of what we look at today has survived since the day it was made and how much has been altered.

"We already have a number of theories that have formed, and this investigation provides us with the opportunity to test those theories so that we can help the NRM and Locomotion best inform their visitors about what they come to see."

**Delving into archives**

Dr Bailey and Mr Davidson's investigation will involve a detailed in-person study of the locomotive but also in-depth archival research, with Dr Bailey planning trips to the National Archives in Kew as well as archives in Newcastle, Durham, and Darlington to provide as much factual information as possible. The investigation is estimated

to take between six and eight months, with most of the time being taken up by drawings that will be completed primarily by Peter.

Visitors will still be able to see the 197-year-old locomotive during its investigation at Locomotion. *No. 1* will not be damaged by any physical investigation of it, said an NRM statement.

Locomotion head Dr Sarah Price said: "The investigation is happening during an exciting time for the museum with our Vision 2025 project starting to take shape. Our plans for a new collection building have recently been unveiled and show the planned transformation of our site.

"Celebrations for the bicentenary of the Stockton & Darlington Railway are also around the corner, and *Locomotion No. 1* will form a key part of those."

**Bulleid Merchant Navy Pacific No. 35028 *Clan Line* passed Kensington Olympia during a light test run on March 7. JAMES CORBEN.**





# East Lancashire restricts steam trains because of coal supplies doubts

By Owen Hayward

THE East Lancashire Railway has become the first major heritage line to announce that it is cutting back on using steam locomotives because of the growing uncertainties regarding the supply of coal due to the conflict in Ukraine.

With difficulties in acquiring sufficient coal from suppliers starting to materialise, the decision means that steam locomotives will be rationed to busier days and dining services.

ESR chairman Mike Kelly stated: "Our coal supply for steam operations – like so many others – came from Russia. However, with the Russian invasion of Ukraine, we have urgently reviewed this situation.

"We will use the Russian coal that is already on the ground in the UK, but going forward until this situation is resolved we are seeking alternatives to ensure continuity of services."

All the steam double-header days planned for this year have been cancelled, and a steam and diesel top-and-tail operation planned for all trains running during April 6-8. All other public services will be diesel-only, planned to operate with a locomotive-hauled set and DMU set, with steam exclusive to the Lancastrian Lunch trains in March and most of April. The ongoing situation

will be reviewed monthly and changed accordingly.

As reported last issue, the Ffos-y-Fran mine near Merthyr Tydfil, the UK's last producer of lumped steam coal, stopped supplying the heritage sector on January 28. With economic sanctions effectively ruling out imports of Russian-mined coal supplies, the UK heritage sector looks set for an uncertain operating season, with railways turning to others countries such as Columbia (via Coastal Fuels and Hatfield Energy) and Kazakhstan (via CPL Industries) although, according to the Heritage Railway Association, coal from the former can cost "anywhere between £225 and £270" per tonne against £200 per tonne for the latter.

"Both of these coals have a higher volatiles content and are consequently smokier," the statement added, also emphasising that "the position regarding future imports is fluid at present, as global coal prices are unstable and constantly changing."

HRA chief executive Steve Oates said: "We're in almost constant contact with coal suppliers and members as we all look for ways to resolve these problems. I think there is a real risk of coal shortages in the short term."

→ **Worth Valley stages first standard gauge bio-coal trial:** News, page 15.

## Trust's £20k appeal is launched to help save trolleys and equipment

THE Rail Trolley Trust has launched an appeal to raise £20,000 to enable it to restore, transport and securely store several of its trolleys and equipment in 2022, at both its Chasewater and Tanat Valley railways bases.

The trust encompasses a broad selection of 32 personnel trollies and 21 trailers, along with auxiliary equipment, including trolley turntables, water pumps and steam cleaners also made by Wickham & Co. Ltd. Amid the various types of trolley the trust owns is Type 27 Mk.3 Works No.6857, which was used in the 1966 Braywild film *The Great St Trinian's Train Robbery*, and this is one of the vehicles set to benefit from the appeal.

The latest additions to the collection arrived at Nant Mawr on the Tanat Valley on March 3 in the shape of Permaquip Mk.2 personnel carriers DX68805 *Brian* and DX68806 *Ermintrude*, both built 1986, being transferred from

private ownership by Tom Spence at the Aln Valley Railway.

A full survey will be undertaken to assess their condition and allow a restoration plan to be drawn up, with the immediate short-term plan being to make them watertight and secure.

They have also taken ownership of MOD target trolley No. RTT/767091 from the Orkney Museum in Kirkwall. This design of unmanned vehicle would carry large three-dimensional wooden representations of armoured vehicles intended as target practice for infantry troops being trained in anti-tank gunnery.

Lesmac (Fasteners) Ltd has also donated a quantity of Swift trolley and trailer parts for use on other vehicles in the trust's asset list.

Donations can be made by bank transfer direct to the Rail Trolley Trust's bank account (sort code 30-98-90, account no. 17492768). For more information, visit [www.railtrolleytrust.co.uk](http://www.railtrolleytrust.co.uk)



The Sir Nigel Gresley Locomotive Trust held a members day at Locomotive Services Ltd's works in Crewe on February 12, marking the exact 55th anniversary that A4 No. 60007 was handed over to the group by BR. Members were given the opportunity to take photographs of the A4, seen standing over the inspection pit, and visit the footplate during a guided tour. TREVOR CAMP/SNGLT

## Sir Nigel Gresley for Severn Valley and Moorsline galas

LNER A4 Pacific No. 60007 *Sir Nigel Gresley* will appear at the Severn Valley Railway's April 21-24 spring steam gala and the North Yorkshire Railway's September 22-25 autumn gala/

It will join fellow guests new GWR Saint 4-6-0 No.2999 *Lady of Legend* from Didcot Railway Centre, making a return visit a year after its debut, and LBSCR 'Terrier' 0-6-0T No. 2678 from the Kent & East Sussex Railway, which last ran on the SVR in 2003.

Following its overhaul at York and then Crewe, a successful boiler test in February reset the A4's 10-year boiler certificate. No. 60007 will arrive at the SVR in the near future for running in, and will stay for the gala by agreement with Locomotive Services Ltd and the Sir Nigel Gresley Locomotive Trust.

No. 60007, which celebrates its 85th birthday this year and set a 112mph postwar speed record in May 1959, last visited the SVR in 2009.

The trio will join the home fleet of Ivatt 2MT 2-6-0 No. 43106, GWR 0-6-0ST No. 813, GWR 0-6-0PT No. 7714, WR pannier No. 1501 and RSH Austerity 0-6-0ST No. WD71516 *Welsh Guardsman*.

Following the relaxation of Covid-19 measures, services will run traditionally, with passengers free to hop on and off at all stations: tickets are available at [svr.co.uk](http://svr.co.uk) or by telephoning 01562 757900. Pre-booking cab save against booking office prices.

After the NYMR gala, No. 60007 is likely to stay on for a few weeks to take part in other events.

→ On March 23, the SVR will give National Lottery players the chance for a rare glimpse behind the scenes at Kidderminster carriage and wagon department. All that is needed is a National Lottery ticket or scratchcard: places must be booked in advance by emailing [fundraising@svrtrust.org.uk](mailto:fundraising@svrtrust.org.uk)



Visiting Churchward 4-6-0 No. 2999 *Saint Lady of Legend* leaves Arley cutting on April 16 during the SVR's 2021 spring steam gala. STEVE RICHARDS/SVR



# Green light for West Somerset to run 'heavy' locomotive

By Robin Jones

THE West Somerset Railway has been given a major boost ahead of its March 19 reopening after plc chairman Jonathan Jones-Pratt's WR 0-6-OPT No.9466 was passed for running on the line.

It has previously been considered that No.9466 was too heavy for the axle-loading limit on the line, sections of which have since been repaired an upgraded.

The key analysis of whether the No. 9466 was within the weight capability of the line and its bridges was undertaken by WSR's director of mechanical engineering, Bob Meanley, and Paul Dawkins, the board advisor for infrastructure. Jonathan stood back from all of the discussions.

A key factor looked at in depth was the force of 'hammer blow' delivered by the driving wheels, and they agreed that taking all aspects into account – including the top operating speed of 25mph – the Hawksworth pannier was safe to run.

No.9466, which spent last year on loan to the Ecclesbourne Valley Railway, will now become part of the WSR fleet.

The locomotive was originally used for shunting, pilot work, and local passenger and freight services before being withdrawn in 1964. It

then spent 11 years rusting in Dai Woodham's Barry scrapyard before being bought by the late Dennis Howells MBE and restored to network standard. After his death, it was bought by Jonathan.

Elsewhere, Storm Eunice failed to delay the start of the new WSR season after all four newly-installed barriers at Seaward Way level crossing were badly damaged by the high winds of February 25-26. The crossing lies only a few hundred yards from the seafront, and the winds also blew a very large bow off an adjacent tree.

## Expert repairs

The barriers were repaired in an operation that began on March 1 and were returned to full working order by WSR staff and volunteers.

Two of the barriers were damaged so severely that they needed to be replaced, and they all had to be removed by a rail-mounted crane. The road was briefly closed several times while the operation was carried out.

Barriers to replace the spare ones that were installed have now been ordered.

A WSR spokesman said a detailed assessment of the necessary work had been undertaken soon after the storm, and experienced technical staff from the railway were then



Hawksworth pannier No. 9466, seen in action on the Ecclesbourne Valley Railway, will now join the regular Minehead fleet for the new season. WSR

called in to carry it out. He added: "We appreciate how substantial the unexpected repairs were and the carefully planned and highly-skilled job that was carried out by our team in a very short time.

"Through their professionalism, the railway will be fully open for passenger train operation from March 19.

"We have a special Return to Minehead celebration weekend of events on April 2/3."

This free event at Minehead station will include a wide range of stalls

on the platform, tours round the locomotive shed, the turntable in operation, music, and refreshments. On the Saturday will be the formal reopening of the level crossing, with several special guests and Watchet Town Band.

A regular steam service from Bishops Lydeard through to Minehead, with tickets at standard prices, will run.

Other storm damage on the railway was very limited. One tree fell on the railway at Crowcombe Heathfield station but it was quickly cleared.

## New appointment at Llangollen

THE Llangollen Railway Trust has appointed Tom Taylor as its new manager.

His role will focus on delivering the line's governance and organisational restructure, and he brings with him specialist skills in supporting both the heritage, tourist and charitable sectors.

Spokesman Terry Pickthall said "After such a challenging 2021, there is a real sense of optimism around the railway for 2022 and beyond. We are determined to rebuild our reputation.

"There is a shared goal between volunteers, staff and

management to get the LR back into the top flight of UK heritage railways, where we are all passionate that we should belong.

"We appeal to anyone interested in supporting the railway to consider getting involved, either through donations to the various LR Trust appeals or considering volunteering.

"Whether you're a former volunteer or new to us, you'll find the railway is a different and welcoming place with a renewed sense of purpose."

## Familiar face takes over WSR general manager role

KERRY Noble has been appointed as general manager of the West Somerset Railway with immediate effect.

She will be fully responsible to the board for the operation, commercial success, and development of the railway, and for the management of its staff and volunteers

Prior to joining the railway in 2017, Kerry worked in the tourism and catering industry.

At Minehead, she progressed through the roles of administrator, PA to the general manager, PA to the chairman, and assistant general manager, supported the board in steering the railway through the very difficult period of the pandemic.

The railway is now on a sound footing and about to reopen fully for the first time since 2019.

Kerry, who was born and brought up in West Somerset, said: "I am delighted to have been offered the opportunity to lead the railway on a permanent basis.

"As with all businesses, the railway has been through a lot in the last few years and recovery from the effects of the pandemic continue. We have a wonderful railway and with the support of our dedicated staff and volunteers I know we will ensure a bright and prosperous future."

Plc chairman Jonathan Jones-Pratt said: "Kerry has already made a considerable contribution to the development of the railway and we are sure that in her new role it will develop and prosper."



New West Somerset Railway general manager Kerry Noble. WSR

**PRE-ORDER  
ISSUE 292**

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

SCAN ME  
WITH YOUR  
PHONE  
CAMERA!





# Change of plan for Epping Ongar as anniversary gala moves a week back

EPPING Ongar Railway's 10th anniversary gala originally planned for May 27-29 has been rescheduled and will now take place across the four-day Platinum Jubilee bank holiday in June.

The change of dates to Thursday, June 2 to Sunday, June 5 has been necessitated owing to a major sporting event taking place over the May dates, which will result in local closures and travel disruption.

The new event format will mean that the line's diesel fleet will become

more involved in the celebrations, to reflect the wider range of the EOR's heritage traction and volunteers.

The railway launched steam services in May 2012 with an impressive display by resident GWR 4-6-0 No.4953 *Pitchford Hall*, which is expected to feature throughout the whole event.

June 2 will see *Pitchford Hall* operating alongside some of the home-based diesel locomotives, with June 3/4 running as the annual steam

gala, set to feature BR Standard 4MT 4-6-0 No.75069 from the Severn Valley Railway on its first visit away since 1994.

The weekend ends with the Sunday being a mixed traffic day, comprising some of the steam and diesel fleet operating alongside one another.

The event is expected to feature some double-heading, engineering freight trains, and brake van rides, too. For more information, visit [www.eorailway.co.uk](http://www.eorailway.co.uk)



Epping Ongar gala visitor: BR Standard 4MT 4-6-0 No.75069 at Bridgnorth on the Severn Valley Railway. K PICKERSGILL

## GCR 8F will visit the Watercress Line this spring

GREAT Central Railway-based LMS 8F No.48305 will be attending the Mid-Hants Railway's spring steam gala, from Friday, April 29 to Monday, May 2. It is believed that this is the first time an 8F will have run on the route, with exception of two occasions where class members were reportedly operating in the Alton area.

Delivered new from Crewe as No. 8305 in November 1943, the 8F spent the early part of its career at Wellingborough, then later moved to Northampton and again to Crewe South shed. It was withdrawn at Speke Junction, Liverpool, in January 1968. It was famously pictured at Dai Woodham's scrapyard with 'Please don't let me die' painted on the smokebox door. Saved, it moved to the GCR in 1985 and returned to traffic in 1995.

### Only opportunity

The gala will see intensive service all weekend, with goods trains operating in between passenger services. Joining the 8F is LSWR Urie 4-6-0 No.506 and Somerset & Dorset Joint Railway 7F 2-8-0 No.53808. The event will be the only opportunity to see No.48305 running on the line, with exception of a 'Mad Hants' charter, where it will be paired with the freight rake.

## IOW Steam Railway's bid to build a goods shed at Wootton

THE Isle of Wight Steam Railway has submitted a planning application to the IOW Council for the construction of a proposed goods shed and ancillary facilities at Wootton station.

The aim is to maximise the visitor experience by providing an attraction at its western terminus to "give passengers the feeling that they are 'going somewhere' rather than just going for a ride."

General manager Steve Backhouse said the plans "aim to enhance the ambience of our Edwardian-style station, helping to tell the story of goods traffic on the island.

"The design incorporates design elements from the former goods shed at Ventnor West and the Isle of Wight Central Railway's locomotive shed at Newport."

The original Ventnor West timber goods shed closed in 1952.

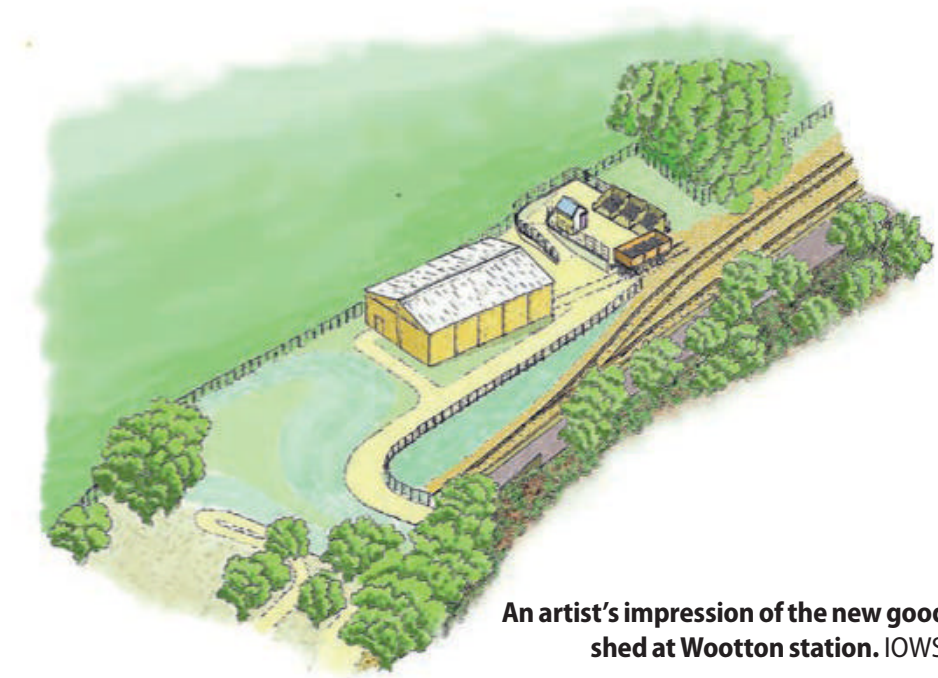
Outside the new shed, a small coal yard complete with office, pens, and wagon would demonstrate the process of transferring coal

from rail to storage prior to onward distribution to local homes and businesses by road. The clerk's office will be a reconditioned salvaged structure that was formerly used as a crossing keeper's hut at Smithards Lane on the Newport to Cowes line.

A length of track would continue to run and end adjacent to the run-round loop line; it is not currently planned to have the spur connected, with any necessary wagon transfers done over the ballast without the need to hire in a crane.

The location of the new structure would mean that the station's current picnic and viewing area, currently located adjacent to the buffer stops, would need to be relocated, but still providing a good viewing area for visitors away from the main platform.

The coal pens and good shed would be raised above track level to that similar of a station platform, with the area around the coal office and pens, and between the yard and goods shed, paved to provide a



An artist's impression of the new goods shed at Wootton station. IOWSR

suitable pedestrian surface that can also be used for temporary displays of visiting historic vehicles and similar exhibits.

While passenger services have been the primary 'face' of railways,

it is intended that the overall development will demonstrate the equally important role that freight played.

The application will be in the public consultation phase until April 1.



# Worth Valley stages first ever standard gauge bio-coal trial

Words and pictures by Sally Clifford

THE Keighley & Worth Valley Railway has completed the first ever bio-coal trial to be undertaken on a standard gauge locomotive – as global concerns over pollution and a potential fuel shortage has prompted some heritage lines to trial environmentally-friendly alternatives.

COP26, the United Nations climate change conference, demonstrated global consciousness and an imperative on plans to be put in place for the future. So perhaps February 14 – Valentine's Day – was a pertinent gesture for the KWVR to embrace such change by demonstrating its own commitment to going green, using BR Standard 2MT 2-6-0 No. 78022 for the test that has been hailed as a 'milestone'.

Using a rake of five carriages, a full operating timetable was followed to replicate normal working conditions along the five-mile line running on a gradient of up to 1-in-58 from Keighley to Oxenhope.

Homefire Ecoal has been developed by CPL Industries Ltd. It is powered by an 80/20 blend of crushed olive stones, anthracite and coke,

bound together by molasses, the food-grade sugar.

The blend has been carefully changed following the earlier trials which took place in November 2021 at the 15in gauge Bure Valley Railway. The main aim of the KWVR trials was not only to prove the concept in a standard gauge locomotive, but also to further refine the composition of the fuel.

Produced at Coal Products Ltd UK's plant, Homefire Ecoal is a unique formula featuring up to 20% biomass and manufactured using CPL's hot cured process to provide greater strength and durability.

The larger, specially-shaped hexagonal ovoid is designed to sit on both narrow gauge and standard gauge locomotive firebars like traditional coal. It is classified as smokeless, emitting up to 80% less particulate matter (smoke) than traditional coal.

## Challenges ahead

Heritage Railway Association chief executive Steve Oates said: "Even though this is just an initial trial, it is a significant milestone in the history of steam locomotives in the UK.

"Heritage steam is a small and very responsible user of high-quality, low emissions coal, but it's clear that huge challenges are ahead for the fuel we depend upon. That's why trials like this to find alternatives are so important."

The urgency behind trials of alternative fuels has increased in recent weeks after it became clear that the last source of UK-mined steam coal, the Ffos-y-Fran mine near Merthyr Tydfil, would no longer be supplying the heritage sector, as reported last issue.

The HRA has said there are now significant concerns that heritage rail could experience a coal shortage within months.

The requirements of heritage steam coal are very different to most other users. Factors like burn rate and the amount of ash produced are critical to success, but it is also important that fuel does not produce excessive smoke or damage to fireboxes and firebars.

CPL Industries Ltd sales director Julian Martin said: "This is the first trial of our latest Homefire Ecoal product, designed for standard and narrow gauge locomotives. Previous trials at Bure Valley Railway and other lines have given us great insight into what the driver needs to optimise the performance of the boiler, and it's encouraging that a large number of steam engine users are already using



**KWVR chief mechanical engineer John Reddyhoff chats to Noel Hartley, KWVR's business and operations manager, who was on firing duty during the coal test. Noel's father, Graham, was driving BR Standard 2MT 2-6-0 No. 78022.**

Homefire Ecoal instead of traditional coal or other steam coals.

"The availability of coal for steam engines is already proving challenging and prices continue to increase. Unfortunately, it doesn't look like this will ease in the near future as price and availability remain incredibly volatile.

"However, we are confident that we can produce a range of smokeless ovoids that meet the needs of all steam engine users, which will be consistent in quality and performance and at the same time will be affordable and environmentally better to burn."

With a 200psi boiler and a grate area of more than 17sq feet, No. 78022, which was built in 1954, is the biggest steam locomotive yet to be trialled with bio-coal.

John Hind, from the Advanced Steam Traction Trust, said: "The trials are part of a development process.

"Every trial we do, more and more is learnt and fed back to CPL Industries Ltd so that the heritage sector can be ready for a carbon-neutral world.

KWVR business and operations manager Noel Hartley, firing alongside his father Graham, who was driving, said: "It's been really interesting to try it out; it's very different to what we'd normally use.

"It's a completely different technique – you've got to make sure you get it really hot to start with. I think, in time, with tweaks made, it

could be really useful for heritage railway use."

The KWVR's coal buyer, Ralph Ingham, added: "We have to do our bit – we cannot be seen to be a dirty business. It's all about education; when all is said and done, people are generally concerned about the climate."

## 'Existential threat'

He said that while the amount of emissions heritage railways create aren't concerning, "as seen by the fact that DEFRA has specifically exempted heritage steam operations from their plans to ban the burning of coal, we have to make our own contribution and doing this bio-coal trial, we are trying to get on the front foot and explore ways in which we can reduce our emissions."

The increase in the cost of coal is also cause for concern. Ralph explained that at one stage the railway was paying £165 per tonne for its annual coal supply, but this has now increased to more than £200.

"It is an existential threat. We have to do what we can towards it. Climate issues are a major concern for our public and we must not be ignorant – we must do what we can to mitigate the carbon use in our business," he added.

The results of the test are planned to be published at the Heritage Railway Association's spring conference on March 19.



**Alex Powell and John Hind, who are both from the Advanced Steam Traction Trust, check the water depth measurements.**



**Firing up: The bio-coal on test at the KWVR.**





BR Ivatt 2-6-2 No. 41241 has long been a heritage-era icon, if only for its non-authentic maroon livery in which it opened its Keighley & Worth Valley home line in 1968. It is now poised for its first ever visit to the North Norfolk Railway. KWVR

# Keighley Ivatt to appear at Poppy Line gala

By Robin Jones

BR Ivatt 2-6-2T No. 41241 is set to make a rare appearance away from its Keighley & Worth Valley Railway home as a guest at the North Norfolk Railway's April 1-3 spring steam gala.

No. 41241, which was outshopped from Crewe in September 1949, was purchased directly from BR, arriving on the KWVR in March 1967 under its own power after barely 18 years' main line service. However, because BR demanded that preserved steam locomotives did not wear the BR livery with its then current crest, No. 41241 was repainted into lined maroon livery with the letters K&WVR written on its sidetanks. It wore this for the heritage line's reopening in June 1968.

At Sheringham, No. 41241 will be in action on all three days of the event, which will feature an intensive service of passenger and good trains, selected double-heading, non-stop expresses and other unusual workings. Five engines will be in steam each day, with four of the line's home fleet joining No. 41241 to give a different combination each day.

## Line stars

Resident motive power will be drawn from centenarian GER Class Y14 No. 564, Somerset & Dorset Joint Railway 7F No. 53809, 1957-built BR Standard 4MT No. 76084 and 2-10-0s BR Standard 9F No. 92203 *Black Prince* and War Department No. 90775 *The Royal Norfolk Regiment*.

The line's recently repainted four-car suburban set will be among the

rolling stock in use, while the line's magnificently restored vintage train of four and six-wheeled carriages, some dating from Victorian times, will also appear.

Also, a mixed train of passenger stock and goods wagons is scheduled to operate each day, recapturing a former feature of rural railways.

One, two and three-day rover tickets are available, and trains will run from approximately 9am to 6pm on Friday and Saturday and until 5pm on Sunday. One-day tickets are £22.50 when booked in advance, while two days' unlimited travel is £40 and the full three days will cost just £55.

NNR commercial manager Graham Hukins said: "The steam gala delivers more than nine hours of on-track entertainment each day so is perfect for photographers, enthusiasts, families, and day trippers alike.

"We are looking forward to welcoming No. 41241 as it will be a first-time visitor to the line and we expect its distinctive red livery to prove popular with visitors."

The gala marks the start of the line's daily running season, which will see steam trains operating every day until October 30.

Before then, Class 37 D6732 will be in the limelight, heading the Poppy Line's diesel services on Saturday, March 26 to mark both the locomotive's 60th birthday and its return to service following a thorough repaint into the BR green it carried when it first entered service in March 1962.

D6732 is one of more than 300 English Electric Type 3s delivered between 1960 and 1965 as part of BR's modernisation plan. D6732 was initially allocated to Hull Dairycoates depot and worked passenger and freight trains in the North West for much of its career.

In 1996, the locomotive became the first Class 37 to work in preservation when it hauled its first train on the NNR. Class members were no strangers to the area, seeing regular use on InterCity services from London to Norwich, while others were the mainstay of Liverpool Street to Cambridge and King's Lynn services.

## Winter refresh

The distinctive agricultural sound of the engines has earned Class 37s the nickname of 'tractors' among enthusiasts. On March 26, the locomotive will be paired with the line's rake of four 1950s suburban coaches,

which have received a refresh over the winter in the line's Weybourne works.

There, the carriage and wagon team also undertook the required bodywork repairs to D6732 ahead of the arrival of specialist contractors from Heritage Painting Limited, who carried out the most comprehensive repaint D6732 has received in 25-plus years.

Locomotive owner Alistair Barham praised the specialists: "The thoroughness of the preparation and the care they have taken with the repainting and signwriting was very impressive and the loco now looks as good as it did when she first turned a wheel six decades ago. I am delighted with the result."

March 26 will see a mixed service of steam and diesel-hauled trains, with D6732 working the 10.35am, 12.15pm, 2.05pm and 3.50pm departures from Sheringham and the 11.30am, 1.15pm, 3.05pm and 4.30pm services from Holt.



Newly repainted Class 37 D6732 in the yard at Weybourne. STEVE ALLEN/NNR



# Cambrian extension official opening date is no joke!

By Gareth Evans

CAMBRIAN Heritage Railways is to formally open its extension to Weston Wharf on the southern edge of Oswestry on April 1, April Fool's Day.

The invitation-only ceremony is due to be carried out by North Shropshire Liberal Democrat MP Helen Morgan and the first train is set to be sent on its way at 2pm by Vince Hunt, Conservative chairman of Shropshire Council.

CHR trains are scheduled to operate along the 1¾-mile line from Oswestry every weekend, on specific mid-week days, and evenings, as well as Bank Holidays from April until September.

Premium fares (£15 adult) will be charged on the first public day of service – April 2, with passengers that day promised to be in receipt of commemorative tickets and 'goodies'. Fares will be reduced to the standard £8 per adult from Sunday, April 3.

## Advance booking

"Pre-booking is mandatory on departures from Oswestry to give CHR visibility in terms of demand to help govern train length and manage expectations," said CHR chairman Rob Williams.

"Pre-booking is for the outward leg only – passengers are welcome to return on a train of their choice. The number of seats available to book is slightly lower to allow that flexibility."

By early March, steam traction remained to be confirmed – as resident Barclay 0-4-OST No. 2261 of 1949 was undergoing boiler repairs. However, a minor rolling stock reshuffle is set to take place to meet operational requirements. Vulcan 0-4-0 diesel No. 295 of 1955 *Telemon* is to relocate from Oswestry to CHR's



The recently installed distant signal at Weston Wharf. CHR

separate Llynclys operation, four miles south of Oswestry. Ruston & Hornsby 165DE 0-4-0 *Alun Evans* is due to move from Llynclys to Oswestry, where it will operate alongside Class 73 No. E6306 on passenger trains made up of three Mk.1 carriages – comprising a TSO (Tourist Second Open), a BSK (Brake Second Corridor) and a Suburban.

CHR's resident 'Pacers', Nos. 144006 and 144007, will provide back-up for regular services and will also be used for evening specials to the Stonehouse Brewery, the adult fare for which will be £6 return.

Operating dates for the CHR Llynclys site remain to be confirmed as efforts



Class 73 No. E6306 (73129) with the AWS (Automatic Warning System) magnet at Oswestry station throat. The old cattle dock can be seen on the right, while a footpath is on the left. CHR

have been focused on the finishing touches for Oswestry to Weston Wharf services. However, on a limited selection of high days it is expected that *Telemon* will operate passenger trains with the Shark brake van – with a Class 101 DMU coming on stream once the current cosmetic restoration is complete.

## Attractions

Located just short of the A483 level crossing on the Welshpool side of the border market town, attractions at Weston Wharf include Stonehouse brewery; a picnic area; rolling stock – including three 2ft gauge Ruston

& Hornsby LBT diesels which, as previously reported, have been out of the public eye for many years; a period waiting room complete with educational displays; and walks in the Morda Valley. Light refreshments will be offered in CHR's former LNER Mk.3 buffet car.

Meanwhile, the Cambrian Railway Museum will be open at Oswestry in the historic goods shed, while the shop, booking office and waiting room will be open in the old station building.

Visit <https://cambrianrailways.com> to book tickets and for timetable information.

## Farewell to Welshpool's Ralph Cartwright

THE Welshpool & Llanfair Light Railway is mourning the loss of long-serving volunteer and vice president Ralph Cartwright, who died on February 27 at the age of 87.

He made an immense contribution to the WLLR over almost all of the line's entire heritage-era history and edited the quarterly Llanfair Railway Journal for an unprecedented period of 30 years, from its first evolution in spring 1968 from the original newsletter also called *The Earl*, to his retirement with the May 1998 edition.

With RT Russell, Ralph co-authored a definitive history of the line, and travelled widely to give talks on the railway to groups, generating essential publicity and donations.

His funeral took place on March 15 at the Flintshire Memorial Park and Crematorium.

## Bodmin & Wenford overbridge is replaced

CORNWALL Council has replaced the Beacon Road overbridge that has straddled the Boscarné and Parkway branches just outside Bodmin General on the Bodmin & Wenford Railway since the line route opened in 1887.

Contractors arrived in early January and had completed the work in five weeks by February 17, allowing a permanent way train to venture down the track again in readiness for public trains to restart on March 15.

Mindful of the railway's heritage, the new bridge looked much like the original. The old cast iron edge beams have been retained and refettled; how they came to Bodmin in 1887, after manufacture in Tavistock in



The new Beacon Road bridge seen from the Parkway branch looking towards Bodmin General and awaiting balustrades. BWR

1858, is an enduring mystery. However, the new bridge is still single carriageway road, and so Beacon Road itself will remain a traffic bottleneck at this point.





Over 150 UK heritage railway venues  
for some great family RAILDAYS out!

Venues | Events | Experiences



Available on the  
App Store



GET IT ON  
Google Play

[www.raildays.org](http://www.raildays.org)

# NEVER AGAIN - 'Finale' By the MNA

Following the highly acclaimed Never Again – The Complete Works, published in 2018, and Never Again – Encore in 2021, the MNA team has now completed their work on the final boxed set titled



## Never Again - Finale

Never Again - Finale comprises three volumes each containing 240 pages, formatted 11" x 11" on 150 gsm gloss art paper, presenting yet more stunning pictures taken by the MNA during the 1950's and 60's. Sections include: The Settle & Carlisle, Fife & The Central Lowlands, The Industrial North-East, Waterloo to Weymouth, The WCML Euston to Crewe, Route of 'The Cathedrals Express', Glenfarg, The Great Central, The North Wales Coast, York, The Midland Main Line, The Great Western in The West Midlands, Scottish Preserved Steam in action, Southern Railtours, Edinburgh to Dundee...and so much more.

## Never Again - Finale Boxed Set

is presented in a high quality, gloss laminated 'Slip case', factory packaged, priced at £105 + £15 (Postage and Packing within Great Britain) and due to be published in May this year.

*Pre-publication orders are now being taken and prospective purchasers are strongly encouraged to place their orders now to avoid disappointment.*

Full details of the contents of each volume and how to obtain a copy of this outstanding box set can be found on  
**[www.mnabooks.com](http://www.mnabooks.com)**

Alternatively, send a cheque with your contact details to: Mr. K. Hale, 150 Farrington Road, Wolverhampton WV4 6QL, and made payable to 'Never Again Publishing Ltd'

## AVON VALLEY RAILWAY

# 1940s WEEKEND

## 24 & 25 SEPTEMBER

See **historic vehicles**

Enjoy **Steam train rides**

Listen to 1940s music from **Jayne Darling**

Enjoy **military and Home Front living** history displays

To guarantee entry and a seat on one of our trains please book in advance at **[www.avonvalleyrailway.org](http://www.avonvalleyrailway.org)**

Meet **Winston Churchill!**

Tickets cost **£10** for adults, **£9** for concessions and **£7** for children. Under 5s travel **FREE**

Parking for this special event will be in Keynsham at the car park opposite the Lock Keeper pub, near the mainline station. Follow the yellow signs and pick up the free vintage bus link to Bitton station.

**[info@avonvalleyrailway.org](mailto:info@avonvalleyrailway.org) • 0117 932 5538**

For more information and prices, please visit: **[www.avonvalleyrailway.org](http://www.avonvalleyrailway.org)**



## Terrier display date change to mark jubilee

THE Terrier Weekend that was set to take place over Easter at the Kent & East Sussex Railway has been rescheduled to coincide with the Best of British celebrations the railway is holding to mark The Queen's Platinum Jubilee, from June 2-5.

For the first time in several years, the sight of two LBSCR 'Terrier' 0-6-0Ts operating between Tenterden and Bodiam will be possible, with the overhaul of 1872-built No.3 *Bodiam* (returning as No.70 *Poplar*) set to be completed in time for the new dates.

*Poplar* is expected to haul the 11.30am departure from Tenterden on Thursday, June 2 – its first public service since retiring for overhaul in January 2017.

No.8 *Knowle*, currently running as Southern Railway No.2678, will also be in service throughout the weekend.

The event also forms part of the Terrier 150 celebrations, marking the 150th anniversary of the class. Full details of the June event were still to be published.

## Posters to the fore at Acton Depot event

LONDON Transport Museum's Acton Depot will be opening for a special 'The Art of the Poster' event from Thursday, April 21 to Sunday, April 24.

Visitors can step behind the scenes of the museum's normally-closed art and poster stores, as expert guides reveal how poster design has characterised London and its transport for more than 100 years.

Visitors can create their own posters in creative workshops, and a line-up of talks with artists, curators, and historians will also be on offer at selected times throughout the four days.

On April 23/24, the London Transport Miniature Railway will be running for visitors to hop aboard replica models of Underground trains used on the Metropolitan line between the 1920s and 1960s.

Timed tickets must be booked in advance at [www.ltmuseum.co.uk/whats-on/depot-open-weekends/art-poster](http://www.ltmuseum.co.uk/whats-on/depot-open-weekends/art-poster)

# Tributes for Jackie Statham – who led Peak Rail into Matlock

By Robin Jones

PEAK Rail has been in mourning following the death of long-serving managing director Jackie Statham.

Jackie, who at the age of 80 may have been the oldest-serving managing director in the history of the heritage railway sector, was said to have suffered a heart attack at her home in a village near Matlock on February 16.

She previously worked for Matlock-based modelling material manufacturer Slater's Plastikard and joined Peak Rail in 1995. She became full-time four years later, at first serving as joint managing director with the late Jeremy Clegg.

Acting Peak Rail chairman Paul Tomlinson said Jackie had been ill for some time and had already decided to step down. A new general manager, Chasewater Railway chairman Mark Sealey, was appointed before Christmas.

"She was a formidable character who commanded a lot of respect," commented Paul.

One of her biggest achievements was fronting the project to get Peak Rail services into Matlock's main line station in 2011, he said.

Jackie's daughter Clair, who works for Peak Rail, said: "Mum was and always will be one in a million to all of us, both those who knew her personally and those who knew her throughout her working life, and even the people she met while out walking our dogs, Jemma and Jodie."

A book of condolence was opened online at [www.peakrail.co.uk](http://www.peakrail.co.uk)



Jackie Statham in 2017. SHEILA RAYSON

Mandy Beacock posted: "Jackie was such an incredible and inspiring lady. I loved working with her, especially during the Santas. I helped in the ticket office and looked forward to our chats about many things, but mostly the railway. She was so generous with her knowledge and experience, which fascinated me."

"How lucky was I to know her and spend time with her."

### Leaving a gap

Adrian Priest posted: "Jackie lived and breathed for Peak Rail. I joined in 2018 as a volunteer and she was always very supportive of me, in everything I did and everything I wanted to do."

Ernest Sollis added: "Jackie, I will miss you and your cheery smile on the platform at Rowsley South."

Andy Coward wrote: "Her commitment and dedication to the railway was amazing and I am sure

her loss will leave a gap that is very hard to fill."

A statement from the Manchester and East Midlands Rail Action Partnership said: "MEMRAP was saddened to hear of the recent passing of Jackie Statham. The membership of our campaign would like to express their sympathies at this most difficult time to Peak Rail and Jackie's colleagues and family. We understand that she had not been well over the last few months but are sure that it will have been a source of comfort to see Peak Rail gradually emerging from the severe trials imposed by Covid."

"Dealings between MEMRAP and Jackie had been rather limited, but we respected her robust and combative style."

"We have no doubt that her particular method had played its part over a considerable period in keeping Peak Rail operational and its local profile high."

"We wish Peak Rail well during a transitional period that will inevitably follow such a period of firm leadership. We also look forward to the possibility of future collaboration."

A funeral was held at Darley Dale Methodist Church on March 11 followed by a private burial, with all donations divided between Guide Dogs for the Blind and Hearing Dogs for the Deaf.

Following his appointment, Mark Sealey was named as a director of Peak Rail plc, along with newcomers Gordon Caro, Roger Hallatt and Andrew Civil, as from February 25.



BR Standard 4MT 2-6-4T No. 80151 leaves Horsted Keynes with the 4.30pm from East Grinstead on February 25. NICK GILLIAM



# Another £15k needed to complete new Grange

MEMBERS of the 6880 Betton Grange Society attending its annual general meeting at Tyseley Locomotive Works were able to view their locomotive for the first time in more than a year.

Not yet sufficiently advanced to steam under its own power – that may happen this summer, what members saw was a locomotive that looks all but complete, as engineers from the Tyseley team have made great progress over recent months with lubrication and steam pipework, and fitting out the locomotive's cab.

The main outstanding area of work is around the smokebox, where delays due to Covid-19 at the supplier has meant that fittings for the main outside steam pipes have not yet been delivered. Similarly, it has not been possible to complete the rest of the smokebox furniture and permanently fix the chimney in place, thus completing the locomotive's 'face'.

"It has been frustrating," said 6880 director David Huntbatch. "Suppliers of specialist components are few and far between, so we must be patient."

The society's working parties have been limited to working outside over the past 18 months, which has largely meant tidying up its other locomotive, No. 5952 *Cogan Hall*, so it is suitable for display during Tyseley open days, and overhauling and making components for the Grange offsite and at members' own homes.

"We are nearly there," said publicity director Paul Appleton, "but increases in material and transport costs have left us with a £15,000 shortfall." An appeal has been made to members and supporters. Work will include a professional paint finish in lined BR Brunswick green and late crests.

Meanwhile, the on-loan tender from GWR 2-8-0 No. 3814 was due to be delivered to Tyseley from Northern Steam Engineering Services.

"We also need to fund new draw gear that wasn't in the original budget," Paul said. The society is also raising funds for its replica Collett 3500-gallon tender.

→ For more details on how to support the society, visit [www.6880.co.uk](http://www.6880.co.uk)



**No. 6880 Betton Grange inside Tyseley's engineering works on February 9.**  
DAVID HUNTBATCH

## New set of Patriot driving wheels are being cast

THE contract for six replacement driving wheels for LMS Patriot 4-6-0 No. 5551 *The Unknown Warrior* has been placed with William Cook Cast Products in Sheffield..

The replacements were necessary after cracks were found in the original 6ft 9in driving wheels, thought to have originated from the original casting process.

After a thorough investigation, it was deemed that these were not repairable.

A delivery lead time of 12-14 weeks is expected, and preparatory work on the wheel pattern has been carried out free of charge by the company.



**The wooden driving wheel pattern for Patriot No. 5551.**

ANDREW LAWS/LMS-PATRIOT PROJECT

The pattern, loaned by Tyseley Locomotive Works, was made to replace two driving wheels on LMS Jubilee 4-6-0 No. 45699 *Galatea*, which were cut through when it derailed in Barry scrapyard. The crank axle, one plain axle, balance weight plates and lead material will be reused but new tyres will be needed. An estimate has been sought from South Devon Railway Engineering for the wheelset reassembly.



**FOLLOWING** the popular introduction of regular Wickham Trolley rides in 2021, the Somerset & Dorset Railway at Midsomer Norton has announced the return of its Wickham Wednesdays on select dates this year. With trips across the full length of the line aboard its 1956-built type 27A Mk.3 Wickham Trolley, the rides last 20 minutes and passengers can obtain a unique view of what has been achieved so far in restoring the S&D line towards Chilcompton. For more information, visit [sdjr.co.uk](http://sdjr.co.uk) or email [sales@sdjr.co.uk](mailto:sales@sdjr.co.uk) PATRICK STEVENSON

## Talylllyn boosts solar panel usage towards net zero aim

AS PART of its Steaming Towards Net Zero' environmental strategy, the Talylllyn Railway has completed the installation of a nine-panel solar system on the roof of the toilet block at Tywyn Wharf station.

The new 3.51kw system was designed to be flush with the existing roofline. Following removal of the old slates and fitting of the panels, new slates were fitted around them, which has resulted in a less intrusive appearance in a sensitive heritage area.

General manager Stuart Williams said "The panels should produce 3230kwh or power per annum, and with the rising price of electricity the payback is expected to be five years or less. The newest set of panels feeds straight into the station's systems and electric car chargers, complementing the existing 13kw panelling on the main station roof." The TR is also considering expanding the panel installation to Pendre.

The use of solar power forms part of the TR's ambition for net zero



**Tywyn Wharf station with newly-fitted flush solar panels.** LUKE RYAN/TR

operations, which saw electric car charging points installed at Wharf and Abergynolwyn in 2021 and the recent purchase of a new electric company van.

Sunday, March 6 also saw the trialling of eCoal, a coal and crushed olive stone blend. No.7 *Tom Rolt* was chosen for the trial, having a bigger and wider firebox than the other engines. The initial verdict was that it needed a lot of air to ignite; one trip used up 75kg of the fuel, which emptied the bunker. Trials were planned to continue over the subsequent weeks.

## Any takers for GWR Toplight coach?

THE West Somerset Railway Association has announced that its GWR Toplight coach No.3668 is for sale as it must be removed from its current location at Bishops Lydeard.

Built in 1909 as a compartment third, it was converted to an ambulance coach during the First World War before being converted back again in 1922. It was then fitted out as a camping vehicle after it finished in service in 1957, when it was moved to Blue Anchor.

It is complete with running gear, steel underframe, and brake

equipment, though it is expected that extensive work will be required on the main body even just for static use.

Expressions of interest with a view to purchase it must be received by April 8, otherwise the vehicle will be broken up for spares.

Further information can be obtained by contacting association trustee Jeff Price at [jeff.price@wrsa.org.uk](mailto:jeff.price@wrsa.org.uk) or association general manager Jacquie Green at [Jacquie.green@wrsa.org.uk](mailto:Jacquie.green@wrsa.org.uk)





# Artists mourn the death of guild founder and driving force Frank

By Geoff Courtney

FRANK Hodges – the driving force behind the formation of the Guild of Railway Artists, despite not being an artist himself – has died aged 79.

His death on February 10 has led to tributes from two of the guild's

fellows, including Philip Hawkins, who described him as “a lovely man, without whom there would be no guild.”

Warwick-born Frank, whose wide range of interests included music, walking, travelling, and brewing beer, became a railway enthusiast

at an early age. Inspired by his grandmother's house overlooking the town's goods yard and the GWR London to Birmingham line, by the age of nine he had become a trainspotter.

That interest led him to co-found the guild with Steve Johnson in

1979 with an initial membership of 17 and Frank, who worked in local government for 47 years, was appointed secretary in 1979, administrator in 1982, and honorary chief executive officer in 1995, the role from which he retired in 2016.

During his tenure the guild staged 78 public exhibitions, which are a popular feature of the guild's calendar, published five books, and saw its membership of both professional and 'leisure time' artists increase to nearly 150 worldwide.

Philip said: “Quite simply, without Frank there would be no guild. During my time as president from 1988 to 1998, I got to know him really well as we spent a good deal of time together, particularly on long car journeys checking out exhibition venues and planning our strategies.

“He was a lovely man and a great encouragement to both new and established members over the years.

“He was no artist, as he very readily admitted, but he quickly learned what constituted a good painting.

“For many years his home in Warwick was used as a warehouse to store members' paintings between selection and exhibition.

“What with this and many guild meetings at his home, his wife Diana deserves a medal for putting up with these intrusions for so long.”

In April 2016, following his retirement, Frank was invited to a meeting of the guild at the



**Snow scene:** In a painting by John Austin, No. 6024 *King Edward I* pauses at Birmingham Snow Hill in the late 1950s with the 9.10am Paddington to Birkenhead express in the company of 2-6-2T No. 5176 at an adjacent platform and 0-6-0PT No. 9753 on the centre road with a short freight train. The painting will make its debut at the Guild of Railway Artists' exhibition at Kidderminster Railway Museum from April 9 to May 1.





**Above: Frank Hodges, former chief executive officer of the Guild of Railway Artists, who has died aged 79, pictured here with his wife Diana at a surprise retirement tribute at the Severn Valley Railway on April 9, 2016.** PHILIP HAWKINS

**Left: Oliver Bulleid's controversial and ultimately unsuccessful Leader 0-6-6-0 No. 36001 passes Winchester with a 480-ton test train on November 2, 1950, in a painting by Malcom Root that will feature in the Guild of Railway Artists' exhibition at Kidderminster Railway Museum from April 9 to May 1.**

Severn Valley Railway and to his astonishment was received by then guild patron Sir William McAlpine and guild president John Austin. He was taken on a special train headed by No. 7812 *Erlestoke Manor* carrying a 'Frank Hodges GRA Founder of the Guild of Railway Artists' headboard.

Philip remembers the occasion well: "The attendance on the day was one of the biggest ever seen for a GRA function. It was a wonderful day, and I and many others will never forget the expression of surprise, excitement and disbelief on his face when he first spied 'his' headboard on No. 7812."

Of the event, Frank modestly told *Heritage Railway*: "At the end of the day I took home my memories and 'my' headboard."

"The guild members have given me much more in many respects than what I have given them – a love of art, the meeting of many interesting people, and working for some of the best artists in the world."

Philip ended his heartfelt tribute by saying: "From 1979 until his retirement in 2016, he was the spark that kept every aspect of the guild's operations firing, and many memories will always keep Frank very much alive for guild members past and present."

"With all that, together with his infectious laugh, he will be greatly missed."

### Encouragement

Malcolm Root, who like Philip is a fellow of the guild, spoke of Frank's love of railway paintings, his enthusiasm, and his encouragement to members.

"I first heard of the guild in the early 1980s, and when I applied to join I was very apprehensive as I travelled

to Frank's home in Warwick to have some of my paintings inspected," he said. "He suggested that we meet in a pub to have a pint, followed by a very infectious laugh – and who could refuse such an offer?"

"I felt completely at home from the very start, and although I had never met him before, he exuded enthusiasm and gave me so much encouragement, as I am sure he did to other artists."

"After Steve Johnson left for pastures new many years ago, Frank single-handedly took on all the tasks, including exhibition organiser, magazine publisher and treasurer, and transporting paintings to exhibitions. He simply loved railway paintings, and with his supportive wife Di worked tirelessly for the benefit of others."

"I consider myself extremely lucky to have had a career in art, and this has been possible only because of people such as Frank. Thank you, my friend, for all you have done, we will miss you."

Frank's funeral was held at Oakley Wood Crematorium, Bishops Tachbrook, Leamington Spa, on March 15. As well as Diana, he leaves two sons.

Memories of Frank will doubtless be recalled by many at the guild's next exhibition, Railart 2022, which is being held at Kidderminster Railway Museum from April 9 to May 1.

The museum is based at the town's Severn Valley Railway station, and the exhibition will feature 70 paintings. Admission is free, and visitors between April 21 and 24 will be able to enjoy not only the skill of some of the world's top railway artists, but also the bonus of the railway's spring steam gala.

## Bluebell's H class bows out of service

By John Titlow

THE Bluebell Railway's South Eastern & Chatham Railway H class 0-4-4T No. 263 bowed out in style on February 13 when its 10-year boiler certificate expired after its last regular day in service for some time. The fire was thrown out at Sheffield Park and the locomotive was put to bed in the yard.

It had a boiler washout in preparation for its next overhaul, which could begin after the current workshop load is cleared, possibly in the autumn. In the meantime it will be mothballed and hopefully stored somewhere undercover, but covered accommodation is at a premium on the Bluebell.

Despite its age, No. 263 has been a strong and reliable performer. It has been used on footplate experience courses and was popular with the crews, especially when it was raining due to its enclosed cab. Designed by Harry Wainwright, the class was built for suburban and secondary passenger workings. There were 66 in total, with No. 263 built in 1905 at Ashford Works.

### Decades-long career

During its time on BR, its power classification was 1P. Carrying the number 31263, it was withdrawn from service in 1964 after running an estimated 1.85 million miles in its 59-year main line career. No. 263 was no stranger to the area running on rural branch lines in Sussex. It ended its days running between East Grinstead and Three Bridges.

Bought directly from BR by the H-Class Trust in 1964, it was initially stored at Robertsbridge and then Ashford. In 1975 it moved to its more appropriate present home on the Bluebell and ran its first

period of services between 1976 and 1982.

Two overhauls have since taken place on the Bluebell since then, the first in the late 1980s, when it returned to traffic in 1991 after the entire rear section of the frames were replaced. It ran until 1997.

In 2008, ownership was transferred to the Bluebell Railway Trust, which funded the 2009-2012 overhaul.

It is planned that 263 should receive a rapid overhaul in view of the generally good condition of the boiler and recent significant mechanical work. The overhaul will be partially funded from a legacy left by Ray Tanner specifically for work on this locomotive and the trust.

### Parts refresh

It will require the customary boiler lift and tube replacement and the smokebox needs replacing, as well as some boiler fittings. It has the original tanks and it is hoped that these will be reusable.

The supports for the firebox crowns date from its BR days and will need a thorough examination and possible replacement before another period in traffic.

No. 263 needs new tyres, which have been ordered from South Africa, and the wheel sets will go to the South Devon Railway for works. The leading drivers; springs need replacing.

Provided there are no serious problems with the working fleet, the overhaul could take about a year to complete.

→ If you want to help speed up No. 263's return to steam, the Bluebell Railway Trust welcomes donations through its website at [www.bluebell-railway.co.uk/bluebell/trust/](http://www.bluebell-railway.co.uk/bluebell/trust/)



**SECR H 0-4-4T No. 263 tops Freshfield Bank with the 2.35pm 'Golden Arrow' from Sheffield Park on February 12, the first service day of the Bluebell Railway's new season. The day saw the first 'Golden Arrow' trains for nearly two years.** NICK GILLIAM

**PRE-ORDER  
ISSUE 292**

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

SCAN ME  
WITH YOUR  
PHONE  
CAMERA!





# An early start for the 'most intensive' year at Llangollen

By Robin Jones

LLANGOLLEN Railway staff and volunteers had cause for celebration on February 19 when the line's Class 104/108 and Class 109 DMUs operated the first trains of the 2022 season.

Following the two named storms of Dudley and Eunice, much of the Welsh main line network remained at a standstill. However, an early-morning inspection of the line between Llangollen and Carrog found no issues and so two-train DMU service was possible – and trains were well loaded, despite the poor weather.

Much work was carried out during the winter to ensure that the railway was able to run trains this early in the year, with considerable focus to redress a backlog in permanent way work.

Among the work completed was the changing of worn rails and resleeper work around Deeside, and relaying track at Platform 1 at Llangollen station. This has been completed by a regular volunteer group, supported by two part-time permanent way staff that the railway has been able to re-employ. A further delivery of sleepers arrived on February 16 for use in Berwyn Tunnel.

Steady progress continues to be made to having the new Corwen Central station ready to open during this summer. Trackwork is now virtually complete, with only tamping and final ballasting required, and is scheduled for April.

The rebuilt former Weston Rhyn signal box is externally complete, with the original lever floor sat on a substantial new concrete base which has been clad in wood to give an authentic appearance. Efforts are now turning towards rebuilding the



Wickham Class 109 Motor Brake Second No. 50416 at Carrog on February 20. HARRY PARTINGTON/LR

interior and installing a lever frame.

Full signalling is a longer-term objective with the station opening, utilising a ground frame for running locomotives round. It will also be possible to station and 'lock' a locomotive in the run-round loop headshunt, should this be required for future gala operations.

The traditional-style station building is approaching fitting of the roof and a Government Levelling Up grant has been secured to allow the canopy to be finished. Class 26 No. 5310 became the first main line locomotive to reach the western extremity of the station at Green Lane on November 20 when it collected a Mermaid ballast wagon.

The line's sole operational steam locomotive, GWR 2-8-0 No. 3802, has undergone a winter overhaul, with the motion, pistons and vacuum brake cylinder stripped, and it has visited West Coast Railway's Carnforth

base for tyre turning. The aim is to have it back in steam to handle Easter services over April 16/17 and 23/24.

The Llangollen Railway Trust's Kitson 0-4-0-OST *Austin 1* has had its hire period to the Somerset & Dorset Railway extended for the 2022 season. It is too small for use over the 10-mile journey to Corwen but is appropriate for the shorter running line at Midsomer Norton, and the loan is bringing in welcome revenue.

The steam fleet should be bolstered by trust-owned GWR 0-6-0PT NBo.7754 returning to steam later in the year, with the boiler soon to be returned to the frames. Work also continues on GWR Small Prairie No. 5532, working towards being steamed in 2023 for the first time since withdrawal from BR.

The 10-year overhaul of BR Standard 4MT No. 80072 has also begun, with the tanks and cab removed for repair

and the boiler soon to be lifted. Work to return privately-owned Hunslet Austerity 0-6-0ST No. 3777 of 1952 – masquerading as J94 No 68030 – to steam has also begun, with the boiler lifted at the end of January.

A two-train service will run for the new season, with a diesel locomotive covering the second diagram. It is hoped that No. 5310, Class 31 No. 31271, and Class 47 No. 1566 will be available.

The DMU fleet will handle all other services through March. With 33 running days, it will be the most intensive scheduled working of the line's fleet for many years.

Diesel running dates are: April 16/17, 23/24; May 14/15, 28-30; June 4/5, 25/26; July: 2/3 (classic transport weekend), 16/17, 30/31; August 6/7, 13, 20/21, 27, 29; September 2-4 (diesel weekend), 17/18; and October 8/9 (DMU railcar weekend), 15/16.

## New 40-tonne bridges now in place at Goathland in £1.26 million initiative

THE North Yorkshire Moors Railway and leading multi-functional contractor VolkerLaser have completed the £1.26 million replacement of Bridges 24 and 25 at Goathland, as a key part of the £10 million Yorkshire's Magnificent Journey.

Mid-February saw the two 40-tonne 50ft steel structures delivered by road from VolkerLaser's appointed painter's facility in Sheffield and lowered into place.

Worcester-based VolkerLaser started work at the site in Goathland in December, with the team dismantling and removing the old bridge and preparing for the installation of the new structure. The NYMR's permanent way team has relaid the ballast and tracks for the 2022 season.

NYMR's director of civil engineering, Tim Bruce, said: "We've enjoyed a really good working relationship with VolkerLaser, which was able to step in following the collapse last summer of Cleveland Bridge, the firm that was originally scheduled to carry out the work. We are now able to press ahead on schedule to reopen on April 4."

The Yorkshire's Magnificent Journey project, which aims to secure the long-term future of the line, has been financed by the National Lottery Heritage Fund, the European Union, the NYMR's Local Enterprise Partnership, and donations from many supporters. If you would like to donate, visit [nymr.co.uk/YMJ](http://nymr.co.uk/YMJ) for details.



The first of the new bridges being lifted into place on February 14. CHARLOTTE GRAHAM



# First of three Butterley 'Jinties' on final straight

By Robin Jones

OUT of three LMS 3F 'Jinty' 0-6-0Ts currently being overhauled by the Midland Railway Trust at Butterley, No. 16440 (47357), built by North British in Glasgow in 1926, is the closest to returning to traffic.

Not steamed for about 15 years, No. 16440's boiler passed a full steam test at the North Norfolk Railway before transportation to the Riley & Sons Ltd workshops at Heywood, where the frames, chassis and motion were fully overhauled. A smokebox and ashpan were manufactured and fitted onto the completed frames.

Locomotive Maintenance Services in Loughborough manufactured new safety valves that were all installed before the 'Jinty' returned to Swanwick for final fitting-out.

Since returning, the overhauled driver's brake valves are fitted and the sandboxes are now on. The boiler insulation and cladding has been attached. Various boiler fittings that were prepared off-site have been fitted, including the water gauge frames, the small ejector shut-off valve which has been machined and lapped, then polished, and the blower, and sanding valve. The two water tanks are now on, and the

coal bunker is receiving new angle iron and platework that is currently being welded into place. The cab roof is waiting to be lifted on after the bunker is finished and fitted.

The 'Jinty' is intended to be outshopped as No. 16440 in LMS lined maroon livery and LMS crest which it first carried when restored at Derby Locomotive Works in the early 1970s.

The overhaul has been made possible with a ring-fenced legacy so No. 16440 is expected to be working later this year.

Once in traffic, progress will continue on No. 16528 (47445), waiting its turn inside the Swanwick Junction workshop for overhaul. No. 16528, built by Hunslet in 1927, has never steamed in preservation.

After having made progress for many years, work came to a grinding halt when the Covid-19 lockdown was imposed in March 2020.

After the frames departed last June for overhaul at Riley & Son Ltd, a complete replacement of the rear section of the frames was necessary, similar to that undertaken on No. 16440, has now been completed.

The six axleboxes have had new crowns fitted and white metalled, essential for progressing towards



**Looking more like a 'Jinty' every day: No. 16440 in the final stages of overhaul at Swanwick Junction on February 5.** CRAIG BUXTON/MR-B

reuniting the frame with its wheelsets. Other ongoing work has included the weight shaft bearing journals being machined and new piston rods heads. The steam brake cylinder has been bored out, and new cylinder and valve cover studs fitted.

Investigations regarding repairs to the boilers of Nos. 16410 (47327), built by North British in 1926, and 16528 have recently taken place. No. 16410 is currently residing in the Swanwick workshop waiting to have its wheels removed for tyre turning and allow a full assessment

of frame/motion works required. A trust spokesman said: "The MRT board continues to work on plans to secure the future of our railway and support our volunteer workforce. A part of this vision is to create a strong home fleet of steam locomotives which include our fleet of Fowler 3Fs Nos. 16440, 47445, 47327 and also our BR Standard 5MT 4-6-0s No.73129."

→ Anyone who would like to contribute to the locomotive overhauls is invited to email [donations@midlandrailway-butterley.co.uk](mailto:donations@midlandrailway-butterley.co.uk)

## From dilapidated to as-new condition – Shredded Wheat locomotive volunteers receive HRA award

MID-SUFFOLK Light Railway volunteers have been presented with the Heritage Railway Association's Morgan Award for Preservation 2021 for their restoration of a Fowler 40hp 0-4-0DM from a rusting hulk to running order.

The locomotive was built in 1934 for the Shredded Wheat factory in Welwyn Garden City. It was rescued in a very dilapidated state by current owner Tony Goff, and in November 2018 was delivered to the Norfolk works of brothers Neal and Nigel Davis, vintage car restorers who are both volunteers at the railway and who have also worked on maintaining line's two Ruston & Hornsby locomotives. It took the brothers just six months to work an apparent miracle by turning a rusting wreck into operational motive power.

The presentation was made by HRA chief executive Steve Oakes to John Stark, the chairman of the Mid-Suffolk Light Railway Museum, in the presence of the brothers on Saturday, February 26.

Driven by Neal and Nigel and the line's regular driver, Nigel Pulham, the Shredded Wheat locomotive was then used to haul a train to Dovebrook.

Nigel said: "It's just like driving a lorry – except you don't have to steer and you don't have to change gears very often!"

Steve praised the work of the smaller heritage railway museums and encouraged them to apply for awards even when competing against much bigger venues.

In the presence of the Shredded Wheat Fowler diesel restorers, Neal and Nigel Davis, Mid-Suffolk Light Railway Museum chairman John Stark accepts the Morgan Award for Preservation 2021 from HRA chief executive Steve Oakes. HRA



**The Shredded Wheat locomotive, restored from a rusting wreck to as-new condition. HRA**

## Hythe Pier railcar's identity is confirmed

HYTE Pier Heritage Association and volunteers at The Shed (at the Pier), who are renovating the second of the original two railcars of the 2ft gauge pier railway, have rediscovered its identification tag under decades of grime while stripping back the roof.

The tag pictured identifies this carriage as the second of the two ordered in October 1921, arriving at Hythe the following June. Its uncovering dispels all lingering doubt about the status of the first carriage being the first, which was renovated and returned to the track last May.

The two bespoke carriages were ordered from the Drewry Car Co of London by Thomas Percy, on behalf of his General Estates Company. They were for the tramway he proposed to establish on the pier using Baguley tractor units he procured from a War Office redundant plant catalogue in 1920.

The railway began running in July 1922, and on July 23 this year, the association will stage a centenary celebration which will incorporate its annual music festival, Rock the Pier, which has been rebranded Rock the Train for 2022.



ALAN TITHERIDGE/HPHA





The Spooner Row signalbox craned into its new position at Wymondham Abbey on February 18. MNR

## Signalbox is moved despite Storm Eunice

THE GER signalbox from Network Rail's Spooner Row station of the Breckland line between Cambridge and Norwich has been successfully moved to its new home at Wymondham Abbey on the Mid-Norfolk Railway despite Storm Eunice.

The move had long been scheduled for February 18. Undeterred by the approaching storm, the team from specialist haulier contractor David Watson Transport had the experience to deliver it regardless. Now the Mid-Norfolk Railway is relaunching an appeal to raise £12,000 to fund the transportation and refurbishment. Currently it stands at £8,000; donations at [www.midnorfolkrailway.co.uk/donations](http://www.midnorfolkrailway.co.uk/donations)

MNR chairman Charlie Robinson said: "The arrival marks the first step in the development of the Wymondham end of the railway that will in due course see a new station at Wymondham Abbey."

## Dean Forest's new vehicle for track renewal

THE Dean Forest Railway's history of training technicians from Network Rail on its track maintenance machinery thanks to the main line connection has led to the supporting society being donated a road rail vehicle by Quattro to help with track renewal and replacement.

Quattro regional rail director Trevor Harnett said: "We're very familiar with the DFR and are always testing machines in that area. The society does important work and we are more than happy to help it preserve and maintain it with the donation of this RRV."

# Elizabeth II reigns supreme for rename

By Robin Jones

FOLLOWING a ballot that saw thousands of votes cast from around the world, the Severn Valley Railway has announced the new temporary name for Bulleid West Country light Pacific No. 34027 *Taw Valley* to mark The Queen's Platinum Jubilee.

*Elizabeth II* beat *Severn Majesty*, *Valley Monarch* and *Gloriana* to gain over a third of public support, with thousands of comments on social media from France, Singapore, Australia, USA, China, and India.

As reported last issue, the locomotive is being repainted at the SVR's Bridgnorth workshops in a special 'royal' purple livery for the jubilee. The railway has now commissioned traditional metal nameplates bearing the new name.

SVR's head of visitor experience, Michael Dunn, said: "By repainting and renaming 34027, we've chosen a way of celebrating The Queen's Platinum Jubilee that brings maximum impact!"

"We've got plenty more surprises up our sleeve for our celebrations

over the extended Bank Holiday weekend on June 2-5, so keep those eyes peeled."

Following its livery change, the locomotive will haul Severn Valley services during the spring and summer and will play a central role in the railway's celebrations for both the platinum jubilee and the Birmingham 2022 Commonwealth Games.

The railway has said that the locomotive will be returned to its normal livery and identity later this year, once these special events are over.

## Farewell to top lensman Alistair Grieve

OUR deepest condolences to the family of regular photographic contributor Alistair Grieve are offered from all of us at *Heritage Railway*.

Alistair, who lived in Weoley Castle, Birmingham, was found dead at his home in February, aged 55.

He regularly visited heritage lines big and small, and the Pontypool & Blaenavon appeared to be one of his personal favourites.

On February 10, only a few days before his sudden and unexpected

death, Alistair sent us this view from the Perrygrove Railway's first running weekend of the year, with 0-6-2T *Anne* climbing the final section to Oakiron station with the last train of the day. Referring to the Severn Valley Railway repainting *Taw Valley* purple for the jubilee, Alistair said: "I thought you might like a taster with one that's already purple."

He added that while the 15in gauge Perrygrove's first two weekends are normally diesel-operated, but with

one of the owners turning 40 on the Sunday and the first train being a birthday special, it was decided to use steam. Duties fell to *Anne* as the only one ready after the winter, as 0-6-0T *Spirit of Adventure* underwent a bottom end overhaul in the closed season and was not ready.

A family member said that Alistair's death was "just an utter shock for us all."

His funeral was due to take place in Nottingham on March 22.



Built by the Exmoor Steam Railway in 2004, *Anne* was originally called *John Hayton* and worked on the Longleat Safari Park Railway. It was bought by one of the Perrygrove volunteers and arrived in the Forest of Dean in 2015. ALISTAIR GRIEVE

## Southern Railway signs return to Okehampton station

REPLICA Southern Railway signs will once again adorn reopened Okehampton station thanks to a £15,700 grant from the Railway Heritage Trust. The aim is to return the station, which reopened to regular passenger services last November, to its 1959 appearance as far as possible. The

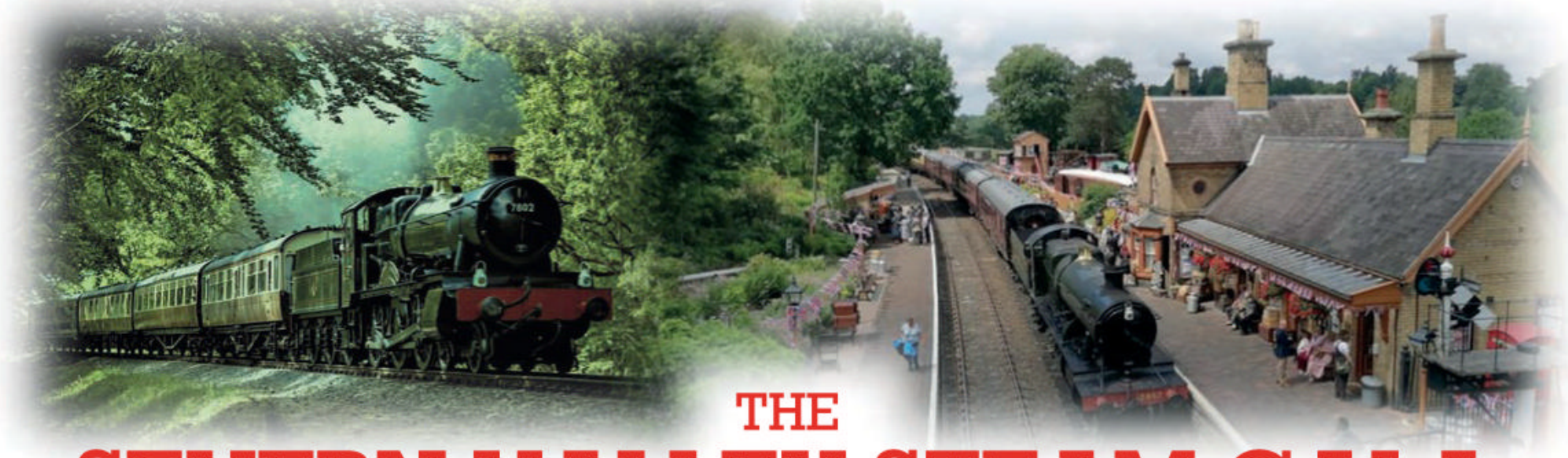
signage then had been in place since the 1930s.

Richard Burningham, of the Devon and Cornwall Rail Partnership, said: "GWR has funded all the modern signs you need with an operational station but these have been carefully melded with the heritage signs.

"This is greatly appreciated by the association; we have the best of both."

The signs will be in place in early summer when the cafe, ticket office, Dartmoor Information Centre, heritage waiting room, and association shop will open.





# THE SEVERN VALLEY STEAM GALA

## SATURDAY 23 APRIL 2022

Join us on our very special train to arguably the UK's best known preserved railway for their first Steam Gala event of the year! Sit back and relax in the comfort of your reserved seat as we depart from London via Peterborough, en route to Kidderminster. Enjoy delicious meals and drinks served by our expert stewards in First Class Dining, or visit the buffet car for a wide range of refreshments. UK Railtours have agreed a special group rate discount for our tour, and you'll have nearly five hours to enjoy the Severn Valley Railway.



The Spring Steam Gala is a festival of the best steam engines across the home-fleet plus very special guests. So far both GWR Saint 2999 'Lady of Legend' and LBSC A1X Terrier 2678 have been announced as guests, but we expect a major announcement soon for a very special guest locomotive indeed!

**!!! SPACES STILL AVAILABLE !!!**

## THE BLACK COUNTRY MUSEUM

We still have some spaces left on our other off-train option for this tour — a visit to this wonderful museum where you can immerse yourself in the history of the Black Country!



### Fares

|                                         |         |
|-----------------------------------------|---------|
| Standard Class Adult                    | £109.00 |
| Standard Class Junior                   | £99.00  |
| First Class Non-Dining                  | £149.00 |
| First Class Dining                      | £239.00 |
| First Class Dining Party of Four        | £936.00 |
| Off-train Option - Severn Valley Gala   | £32.00  |
| Off-train Option - Black Country Museum | £24.00  |

First Class Dining includes the Great British Breakfast and a four-course dinner. A buffet car is available for those not dining.

### Station

| Station            | Depart* | Arrive* |
|--------------------|---------|---------|
| London Kings Cross | 07:00   | 22:10   |
| Potters Bar        | 07:15   | 21:35   |
| Stevenage          | 07:30   | 21:20   |
| Peterborough       | 08:20   | 20:30   |

\*Provisional timings. To be confirmed prior to tickets being sent out.

# UK RAILTOURS

[www.ukrailtours.com](http://www.ukrailtours.com)

01438 715050



## Network Rail gives track to Plym Valley

NETWORK rail has donated two-thirds of a mile of track and sleepers to the Plym Valley Railway, along with five sets of points and four stop blocks.

The trackwork, which was removed from Lostwithiel yard in Cornwall, will allow the heritage line to replace parts of its existing infrastructure and provide more space at Marsh Mills.

Alexander Maltby, Network Rail's Devon and Cornwall sponsor, said: "With support from our colleagues working in maintenance, I'm really pleased that we've been able to donate disused track and other components to such a worthy cause.

"It has been an absolute pleasure supporting the Plym Valley Railway's longevity and I cannot wait to see what they have done with our donation."

## Penrhyn steam reunion set for Statfold Barn

THE Statfold Barn Railway is to hold an enthusiasts weekend on March 19/20 under the banner of the Last Days of Penrhyn Steam.

The event will reunite some of the last locomotives to run on Snowdonia's Penrhyn Quarry Railway.

Visiting from Bressingham Steam & Gardens will be Hunslet 0-4-OST No. 316 of 1883 *Gwynedd*, which carries its original late Penrhyn Quarry Railway livery.

It will join Avonside 0-4-OST No 2066 of 1933 *Ogwen*, which, following repatriation from Canada, was restored to full working order and made its debut into traffic at the Apedale Valley Light Railway last October.

They will be reunited with Statfold's repatriated Avonside 0-4-OT No.2067 of 1933 *Marchlyn*, Barclay 0-4-OWT 1991 of 1931 *Cegin*, Quarry Hunslet 0-4-OST No. 921 of 1906 *Sybil Mary*, and Hudswell Clarke 0-6-OWT No. 1643 of 1930 No. GP39 *Bronllwyd*.



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



Follow us @HeritageRailMag



Hudswell Clarke 0-6-OST No.1631 of 1929 *Stewart & Lloyds No.65* is seen preparing to pull away from the quarry face at Pitsford with a train of wagons filled with ironstone in the early 1960s. It was overhauled at Pitsford in the mid-1960s, after which it went to work at the Midland Quarry at Crosby. In 1994 the locomotive was rebuilt with side tanks and was running on the Derwent Valley Light Railway, near York. It later moved to Peak Rail and then Tyseley Locomotive Works for overhaul. NLR

# Bid is launched to create ironstone wagon train at Northamptonshire line

By Robin Jones

THE Northampton & Lamport Railway has become the latest heritage line to launch a scheme to assemble a rake of freight wagons as an added attraction for special events.

The aim of the new Ironstone Train Project is to assemble an authentic rake of iron ore tippler wagons that were once commonplace in Northamptonshire.

The county has a long history of ironstone quarrying and these wagons are synonymous with the history of the Northampton to Market Harborough line, which the NLR is working to partially restore.

The line was not only a frequent route for ironstone trains passing through the county, but it also had several ironstone quarries along its route, including Pitsford Quarry,

which in closed 1965, and where the exchange sidings are preserved as part of the NLR.

The aim is to recreate the scene of mineral wagons being shunted in Pitsford Sidings, as would have been a daily occurrence between 1925 and 1965.

### Rake of six

It is intended to create a rake of at least six grey iron ore tippler wagons, the type most common on the route in the 1950s and 1960s.

The NLR currently has three BR tipplers at the railway and an agreement to bring in three more on long-term loan, and would be very interested to acquire more.

The Ironstone Train will be used on demonstration goods trains during special events and will also be available for photographic charters.

The project also includes the creation of supporting educational and interpretive information to boost the public's understanding and appreciation of the locality's ironstone quarrying.

The NLR is following other heritage railways that have successfully recreated freight trains, notably the Great Railway with its 'Windcutter' rake of 16-ton mineral wagons and rake of BR box vans, the Welsh narrow gauge lines with their slate trains, and more recently the Chasewater Railway, which is assembling a set of BR Merry-go-Round hopper wagons (see separate story) and the Bodmin & Wenford Railway, where a rake of China clay hood wagons is being restored. The Somerset & Dorset Joint Railway Heritage Trust has acquired a pair of 16-ton mineral wagons to recreate a typical S&D freight train.



Lamport exchange sidings on April 6, 1966. BRYAN JEYES





BR standard 5MT 4-6-0 No. 73156 approaches Swithland with a van train on the Great Central Railway on January 16. Freight trains have long since been a standout feature of the line. JOHN TITLOW



Above: Avonside 0-6-0ST No.1917 of 1923 *Pitsford* shunting a rake of seven iron ore tippler wagons at Pitsford Sidings in the early 1960s. It was originally preserved at the late Sir William McAlpine's private Fawley Hill Railway and moved to the Nene Valley Railway in 1972. It then moved to the Elsecar Railway where it was overhauled and named *Earl Fitzwilliam*. It was withdrawn from service there in 2001 and has since been awaiting overhaul. NLR



Iron ore tippler wagon No. B386237 at the Northampton & Lamport Railway on February 17. DAN CHALLIS

→ The NLR is hoping to raise £9000 to restore the three tippler wagons already at the line and to assist with the cost of transport and restoration for the three additional wagons arranged so far.

A dedicated online fundraising page has been set up at <https://gofund.me/72819638>

Donations can also be made by post to: Ironstone Train Project, Northampton & Lamport Railway, Pitsford and Brampton Station, Pitsford Road, Chapel

Brampton NN6 8BA.

A range of incentives are being offered to donors. Those who give at least £150 will get a year's free NLR membership, a free family ticket to any event excluding Santa specials, and a brake van ride on the Ironstone Train.

If you donate at least £250, you will also get a footplate ride on the Ironstone Train. For those who give £500 or more, they will get a driver experience season on the train.

## Merry-go-Round coal wagon is donated to Chasewater scheme

THE Fire Service College, based in Morton-in-Marsh, has donated its Merry-go-Round hopper wagon to the National Wagon Preservation Group (NWPG).

One of a fleet of 11,000 wagons built to move coal from mines to power stations, just 20 now exist, with this rare survivor joining others at the group's base at its partner organisation the Chasewater Railway.

This wagon, No. HAA 351207, was built at Shildon Works in 1966 and is one of the early examples of its class. It operated across several coalfields in its near 40-year working life, ending at Worksop, having its last major exam and repairs in 2002.

It carried coal from Littleton Colliery in Staffordshire; the Chasewater Railway Museum has a collection of items used at Littleton and other local collieries.

Museum curator Barry Bull said: "We now have vehicles covering well over a century of coal transport, from simple wooden wagons and the steam locos that pulled them through to a growing train of these steel hoppers and contemporary diesels."

The college's director of product Ted O'Brien added: "After spending 20 years at the Fire Service College, where this once common coal wagon had been helping to train firefighters on how to deal with fires or other emergencies at rail incidents, the college is delighted to transfer ownership of the wagon to see it find a new home with the NWPG. It will carry on as an educational aid, helping to teach future generations about our industrial past and the fire service's important role in industrial safety."

The wagons get their name from the continuous movement at walking pace of the trains through top-filling chutes at the mines and onto bottom discharge hoppers at the power stations, the trains going on endless round trips between them.

With the closure of coal-fired power stations and the mines that supplied them, these wagons were scrapped and this important part of our history was nearly lost.

But the group and the Chasewater Railway are building a train of MGR wagons and seek to add more to the eight they now have.



Merry-go-Round hopper wagon No. HAA 351207, now at Chasewater. NWPG

## Llangollen Railway Trust's Deeside Halt closed to services – for now

THE Llangollen Railway Trust has closed Deeside Halt after it was found to be in need of remedial work.

The halt and run-round loop was opened in 1991 when Deeside was the railway's temporary terminus ahead of extending to Glyndyfrdwy.

However, a pre-season inspection of the western end loop points found them to be out of gauge. The loop has not been used for two years and its position when services are running to Corwen mean it is only likely to see occasional use in the future.

In a bid to consolidate finances, the trust decided to plane line the points.

The eastern end points and loop road are being retained as a siding.

During this work, the platform, constructed in the early 1990s from timber and ash, was found to be creeping towards the running line due to rotting of the supporting timbers. With the priority to be able to operate the railway safely and only the occasional passenger using the halt in this isolated location, the decision was taken to remove the platform. The signalbox and unusual ex-London Transport colour light signalling are being mothballed.

It is planned to reinstate both the loop and platform when time and funds allow, said a trust spokesman.



# Spa Valley Railway's 'Jinty' sees daylight for first time in seven years

By Geoff Courtney

LMS 'Jinty' No. 47493 has emerged into the daylight for the first time in seven years following its rewheeling in the Spa Valley Railway's Tunbridge Wells West workshop, where it is undergoing a painstaking 10-year overhaul.

The 0-6-0T was withdrawn for the work in 2014 after a decade of service, during which time it had become popular with visitors and footplate crews alike. The boiler is currently being overhauled at the North Norfolk Railway, but it was the rewheeling that delighted Matt Dives, the Spa Valley's steam engineering manager.

"It was the first time No. 47493 had been outside since March 2015, when it was lifted off its wheels," he said. "We will now be able to refit its overhauled valve gear, and the next major job will be refurbishing the water tanks."

He said the boiler overhaul at the NNR is progressing well and it is hoped that testing would be complete by this spring or early summer, enabling its return to Tunbridge Wells to coincide with completion of the work on the locomotive's chassis.

"A lot of money has been invested in the boiler, which has seen a very extensive overhaul, as well as the associated fittings which have either been overhauled or replaced," he added.

As for an eagerly-awaited return to traffic, it is being whispered at Tunbridge Wells West that the 0-6-0T may be back late this year, but Matt was understandably non-committal, telling *Heritage Railway* that no date

had been announced. "I will be ready when it's ready," he said.

Jonnie Pay, the railway's commercial manager, said: "It is really pleasing to see such great progress with 47493. It is a favourite with crews and visitors, and we are really looking forward to its return to service. Being a 3F, it is ideal for hauling our trains."

He said that in its absence, steam operations from next month until October would be handled by Caledonian Railway 0-6-0 No. 828, which is visiting from the Strathspey Railway, and Hunslet Austerity 0-6-0 No. 2890, on loan from the East Lancashire Railway.

No. 47493 was outshopped by Vulcan Foundry in February 1928 and withdrawn from the Liverpool shed of Edge Hill (8A) in December 1966, following which it joined a number of its classmates at Barry scrapyard, from where it was bought by Barry Buckfield in 1972. A restoration at the East Somerset Railway was followed by a return to steam in 1977, and there it remained until 2000, when it was moved to the Spa Valley Railway for overhaul and subsequent 10 years in service.

The locomotive is the subject of an appeal to raise funds for its outright purchase from the family of Barry Buckfield, who died in 2020 at the age of 72. To date £100,000 has been raised, and the appeal continues via [jinty47493@spavalleyrailway.co.uk](mailto:jinty47493@spavalleyrailway.co.uk)

## Second Scottish visitor

As Matt and his team were enjoying the landmark rewheeling of the 'Jinty', Jonnie added late breaking news by announcing that another Caledonian



**Out in the open:** 'Jinty' No. 47493 sees daylight after seven years following its rewheeling at the Spa Valley Railway's Tunbridge Wells West depot. Behind the 0-6-0T is ex-Felixstowe Docks Class 10 D3489, named *Colonel Tomline*. MATT DIVES



**In used condition:** Careworn 'Jinty' No. 47493 rests between duties at Warrington shed (8B) on May 1, 1965. The preserved LMS Class 3F is currently undergoing an extensive overhaul prior to its return to traffic on the Spa Valley Railway. TRANSPORT TREASURY

Railway locomotive would join No. 828 at two steam galas in April.

It is No. 419, a 439 class 0-4-4T, built at the CR's St Rollox Works in Glasgow in November 1907, withdrawn from Carstairs (66E) by BR as No. 55189 in December 1962, and saved from the cutter's torch by the Scottish Railway Preservation Society.

A delighted Jonnie said: "I believe it will be the first time these two Caledonian Railway locomotives will be seen together outside Scotland, and most definitely the first time they will have operated together this far south." He said No. 419 would appear at the Spa Valley's two Scottish steam events on April 2/3 and April 9/10.

**Right:** With Caledonian Railway 439 class 0-4-4T No. 419 going to be away from its Bo'ness & Kinneil Railway home from March until the autumn, visiting two Spa Valley Railway steam galas in April (see separate story), a No. 419 running weekend took place on February 19/20. Here it has just departed from Kinneil with the 10.45am service from Bo'ness to Manuel on February 19. IAN LOTHIAN





# Fenchurch on track for 150th birthday in July

By John Titlow

THE Bluebell Railway is aiming to complete the overhaul of LBSCR 'Terrier' 0-6-0T No. 55 *Fenchurch* in time for its 150th birthday in July, despite delays caused by the pandemic.

Designed by William Stroudley, *Fenchurch* was built in 1872 initially as part of a batch of six, but due to their success the class eventually numbered 50.

Problems were originally encountered with the cylinder castings which delayed their entry into service. Although not the first to be built, *Fenchurch* apparently became the first to enter service in 1872. A year later the cylinder casting problem arose, so replacements were fitted. Due to their distinctive bark, they received the nickname 'Terriers.'

After clocking up nearly 600,000 miles, *Fenchurch* was sold to the Newhaven Harbour Company, retaining its name and Stroudley livery for some years.

## History

In 1926 the harbour company was bought by the Southern Railway, so *Fenchurch* returned to main line ownership and was renumbered B672. Under BR it was renumbered again to No. 32636, becoming the oldest working locomotive for several years.

In the 1950s it worked on the south coast section of the LBSCR, the Kent & East Sussex Railway, and finally Fratton for the Hayling Island branch, where it joined the remainder of the class.

In 1964 it was bought by the nascent Bluebell Railway and arrived at Horsted Keynes under its own steam from Brighton with two



**No. 672 *Fenchurch* on static display at Sheffield Park on September 3, 2017.**  
LOCO STEVE/CREATIVE COMMONS

carriages. It joined younger sister No. 55 *Stepney* and continued to work until 1970. It is now owned by Bluebell Railway plc.

After overhaul it ran through its centenary in 1972 and joined the Shildon 150 celebration of railways with whitewashed coal. Several overhauls followed and it last ran in 2011. The current overhaul began in 2019 when *Fenchurch* entered the locomotive works at Sheffield Park for boiler removal and assessment before the rest of it went on public display.

Due to Covid-19, there has been a considerable loss of workshop time, and overhauls and maintenance have suffered delays. Keeping the running fleet in operation for the train service had to take priority.

As previously reported, *Fenchurch's* frames left the Bluebell on April 14, 2021, for Statfold Engineering Ltd at the Statfold Barn Railway near

Tamworth. Some riveting to brake hangers, spring hangers and frame stretchers has taken place. Cylinder blocks have been bolted together and are in place inside the frames incorporating new pistons and valves. Work is progressing on the axleboxes, which have been re-white metalled.

The wheelsets were replaced last time and are being prepared for fitting.

## April return

The mechanical overhaul continues and everything will be repainted. Work is on target for an April return to Sheffield Park of the rolling chassis from the running plate down.

The boiler is at Sheffield Park receiving considerable attention. It has received a new wrapper which is bolted and ready for riveting, and a new front tubeplate has been manufactured and is in place and fitted. A new foundation ring, the throatplate and backhead are in position, welded and riveted. The new inner firebox wrapper was completed by Israel Newton & Sons, Derbyshire.

Its return is hoped to be in time for the Bluebell's 150th anniversary Terrier gala, advertised for July 29-31 on the Bluebell, and there is a possibility that other Terriers will be in attendance, with the chance of a re-enactment of the Hayling Island branch trains.

Repairs are being funded by previous donations, but if anyone wishes to help the return of *Fenchurch* to steam for its 150th birthday, donations can be made online at [www.bluebell-railway.co.uk/bluebell/trust](http://www.bluebell-railway.co.uk/bluebell/trust)

## Lampposts are stolen from Blaenavon High Level

POLICE are hunting thieves who used an angle grinder to cut down and steal three Victorian-style station lamp posts from Blaenavon High Level station on the Pontypool & Blaenavon Railway.

The theft took place between 4pm on Sunday, February 6, and 10am on Tuesday, February 8, with the thieves forcing entry to adjacent land to gain access. It is believed that several people and a van or flatbed lorry were involved in the theft due to the weight of the posts, which were installed in 2020.

The line's head of stations, Huw Morgan, said: "We try to make things better for our passengers and the community and then someone goes and does something like this – all just to make their own homes and gardens look nicer, or to make quick money off the back of our volunteers' efforts. I'm absolutely gutted."

Anyone with information, like CCTV or dash cam footage, should call police on 101, quoting reference 2200044977, or contact Crimestoppers anonymously on 0800 555 111.

## Events to mark Bala's golden anniversary

THE Bala Lake Railway is to hold a series of special events to mark its half centenary.

Bala At 50 is being run over the April 30-May 2 bank holiday weekend, and a 50th anniversary event will take place on August 13 to commemorate the running of the heritage line's first trains.

August 27-29 will see the 50th anniversary steam gala.

On September 24/25, the Great Little Trains Model Show will be held at the main school in Bala and will feature layouts and trade stands from all over the UK and Ireland.



**Above: The valve rod assembly trial-fitted at Statfold Engineering.**  
STATFOLD ENGINEERING

**Right: The new steel inner firebox made by Israel Newton is seen being test-fitted to the boiler at Sheffield Park. The original outer wrapper has been bolted back in place to facilitate this.** ANDY KELLY/BR



## PRE-ORDER ISSUE 292

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

SCAN ME WITH YOUR PHONE CAMERA!



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



Follow us @HeritageRailMag



Connect with us [heritage-railway-magazine](https://heritage-railway-magazine)





**Pay just £3.46 per edition**

## **GREAT REASONS TO SUBSCRIBE**

- » Free UK delivery to your door or instant download to your digital device.
- » Save money on shop prices.
- » Never miss an issue.
- » Receive your issue before it goes on sale in the shops.

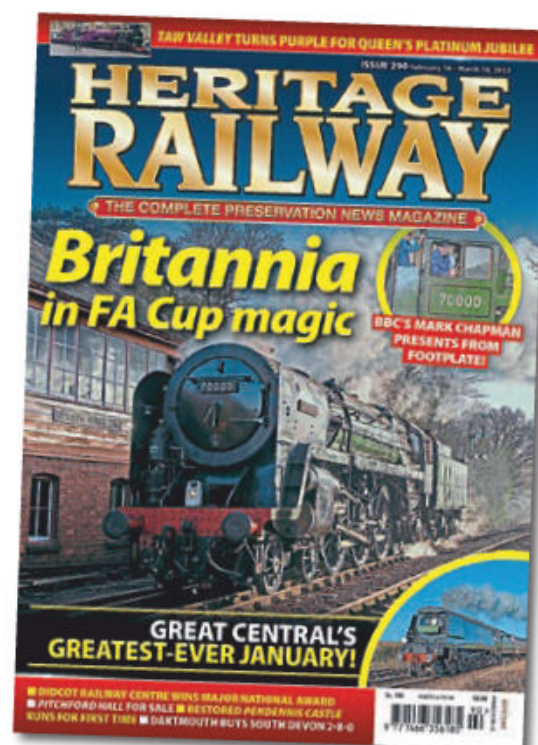
The Lancashire & Yorkshire Railway Trust's 0-6-0ST No. 51456 passes Burrs Country Park at sunset during a 3P20 short freight photographic charter on February 26, 2020. This view, taken by 24-year-old Christopher Ainscough, was one of the judges' picks in the Young Railway Photographer of the Year Competition 2022, of which Mortons Ltd was a major sponsor. For more details about the contest and a major new book containing the finest entries from more than 900 submissions, see pages 74-75.

**VISIT** [www.classicmagazines.co.uk/hrdps](http://www.classicmagazines.co.uk/hrdps)



When you take out a subscription to *Heritage Railway*

That's a **28%** saving when  
you pay by direct debit



**13 print issues**  
**for £45** Direct debit  
(28% saving)

1 year credit/debit card for **£47**

2 years credit/debit card for **£90**



**6 digital issues**  
**for £18.99** credit/debit card

13 issues credit/debit card for **£34.99**

Call our customer services team on:

**01507 529529**

Lines open:

**Monday to Friday 8.30am-5pm**

Offer Expires: April 21, 2022

**TERMS & CONDITIONS:**

Rates are based on UK orders only – for overseas please visit [www.classicmagazines.co.uk](http://www.classicmagazines.co.uk). Subscriptions will start with the next available issue. Offer closes April 21, 2022. Direct debit payments will continue at the price you paid, on this offer unless you tell us otherwise. Full terms and conditions can be found at [www.classicmagazines.co.uk/terms](http://www.classicmagazines.co.uk/terms).

or **PHONE 01507 529529** **QUOTE REF: HRDPS**



# Peter set for summer return for museum's steam season

By Geoff Courtney

AMBERLEY Museum, home to one of the most comprehensive collections of different gauge locomotives in the country, has unveiled its 2022 season of trains that will see the return of a popular 0-4-0ST and a unique diesel hauling a regular monthly passenger service for the first time.

The working museum, located in a 36-acre former chalk quarry near Arundel in West Sussex, has a half-mile 2ft gauge 'main line' with three stations that will see steam and diesel passenger trains at weekends from March 20 to October 29.

The 2022 season opener on March 20 will feature *Peldon*, a 40hp 0-4-0 diesel which proved its reliability on December's santa trains and so is being trusted for the first time to run scheduled trains at least once a month during the coming season.

Built by John Fowler & Co in 1936 (works No. 21295), ex-Essex Water Authority *Peldon* is the only surviving operational locomotive of the Resilient class and as such has earned itself a small piece of history in the world of diesel preservation.

## Gala weekend

The museum is holding its railway gala weekend on July 23/24, for which footplate crews are hoping to welcome back 0-4-0ST *Peter* after a major overhaul that started in January 2019 and has included its boiler being restored by Andy Bennett at his Highbridge works in Somerset. Until then 2-4-0T *Polar Bear* will share duties with *Peldon*.

*Peter* was built to 3ft gauge by WG Bagnall in 1918 for the Ministry of Munitions, was subsequently converted to 2ft gauge, and in 1922



**Welcome return: Amberley Museum 0-4-0ST *Peter* runs round its train on the museum's 2ft gauge line prior to withdrawal from service in 2019 for overhaul. The popular Bagnall-built locomotive is expected to return for the venue's railway gala weekend on July 23/24, before which public trains will be in the hands of ex-Isle of Man 2-4-0T *Polar Bear* and Fowler diesel *Peldon*. AMBERLEY MUSEUM**

was sold to Cliffe Hill Granite Co in Leicestershire, whose internal railway connected with the LMS Leicester-Coalville line near Bardon Hill station.

It was withdrawn in 1949 and passed through the hands of several owners before arriving at Amberley in 1982.

Its steam stablemate, *Polar Bear*, is another Bagnall locomotive, having been built in 1905 for the Isle of Man's Groudle Glen Railway, and it too arrived at Amberley in 1982. Its first appearance this year will be at a Mother's Day event on March 27, and it will be a regular feature of the museum's running season until the end of October.

Museum director Valerie Mills said: "Last year exceeded our expectations, and our staff and 300 active volunteers are getting ready for what we all hope will be a great year for the museum."

## Impressive collection

"The railway will feature prominently, and the most important event will undoubtedly be the return of *Peter*, whose mechanical overhaul has, as far as possible, been done in-house, with just a few specialist jobs being contracted out to local engineering companies."

The museum, which has a short standard gauge demonstration track in addition to the 2ft gauge line,

houses a collection of more than 30 locomotives in no fewer than 13 gauges, from 1ft 6in to 5ft 3in. Also on site are more than 20 exhibition areas, ranging from vintage vehicles, including operational buses, to communications, electrical goods and traditional crafts.

The former chalk pits in which the museum is located operated as a working quarry from 1846 until 1969 and employed 100 people at its peak. It had a standard gauge internal railway system linked to the nearby national network, comprising a fleet of four steam and diesel locomotives transporting such materials as chalk, coal, and coke to the kilns.

## Deltic joins spring diesel gala's roster

CLASS 55 Deltic D9009 *Alycidon* is to appear at the Severn Valley Railway's May 19-22 spring diesel festival.

The Deltic Preservation Society locomotive, currently running in BR blue livery, will join fellow guests the Peak Locomotive Co Ltd's Midland Railway – Butterley-based BR Class 44 No. 44004 *Great Gable* (D4) and BR Class 46 No. 46045 (D182).

No.44004 has not visited the SVR since 1987 when it starred in the line's first-ever diesel gala, while No. 46045 last visited in 2016.

The trio will be operating alongside the line's fleet of Class

50s, Class 42 Warship D821 *Greyhound*, Class 52s *Western Champion* and *Western Courier*, Class 33 No. 33108, Class 14 D9551 and Class 17 D8568.

Class 31 No. 31466, which visited during the 2021 autumn diesel gala and has since remained at the SVR, will join the roster.

Severn Valley Railway Diesels Committee chairman Gus Dunster said: "The event is shaping up to a fantastic four days."

**Right: Class 46 No. 46046 (D182) at the Severn Valley's 2016 diesel gala. IAN MURRAY**







**Above: Rail and traction poles for the extension in stock at Summerlee.**  
HUGH DOUGHERTY

**Left: Glasgow single decker 1017 at the current limit of the tramway. The extension would run behind the tram towards Coatbridge town centre.**  
HUGH DOUGHERTY



**South African Railways Garratt GMAM 4-8-2+2-8-4 No. 4112 on display at Summerlee.** HUGH DOUGHERTY

# Summerlee Tramway link-up plan revived

**By Hugh Dougherty**

A THIRTY-year-old, never implemented plan for Scotland's only operating heritage tramway at Summerlee Museum of Industrial Life to link the museum more closely with the centre of Coatbridge have been dusted down as part of an overall plan to further develop the venue as a must-see tourism and leisure destination.

Museum manager Lu McNair said: "The original plan was for the tramway to operate through what is now the entrance to the museum and travel down Heritage Way, half a mile to the centre of the town. This part of the tramway, which currently links the entrance with our mine and miners' cottages, was never built 30 years ago. Now we are costing the extension scheme,

and are also looking to substantially cut our annual £1000 electricity bill for keeping the trams running and to boost our green credentials by switching to solar power to generate our traction current."

## Preservation

The tramway extension forms part of an overall development plan being written in a bid to secure funding not just for the trams, but to also allow railway exhibits on outdoor display to be better presented and conserved.

These include the museum's North British Locomotive Company-built South African Railways 3ft 6in gauge Garratt 4-8-2 + 2-8-4 No. 4112, which has been on outdoor display since the 1980s when it was moved north from the Plym Valley Railway, and which is now causing some

concern because of deterioration of the paintwork.

Also under the microscope is former Glasgow 'Blue Train', Class 311 EMU No. 303, whose motor coach and one surviving trailer are also on outdoor display.

Asbestos removal issues and the impact of Covid-19 on a volunteer working group that had started to restore the train has led to progress slowing down.

As with the Garratt, the museum is including the electric unit in its plans for better display and conservation as an outdoor exhibit.

Lu said: "We are planning ahead by ensuring that all of our exhibits are relevant and well-presented, as well as those outdoors, which also include industrial locomotives, wagons and rail cranes, being better protected

from the elements to ensure their long-term future.

"We already have tram rail and traction poles in stock for the extension.

"The next step is to prepare a comprehensive development plan which aims to allow us to apply for funding for these important projects.

## Coal review

"We are also looking at further reducing our carbon footprint and have stopped burning coal in the grates of our miners' cottages, and we are reviewing the use of coal in our traction engines and steam sawmill. Although our use of coal is very limited, we do recognise it as an issue we have in common with other industrial museums and heritage railways and, as a movement, we need to seek a sustainable solution."

## Get a glimpse behind the scenes at the Severn Valley

THE Severn Valley Railway is set to throw open many more of its doors to passengers as the 2022 season begins.

The April 2/3 Open House Weekend will give visitors an opportunity to explore areas that are rarely accessible to the public.

A variety of unique experiences will put the 'nuts and bolts' of the SVR on show – including tours of signalboxes at Kidderminster and Bewdley, visits to the locomotive boiler shop and machine shop at Bridgnorth, and cab tours of one of the line's diesel locomotives, plus an interactive demonstration by resident stonemason Philip Chatfield at The Engine House Visitor Centre.

A four-train service will ensure visitors can stop off at all stations, and Highley will be hosting short brake van rides for a back-to-basics



**As seen from the signalbox window, WR 0-6-0PT No. 1501 powers out of Kidderminster as the signal drops.** SVR ARCHIVE

experience inside one of the SVR's more functional vehicles.

Furthermore, the SVR has partnered with local company Wyvern Omnibus to transport visitors to its 'hidden gem' station at Eardington Halt, with its unrivalled selection of heritage lamps and an original 19th century station building.

Brass bands will welcome ticket-holders to Kidderminster station, and the SVR's award-winning pubs and refreshment rooms will be open throughout both days of the event.

SVR's head of visitor experience, Michael Dunn, said: "The return of the Open House Weekend is the ideal way to start our 2022 calendar by offering a behind-the-scenes look

at the railway. We are hoping visitors will be inspired and amazed to see how we make everything work.

"The opportunity to go backstage at an operational railway really is a one-of-a-kind experience."

Tickets for the Open House Weekend are available at online at [svr.co.uk](http://svr.co.uk) or by telephoning 01562 757900.



# Tribute to Peter Summers, who helped save the Dukedog and *Foxcote Manor* for preservation

By Robin Jones

PETER Summers, who helped bring the sole-surviving GWR Dukedog 4-4-0 *Earl of Berkeley* to the Bluebell Railway and was also instrumental in saving WR 4-6-0 No. 7822 *Foxcote Manor* from Barry scrapyard, has died aged 92.

Peter was born on May 6, 1929, the eldest son of Richard (Dick) Summers and Evelyn Summers. The family business was John Summers & Sons, which owned and operated Shotton Steelworks, and so steam was embedded in Peter's blood from an early age. He and his brother Tim would spend Sundays at the works on the footplate of one of the many locomotives used on the internal network. Richard, a director of the LMS, would also fix it for the district inspector and his private coach to stop by at Shotton and pick up Peter, Tim, and his parents to go along on track inspection trips, and nearly always a trip on the footplate was involved.

The steelworks was opened in 1896 alongside the main North Wales-Merseyside rail line at Hawarden Bridge, and by 1910 seven Hudswell Clarke locomotives were at work.

Between the two world wars the fleet was increased to service two open hearth steelmaking plants, as well as rolling mills and galvanising operations. There were nine 0-4-0s named *Vulcan*, built in 1900 – *Sealand*, *Planet*, *Windmill*, *Venus*, *Jupiter*, *Shotton*, *Mack* and *Remus* – and eight 0-6-0s – *Diana*, *Romulus*, *Juno*, *Saturn*, *Mars*, *Neptune*, *Minerva* and *Vesta*. By 1948, the works had 46 miles of track and the internal locomotives were handling 5000 wagons of main line traffic each week.

In the early 1950s, as full integration of the plant was completed, a new marshalling and holding yard called Shotwick Sidings was brought into use, adjacent to the incoming exchange sidings at Dee Marsh junction. The first diesel was introduced into the fleet in 1947 and the last of the steam locomotives was withdrawn in 1958.

Sir Richard Summers was at the controls of BR Standard 9F 2-10-0 No. 92203 (now named *Black Prince* and based on the North Norfolk Railway) as it steamed into the Dee Marsh Sidings to make BR's last delivery of iron ore to the works on November 6, 1967. It was captured on canvas by artist Terence Cuneo.

**"It goes without saying that without Peter's and Tom Gomm's visionary outlook, *Earl of Berkeley* may not be in preservation today.."**

## Anniversary

Thirty years later, Peter's nephew Henry discussed with him the possibility of returning No. 92203 to Shotton to mark the anniversary of that event. A photographers' special was arranged with a private family viewing, at which invited guests able to view No. 92203 at close proximity. However, a planned photographic shoot came to grief when No. 92203 jumped the check rail on the points – and the Llangollen Railway came to the rescue with its 50-ton jacks and to rerail it.

To mark the end of the Summers steam fleet, in 1963 the company presented 1916-built Hudswell Clarke 0-6-0T *Vesta* to the National Trust's railway museum at Penrhyn

Castle near Bangor, where it can still be seen. Penrhyn also has Hudswell Clarke 0-4-0ST *Hawarden*, which was built for John Summers & Sons in 1899 and presented to the trust in 1964. It worked at the company's original works at Stalybridge for many years.

Up to the end of iron and steelmaking in 1980, 26 diesels operated on 70 miles of internal track, moving raw materials, iron and steel in various forms, and scrap arisings. At its peak, the fleet was manned

by 80 drivers, 12 spare drivers, and 12 cleaners. The end came after 94 years, when remaining internal standard gauge operations were taken over by BR.

During the 1950s Peter shot 8mm film on the Cheshire and North Wales lines and these ended up on videos and later still DVDs. However, he is perhaps best-known for saving two engines from Barry.

Dukedog No.9017 became the subject of the first ever appeal for funds to purchase a standard gauge locomotive for preservation, with the intention of it being based on the Bluebell Railway, which was the only suitable home for it in 1961. The funds were collected by Tom Gomm, of enamel badges fame, on behalf of the Bluebell.

Oswestry District Traffic Superintendent Oliver Veltom – who had already safeguarded the

survival of Welshpool & Llanfair Light Railway Beyer Peacock 0-6-0Ts Nos. 822 and 823 from the scrapman by keeping them in Oswestry Works from 1956062 – placed No. 9017 in-store at Oswestry through 1961 to give time for the funds to be raised through the initial appeal. However, because there were still thousands of steam locomotives on the UK network, the appeal failed and Tom – with assistance from Peter, who also covered the cost of transport to the Bluebell – stepped in to fund the difference between the sum raised and the asking price, and then they placed the locomotive on permanent loan to the Bluebell. The locomotive has now been donated to the line, with the requirement that it is to be permanently based there.

*Foxcote* was withdrawn in November 1965 from Shrewsbury and was towed to Woodham Brothers scrapyard. It languished there until 1974 when it was rescued by the *Foxcote Manor Society*, which had been formed two years earlier. Peter stepped in to guarantee and secure a loan that rescued No. 7822 from Barry.

## Lifetime passion

It was initially taken to Oswestry (site of the Cambrian Railway Society) for restoration work, but moved in 1985 to the Llangollen Railway, for which Peter had a lifelong love.

Peter – who was fluent in Welsh and German – was vice president of the *Foxcote Manor Society* for several years and also a lifelong member of the *Ffestiniog Railway*. He spent best part of 25 years with his nephew on steam charters, visiting narrow and standard gauge railways all over the country.



Above: Peter Summers (far right) on the footplate of GWR Dukedog 4-4-0 No.9017 *Earl of Berkeley* during its visit to the Severn Valley Railway. SUMMERS FAMILY

Right: GWR Dukedog 4-4-0 No.9017 *Earl of Berkeley* inside the Sheffield Park shed in 2014. ROBIN JONES



Hudswell Clarke 0-6-0T No. 1223 of 1916 *Vesta*, one of the John Summers & Sons fleet at Shotton, inside the Penrhyn Castle Industrial Railway Museum. ROBIN JONES





WR 4-6-0 No.7822 *Foxcote Manor* pulls into Dunster station with a West Somerset Railway service on September 12, 2021. WSR

As a surprise treat for Peter on his 80th birthday, Henry and Peter's brother, Bill Summers, arranged for a day out on the Severn Valley Railway with the Dukedog in traffic on a private charter going up and down the line in the director's saloon. Another surprise was a footplate ride on No. 9017.

Henry said: "One personal memory I have is that we were behind *Princess Elizabeth* attacking the southbound gradient and we were told it was the driver's last turn before retirement

and that he'd be putting on a bit of a show! As the locomotive started the arduous climb, I saw Peter looking at his wristwatch and tapping his arm; I thought better of it to keep quiet as he was up to something.

"As we crossed over the summit, he proudly announced that we'd gone over the top at an astonishing 52mph and this was pretty much spot-on because we asked the driver at Crewe upon leaving the train.

"He explained that he counted the time between crossing over the

rail links and the clickety-click noise enabled him to work out the speed. I am sure that the locomotive was being double-fired!

#### Visionaries

"It goes without saying that without Peter's and Tom Gomm's visionary outlook, *Earl of Berkeley* may not be in preservation today were it not for their actions to step in and save the Dukedog from the gas axe.

"I brought Peter last down to the Bluebell when the loan of No. 9017

was turned into it being donated to the Bluebell following the last (now expired) boiler ticket.

"It was very sad that Tom was not alive to see the splendour of the engine, but we had a wonderful day at the railway and enjoyed fabulous hospitality."

Cheshire-born Peter, whose last years were spent around Winsford, leaves wife Gillian, and children Julie, Stephanie, Jeremy, and Tim, as well as six grandchildren and six great grandchildren.

## K1 is returning to Wales for Welshpool duo's 120th birthday celebrations

K1 – the world's first articulated Garratt – will shortly be returning to Wales for two spring events.

The 0-4-0+0-4-0 will feature in a special photographic charter weekend on the Welsh Highland Railway on March 26-27, along with Large England 0-4-OSTT *Welsh Pony*.

The charters, which are being organised by David Williams, will feature multiple runpasts at scenic locations. The cost of taking part is £100 for either day, or £180 for both. Places are limited; to book, visit [www.festrail.co.uk/photo-charter-availability-in-march](http://www.festrail.co.uk/photo-charter-availability-in-march)

In 1909, two then-unique locomotives were built by Beyer Peacock in Manchester for the North-East Dundas Tramway in Tasmania, where they were numbered K1 and K2. They proved the usefulness of this type of articulated locomotive on narrow gauge lines with tight curves and steep gradients, and from their

success, further designs for railways of all gauges worldwide.

Eventually, the pair became life expired and so 'one good one' was made out of them rather than scrapping both outright, with K2's boiler and other components fitted to K1.

K1 was eventually offered back to Beyer Peacock for preservation, and when the firm closed, it was acquired by the Ffestiniog Railway.

Restoration to working order was undertaken by the K1 Group and completed at Boston Lodge Works in 2004, after which the locomotive entered revenue-earning service on the Birst section of the new Welsh Highland Railway.

K1 was withdrawn from traffic in 2014 and an overhaul began at Dinas, but because it was not a top priority on the Ffestiniog & Welsh Highland Railways, a deal was struck with the Statfold Barn Railway. In return for it

being returned to steam, it would be loaned for operation at the Tamworth venue.

It moved to Statfold Barn in December 2019 and returned to steam on March 10, 2020.

On May 20-22, K1 will be displayed at the Welshpool &

Llanfair Light Railway, where the Beyer Bash will celebrate the 120th birthday of the line's two original locomotives, Beyer Peacock 0-6-0Ts *No.1 The Earl* and *No.2 Countess*.

A further two visiting locomotives for the event are due to be announced.



Beyer Garratt 0-4-0+0-4-0 K1 in steam at the Statfold Barn Railway on August 8, 2020. ROBIN JONES



# WHAT IS AVAXHOME?



# AVAXHOME-

the biggest Internet portal,  
providing you various content:  
brand new books, trending movies,  
fresh magazines, hot games,  
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



# AVXLIVE : ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>



## Whisky road rethink holds up extension

ANOTHER delay in the long-awaited completion of the Strathspey Railway's extension into Grantown-on-Spey has arisen because of an oversight into the need for a new realignment of the A95 trunk road, it has been claimed.

Transport Scotland has drawn up a scheme to realign the road in order to accommodate a railway tunnel at Gaich, a mile south of Grantown.

However, it appears that the need to accommodate an entry road into the new Cairn Distillery has been overlooked by the highways authority.

Strathspey Railway Charitable Trust chairman Linda Coe told the Highland Council's area committee: "Rather late in the day, they identified that the entry being built to the Cairn Distillery fundamentally affected the A95 realignment and under-bridge plans submitted with pre-application consultation. We have no choice but to wait for Transport Scotland to redo their plans and surveys."

A revision of the existing plan could mean further delays caused by the need to carry out environmental surveys, she said.

It was in July 2006 that the Scottish Executive made a firm commitment to re-aligning the A95 at Gaich, allowing the extension of the heritage line to Grantown along the original Highland Railway route.

A Transport Scotland spokesperson said: "Our design consultants have been working to develop an amended design and will require to complete further detailed engineering, environmental, traffic and economic assessments."

# Learn to drive a Pacer at Welsh line

By Robin Jones

THE Llanelli & Mynydd Mawr Railway and South Wales Railcar Group are inviting visitors to drive a Pacer DMU under full instruction from a qualified instructor.

As previously reported, No. 142006 was retired from main line duties in late December 2020 and is the only South Wales-based Class 142 unit to be preserved, while Class 143 No. 143607 came out of service just last May.

An initial Pacer driver experience has already taken place with a participant who travelled all the way from Manchester to Cynheidre. He said: "Thank you! I had a brilliant day. Best wishes and I hope to see you again at the railway in the near future!"

Pacers had their origins in BR's wish to replace its first-generation DMUs, particularly with the use of railbuses on its lightly-used branch lines. The chosen design had a high level of commonality with the widely-used Leyland National bus body.

The classes 141, 142, 143 and 144 Pacer units became the target of negative publicity for many years due to their allegedly poor ride quality, and the resulting general unpopularity among passengers eventually led to their withdrawal from the national network.

The last main line passenger service with a Pacer unit in its formation was the 10.02pm Rhymney to Cardiff Central on May 29, 2021, which was worked by No. 143601 coupled to a 150/2 unit. This train ended Pacer operation after more than 35 years.

### Complete runs

Each driver experience includes a full safety brief, the opportunity to fully prepare the unit for service, the chance to shunt the unit over track unavailable for passenger use, and three complete journeys over the LMMR running line.



**Above: The Llanelli & Mynydd Mawr Railway's Pacer fleet.** LMMR



**Right: In a package unique in the heritage sector, the Llanelli & Mynydd Mawr Railway is offering members of the public the chance to drive a Pacer.** LMMR

Participants also receive a personalised certificate signed by the instructor, a photograph of themselves in the cab sent by email, a packed lunch (vegetarian and vegan options available on request), and one-year membership of the LMMR and the DMU group worth £25. Options for family members are available at an additional cost; each participant can bring up to five people who may sit in the passenger saloon during the three trips.

The cost is a minimum donation of £200 for one participant and £350 to share the experience with another.

Experiences are available on selected dates through the year, and all proceeds go towards the upkeep and ongoing development of the railway, a volunteer-run charity. Bookings can be made via the [www.ticketsource.co.uk/llanellirailway](http://www.ticketsource.co.uk/llanellirailway) website.

Meanwhile, volunteers have been busy during the winter creating much-improved visitor facilities at Cynheidre.

A new heritage display has been created in the main stock shed. A new and much-improved toilet block with step-free access for those with mobility issues has been provided thanks to help from Llanelli Town Council and the Change Makers Fund.

The railway has also been successful in acquiring a quantity of ex-main line metal benches in a recent Network Rail Redundant Assets sealed bid auction, which have been collected from Euston. At Cynheidre, they will offer much-improved outdoor seating facilities for visitors.

The railway will reopen with a gala day on Saturday, March 26 to kick-start the new summer season with regular events, following through to October.

## Second London Underground train arrives at Cynheidre

THE second of two former London Underground tube trains has arrived at the Llanelli & Mynydd Mawr Railway's base at the former Cynheidre Colliery.

The two cars of Island Line Class 483 No. 483008, which has also been acquired by London Transport Traction Group, arrived late on February 17 – just missing Storm Eunice that caused much disruption in South Wales.

The unit had been in storage for some time, latterly under tarpaulin at

Sandown on the Isle of Wight. During its time in storage, it had suffered several broken windows, but these will be replaced as soon as possible.

The group's plan is to use one of the cars from No. 483008 to carry batteries in order that the trains may operate on heritage railways.

No. 483008 requires significant work before it can be made accessible to the public, hence the decision to place it on an isolated section of track for the time being.



**Former Island Line Class 483 No. 483008 newly arrived at Cynheidre.** LMMR

The group's other unit, No. 483006, resides on a rail-connected siding and following initial work has already proved an invaluable asset

to the railway by acting as Santa's grotto during the festive period, as reported in a previous issue of *Heritage Railway*.





An impression of what an 'enhanced performance' *Jurassic* might look like! DAVID ENEFER/LCLR

## *Jurassic* undergoes enhancements for pulling longer trains to give 2022 performance boost

LINCOLNSHIRE Coast Light Railway flagship Peckett 0-6-OST 1008 of 1903 *Jurassic* has undergone modifications to boost its performance for the 2022 season.

The former Southam Cement Works locomotive will be asked to haul three-coach trains this year, as opposed to one or two carriages in past years.

Due to increasing demand, the railway is to add an extra coach this year, in the form of the former Nocton Estates Railway shooting coach *Queen Mary*, which, as reported in issue 289, is being restored without windows to provide a semi-open-air coach for the regular service.

The limited platform length at Walls Lane station means that only a short coach can be added to the two-coach trains, and *Queen Mary* is the

only one of the unrestored vehicles to qualify.

To get *Jurassic* ready for the extra loading, winter work involving the chimney and steam pipes, the regulator and the air compressor has taken place. The chimney had a crack on the bottom flange. A weld had been attempted in the 1980s to ensure the chimney was secure; over time, a crack in the weld worsened and a piece of the flange was now virtually broken away from the base.

### Maintenance

The old weld was removed, cleaned up, and the piece welded back in. Before refitting the chimney, the opportunity was taken to tighten the bolts holding down the main steam pipes. This will hopefully improve steaming as the smokebox vacuum should be maintained.

The regulator was causing speed control problems so the slackness in the linkage is being remedied and the valve repositioned. A new linkage has been made so that driver can now alter the position of the regulator handle relative to the position of the valve.

As built, *Jurassic* had only a hand brake but to meet modern passenger train standards it requires air braking. However, in 2021 the chain drive to the air compressor failed on several occasions. The repair work has involved overhauling the compressor, fitting a tensioner and a new chain, and improving the fit of the pinion to the rear axle. It is hoped that the improvements will mean that *Jurassic* can maintain air pressure while operating the three-coach trains, and was scheduled to undergo a test steaming before being restored.



*Jurassic*'s chimney back in position with repaired section at the front. JULIE BATES/LCLR

*Jurassic* should be back in use for The Queen's Platinum Jubilee long weekend on Saturday, June 4, and will then run every Saturday from July 16 to September 3.

## Latest Bluebell venture is held on ice

THE Bluebell Railway went all-out during the February half term to attract younger visitors and their parents by installing an ice rink for two weeks inside the Steamworks shed at Sheffield Park.

Locomotives that would normally be protected from the vagaries of the winter weather were moved out into the yard for the venture.

The building was originally the running shed, and was partially converted into the Steamworks museum and display area, opening in October 2018.

Half term near the Bluebell runs over two weeks because of county borders with schools having their holidays in different weeks. Skating sessions were available daily from

10am until 9pm, and on Fridays and Saturdays until 10pm, with tickets costing £12 for adults and £10 for children, including skate hire. Entry to Steamworks was included in the price, but the interactive displays about the locomotives were reduced. To warm up afterwards, skaters could enjoy a hotdog and hot drink in the Bessemer Arms on Platform 1, which opened all day until the rink closed.

On February 18, both the railway and ice rink was closed because of Storm Eunice.

To encourage passengers onto the railway over half term, the ever popular Kids For A Quid promotion was on offer when accompanied by a full fare-paying adult. A daily five-



Steam frozen out of Steamworks during the half term ice skating venture! BLUEBELL RAILWAY

train service was in operation until Sunday, February 27.

The railway was geared towards children with the Elephant Van at

Horsted Keynes converted into a soft play area. The children's picnic and play area at Kingscote was also open, weather permitting.



## Electric and vintage buses replace Wells Harbour line

THE UK's first fully-electric bus is being brought in to replace the much-loved Wells Harbour Railway.

The 10¼in gauge line that linked Wells-next-the-Sea to its beach closed last September after landowner Holkham Estate declined to extend the lease. Operators Gary and Alison Brecknell, who ran the line for 21 years, sold it to the Lappa Valley Railway at St Newlyn East, Cornwall, as reported in issue 288.

Holkham Estate has announced it will introduce the electric bus, running from the Wells Town FC car park to a set-down point near the roundabout at the beach end of Beach Road. It can be lowered to kerb height with an access ramp, and should be operational by June.

At the height of the summer season, it will be joined in service by a 1951 Leyland Tiger open-top bus, which Pinewoods Holiday Park has brought over from Jersey, where it began its passenger-carrying career.

## Stogumber station friends buy hillside

VOLUNTEERS of the Friends of Stogumber Station group on the West Somerset Railway have raised more than £20,000 from subscriptions and donations – and have used the money to buy a small wooded hillside.

The hillside, which lies behind the station, has been purchased from Somerset County Council in order to preserve the railway's setting.

The money raised, some of which has come from selling cream teas to visitors, will also be used to repair and maintain the buildings. Some of the amount has gone towards track renewal, too. The station's cattle dock has been restored by volunteers over several years and is to be officially opened during the line's May 5-8 steam gala.

WSR plc chairman Jon Jones-Pratt praised stationmaster Bob Preston and the volunteers for their fantastic efforts and their long-standing support.



Balloch Pier in its 1920s heyday. An LMS ex-Caledonian Railway 0-6-0 has brought in a boat train, and passengers head for the steamer. LLSC

# Balloch Pier station building to be rebuilt

By Hugh Dougherty

THE Loch Lomond Steamship Company plans to build a replica of the main station building on Balloch Pier to act as a training base, museum, and café.

A vision statement by the charity – which is working hard to restore PS Maid of the Loch, made by J&J Inglis in 1953 for the Railway Executive, the last paddle steamer

to be constructed in the UK – states its aim to construct the replica at the pier that once saw excursion trains arriving from all over Scotland to transfer passengers to the Loch Lomond steamers since its opening in 1855 by the Dumbarton & Balloch Joint Railway, which also operated the loch steamers.

The station saw its last transfer when the Maid of the Loch stopped sailing in 1981, although the pier

station, served by the famous Glasgow Electric 'Blue Trains' from 1960 onwards, closed later, in 1986.

The building was partially supported by piles driven into the water as it hung over the pier. It was demolished shortly after closure and the track was lifted back to Balloch Central station.

LLSC chairman Iain Robertson said: "We are working hard to return the Maid to full sailing condition,



Maid on the slip: Volunteer director Anne Urquhart and chairman Iain Robertson discuss their plans for the future. HUGH DOUGHERTY





**Balloch Pier station in 1973 with a Class 303 making ready to return to Glasgow. The station building replica will be built on the footprint of the original. LLSC**



**Above: The Loch Lomond Steamship Company uses the remaining station building, which has survived at the end of the pier as an office. HUGH DOUGHERTY**



**Right: The Maid's port paddle wheel, stripped for restoration as part of a £25,000 crowdfunder appeal. HUGH DOUGHERTY**

with extensive hull and paddle repairs now underway.

"We looked at our tourism offering, consisting of the ship, our steam-powered slipway and railway-built winch and boiler house, and the pier, and we concluded that we needed to celebrate the railway heritage of the pier.

"The replica station building will allow us to build up a steam engineering training centre so that

skills are passed on to the young people who will go on to operate the paddler once its goes back into service – as well as offering skills training to other ship and railway steam operators, too.

"A small museum will tell the story of the steamers and the railway which served them.

"We also plan to relay track on the pier – its platform is still intact – and display a vintage railway carriage at the platform."



**The platform of Balloch Pier station today with the steam winch house in front of the Maid of the Loch's bows, as the steamer sits on the steam slipway on February 2, 2022. HUGH DOUGHERTY**



**Peckett 0-4-OST Uskmouth No.1 is set to make its comeback on the Dean Forest Railway this autumn. ADAM WILLIAMS/CREATIVE COMMONS**

## Much stirring in the Forest of Dean in 2022

THE Dean Forest Railway is aiming to have its first locomotive back in steam to mark its 70th birthday and the half centenary of its arrival on the line.

The line's October 15/16 steam gala will hopefully feature Peckett 0-4-OST No.2147 of 1952 *Uskmouth No.1* running alongside visiting guest locomotives and others from the home fleet.

*Uskmouth No.1* was supplied new to the Central Electricity Generating for its Uskmouth power station, also known as Fifoots Point power station, at the mouth of the River Usk. It moved to the DFR in April 1972.

The first big event of the new season will, as reported last issue, be the April 23/24 DMU gala marking 30 years since the formation of the Dean Forest DMU group, which brought its first vehicles to the railway in April 1992.

It will feature Derby lightweight 'bubblecar' No. 79900 *Iris*, visiting from the Ecclesbourne Valley Railway.

A dedicated diesel gala with visiting locomotives yet to be announced will take place on September 17/18.

Throughout the year, in addition to the regular steam services on weekends and Wednesdays running from March 19 until November 6, many evening specials include dining trains and fish and chip suppers, as well as the popular murder mystery evenings, where luxurious meals are served on board. These murder mysteries are running on Saturday, May 21, and Saturday, August 6, with the May event already almost sold out. The railway is also bringing back its Sunday lunch trains, running approximately one each month throughout the year.

Also running in 2022 will be brake van specials, operating at least once a month throughout the main season. Spaces are limited, so pre-booking is highly recommended.

Returning after a long absence will be the Halloween trains on the evenings of October 29/30, and Santa specials will begin on November 26/27, running on weekends throughout December and in the run-up to Christmas Day.

## Calls to rebuild Weston-super-Mare miniature line are sounded online

**MORE** than 500 people have joined a new Facebook action group calling for the seafront miniature railway in Weston-super-Mare to be rebuilt a decade after it closed.

The 850-yard 7¼in gauge line, originally known as the Beach Lawns Miniature Railway, was built as a joint venture between Robin Butterell and Michael Severn-Lamb. Opening in 1981, it carried 12,000 passengers in its first season.

The line went on to carry 30,000 passengers a year at its height, but falling visitors numbers due to bad weather and an increase in seafront parking charges have been blamed for its demise. The lease was surrendered when it came up for renewal in 2012 and the tracks were lifted. Plans for an

American-style crazy golf course to occupy the vacant site came to nothing when the company behind it pulled out.

The action group was set up in December by Ollie Stone, whose father used to bring him as a child from their home in Sidmouth to ride on the railway.

Group members held a meeting at the railway's former site on January 15. It was attended by Weston's Mayor, Coun James Clayton, and Mayoress Kaylee Rose, along with the railway's last owner, Bob Bullock.

Coun Clayton said: "It would be a great asset and provide a much-needed tourist attraction, along with giving the people of Weston something to enjoy. I would love to see this return to our town."



# First-ever Class 37 in GCR move

By Robin Jones

THE first-ever Class 37 diesel-electric to be built, D6700, is to be based on the Great Central Railway – after a five-year loan has been agreed between the National Railway Museum and the Heavy Tractor Group.

Type 3 D6700 was built for BR by the English Electric Company at its Vulcan Foundry in Newton-le-Willows and outshopped on December 2, 1960. It was allocated to Stratford depot, after being first sent to Doncaster for acceptance trials.

Later renumbered 37119 and then 37350 under TOPS, it became part of the National Collection in July 2001 after it was donated by the English, Welsh & Scottish Railway following its withdrawal from service.

## Maintenance

The loan partnership between the NRM and the HTG will see D6700 receive final maintenance and repainting at HTG's industry partner, Loram UK, to allow it to go back into service.

Once the work is complete, D6700 will operate at the GCR on a rota basis and at diesel galas.



Members of the Heavy Tractor Group with Class 37 D6700. NRM

NRM partnerships manager Paddy McNulty said: "We are really happy to see this wonderful locomotive head back into traffic at the Great Central Railway thanks to our partnership with the HTG."

"Class 37s are very special to lots of people and it will be great to see our engine back in full working order so that it can be enjoyed by visitors."

"We are really grateful to the HTG and Loram UK for their commitment to preserving the locomotive so that it can continue to inspire wonder for generations to come."

The Heavy Tractor Group Bought Class 37 No. 37714 from Direct Rail Services in 2017.

Group chairman Andy Gillett said: "The HTG is privileged to have

been awarded custody of D6700. The engine and No. 37714 tell the complete story of the Class 37, from original condition through to the refurbished heavyweight version.

## 'Next chapter'

"Our industry partner Loram UK has been closely involved with the loan application, providing valuable assistance with the move, and its excellent maintenance skills will ensure that the locomotive will enter its next chapter at the GCR in superb condition."

The loan of D6700 also allows for the NRM's Masterplan to develop over the next few years which, as previously reported in *Heritage Railway*, will include a brand new exhibition space, a Central Hall, a Wonderlab interactive gallery, and much more.

A total of 309 Class 37s were built and were widely used across the network on passenger and freight trains, with a small number remaining in main line service today.

During its time under the museum's care, its volunteer diesel team has helped look after and maintain D6700.

## 'Tired' Kidderminster footbridge finally lifted during early-hours operation

THE footbridge overlooking Kidderminster station, crossing both the Kidderminster to Worcester main line and the heritage lines immediately outside the station, was finally removed at about 4am on Sunday, February 13 after a full line position on Network Rail and the Severn Valley Railway.

Recent visitors would have noticed the deteriorating condition of the footbridge, a public right of way between Hoo Road behind Kidderminster Harriers FC's Aggborough ground and the A449 Chester Road South. A Network Rail plaque identifies it as Bridge 104.

The footbridge is a popular spot for watching and photographing trains departing the SVR's station, where it overlooks the diesel depot, carriage shed, turntable, and yard. The crossover link between the SVR and the main line runs underneath.

## 'Wooden bridge'

The bridge carried an 11kV high voltage power cable which has been disconnected and rerouted.

Historically there was a level crossing at this location until a bridge was built from wood in the late 19th century. It was later replaced by the steel one, but it's uncertain when this happened.

The bridge is often still referred to locally as the 'wooden bridge' –

will this name continue when the replacement one is fitted?

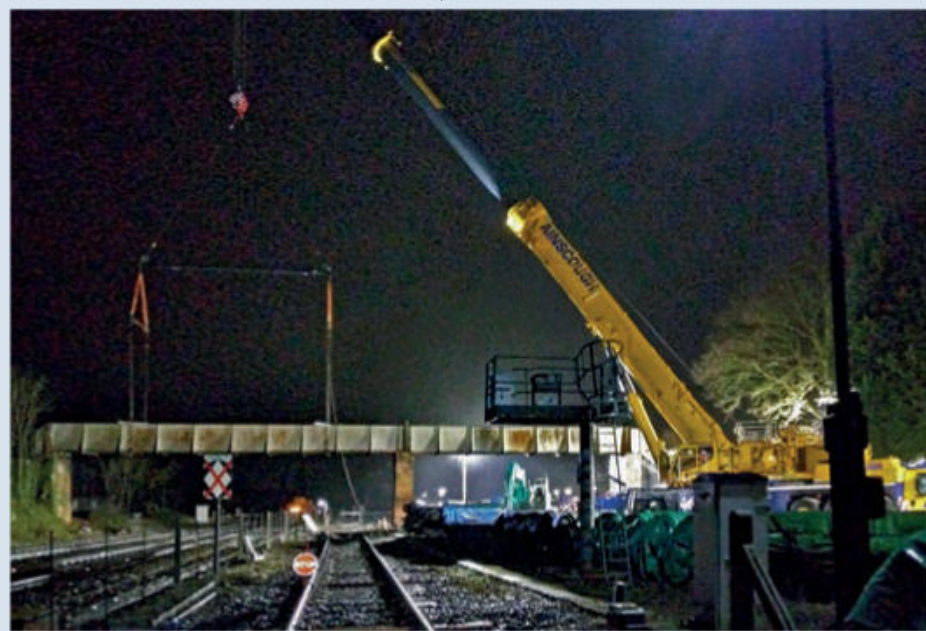
All traces of the existing bridge have now disappeared, including the central brick pier that was demolished the same night.

The new bridge will be single-span, extended by five metres, and constructed in 'weathering steel' with new abutments at each end and no middle support.

Work is now continuing on the new abutment on the western SVR side. A new pillar will be repositioned 4.5 metres further away from the running lines, enabling permanent vehicle access into the yard, which has always been a problem. Network Rail was responsible for the funding of the footbridge.

A long-term SVR goal is to remove a further section of the embankment and bridge the gap allowing direct access from the station onto the turntable. Anyone who has watched a locomotive accessing the turntable will understand how difficult this is, as it requires considerable shunting manoeuvres having to criss-cross many lines. Plans for this were drawn up some time ago.

Regrettably, the short section of the old bridge was unsalvageable for preservation by the SVR for possible use in bridging the



The footbridge over the main line is about to be lifted early on February 13, with the smaller section on the right over the SVR next. The centre pillar has since been demolished. STORY CONTRACTING / CHRIS BAINES

embankment. Work on removing the footbridge was delayed several times but did not affect the arrival, running in and departure of BR Standard 4-6-2 No. 70000 *Britannia*.

## Work complete

Elsewhere, works to prevent landslips at Sterns between Hampton Loade and Bridgnorth have been completed successfully and SVR is once again fully connected.

Almost 40 yards of sleepers, track and ballast was removed by

contractors Walsh and the SVR permanent way teams.

The section was dug out and geotextile membranes fitted, keeping the different layers of soil separate and allowing water to percolate down. A lightweight aggregate was installed, lowering the weight by about 50% to reduce landslips. All ballast, rails and sleepers were reused. Only tamping needs to be done now.

The work at Sterns was funded by the SVR Charitable Trust, with costs in the region of £80,000.



# Doon Valley £10,000 appeal is launched to replace culvert

By Hugh Dougherty

DOON Valley Railway volunteers have launched an appeal to raise £10,000 to replace a culvert on the line near Chalmerston.

The existing one was condemned following a professional track survey. Now, extensive civil engineering works are needed as soil at the site has been washed away, threatening total collapse.

The DVR has been co-operating with its landlord and the railway's landowners, Hargreaves Land, with the firm working with volunteers to produce a design solution. Hargreaves is offering to contribute £15,000 of the total, leaving the DVR to raise the remaining balance of £10,000.

Hargreaves Land development surveyor Ross Macdonald said: "As owners of the rail lines, Hargreaves Land is pleased to continue supporting the Ayrshire Railway Preservation Group and its operations in the Doon Valley.

"Repairing the culvert is the last part of a larger package of improvement works which will allow steam trains to once again run down the Doon Valley to Minnivey Station, near Dalmellington, and significantly enhance an existing, successful tourist destination. Hargreaves Land has offered to contribute £15,000 towards bringing the line up to standard so that, in 2023, we can once again see these wonderful steam trains – an integral part of Scotland's industrial heritage – travelling the valley".

Ayrshire Railway Preservation Group chairman Gavin Steele said: "We are very grateful to Hargreaves Land for the kind offer. The challenge for us, as a small, industrial railway group, is to raise our £10,000 share. That might seem a small amount for a larger heritage railway, but, for us, it's a large sum of money.

"We've already raised £1000 and we'd be delighted to receive donations. Just click on the donate button at [www.doonvalleyrailway.co.uk](http://www.doonvalleyrailway.co.uk) to help the culvert repair to be completed so we can run steam to Minnivey in 2023."



**The current condition of the culvert led to it being condemned during a professional track inspection. DVR**



**GWR 0-6-0PT No.7714 crosses Station Road as it departs Highley in the middle of the day.**



**GWR pannier tank No. 7714 hauls the last train of the season away from Highley to Kidderminster on January 3.**

## Day into night four hours apart

Words and picture by John Titlow

GETTING to know the Severn Valley Railway – or any section of a line intimately – should encourage you to think differently. How can you go to the same location over and over, getting similar shots – perhaps the only difference being the locomotive or stock?

Often going down Station Road in Highley to the river, the short girder bridge over the road was studied. Would a locomotive fit on it side-on for a photograph? With trains departing for Kidderminster, they would be working away from the station. Picking the right time of day for the daylight shot was

not so difficult because there is not much time in winter when the sun gets onto the bridge, so a window between 12.30pm and 2.30pm appeared the best option – and then it had to be a tank engine to fit on the bridge.

On January 3, GWR 0-6-0PT No. 7714 was working the last day of the SVR's New Year service and the sun shone. The daylight shot was taken at 12.55pm and then three hours later, at 4.56pm, it was followed by the night one.

This was my second attempt at the night shot because with the first I fired too early, not being able to see the locomotive at all in the dark. With flash photography you

have one attempt because the flashguns take time to recharge and by that time, the train has passed.

A large portable LED lamp was placed behind a road sign to shine on the bridge and give an idea of the position of the locomotive, as I did not want it to reach the bridge supports. My son Daniel helped by holding the tripod with two of the flash guns attached. The road sign was removed in Photoshop and a little tidying up done underneath the bridge.

In both shots, the pannier is not quite in the same position but were taken from around the same place, making an interesting comparison.



# Wartime sea captain's model locomotive is sold for £16k

By Geoff Courtney

A 7ft 3in-long live steam model believed to have been built by a wartime Merchant Navy captain on board ship was the joint top seller in a Dreweatts' transport sale on March 1 with a hammer price of £16,000.

The 7¼in gauge model was of 2-8-0 No. 1893, one of the US Army Transportation Corps S160 class, of which more than 2000 were built during the Second World War by three manufacturers, the American Locomotive Co, and Baldwin and Lima locomotive works. Eight hundred were shipped to the UK, the first arriving in November 1942 for heavy freight work by the Big Four, and also in Europe.

Research by Newbury-based Dreweatts indicated that the model was built by a Captain Saul, who was a Merchant Navy captain with the Cunard Line during the war, in command of a ship that transported one of the S160 class prototypes across the Atlantic to the UK.

The model, numbered 1893 and which was built by Lima in 1943, incorporates such features as a silver-soldered copper boiler, lever-operated firebox doors, a chain-operated whistle and polished brightwork motion.

It is finished in blue and black livery with brass boiler bands, detailed rivet work, and sliding windows.



**Top seller: The 7¼in gauge live steam model of US Army Transportation Corps 2-8-0 No. 1893 that went under the hammer for £16,000 at a Dreweatts' auction in Newbury on March 1. DREWEATTS**

In 1964 it was purchased by AB Macleod, who ran the Southern Railway's operations on the Isle of Wight from 1928-34 and was a model train enthusiast, and the model now carries his name. After subsequently passing through several hands it was bought in 1986 by the late Keith Barnes, who steamed it regularly in Holland, Belgium, Germany and Switzerland, as well as the UK.

A number of S160 class engines avoided the cutter's torch and survive on UK heritage lines, including Nos. 3278, 5197 and 6046 on the Churnet Valley, No. 1631 at the Great Central (Nottingham), No. 2253 on the Dartmouth Steam Railway, and No. 5820 at the Keighley & Worth Valley. These six

survivors represent all three of the class's manufacturers.

The model's hammer price of £16,000 was matched by another live steam 7¼in gauge model, of a Garratt 2-6-2+2-6-2 numbered four, named *Gordon Too*, and completed in 2017 to a freelance design. The catalogue's notes on this locomotive stated that the one-off design had distinct leanings to the Garratts that the model-maker watched in his youth in central Africa.

## Family name

Of the model's number and name, the catalogue explained that it was the fourth 7¼in gauge model the builder had produced, while four consecutive generations of his immediate family had Gordon in their names.

In addition, the catalogue further explained that it was in blue livery similar to the Somerset & Dorset Joint Railway, adding: "The great Rev Awdry had No. 4 as 'Gordon, the big blue engine', so this had to be Gordon as well (Too), or the grandchildren would have rebelled!"

Other realisations included £13,500 for LNWR Cloughton class 4-6-0 No. 1131 *Lord Faber* in 7¼in gauge and £12,000 for exhibition standard 5in gauge BR Class 9F 2-10-0 No. 92220 *Evening Star*. Prices exclude buyer's premium of 25% (+ VAT).

→ See Geoff Courtney's railwayana column in next month's issue of *Heritage Railway* for full details of the auction.

## Agecroft No. 3 runs again at Whitwell & Reepham following restoration

By Robin Jones

ROBERT Stephenson & Hawthorns 0-4-0ST No. 7681 of 1951 *Agecroft No. 3* has run for the first time following a lengthy restoration at the Whitwell & Reepham Railway.

It made its debut at the Norfolk venue's 13th anniversary Missed & Greatly Needed Gala on February 26 after being restored by three Whitwell volunteers – known as the Thursday Gang – in the open air over several years.

It was originally intended to work at Bolton power station, where it was named *Bolton No. 1*. However, after two years on loan to Chadderton power station, it moved to Agecroft power station, near Manchester, in 1954, where it worked until September 12, 1981.

On that last day *Agecroft No. 3* was coupled to BR brake van No. B955208 to give rides up and

down the four long sidings that ran parallel to the Manchester-Bolton line that were in the shadow of the cooling towers of the adjacent power station.

The three locomotives there became redundant when a conveyor belt was constructed to bring in the coal supplies directly from Agecroft colliery. The other two, RSH

Nos. 7416 and 7493, have also been preserved. No. 7681 was initially preserved at the Museum of Science and Industry in Manchester but in 2000 moved to the MOD depot at Long Marston. It later moved to Swindon and spent many years on static display at STEAM – the Museum of the Great Western Railway before being purchased by

the Whitwell & Reepham Railway. The boiler was tested at the North Norfolk Railway in 2000.

The gala also saw the last public steaming of Andrew Barclay 0-4-0ST No. 2199 of 1945 *Victory* before overhaul. The locomotive spent all of its working life based at the Royal Navy Dockyard at Chatham before it was withdrawn from service in 1969.



**Left: Robert Stephenson & Hawthorns 0-4-0ST No. 7681 of 1951 *Agecroft No. 3* hauls a passenger train at the Whitwell & Reepham Railway on February 26. JAMES KINDRED**



MARKET LEADER IN LARGE  
SCALE, READY-TO-RUN,  
LIVE STEAM

# 5" GAUGE GWR 61xx CLASS

£7,995.00  
+ p&p



## The GWR 61xx Class

The 61xx Class locomotives were, like many others, developed from earlier designs. The Class owes its beginnings to locomotive No.99 designed by Churchward in 1903.

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

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

### Summary Specification



Approx length 44"

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

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

"We are constantly upgrading the design of our models and the manufacturing processes we employ. The 5" gauge 61xx Class is the latest model to benefit from this enhanced quality specification. It is a stunning model that is easy to transport and yet capable of pulling a number of adults. As an award winning professional builder I have no hesitation in recommending this to experienced model engineers and to those new to this rewarding hobby".



Mike Pavie

## Request your free brochure today

Request your free brochure today by e-mail, telephone, or by returning the coupon opposite.

Telephone: **01327 705 259**

E-mail: **info@silvercrestmodels.co.uk**

Find more information at  
**www.silvercrestmodels.co.uk**

## The 5" Gauge Model

The 61xx 2-6-2 is a large "Prairie" tank locomotive. Similar in size to our extremely popular BR Standard 4 it offers live steam enthusiasts a powerful model capable of pulling a number of adults. It has good access to the cab when driving without the need to reach over a tender.

At just £7,995.00 + shipping this 5" gauge model offers unbeatable value-for-money. The model is delivered ready-to-run and fully painted, with a choice of either GWR Green, BR Lined Green or BR Lined Black livery. Each is complete with a silver soldered copper boiler, hydraulically tested to twice working pressure.

All boilers comply with the latest regulations and are UKCA marked and certificated. The 61xx makes an ideal model to display, transport and drive.

As testament to our confidence in the high quality of this model we are pleased to offer a full 12 month warranty. Our customer service is considered to be second-to-none.

## Delivery and Payment

**Save £195.00.** Free p&p for any order received within 28 days.

The order book is now open and we are happy to accept your order reservation for a deposit of just £1,995.00.



We will request an interim payment of £2,500.00 in April 2022 as the build of your model progresses, a further stage payment of £2,500.00 in June 2022 and a final payment of £1,000.00 in August/September 2022 in advance of delivery.

Please send, without obligation, my free 5" gauge GWR 61xx brochure.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Post Code: \_\_\_\_\_

Please send to: Silver Crest Models Limited,  
18 Cottesbrooke Park, Heartlands Business Park,  
Daventry, Northamptonshire NN11 8YL

HRM

Company registered number 7425348



## Inaugural 'Peak' performance is set for Swanage

THE Swanage Railway is gearing up for the return of its popular Diesel Gala and Beer Festival in early May – the event having last been staged in 2019.

The event will run from May 6-8, together with a 'themed preview day' on May 5. As in previous years, visiting locomotives are among the key attractions of the gala.

### First time

What is believed to be the first ever appearance of a Class 44 on the Swanage branch is set to take place with the visit of 'Peak' No. D4 (44004) *Great Gable*, courtesy of the Peak Locomotive Company. The Sulzer Type 4 is normally resident at the Midland Railway – Butterley.

The second visiting locomotive confirmed to perform during the gala is Class 37 No. 37703, courtesy of the Harry Needle Railroad Company.



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



Follow us @HeritageRailMag

# Summer freight in Arctic Circle's midnight sun

By John Titlow

THIS summer will see steam-hauled freight trains run at midnight high up in the Arctic Circle in northern Sweden.

The train will start running at five minutes to midnight and continue through the night, as we know it. It might not seem as daft as first thought, because at this high latitude, this time of year the sun never sets.

According to the Swedish Railway Museum's website: "This summer the Swedish Railway Museum will be partnering with mining company LKAB to operate historic steam-hauled freight trains north of the Arctic Circle on part of the Malmbanan, a Swedish iron ore line. Two thirds of the Malmbanan is north of the Arctic Circle.

### Free celebration

"We encourage anyone who has an interest to experience this unique midnight event. We want to show that our historic locomotives can do what they were once built to do – haul iron ore trains at full wagon weight". The entire event is free.

The reason behind the venture is because the Swedish Transport Administration is installing a new ERTMS signalling system and wants to



**SJ 0-10-0 R976 will be hauling the Arctic iron ore steam specials this summer.** INGVAR FOGELBERG

run real ore trains with the museum's locomotives one last time. They also want to celebrate the 120-year anniversary of the northern section of the ore line, and the event coincides with the Kiruna Festival.

During the lightest hours of the midnight sun, two historic ore trains will run along the Kiruna-Vassijaure route. The trains are running at night because trackwork is taking place in the morning on the northern section of the iron ore line and traffic is low at this time.

Hauling the trains will be SJ (Statens Järnvägar State Railways) R976, a 0-10-0 built by Nydqvist & Holm AB in 1909 for hauling ore trains on the demanding Abisko Östra to Riksgränsen line near the Norwegian border, and will in effect be a homecoming.

The load will be 1400 tons, its design load. Modern ore wagons will be used due to the difference in couplings.

Timings on July 2 are Kiruna ore rail yard 11.55pm, passing through Kiruna station; Torneträsk 2.28-3.25am for water and coal if needed; Abisko Östra 5.08-6.38am for water, coal and crew change; and arriving at Vassijaure at 8.42am. There are other workings on July 3 from Vassijaure to Abisko Östra.

The ore trains will continue to Narvik harbour in Norway for transshipment. Narvik Station is the most northerly standard gauge station in the world.

At Kiruna there are lunch trains, free daytime trains, and railway exhibitions from June 30 to July 2.

The locomotive belongs to the Järnvägmuseum (railway museum) in Gävle and has been recently restored. It will take two to three days to get the locomotive there from Gävle towed dead and similarly its return.

The steam train will be followed by another ore train hauled by one of its electric successors, Nos. Dm3 1246-1248 that operated on the iron ore line up to 2013.

To find out more about the event, visit [www.jarvagsmuseet.se/en/trains-trips/current-programme/historic-train-tours-on-the-iron-ore-line](http://www.jarvagsmuseet.se/en/trains-trips/current-programme/historic-train-tours-on-the-iron-ore-line)

## Famous film locomotive is back to black

LANCASHIRE & Yorkshire Railway 1887-built Class 25 No. 957, more commonly recognised as The Green Dragon from the 1970 film *The Railway Children*, has been repainted into British Railways' plain black livery as No. 52044.

Since returning to operational condition in July 2021, the Ironclad has worn the fictitious lined green Great Northern & Southern Railway livery as it appeared in the original EMI film, to coincide with the Keighley & Worth Valley's Railway Children Celebrations that August.

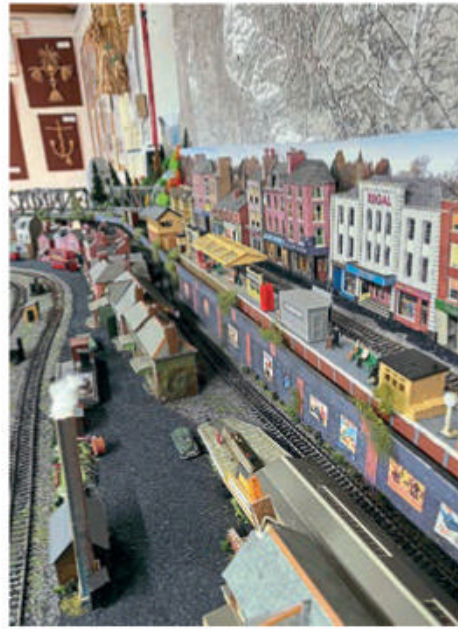
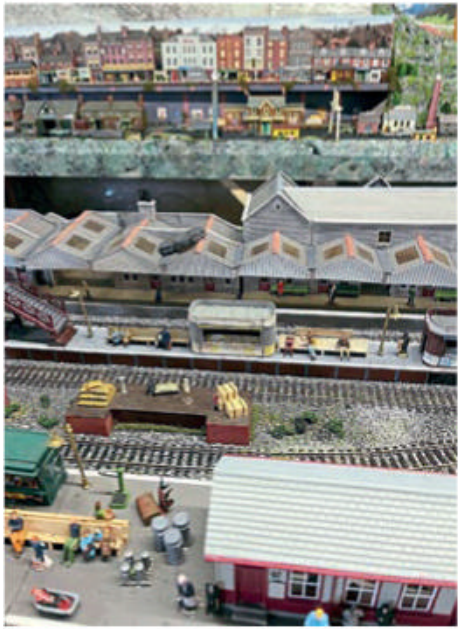
The last time No. 957 wore its BR identity was in 2003, after which it donned the lined L&Y livery until withdrawal in January 2013.

No. 957 was scheduled to make its debut in its latest guise at the March 11-13 KWVR Steam Extravaganza alongside visiting GWR 0-6-0PT No.7714 from the Severn Valley Railway and LMS 4-6-0 No 46100 *Royal Scot*.

**Right: No. 52044 in Oxenhope display shed on March 1.** TOM MARSHALL







The late Tim Webb's finely-detailed OO gauge layout that took him more than half a century to build has been painstakingly reconstructed for display and operation at the Village Church Farm Museum in Skegness. GRAHAME BAUMBER

## Ted's 'rediscovered' layout becomes a star attraction at resort's museum

By Robin Jones

ON July 28, 1873, Skegness station was opened by the Wainfleet and Firsby Railway and within a decade, an east coast fishing village mushroomed into a booming mass holiday resort.

Now another railway has been brought to Skeggy – in the form of an OO gauge model layout which was 'rediscovered' in a static caravan elsewhere in Lincolnshire.

It now takes pride of place in the Village Church Farm Museum, which boasts of being Lincolnshire's only open-air museum, situated right in the heart of the seaside town.

The layout was built by Lincolnshire man Tim Webb, who spent more than 50 years researching, building, and modelling it.

After he died, the layout passed into the care of Tim and Wendy Seabrook, who hoped that the work of their friend could be seen by a wide audience.

Museum volunteer Grahame Baumber offered to find it a new home. After many photographs were taken to record its details, the layout was painstakingly dismantled, with each piece of track, building and scenery carefully placed into storage boxes.

As the museum offered the space for it to be rebuilt, the project team was donated more track, rolling stock, and locomotives by another county resident, Barbara Chester.

Railway modelling was the hobby of her late husband Roger, and she did not want the equipment to be

left stored in the loft.

The original baseboards of Tim's layout had deteriorated over time and The Toolshed, at The Askefield Project in nearby Friskney, run by Chris and Hannah Blevins, were brought in to build new ones. The project teaches people new, practical skills that are useful in work and day-to-day life.

The project team of Grahame and Dave and June Harding repaired the buildings, track and scenery, while friend Mike Webster worked on additional buildings.

Over 12 months, working at the museum for about three hours a week while negotiating through coronavirus lockdowns, the layout began to take shape.

It was also upgraded to a digital control system, enabling better control over the locomotives.

### Period feel

Thanks to Tim's research and using his buildings, the layout has retained its late 1950s and 1960s period. The locomotives used also try to reflect this. It features three continuous running loops and an end-to-end shuttle on an elevated section.

The buildings include three stations, rows of shops, houses, a brewery, and numerous sheds and industrial structures.

There are still a number of unused buildings and features from the original layout and these are being prepared to add to the next part of the railway project, which will feature models of local stations.

Museum volunteers have been enthusiastic in supporting the project, and running days for 2022 are being planned.

The team is currently looking for trainee locomotive drivers for the layout.

The Village Church Farm offers a glimpse of agricultural life in days gone by. The farmhouse was built in 1760, making it the second oldest building in Skegness. It is furnished in the style of the Edwardian period.

The site also includes Withern Cottage, a classic example of a Lincolnshire 'mud and stud' thatched cottage, found at Withern, near Louth, in 1980. Subsequently deconstructed, it was moved and carefully rebuilt on the museum site and opened to visitors in August 1982.

Boothby Barn, another local historical structure which was relocated on the site, now houses 'Bob', a steam traction engine built by Richard Hornsby & Sons in Grantham, which was originally sent to Tasmania in 1892.

The museum holds regular events throughout the year, the next being a performance by Boston-based medieval re-enactors the Knights of Skirbeck on April 15-18.

The museum is open daily, except Thursdays, between 10am and 4pm.

→ If you would like to find out more about volunteering at the Village Church Farm Museum, email [thevillageskegness1@outlook.com](mailto:thevillageskegness1@outlook.com) or telephone 01754 766658 and ask for Maxeen Andrews.

## Anticipated return to traffic for refreshed Brush Type 4

WORK to return Class 47 No. 47579 *James Nightall* GC to traffic is progressing well at the Mid-Hants Railway.

Stripping of the 12-cylinder Sulzer power unit recently got underway following the failure of some of the cylinder liner seals in June 2021.

The work was not started until all materials, skills, and resources were in place to complete the job – all of which took considerable planning.

By mid-February, the exhaust and water pipe work had been stripped, and a dozen each of cylinder heads,

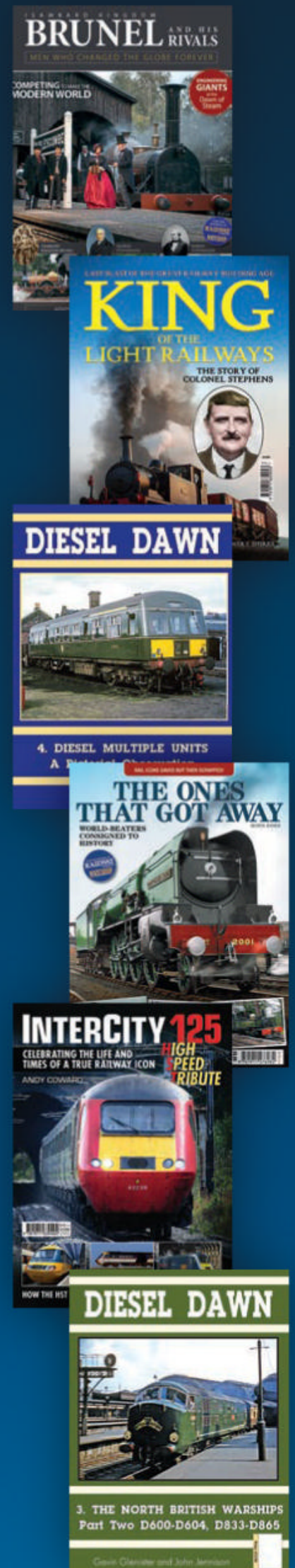
pistons and liners removed for measuring and assessment.

By early March, the pistons had been sent away for machining.

It is hoped that the locomotive will return to service in the coming weeks.

## Great reads from £6.99!

132-page full colour, perfect bound bookazines



ORDER TODAY FROM CLASSIC MAGAZINES:  
[www.classicmagazines.co.uk/thebookshelf](http://www.classicmagazines.co.uk/thebookshelf)  
 CALL: 01507 529529

classic  
magazines

Also available at  
 WHSmith



# WHR launches major research competition to celebrate opening

By Geoff Courtney

THE Welsh Highland Railway, one of the world's most iconic narrow gauge lines, has launched a series of activities and events that will culminate next year in the celebration of the centenary of its opening.

At the heart of the year-long project will be a competition sponsored by *Heritage Railway* for the best piece of original research on the history of the WHR and its predecessor, the North Wales Narrow Gauge Railways, including the personalities and customers involved.

The competition will be judged by two eminent historians, Dr Dafydd Gwyn and Gareth Haulfryn Williams, and the winner will be announced in June 2023 – exactly 100 years after the opening – and receive a cash prize of £500.

Dr Gwyn is a Bangor-born historian and archaeologist who advised Gwynedd Council on its successful bid for UNESCO World Heritage status for the slate landscape of north-west Wales. He is a trustee of the Festiniog Railway and chairman of the Bala Lake Railway.

A Cambridge University and Dublin Trinity College graduate, he is also

the author of a number of studies in industrial-era and post-Medieval archaeology, including a major work on the Welsh slate industry that was published in 2015 by the Royal Commission on Ancient Monuments of Wales.

Gareth Williams, who was born in Llandudno, is a former county archivist of Merioneth who retired as head of culture for Gwynedd Council in 2003. Former roles with the Festiniog Railway include trustee, curatorial advisor, and chairman of its heritage company. He is currently archivist of the WHR Society, and has published and broadcast on various aspects of transport and social history and, like Dr Gwyn, is a Welsh speaker.

The origins of what is today's Welsh Highland Railway go back 145 years to September 1877, when the North Wales Narrow Gauge Railways opened a 1ft 11½in gauge three-mile line from Dinas Junction, on the LNWR

main line, to Bryngwyn. Its primary purpose was for the transportation of slate, although there was a passenger service to two intermediate stations at Tryfan Junction and Rhostryfan.

In 1881 a five-mile second stage was completed southwards, from Tryfan Junction to Rhyd Ddu.

Between these two were four stations: Waunfawr, Betws Garmon, Plas-y-Nant, and Snowdon Ranger, which was also named Quellyn Lake during its history.

## Financial struggle

Like so many of its peers at the time, the railway struggled financially. In 1910 it was reported that the six-month net revenue had fallen to just £200, leading to negotiations with the LNWR about a sale, but although

an acquisition was announced, it was never completed.

In 1916, with the country in the midst of a world war, the railway's passenger services ceased, and in April 1920 the NWNGR was bought

by the Aluminium Corporation of Dolgarrog, which already owned other narrow gauge lines in the region.

Two years later the railway was incorporated into the Welsh Highland Railway, and the seed was sown for a new chapter in the line's existence. Initially that new chapter made good reading, for in June 1923 the line was extended 12½ miles further south from Rhyd Ddu to Porthmadog, so completing the link to the LNWR at Dinas 22 miles to the north.

Sadly, however, the euphoric mood of this development was soon dissipated by financial reality, and in 1927 the line went into receivership, although passenger services, which had been reintroduced, continued until 1936 and freight traffic until the following year.

Following the end of freight services in 1937, the line lay dormant for several years until much of the rolling stock was sold and most of the track lifted during the Second World War. That, however, was far from the end, for revivalists formed the Welsh Highland Railway Society in 1961 and eventually set up an operating railway close to the original trackbed in 1980. The goal of returning to the



**Dr Dafydd Gwyn, who will judge the WHR research competition with Gareth Williams. DAFFYD GWYN**



**Early visitor: The newly-constructed Beddgelert station hosts a visit of 0-6-4T *Moel Tryfan* in 1923 on what is believed to be a crew training run prior to the opening of the line in June that year. VALENTINE POSTCARD/WHRHG ARCHIVE**





**Gareth Williams, one of the two judges in the *Heritage Railway*-sponsored research competition being held to celebrate the 100th anniversary of the opening of the WHR from Dinas to Porthmadog. GARETH WILLIAMS**

original line proved to be elusive as ever, with years of false starts and frustration. Eventually the Festiniog Railway became involved and the line was reopened in stages. This included in November 1997 a new 2½-mile section between Dinas and Caernarfon, while the final link into Porthmadog was opened to passenger traffic in February 2011.

Nick Booker, chairman of the Welsh Highland Railway Heritage Group, said: "On behalf of the railway's centenary celebrations committee, I am extremely grateful



**Locomotive inspection: With 2569ft high Moel Hebog dominating the background, the crew of *Moel Tryfan* inspects the front end of the 0-6-4T at Beddgelert station shortly before the formal opening of the WHR in June 1923. VALENTINE POSTCARD/WHRHG ARCHIVE**

for the sponsorship of our research competition by *Heritage Railway* and its sister publication, *The Railway Magazine*.

"We hope that the submissions will shed further light on the complex history of the railway, the area it served, and the many individuals involved in its planning, construction and operation, and of course its demolition and ultimate restoration.

"It is noteworthy that *Heritage Railway* and *The Railway Magazine* have, over the years, played an important role in reporting on the

story of the Welsh Highland and its predecessors. We look forward to them continuing to do so, and reporting on a worthy winner to our competition in June next year."

Robin Jones, editor of *Heritage Railway*, expressed his pride in the magazine sponsoring the competition. "The Welsh Highland is one of the most iconic and delightful narrow gauge railways in the world, and the research competition will both celebrate the centenary landmark and be a worthy addition to the knowledge of the railway's history,

which is a fascinating one." The project is also being supported by the WHR Society, the Welsh Highland Heritage Railway, and the Festiniog Railway.

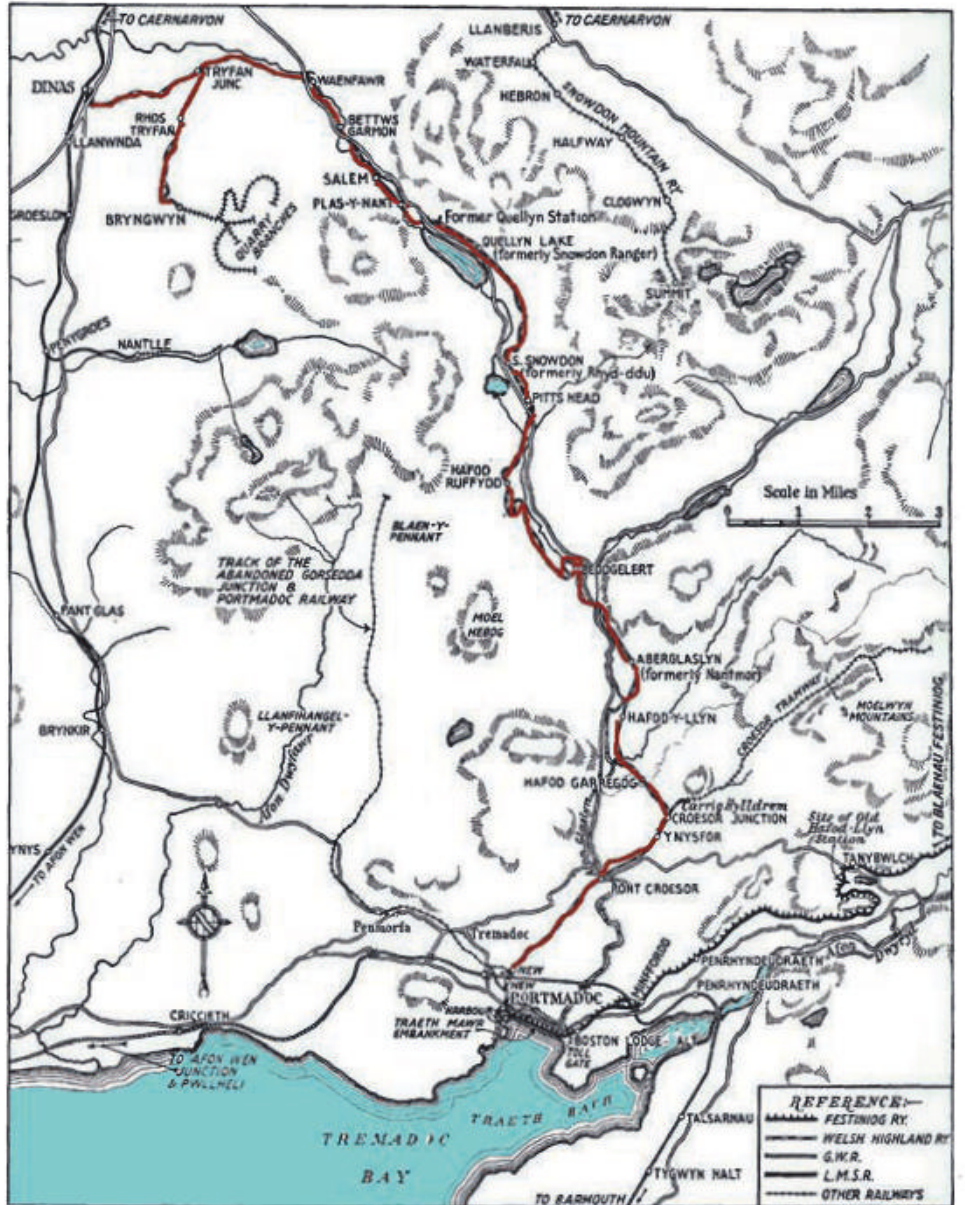
It is now open for the registration of interest to submit an entry. The deadline for submitting entries, of between 3500 and 10,000 words, is February 28 next year. **HR**

→ For more information and full details of the rules, including on what criteria the two judges will base their decision, may be obtained by emailing [nick.booker@welshhighlandheritage.co.uk](mailto:nick.booker@welshhighlandheritage.co.uk)

**Right: Taking a break: The scale of the operation to build the WHR line is evident as a small army of workers takes a well-earned breather for the photographer at Cwm Cloch cutting above Beddgelert during track-laying prior to the opening in June 1923. MCALPINE FAMILY ARCHIVE**



**Russell calling: A pipe-smoking gentleman has his back to 2-6-2T *Russell* and its train at the WHR station of Beddgelert in 1923, the year the line was extended to Porthmadog. WHRHG ARCHIVE**



**A contemporary map of the WHR line from Dinas to Portmadoc (Porthmadog) that includes a branch line to slate quarries at Bryngwyn. RAILWAY PUBLISHING CO**



# Colne Valley launches first HST service on a heritage line

By Robin Jones

ON November 1, 1987, a Class 125 High Speed train set a new world record of 148mph for the fastest diesel-powered train, while descending Stoke Bank on the East Coast Main Line in Lincolnshire on a test run.

Now a new landmark for the class will be established on April 16, when a set becomes the first to carry passengers on a heritage line – the Colne Valley Railway, which has a maximum line speed of 25mph.

As previously reported, volunteers who formed 125 Heritage purchased three power cars and three former LNER trailers in 2021, all of which now reside at the line. The set comprises ex-East Midlands Railway Nos. 43073 and 43082, which are powered by VP185 engines, and former Great Western Railway No. 43071, which boasts an MTU engine. Trailers include Trailer First Buffet No. 40706, Trailer Guard's Standard No. 44058 and Trailer First Class Open No. 41088.

## Meet the team

The set will be officially launched at a special Intercity 125 open day, when unlimited train rides in air-conditioned coaches will be on offer. The HST buffet will be open, selling light refreshments, and there will also be the opportunity to meet with the volunteers behind the group.



Left: Nearly half a century ago, High Speed Trains were considered to be a saviour of British Rail. Now the Colne Valley Railway is to become the first to run one in service on a heritage line. Class 43 power car No. 43073, seen at the front of the set, was built at Crewe in 1978. It spent all of its life allocated to Neville Hill Depot and worked on the Midland Main Line from St Pancras before being withdrawn in 2020. 125 HERITAGE/CVR

Pre-booking is strongly advised and tickets can be bought online at [bit.ly/3GWxdoB](http://bit.ly/3GWxdoB)

In the longer term, the HST vehicles will be used for dining and special running days.

The railway reopens on April 2/3, when it will be running diesel railways, with steam in operation on April 6, 10, and 13.

Meanwhile, the Gwili Railway has taken delivery of a HST power car for static display. Class 43 No. 43056, previously named *The Royal British*

*Legion*, was donated to the Welsh Railway Trust by Porterbrook. What is the first HST power car to be preserved in Wales was delivered by road to Bronwydd Arms on February 16.

After being shunted by Class 03 D2178, No. 43056 was hauled to Llwyfan Cerrig by GWR 0-6-0PT No. 1369, on loan from the South Devon Railway.

Subject to a satisfactory Covid-19 risk assessment, it is hoped to open the vehicle to the public on selected

days over Easter. In due course, No. 43056 is expected to form a cornerstone in the trust's ambition to create a museum telling the stories of Welsh railways from early 1874 to 2019.

Introduced in 1976, HSTs formed the backbone of Intercity services on the South Wales Main Line until May 2019, when they were finally withdrawn and replaced by Hitachi IET 800s.

Visit <https://gwili-railway.co.uk> to find out more.

Is this another heritage-era first – a GWR pannier tank shunting a High Speed Train power car? On-loan No. 1369 moves Class 43 No. 43056 on the Gwili Railway. MORGAN WHITTALL







Featuring special guest Class 55 Deltic 55019 "Royal Highland Fusilier"



...with Class 14 D9537, Class 31 31601 & Class 47 D1842

[www.e-v-r.com](http://www.e-v-r.com)

Wirksworth Station, Coldwell Street, Wirksworth, Derbyshire, DE4 4FB - 01629 823076



# ROYAL SCOT IN BURY 'FIRST'

## DOUBLE TRIUMPH AS £12M BUCKLEY WELLS DEPOT PLANS APPROVED

The East Lancashire Railway has excellent reasons for celebrating a landmark February. Following Bury Council's green light for plans to develop Buckley Wells into a centre of excellence, sunshine and superb weather made its three-day steam gala headlined by LMS 4-6-0 No. 46100 *Royal Scot* a stunning success, writes **Robin Jones**.

The first-ever appearance of LMS 4-6-0 No. 46100 *Royal Scot* brought crowds flocking to the East Lancashire Railway's February 25-27 steam gala – helped enormously by glorious sunshine following the devastating storms of recent days.

*Royal Scot* was joined by a second guest, WR 0-6-0 pannier tank No.1501 from the Severn Valley Railway.

They ran in traffic alongside five members of the home fleet – Lancashire & Yorkshire Railway 0-6-0ST No. 51456 and Class 27 0-6-0 No. 52322, Hudswell Clarke No. 680 of 1903 Manchester Ship Canal No. 32 *Gothenburg*, Bulleid West Country light Pacific No. 34092 *City of Wells* and Sentinel 0-4-0VBGT No. 7232 of 1927 *Ann*.

Takings were 57% up on the figures for the March 2020 steam gala. A delighted ELR chairman Mike Kelly said: "The spring steam

gala was an outstanding success across all three days, where thousands of enthusiasts and our volunteers turned out to enjoy not only beautiful spring-like weather but an impressive and eclectic mix of steam locomotives, with the iconic *Royal Scot* leading the way, along with the A class No. 52322 as the oldest locomotive going back to 1896.

"Triple and double-headed sets, along with freight being showcased, proved very popular, running to an impressive and unique event timetable."

### Go-ahead

The gala success proved to be a double triumph for the ELR, which three days earlier had been given the unanimous green light by Bury Council's planning committee to proceed with £12 million plans to build a locomotive shed, workshops, training

facilities, and a new carriage shed at Buckley Wells depot in Baron Street – a decision hailed by Mike as "fantastic news."

The scheme will also fund the restoration of the Grade II-listed locomotive workshop which was built in 1857 and is the oldest engineering workshop still in operation in the world.

The ELR will also use the building to train future generations of volunteer engineers who will be necessary to operate the line in the future.

The eastern part of the site close to the entrance will be developed into a car park for staff, volunteers, and visitors.

Speaking at the committee meeting, Mike said: "One of the reasons we are so passionate about heritage is to preserve and protect for today, tomorrow, and into the future.

"We are fortunate here in Bury to have such an iconic artefact from almost the birth of the

LMS 4-6-0 No. 46100 *Royal Scot* powers across the River Irwell bridge at Summerseat on February 22. ALAN WEAVER







**SR Bulleid West Country light Pacific No. 34092**  
*City of Wells* on a demonstration freight working  
through Burrs on February 25. ALAN WEAVER

industrial revolution and railways which was at its zenith.

### **Journey's start**

"Fifty years ago, Bury Council gave the ELR a home at Castlecroft. Throughout those years many thousands of volunteers have given – and continue to give – their time freely to work every day in preserving and protecting this rich industrial transport heritage as a

'living history'. Securing planning permission is fantastic news and sends a very strong message of support and confidence in the ELR to our volunteers and staff, knowing they have the future which they have worked so hard for, especially through the dark days of Covid.

"This is just the start of a long journey which will involve securing the necessary funds for construction and refurbishment of our Buckley Wells depot. Our vision is for Buckley

Wells to be an engineering centre of excellence, building on our apprenticeship programme and encouraging more young people into this specialised and sought-after employment.

"I have every confidence in the ELR's determination to be the best heritage railway in the UK.

"The ELR currently attracts more than 200,000 visitors per year. The contribution to the local economy grew significantly between ↻



**Lancashire & Yorkshire Railway Class 27 0-6-0 No. 52322, 0-6-0ST No. 51456 and No. 46100 Royal Scot** recreate a typical 1950s regional shed scene during a 32PO photographic charter at Buckley Wells shed on February 24. MARTYN TATTAM



**Severn Valley Railway-based WR 0-6-0PT No. 1501** in full flight at Burrs. ALAN WEAVER



**LMS 4-6-0 No. 46100 Royal Scot** storms through Ewood Bridge on February. 27. ALAN WEAVER



In gala service on the Saturday was Sentinel 0-4-0 VBGT No. 7232 of 1927 *Ann*. Delivered new to British Tar Products at Irlam, whose bronze green livery it carries, it worked there until 1969. Believed to be the oldest original example of a Sentinel loco, it was brought to the ELR on July 28, 2000, and following a fast-track overhaul, moved again under its own power on February 27, 2021. ROBERT BATTY





Lancashire & Yorkshire Railway 0-6-0ST No. 51456, Hudswell Clarke No. 32 *Gothenburg* and L&Y Class 27 0-6-0 No. 52322 make up one of the more unusual combinations at the gala and are seen getting away from a stop at Burrs Country Park with the 2.30pm Bury-Rawtenstall service on February 25. STEVE SIENKIEWICZ



Visiting WR pannier No.1501 heads a passenger service at Irwell Vale on February 25. ALAN WEAVER



*Royal Scot* passes through Burrs at sunset on its final run of the day from Bury (Bolton Street). DAVID OXTABY



Above: Four of the Saturday's Bury (Bolton Street) to Ramsbottom shuttles included restored L&Y Hughes third class brake carriage No.1474, which was for many years used as volunteer accommodation at the Keighley & Worth Valley Railway. No. 1474 has been restored under contract at the ELR workshops and tested in readiness for the gala. ELR

Right: Recreating scenes from Preston shed in the early 1950s, No. 46100 *Royal Scot* faces towards LMS 'Jinty' 0-6-0T No. 47298 at Buckley Wells shed during a 32PO charter on February 24. MARTYN TATTAM



2008 and 2019, where visitors and value added has doubled.

"A new 10-year strategy has been developed that predicts visitor numbers growing by 30% and an increase in jobs from 150 to 220. Without this plan it's unlikely the infrastructure could grow to meet the plans."

A council report said that the current building was deteriorating badly and needed restoration, and that the new building would allow the fleet to be 'maintained to the highest possible standards.

It continued: "In essence, development works are essential for the managed growth of the ELR on a long-term and sustainable basis as a premier visitor and heritage attraction.

"It is the critical and indispensable base for storage and maintenance of historic locomotives and carriages such as *Flying Scotsman*."





Lancashire & Yorkshire Railway duo Nos. 51456 and 52322 cross Alderbottom Bridge in Irwell Vale on a sunny February 25. DAVE COLLIER

**“A new 10-year strategy has been developed that predicts visitor numbers growing by 30% and an increase in jobs from 150 to 220.”**

## Acquisition

Another bonus for the line was announced on February 2, when a board meeting was told that the balance of the loan for *City of Wells* was paid off and the locomotive added to the ELR's assets register.

The acquisition of No. 34092 began in May 2015 when the low-loader carrying it from its Worth Valley home to the Gloucestershire Warwickshire Railway was stopped at junction 30 on the M62.

A weighbridge check identified that the vehicle was over the permitted axle-loading because it had not been emptied of water before the journey.

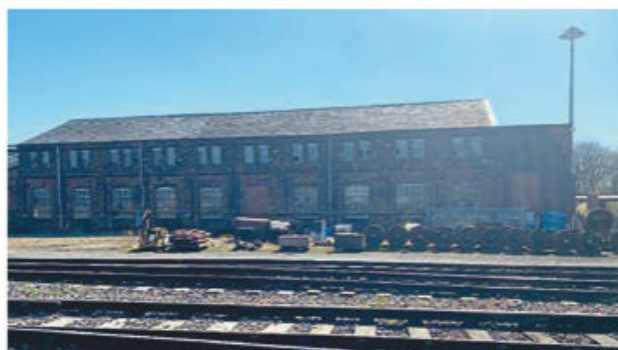
This incident led Bradford Metropolitan District Council imposing a ban on vehicles with a loaded weight of more than 44 tons crossing a bridge just outside Ingrow West station, used by lorries taking locomotives from the KWVR loading point.

Accordingly, *City of Wells* could not return to the KWVR by road and so it stayed at the ELR, which it had been visiting at the time.

In 2017 agreement was reached with the owners of the Bulleid for the ELR to buy the locomotive. With the aid of the loan, the purchase was completed in March 2019.

The board meeting also heard that last year's Santa season had been a sell-out, with 43,000 passengers carried, producing record revenues, which combined with strong half-year trading, allowed the loan to be paid off.

After *Heritage Railway* closed for press, *Royal Scot* was booked to appear at the KWVR's March 11-13 Steam Extravaganza, which was making a comeback after a two-year absence caused by the pandemic. **HR**



Plans have been passed for the next major step forward in the story of Buckley Wells depot. ELR



Inside Buckley Wells depot, which is to be redeveloped as a centre of excellence. RORY LUSHMAN/ELR



Manchester Ship Canal No. 32 *Gothenburg* heads a mixed parcels train at Summerset on February 27. ALAN WEAVER







# HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Great Scot! LMS No. 46100 *Royal Scot* is pictured during the hugely-successful East Lancashire Railway steam gala. Was this the first time that a Royal Scot 4-6-0 has featured on a parcels/freight consist in preservation? ANDREW DENNISON





# *Flying Scotsman*: No change in appearance for centenary – NRM

By Robin Jones and Cedric Johns

LNER A3 Pacific No. 60103 *Flying Scotsman* will not undergo any change to its livery, current numbering or chimney configuration for its 2023 centenary celebrations following its boiler overhaul.

The overhaul, set to begin in April, is expected to take between three and four months, will be carried out by engineers at Riley & Son (E) Ltd of Bury, which operates and maintains the world's most famous steam locomotive on behalf of its owner, the National Railway Museum.

"It will be restored to the same standard as the last overhaul, which was completed in 2016," said a NRM statement. "With much of the mechanical work already completed during the enforced down-time caused by the pandemic, work will centre on the boiler and the required retube and recertification. It will not involve any changes to the locomotive's livery, numbering or chimney configuration.

"Once the overhaul is complete, *Flying Scotsman* will require running-in time before it attends a small number of heritage railway visits, also re-dated due to the knock-on effects of the pandemic."

The NRM has announced the first of a series of activities and events for the centenary. *Flying Scotsman*: 100 Years, 100 Voices will be a new exhibition and film that aims to capture the human stories behind the legend.

The museum is appealing to members of the public to help shape the exhibition and film by sharing their memories of *Flying Scotsman*, whether through personal records, letters, photographs or film clips.

## **Cherished memories**

Scheduled to launch at the museum and online during the centenary, the 100 distinct 'voices' of people connected to the locomotive's story will be featured, from former drivers and railway workers to the public.

Further details of the centenary plans will be announced later. The public will be able to see No.60103 at several locations across the country, including at the NRM in York and the Locomotion museum in Shildon.

The NRM's head of interpretation and design Charlotte Kingston said: "Often described as 'the people's engine', we want to hear what *Flying Scotsman* means to you, whether it's through working on the railways, or seeing *Scotsman* as a child or

another cherished memory. We hope that *Flying Scotsman*: 100 Years, 100 Voices will help create a lasting and important chapter in the *Flying Scotsman* story."

The first of four re-dated pre-overhaul tours on March 5 saw the A3 take the Railway Touring Company's 'The Cotswold Venturer' from Paddington to Worcester, which had been postponed from February 19 by Network Rail because of stormy weather.

The telephone call advising of the cancellation was received by RTC at 7.30pm, less than 24 hours before *Scotsman* was booked to depart.

The tour operator notified passengers by email and telephone: of the hundreds contacted, only four passengers were unaware of the train's cancellation on the day, reported RTC operations manager Rachael Jackson.

However, the return leg to Paddington was cut short when No. 60103 was taken off the train at Slough due to steaming problems, and returned to Southall depot light engine.

On March 13, *Flying Scotsman* was scheduled to head a Steam Dreams excursion from Paddington to Oxford, with a circular tour

towards Warwickshire.

No. 60103 was booked for Steam Dreams trips from London Victoria, to Canterbury on March 17 and to Salisbury on March 24.

As we closed for press, Steam Dreams advised that all three trips were fully booked. However, it seems that some seats are still available on the local afternoon 'Cream Tea Specials' worked by the 4-6-2.

## **Exciting programme**

Riley & Son (E) operations manager Stuart Gray said that the firm is "pleased to be able to support our customers by rescheduling the upcoming trips previously cancelled by the pandemic.

"Riley's looks forward to working with the NRM to put together an exciting and ambitious programme of events to celebrate the 100th anniversary of the most famous locomotive in the world."

Designed by Sir Nigel Gresley and numbered 1472, *Flying Scotsman* left Doncaster Works in February 1923 and was the first locomotive of the newly-formed LNER; the locomotive was not named *Flying Scotsman* until the following year when it was attended the British Empire Exhibition in Wembley and renumbered 4472.



Above: A3 Pacific No. 60103 *Flying Scotsman* crosses the River Derwent near Kirkham during a West Coast Railways York to Scarborough trip on March 29, 2020. CHARLOTTE GRAHAM/NRM

Right: On board *Flying Scotsman*'s footplate. CHARLOTTE GRAHAM/NRM





**Bulleid Battle of Britain Pacific No. 34067 *Tangmere* heads through a blizzard at Garsdale with the Northern Belle's 'Settle & Carlisle Steam Special' on February 24. DAVE COLLIER**

## Steam and speed combine for special

By Cedric Johns

THE 350hp Sunbeam was one of the most significant land-speed record cars, holding the record on three occasions. It was designed by Sunbeam's chief engineer Louis Coatalen and built at the company's Wolverhampton works in 1919.

On May 17, 1922, the racing car was driven by Kenelm Lee Guinness over the Brooklands (Weybridge) highly-cambered track, achieving its first land-speed record, of 133.75mph.

On May 17 this year, Steam Dreams will be running a special to Brooklands to join the celebrations marking the centenary of the record.

Hauled by B1 4-6-0 No. 61306 *Mayflower* from London, probably Waterloo, the 'Sunbeam Special' will head down the South Western main line where, approaching Weybridge,

the train will slow to allow passengers a glimpse of Brooklands, before terminating at Woking.

From there, vintage buses will convey passengers to Brooklands for the centenary event, which includes a parade of vintage racing cars and talks by motoring experts.

### 'Privilege'

Steam Dreams chairman David Buck said: "We feel very privileged to be part of the unique and historic occasion bringing together two of the most coveted mechanical inventions, the speed of racing cars and the power of steam."

In addition to Brooklands, motor enthusiasts might like to note that Steam Dreams has planned a trip to the Goodwood Revival on September 18.

The month of May is also notable for the fact that on Tuesday 10, the

first of this year's Windsor shuttles departs London Victoria and are due to head for the castle.

The trains are programmed to run Tuesdays weekly, departing at 9am and 12.20pm until the end of August. The timetable includes the 'sunset' evening dinner 6.30pm departures.

Completing the spring round-up, April 5 sees the B1 heading for Bath calling at Staines and Ascot.

On April 9, Steam Dreams will run its own version of a 'Cumbrian Mountain Express' from Euston with electric traction to Carnforth, and from there to Carlisle with steam.

Despite the rising costs of coal, diesel, and petrol, David has announced that ticket prices for this year's programme of excursions and day trips will be held at the levels charged in 2021.

For more information and booking, visit [www.steamdreams.co.uk](http://www.steamdreams.co.uk)

## Historic bridge gets facelift for S&D 200

DARLINGTON'S Grade II-listed 166-year-old bridge over North Road – built to carry the Stockton & Darlington Railway – is being given a £16,000 facelift by Network Rail.

The bridge, which was built in 1856, is to be repaired and repainted in a holly green colour.

The work is ahead of major celebrations being planned for the line's 200-year anniversary in 2025. The North Road bridge is the third and final bridge to be renovated in a trio of upgrades.

Sarah Reid, route director for Network Rail's East Coast route, said: "This important restoration work will improve the condition of the historically important structure and provide an enhanced gateway for the whole North Road area. We've worked closely with Darlington Borough Council to deliver a series of bridge improvements which celebrate the town's rich railway heritage, and I'd like to thank people for bearing with us as we complete this final stage."

Darlington MP Peter Gibson said: "I have been working closely with Network Rail to ensure that the historic importance of these bridges is taken into consideration when restoration works are undertaken. It was great to join Network Rail's team on the Yarm Road bridge recently, where I was able to see first-hand its condition and the enhancements."

Darlington Borough Council leader Heather Scott added: "We are delighted to be working with Network Rail on this project to improve the appearance of integral parts of our railway routes. The restoration and repaint works are making a great difference for the benefit of our community and visitors to the town."

North Road leading to the bridge will be closed overnight from March 28 until April 2.



**In need of a repaint and getting one sometime soon: Darlington's historic North Road bridge. NETWORK RAIL**



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



Follow us @HeritageRailMag



Connect with us [heritage-railway-magazine](https://www.heritage-railway-magazine.com)

## PRE-ORDER ISSUE 292

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

SCAN ME WITH YOUR PHONE CAMERA!





## Duchess set for South Devon banks excursion

THE Railway Touring Company's April 22-30 'Great Britain XVI' has been boosted by fresh booking while many regular tourists have held their reservations made before the two-year period of lockdowns, said operations manager Rachael Jackson.

The only other RTC trip in the month is the April 9 'Stratford Flyer', running from Manchester to Stratford-upon-Avon.

May 14 sees the Norwich to Windsor 'Flyer' running via Thetford, Ely, and Finsbury Park.

May 21 heralds another of RTC's popular 'Cumbrian Mountain Express' excursion which follows the well-worn itinerary, featuring the Class 86 electric from Euston to Carnforth, where steam takes over for the final leg to Carlisle.

The May 28 'South Devon Explorer' is set to run from Woking to Plymouth North Road.

The train will be diesel-hauled to Bristol Temple Meads via pick-up stops at Guildford, Reading, and Newbury. LMS 4-6-2 No. 6233 *Duchess of Sutherland* takes over from Bristol and handles the return leg as far as Taunton, where it will be replaced by a diesel.

# Britannia returns with some smart running

By John Titlow

AFTER successfully completing its test runs on the Severn Valley Railway, BR Standard 9F 2-10-0 No. 70000 *Britannia* made a welcome return to the main line from the Severn Valley Railway on February 16.

The 11.18am journey was *Britannia*'s lightly-loaded test run and saw it return to Crewe with two Mk.1s coaches, a Mk.3, and Class 37 No. 37688 in tow.

Towards Bescot, timekeeping was tolerable with minor early and late running. It stopped after Old Hill station and was seven minutes down at Rowley Regis. After Bescot it was on time throughout to Crewe and ran via

Stafford, arriving at its booked time of 2.38pm.

The following day, with its Mk.1 support coach, four Inter City Mk.2s and No. 37688 behind it, No. 70000 set off from Crewe at 9.30am for its main line test run. Timekeeping to Shrewsbury was erratic, slowly losing time, and arriving at Shrewsbury Coton Hill 18 minutes down.

*Britannia* more than made up for it on the return leg to Crewe, leaving Coton Hill 34 down at 1.16pm, and soon got into its stride, running steadily at 60mph and making up time with some very smart running. By avoiding the scheduled stop at Oxley Up goods loop, time was reduced to five minutes late. Penkridge was

passed on time and Rickerscote one minute early. Proving its worth from here on, the timings got better and better with an arrival in Crewe 30 minutes early. The delays were caused by operational reasons but enabled fast running for time to be made up.

On returning to Crewe, the locomotive went into the paint shop on February 21 for a complete repaint. It should re-emerge in early April, ready to take up its main line duties once again.

After the success with *Britannia*, staff at Crewe Works are now turning their attention to A2 Pacific No. 60532 *Blue Peter*. Side stays for the boiler now being produced in-house are being fitted to the boiler.

## Hastings railtour to Mid-Hants Railway – two years on

HASTINGS Diesels Limited has announced details of its latest railtour that was originally planned for April two years ago but was postponed when the first major Covid-19 threat resulted in a nationwide lockdown.

On April 2, the 'Medstead Mountainer' runs from Hastings to Alton via Redhill and Guildford and then on to New Alresford and the Mid-Hants Railway. As usual, the six-car DEMU calls at numerous pick-up

points after leaving Hastings, with stops at St Leonards (Warrior Square), Battle, Etchingham, Tunbridge Wells, and Tonbridge.

Once on Mid-Hants metals, the unit faces the 1-in 60 climb up to Medstead & Four Marks from Butts Junction, hence the train's title.

On arrival, a seven-and-half-hour leisure break will enable passengers to enjoy steam-hauled trips along the line or a visit to Ropley Works.

As *Heritage Railway* closed for press, Hastings Diesels said that because this trip had only been advertised from late February, seats are available in all classes. A standard class ticket is priced at £47 and club class is £74.

Although unconfirmed, future trips in the unique six-car narrow-bodied set have been pencilled in for Worcester on Saturday, May 7, Skegness on June 18 and Cambridge on September 17.

LMS Jubilee 4-6-0 No. 45627 *Sierra Leone* – aka No. 45699 *Galatea* – storms into Carnforth with the Railway Touring Company's 'Winter Cumbrian Mountain Express' on February 26. JAMES CORBEN







**LMS 4-6-0 No.46100 *Royal Scot* races past Tram Inn with the returning Saphos Trains Valentine's Day 'Welsh Marches Express' on February 14.**  
JAMES CORBEN

## UK Railtours 'Hoovers up' in Devon

THE UK Railtours 'Springtime Hoovering in Devon' forgotten tracks trip on March 26, featuring a pair of Class 50s, was sold out well before the end of February.

Also, demand for the April 23 trip to the Severn Valley Railway steam gala was 'steady', and the visit to Llandudno for its Victorian Extravaganza from King's Cross on May 2 was also attracting interest, said a UKRT spokesman.

On May 14 another forgotten tracks outing, the 'Powerful Pieman Panorama,' departs Ealing Broadway bound for Lincolnshire and Rutland,

first calling at Toton. This trip makes passenger stops at St Albans, Bedford, and East Midlands Parkway.

Using the theme of Great Days Out, UKRT offers the choice of the Eden Project or steam on the Bodmin & Wenford Railway on its May 21 West Country jaunt. This trip leaves Paddington for the West Country, calling at Slough, Reading, and Newbury, thence by way of the Berks & Hants line, Exeter, and Plymouth.

A third option on the tour is a break of around three hours in picturesque Padstow, reached by coach.

Passengers are taken from Padstow by coach to final destinations.

Another Great Days Out event sees the 'Platinum Jubilee' depart King's Cross on June 2 for Ely or the Sandringham Estate.

UKRT's programme for the first half of the year winds up with the 'Devon Pullman' – the Belmond set – which runs from London Victoria on June 18 to Exeter via the West of England Main Line, returning over the former Southern Railway route via Axminster, Yeovil, Salisbury Romsey, Laverstock loop, Andover and Basingstoke.

## More Irish steam trips scheduled

AS reported last issue, the Railway Preservation Society of Ireland announced its first steam trips for more than two years, with trains running out of Dublin during its May 13-15 Heritage Railway Weekend.

Since then, the society has publicised a series of steam and diesel-hauled tours from Dublin, utilising the railway's 4-4-0 compound No. 85 *Merlin* and General Motors Class 141 diesels.

On Saturday, March 26, 'The Midlander' makes two trips to Maynooth and return, with repeats on the Sunday – all four trains worked by No.85 reported as being fully booked.

Meanwhile, three murder mystery dinner and drama evenings have been arranged to take place at Whitehead on March 11, 18 and 25.

On Saturday, March 19, steam train rides within the confines of Whitehead engineering lines will feature Hudswell Clarke 0-4-0ST No. 1152 of 1919 *Guinness*. Apart from March 19, these events have been declared sold out!

April 2 sees a diesel-hauled 'East to West' departure from Dublin scheduled to run via the Skerries Loop to Dundalk, picking up at Drogheda and then returning to Dublin.

Steam returns on April 16-17 when 4-4-0 No. 131 heads two 'Easter Eggspress' departures from Belfast to Whitehead.

On April 18, Easter Monday, No. 85 heads a series of 'Easter Eggstravaganza' trips from Dublin to Drogheda, Drogheda to Dundalk and return, Drogheda to Skerries and return, and Drogheda to Dublin.

## Minehead's King Edward I eyes up midsummer running-in

PROGRESS on GWR 4-6-0 No. 6024 *King Edward I* continues at Minehead, albeit well behind the 6024 Locomotive Society's hopes for a return to main line traffic at least 12 months ago.

The *King's* firebox has been completed, back end (cab) controls are being connected, and cladding placed. The engine's electronic systems are in hand and awaiting the visit of a specialist to carry out the installation.

Spokesman Dave Fuszard, who spent his schooldays avoiding the sharp eyes of station staff at Acocks Green in his quest for 'cops,' joined the 6024 Society in 1986 and became part of the engine's working party/support crew in 1990. He said the aim is to start running-in during midsummer, and that the delay over the last two years was due to restrictions imposed by the coronavirus pandemic.

Led by Martyn Baine, a typical working party has averaged six volunteers, resident in the south west.

However, it was understood that several recruits have joined recently, and it is hoped that applications for membership to the 6024 Locomotive Society will be received when the *King* is back is up and running.

For more details, visit the website [www.6024.com](http://www.6024.com)

**The 122-years-old Grade II-listed Helsby Junction signalbox in Cheshire has been refurbished by Network Rail as part of a £65,000 North of England railway investment. Its wooden frame, outside cladding and electronics have been repaired, and it also has a new roof and windows. An upgraded kitchen and heating system has also been installed to make working there better for railway staff.**  
NETWORK RAIL





# Fight to save Strathbungo office from bulldozer runs out of steam

By Hugh Dougherty

A COMMUNITY and local councillor-backed fight to save the 145-years-old street-level booking office of the former Strathbungo station from demolition by Network Rail has finally run out of steam.

The campaign also garnered support from Glaswegian railway heritage fans and building conservation lobbyists.

Despite a 1200-signature petition to save the building, which dates from 1877, and a stay of execution in 2020 to allow community consultation to take place, Network Rail has confirmed that the office will be pulled down in August as part of works to electrify the Glasgow Central to Kilmarnock and East Kilbride lines.

The company says that the wooden structure is not fit for commercial letting, with rotting footboards and asbestos.

One of the last of its type to survive in Glasgow, it was once served by trains from both Central and St Enoch stations on the joint Glasgow & South Western and Caledonian Joint line that it straddles.

## Long history

It saw joint Glasgow & South Western and Midland Railway trains from St Enoch to London St Pancras pass through, including, later, in BR days, the prestigious 'Thames Clyde Express'.

Strathbungo was closed in 1962 following the electrification of the Cathcart Circle by the famous Glasgow 'Blue Trains', as circle station Pollokshields West is only a five-minute walk away.

The station's cast iron footbridge, also dating from 1877 and built by Hanna, Donald & Wilson of Paisley, was rebuilt into a pedestrian bridge crossing the line after the station



An East Kilbride-Glasgow Central class 156 train about to pass under the booking hall. HUGH DOUGHERTY

closed by removing the stairs leading down to the abandoned platforms.

A C-listed structure, the bridge was refurbished by Network Rail in 2019 at a cost of £650,000, but is now due for removal and replacement in 2023 to allow overhead line clearance.

Network Rail says it is likely to offer the bridge to the heritage railway sector and is replacing it with a new bridge sensitive to the surrounding local architecture, which includes houses by famous Glasgow architect Alexander 'Greek' Thomson.

Strathbungo's booking hall was leased in 1968 and was a popular shop, called Susie's Store, until it

closed when the owners retired in 2019. Since then, the building has become derelict and subject to vandalism. It sits on Nithsdale Road bridge, which spans the railway tracks. The road overbridge, on which the booking office sits, was built to accommodate four tracks but only ever had two beneath it. It is scheduled to be replaced as part of the electrification project; despite opposition, there was little chance of the building surviving.

## Disappointment

Resident Paula Khan, who led the drive to save the station, along with

the support of Coun Jon Molyneux, of Glasgow City Council, and the Strathbungo Society, said: "The station building has been very much part of the railway and built heritage of our area for so long and we're all very disappointed to learn that it will be demolished in August."

Network Rail said that there is no alternative given the condition of the structure, but that it has made every effort to take the views of residents and anyone else with an interest in the heritage of the station on board, while the refurbished footbridge has a future at another location after careful removal from Strathbungo.



Strathbungo's booking hall, seen from Nithsdale Road today. The 1877-built building will be demolished in August. HUGH DOUGHERTY



Any takers? The refurbished footbridge scheduled to be removed to allow electrification to take place may be offered to the heritage sector. HUGH DOUGHERTY



RAIL Minister Wendy Morton and Wealden MP Nusrat Ghani at Erdige station with Hunslet 0-6-0 No. 2890 on the Spa Valley Railway platform on February 16. The 1943-built locomotive, supplied as a J94-style 0-6-0ST No. WD 75041, later saw NCB service until withdrawal in 1973. Privately bought for preservation, it eventually found its way to the Mid-Hants Railway, where it converted from a saddle tank to an 0-6-0 tender engine to appear as 'Douglas' from the Reverend Wilbert Awdry's Thomas the Tank Engine stories. Subsequently moved to the Ribble Steam Railway in 2012, it underwent cosmetic changes to its appearance to make it look more authentic and in September 2017 returned to steam, numbered 2890.



## Modernisation of historic Eridge 'joint' station is now complete

RAIL Minister Wendy Morton and Wealden MP Nusrat Ghani attended the official opening of the last phase of major improvements to 1868-built Eridge station, which is shared with the Spa Valley Railway by Network Rail.

February 16 marked the completion of a £1.9 million accessibility project that saw a lift, ramp, and other improvements delivered by Network Rail and BAM Nuttall on behalf of the Department for Transport's Access for

All fund. The work was designed to blend in with the heritage aspects of the 1868 station.

It follows a series of projects to improve the station, including a new £1.8 million footbridge, a £500,000 canopy and platform refurbishments, and other heritage-style improvements, including a waiting room and a traditional name board.

Wendy Morton said: "Eridge is a beautiful example of what a

village station can bring to its local community."

Mark Dodd, from the Spa Valley Railway, said: "It's been a true privilege to be part of such a huge project and to experience working with professionals. The ramp will hugely benefit our customers, and very soon our own accessible coach will be released into traffic."

Network Rail Southern Region managing director John Halsall added:

"In some ways Eridge has become the ultimate station, with modern, accessible facilities, along with all the benefits of a classic heritage design and a steam railway, too."

The station was opened in 1868 by the Brighton, Uckfield and Tunbridge Wells Railway. The line to Tunbridge Wells West was closed in 1985 but was reopened in 2011 by the Spa Valley Railway, returning trains to platforms 2 and 3 again.

THE POPPY LINE

**NORTH NORFOLK RAILWAY**

**Spring Steam Gala**  
**1, 2, 3 April**

Five engines in steam  
each day

Intensive service of  
passenger, goods and  
mixed trains

Guest appearance from  
Ivatt 2-6-2T No 41241

Discounts available  
for advance bookings

[www.nnrailway.co.uk](http://www.nnrailway.co.uk)







**Left: LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* passes a wet Barrow upon Soar on the 8.54am Wansford to Tyseley light engine and support coach move on February 14. No.6233 ran tender first from the Nene Valley Railway to Leicester Humberstone Road, where it was able to run round and depart chimney first, running via Stenson Junction and Burton-on-Trent to Tyseley. GRAHAM NUTTALL**

## March

### 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: TBA. RTC

### 19 'The Imperial Speysider'

Linlithgow, Aviemore & return. Diesel-hauled throughout.

Locos: Class 37s TBA. SRPS

### 19 'The William Shakespeare'

York, Stratford-upon-Avon & return. Steam-hauled from Crewe.

Loco: TBA. ST

### 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, Chester & return. Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

Loco: No. 61303 *Mayflower*. SD

### 6 'The White Rose'

Bridgnorth, York & return. Steam-hauled throughout.

Loco: TBA. ST

### 8 'The Golden Age of Travel by Steam'

Circular tour from London Victoria. Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

### 8 'The West Highland & Royal Deeside'

King's Cross, Dumbarton Central. Diesel-hauled throughout.

Locos: TBA. UKRT

### 9 'The White Rose'

Tyseley, York & return. Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

### 9 'The West Highland & Royal Deeside'

Dumbarton Central, Oban & return. Diesel-hauled throughout.

Locos: Class 37s TBA. UKRT

### 9 'The Lakelander'

Rugby, Carlisle & return. Steam-hauled: Preston, Carlisle, Preston.

Loco: TBA. ST

### 9 'The Stratford Flyer'

Manchester Piccadilly, Stratford-upon-Avon & return. Steam-hauled throughout.

Loco: TBA. RTC

### 9 'Cathedrals Express'

Euston, Carlisle & return. Steam-hauled Carnforth, Shap, Carlisle, Settle, Preston.

Loco: TBA. SD

### 10 'The West Highland & Royal Deeside'

Dumbarton Central, Stonehaven & return. Diesel-hauled throughout.

Locos: TBA. UKRT

### 11 'The West Highland & Royal Deeside'

Dumbarton Central, King's Cross. Diesel-hauled throughout.

Locos: TBA. UKRT

### 16 'The Norfolk Coast Express'

Manchester Piccadilly, Great Yarmouth &

return. Diesel-hauled throughout.

Loco: Class 40 TBA. IC

### 23 'The Shakespeare Express'

Birmingham Snow Hill, Stratford-upon-Avon & return. Diesel-hauled throughout.

Loco: TBA. VT

### 23 'The Severn Valley Steam Gala or the Black Country Museum'

King's Cross, Kidderminster. Diesel-hauled throughout.

Locos: TBA. UKRT

### 24 'The Shakespeare Express'

Birmingham Snow Hill, Stratford-upon-Avon & return. Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

### 27 'Severn Valley Enterprise'

Llandudno Junction, Bridgnorth & return. Steam-hauled: Crewe, Bridgnorth & return.

Loco: TBA. ST

### 30 'The Settle and Carlisle'

Bristol Temple Meads, Carlisle & return. Diesel-hauled throughout.

Locos: Class 37s TBA. PT

### 30 'The North Wales Coast Express'

Tyseley Locomotive Works, Llandudno & return. Diesel-hauled throughout.

Loco: TBA. VT

## Tour promoters

|       |                                                        |
|-------|--------------------------------------------------------|
| A1SLT | A1 Steam Locomotive Trust<br>01325 488215              |
| BEL   | Belmond Pullman<br>0845 0772 222                       |
| IC    | Intercity<br>0800 038 5364                             |
| NB    | Northern Belle<br>northernbelle.co.uk                  |
| PT    | Pathfinder Tours<br>01453 835414                       |
| RTC   | Railway Touring Company<br>01553 661500                |
| SD    | Steam Dreams<br>01483 209888                           |
| SRPS  | Scottish Railway Preservation Society<br>0131 202 1033 |
| SR    | Statesman Rail<br>0345 310 2458                        |
| ST    | Saphos Trains<br>0800 038 5320                         |
| UKRT  | UK Railtours<br>01438 715050                           |
| VT    | Vintage Trains<br>0121 708 4960                        |
| WCR   | West Coast Railways<br>0333 996 6720                   |

## April

### 2 'Settle & Carlisle Steam Special'

York, Carlisle & return. Steam-hauled Carnforth, Carlisle, Settle, Preston.

Loco: No. 34067 *Tangmere* or TBA. NB

### 5 'The Hadrian Hoovers'

Tame Bridge Parkway, Carlisle & return. Diesel-hauled throughout.

Locos: No. 50007 *Hercules* and No. 50049 *Defiance*. PT

### 5 'Catherals Express'

London Victoria, Bath & return. Steam-hauled throughout.

## Regular Steam

### Daily 'The Jacobite'

Fort William, Mallaig & return. Steam-hauled throughout.

Loco: No. 44871, No. 45212 or No. 45407 *The Lancashire Fusilier*. WCR

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.



Like us facebook.com/heritagerrailway



EPPING ONGAR RAILWAY

# 10<sup>TH</sup> ANNIVERSARY GALA WEEKEND

2-5 JUNE 2022



[www.eorailway.co.uk](http://www.eorailway.co.uk)  
01277 365200 |   

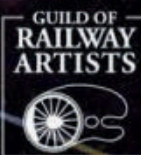
**SPRING**  
**RAILART 2022**

An exhibition by the GUILD of RAILWAY ARTISTS  
**KIDDERMINSTER RAILWAY  
MUSEUM**  
Station Approach, Kidderminster DY10 1QX



**April 9<sup>th</sup> - May 1<sup>st</sup>\***  
Open Daily 10.00AM - 5.00PM  
Free Admission

Opening day opening time is 2:00pm  
Closing day open until 2:00pm  
\*Subject to any pandemic related advice and instructions in place at the time of the event

  
[www.railart.co.uk](http://www.railart.co.uk)  
Painting 'Gresley Gold' by Malcolm Root FGRA

# SPRING DIESEL FESTIVAL

19<sup>th</sup> - 22<sup>nd</sup> May



 Book your tickets now: [SVR.CO.UK](http://SVR.CO.UK) | 01562 757 900

# SPRING STEAM GALA

21<sup>st</sup> - 24<sup>th</sup> April



[SVR.CO.UK](http://SVR.CO.UK) | 01562 757 900



# WITH FULL REGULATOR

## LOCOMOTIVE PERFORMANCE THEN AND NOW



**Don Benn** looks at No. 34067 *Tangmere* double-heading with No. 45690 *Leander* over Shap, No. 45699 *Galatea* on 500 tons northbound over the Settle and Carlisle, No. 34092 *City of Wells* also going north over the S&C in 1982, Stage Three of the return to steam in 1971 with No. 6000 *King George V*, and a short sprint by Western class diesel hydraulic No. 1047, also in 1971.

THERE is quite a mixture this time, spanning 51 years of main line steam running but with a mainly Northern theme.

First off, thanks to my indefatigable correspondent Alan Rawlings, I am able to report the recent running of unmodified Bulleid Pacific No. 34067 *Tangmere* on the Railway Touring Company's 'Cumbrian Mountain Express' on January 29 this year, as pictured in issue 290.

The train had the usual 11-coach load and *Tangmere* took Jubilee No. 45690 *Leander* as pilot locomotive, ensuring that the newly overhauled Bulleid could take things relatively easy on its first main line appearance on a loaded train with passengers on board.

The Carnforth to Carlisle section is shown in Table One. Set alongside is the same section of this train on February 2, 2019, when rebuilt Merchant Navy 4-6-2 No. 35018 *British India Line* took B1 4-6-0 No. 61306 *Mayflower* as pilot engine, and the pair came within a few seconds of even time for the 63.13 miles. Alan tells the story: "It is unusual to have double-headed steam over Shap even though

the route north of Carnforth involves challenging gradients in two stretches, up to Grayrigg and then over Shap itself.

"It is sometimes forgotten that in the days of steam, the 1-in-75 section often included a banking locomotive from Tebay especially with freight. Nowadays it is tackled by a single locomotive but usually on a restricted load, for obvious reasons.

"Each of the double-headed logs involved a locomotive on test – the B1 and the Light Pacific – so these were not occasions for 'Blue Riband' performances. That said, both runs were inside booked time and illustrated well how sensible power sharing can work with two locomotives. The logs involved trains of similar weight and the same driver combination.

### Late departure

"The B1/MN combination took place in 2019 before *Mayflower* was handed back to Steam Dreams and its owner David Buck following an overhaul at Carnforth. A late departure was the incentive to make up time and after sweeping over Yealand in less than seven minutes

at 45 mph, it was clear that all was well with the B1 – enough to press on. Despite the ruling grade of about 1-in-180, speed was maintained in the mid-60s towards Oxenholme and only on the steeper 1-in-130, later becoming 1-in-106, did the pace slacken slightly.

"Nevertheless, 57mph over Grayrigg promised equally swift progress up Shap. And so it proved, with the summit topped at 49 after a momentary 48 on the final quarter. That was 11 minutes from Grayrigg to Shap with people reaching for their record books, as this switchback had just been covered in even time.

"Despite the B1 reportedly being limited to 70mph, we swept down from Shap and came to a stand in Carlisle a shade outside of even time overall despite the previous hour having involved more than 20 miles of significant hill climbing.

"The second log was this year and involved *Tangmere* after a major overhaul. While it had previously undertaken test runs, this was the first full public day 'on the road'.

"Compared with the bravura performance from the B1, the contribution of *Tangmere* was



LMS Jubilee 4-6-0 No. 45690 and SR Bulleid Battle of Britain Pacific No. 34067 *Tangmere* at Carlisle on January 29. ALAN RAWLINGS





Driver Mick Rawling in the cab of No. 34067 Tangmere at Carlisle on January 29. ALAN RAWLINGS

more measured and this reflected what was later described as further ‘fettling’ that was needed. Nevertheless, this was a good example of partnership in double-heading a train.

“Point-to-point times were slightly more throughout with Grayrigg to Shap, taking nearly 13 minutes, but that was still over three minutes inside booked time. The descent to Carlisle was also more subdued but the departure a few minutes late was easily converted into an arrival two minutes early.

“While some might argue that double-headers don’t ‘count’ in the performance stakes, they are welcome opportunities to understand the extra



Bulleid West Country light Pacific No. 34092 City of Wells performing a runpast at Appleby on the ‘Cumbrian Mountain Pullman’ on February 6, 1982. DON BENN

| TABLE ONE: CARNFORTH - CARLISLE |                                          |       |      |      |              |                                                    |      |      |              |  |
|---------------------------------|------------------------------------------|-------|------|------|--------------|----------------------------------------------------|------|------|--------------|--|
| Date                            | Saturday, January 29, 2022               |       |      |      |              | Saturday, February 2, 2019                         |      |      |              |  |
| Train                           | 07.10 Euston to Carlisle                 |       |      |      |              | 07.12 Euston to Carlisle                           |      |      |              |  |
| Pilot Loco                      | LM 5XP 4-6-0 No. 45690 <i>Leander</i>    |       |      |      |              | BI class 4-6-0 No. 61306 <i>Mayflower</i>          |      |      |              |  |
| Train Loco                      | BB class 4-6-2 No. 34067 <i>Tangmere</i> |       |      |      |              | MN class 4-6-2 No. 35018 <i>British India Line</i> |      |      |              |  |
| Load                            | 11 coaches, 405 tons tare 430 tons gross |       |      |      |              | 11 coaches, 408 tons tare 435 tons gross           |      |      |              |  |
| Crew-Pilot Loco                 | Mick Kelly and Craig Todd                |       |      |      |              | Mick Kelly and Chris Holmes                        |      |      |              |  |
| Crew-Train Loco                 | Mick Rawling and Martin Soames           |       |      |      |              | Mick Rawling and Frank Chippendale                 |      |      |              |  |
| Recorder                        | Alan Rawlings                            |       |      |      |              | Alan Rawlings                                      |      |      |              |  |
| Position                        | Fifth coach                              |       |      |      |              | Third coach                                        |      |      |              |  |
| Weather                         | Dry with strong cross wind               |       |      |      |              | Cold and dry with lying snow                       |      |      |              |  |
|                                 | miles                                    | sched | mins | secs | speed        | sched                                              | mins | secs | speed        |  |
| Carnforth DGL                   | 0.00                                     | 0.00  | 00   | 00   | 6 mins late  | 0.00                                               | 00   | 00   | 7 mins late  |  |
| Carnforth                       | 0.25                                     |       | 01   | 38   | 14           |                                                    | 01   | 37   | 19           |  |
| MP 7                            | 1.00                                     |       | 03   | 09   | 36           |                                                    | 03   | 08   | 37           |  |
| MP 8                            | 2.00                                     |       | 04   | 50   | 36           |                                                    | 04   | 41   | 40           |  |
| Yealand MP 9½                   | 3.50                                     |       | 07   | 13   | 42           |                                                    | 06   | 49   | 45           |  |
| Burton and Holme                | 4.75                                     |       | 08   | 41   | 62/70        |                                                    | 08   | 14   | 61/69        |  |
| Milnthorpe                      | 7.54                                     |       | 11   | 09   | 69           |                                                    | 10   | 34   | 58           |  |
| Hincaster Junction              | 9.50                                     |       | 12   | 56   | 64/63        |                                                    | 12   | 33   | 64           |  |
| MP 17                           | 11.00                                    |       | 14   | 21   | 65           |                                                    | 13   | 56   | 65/63        |  |
| Oxenholme                       | 13.11                                    | 18.30 | 16   | 26   | 59           | 18.00                                              | 15   | 56   | 65           |  |
| MP 21                           | 15.00                                    |       | 18   | 25   | 54           |                                                    | 17   | 42   | 63           |  |
| Hay Fell                        | 16.50                                    |       | 20   | 09   | 51           |                                                    | 19   | 11   | 60           |  |
| Lambrigg                        | 18.25                                    |       | 22   | 15   | 49           |                                                    | 20   | 56   | 60           |  |
| Grayrigg Summit                 | 20.00                                    | 28.00 | 24   | 30   | 44           |                                                    | 22   | 44   | 57           |  |
| Low Gill                        | 22.00                                    |       | 26   | 43   | 60           |                                                    | 24   | 37   | 63           |  |
| Dillicar                        | 24.00                                    |       | 28   | 38   | 68/72        |                                                    | 26   | 25   | 70           |  |
| Tebay                           | 26.21                                    | 34.30 | 30   | 30   | 69           | 35.00                                              | 28   | 16   | 71           |  |
| MP 34                           | 28.00                                    |       | 32   | 11   | 56           |                                                    | 29   | 53   | 63           |  |
| Scout Green                     | 29.15                                    |       | 33   | 21   | 47           |                                                    | 30   | 53   | 57           |  |
| MP 35½                          | 29.50                                    |       | 34   | 01   | 42           |                                                    | 31   | 25   | 54           |  |
| MP 36                           | 30.00                                    |       | 34   | 46   | 39           |                                                    | 31   | 58   | 53           |  |
| MP 36½                          | 30.50                                    |       | 35   | 34   | 36           |                                                    | 32   | 33   | 51           |  |
| MP 37                           | 31.00                                    |       | 36   | 24   | 34           |                                                    | 33   | 09   | 50/48        |  |
| Shap Summit                     | 31.50                                    | 44.00 | 37   | 18   | 33           |                                                    | 33   | 46   | 49           |  |
| Shap Old Station                | 33.81                                    |       | 40   | 04   | 61           |                                                    | 35   | 58   | 70           |  |
| Harrisons Sidings               | 35.66                                    | 48.00 | 41   | 34   | 67           |                                                    | 37   | 37   | 70           |  |
| Thrimby Grange                  | 37.00                                    |       | 43   | 02   | 69/74        |                                                    | 38   | 44   | 71           |  |
| Clifton                         | 41.14                                    |       | 46   | 35   | 53           |                                                    | 42   | 05   | 72           |  |
| Eden Valley Jc                  | 41.95                                    |       | 47   | 40   | 55           |                                                    | 42   | 54   | 73/68        |  |
| Penrith                         | 45.25                                    | 57.00 | 50   | 56   | 60           | 57.00                                              | 45   | 41   | 69           |  |
| Long Ashes                      | 47.20                                    |       | 52   | 53   | 57           |                                                    | 47   | 21   | 70/73        |  |
| Plumpton                        | 50.00                                    |       | 55   | 36   | 65           |                                                    | 49   | 43   | 71           |  |
| Calthwaite                      | 52.39                                    |       | 57   | 46   | 70/71        |                                                    | 51   | 49   | 73/71        |  |
| Southwaite                      | 55.75                                    |       | 60   | 45   | 69           |                                                    | 54   | 37   | 72           |  |
| Wreay                           | 58.19                                    |       | 62   | 46   | 69           |                                                    | 56   | 37   | 70           |  |
| Brisco                          | 59.84                                    |       | 64   | 19   | 61           |                                                    | 58   | 10   | 50           |  |
| Upperby Jct                     | 62.30                                    |       | 67   | 10   | 34*          |                                                    | 60   | 51   | 39*          |  |
| Carlisle                        | 63.13                                    | 78.00 | 69   | 47   | 2 mins early | 77.00                                              | 63   | 14   | 7 mins early |  |
| * brakes or speed restriction   |                                          |       |      |      |              |                                                    |      |      |              |  |

“It is unusual to have double-headed steam over Shap even though the route north of Carnforth involves challenging gradients in two stretches, up to Grayrigg and then over Shap itself.”

| TABLE TWO: HELLIFIELD TO GARSDALE                             |                                          |       |      |      |             |
|---------------------------------------------------------------|------------------------------------------|-------|------|------|-------------|
| Date                                                          | Tuesday, August 10, 2021                 |       |      |      |             |
| Train                                                         | 'The Dalesman'                           |       |      |      |             |
| Loco                                                          | LN 5XP 4-6-0 No. 45699 <i>Galatea</i>    |       |      |      |             |
| Load                                                          | 13 coaches, 475 tons tare 500 tons gross |       |      |      |             |
| Driver                                                        | Mick Rawling                             |       |      |      |             |
| Fireman                                                       | Martin Soames                            |       |      |      |             |
| Recorder                                                      | David Bradbury                           |       |      |      |             |
| Position                                                      | Second coach                             |       |      |      |             |
| Weather                                                       | Warm, still, and dry                     |       |      |      |             |
|                                                               | miles                                    | Sched | mins | secs | speed       |
| Hellifield                                                    | 0.00                                     | 0.00  | 00   | 00   | 1 min early |
| Long Preston                                                  | 1.23                                     |       | 03   | 53   | 35½         |
| Settle Junction                                               | 3.25                                     | 6.00  | 06   | 24   | 56          |
| Settle                                                        | 5.21                                     |       | 08   | 53   | 42          |
| MP 237                                                        | 5.72                                     |       | 09   | 39   | 38½         |
| MP 238                                                        | 6.72                                     |       | 11   | 29   | 30          |
| Stainforth Sidings                                            | 6.97                                     |       | 12   | 00   | 28½         |
| Taitlands Tunnel                                              | 7.40                                     |       | 13   | 00   |             |
| MP 239                                                        | 7.72                                     |       | 13   | 48   | 25          |
| MP 240                                                        | 8.72                                     |       | 16   | 19   | 23          |
| MP 240½                                                       | 9.22                                     |       | 17   | 41   | 22          |
| MP 241                                                        | 9.72                                     |       | 18   | 57   | 24          |
| MP 241½                                                       | 10.22                                    |       | 19   | 59   | 30½         |
| MP 242                                                        | 10.72                                    |       | 21   | 05   | 26          |
| Horton-in-Ribblesdale                                         | 11.26                                    | 17.00 | 22   | 23   | 24½/25½     |
| MP 243                                                        | 11.72                                    |       | 23   | 29   | 25/24½      |
| MP 244                                                        | 12.72                                    |       | 25   | 48   | 27½         |
| MP 245                                                        | 13.72                                    |       | 28   | 07   | 25          |
| MP 246                                                        | 14.72                                    |       | 30   | 35   | 24/23½      |
| Ribblehead                                                    | 15.92                                    | 24.00 | 33   | 43   | 25½/27½     |
| Blea Moor                                                     | 17.21                                    | 27.00 | 36   | 43   | 23½         |
| Blea Moor Tunnel                                              | 18.04                                    |       | 38   | 53   | 22½         |
| MP 252                                                        | 20.72                                    |       | 43   | 34   | 46          |
| Dent                                                          | 22.12                                    |       | 45   | 46   | 32½/29½     |
| Rise Hill Tunnel                                              | 22.86                                    |       | 47   | 06   | 35½         |
| MP 255½                                                       | 24.22                                    |       | 49   | 00   | 46          |
| Garsdale                                                      | 25.40                                    | 38.00 | 50   | 50   | pass        |
| 45699 with 45562 cabside numbers and 45627 front number plate |                                          |       |      |      |             |





GWR 4-6-0 No. 6000 *King George V* emerging from Whitehouse Farm Tunnel with the 11.55 Birmingham Moor Street to Kensington Olympia special on October 4, 1971. DON BENN

TABLE THREE: HELLIFIELD TO APPLEBY

|                       |                                                                                              |       |               |      |                |
|-----------------------|----------------------------------------------------------------------------------------------|-------|---------------|------|----------------|
| Date                  | Saturday, February 6, 1982                                                                   |       |               |      |                |
| Train                 | 07.35 Euston-Carlisle 'Cumbrian Mountain Pullman'                                            |       |               |      |                |
| Loco                  | West Country class 4-6-2 No. 34092 <i>City of Wells</i>                                      |       |               |      |                |
| Load                  | 10 coaches, 380½ tons tare 405 tons gross (eight Pullmans and two first class brake coaches) |       |               |      |                |
| Crew                  | Not recorded                                                                                 |       |               |      |                |
| Recorder              | Don Benn stop watch                                                                          |       |               |      |                |
| Weather               | Heavy rain                                                                                   |       |               |      |                |
|                       | miles                                                                                        | Sched | mins          | secs | speed          |
| Hellifield            | 0.00                                                                                         | 0.00  | 00            | 00   | 4½ mins early  |
| Long Preston          | 1.23                                                                                         |       | 03            | 05   | 48½            |
| Settle Junction       | 3.25                                                                                         | 7.00  | 05            | 25   | 60             |
| Settle                | 5.21                                                                                         |       | 07            | 48   | 43             |
| Stainforth Sidings    | 6.97                                                                                         |       | 10            | 53   | 30½            |
| MP 239                | 7.72                                                                                         |       | 12            | 43   | 24             |
| MP 240                | 8.72                                                                                         |       | 15            | 18   | 23½            |
| Helwith Bridge        | 9.22                                                                                         |       | 16            | 33   | 29             |
| MP 242                | 10.72                                                                                        |       | 19            | 08   | 36             |
|                       |                                                                                              |       | pick-up pilot |      |                |
| MP 242½               | 11.22                                                                                        |       | 20            | 40   | 0*             |
|                       |                                                                                              |       | 21            | 46   |                |
| Horton-in-Ribblesdale | 11.26                                                                                        | 22.00 | 23            | 31   | 16             |
| MP 243                | 11.72                                                                                        |       | 25            | 13   | 22             |
| MP 244                | 12.72                                                                                        |       | 27            | 34   | 28             |
| Selside               | 13.52                                                                                        |       | 29            | 46   | 18* tsr        |
| MP 247                | 15.72                                                                                        |       | 35            | 48   | 25½            |
| Ribblehead            | 15.92                                                                                        |       | 36            | 20   | 24½            |
| MP 248                | 16.92                                                                                        |       | 38            | 10   | 24             |
| Blea Moor             | 17.21                                                                                        | 32.00 | 39            | 58   | 10**           |
| MP 249                | 17.92                                                                                        |       | 42            | 13   | 21/49          |
| Dent                  | 22.12                                                                                        | 36.00 | 49            | 22   | 42             |
| MP 255                | 23.92                                                                                        |       | 51            | 28   | 45/47½         |
| Garsdale              | 25.40                                                                                        | 67.00 | 54            | 56   | 16½ mins early |
|                       | 0.00                                                                                         | 0.00  | 00            | 00   | 27¾ mins early |
| MP 259                | 2.35                                                                                         |       | 05            | 31   |                |
|                       |                                                                                              |       | water         |      |                |
| Ais Gill              | 3.05                                                                                         |       | 08            | 19   | 0*             |
|                       |                                                                                              |       | 31            | 14   |                |
| Mallerstang           | 6.60                                                                                         |       | 37            | 18   | 51/44*         |
| Kirkby Stephen        | 9.95                                                                                         | 17.00 | 41            | 26   | 53             |
| Crosby Garrett        | 13.10                                                                                        |       | 45            | 20   | 49*/45         |
| Griseburn             | 15.30                                                                                        |       | 48            | 19   | 50             |
| Ormside               | 18.15                                                                                        |       | 51            | 32   | 54             |
| Appleby               | 20.60                                                                                        | 35.00 | 56            | 56   | 5¾ mins early  |

10\*\*set down pilot  
\*brakes or speed restriction

dimension to such workings, and driver Mick Kelly, plus Mick Rawling, demonstrated the art superbly on these trips."

Another of my correspondents, David Bradbury, has sent details of another very good run with *Galatea* hauling a big load, this time 13 coaches for 500 ton full on the north bound leg of 'The Dalesman' on August 10 last year.

Table Two shows the climb to Blea Moor and as far as passing Garsdale. To top the initial 1-in-100 from Settle Junction at a minimum of 22mph was very good work and Mick Rawling must have been working the Jubilee very hard indeed.

Speed then recovered to 30 on the short stretch of level past Helwith Bridge before 22.5mph entering Blea Moor Tunnel. The Carnforth crews consistently coax heavy load performances from their 5XP (6P) Jubilees well beyond what was expected in the days of steam – and long may it continue.

Continuing the Northern theme and over the same stretch, I timed a run behind unmodified Bulleid West Country Pacific No. 34092 *City of Wells* on February 6, 1982. I can't locate my copy of the leaflet for this tour but it was advertised as the 'Cumbrian Mountain Pullman', one of a number of such trains that ran in 1982, marketed by SLOA.

**Easy schedule**

We left Euston at 7.35am behind Class 87 electric No. 87025 on seven coaches and a bogie van and changed to the Pullman set at Preston, going forward at 10.26 behind Class 86 No. 86231 to Carnforth, where Gresley A4 Pacific No. 4498 *Sir Nigel Gresley* took us on at 11.55 to Hellifield, arriving at 13.25, three minutes early. Here the train reversed and the Bulleid Pacific took us to Carlisle on what was now a very wet day.

Table Three shows the detail of the running to Appleby. Single-line working was in place over Ribblesdale viaduct and the easy schedule allowed for taking a pilotman over this stretch.

With just over 400 tons, the start to Settle Junction was very good, but speed then tailed off fast to 23.5mph at the top of the first piece of 1-in-100

before a good recovery to 36mph prior to stopping to pick up the pilotman and dropping him at Bea Moor. Not sure why we had two water stops, including a second one at Ais Gill, but the schedule had plenty of spare built in and we were still early into Appleby.

The 1-in-100 climb was vastly inferior to that by No. 45699 in Table Two, but the circumstances and weather were both very different. At Appleby a series of runpasts took place in the rain; my notebook tells me there was 'ace thrash on the runpasts'.

The light was so poor in the pouring rain that I did not obtain a usable colour shot and had to expose my Ilford HP5 film at 800ASA to get a the decent black-and-white image shown here. Both runpasts and single-line working on steam-hauled specials are now things of the past.

We left Appleby nearly a minute early and ran to Carlisle in 43mins 20secs, with only a 20mph temporary speed restriction at Long Marton to hinder progress. Speed did not exceed 58mph and we were into Carlisle two-and-a-half minutes early. There, No. 87025 whisked us back to Euston, arriving three minutes early at 21.13, with the 140.85 miles from Crewe to Watford Junction wheeled off in 98mins 46secs start to stop (85.6mph), including checks at Armitage, Tring, and Kings Langley, and much 110mph running. My notes state I was on my 21.30 train home to Paddock Wood at 21.26 in 4CEP No.7207 after a rapid transfer by Northern line, thus ending an interesting day out by what is now all heritage traction – including the Northern line stock!

Coming south now and at the very start of the return to main line steam in 1971, I was fortunate to get a ticket on Stage Three of this process on the Kensington Olympia to Swindon special of Thursday October 7, 1971. The motive power was GWR 4-6-0 No. 6000 *King George V* and the load a light one of eight coaches including five Pullmans; about 315 tons full.

It was a calm but misty and murky day in London, but as we progressed west the sun came through





On October 7, 1971, GWR 4-6-0 No. 6000 *King George V* leaves Didcot with the 10.43 Kensington Olympia to Swindon. DON BENN



No. 6000 *King George V* at Kensington Olympia on the 10.43 to Swindon on October 7, 1971. DON BENN



Above: No. 6000 at Kensington Olympia prior to working the 10.43 to Swindon on October 7, 1971. DON BENN

Right: Class 52 Western diesel hydraulic D1059 *Western Empire* arriving at Paddington on the 06.35 from Penzance on August 5, 1974. DON BENN

and burnt off the mist, leaving a fine sunny day by the time we arrived at Didcot.

The schedule was an easy one to suit the 60mph steam limit then in place and therefore nothing to warrant a mention on the performance front, but it was, of course, a historic occasion to be valued and enjoyed both by those of us on the train and the many hundreds on the lineside.

Table Four shows the detail of the train running, the only surprise being that we were allowed to run



fast line from Old Oak Common to Slough. After a dash to get a shot of the train leaving Didcot, I had to return to London to attend a funeral and my wife was not best pleased to see the torn trouser leg in my best suit, caused when I tripped and fell during a dash to secure my shot of *King George V* departing Didcot!

Table Five shows my return as far as Reading behind Western diesel hydraulic No. 1047 on the 11.15 from Bristol on 10 coaches for 355 tons. A

TABLE FOUR: KENSINGTON OLYMPIA-DIDCOT

|                 |                                                                    |       |      |      |              |  |
|-----------------|--------------------------------------------------------------------|-------|------|------|--------------|--|
| Date            | Thursday, October 7, 1971                                          |       |      |      |              |  |
| Train           | 10.43 Kensington Olympia to Swindon<br>Return to Steam Stage 3     |       |      |      |              |  |
| Loco            | GWR King class 4-6-0 No. 6000 <i>King George V</i>                 |       |      |      |              |  |
| Load            | Eight coaches, inc. five Pullmans, 296 tons tare<br>315 tons gross |       |      |      |              |  |
| Recorder        | Don Benn stop watch                                                |       |      |      |              |  |
| Weather         | Misty, fine, and dry                                               |       |      |      |              |  |
|                 | miles                                                              | sched | mins | secs | speed        |  |
| Kensington      | 0.00                                                               | 0.00  | 00   | 00   | right time   |  |
| Olympia         |                                                                    |       |      |      |              |  |
| Viaduct Jct     | 1.89                                                               |       | 06   | 35   | 14½/19       |  |
| North Pole Jct  | 2.68                                                               | 7.00  | 09   | 51   | 7*           |  |
| OOC East Jct    | 3.23                                                               | 10.00 | 12   | 01   | 14* to FL    |  |
| Acton Main      | 4.88                                                               |       | 15   | 36   | 37½          |  |
| Ealing Broadway | 6.33                                                               |       | 17   | 35   | 51           |  |
| West Ealing     | 7.13                                                               |       | 18   | 30   | 54½          |  |
| Hanwell         | 7.98                                                               |       | 19   | 26   | 56½/61½      |  |
| Southall        | 9.73                                                               | 18.00 | 21   | 13   | 53           |  |
| MP 10           | 10.63                                                              |       | 22   | 22   | 56           |  |
| Hayes           | 11.53                                                              |       | 23   | 17   | 60½          |  |
| MP 12           | 12.63                                                              |       | 24   | 21   | 62           |  |
| West Drayton    | 13.88                                                              |       | 25   | 36   | 57½          |  |
| Iver            | 15.38                                                              |       | 27   | 16   | 55½          |  |
| Langley         | 16.83                                                              |       | 28   | 53   | 57/58½       |  |
| Slough          | 19.08                                                              |       | 31   | 34   | 20* to RL    |  |
| MP 20           | 20.63                                                              |       | 35   | 46   | 35½          |  |
| Burnham         | 21.58                                                              |       | 37   | 08   | 47½          |  |
| Taplow          | 23.08                                                              |       | 39   | 13   | 38*          |  |
| MP 24           | 24.63                                                              |       | 41   | 16   | 53           |  |
| M Maidenhead    | 24.88                                                              | 38.00 | 41   | 30   | 57           |  |
| MP 26           | 26.63                                                              |       | 43   | 27   | 53½/56½      |  |
| Shottesbrook SB | 28.53                                                              |       | 45   | 38   | 55½          |  |
| MP 30           | 30.63                                                              |       | 47   | 44   | 56           |  |
| Twyford         | 31.63                                                              | 49.00 | 48   | 47   | 57/58        |  |
| Sonning SB      | 34.63                                                              |       | 52   | 06   | 50/sigs*     |  |
| Reading         | 36.60                                                              | 56.00 | 55   | 53   | right time   |  |
|                 | 0.00                                                               | 0.00  | 00   | 00   | 4¾ mins late |  |
| MP 38           | 2.00                                                               |       | 04   | 51   | 46           |  |
| Tilehurst       | 2.65                                                               |       | 05   | 37   | 53           |  |
| MP 40           | 4.00                                                               |       | 07   | 06   | 56½          |  |
| Pangbourne      | 5.55                                                               |       | 08   | 43   | 54½          |  |
| MP 43           | 7.00                                                               |       | 10   | 20   | 58½          |  |
| Goring          | 8.75                                                               |       | 12   | 07   | 56½          |  |
| MP 47           | 11.00                                                              |       | 14   | 34   | 58½          |  |
| Cholsey         | 12.45                                                              |       | 16   | 05   | 55           |  |
| Moreton SB      | 15.45                                                              |       | 19   | 40   | 50           |  |
| Didcot          | 17.10                                                              | 26.00 | 21   | 56   | ½ min late   |  |

\* brakes or speed restriction

TABLE FIVE: DIDCOT-READING

|            |                                                    |       |      |      |              |  |
|------------|----------------------------------------------------|-------|------|------|--------------|--|
| Date       | Thursday, October 7, 1971                          |       |      |      |              |  |
| Train      | 11.15 Bristol Temple Meads to Paddington           |       |      |      |              |  |
| Loco       | Type 4 2,700 hp Diesel Hydraulic 1047 Western Lord |       |      |      |              |  |
| Load       | 10 coaches, 332 tons tare 355 tons gross           |       |      |      |              |  |
| Recorder   | Don Benn stop watch                                |       |      |      |              |  |
| Weather    | Fine and calm                                      |       |      |      |              |  |
|            | miles                                              | sched | mins | secs | speed        |  |
| Didcot     | 0.00                                               | 0.00  | 00   | 00   | 6¼ mins late |  |
| MP 52      | 1.10                                               |       | 02   | 03   | 51           |  |
| Moreton SB | 1.65                                               |       | 02   | 37   | 60½          |  |
| MP 50      | 3.10                                               |       | 04   | 08   | 71           |  |
| Cholsey    | 4.65                                               |       | 05   | 15   | 76           |  |
| MP 47      | 6.10                                               |       | 06   | 21   | 82           |  |
| Goring     | 8.35                                               |       | 07   | 55   | 86½          |  |
| MP 43      | 10.10                                              |       | 09   | 07   | 90           |  |
| Pangbourne | 11.65                                              |       | 10   | 06   | 90           |  |
| MP 40      | 13.10                                              |       | 11   | 07   | 91           |  |
| Tilehurst  | 14.45                                              |       | 12   | 01   | 90           |  |
| Reading    | 17.10                                              | 17.30 | 16   | 00   | 4¾ mins late |  |

Approach release into Reading  
start to stop average 64.15 mph

speed of 90mph was maintained until the approach release to Reading and 92mph afterwards, giving an on-time arrival into Paddington. These fine but non-standard locomotives had a short life, from only from 1963 to 1977, and I saw a lot of them when I worked on God's Wonderful Railway in the Arrival Side Offices during two spells in the 1970s.

Next time I hope to cover some more current steam performance, plus runs from the past with *Sir Nigel Gresley*.



1



## ROYAL FISHERIES

WHITBY'S FINEST FISH & CHIPS

EAT WHERE THE LOCALS EAT!

48 Baxtergate, Whitby, N.Yorks, YO21 1BL  
www.royalfisherieswhitby.co.uk



2

## LINCOLNSHIRE WOLDS RAILWAY

OPEN GOOD FRIDAY TO EASTER MONDAY



Station Road, Ludborough, Lincolnshire.  
DN36 5SH. 01507 363881  
www.lincolnshirewoldsrailway.co.uk



3

## MID-SUFFOLK LIGHT RAILWAY

Vintage steam trains every Summer Sunday & Bank Holiday from 5th June - 4th September



- PLUS 17th & 18th April Easter Steam Up.
  - 28th & 29th May Middy in the War Years
  - DON'T MISS 24th July Norfolk & Suffolk Narrow Gauge Modellers visit
  - 31st July 70th Closure Anniversary/30th Re-opening Anniversary
  - 28th & 29th August Model Mania & Hornby Collectors Days
  - 3rd & 4th September Country Railway Gala
- Suffolk's award winning and only preserved standard gauge railway  
MSLR museum, café, shop and real ale bar 10.30a.m. - 5.00p.m.

For full 2022 programme details visit [www.mslr.org.uk](http://www.mslr.org.uk) or call 01449 766874/766899  
Brockford Station, Wetheringsett, Stowmarket, Suffolk IP14 5PW

4

## NORTH NORFOLK RAILWAY



Steam Trains Daily, April - Oct Special Events throughout the year

5

## INVERGARRY & FORT AUGUSTUS RAILWAY MUSEUM

RATHAD-ARAINN INBHIE GÀRADH IS CHILLE CHUIMEIN

The Railway opened in 1903 and closed to all traffic in 1947, with the track being lifted in 1948, only Invergarry platform remained, dormant and waiting to be rescued. Why not join us and support the project by becoming a Member.

[www.invergarrystation.org.uk](http://www.invergarrystation.org.uk) to see upcoming events



"Our aim is to recreate the station as it was - a station frozen in time"

STATION APPROACH ROAD, SOUTH LAGGAN PH34 4EA

6



## The Home of Thomas

Tel: 01780 784444  
Email: [adminassistant@nvr.org.uk](mailto:adminassistant@nvr.org.uk)  
Website: [www.nvr.org.uk](http://www.nvr.org.uk)  
Postcode: PE8 6LR



7



## RAILWAY OPENS - SATURDAY 2ND APRIL 2022

### Diesel Saturday - Steam Sunday

Regular train services commence 10.30am  
Railway Station and Museum opens from 10am  
Refreshments available. The railway is fully accessible

### SPECIAL EVENTS THROUGHOUT THE YEAR INCLUDING:

Model Railway Exhibition 2nd & 3rd July • 90 Years of the Diesel 10th & 11th September  
Star Rails 1st & 2nd October • Santa Specials during December

Please check website for full details [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)

8

## EDEN CAMP MODERN HISTORY MUSEUM



Experience the sights, sounds and smells of WW2 this Easter!

New for '22, our BLITZ EXPERIENCE is now open!

Eden Camp Modern History Museum | Malton YO17 6RT | [www.edencamp.co.uk](http://www.edencamp.co.uk) | 01653 697777





# Places to visit this easter

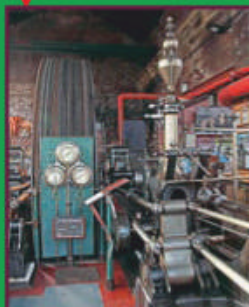
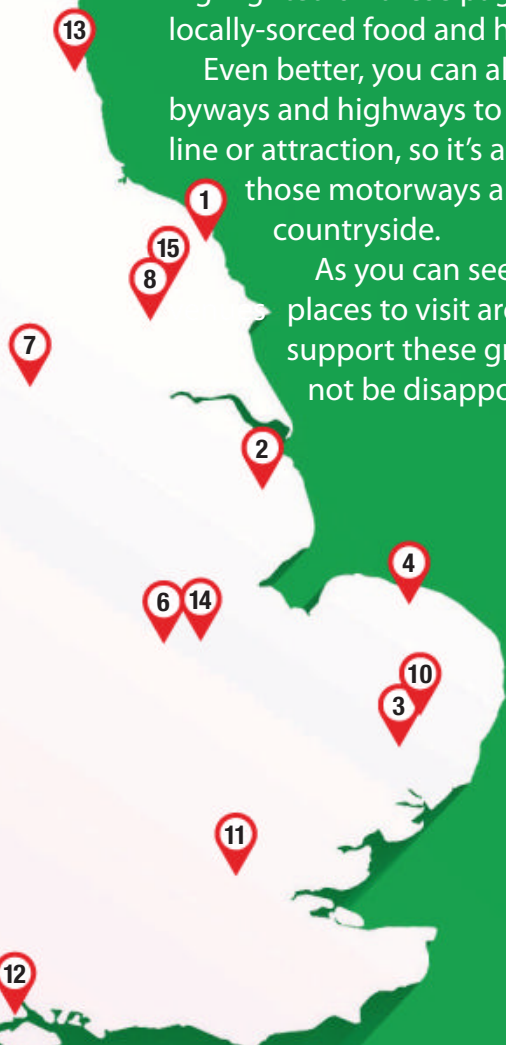
It feels like you've been in the railways equivalent of hibernation for a couple of years, but as easter approaches you are no doubt starting to think about getting back out and about.

We're sure you will have your favourite heritage line, museum or attraction to visit, but if you are looking for somewhere a bit special, a part of the country you may not have been to for a while, or an attraction on your doorstep you'd forgotten all about, then take a look at these pages to gain some inspiration.

All the venues and businesses here provide a memorable day out or help with that essential short break that often combines inspiration, entertainment and education... you really can't beat a super day out with the family at one of the fabulous attractions highlighted on these pages... and maybe some lovely locally-sourced food and hospitality too!

Even better, you can always find some interesting byways and highways to and from any museum, heritage line or attraction, so it's a great opportunity to get off those motorways and explore the great British countryside.

As you can see from the map here, there are places to visit around the country, so go on, support these great British attractions, you will not be disappointed!



## Bancroft Mill Engine Museum

**Lancashire's largest Mill Engine in steam**

See [www.bancroftmill.org.uk](http://www.bancroftmill.org.uk) for details

For enquiries email: [info@bancroftmill.org.uk](mailto:info@bancroftmill.org.uk)

Gillians Lane, Barnoldswick BB18 5QR

10

## Heritage Steam Gala 30th April - 2nd May



[www.bressingham.co.uk](http://www.bressingham.co.uk)

Bressingham  
Diss  
Norfolk



11

## VISIT ST ALBANS SOUTH SIGNAL BOX!

**130 years old in 2022 and still in its original position**

Fully restored with surrounding garden full of signalling artefacts

Come and operate the levers and ring the bells

See our website for details of location  
and regular public openings

**Free entry**

(donations gratefully accepted)

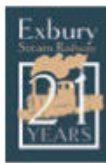
[www.sigbox.co.uk](http://www.sigbox.co.uk)



12

## Exbury Gardens & Steam Railway

Exbury  
Gardens



Open from March 19 to October 31st

Our narrow-gauge steam railway celebrates its 21st birthday this year. Climb aboard at Exbury Central, our replica Victorian station and enjoy a relaxing ride through our beautiful gardens

Tel: 02380 891203 [www.exbury.co.uk](http://www.exbury.co.uk)



13



STEPHENSON  
STEAM  
RAILWAY  
NORTH TYNESIDE

For opening times and event  
information, please visit our website

[stephensonsteamrailway.org.uk](http://stephensonsteamrailway.org.uk)



14



Railworld  
wildlife  
HAVEN

[www.railworld.org.uk](http://www.railworld.org.uk)

01733 344240

We are right next to the Nene Valley  
Railways, Peterborough Station.

The 'Railworld  
Wildlife Haven' is a  
much-loved visitor  
attraction and  
community asset  
in Peterborough.

Run by volunteers,  
the project aims to 'Entertain and Educate  
about our Amazing World' we all call our home.



15

## Old Manse Hotel

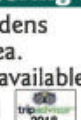
Middleton Road,  
Pickering YO18 8AL

4 mins from NYM Railway • Secure car park • Extensive gardens

All rooms en-suite. Sky Sports and Sky Cinema lounge area.

Evening Dinner available on request. Open 10 months. FREE Wi-Fi available.

Quality and Tourism 4 Star Rated Hotel • Trip Advisor Award



Book your stay with us. COVID SAFE. Available for exclusive use subject to availability.

We're still open for walkers when North York Moors Railway is closed

Reservations 01751 476484 • email: [info@oldmansepickering.co.uk](mailto:info@oldmansepickering.co.uk)  
[www.oldmansepickering.co.uk](http://www.oldmansepickering.co.uk)



Award 4.5





# Halcyon days of Spam sandwiches, Ian Allan ABCs and station totems

STATION totem signs were an integral and valuable part of a trainspotter's life throughout the BR steam era, although at the time their usefulness was totally unappreciated by teenage minds intent solely on securing the next 'cop' for underlining in the Ian Allan ABCs.

But six decades and even more have passed since those unsophisticated but halcyon days of which an integral part was a knapsack stuffed with Spam sandwiches, orange squash, spare Bicos and notebooks, timetables, perhaps a trusty and basic camera, and even – if you were posh – binoculars.

To this day, however, those totems are subsumed in many a 1950s spotter's psyche, and their popularity has extended beyond that dwindling band to the younger generation of railwayana collectors. As a result,

demand for them often forms a solid foundation on which a successful auction is built, and this is illustrated by the results from Railwayana Sales' auction that ran from January 24-30.

Okay, a nameplate from a modern diesel topped the pecking order – a little more of that anon – but the pursuing pack was headed by a number of totems, the leading three of which underlined their countrywide appeal by representing three different BR regions.

At the summit was BR(W) Thame, which went for £3450, ably supported by BR(S) and BR(M) duo Clapham Junction and Silverdale, each at £2750, while

following were two Western Region examples, Aberystwyth (£1850) and Denham Golf Club (£1500). The latter was so named on opening in July 1912 and retains the name to this day, making it the only main line station in the country named after a golf club.

Nestling among the totem realisations at £2050 was the smokebox numberplate from Battle of Britain Pacific No. 34070 *Manston* – the last steam locomotive to be built by the Southern Railway, at Brighton in November 1947 – but another SR

representative, a nameplate from King Arthur No. 30787 *Sir Menadeuke*, failed to sell during the six-day auction itself,

although it did subsequently go to a new home, for £6250.

Also on the steam agenda was a cabside numberplates from GWR No. 4974 *Talgarth Hall*, which fetched £1140.

Oh yes, the diesel nameplate, which realised £4250. It was *Tryfan* from Class 60 heavy freight Co-Co No. 60094, built by Brush Traction in February 1991 and named after a 3010ft high mountain in Snowdonia.

Prices in the online, commission, postal and telephone auction exclude buyer's premium of 10%.

The auction house's Chris France said: "Pretty good. Totems as ever were strong, including Southern examples, which they haven't always been. We also had a lot of new bidders, so we're heading in the right direction."



## Fitting from early Victorian engine outsells all others in 'Jiffy' sale

AN engraved brass fitting from a GWR locomotive built 171 years ago and scrapped in 1906 was the unchallenged winner in Great Central Railwayana's sale on February 19, when it went under the hammer for £1060. It was from Iron Duke class broad gauge *Lord of the Isles*, which although withdrawn in June 1884 survived in store at Swindon until 1906, when it was cut up after failed attempts by the GWR to save it.

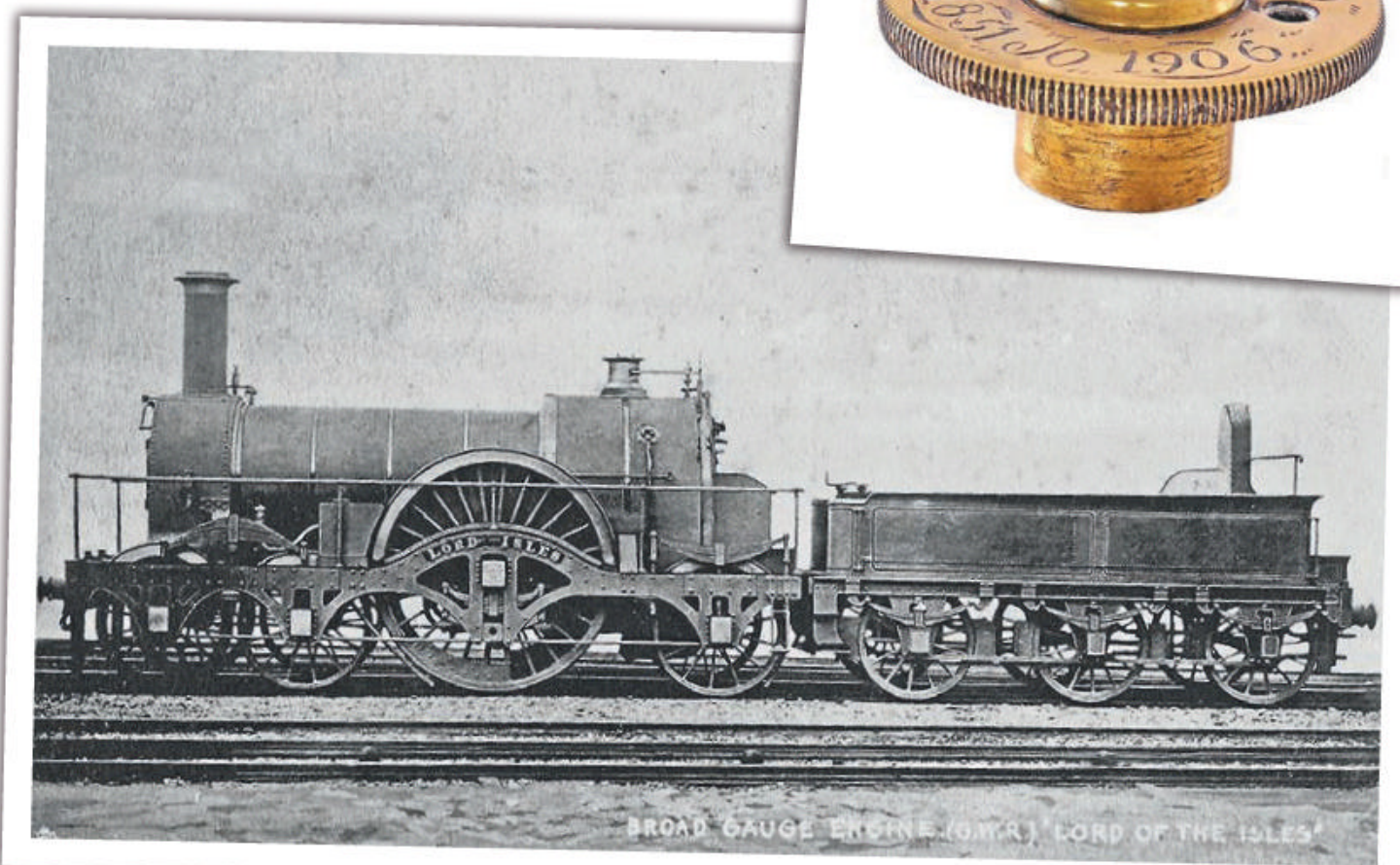
The name of the 1851-built 4-2-2 – which after being taken out of service was exhibited at Edinburgh in 1890, Chicago in 1893, and London Earls Court in 1897 – was a hereditary title of Scottish nobility that is given to the monarch's eldest son, the current holder thus being the Prince of Wales.

### GWR memento

It was used by the GWR on a second 4-2-2, Achilles class No. 3046, built in 1895 and withdrawn in 1908, while the LNER gave the name to 1938-built K4 2-6-0 No. 3444, which was withdrawn by BR as No. 61996 in October 1961.

Explaining the background to the fitting, which was engraved 'Lord of the Isles 1851 to 1906', auctioneer Mike Soden said: "Swindon used to produce these mementoes from famous engines, using original parts, as in the case of that from this locomotive. It is a real piece of GWR history."

Behind this reminder of a long-lost locomotive came another GWR artefact, a Moreton Hampstead cash



**Fitting end:** GWR 1851-built *Lord of the Isles*, which saw service until 1884 and survived in store at Swindon until 1906, when it was scrapped despite attempts to save it. The purpose of the structure at the rear of the tender is not clear, although one school of thought is that it was a seat for the train guard. An engraved fitting from the broad gauge 4-2-2 sold at Great Central's February 19 auction for £1060. CREATIVE COMMONS. Inset: GCRA

bag plate from the Devon station that opened in 1886 and closed to passengers in February 1959. The plate, which sold for £620, carried the historical two-word spelling of Moretonhampstead, a market town on the edge of Dartmoor.

A LBSCR watch made by the American Watch Co. went for £590,

and two further GWR items were 'In' and 'Out' cast-iron plates that sold as a single lot for £530.

Prices exclude buyer's premium of 15% (+ VAT).

The live online auction, which is expected to have been a one-off, was dubbed a 'Jiffy sale' due to each item having to be capable of being

posted to the successful bidders in such a bag.

Reflecting on the sale in which only one lot of 650 was unsold, Mike said: "Bidding was keen, some excellent prices were achieved, and as a new concept it was successful. In fact, such was the interest it lasted seven hours, which was pretty exhausting."



# Nameplates are classic examples as Talisman returns to saleroom auctions

TWO of the most successful racehorses in the UK in the late Victorian era will feature in the nameplate category in Talisman's landmark March 26 auction – the first by a mainstream railwayana auction house with a saleroom audience for two years.

The plates are *Diamond Jubilee* and *Isinglass* from LNER A3 Nos. 60046 and 60063, built respectively at Doncaster in August 1924 (works No. 1601) and June 1925 (works No. 1618). The older of the two was withdrawn from Grantham (34F) in June 1963 and the younger from the Peterborough shed of New England (34E) a year later, meaning both had a main line life of 39 years. The two horses the locomotives were named after each won the Triple Crown of classic races, *Diamond Jubilee* achieving the feat in 1900, seven years after *Isinglass*.

Another racehorse will make its mark in the auction when the smokebox numberplate from LNER-designed and BR-built A1 No. 60149 *Amadis* goes under the hammer.

This Peppercorn Pacific was built at Darlington (works No. 2068) in May 1949, withdrawn from Doncaster in



June 1964, and was named after the winner of the 1909 Doncaster Cup.

From a more modern era comes a cabside numberplate from E3041, a Bo-Bo electric that in November 1972 became Class 84 No. 84006 under the TOPS numbering system. It was one of a class of 10 locomotives built by North British Locomotive Co in 1960/61 for operating on the West Coast Main Line, and was withdrawn from Crewe in January 1978.

## More on offer

Among the worksplates are three Great Northern Railway Doncaster examples, from C12 4-4-2T No. 67362 built in 1899 (works No. 815), N1 0-6-2T No. 69459 which entered traffic in 1911 (works No. 1294), and 1914-built J6 0-6-0 No. 64240 (works No. 1451). Another locomotive item is the smokebox numberplate from B1 No. 61112, which was offered to Talisman for auction after its owner had seen a photograph of

the 4-6-0 in a *Heritage Railway* article.

A variety of posters will be a colourful feature of the sale, among which are LMS trio 'The day begins' by Terence

Cuneo, featuring Princess Coronation No. 46255 *City of Hereford* on the Willesden shed turntable issued in 1946, 'Crewe Works building Coronation class engines' by the Austrian-born artist Lili Réthi from 1937, and another from 1937, 'The Merseyside Express' by Cecil King.

From the LNER comes an Edinburgh poster that, despite research by Talisman's Roger Phipps, was the work of an unidentified artist.

Roger, who will share the auctioneering with his wife Sandra, said of their return to organising a live saleroom auction: "It's been a long time, and our feedback is that we might get a full house. We obviously won't know until the day itself but we're raring to go."

The 600-lot auction, which due to its return to live action will be closely watched by other specialist railwayana auction houses, is at Newark Showground and starts at 10am.

# Peppercorn's A1 is set for centre stage as Great Central's series continues

ARTHUR Peppercorn's class of A1 Pacifics will be a major theme in Great Central's April 2 auction when a nameplate from No. 60151 *Midlothian* will be joined by the smokebox numberplate and a worksplate from No. 60158 *Aberdonian*.

No. 60151 was built at Darlington (works No. 2070) in June 1949 – the entire class other than the prototype No. 60113 *Great Northern* was built by BR – and withdrawn from York (50A) in November 1965.

It will be the first time either of the locomotive's nameplates has appeared at auction. Fellow class member No. 60158 emerged from Doncaster in November 1949 (works No. 2052) and was taken out of service in December 1964 when allocated to

its birthplace, Doncaster (36A). One of the Pacific's nameplates was due to go under the hammer at Great Central's previous sale on March 5.

The auction, Great Central's 13th in its series of monthly 200-lot live online sales, starts at 10am.



## A few shillings decades ago – but old 'Combine' hits the heights at £770 in Paperchase quarterly auction

A VERY early Ian Allan Combined Volume that would have cost only a few shillings 78 years ago sold for £770 in the Paperchase quarterly email and postal sale of railway and transport paperwork and collectables that ran from January 14 to February 1.

Featuring a clothbound cover with the title in gold, the publication from 1944 was one

of the very first of a long line of 'Combines' that was at the core of trainspotting for an army of steam and later diesel enthusiasts.

Without them, the hobby would probably not have become the teenage phenomenon that saw banks of spotters at virtually every busy railway station during weekends and school holidays. The runner-up behind this publication

at £310 was a 176-year-old legal document detailing the operation of the GWR night mail trains in 1846. It comprised three handwritten pages, and was accompanied by handwritten timetables for trains between Paddington-Exeter, Paddington-Bristol, Didcot-Oxford, and Swindon-Gloucester. Prices exclude buyer's premium of 12.5%.

## Railwayana Auction Calendar

■ Ends March 22

Great Northern Railwayana

■ March 25

Vectis (model trains)

■ March 26

Talisman Railwayana

■ March 28 – April 3

Railwayana Sales (photographs)

■ April 1-17

GW Railwayana

■ April 2

Great Central Railwayana

■ April 9

Thirsk Railwayana

■ April 14-May 3

Paperchase

## LSK variety show as models go under the hammer

GAS and coal power, three gauges, and a variety of makers were the features of the leading realisations in Lacy Scott & Knight's model trains and toys auction at Bury St Edmunds on February 18.

Heading the charts were two gas-powered models in 32mm (O gauge) made by Peter Angus and Mike Lax, comprising an 0-4-0T carrying the No. 16 which sold for £3200, and Darjeeling Himalayan Railway 0-4-0ST *Sivok* (£2100). Following were a 32mm Roundhouse Engineering gas-powered and radio-controlled 0-4-2T named *Karen* (£1450) and another gas-powered radio-controlled model of Isle of Man Railway 2-4-0T No. 6 *Peveril*, made by Accucraft in 45mm G-scale (£1300).

Close behind came a 32mm gas-powered 0-6-0T which went under the hammer for £1250, a Gauge 1 Aster coal-fired 2-8-2 numbered 5920 (£1150), and a gas-powered 0-6-0T named *Baroda*, also in 32mm, that fetched £1100. Prices exclude buyer's premium of 22.5% (plus VAT).





## Waterloo drawer discovery will cap Tony's return to the auction scene

A COLLECTION of 25 Southern Railway cap cloth badges discovered in a drawer at Waterloo in the early 1980s will feature in GW Railwayana's timed auction that runs from April 1-17.

They are being sold by a collector who was given them when he was a graduate trainee at the London terminus. Among the occupations depicted on the badges are roles that recall the pre-Nationalisation era, including 'relief loader,' 'foreman van setter,' 'leading porter,' 'sheeter,' and 'cartage foreman.'

Items from the collection of the late Major John Poyntz, who served in the Royal Engineers and was HM Inspecting Officer of Railways from 1989 to 2006, will also be going under the hammer, including Longmoor Military Railway memorabilia.

The auction will comprise 350 lots of general railwayana and is the first of a series of such sales organised by GWR's Simon Turner and Tony Hoskins, who, as reported in issue 289, have teamed up again six years after Tony retired as a director of the auction house. A timed auction is one in which online bids may be made in a defined period and finish in timed blocks.



# South proves best as King Arthur and 'ACE' headboard top the charts

A SOUTHERN Railway King Arthur class nameplate and a BR(S) headboard were a winning combination in Great Central's February 5 auction, the eleventh in the series of monthly 200-lot live online sales the company launched exactly a year previously.

The nameplate, which went for £9000, was from No. 30452 *Sir Meliagrance*, and the headboard was from the Waterloo to West of England 'Atlantic Coast Express', the most multi-portioned express in the country (£6800). The example that went under auctioneer Mike Soden's hammer was the style carried by Bulleid Pacifics from the summer of 1953 until September 1964.

This was a train dubbed simply 'ACE' and I logged it at Basingstoke, firstly on September 9, 1959, headed by No. 35026 *Lampart & Holt Line*



on the Up working, and three days later No. 35020 *Bibby Line* on the Down train.

I also recorded no fewer than six portions of the express two years later at Exeter (St David's) on a busy summer Saturday, August 12, 1961, headed by a variety of West Country and Battle of Britain locomotives comprising Nos. 34002 *Salisbury*, 34011 *Tavistock*, 34079 *141 Squadron*, 34081 *92 Squadron* (twice), and 34086 *219 Squadron*. All five were shedded at Exmouth Junction (72A) at the time, so several were 'cops' for this London-based spotter.

A second nameplate, *Oxfordshire*, from LNER D49 No. 62702, was sold for £5200, and another locomotive item made its mark when a cabside numberplate from GWR No. 5098 *Clifford Castle* fetched £3200. By then, however, signalling had got in on the act thanks to a GER Tyer's No. 5 permissive tablet instrument for the Reedham Junction-Breydon Junction section of the Norwich-Lowestoft line realising £3900. The runner-up in this category was an LBSCR train describer identifying such locations as London Bridge, Victoria and Norwood Junction (£2000).



Top worksplate at £2700 was a Gorton 1950 example (works No. 1012) from EM1 class electric locomotive No. 26009, some way ahead of the leading steam contender, a Great Northern Railway Doncaster 1913 plate (works No. 1407) from J6 0-6-0 No. 64221 (£1000).

Inevitably station totem signs had their say, led by BR(W) Dovey Junction (£2700), supported by BR(M) Hathersage at £2500 and Western Region pair Sea Mills (£2300) and Shirley (£2100). Wagonplates had a decent day too, the winner being a Wheeler & Gregory of Radstock example whose works were beside the Somerset & Dorset Joint Railway (£600). Prices exclude buyer's premium of 15% (+ VAT).

"Very strong across all categories," mused Mike as he pondered over the realisations after close of play. "The price for the 'Atlantic Coast Express' headboard was exceptional, totems as good as ever, we had a number of new bidders, and only one lot was unsold."

→ BASSETT-Lowke and Bing were top of the pile in a Vectis model train and railwayana sale on February 18, led at £1700 by the former model maker with an O gauge three-car London Underground set incorporating wooden coaches that fetched £1700. Behind came a trio of Bing of Germany Gauge 1 clockwork models – North Eastern Railway 0-4-4T No. 441 (£1200) and, at £1100 each, Midland Railway 2P 4-4-0 No. 483 and Caledonian Railway 113 class 4-4-0 No. 935. Prices exclude buyer's premium of 25% (inc VAT).

→ GERMAN model maker Trix emerged the winner in a two-day 710-lot single collection auction held by Gildings of Market Harborough on February 22/23, when a selection of French TGV two-car sets in HO gauge sold for £380, closely followed at £360 by a nine-car set of the Shinkansen Japanese 'bullet train' made by Kato of Japan, also in HO gauge.

Hornby then featured with an OO gauge five-car Class 800 set, which went for £340. This class features bi-mode electric and diesel power, and the Hornby model was in the livery of the modern GWR company. Prices exclude buyer's premium of 20% (inc VAT).

The sale comprised the lifetime collection of a London Underground train designer and model train enthusiast who bought the models during trips to Japan and Europe for both his hobby and his job.

## Northampton direction sign points the way to victory ahead of ECML goods office clock

STATION direction signs are invariably a draw in railwayana auctions – it took me many years to find one for my boyhood local station, but I got there in the end – so it would not have been a surprise when a BR example pointing the way to Northampton Castle station topped the realisations in Spicers' of East Yorkshire railwayana auction on February 11 with a price of £1300.

The station was opened by the LNWR in February 1859 and renamed simply Northampton in April 1966 due to the town's other two stations – St John's Street and Bridge Street – having by then been closed, the former in 1939

and the latter in 1964. Midland Region trainspotters may remember Castle station as the location of shed 2E.

Runner-up at £550 was an early 20th century 8in dial wall clock from the goods office at the East Coast Main Line station of St Neots in Cambridgeshire. Prices exclude buyer's premium of 20% (inc VAT).







RAILS OF SHEFFIELD

railsofsheffield.com



WE VALUE YOUR



# PRE-OWNED & SECOND HAND

MODEL COLLECTION **VERY HIGHLY!!**



## WANTED

## CASH OR EXCHANGE

WE WANT ANYTHING MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION. **DECEASED ESTATES - EX SHOP STOCK A SPECIALITY.** FAST SERVICE WITH COMPLETE DISCRETION ASSURED. **ANY DISTANCE.** PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO [SECONDHAND@RAILSOFSHEFFIELD.COM](mailto:SECONDHAND@RAILSOFSHEFFIELD.COM)

**BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE**

**LOCOS - WAGONS - DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS  
TRACK-WORK - CONTROLLERS - ACCESSORIES - RAILWAYANA - AND MORE**

### CONTACT US

get in touch by email,  
phone or post with  
your list of items



STEP  
01



STEP  
02

### WE MAKE AN OFFER

our friendly, experienced staff  
review your list and make an  
honest valuation and offer



### BRING, SEND OR COLLECT

either visit the shop, send us your  
items, or for larger collections we will  
arrange collection for you

STEP  
03



STEP  
04

### PAYMENT MADE!

we confirm the offer and make  
a fast, secure payment via your  
choice of payment method

Telephone our Second Hand team on: (0114) 255 1436 or email: [secondhand@railsofsheffield.com](mailto:secondhand@railsofsheffield.com) - Ref: HERITAGE21

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

✉ [info@railsofsheffield.com](mailto:info@railsofsheffield.com)

▶ [railsofsheffield](https://www.youtube.com/railsofsheffield)

f [railsofsheffield](https://www.facebook.com/railsofsheffield)

🐦 [railssheffield](https://twitter.com/railssheffield)

📷 [railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of

**RAILWAY  
MUSEUM**





Sean Mattocks took first place in the under-19s category. Among his submissions was this view of LMS Jubilee 4-6-0 No. 45699 *Galatea* heading the Railway Touring Company's 'The Cotton Mill Express' over Copy Pit Junction on February 29, 2020.



# BRITAIN'S TOP YOUNG RAILWAY PHOTOGRAPHERS ARE NAMED!

The winners of the first ever Young Railway Photographer of the Year competition were announced at the National Railway Museum, York, on February 24. To mark the occasion, a new landmark 288-page presentation volume featuring winning images and more has been published by Silver Link Publishing and Mortons Books, reports **Robin Jones**.

Organised by the Railway Photographic Society in the organisation's 100th year, the Young Railway Photographer of the Year competition received more than 900 submissions from more than 150 young people, some as young as eight years old.

Launched in 2019 and delayed as a result of the Covid-19 pandemic, the contest aimed to showcase the work of budding photographers in the UK. The theme was 'The Railway Seen' and entrants were asked to illustrate the variety of subject matter, whether vehicles, architecture, people, landscapes, or abstract images.

The winners were crowned at a ceremony in the National Railway Museum's Great

Hall, hosted by Network Rail chairman Sir Peter Hendy.

The overall competition-winning image was taken by Bradley Langton, aged 20, from Driffield, in East Yorkshire, who impressed the judges with a technically-accomplished reflected view of an LNER Intercity 225 set at King's Cross station.

Bradley said: "It is very overwhelming and the last thing I expected. I have a pride in myself and my work, but I never thought I'd come to an event like this and think 'I'm definitely going to win', especially when there's 900 pictures to choose from, but I'm very happy and very proud, and it's very much given me a boost to continue with it."

"I've always been interested in the railways since I've been a young kid. I moved up to videoing them, to record the trains I see. Then I ended up taking more pictures than videos."

"I'm always on the look-out for something a bit different, something a bit more challenging, something that will test my camera and test my patience, and there are a few images showcased here that represent that."

The competition divided entries into two categories: photographers under the age of 19 and those aged 19-25.

The winner in the under-19 category was Sean Mattocks, aged 17, from Burnley, who submitted a range of atmospheric photographs that included landscapes and close-ups

Railway Photographic Society Special Award winner Gwion Clarke's submissions included this view of Hunslet 2-4-0STT *Blanche* heading across Gwyndy Bank between Minbffd and Penrhyndeudraeth on the Ffestiniog Railway on August 5.







**Among the Judges' Picks was this moving image by 13-year-old Henry Pinkney. Experimentation with adventurous new angles has always been essential to the art of railway photography. The colour of the Jersey cows provide a dramatic contrast to the diesel train in the distance.**

of people and locomotives. He said: "It's absolutely brilliant – I wasn't expecting it at all and I couldn't be happier. I've been doing this for so long, taking photos of trains since I was a child, originally just to document them but it's now grown into my largest hobby. Railways have been in my blood since I can remember."

"My favourite heritage line is definitely the East Lancashire Railway, which is my local. I've grown up there and it's a brilliant place. I'm going to push to get better and better, and if they hold the competition next year, I'll definitely apply again."

Ben Taylor, 17, from Prescot, was named in second place, and third place went to Rowan Harris-Jones, 17, from Berwick-upon-Tweed.

Bradley Langton was also the winner in the 19-25 category. His entries included a striking shot of Glenfinnan Viaduct on the West Highland extension.

Liam Barnes, 20, from Rossendale, came second, and Dylan Robinson, 19, from Cradley Heath, was awarded third place.

Competition organiser John Hillier, from the Railway Photographic Society and Bahamas Locomotive Society, said: "I would like to congratulate our winners. I extend my thanks to everyone who took part despite the difficulties presented by Covid-19, and to our sponsors, and Network Rail and the NRM in particular for its enthusiastic support."

"Judges were impressed with the standard of entries that covered a wide range of subjects and locations across the UK, celebrating the richness of our railways."

"The overall winning entry from Bradley is a picture of high technical merit with some great colours and definition. It portrays a blend of the traditional and modern, and is the stand-out shot of the railways today and a worthy winner."

Special Judges' Picks for exceptional individual images were awarded to Matthew Howe, 16, from St Ives (Cambridgeshire); Shane Gopal, 17, from Peterborough; Henry Pinkney, 13, from Ely; Maud Webster, 20, from Newcastle-upon-Tyne; Leo Fleming, 10, from Canterbury; and Christopher Ainscough, 24, from Wigan.

Gwion Clark, 18, from Conwy, received the Railway Photographic Society Special Award and said: "I just can't believe it. I'm so honoured, and it's been amazing to see all the



**The overall winning image, which also took first place in the 19-25 category: An Intercity 225 set in Platform 1 at King's Cross. BRADLEY LANGTON**

photographs and the brilliant standards. The railways and photography are our passions.

"I'm a volunteer on the Ffestiniog and Welsh Highland Railways and it appears in some of my winning photos."

"It is very close to my heart and means the world to me. In the future I'd like to travel around the country and even the world, photographing the railways as I go and recording them as they are now so I can look back to see how things have changed."

A selection of 48 images, including all of the category winners, will be included in a temporary free exhibition in the Great Hall, and then at Locomotion in Shildon from June.

Judge Charlotte Kingston, the NRM's head of interpretation and design, said: "I was highly impressed by the range, quality, and professionalism of our entrants."

Organised by the Railway Photographic Society, a national membership body of

photographers set up in 1922 and known as the Rail Camera Club since 1976, the organisation is marking its centenary by reverting to its original name and holding the competition to further its aim of achieving high photographic standards and to record the changing railway scene.

The Young Railway Photographer of the Year competition is supported by Network Rail, the National Railway Museum, Jessops Europe Limited, Mortons Media Ltd, Bauer Media, TimeLine Events, the Bahamas Locomotive Society and Silver Link Publishing.

The competition winners received a range of prizes, including photographic equipment, railway books, photography training opportunities, and a behind-the-scenes tour of the NRM.

Network Rail has also given the overall winner the opportunity to photograph and visit the Forth Bridge.

HR

## YOUNG RAILWAY PHOTOGRAPHER OF THE YEAR 2022 – THE BOOK

A 288-page hardback landscape volume compiled by John Hillier and Peter Townsend and published by Silver Link Publishing and Mortons Books was officially launched at the awards ceremony.

The photographs contained within are accompanied in several cases by the entrants' thoughts on their approach to railway

photography, together with explanations of their techniques and influences.

Also featured are hints for submitting photographs to railway publications, and all-important safety rules for photographers working in this potentially dangerous environment.

The volume costs £45 and can be



ordered from Mortons Books online at [www.mortonsbooks.co.uk](http://www.mortonsbooks.co.uk) or by telephoning 01507 529529.

The ISBN is 9781857946031.





# CRANES, BOATS AND TRAINS

## AT BRISTOL HARBOUR RAILWAY 150<sup>TH</sup> ANNIVERSARY

Driving a steam locomotive is commonplace on many preserved railways, but where can you do this and then climb into a historic dock crane and drive that, too? The M Shed and the Bristol Harbour Railway offered this opportunity and it was far too interesting to miss, reports **John Titlow**, in words and pictures, as the line enters its 150th year.

**T**he Bristol Harbour Railway dates back to 1866, when the Bristol & North Somerset Railway Company obtained an Act of Parliament for the construction of a line from Temple Meads to the Floating Harbour near where M Shed is today. On October 8, 1863, Mrs Sholto Vere Hare, the wife of the Mayor of Bristol, laid the first rail for the Bristol Harbour Tramway. However, financial difficulties led to the project being sold and then given Royal Assent on June 28, 1866, for another scheme.

It was built by the Bristol & Exeter Railway and GWR in partnership with Bristol Corporation, which constructed the wharf itself with the intention of alleviating heavy road traffic through the overcrowded city streets.

The line was opened to Wapping Wharf in 1872 for freight only and had no stations, becoming an immediate success – so much so that additional wharves were built over time. In 1906, the GWR added several extensions, one making it a through route with parts of it double-track to Ashton

Junction, easing the pressure of unloading. Furthermore, the GWR had birthing rights at Wapping for grain and other produce.

Traffic was on the increase, so more warehouses were built at Wapping Wharf in 1929, with additional sidings laid the following year.

The Midland Railway had a presence in the docks as well. At St Phillip's, it had its own depot, from which barges worked to the city docks.

Passenger trains did eventually put in an appearance on the harbour railway during the 1930s when it was used as a diversionary route for engineering works on the main line. This arrangement was enacted again during The Blitz in the Second World War. Easter 1941 saw the city docks targeted by the Luftwaffe.

In the 1940s and 1950s, the docks prospered, handling goods such as coal, esparto grass, wood, meat, and alcoholic beverages such as sherry and Guinness. Sunday evenings saw meat specials to London, often headed by GWR Hall 4-6-0s.

Pannier tanks handled the majority of steam workings in the latter days of steam until diesel shunters took over in about 1965. During the 1960s the lines and harbour went into decline and some of the branches closed. Yet despite this, in 1961 an express goods service from Temple Meads to Penzance ran through the harbour railway.

In 1964, the line from Temple Meads goods yard to Prince Street closed, and since then it has disappeared under a hotel and a road.

The docks closed to commercial shipping in 1975 and the area became derelict. The Ashton to Wapping Wharf section remained open until 1987. Plans drawn up during the 1960s by the city council involved infilling the docks for roads and offices around the Great Western dockyard, gas works and M Shed. These plans were blocked following widespread public protests.

### Rail and sea

Brunellian strides have been made by the pioneers of transport preservation in the postwar decades, not only in the fields of





**Main:** The aerial view from the working platform of the crane gives a fantastic viewpoint over the harbour of 1917-built Avonside Engine Co 0-6-0ST *Portbury*, M Shed, *MV Balmoral* and a Swindon-built GWR Toad brake van from 1939. The Toad is used as the entrance and familiarisation office for the locomotive and crane driving sessions and has been here since the museum opened in 1978. *MV Balmoral* was built in 1949 by Thornycroft & Co in Woolston. It was an Isle of White ferry capable of carrying 10 cars and is now included in the National Historic Ships register. It was used to run tours but is now in need of major hull plating work. And you thought steam locomotives were difficult to maintain!



**Above:** Looking perfectly at home emerging from underneath one of the dockside cranes, which it has done since built, *Portbury* runs forward on one of the 'drive a steam locomotive' sessions, sporting its smart battleship grey livery similar to its original. Its boiler ticket runs out in January 2023.



**Left:** Running off shed in the early-morning sun, *Portbury* heads towards the pit to be prepared for its day of driving lessons, passing the Coles crane, which has a maximum speed of 2mph. IW&D stands for Inland Waterways and Docks. Only a few of the original small dockside buildings survive and have been turned into industrial workshops.

railway and canal heritage and the saving of historic aircraft, but also in shipping.

In 1937, the *SS Great Britain* was towed out of the harbour and beached at Sparrow Cove, in the Falkland Islands, with holes knocked in her stern to ensure that she would never float again. Thankfully, that was not the end of the story.

Interest in saving the *SS Great Britain* arose in the USA and England in the 1950s, and in 1968 a naval architect visited the Falklands to see if it was possible to refloat it.

It was indeed possible, with the aid of a pontoon submerged beneath her hull, and so the 7000-mile journey home to Bristol began on April 24, 1970.

Finally, on July 5, thousands of spectators again lined the banks of the Avon estuary as the ship, now afloat again in its own right, was towed upstream to Y Wharf in Bristol's docks.

She waited a fortnight for a spring tide high enough to allow her to be eased into the Great Western dry dock off the Floating Harbour by diesel tug boat *John King*. The

date was July 19 – 127 years to the day that she was launched in 1843.

The meticulous restoration of the *SS Great Britain*, which is now recognised as having begun a revolution in international shipping, took 35 years to complete. Its homecoming not only sparked interest in preserving what was left of Bristol's docks, but it also reversed a city in decline. The *SS Great Britain* has long since become a major tourist attraction in its dry dock on one of the world's greatest waterfronts, a large part of which is now in a conservation area.

The 1970s saw a small turnaround in the docks fortunes. Bristol Industrial Museum opened in 1978 but closed in 2006. In 2011 the new Museum of Bristol M Shed was opened, keeping the dockside façade and many exhibits. It is here where the railway operates underneath the dockside cranes.

### Steam trio

There are three steam locomotives on site, all built in Bristol. The oldest and rarest is No.3, an 0-6-0ST built in 1874 by Fox Walker & Co

which was taken over by Thomas Peckett in 1880, becoming Peckett & Co.

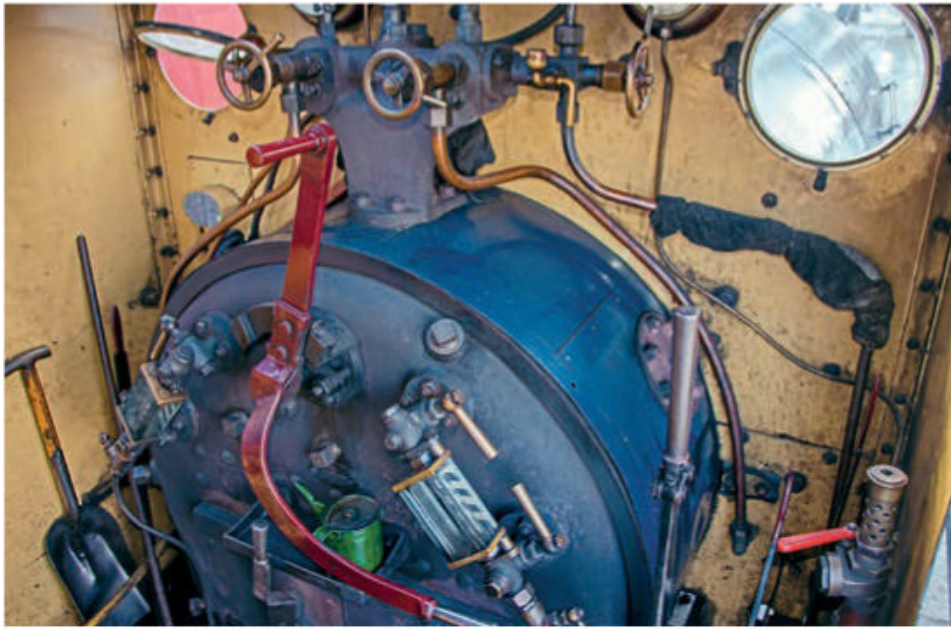
No.3 finished its working life at Mountain Ash Colliery in Wales and was donated by the National Coal Board in 1962, becoming the first in the museum's collection. Sadly as yet it is unrestored.

Avonside Engine Co 0-6-0ST No. 1764 of 1917 *Portbury*, built for the construction of Portbury shipyard, was subsequently moved to Avonmouth Docks in 1920 for working the internal system. When at Avonmouth, due to worn parts it had a tendency to 'wander off' so was parked between other locomotives. Painted in battleship grey, it is in working condition but its boiler ticket runs out in January 2023.

The third locomotive is *Henbury*, an 0-6-0ST built by Peckett in 1937 as No. 1940. It is more powerful than *Portbury* and spent its entire life working in Bristol Docks, joining a fleet of 40 locomotives.

*Henbury* took part in the opening ceremony of Bristol Industrial Museum in 1978. Recently it has received a new front





The controls of *Portbury*: regulator in red; reverser, the large handle on the right; and the brass steam brake handle at the top right.



*Portbury*'s fireman Bruce Davies keeps a watchful eye.

tubeplate, has passed its steam test and now has a boiler ticket lasting for eight years. Almost two years had been lost off its ticket due to the Covid-19 pandemic, returning to steam in April 2021. It is awaiting vacuum fitting before passenger use.

Western Fuels hired *Henbury* in 1981 for trip working between Ashton exchange sidings and its Wapping depot due to the company's diesel being overhauled. *Henbury* then made history as the first privately preserved steam locomotive to work a scheduled commercial freight operation on British Rail.

Both working locomotives are kept inside M Shed, where routine maintenance takes place.

When diesels took over in the 1960s, *Portbury* and *Henbury* were selected for the nascent museum. It also has Ruston & Hornsby 0-4-0DM shunter No. 418792 of 1959, affectionately named *The Bug*.

Over the years there have been several visiting locomotives, including cut-down ex-Port of Par Bagnall 0-4-0STs *Alfred* and *Judy* from the Bodmin & Wenford Railway, Lancashire & Yorkshire Railway 'Pug' 0-4-0ST No. 51218, Yugoslavian-built 'pirate' USA 0-6-0T No. 30075 (which is now being restored at the Shillingstone base of North Dorset Railway Trust), GWR/Port Talbot Railway 0-6-0ST No. 813 from the

Severn Valley Railway, the National Railway Museum's working replica of Stephenson's *Rocket*, LBSCR E1 0-6-0T No. B110 from the Isle of Wight Steam Railway, and GWR 0-6-0PT No. 1369 from the South Devon Railway. 'Black Five' No. 5000 also visited the harbour line when it was rail-connected.

## Wagon collection

During 1981, the port's fleet of railway wagons were being scrapped, but nine trucks and vans were preserved by the Bristol Industrial Museum. Many more were saved by other railway museums and preservation groups throughout the country.

Since then, the harbour railway has built up a motley collection of freight wagons from various railway companies, with some converted for passenger use as it has no carriages. The historic wagon fleet is kept on view in the sidings on Wapping Wharf.

Everything is restored by a dedicated group of about 80 volunteers. Presently, wagon No. 61110 is in the works, 61 denoting its year of build and 110 the wagon number. A red dot on the wagon's side indicates that it was allowed to go onto BR metals.

One rare wagon is the sulphuric acid tanker which has been recently restored.

## The route

The best part of the harbour railway is the section where it runs along the dockside under the cranes; indeed, there is no other line similar to this in the UK.

The main platform is alongside M Shed at the very end of the running line, when passengers join the train of converted open wagons along the quayside for either a short run to another platform at SS *Great Britain* or exiting the dock for a run alongside the River Avon estuary.

Normally the running line is around a mile in the direction of Clifton Suspension bridge. It would have originally crossed the Avon on the double-track Ashton bridge towards Ashton Junction, where it would have connected to the main line.

Currently it finishes at A Bond warehouse just short of the bridge, which is now used by buses, pedestrians and cyclists only. The run is truncated because of a landslip where the line, the adjacent footpath and road has slipped into the tidal River Avon, so the run is now to Vauxhall footbridge – about half the distance.

With the Ashton bridge now non-rail and because of restrictions inside the docks, there is no scope for a future extension unless the bridge is rail-connected again. Despite support from the city council, the route is continually being nibbled away and shortened for development.

## The cranes

There are five cranes on the dockside, four electrically operated and one steam. The electric ones are alongside the M buildings and are a major landmark on Bristol docks – the largest objects in the museum's collection.

Built by Stothert & Pitt in Bath, they are the last survivors of more than 40 that were in the city docks during the 1950s. The design was developed to load and unload ships as quickly as possible in port. After the closure of the City Docks to commercial traffic in 1975, the remaining cranes were sold for scrap. A pressure group, City Docks Ventures, was formed to buy back two of the cranes and the city council bought the remaining two.

All four passed into the museum's care in 1989. Volunteers started to restore them in 2001 and they can now move under their own power for demonstrations.

A recent example was the lifting of PBA/LMS open wagon No. 66045 onto a low-loader for transportation to the Talyllyn Railway, for restoration. Once restored it will be used



Above: A fruit van and sulphuric acid tanker in the Bristol Harbour Railway wagons collection.



Right: Wagon No. 61110 under restoration in M Shed.



Stored alongside Wapping Wharf is GWR 10-ton engineering department Starfish ballast wagon No. 80633, built at Swindon in 1936, and LSWR and Avonmouth Docks No. BD27, a mineral wagon built in 1921.



Late afternoon sunshine picks out *Portbury* as it runs along the quayside. Two boats worthy of mention are the steam-powered *Mayflower* from 1861, believed to be the oldest-surviving tug in the world and which has recently passed its boiler ticket, and 1934-built *Pyronaut*, a diesel-powered firefighting boat which gave sterling service during The Blitz.



Slowly setting back towards M Shed, *Portbury* passes yet another historical landmark – the unusual Fairburn Steam crane, built in 1878 by Stothert & Pitt. With its striking banana-shaped jib, it is now the oldest-surviving exhibit of its type in Britain and a Scheduled Ancient Monument. Despite seeing only occasional use throughout most of its working life, it is now in working order, having passed a recent boiler exam.







**Above:** Peckett 0-6-0ST *Henbury*, seen inside M Shed awaiting its turn of duty, is the more powerful of the two working steam residents. Built in 1937, it spent its entire life working in Bristol Docks, joining a fleet of 40 locomotives, and took part in the opening ceremony of Bristol Industrial Museum in 1978.

**Below:** Apart from the railings and people, here is a very typical dock scene reminiscent of the 1950s, with *Portbury* running alongside the quay, where 1935-built diesel tug boat *John King* is berthed, with *MV Balmoral* in the background.



on a relaid section of standard gauge track at Tywyn, demonstrating the transhipment of slate from narrow to standard gauge.

The unusual Fairburn steam crane, capable of lifting 35 tons, has a striking banana-shaped jib. It was built in 1878 by Stothert & Pitt to a design by Victorian engineer William Fairbairn, and is now the oldest surviving exhibit of its type in Britain and a Scheduled Ancient Monument.

Throughout most of its working life it had only occasional use, except for a busy period during the Second World War when it worked day and night handling assault landing craft. The steam crane has now been restored to full working order.

### **‘Have A Go’**

This is exactly what it says on the tin – drive a steam locomotive and a dockside crane for £50, all in! Offers like this do not come along often.

Driving a steam locomotive along a track for about 100 yards might not sound exciting, but it was not a case of move the reverser and open the regulator. Once on the footplate after familiarisation, the instruction was to move forward and, using the steam brake, which was very effective, stop exactly underneath the cross of the dockside crane... not once but four times. It is not as easy as it sounds.

Some participants missed the spot altogether. I either eased too early and had to release the brake or reopen the regulator, but I was not too far out. The crew were friendly and easy-going, with light banter. Gloves and overhauls were provided.





**From one cab to another:**  
After exiting *Portbury's* cab, a short walk leads to the platform that raises you up to the crane cab; the controls can be seen through the window.

The crane cab was reached by a rising platform. Before the power was switched on, instructions were given on how to slew (rotate), luff (raise and lower the jib) and hoist (raise and lower the hook).

With power on, you slewed round, luffed the jib out, and lowered the hook, stopping just short of the water. Controls were heavy and similar to those on the steam locomotive.

Watching this after a few minutes of tuition was amusing. The view over the docks and railway was very good.

This was the first time the railway has run for two years. After the success of this event, it is considering more intensive courses. Have A Go went down well and was fully booked, and had positive reviews on social media.

### Other transport

Being a dock museum, boats play a part and three, all Bristol-built, are under its care. Steam-powered *Mayflower*, which dates from 1861, is believed to be the oldest-surviving tug in the world. It has recently passed

its boiler ticket and is in working order. *Pyronaut*, which was built in 1934, is a diesel-powered firefighting boat that saw good use during The Blitz.

*John King* is a 1935 diesel tug boat used for towing cargo ships from the city docks to the mouth of the River Avon, beneath Brunel's Clifton Suspension Bridge.

Its last job was to tow *SS Great Britain* through the harbour into its dry dock after it returned as a rusting hulk from the Falklands. On operating days, harbour tours are available on the boats. On the same side of the dock, 500 years away, is *SS Great Britain*.

Bristol was also renowned for bus building, so it is appropriate that it has a 1966-built Lodekka in the collection.

M Shed is a museum about the city covering all aspects of its history. In its industrial dock setting, it packs an awful lot into a relatively small area and is not just about railways.

A day can be easily spent visiting the docks trying to discover where all these long-

disappeared branch lines ran; rails can still be seen embedded in the roads.

For the transport enthusiast, it is a place not to be missed, and all the exhibits are within level walking distance.

Maybe as enthusiasts we should encourage the return of a pannier tank into the docks again, rekindling memories of the past, as the museum has sufficient freight wagons to make it interesting.

March 11 saw a celebration of the 150th anniversary of the docks railway system, attended by local dignitaries. It is hoped to resume passenger rides at Easter following the Covid-19 shutdown over the past two years. However, the 1940s event that was scheduled for April 9/10 has been cancelled due to the feeling it would be seen as insensitive at a time when many lives are being lost in Ukraine. Now is not the time to shout about winning a war.

For updates of all events, dates, and attractions, visit [www.bristolmuseums.org.uk/m-shed/whats-on](http://www.bristolmuseums.org.uk/m-shed/whats-on) **HR**



The present Bristol Harbour Railway running line. The bridge in the background is where the line exits the docks, alongside the River Avon and Chocolate Path, which is to be repaired more than three years after it was shut due to serious subsidence. It will be fixed as part of plans to futureproof the historic harbour-side infrastructure, with £2.5 million due to be spent around the Floating Harbour and New Cut over the next two years.



No.3, an 0-6-0ST built by Fox Walker is the oldest locomotive on the Bristol Harbour Railway. CHRIS ECCLESTONE





# WORTH VALLEY MAGIC THAT WILL NEVER DIE...

More than 50 years after *The Railway Children* movie was released, providing one of the biggest publicity platforms for Britain's still-embryonic heritage sector, the eagerly-awaited sequel is set to hit the big screen on July 15. **Sally Clifford** returns to where it all began...

**R**arely, if anywhere in the world, is a railway so closely identified with a major movie success. EMI's big-screen version of *The Railway Children* was not only a box-office smash hit, but it also spring-boarded the Keighley & Worth Valley Railway to stardom at a crucial moment in its early years of operation. Now history is set to repeat itself – and new and exciting

times, both on the world stage and in the tourist market, are on the horizon for one of Britain's pioneering heritage lines.

The much-anticipated sequel to *The Railway Children* is due to hit the silver screen on July 15, introducing a new generation of viewers to the KWVR. Of course, this popular West Yorkshire tourist attraction, surrounded by the brooding

and beautiful landscapes that inspired the Brontë siblings when writing their books, needs no introduction. Over the years it has hosted cast and crews from the TV and film industry, providing the backdrop to many popular programmes and big screen productions, among them *All Creatures Great and Small*, *Swallows and Amazons*, and *Yanks*. However, it is for the part it





**Above: The cast of The Railway Children Return sequel.**  
STUDIOCANAL

**Right: The poster for The Railway Children Return features LMS Jubilee 4-6-0 No. 5596 Bahamas.**  
STUDIOCANAL

**Left: Midland 4F 0-6-0 No. 43924 departs Oakworth station on the Keighley and Worth Valley Railway on December 31, 2021, its last day before its 10-yearly boiler ticket expired. The locomotive is one of the stars of the forthcoming The Railway Children Return movie, which is due to be released on July 15.**  
NEIL TERRY PHOTOGRAPHY

**Left (inset): The driver and custodian of No. 43924, Ralph Ingham, and fireman Callum Porter after arriving in Oxenhope for the last time on December 31.**  
NEIL TERRY PHOTOGRAPHY

played in the original The Railway Children film, based on Edith A Nesbit's timeless children's novel, that it will be remembered most for.

"People are very enthusiastic about it. They come in and ask 'is this the Railway Children station?' said KWVR volunteer crossing keeper Glynne Davies. He is based at Oakworth station, one of the filming locations for the new movie, The Railway Children Return, produced by StudioCanal.

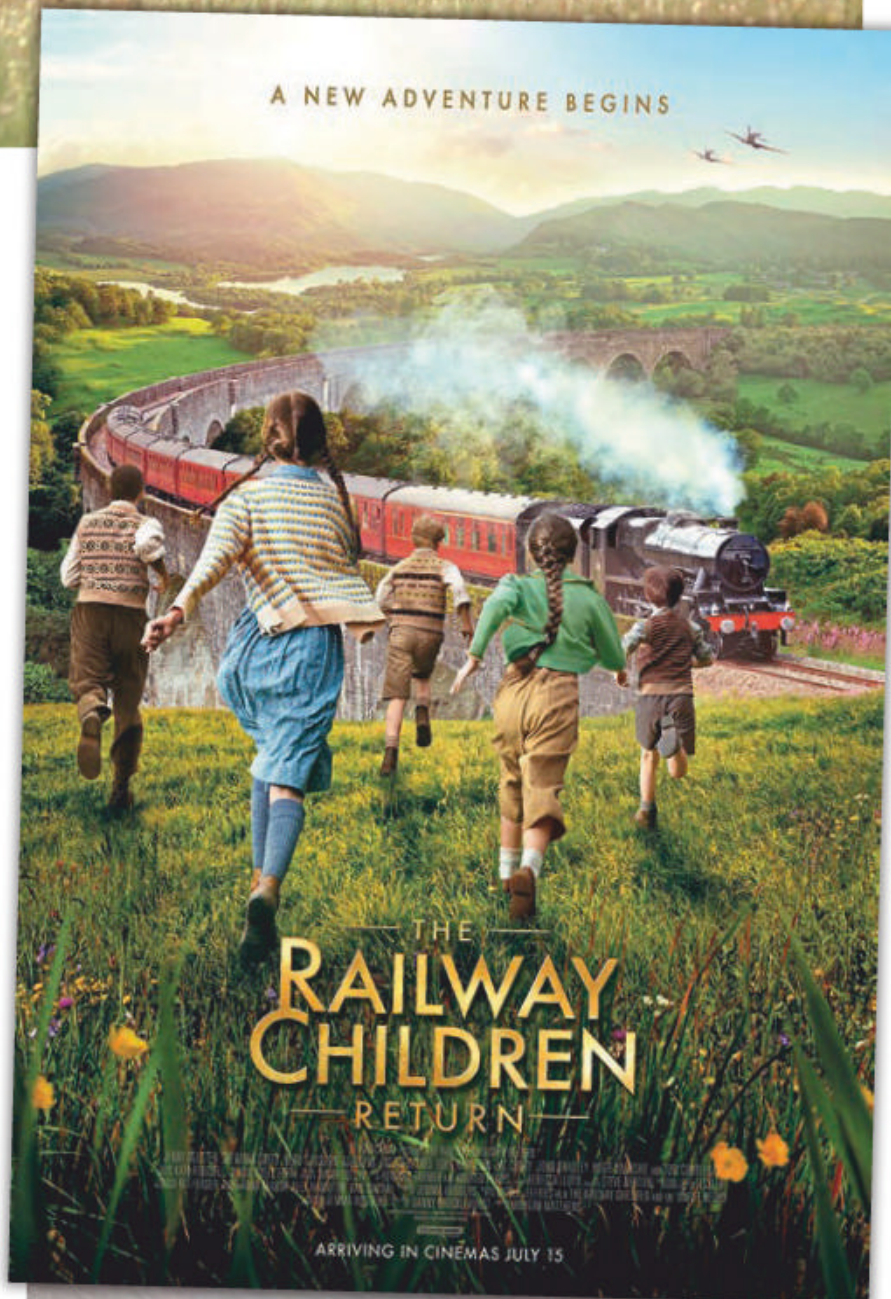
Back in the day of the original film, a young Jenny Agutter was among a cast of notable names, including Bernard Cribbins, to arrive at KWVR. Last year the actress returned to the railway to reprise her role as Roberta (Bobbie), the eldest of the three Waterbury siblings relocated to Yorkshire with her family after the enforced absence of their father.

### Familiar faces

In The Railway Children Return, also starring Sheridan Smith and Tom Courtenay, a group of children are evacuated to a Yorkshire village during the Second World War. Oakworth stationmaster Richard Ashworth and his wife Rebekah, who tends



**Best job in the world: Oakworth stationmaster Richard Ashworth.**  
SALLY CLIFFORD

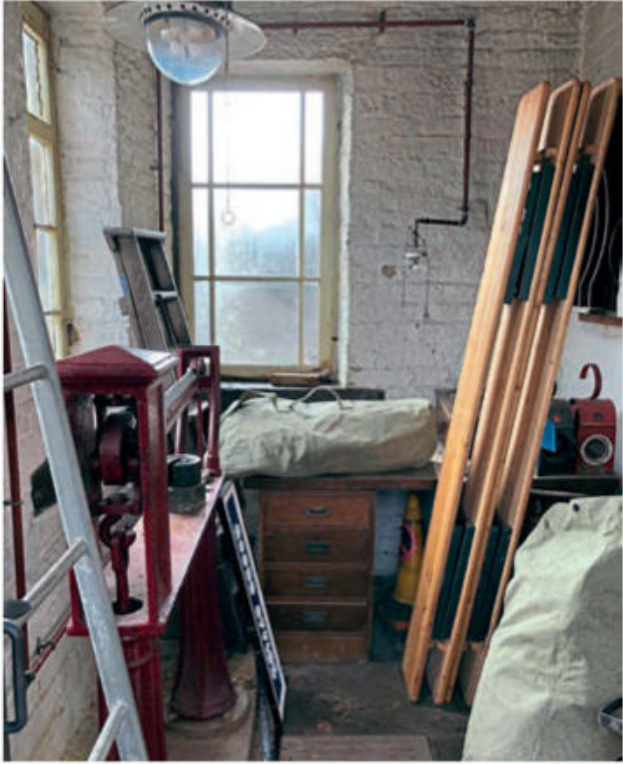


**Lightening the load: LNER match truck crane No. DRG 80111 in the Oakworth goods shed.**  
SALLY CLIFFORD





Above and right: The weighbridge hut is part of the plans to develop Oakworth station yard as a visitor attraction. It still contains weighing equipment and other artefacts. SALLY CLIFFORD



Left: The station sign at Oakworth. SALLY CLIFFORD

Below: The goods shed is part of plans to expand the visitor experience at Oakworth station. SALLY CLIFFORD



Taking a break while travelling: Inside the waiting room at Oakworth station. SALLY CLIFFORD



The ticket office at Oakworth station. SALLY CLIFFORD



All in a day's work: Glynne Davies, volunteer crossing keeper at Oakworth station. SALLY CLIFFORD





**A line for all seasons and magnificent in all weathers: In the gap between Storms Eunice and Franklin on February 9, a service train hauled by BR Standard 2MT 2-6-0 No. 78022 passes Damems, the line's smallest station, with a service train. BEN BUCKI**

the station gardens and was the one who introduced him to volunteering at KWVR, were fortunate enough to meet Jenny and even had the opportunity to take her photograph.

"She was very nice," he said. "Rebekah made her a cup of tea."

Filming began in April last year and finished seven weeks later. Subtle changes were made to reflect the period of the film: posters were changed from Midland to LMS; 1920-build 4F 0-6-0 No.43924 used to transport the evacuees was changed to reflect LMS livery; a water tower structure was created in the yard; and a brake van transformed into a hideout for the children.

Keen to expand the tourism offer at Oakworth once the film is launched, Richard explained how some of the buildings on site are being prepared to expand the visitor experience, the aforementioned brake van being among the attractions.

The goods shed, previously used for storage, is also being brought back into purpose – as a museum. Currently home to the LNER match truck crane No. DRG 80111, one of the workhorses still used on the railway, the building – which already bears the hallmarks of its 150-year-old heritage with gas lamps and a winding wheel – will be dressed with crates and other artefacts to reflect its working life when freight goods, such as coal for the surrounding villages and

even live day-old chicks destined for a local chick hatchery, were transported here.

### Improvements

Richard said there are hopes for a tour guide to interpret the history of the building, along with the weighbridge hut which, he explained, forms part of the redevelopment plans. A replica of the Midland Railway hut has been created, which will serve as a refreshment kiosk.

"We are improving and increasing the visitor experience," he said. "As we are halfway along the branch line here, we are close to where the trains cross – if you get off the train you've either got five minutes until the next train or 40 minutes, which is quite a chunk of time to spend, so we are trying to think of ways in which that time may be used by the visitors."

For him and the KWVR team, it is all about bringing history to life. "I am interested in the heritage and keeping it alive. I used to be a teacher so I suppose the educational side of things is important to me as well; enabling people to find out about the history and the heritage is important, as is preservation.

"They're not making any more of them. There will be fewer and fewer buildings like this, and I think it is important that people know about how things used to be, not from a particularly rose-tinted viewpoint, but that this *is* how it used to be.

### Education and diversity are the way forward on the KWVR

Education and diversity, currently high-profile subjects within the heritage sector, are also an important focus for the Keighley & Worth Valley Railway as part of its new education strategy, which is also set to be given a significant boost by the upcoming movie.

Business and operations manager Noel Hartley explained that content has been created and internal print marketing around the railway has been tailored to educate visitors on various aspects.

"It's so important to have some interpretation around the site to help someone understand what they are seeing. I've lost count of the amount of times I've been asked by the public how on earth we move the engine from one end of the train to the other," said Noel.

"We have been doing this in our museums for a while, but this should widen the reach and fit with our brand new education strategy."

Volunteers are another focus for the railway. "We are also looking to actively attract a more diverse volunteer base to help bring in new skills and new ideas, and challenge our current approach to what we do," he added.

"Again, we have started to use our posters and digital channels to help do this. We hope that this, together with promoting our values and the benefits of volunteering across all ages and cultures, should help us to continue to thrive."





“It informs the future when people learn about the past,” he said.

The recent filming stint has already left its legacy. The production team kindly left the big exhibition shed at Oxenhope dressed as a set, complete with a kitchen area for visitors to view for a brief period after filming finished.

“It is absolutely fascinating and exciting to be involved and watch them working on it,” said Richard. “I think it will be in the spirit of the original – quite a gentle film and very true to the original because I know that the producer is very much fan of *The Railway Children*.”

“Fifty years ago is a long time for it to still be talked about and I think it still will be, bringing a new generation in and steering people back to the original film again.”

## High fashion

More recently Oakworth station was the scene-setter for an advertising collaboration between Gucci and North Face featuring trainspotter and social media star Francis Bourgeois.

KWVR business and operations manager Noel Hartley, whose father-in-law, Nicholas Hellewell, was a fireman in the original *The Railway Children* film, said: “Everybody really enjoyed being involved with the new movie.

“It was fun – certainly something different.”

Noel said the team was also delighted to welcome Francis to the station, and hoped they could work with him in future to engage younger generations with the railways.

“It is good for us because we struggle to engage with teenagers generally, so having somebody who is an advocate for heritage railways and who is posting things on channels that teenagers look at is really great,” he said.

■ For more information about the line, visit [kwvr.co.uk](http://kwvr.co.uk)



Live chicks were just some of the items to arrive at Oakworth's goods shed during its operating days. SALLY CLIFFORD



The replica Midland Railway hut which is being transformed into a refreshment kiosk at Oakworth station. SALLY CLIFFORD

# HOW THE WATERBURY CHILDREN FIRST FOUND OAKWORTH

By Robin Jones

Edith A Nesbit's novel has over the decades become part of literary legend – a story that yearns to be retold to each new generation.

It appears to be set in 1905, with references to the contemporary Russo-Japanese War. The Waterbury family, comprising a mother, daughters Bobbie and Phyllis and son Peter, move by train from London to Three Chimneys, a house near a railway, which may be in the north of England – perhaps Yorkshire, as Edith visited her sister on the North Yorkshire Moors, staying at a house also called Three Chimneys nearby, or maybe in or around London and the Home Counties, where Edith grew up.

The father, who works at the Foreign Office, disappears in mysterious circumstances and a few days later the family moves to a poorer home in the country. In reality he is imprisoned after being falsely accused of spying. At their new home, the children become friendly with station porter Perks and delight in watching the trains go by.

They become acquainted with the Old Gentleman who regularly takes the 9.15am train near their home. He is able to help prove their father's innocence and the family is reunited. In the meantime, the family have several adventures. They take care of Mr Szczepansky, a Russian exile who came to England looking for his own family, and Jim, the grandson of the Old Gentleman, who suffers a broken leg in a tunnel.

The novel was popular for almost half a century before BBC TV – which then had a monopoly on Britain's one-channel television service – adapted it in 1951, produced by Dorothea Brooking, with eight half-hour episodes.

A second TV version was then produced, using some of the footage from the first but

with a few cast changes and new material. It had four hour-long episodes.

BBC TV produced yet another eight-episode version in 1957, again produced by Dorothea Brooking. Location filming was carried out at Baynards station in Surrey, on the old Guildford to Horsham line. It even made the front cover of the *Radio Times*!

In February 1968, the Keighley & Worth Valley Railway Preservation Society received an enquiry from BBC TV about the possibility of using the line for location filming of another dramatisation of the story. The KWVR had all the necessary ingredients – period builds, no regular trains and passengers to get in the way, and most importantly, steam locomotives.

The director, Julia Smith, who had been busy working on *Doctor Who* and 1960s soap *The Newcomers*, and later produced *Eastenders*, and her assistant Nicolas Johns arranged to visit the line. With the agreement of British Rail, a works train consisting of a diesel railbus was provided.

On Monday, March 25, 1968, the BBC unit arrived and set up headquarters at Oakworth station.

## Spruced up

Oakworth station had eight broken windows replaced and was repainted for the occasion. The majority of the fence was given a coat of white paint and the gas lamps, long since smashed, were given glass globes. The platform edge was adorned with the traditional white stripe, and the whole area was cleaned and weeded.

The BBC provided contemporary noticeboards and station signs, and Oakworth became 'Meadow Vale'. Bushes were also planted on wooden bases to give the whole station an authentically neat, tidy, and well-groomed appearance. Coal in the nearby yard was cleared by local coal



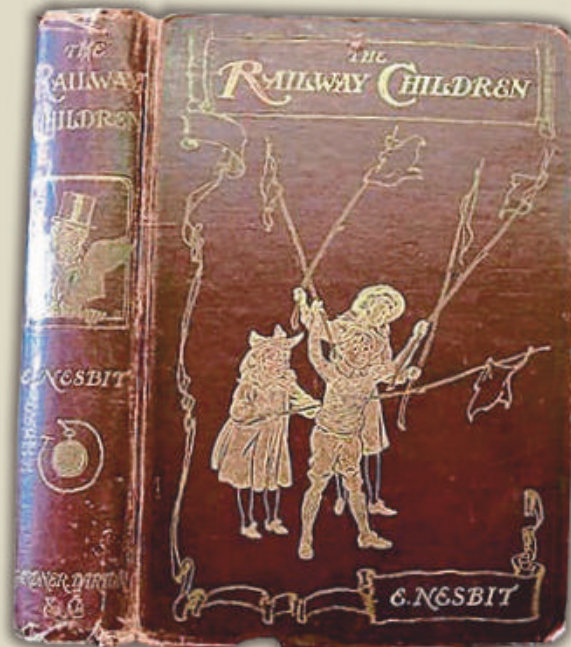
“The Railway Children reminded them that the magic of steam was still casting its spell for newly-emerging heritage lines.”

Left: “Daddy, my Daddy!” Jenny Agutter in the closing scene from the BBC 1968 production of *The Railway Children*. BBC





Above: Edith A Nesbit, author of *The Railway Children*.



Right: A copy of the first edition of the novel.

merchant Norman Feather to permit a long shot free from pylons.

Three days were allocated for the use of steam engines and *Sir Berkeley, Joem*, and No. 31 were rostered.

The cast featured Joseph O'Connor as the Old Gentleman, Ann Castle as The Mother, Gordon Gostelow as Perks the porter, Brian Hayes as the stationmaster, John Ringham as the doctor, Mary Healey as Ruth the parlourmaid, Stefan Gryff as The Russian, Frederick Treves as Father, Gillian Bailey as Phyllis, Christopher Witty as Jim, Neil McDermott as Peter... and Jenny Agutter as Roberta (Bobbie).

The first episode was screened at 5.25pm on Sunday, May 12, 1968, in the BBC's slot for serialisations of classic novels of the day.

Years later, this adaption was placed 96th in the BFI's 100 Greatest British Television Programmes poll of 2000. Of the four BBC TV versions of Nesbit's novel, this is the only one known to survive and was decades later made available on DVD.

Not only that, but its nationwide screening brought swathes of publicity for the heritage line and when it officially opened on June 29, 1968, it no doubt played a significant part in drawing the crowds.

### The legend begins...

Also watching was English character actor and screenwriter Lionel Jefferies, who was so impressed with the BBC series that his daughter persuaded him to buy the film rights and make his debut as a director. The KWVR and the world of railway preservation would never be the same again.

Jefferies wrote the script for the movie version of *The Railway Children* and submitted it to Elstree Studios where one of his former associates, Bryan Forbes, had become chief executive, and allocated a £350,000 budget.

The autumn of 1969 saw Jeffries and producer Bob Lynn visit Brontë country to inspect the line. Again, it was chosen because at that time it was the only heritage railway that could offer a sizeable collection of locomotives and rolling stock. Not only that, but there were also a large number that fitted the Victorian and Edwardian period.

Jefferies was persuaded to let Oakworth station retain its true identity rather than become Meadow Vale again. That in itself was to give the KWVR a huge publicity boost, for filmgoers would remember the name and then set out to visit the station in real life.

Right: Stars of the EMI movie, Jenny Agutter, Sally Thomsett and Gary Warren pose with Bernard Cribbins in front of Hudswell Clarke 0-4-0ST No. 402 of 1893 *Lord Mayor* for the cover of a vinyl record of *The Railway Children*, narrated by producer Lionel Jefferies. *Lord Mayor*, built as a contractor's locomotive, is the smallest engine to be based on the Keighley and Worth Valley Railway. The engine, bought in 1990 by the Vintage Carriages Trust, is a static exhibit in the Museum of Rail Travel at Ingrow.

CANAL + IMAGE UK



**"The KWVR and the world of railway preservation would never be the same again."**

Filming began in April 6, 1970, and lasted until June 12. There were 15 days of filming at Elstree and 39 on location, mostly in the Worth Valley.

Jenny Agutter reprised her role as Bobbie from the 1968 BBC serialisation. The rest of the cast comprised Bernard Cribbins (Perks); Iain Cuthbertson (Father); William Mervyn (Old Gentleman); Gary Warren (Peter) Peter Bromilow (the doctor); Ann Lancaster (Ruth); Gordon Whiting (The Russian); Beatrix Mackey (Aunt Emma); Deddie Davies (Mrs Perks); David Lodge (the bandmaster); Christopher Witty (Jim); Brenda Cowling (Viney); Paddy Ward (the cart man); Eric Chitty (the photographer); Sally James (the maid); and Dominic Allen (the CID man).

### Movie magic

Nearly two years previously, steam haulage had been eradicated from Britain's national network, but the film's contribution to the heritage railway sector can never be underestimated.

Steam locomotives may have been shunted by BR into history, but the widespread public affection for them would never disappear as easily.

Just as the 1953 Talylyn Railway-inspired Ealing comedy *The Titfield Thunderbolt* enlightened audiences as to the potential of volunteer-led railway preservation, so The

Railway Children reminded them that the magic of steam was still casting its spell for emerging heritage lines.

In 1999, the British Film Institute placed *The Railway Children* 66th its list of the Top 100 British films of all time.

In 2004, the film magazine *Total Film* named it the 46th greatest British film of the 20th century.

In 2005 the British Film Institute included it in a list of the 50 films you should see by the age of 14 and in 2008, the film was 30th on Channel 4's list of the 100 Greatest Family Films.

### More TV

Despite the movie's success, television was far from finished with the novel.

A new TV adaption also featuring Jenny Agutter (appearing this time as Mother) was filmed on the Bluebell Railway in October 1999. It also starred Jemima Rooper, Jack Blumenau, JJ Feild, and North British Railway C class 0-6-0 *Maude* from the Bo'ness & Kinneil Railway.

Critical response was good, but while the Bluebell was much nearer the places where Edith A Nesbit grew up and inspired her, this small screen version did nothing to take away the fact that the KWVR had immortalised the story on celluloid... and it would not be giving up its claim to fame that easily! **HR**



# STEAM FROM STATFOLD BARN FOR THE SUNNY CARIBBEAN!

A chance remark by visitor at a Barbados tourist attraction gave birth to a US \$5-million project that has revived steam traction on the Caribbean island and given the region the world's newest heritage passenger railway – with rolling stock acquired from Britain's Statfold Barn Railway. As **Martin Ward** discovered, it was anything but straightforward.

**W**hen the debt-ridden Barbados Government Railway closed in 1937, few would have imagined steam locomotives ever running on the island again. However, more than 80 years on, the vision and determination of one man, along with expertise drawn from throughout the UK heritage railway sector, has ensured steam-hauled trains are in action there once more.

The scheme is the brainchild of Barbados architect and entrepreneur Larry Warren, owner of the historically-important St Nicholas Abbey estate, which includes a Jacobean-style former plantation Great House, and complements the restored steam-powered sugar mill and world-class rum distillery operating on the site.

Barbados, the most easterly of the islands in the southern Caribbean, is part of the English-speaking West Indies. On November 30, 1966, Barbados became independent from Britain, and on November 30, 2021, became

the world's newest republic after officially removing The Queen as its head of state in favour of a president, Dame Sandra Mason.

## Origins

Barbados is about  $\frac{1}{10}$ th larger in area than the Isle of Wight, with a population of approaching 300,000. The 400-acre St Nicholas Abbey estate sits in the north-east of the island, high on a ridge enjoying views over the Atlantic to the east and the Caribbean to the west, amid a lush landscape of fields, sugar plantations and woods of mahogany and palm trees.

Sugar drove the development of the original Barbados Railway during the late 19th century. Construction of the 23-mile-long line – which was originally 3ft 6in gauge and in 1896 converted to 2ft 6in – commenced in 1877 and the first trains ran in 1881. It linked the deep-water port of

Bridgetown on the west coast with sugar factories and cane fields in the south and east of the island, before heading north through Bathsheba and terminating at Belleplaine in the north-east.

The railway was, however, always a shaky proposition. Under-investment and the cheap option of an alignment that in places had to fight for space with the relentless pounding of the mighty Atlantic meant the line's fate was sealed from the start. The ongoing battle against the saline miasma and frequently having to replace washed-away track was a constant drain on the shallow pockets of the successive companies.

By 1937 the cheapest solution was to close the line forthwith. Today, much of the old alignment remains visible and sections are being incorporated into the Barbados Trailway, a series of walking and cycle paths.

Many of the old rails can still be seen on the east coast in their new role of telegraph pole straining posts.







**Above: Passengers are recruited to assist turning the locomotives at Cherry Tree Hill station. MARTYN WARD**

**Left: Arnold Jung 0-4-4-0 No.5 Tjepper passes over the lowest point of the St Nicholas Abbey Heritage Railway before climbing to Cherry Tree Hill station. MARTYN WARD**

St Nicholas Abbey was never on the original line; it is about 200 metres above and several miles from the nearest point of the old alignment. The sugar and molasses produced there were taken by road to the west coast port of Speightstown before being shipped by boat to Bridgetown for onward export. Today, its restored steam-driven Fletcher Mill can be seen grinding cane throughout the sugar harvest season, and rum produced from the cane juice is considered by aficionados to be world-class.

### Passing remark

Larry Warren bought St Nicholas Abbey, its associated buildings and land in 2006. It was a two-pronged proposition – he wanted a base for his successful architectural practice, and he had an eye to leveraging the estate's history to tap into the island's tourist market. His no-nonsense approach and meticulous attention to detail during restoration meant it quickly became one of the island's top attractions. A railway, though, was never part of the plan.

It was a chance remark from a visitor to Warren's eldest son, Simon, in late 2016 that kicked things off. The suggestion was for a narrow-gauge railway running from outside the Great House and up the mahogany tree-lined road to nearby Cherry Tree Hill with its stunning view of the island's east coast, bordered on one side by the island's lush interior and the mighty Atlantic rollers on the other.

Larry quickly spotted a gap in St Nicholas Abbey's tourism portfolio. "Visitors only really got to see the house and the plantation yard; they didn't see anything beyond," he said. "It was a grown-up's attraction. Children really didn't get anything other than the educational aspect, so the train idea was ideally suited for that. It would create a family experience."

Warren says astonishment initially greeted the railway plans: "Few people had any concept of a heritage railway. They thought it was a Disney-like railway; you know, a little-wheeled, Mickey Mouse thing."

His first move was to engage UK narrow-gauge consultant Tony Martin, of Anglesey-based Cromar White Ltd, who flew to Barbados in January 2017. However, a fundamental flaw in the plan quickly emerged.

"Tony spent some time walking the route, but within a day came back with the bad news. 'Larry', he said, 'there's no way the railway can go up Cherry Tree Hill. It's way too steep.'"

Larry had to make a choice – either call it a day or plot a longer, less direct alignment to overcome the 26-metre difference in elevation between the Great House and Cherry Tree Hill.

To add to the challenge, Tony laid down several red lines: no curve tighter than a radius of 100 metres (he used the balloon loop at Statfold Barn Railway in Staffordshire as an example) and no gradient greater than 3% (10in-33).

And to provide the power and adhesion, the original plan for a 15in gauge system would



**St Nicholas Abbey's Great House. MARTYN WARD**



**A JCB digger excavating a cutting for the new railway. ST NICHOLAS ABBEY**

need to move up to 2ft gauge. Suddenly, the project became a lot more complicated...

The two men studied Ordnance Survey maps of the site (Barbados, as a former British colony, was meticulously surveyed) and sketched an approximate route. There wasn't much architectural work on at the time, so Larry set his team to surveying the topography and firming things up. What emerged was a 1.5-kilometre line consisting of a large balloon-shaped loop opposite the Great House encircling a large man-made lake, with a triangular junction connecting to a branch line passing through several deep cuttings and woods before terminating at the top of the illusive Cherry Tree Hill.

### Realising a dream

Tony returned to the UK with a simple brief: source the wherewithal to make the project work, and at the same time fulfil Larry's dream of an Orenstein & Koppel locomotive as the main motive power.

Tony scoured England and Wales in search of a solution but none were forthcoming. He then homed in on Statfold Barn Railway, near Tamworth in Staffordshire, where Nick Noon was establishing Statfold Engineering Ltd – and it had an O&K on the books.

Sadly, for Larry, the O&K wasn't deemed powerful enough, although it soon became clear that Statfold might have a solution... but it would mean a further increase in gauge to 2ft 6in.



**Larry Warren, the owner of St Nicholas Abbey, who is also one of the drivers. ST NICHOLAS ABBEY**



**The plaque commemorating the opening of the railway by the Prime Minister of Barbados, Mia Amor Motley, on March 11, 2019. MARTYN WARD**



**Safety inspector Martyn Ashworth and driver Jamie Downie. MARTYN WARD**





**Above: The first locomotive from Statfold is unloaded, watched by Anna Warren, Larry Warren, Cillia Warren, and Simon Warren. ST NICHOLAS ABBEY**

**Left: Fireman Tyrone Braithwaite (left) and driver Jamie Downie await the right of way for *Tjepper*. MARTYN WARD**



***Tjepper* comes off the Cherry Hill branch and is about to enter the triangle. MARTYN WARD**



**Reinstalling *Tjepper*'s boiler following repairs. MARTYN WARD**

Statfold was divesting itself of its 2ft 6in gauge infrastructure and had available a pair of Hudswell Badger diesels from the former Shotton Steelworks, one appropriately named *Badger*. Statfold also had a Simplex four-wheel diesel mechanical locomotive from Severn Trent Water and an unrestored 0-4-4-0 Mallet built by Arnold Jung Locomotive Works in Germany as No. 2279 of 1914, named *Tjepper* No. 5, rescued from a sugar plantation in Java. Unwittingly, the move to 2ft 6in paid homage to the old Barbados Railway. They were in business.

Looking back, Nick Noon admits to thinking it was all a joke when Larry first got in touch. "It's not often customers come with a shopping list that includes multiple locos and custom-built carriages. At first it all seemed a bit unreal."

Nick and his team soon found themselves not only restoring the motive power, but also designing and building three carriages to Larry's strict specifications.

The pressure on Statfold Engineering's resources was immense. "The stress was unbelievable," Nick recalled. "The deadlines were almost impossible – *Tjepper* required far more work than was originally envisaged. The design and approvals for the carriages took longer than expected and all the time we were being driven by Larry and shipping deadlines.

"I had four people working on the project at the start. In the end, I had 10. At times we were working seven-day weeks."

With the restoration work ongoing at Statfold, back in the Caribbean, it was busy at St Nicholas Abbey. Throughout most of 2017, the process of surveying, design, and redesign continued. There was also a drive to recruit investors to support the ambitious project.

Today, Larry admits to starting work before he had all the finance in place, but he had faith in the project and it was too far advanced to pull back.

The diggers moved in during February 2018, excavating and shifting tonnes of soil and rock, mainly coral limestone. Overnight the fields of St Nicholas Abbey became one of the island's biggest civil engineering projects, complete with cuttings – some of which were up to five metres deep – roads, station buildings,

platforms, an engine shed and workshop, toilets, and a tearoom.

The civil engineering stage passed off relatively smoothly, aided in no small part by a dry, wet season. Cromer White oversaw the greater part of the tracklaying with St Nicholas Abbey staff, and track maintenance manager Elvis O'Neale completing the task towards the end of 2018. Elvis is rightly proud of what they have learned and achieved – curves, canting, grading and aligning are second nature to him now.

## Project in peril

But the project needed revenue, and a key part of Larry's business plan hinged on capturing a slice of the visiting cruise ship market.

Although St Nicholas Abbey was already on the cruise lines' radars, the railway was an unknown quantity. Despite supportive noises, it became apparent that the companies needed to see a working railway before committing.

Hitting the January start of the 2019 Barbados tourist season was critical – but instead, it hit something which almost derailed everything.

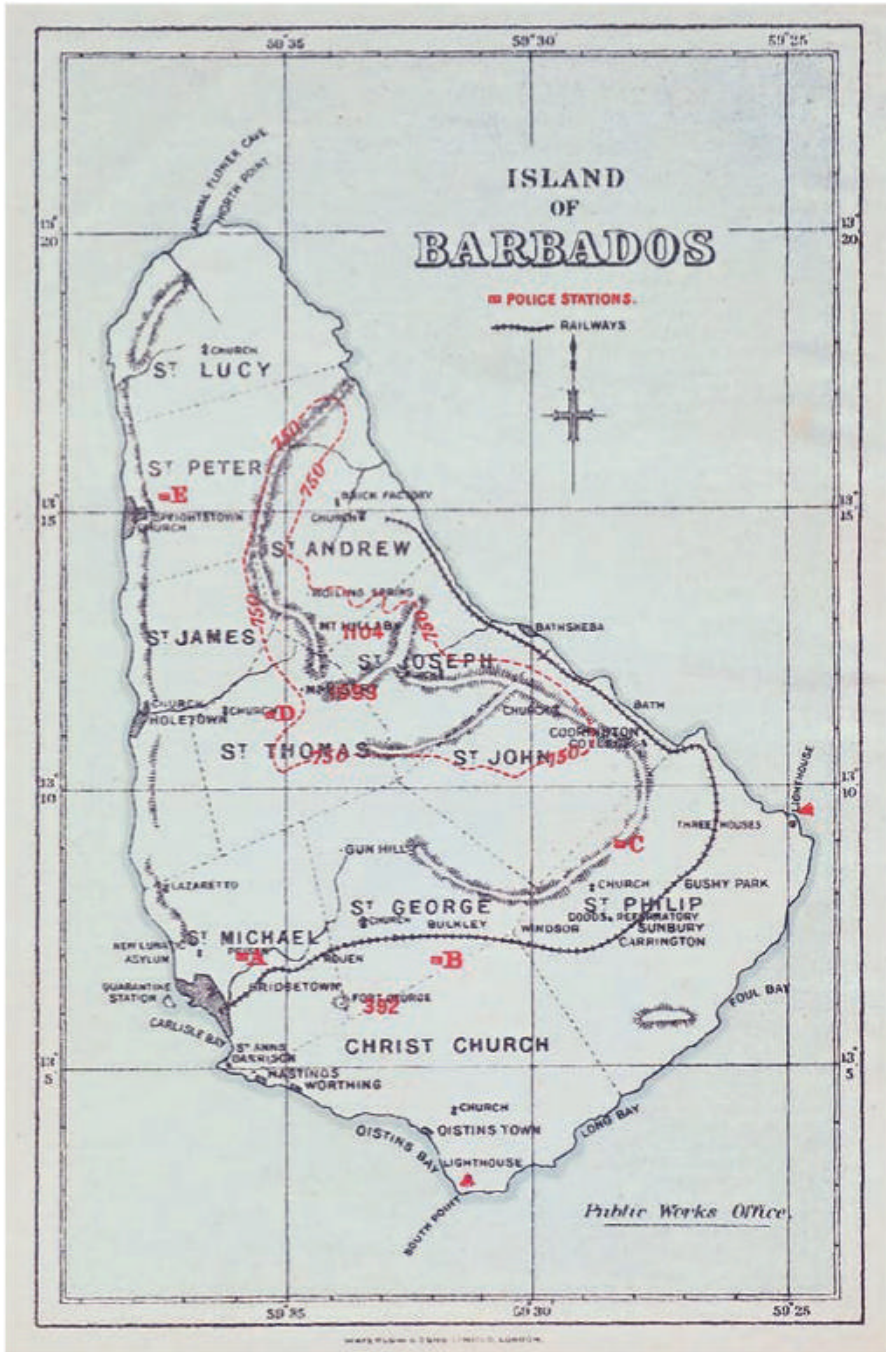
Both Larry and Nick Noon admit that during 2018 there were moments when the project was in peril because of competing deadlines, workloads and budgets. The 4000 miles and time difference didn't help, either.

It could all have become very messy but Statfold Engineering stuck with it and, although late, delivered all that was asked. The diesels and carriages arrived on site in late 2018, followed by *Tjepper* in February 2019.

Another challenge was to source a turntable for the Cherry Tree Hill terminus to turn the locomotives before they used a run-around loop to head back to the main station forwards. Because of Larry's concerns at the effect of salt-laden air on ferrous metal, even at the 200-metre-plus elevation, he took the unusual step of designing a precast reinforced concrete turntable which, if not unique, is extremely rare. But he needed a vital component to make it work and he turned to a perplexed Nick for help.

"Larry called me and asked whether I could source a bearing that would support a 12-tonne





**A map of the original Barbados Railway, on view at Cherry Tree Hill station.**  
MARTYN WARD



**Tjepper in the final stages of preparation at Statfold Engineering Ltd prior to shipping.**  
MARTYN WARD

concrete turntable with an 18-tonne loco on top,” said Nick. “Why couldn’t he buy a normal turntable like everybody else, I thought? But I found a big bearing off an excavator – a slew ring – and that did the job perfectly. Larry certainly doesn’t do things conventionally.”

At last, the Warren family saw their dream become reality and the St Nicholas Abbey Heritage Railway (SNAHR) was born, but all the component parts still had to be brought together to form a working railway – safely.

Although Larry is by nature resourceful and often unconventional, his innate architectural discipline ensures that he doesn’t shy away from engaging experts to provide critical expertise. Safety was a case in point, not least because the railway’s insurance cover is held by Lloyd’s of London. He engaged Martyn Ashworth, a UK Office of Road and Rail-qualified independent rail safety advisor who is approved by Lloyd’s Register. His remit was simple: ensure that the railway is safe in every possible way.

It was a huge undertaking. Barbados doesn’t have any railway safety legislation, so Martyn had to start from scratch. Fortunately, he’s familiar with narrow gauge systems, being a trustee of the Statfold Narrow Gauge Museum Trust Ltd, and his first task in early 2018 was to advise on the designs of the carriages and new bogies. He then moved to type-approving the heavy poundage rail (60lb/yards) – “more than capable to taking the weight of a Mallet steam loco and its train” – and testing to destruction the recycled plastic sleepers which have been used throughout.

Focus then moved to training and assessing the newly-appointed safety-critical SNAHR staff: “There was no precedent for this in the entire region so all I could do was use UK regulations and widely-accepted best practices, and make them relevant to the specifics of the SNAHR.”

Martyn wrote a full Safety Management System (SMS), a rule book, and numerous safety policies. With the help of a fellow

Statfold trustee, he made a video to assist the rule book training but admits to a fundamental error: “I had to apologise for my lack of a Bajan accent to the participants. But they understood me okay – and I’ve been forgiven.”

### Proud project

Martyn is justifiably proud of what he achieved. “I’ve worked on dozens of Safety Management Systems but this one was unique,” he said. “Importantly the SMS was accepted by Lloyds Register, so that was reassuring.”

He accepts that on-the-day safety is down to the staff on duty, but again, he is proud of the way they have embraced the issue. “While I can take credit for giving them the safe framework in which to operate, they must all be given the credit for the safe and friendly way they run the railway.”

He said that the good staff attitude is down to the leadership of general manager Justin Corbin: “Justin is just the right person for

**Winston attacks the 3% gradient on the north side of the new lake.** MARTYN WARD





this job – he is cool and collected, and very customer-orientated. Between us, Larry, and the SNAHR staff, I feel we have got the balance just right. The railway is very safe without us going over the top.”

Martyn said Barbados is ‘very chilled’ and the staff were surprised by the regulations that exist in the UK, particularly those that surround operating under the influence of drugs or alcohol. The island historically had a laissez-faire attitude to drink driving. The country’s first roadside breathalyser law was passed only in 2020 and won’t become operational until April. So, with no regulations in place at the time, Martyn introduced his own zero-tolerance policy on drugs and alcohol: “It might have taken some by surprise, but they soon knew where they stood on this safety critical issue”.

Apart from a few minor derailments early on due to settling track conditions, there have been no serious incidents. All being well, Martyn plans to return this year to carry out the biennial round of safety assessments.

So, the all-important January 2019 deadline was met, and the railway was running and generating revenue – quite a feat considering what had been achieved in a little over two years. The first services were hauled by the Hudswell Badger diesels, but the unique selling point is steam – and *Tjepper No. 5* was still to arrive.

### **Tjepper arrives**

In February 2019, Nick Noon flew out to Barbados to oversee the commissioning and training associated with *Tjepper No 5*.

“It was a culture shock on all levels,” he said. “The heat, the meagre circumstances under which many of the employees lived, and the lack of railway culture were all so different.

“In the UK, the heritage railway sector has a history and culture that can be built upon. In Barbados it had to be established.”

Nick also had the challenge of guiding

Larry and the staff in setting up a workshop to handle maintenance and large repairs, but any lack of knowledge was more than made up by an enthusiasm to learn. This was critical, because when Nick returned to the UK, the St Nicholas staff would be on their own. Looking back, Nick says he’d definitely do it again, but he’d make sure future contracts accounted for unforeseen cost and time overruns.

From the start, the Barbados Government fully supported the planned railway. Tourism is the island’s lifeblood and projects which enhance the proposition are looked upon favourably. It was no surprise that the official opening of the SNAHR on March 11, 2019 was performed by the Prime Minister of Barbados, Mia Amor Mottley. In a nod to the past, the ceremony included ringing the station bell that was formerly attached to one of the original Baldwin Locomotive Works steam engines from the old Barbados Railway and donated to SNAHR by the Barbados National Museum.

Larry breathed a sigh of relief. Not only did the local population take the railway to its heart, but the all-important cruise lines also added it to their list of shore-based excursions. The year ended on a high. Visitor numbers and income looked good and the 2020 season started well. However, it all changed in the third week of March...

### **Covid strikes**

Along with the rest of the world, Barbados suddenly went into Covid-19 lockdown. It was catastrophic.

“The place just emptied. We saw pictures of visitors lined up at the airport leaving. Everybody was just leaving. Leaving.” Larry’s voice tails off, the pain of that moment still very real. There was no income. Debts were mounting – and SNAHR’s viability was suddenly called into question.

But Larry’s instinct was to keep going. “I say to my wife, if you could see in the future, you would curl up in the foetal position

and just die. You just have to keep moving forward.”

After the initial shock, it gradually dawned on Larry that lockdown presented a unique opportunity. Before becoming an architect, he trained as a mechanical machinist and studied technical drawing at the Technical Institute. The pandemic provided a chance to dust off those old skills. With no architectural work on the books and with an official pass to leave his home to visit and maintain St Nicholas Abbey, he was perfectly placed to step into the world of locomotive restoration.

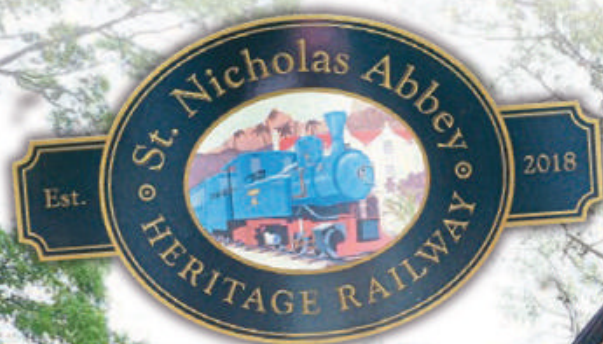
Just before lockdown, in early 2020, SNAHR had taken delivery of a second steam locomotive, a partially restored 0-4-0T built in 1929 by La Meuse of Liège in Belgium. Previously owned by Nick Noon’s grandfather, Henry, and Statfold Barn Railway owner Graham Lee, a large amount of restoration had already been carried out, but it was considered a long-term project to get it back into steam.

As the rest of the world went into hibernation, Larry geared up. “I had a wonderful time,” he said. His persistence meant that as normality began to return in the middle of 2021, SNAHR had two working steam locomotives on its books.

Originally numbered 3243, it was renamed *Winston*. Larry said there were three reasons behind the choice: “One, I love Winston Churchill – I love his speeches. Two, we have a guy here called Winston, and then of course one of our favourite Governor Generals was also called Winston.”

*Winston’s* introduction to the locomotive roster sparked some friendly rivalry between the SNAHR drivers. Jamie Downie champions *Tjepper*, while Michael Brown, who’s also the SNAHR engineer, says *Winston* pulls better up the inclines.

Its restoration answered a critical question regarding SNAHR’s ability to manage ongoing maintenance and repairs.



La Meuse 0-4-0T *Winston* gently simmers at Cherry Tree Hill station while awaiting the return journey. MARTYN WARD







**A bridge on the original Barbados Railway line near Bathsheba, showing the closeness of the Atlantic breakers.** MARTYN WARD

**Left: Former Shotton Steelworks and Statfold Barn Railway Hudswell Badger diesel *Badger* heads a tracklaying train.** ST NICHOLAS ABBEY

General manager Justin Corbin put it bluntly: “We’re in Barbados. We have to do it ourselves.” Justin is another qualified engineer and an expert welder; skills that have already been used to repair a leak in *Tjepper’s* boiler.

Looking further ahead, Larry is considering commissioning new boilers for *Tjepper* and *Winston* to reduce down-time during major overhauls.

## Fuel differences

It’s the safety management of the boilers which exposes the only major discrepancy between the UK and Barbados. The island has a long history of working with high-pressure steam in the sugar industry to create the product and to drive machinery, but it doesn’t operate a 10-year boiler certification regime like the UK. Instead, the laws there require annual inspections – and in some cases annual hydraulic tests – carried out by licensed boiler inspectors to strictly defined specifications.

However, to make steam you first have to burn fuel – and have it in sufficient quantities. While sugar factory boilers are largely self-sufficient, mostly burning crushed, dried sugarcane, it’s impractical for steam locomotives. It’s only available during the sugar harvest between spring and summer, and it’s also very bulky. Cutting down trees isn’t an option and Barbados produces no coal; indeed, coal is such a rare commodity that many of the SNAHR staff had never seen it before, let alone handled it.

SNAHR’s solution, inevitably, lay overseas. Having trialled several bituminous coals and finding them too soft and friable before ever seeing a firebox, SNAHR switched to hard anthracite which arrives by the container-load direct from the producer in Pennsylvania, USA. It suits the locomotives well, although at first it took fireman Tyrone Brathwaite by surprise: “Unlike the old coal, the anthracite just keeps getting hotter. You have to control it or else you keep lifting the safety valves.”

With the SNAHR carving itself a niche in the Barbados tourism portfolio, you might think Larry would sit back and take a breather, but you’d be wrong. He’s already drawing up plans to extend the line southwards, crossing the road to Cherry Tree Hill on a trestle bridge, and then via a loop

following a promontory atop a cliff to the east and a ravine to the west: “We want to offer more than just Cherry Tree Hill and back down. We want people to come here for a true journey. It might also link with some off-grid visitor eco-chalets I have in mind.”

The extension could be as long as 2.5 kilometres, which would almost treble the current length. Apart from the section up to and back from Cherry Tree Hill, where the locos are turned and run around, it would mean that for the rest of the route trains would always be travelling in just one direction.

But Larry exhibits caution. “We don’t have the money at the moment. But I’m still young, and I hope we’ll be able to get it in the next 10 years.”

Whether the extension gets built or not, his determination to create a fully operational railway has been a success. His vision of an authentic, safe, heritage railway – not a cartoon pastiche – has become reality. He’s also given the region its first new railway in decades. Since the closure of most sugar

cane lines in Cuba and elsewhere, there are precious few narrow gauge lines left in the Caribbean and, other than one on St Kitts, no others carry passengers.

And along the way, after a lull of more than 80 years, SNAHR has brought new skills and employment to a new generation of Bajan railway workers.

Driver Jamie Downie sums up the pride among the staff at being part of the project. “This is more than a job. I love every minute of my time here – and I get paid for it.”

However, getting there has been bruising financially. So, with the long shadow of the pandemic still hanging over the £3.8 million building cost, would Larry do it all over again?

He’s unequivocal. “I would, definitely. It’s been tough, and it’s been tough on my wife too, grappling with the debt that has come as a result of Covid, and servicing that debt. But we’re starting to see the other end of the tunnel”.

With his drive and determination, don’t bet against Larry Warren completing the extension well inside his 10-year timeframe. **HR**



**An artist’s impression of the railway’s proposed extension crossing the mahogany tree-lined road up to Cherry Tree Hill on a trestle bridge.** ST NICHOLAS ABBEY





No. 47376 Freightliner 1995 operates at Gloucestershire Warwickshire Railway.



Crewe Diesel Preservation Group's No. 47712 Lady Diana Spencer.

# Preserved prairie and Class 47s among Bachmann's latest models

STEAM and diesel locomotives that operate in heritage sector fleets are among the latest releases from Bachmann, providing the opportunity for enthusiasts to admire their favourite rolling stock in miniature.

South Devon Railway-based GWR 4575 prairie No. 5526 is now available in OO gauge in GWR green. The 2-6-2T is no stranger to other heritage lines, having visited the Battlefield, Chinnor and Prices Risborough and Gwili railways in recent times.

Of interest to diesel enthusiasts is the release of Gloucestershire Warwickshire Railway-based Class 47/3 No. 47376 Freightliner 1995 in Freightliner grey, the livery in which it is preserved. Another preserved Brush Type 4 released by Bachmann this spring is No. 47712 Lady Diana

Spencer in BR ScotRail livery. Owned by Crewe Diesel Preservation Group, the Class 47/7 has been in service on the main line with Locomotive Services Limited. Both Class 47 models are available either in traditional analogue or sound-fitted forms.

Narrow-gauge aficionados are not forgotten. Hot on the heels of the release are models of double Fairlie Livingston Thompson in Ffestiniog Railway (FR) lined maroon (the condition it is displayed in at the National Railway Museum); Merddin Emrys in open-top cab form in FR lined green; and Earl of Merioneth in a different style of lined green is a new model of Merddin Emrys. The 0-4-4-0T is now available in



GWR 2-6-2T No. 5526 is preserved at South Devon Railway.

FR lined maroon livery, a sound fitted version also being offered.

Bachmann continues to progress its previously-announced narrow gauge OO9 scale projects, which

include prototypes found at a host of heritage lines. The Quarry Hunslet range is now at the livery sample stage, preserved examples of which will include Alice and Nesta in due course. Four types of Royal Naval Armaments Depot wagons are at the engineering prototype stage, with samples being reviewed. The Baguley-Drewery 70hp diesel and Ashover Light Railway carriages are now in tooling. Meanwhile, a corrugated iron engine shed that bears a striking resemblance to a building at the Welsh Highland Heritage Railway's Gelert's Farm works has been released as part of Bachmann's Scenecraft range.



Ffestiniog Railway Double Fairlie Merddin Emrys.



This engine shed resembles that at the Welsh Highland Heritage Railway's Gelert's Farm works.

## Jones Goods from Rapido

RAPIDO Trains plans to release models of the Highland Railway's 'Jones Goods' 4-6-0s in late 2022/early 2023, the manufacturer announced at the Model Rail Scotland show, held in Glasgow on February 25-27.

No. 103, the sole-surviving member of the class, is on display in the Riverside Museum in Glasgow. A working 3D-printed sample has enabled members of the Rapido team to prove that the frames around the model's bogie

won't impair running through trainset curves.

Variants are due to include: No. 103, 1960s HR yellow; No. 106, HR Jones green; No. 107, HR Drummond green; No. 17920, LMS unlined black (early); No. 17924, LMS lined black; and No. 17917, LMS unlined black (late).

The tooling suite has enabled Rapido to produce details on the different versions, including chimneys, smokeboxes and tenders.

## Statfold model railway show

STATFOLD Barn Railway is hosting its inaugural model railway exhibition over the weekend of April 9/10.

About 30 layouts are due to be in attendance, covering a variety of gauges and eras, plus around 30

traders. Other attractions on offer include unlimited train rides with six locomotives in steam, the Burton & Ashby tram and 'Driver for a Fiver' (age restrictions apply). Visit [www.statfold.com](http://www.statfold.com) for more information.

## Fundraiser trio support Nene Valley Wagon Group in OO gauge

THE Nene Valley Railway Wagon Group has released a trio of limited edition OO gauge coal wagons.

Branded Peterboro' Coal Co. Ltd, three different running numbers are on offer at a cost of £15 each or three for £42.

Manufactured by Dapol in Britain, each seven-plank truck comes complete with a coal load

and certificate of authenticity.

The models are available from the NVR Wagon Group and Miniature Railway shop at Wansford, located next to Swedish 4-6-0 No. 101, which is normally open on weekends between 9.30am and 2.30pm.

Visit [www.facebook.com/nvrwagongroup](http://www.facebook.com/nvrwagongroup) for details.

Right: No. 399 is pictured; the other running numbers are 408 and 413. GARETH EVANS







## Orwell Model Railways

Ipswich Model Railway Centre

48-52 Tomline Road, Ipswich, Suffolk IP3 8DB 01473 724578

Opening times Monday to Friday 10am to 4pm, Saturday 10am to 5pm,  
with Late Night Opening until 6pm on Wednesday

enquiries@orwellmodelrailways.co.uk www.orwellmodelrailways.co.uk

**Coastal DCC**  
**www.coastaldcc.co.uk**  
 Friendly advice, support and installation services  
 Tel: 01473 710946 Email: enquiries@coastaldcc.co.uk  
*DCC by modellers for modellers*



## Redcar Models & Hobbies

Stocking a wide range of '00' railways  
by Bachmann, Hornby, Peco and Gaugemaster

Also Model Kits and Diecasts and all other  
modelling accessories

FREE PARKING FOR THE FIRST HOUR

130 High Street,  
Redcar,  
Cleveland

T: 01642 494 912 E: andrewnpaton@ntlworld.com



## Signal Boxes Made to Order

For more information call

07411 727650/01945 430833

email: signalboxes@btinternet.com

www.signalboxes.co.uk

## Kent Garden Railways

### 16mm and G Scale Specialists

LGB \* Accucraft \* Peco \* Piko \* Bachmann \* Roundhouse \* Pola \* USA Trains and more



### Great Stocks of OO, HO & N

We have large stocks from the leading manufacturers

Hornby \* Bachmann \* Peco \* Gaugemaster \* Metcalfe \* Heljan \* Graham Farish \* Dapol \*  
Woodland Scenics \* Kato \* Walther's \* Kadee \* Expo \* Noch \* Oxford Diecast \* Kestrel  
Atlas \* Broadway \* Parkside \* Ratio \* Wills \* Modelscene \* Minitrains and more

68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH

Tel 01689 891668 email sales@kgrmodels.com www.kgrmodels.com

Internet, telephone and exhibition sales only.

**MonkBar**  
 Model Shop  
 Est. 1963 info@monkbarmodelshop.co.uk  
 2 Goodramgate  
 York - YO17LQ  
 01904 659423

**OO & N Gauge Model Railways**

Open Monday - Saturday  
 9am - 5pm

Only a mile from the  
 National Railway Museum, York

Stockists of Hornby, Bachmann, Graham Farish, Peco, Dapol,  
 Gaugemaster, Ratio, Wills, Woodland Scenics, Metcalfe,  
 Oxford Diecast and many more

**monkbarmodelshop.co.uk**

## AC Models

www.acmodelseastleigh.co.uk



Stockists of Bachmann,  
Graham Farish, Hornby,  
Peco, Scalextric and  
much more for all of  
your modelling needs.

Find us on Ebay  
**ACModels2**  
 & Amazon  
**ACModelseastleigh**

www.acmodelseastleigh.co.uk

**Now Open - New R/C Department**

Opening times Mon-Tue-Thurs-Fri & Sat 10am-4pm, closed Wed & Sun

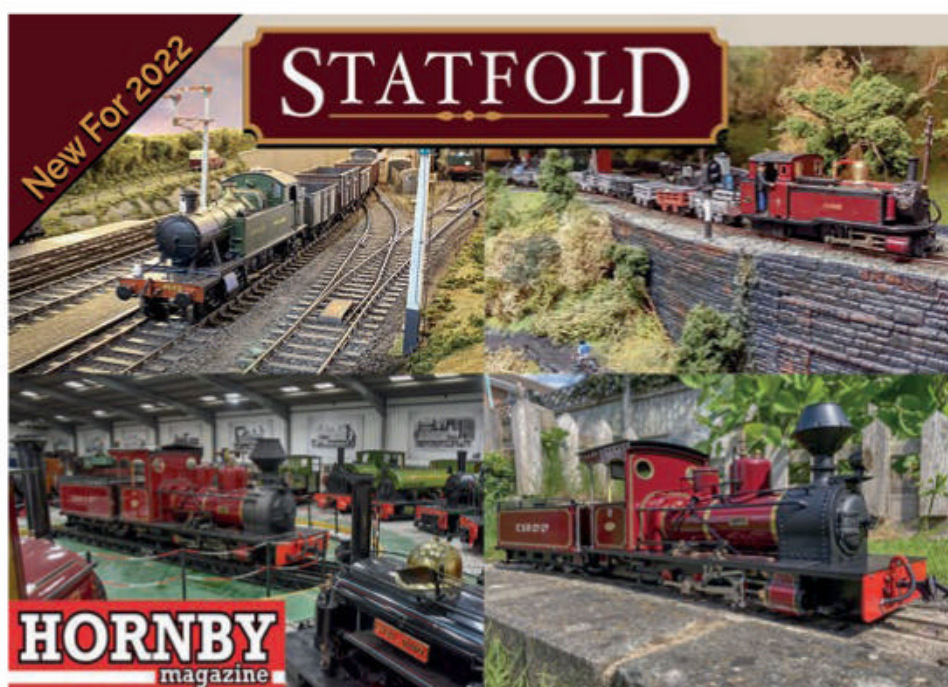
ON-STREET PARKING OUTSIDE THE SHOP

9 High Street, Eastleigh, Hants SO50 5LF

Tel: 02380 610100

E: info@acmodelseastleigh.co.uk

Gift Vouchers  
 Available



## STATFOLD MODEL RAILWAY EVENT

9th & 10th April 2022

Statfold Narrow Gauge Museum

**FREE** vintage bus service from Tamworth Train Station

Adults: £13 | Concession: £10.50 | Child: £5 | Family: £35

Opens at 9:30am (both days) | Closes 5pm Sat - 4pm Sun

FOR MORE INFO & TO BOOK VISIT

www.Statfold.com



STAR LETTER

# Memories of Ilford, Stratford and much more

I WAS fascinated by Geoff Courtney's review in issue 287 of the book Thompson's B1s, especially his memories of trainspotting at Ilford and its environs in the 1950s. At the age of 16 in 1960 I became a junior clerk in the stationmaster's office at Ilford. At that time Norwich had gone over to mainly the D200 or D5500 diesels and the 'Brits' were used on the Clacton interval service trains, including the 'Essex Coast Express', and I often used to sneak out of the office to watch it come through.

On one occasion I had to walk in the cess to visit the signalbox – no hi-vis clothing in those days, of course. On this occasion I was on my way to the 'box when I heard the chime of a 'Brit' whistle on the Down main as it came into view under the flyover, and I had to pin myself against the flyover wall. I clearly remember the heat from the Pacific and the grit blowing around as it sped past.

One of my responsibilities was preparing the pay sheets for the entire station staff. I used to do the sheets in longhand and work out their PAYE contributions and ended up with gross amount and net amounts, and if I ended up one or two pence out, I couldn't go home until it all balanced. The cash was collected from a local bank by me and a senior clerk and was put in a case chained to the senior's arm.

On pay days staff members would call at the office to collect their envelopes and I clearly remember

feeling slightly uncomfortable when some of the men, who were old enough to be my father, called me, a 16-year-old, 'Sir.'

After about six months I was transferred to the Ilford Car Shed's depot master's office. Although I was reluctant to go there it was interesting, as at that time the Chingford and Enfield lines had just gone under the wires, thus rendering all those N7 tanks redundant.

One of the big advantages was that instead of walking back to the station after work, I could go to the shunter's cabin at the London end of the depot and hitch a ride in the driver's cab of the EMUs going to Liverpool Street for the peak hour trains. If we were on the Up local line, the drivers would slow right down as we passed the Stratford

**Trainspotting memories: LNER B2 No. 61671 *Royal Sovereign* hauls a Down train from Liverpool Street near Cambridge on April 26, 1958. Heritage Railway reader Phil Ralls remembers both the locomotive and the location well, for the 4-6-0 hauled him and some fellow enthusiasts to the university city for a day's trainspotting at about that time.**

TRANSPORT TREASURY/  
RC RILEY



platform to allow me to jump off the moving train to enable me to catch a Central Line Underground train to my home at Woodford.

Again, can you imagine that happening nowadays?

After a year I left BR to become a cadet in the Metropolitan Police and in 1963 was posted as a constable to Hackney – there was still steam around on trains to the docks – and while on traffic point duty I clearly recall seeing Jubilee No. 45581 *Bihar and Orissa* on one such working. Later in 1967 when I was attached to the traffic division at Bow, I took the opportunity to visit Devons Road shed.

I transferred to West Mercia Police traffic division in 1973 working from Worcester and quickly became a Severn Valley Railway volunteer, and have been a working member for 45

years. My eldest son was the general manager there for more than 10 years and is now chief executive of Ironbridge Gorge Museum Trust.

During my young trainspotting days my brother and I were always out all day (parents could be quite liberal then), with Stratford station being a haunt, and sometimes we cycled to Aldersbrook beside the cemetery and crematorium to see the 'Hook Continental' come through, normally behind a B1, and when I went to school in Chingford, a classmate and I used to go to Ponders End to see 'The Fenman' pass, usually B1-hauled.

I remember too a classic trip I did one day with some fellow spotters from Liverpool Street to Cambridge behind No. 61671 *Royal Sovereign* and returning on the 'Cambridge Buffet Express' to King's Cross behind B1 No. 61313 after a day's spotting.

I am also an avid Bullied Pacific fan. I have been a member of the Merchant Navy Locomotive Preservation Society since 1967, and I still have my prized 1967 Ian Allan Combined Volume showing all my 'cops' and cabbed locomotives from numerous Saturdays spent on platform 11 at Waterloo. On one day Ian Allan was doing some kind of publicity at WH Smith there, and my Combined Volume is signed by Ian Allan, Haresnape, G. Freeman Allen, GM Kichenside, and two others that look like D. N. Joel and G. Rollington.

Phil Ralls, Pershore, Worcs

## Fond signalbox memories and childhood ride on the footplate

AS a regular subscriber to *Heritage Railway*, the article about the Preston to Southport line in issue 290 caught my eye. I rang immediately and purchased David Hindle's book.

I was born in 1937 and therefore lived through the war years at 65 New Lane, Crossens, and from the age of 10 spent many happy hours in the

signalbox in New Lane, 200 yards from my home.

There were two signalmen, Frank and Jack. Frank allowed me to go in the signalbox with him, but not so Jack. I knew which one was on duty by recognising the motorcycle parked outside the 'box. I learned how to pull the signals on and off – those that I

could manage as a young lad – and I was permitted to open and close the level crossing gates. I could manage the big wheel, once I got it rolling!

If a train was held at the signal, I had to lie down behind the frames until it had passed. I remember the engines, particularly the 'Black Fives', and I especially remember asking Frank, 'what is this engine?', to which he replied, 'it's only an old compound.'

In the summer of 1948, I went to visit my Auntie Hilda, who lived in Barnoldswick. I caught the train from Crossens, arriving in Preston on Platform 10.

I can't remember the platform, but I changed trains and travelled on to Blackburn, Burnley, and Colne, where I changed again for the Skipton train, getting off at Earby to get the train to Barnoldswick: this, as an 11-year old, in perfect safety, and without a concern in the world.

I travelled to Southport and was waiting for the train to Wigan, planning to get off at Burscough Junction to see the trains which

crossed on the main line from Liverpool to Preston. I was standing looking onto the footplate of the engine at Southport when the elderly driver (who was probably about 30!) asked me where I was going.

He very kindly said that if I got into the carriage by the engine, when we got to the first rural station, which would have been Blowick, I could get up on the footplate with him.

One thing that stands out in my mind was a Corona pop bottle with a sprung porcelain top which looked to be full of pop. It was propped up behind the levers on the boiler.

The driver then explained to me that it was tea without milk, being kept warm!

David Hindle's book is beautifully produced and well worth the money.

Gerald Tait, email



With Ribble Steam Railway's fascinating working and static exhibits, the museum is a proud reminder of what makes Preston and Lancashire the vibrant place it is today.

Discover the history of Preston's Docks and the stories of the first electric trains, then hop aboard a steam train and travel the railway's 1¼ mile dock and riverside line. Uncover a hidden part of the city as the line passes Preston Marina and ventures over its impressive swing bridge.

**Hop aboard a Steam Train and discover the history of Preston's Docks and Railway...**



**Steam Gala  
26th and  
27th March**

Contact us on 01772 728800 or visit [www.ribbonsteam.org.uk](http://www.ribbonsteam.org.uk)

→ *Lament For A Branch Line* is published by Mortons Books imprint Silver Link, the Nostalgia Collection, and available from 01507 529529 or [www.mortonsbooks.co.uk](http://www.mortonsbooks.co.uk)



# Coal, preservation and wokery

THE recent contributions in issues 289 and 290 concerning the current situation regarding the use of coal on our heritage railways following COP26 from Hugh Dougherty and David Smith highlight the peril that our movement is currently in following the advance of the so-called 'green lobby'.

The simple fact is that as regards to the loss of our domestic coal supplies, the preservation movement did not react with the threat of this loss with sufficient vigour at an early enough stage. In short, we have simply been out-manoeuvred by a 'fashionable' so-called elite (many of whom do not wish our efforts well), hell-bent on enforcing its totally impractical 'Net Zero by 2050' objective, which any thinking person can see is unachievable with the technology and resources currently to hand. All of this is particularly galling in the light of the fact that nations such as Russia, China, Brazil, India and the United States are not exactly rushing to go down the same path.

The effect of the global steam railway preservation movement on the world's environment in general and climate change in particular is infinitesimal and there is therefore no reason to target us at all.

The central problem here is the emergence, as a consequence of the misguided proliferation of the university sector from the 1960s onwards, of the modern university 'blob' or groupthink. Universities long ago ceased for the most part to be centres for the exchange of different ideas, but have now become a means of imposing, for the want of a better term, a 'woke' agenda which seems to have us in its firing line.

The green agenda is not the only example of this. The recent Slavery and Steam project commenced by Leeds, York and Sheffield Universities to examine the links between railways and the slave trade is simply another attempt to find a stick to beat us with. The denaming of the

locomotive *Picton* on the Middleton Railway is, I feel, a concession too far – yes, Sir Thomas Picton was an unsavoury character (his actions on Trinidad included the torture of a 14-year old girl) but how far do we go down this route? I'm sure that Oliver Cromwell would not have made the ideal guest for Sunday afternoon tea with granny, but do we dename the preserved Britannia Class locomotive that bears his name?

Yes, by all means, have explanatory displays objectively researched and written notes on any relevant historical characters alongside exhibits at our heritage railway centres, but please do not attempt to 'cancel' or rewrite history!

Of course, the woke agenda has been egged on by most of the broadcast media and even, in my opinion, tacitly supported by the Metropolitan Police in its reaction to the Extinction Rebellion excesses. It would have been interesting to see the latter's reaction to similar demonstrations by heritage railway supporters protesting about the loss of domestic coal supplies, if they had taken place!

While attempts to find more environmentally-friendly fuels are to be commended, such as the recent experiments on the Lynton & Barnstaple Railway, as reported in issue 290, it cannot be anything other than the case that the phasing-out of coal in favour of a substitute with similar combustion properties, and solid structure will be a relatively long process.

All the people who campaigned for the cessation of coal mining in the United Kingdom (of whatever political persuasion) have achieved is to make us dependent upon despotic regimes around the globe for coal imports, whether for use by the heritage steam sector or others. I only hope that they are proud of themselves for this. Although projects such as the Turbomotive, moderately successful as a one-off

but never able to overcome the turbine's main limitation in that it likes to run at constant speed, and Eddie Draper's ideas (Platform, issue 290) are of great technological interest in themselves, I am sure that most supporters of heritage railways would not want to see the loss from these lines of the classic Stephenson pattern steam locomotive. I, for one, do not want to see, as has been envisaged in a recent issue of the Stephenson Locomotive Society's journal, the heating of fireboxes by means of an external electric supply. In any case, the electricity would only be as 'green' as its source of generation (the same is true of electric cars).

In short, while many environmental measures are laudable, such as the reduction in plastic waste (and in this vein, also notice the mess left behind by those XR protesters!), many of the green lobby's objectives are not possible within the timescales envisaged and will only result in the destruction of our movement and the reduction of our country to penury, the latter of which we are now seeing. Their more extreme elements are hysterical, hypocritical (note how much fossil fuel was burned in ferrying delegates to and from COP26) and a threat not only to the heritage railway movement but also to our wider wellbeing, especially in the wake of the pandemic.

One only hopes (against hope) that the tragic events unfolding in Ukraine will force a more common-sense approach to energy policy on our ruling class.

A reopening of part of the coal industry (with suitable carbon capture techniques for a limited number power stations, say), allowing one mine at least for domestic heritage consumption would be a good idea. Given the level of foresight displayed by our present crop of politicians, I'm not holding my breath.

Mark Smithers, email

## Britain's energy policy is 'out of step'

THANKS for publishing my letter in issue 290. Apparently more coal was consumed to produce electricity worldwide last year than any previous year, which rather illustrates the extent to which British energy policy is out of step with elsewhere. If so much coal is being mined, then you would have thought that some would be suitable for locomotive use? If not, we have to hope that the trial of Homefire Ecoal, which has just taken place at the Keighley & Worth Valley Railway (News, page 14), is successful.

I read Eddie Draper's letter a couple of times as I was unsure whether to take it seriously or

whether it should have been in the April edition. Yes, steam locomotives do have poor efficiency. However, the most eminent minds over the last century have not managed to change this to any great extent.

Indeed, the complexity of higher pressures and compounding have largely been unjustified.

The idea of volunteers working with a very high-pressure experimental locomotive is not, in my view, something that could be contemplated from a safety aspect. The poor efficiency of steam locomotives is partly mitigated by steel wheels on steel rails and

well-engineered routes that keep gradients to a minimum, as my letter explained.

In terms of new build, there is a lot to be said for building practical locomotives such as BR Standard 3MT 2-6-2T No. 82045 – maybe more if it proves successful in hauling the heaviest trains at Bridgnorth.

Personally I should like to see the extra power and simplicity of a Fowler 2-6-4T as the next new-build project; one which would fill a considerable hole in the history of LMS and BR locomotive design development.

David Smith, Sheffield

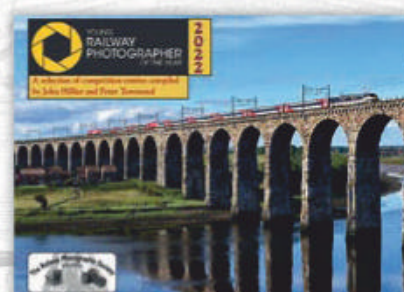
HERITAGE  
RAILWAY

## BOOK CORNER



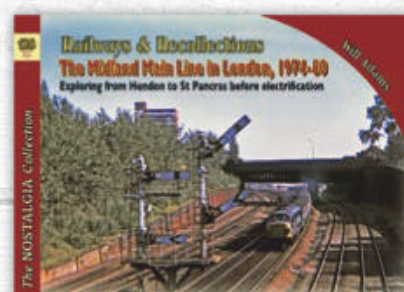
Peter Kelly

£7.99 - Quote 15514



John Hillier and Peter Townsend

£45.00 - Quote 15571



Will Adams

£11.00 - Quote 15551



Philip Horton

£11.00 - Quote 15544

Order your copy today, visit  
[www.mortonsbooks.co.uk](http://www.mortonsbooks.co.uk)  
Or call 01507 529529 and  
quote the five-digit number

MORTONS BOOKS WANT TO HEAR  
ABOUT OUR LATEST BOOKS?

JOIN OUR BOOK CLUB!  
AND GET 10% OFF YOUR  
FIRST ORDER!

[www.mortonsbooks.co.uk/newsletter](http://www.mortonsbooks.co.uk/newsletter)

To view the privacy policy for Mortons Media Group,  
please visit [www.mortons.co.uk/privacy](http://www.mortons.co.uk/privacy)



# 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: W/Es + Apr 4-8, 11-15, 18, 20-22, 27-29.

### Bredgar & Wormshill Light Railway

2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.

Running: Apr 17. May 1.

### 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: Daily.

### 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. Apr 3-24, 26-28, 30.

### Kent & East Sussex Railway

Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.

Running: Mar 27. W/Es, B/Hs from Apr 2 + 5-7, 12-14, 20, 21, 27, 28.

### 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 + Apr 11-15, 18-22.

### 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. Daily from Mar 28.

### 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 + Apr 16.

### Spa Valley Railway

Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.

Running: W/Es, B/Hs + Apr 5-7, 12-14.

### Volk's Electric Railway

2ft 8½in gauge, one mile. Brighton.  
Running: Daily from Apr 11.

## SOUTH WEST

### Avon Valley Railway

Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538.

Running: Mar 27. W/Es from Apr 2.

### Bodmin & Wenford Railway

Standard gauge, 6½ miles. Bodmin, Cornwall. Tel: 01208 73555.

Running: Suns, Tues-Thurs in Mar + Fris from Apr 8.

### 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: Mar 19, 22, 24, 26. Daily from Mar 29.

### Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.  
Tel: 01884 855671.

Reopening Apr 9-24, 30.

### East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Running: W/Es, BHs.

### Gartell Light Railway

2ft gauge, one mile. Yenston, Templecombe, Somerset.  
Tel: 01963 370752.

Running: Apr 18. May 2. June 26.

### Helston Railway

Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597.

Running: TBA.

### Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317.

Open: Weds-Suns. Daily from Mar 23.

### 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 + sch hols.

### North Dorset Railway

Standard gauge, 1200ft. Shillingstone,



GWR 2-6-2T No. 5526 is currently visiting the Swanage Railway from its South Devon Railway home. During March, it has been hauling service trains and heading the sell-out Taster Driving Experience trains on Mondays and Fridays. It is seen heading away from Corfe Castle on February 25. ANDREW PM WRIGHT

Blandford Forum, Dorset.

Tel: 01258 860696.

Open: Weds and W/Es.

### Plym Valley Railway

Standard gauge, 1½ miles. Marsh Mills, Plymouth. Tel: 01752 345078.

Running: Suns, B/Hs from Mar 20 + Apr 12-14.

### Seaton Tramway

2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.

Running: 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

Running: Suns from Apr 3 + Apr 2, 9, 11, 13, 18, 20, 22, 24, 30.

### South Devon Railway

Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370.

Running: Daily from Mar 26.

### Swanage Railway

Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800.

Running: W/Es. Daily from Mar 26.

### Swindon & Cricklade Railway

Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615.

Running: W/Es, B/Hs.

### West Somerset Railway

Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.

Running: W/Es from Mar 19 + Apr 12-24, 26, 27, 30.

### Yeovil Railway Centre

Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.

Running: Mar 20. Apr 3, 10, 17, 18, 23, 24.

## EAST ANGLIA

### Bressingham Steam Museum

Narrow and standard gauge, one mile. Diss, Norfolk. Tel: 01379 686900.

Open: Daily. Running: Weds-Suns from Mar 28.

### Bure Valley Railway

15in gauge, nine miles. Aylsham, Norfolk.  
Tel: 01263 733858.

Running: W/Es in Mar. Daily from Apr 2.

### Colne Valley Railway

Standard gauge, ¾ mile. Castle Hedingham, Essex.

Tel: 01787 461174.

Running: W/Es, B/Hs from Apr 2 + Apr 6, 13.

### East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Open: W/Es & Weds.

Running: Apr 3, 6, 9, 10, 13, 30.

### 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: Mar 27. W/Es, B/Hs, Weds from Apr 2.

### Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.

Open: Suns, B/Hs. Running: Apr 17/18 Easter Steam Up.

### Nene Valley Railway

Standard gauge, 7½ miles. Wansford, Peterborough, Cambs. Tel: 01780 784444.

Running: W/Es, B/Hs + Apr 13.

### North Norfolk Railway

Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA.

Tel: 01263 820800.

Running: W/Es in Mar. Daily from Apr 1.

### 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.

## 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: Suns, B/Hs from Mar 27 + Apr 1, 2, 16, 21.

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





## 150TH ANNIVERSARY CELEBRATIONS

On 1st May 1872, the Buckfastleigh, Totnes and South Devon Railway, a nine mile branch line built to Brunel's 7'0¼" broad gauge, linking the ancient stannery town of Ashburton with the South Devon Railway's Plymouth to Exeter main line at Totnes, was opened.

To celebrate this milestone in our history, today's South Devon Railway is holding a gala from 30th April to 2nd May.

You are invited to join us in our celebrations, with an intensive train service in operation, a visiting locomotive (subject to confirmation), exhibits and displays marking our long history.



[www.southdevonrailway.co.uk](http://www.southdevonrailway.co.uk)

Buckfastleigh • Staverton • Totnes Riverside



## GALAS & RALLIES 2022



Easter Transport Festival 17/18th April



Spring Steam Gala 1st/2nd May



Annual Bus Rally Sunday 29th May



HCVS Ridgeway Run Father's Day 19th June



Classic Car Weekend 28/29th August



Steam & Agricultural Show 24/25th Sept

- Full size steam train rides, plus miniature and model trains
- Enjoy the Railway Museum & Visitor Centre exhibits
- Second-hand bookshop, gift shop and cafe all open
- For exhibiting/trade stands, contact [office@bucksrailcentre.org](mailto:office@bucksrailcentre.org)

PRE-BOOK TICKETS AT: [WWW.BUCKSRAILCENTRE.ORG](http://WWW.BUCKSRAILCENTRE.ORG) TEL: 01296 655720  
BUCKINGHAMSHIRE RAILWAY CENTRE, STATION ROAD, QUANTON HP22 4BY

## Welshpool & Llanfair Light Railway presents The Beyer Bash May 20th to 22nd 2022

Join us in celebrating the 120th birthdays of our two Beyer Peacock locomotives, The Earl and Countess.

We're expecting a line-up of Beyer Peacock locomotives at our Welshpool Raven Square station with up to three visiting engines of different gauges alongside The Earl and Countess. The first locomotive announced is K1, the historic first Beyer Garratt type, thanks to the support of the Ffestiniog & Welsh Highland Railways and Statfold Narrow Gauge Museum Trust.

The event will feature intense running over all three days with shuttle trains and all day rover tickets.

Announcements, timetables and tickets at [www.wllr.org.uk](http://www.wllr.org.uk)





## Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067

Running: Apr 17, 18.

## Didcot Railway Centre

Standard gauge. Didcot, Oxon. Tel: 01235 817200.

Open: W/Es.

Running: W/Es, B/Hs from Apr 2.

## Epping Ongar Railway

Standard gauge, six miles. Ongar, Essex. Tel: 01277 365200.

Running: W/Es, B/Hs from Apr 2 + Apr 8.

## Great Whipsnade Railway

2ft 6in gauge. Whipsnade Zoo, Dunstable. Tel: 0344 225 1826.

Running: W/Es + sch hols.

## Hampton & Kempton Waterworks Railway

2ft gauge. Hanworth, Middlesex. Tel: 07511 730782 or 01932 765328.

Running: Mar 19, 20. Apr 17, 23, 24.

## Leighton Buzzard Railway

2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888

Running: Suns + Apr 6, 7, 13, 14

## 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: W/Es, B/Hs from Apr 9 + 13, 20.

### Apedale Valley Railway

2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.

Running: W/Es + B/H Mons from Apr 2.

### Barrow Hill Roundhouse

Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.

Open: W/Es.

### Battlefield Line

Standard gauge, five miles. Shackerstone, Leics. Tel: 01827 880754.

Running: W/Es, B/Hs 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: Mar 26, 27. Apr 3, 10, 15-18, 23, 24, 30.

### Churnet Valley Railway

Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.

Running: W/Es, B/Hs.

### Crich Tramway Village

Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321

Running: Sats-Thurs + Apr 15.

### Dean Forest Railway

Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.

Running: W/Es, Weds, B/Hs.

### 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: Suns, B/Hs + Apr 13, 20, 22.

### 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.

Running: Suns, B/Hs from Mar 27 + Apr 13, 16, 20.

### Gloucestershire Warwickshire Railway

Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.

Running: W/Es, B/Hs + Apr 5-7, 12, 13, 19, 20, 26-28.

### Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. www.gcrailway.co.uk

Running: W/Es.

### Midland Railway – Butterley

Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.

Running: W/Es, B/Hs + Apr 12-14.

### Northampton & Lamport Railway

Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.

Running: Suns, B/H Mons from Mar 27 + Apr 16.

### Northamptonshire Ironstone Railway

Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.

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: TBA.

### Perrygrove Railway

15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.

Running: W/Es, Tues, Thurs + Apr 15, 22.

### 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: W/Es + sch hols.

### Rushden Transport Museum

Standard gauge, ½ mile. Rushden, Northants. Tel: 0300 3023 150.

Running: Mar 27 (Mother's Afternoon Tea). 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). Apr 9, 10,



Bagnall Austerity 0-6-0ST No. 2766 of 1944 No. WD75178 heads a Bodmin & Wenford Railway service on April 24, 2021. Due to operational reasons, the line has delayed the start of its 2022 by 12 days until Sunday, March 27, just in time for Mothering Sunday. To celebrate the reopening, mums can travel free on the day. BWR

(model rail); 15-18 (Easter Eggspress).

### 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.

### Toddington Narrow Gauge Railway

2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.

Running: Suns, B/Hs from Apr 17, 18.

## NORTH WEST

### East Lancashire Railway

Standard gauge, 12 miles. Bury, Lancs. Tel: 0333 320 2830.

Running: W/Es, B/Hs from Mar 26 + Apr

6-8, 13, 14.

### 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. Suns from May 1.

### 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: Thurs-Mons from Mar 24 + Apr

12, 13, 19, 20.

### Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles. Near Ulverston, Cumbria. Tel: 01539 531594.

Running: 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. Tues-Suns

from Apr 5.

### Ravenglass & Eskdale Railway

15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.

Running: Daily until Oct 30.

### Ribble Steam Railway

Standard gauge, 1½ miles. Preston, Lancs. Tel: 01772 728800.

Running: Mar 26, 27. Apr 2, 9, 15-18, 23,

30.

### South Tynedale Railway

2ft gauge, 4¾ miles. Alston, Cumbria.

Tel: 01434 338212.

Reopening: W/Es from Apr 2.

### 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: W/Es, B/Hs Mons from Apr 16.

### Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.

Tel: 07889 297271.

Running: May 21, 28.

### Bowes Railway

Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.

Open: TBA.

### Cleethorpes Coast Light Railway

15in gauge, two miles. Cleethorpes, North East Lincolnshire. Tel: 01472 604657.

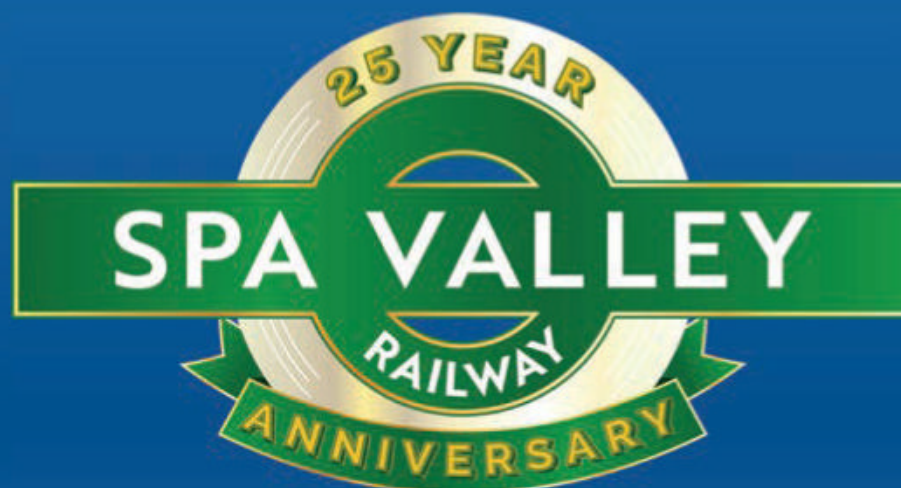
Running: W/Es. Daily from Apr 2.

### Derwent Valley Light Railway

Standard gauge, ½ mile. Murton, near York. Tel: 01904 489966.

Open: Suns & B/H Mons.





# SCOTTISH STEAM UP!

WITH VISITING CALEDONIAN RAILWAY  
LOCOMOTIVES NO. 419 & 828!



SATURDAY 2ND & SUNDAY 3RD APRIL  
[WWW.SPAVALLEYRAILWAY.CO.UK](http://WWW.SPAVALLEYRAILWAY.CO.UK)

Also featuring Bulleid Pacific 34053 'Sir Keith Park' and Hunslet Austerity 2890 'Douglas'.

*Caledonian Railway No. 419 is visiting courtesy of the Scottish Railway Preservation Society at Bo'ness.*

*Caledonian Railway No. 828 is visiting courtesy of the Strathspey Railway and CR828 Trust*

*Photo courtesy K. Felstead.*



## Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles. Embsay, North Yorks. Tel: 01756 795189.

Running: Suns in Mar + 26. Apr 2, 3, 5, 9, 10, 12, 19, 23, 24, 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: W/Es in Mar + 30. Apr 2, 3, 6, 9-24, 27.

## 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: W/Es, B/Hs Mons from Apr 2.

## North Tyneside Railway

Standard gauge, two miles. North Shields. Tel: 0191 277 7135.

Running: From Apr 2 TBA.

## North Yorkshire Moors Railway

Standard gauge, 18 miles. Grosmont, North Yorks. Tel: 01751 472508.

Running: Daily Apr 4 – Oct 30.

## Scarborough North Bay Railway

20in gauge, 7/8 mile. Scarborough, North Yorks. Tel: 01723 368791.

Running: W/Es. Daily Apr 2 – Oct 30.

## Tanfield Railway

Standard gauge, three miles. Near Gateshead, Tyne & Wear.

Tel: 07508 092365.

Running: Suns.

## 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: W/Es, B/Hs + Mar 23, 30 + Apr 12-14, 19-22, 26, 27.

## Whistlestop Valley Railway (Kirklees)

15in gauge, four miles. Huddersfield, West Yorks. Tel: 01484 865727.

Running: Mar 18-21, 25-28. Apr 1-4, 9-24, 29, 30.

## 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: Apr 2-24, 26-28, 30.

### Barry Tourist Railway

Standard gauge, two miles. Barry, Vale of Glamorgan. Tel: 01446 748816.

Running: TBA.

### Brecon Mountain Railway

1ft 11¾in gauge, five miles. Pant, Mid-Glamorgan. Tel: 01685 722988.

Running: Daily Apr 2–Oct 30.

### 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.

Suns, B/Hs from Apr 17.

### Fairbourne Railway

12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: W/Es + Apr 5-7, 11-15, 18-22, 26-28.

### Ffestiniog Railway

2ft gauge, 13½ miles. Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Mar 26, 27, 29-31. Apr 2-7, 9-24, 26-30.

### Gwili Railway

Standard gauge, four miles. Bronwydd Arms, Carmarthenshire. Tel: 01267 238213.

Running: Suns, B/Hs from Apr 3 + 16, 20, 21, 27, 28.

## Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Mar 20, 22-24, 27, 29-31. Suns-Fris from Apr 1.

## Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile. Cynheidre, Carmarthenshire. Tel: 07956 082305.

Running: Mar 26. Apr 16.

## Llangollen Railway

Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.

Running: Fris-Suns in Mar + Thurs 31.

Weds-Suns in Apr + B/Hs.

## Pontypool & Blaenavon Railway

Standard gauge, 3½ miles. Blaenavon, Torfaen. Tel: 01495 792263.

Reopening 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.

## Talyllyn Railway

2ft 3in gauge, 7½ miles. Tywyn, Gwynedd. Tel: 01654 710472.

Running: W/Es in Mar. Daily from Apr 2.

## 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.

Apr 11-15, 21-23, 30.

## Welsh Highland Railway

2ft gauge, 26 miles.

Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Mar 26, 27, 29-31. Apr 2-7, 9-24, 26-30.

## Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles. Llanfair

Caereinion, Powys. Tel: 01938 810441.

Running: Apr 9-24, 26-28, 30.

## SCOTLAND

### Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.

TBA.

### 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: Mar 18-20, 26, 27, 31. Thurs-Suns from Apr 1.

## 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: Mar 19.

## Railway Museums

### Beamish

The Living Museum of the North, County Durham. Open: Weds-Suns. Daily Apr 9-Oct 30.

Tel: 0191 370 4000.

### Coleford GWR Museum

Coleford, Gloucestershire.

Open: Fris, Sats.

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: W/Es, B/Hs from Apr 2.

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.

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, Weds + sch hols.

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.



## HERITAGE RAILWAY

Advert booking deadline for the next issue is **Wednesday 30th March** - please call Craig on **01507 529537** or email **cameess@mortons.co.uk**

## WEST SOMERSET

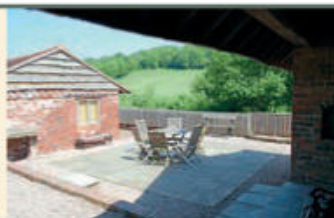
### BLUE ANCHOR WEST SOMERSET RAILWAY

Traditional Great Western camping coach. Updated to comfortable modern standards. Sleeps 6. Right by station, yards from beach, steam trains running by...  
**www.britishrailholidays.co.uk** or call **07850 741628**

## SHROPSHIRE

### RIVER STEAM HOLIDAYS

Ship Inn Lane, Highley Nr. Bridgnorth, Shropshire WV16 6NU



Set within the heart of the Severn valley, a selection of six lodges and cottages sleeping 2-8 + occupants.



Offering stunning views of Locos as they pass in and out of Highley Severn Valley Steam Railway Station. Just twenty metres below the tracks. The furthest house from the station is sixty metres and the closest thirty metres. See, hear and smell the trains. A bonus is the River Severn 20 metres below with barbel fishing a plenty.

07801 981629 • 01562 777563

**www.riversteamholidays.co.uk**



## WEST SOMERSET

### RAILWAY COTTAGE and THE RAILWAY CARRIAGE

\* Fabulous views of West Somerset Railway  
\* **THE RAILWAY COTTAGE** - 3 bedrooms, 2 bathrooms, sleeping 6 in comfort  
\* Wood burning stove \* 1 mile from great pub  
\* **THE RAILWAY CARRIAGE** - 2 bedrooms, 1 bathroom, sleeping 4 in comfort  
**BOTH HAVE:** \* Hot tubs \* Wi-fi  
\* Plasma TVs etc \* Allow well behaved dogs  
\* Enclosed gardens with views of the Quantock Hills and Exmoor.



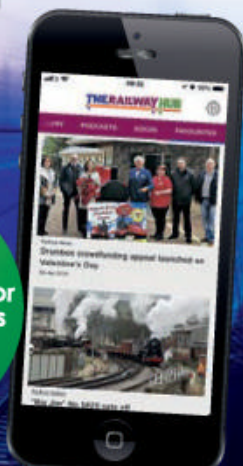
**LAVENDER HILL HOLIDAYS**  
Tel: 01984 656622 \* **kate@lavenderhillholidays.co.uk**  
\* **www.lavenderhillholidays.co.uk**

## THE RAILWAY HUB

The Railway Hub is a central point for all rail news past and present from **The Railway Magazine, Heritage Railway, Rail Express, Steam Days and Railways Illustrated**

Find news, authoritative features, great images, competitions, podcasts and reviews about the rail industry.

Includes a **FREE**, easy to use app for on-the-go access



STEAM | DIESEL | ELECTRIC | MODELLING

**www.therailwayhub.co.uk**

**RAILWAY Magazine** **HERITAGE RAILWAY** **EXPRESS** **STEAM DAYS** **RAILWAYS Illustrated**

**www.heritagerrailway.co.uk**

## KENT & EAST SUSSEX

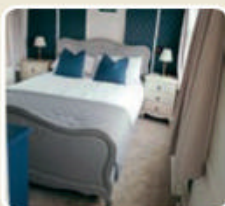
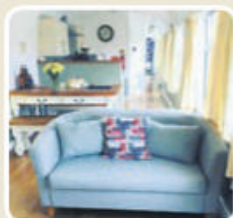
## RAILWAY RETREATS



### MK1 Plum & Custard Sleeps 6

- Two double bedrooms • Bunk bedroom
- Family bathroom
- En-suite bathroom
- Open plan lounge and dining area
- Full kitchen with everything you need

The carriage also offers you a great view of the station, surrounding countryside and golden sunsets from the elevated glass balcony.



### ICI Salt Van Sleeps 3

- En-Suite Shower Room
- Double glazed • Fridge • BBQ
- Individual Private Garden and Outdoor seating overlooking the railway and surrounding Rother Valley.

**www.railwayretreats.co.uk**

Tel: 07494 520867 / 01797 253850 • Email: **bookings@railwayretreats.co.uk**



### GWR TOAD Brake Van Sleeps 2

- Fitted kitchen/dining area
- Double bedroom
- Free Sat TV
- En suite shower room/WC
- Double glazed

The full fitted kitchen and balcony providing panoramic views of the station platform and Rother Valley



### Guns & Roses Ammunition Wagon Sleeps 2+2

- Double bedroom • Sofa bed • Shower room/WC
- Microwave • Fridge
- Barbecue • Individual garden
- Double glazed with great views of the station platform.



### Emerald Express Sleeps 5

- Two bedrooms
- Family Shower Room
- Full Kitchen
- Open Plan Lounge and dining area
- Elevated Balcony giving a great view of the K&ESR





# CLASSIFIED

# EXPRESS GOODS

Contact Craig Amess on 01507 529537 • [cameass@mortons.co.uk](mailto:cameass@mortons.co.uk)

## AUCTIONS



### Thirsk Railwayana Auctions

SALE OF RAILWAYANA & COLLECTORS ITEMS

NEXT SALE: **Saturday 9th April 2022**

**Live Auction Sale - Sale Room bidding only**  
**Over 800 Lots**

Viewing date Friday 8th April 10am - 2pm. Strictly by appointment.

Full details at [www.thirskmarket.co.uk](http://www.thirskmarket.co.uk) or tel 07730 765569

## BOOKS

**NICK TOZER** RAILWAY BOOKS  
BOUGHT AND SOLD  
*Free Railway Booksearch Service*  
155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ  
Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00  
Tel: 01484 518159 (answer machine)  
web: [www.railwaybook.com](http://www.railwaybook.com) email: [nick@railwaybook.com](mailto:nick@railwaybook.com)

**Martin Bott**  
Bookdealers Limited  
@Treasure Chest Books - Felixstowe

### Railway & Transport Books

As one of the UK's leading dealers in quality secondhand & antiquarian transport and related books, we are always interested in buying good quality collections – books, timetables, ephemera, photos, slides, negatives, posters etc., relating to Railways/Trams/Buses/Lorries/Shipping/Aviation.

UK, Irish & Overseas  
(including foreign language titles).

We pay the top prices for quality material, will collect UK wide, and no collection is too big for us!

We have around 15,000 transport books in stock, many of which can be seen at our shop in Felixstowe (along with 30,000 other books).

61 Cobbold Road, Felixstowe IP11 7BH

**[www.bottbooks.com](http://www.bottbooks.com)**

e: [bottsbooks@btinternet.com](mailto:bottsbooks@btinternet.com) t: 01394 270717

## BOOKS

Relocated to new premises in Matlock, visitors are welcome.  
Please call or email in advance before travelling.

**BILL HUDSON**  
TRANSPORT BOOKS

FAMILY RUN BUSINESS SELLING NEW AND SECOND HAND RAILWAY BOOKS

To view our stock please call or email in advance

[www.billhudsontransportbooks.co.uk](http://www.billhudsontransportbooks.co.uk) Call: 07921 833469

Published 2 April  
**NEWMARKET to HAUGHLEY and LAXFIELD**  
CARLISLE TO BEATTOCK  
BOLTON TO PRESTON  
HULL TO SCARBOROUGH  
Albums £18.95 FREE P&P (UK) MAIL ORDER  
[www.middletonpress.co.uk](http://www.middletonpress.co.uk)  
126<sup>A</sup> Camelsdale Road,  
Camelsdale, Haslemere, Surrey GU27 3RJ  
T: 01730 813169 E: [sales@middletonpress.co.uk](mailto:sales@middletonpress.co.uk)

### RAILWAY BOOKS

Rare and out of print  
5,000+ to view at

[www.nigelbirdbooks.co.uk](http://www.nigelbirdbooks.co.uk)

**01974 821281**

**HERITAGE RAILWAY**  
THE COMPLETE PRESERVATION NEWS MAGAZINE

## BUILDINGS

### STEEL BUILDINGS

#### HEAVY DUTY STEEL BUILDINGS

- ◆ Extremely cost effective
- ◆ Workshops/Garaging/Storage
- ◆ Widths from 20ft to 70ft
- ◆ Unlimited Lengths
- ◆ Buildings to BS 5950
- ◆ Finance available



Tel:

**01709 578333**

**BLUELINE BUILDINGS LIMITED**

e: [sales@bluelinebuildings.co.uk](mailto:sales@bluelinebuildings.co.uk) • [www.bluelinebuildings.co.uk](http://www.bluelinebuildings.co.uk)



## DVD

RECALLING THE  
GREAT DAYS OF  
STEAM



ARCHIVE  
STEAM VIDEOS FOR  
THE ENTHUSIAST

#### 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, Llandoverly, Cyngordy Viaduct, Builth Road, Llandrindod Wells, and Knuckles Viaduct to Craven Arms. There is also excellent coverage; filmed from 7 April 1964, of the freight-only 14xx-worked branch from Leominster to Kington and Presteigne; Ellis travelling on the locomotive to and from Presteigne. Great Western enthusiasts will thoroughly enjoy this. We visit the old Carnarvonshire Railway north from Afon Wen with all-steam action at Chwillog, Llanybi, Ynys, and Brynkrir 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, 48xx, 73xx, 75xx, 80xx, and 82xx. Filmed mostly in colour, a commentary plus sound track complement this nostalgic look at the last years of steam across Wales and The Marches.

Running time 82 mins.

Price £19.75 (Post Free)



**B&R VIDEO PRODUCTIONS (HR)**

THE OLD SMITHY, UFFINGTON, Nr SHREWSBURY, SHROPSHIRE SY4 4SN

TEL: 01743 709680 Free catalogue available. Trade enquiries welcome.

[www.bandrvideos.co.uk](http://www.bandrvideos.co.uk)



[www.heritagerrailway.co.uk](http://www.heritagerrailway.co.uk)



## SERVICES



**WE CAN ROLL CYLINDERS,  
PRESS BRAKE AND MAKE PARTS FOR  
REFURBISHING LOCOMOTIVES**

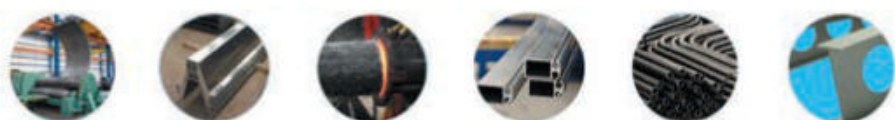
**PLATE ROLLING/ CYLINDERS  
1MM UP TO 80MM THICK**

**PRESS BRAKING/ CONES  
UP TO 1000 TON X 12M LONG**

**TUBES AND PIPE BENDING  
12MM TO 762MM OD. TUBE**

**BARNSHAWS GROUP  
FOR MORE INFORMATION PLEASE CALL IAN CLARK  
TEL. 01902 880250 OR  
EMAIL: IAN.CLARK@BARNSHAWS.COM**

**WWW.BARNSHAWS.COM**



**THE WORLD'S LARGEST BENDING COMPANY**



Jones Springs have been supplying UK heritage rail operators for over 50 years giving us a reputation for being reliable and trustworthy as well as allowing us to develop a range of skills and techniques which we have been able to apply to our work in the manufacturing of springs.

All our work on railways and locomotives is produced to British Rail standard 166 and British Rail standard 148a ensuring that all products we manufacture are created and tested to the levels of quality and precision required by British Rail.

With a general engineering shop based locally in the Midlands we can offer a range of services such as the manufacturing and repair of springs, our facilities also allow us to carry out load tests to make sure that your products are fit for purpose and use. We can also provide full certification for any test we carry out for you at our site.

**For assistance please call us on: 0121 568 7575  
Email: sales@jones-springs.co.uk**

**JONES SPRINGS (ENGINEERING) LTD.**

Gladstone Street, Darlaston West Midlands WS10 8BE  
T: 0121 568 7575 F: 0121 568 7692  
E: sales@jones-springs.co.uk  
**www.jones-springs.co.uk**

Reg. in England - Company No. 00520744

## EVENTS

**27th ANNUAL  
RAILWAY/BUS  
COLLECTORS FAIR**

**PUDSEY CIVIC HALL, LEEDS**

**Saturday, 16th April, 2022**

**10.00am-3.00pm**

**Admission £3.00**

**Contact Barry Rennison**

**Email: rennison@cc-email.co.uk**

**Tel: 01132 363695**

## RESTORATION



- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 6 • Nine Trees Trading Estate  
Morthen Road • Thurgroft  
Rotherham S66 9JG  
Telephone 01709 702313  
Fax 01709 701242  
email info@swallownestgroup.com

**www.swallownestgroup.com**



To advertise here please call  
Craig on 01507 529537 or  
email cames@mortons.co.uk

## RAILWAYANA



**SUPERB QUALITY REPRODUCTION  
TOTEMS, (FULL OR HALF FLANGED)  
TARGETS, DOOR PLATES & PLATFORM SIGNS  
VITREOUS ENAMEL FINISH**

Any name - any region, supplied to order  
Suitable for indoor or outdoor locations.

Wide range of vinyl coach and loco signs  
including BR crests and other logos.

Full details and mail order on our website

**www.tracksideltd.co.uk**

## BARRY JONES

**Wanted Railway Publicity,  
b/w photographs, timetables,  
posters, maps and other  
official items.**

**Model railway items always sought.**

**28 Marine Crescent, Worthing BN12 4JF**

**Tel: 01903 244655 Mobile: 07947 100711**

**Email: barryjones28@virginmedia.com**

## SERVICES

### HAWKINS INSPECTION SERVICES LTD

- **Boiler inspections carried out to current regulations**
- **Annual inspections**
- **Repairs assessed & overseen**
- **AIBI Member**
- **Specialist in heritage plant, rivetted boilers, loco type boilers, air receivers workshop & loco**
- **Modern plant also catered for**

**T: 01243 554623 M: 07872 903401**

**www.boiler-inspector.co.uk**

**office@boiler-inspector.co.uk**

## WANTED

### RAILWAY TICKETS

**The older the better**

**British & overseas, travel & platform**

**Established collector purchases interesting collections**

**Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL**

**Tel: 01494 762952**



### Railway Lamps

**Original Specifications**

**Repairs & Bespoke Design**

New build or refurbs, eg Midland, GWR or any new lamp from photos. Brackets and columns etc.

**01484 456 456**

**email: 456@metroheritage.com**

**www.gaslamps.co.uk**

## WEB DIRECTORY

### Mercian Models

**Visit our website**

**www.modelrailways.tv**

**High quality locomotives and rolling stock 0, 1 and Narrow Gauge**

**1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT**

**Telephone: 01562 884800**





# Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email Owen Hayward at [ohayward@mortons.co.uk](mailto:ohayward@mortons.co.uk)

## A slight technical hitch

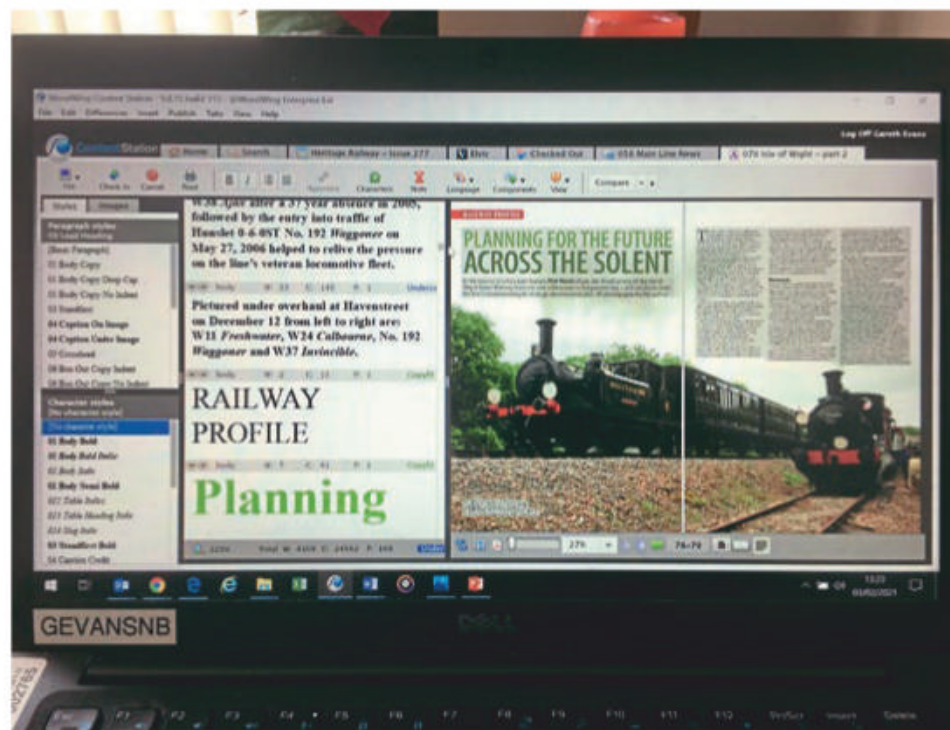
HOLDING a meeting online can be a safe, convenient, and efficient way of getting a group of people together. However, not being something that the vast majority do as a matter of routine, it is not always without minor hiccups, writes **Gareth Evans**.

Delivering a presentation to a group of railway enthusiasts about my work via Zoom, which included how the magazines are put together, I was asked to ensure I was in the meeting approximately 20 minutes before 'kick-off' as each attendee had to be manually approved.

Several overcame their fair share of minor technological hurdles. At times I wanted to burst out laughing, but I decided smiling was the best course of action and to humour where necessary. Me being me, however, I was making mental notes.

Here are some of the amusing (in my opinion) highlights...

An older couple were sitting alongside each other on the sofa. He was holding the iPad when she leaned over and remarked: "Oh, there they are, then." Then there was Trouble With Technology Part One. In the words of the organiser: "Fred



**A slide from the presentation showing one aspect of the system then used as part of the magazine's production process. GARETH EVANS**

is coming and going. Oh, he's back. No, he's gone again... Are you okay, Fred? Are you there? Fred lives in a part of the world with poor internet." Fred did eventually join the meeting.

Trouble With Technology Part Two swiftly followed. A gentleman was

having difficulty with his camera, showing the desk rather than his face – it was almost an advert for Ikea.

He said: "I'm using an iPad. Does anyone know how I see my face on screen, please?" I remarked: "Well, it does look like a smart desk, I have

to say." He must have touched the correct button as his smiling face suddenly appeared on screen, chuckling.

Background noise was another issue. "Hold on, they're making a racket in the farmyard outside," said Edward, a participant. "I'm sure they will be gone in a moment..." The tractor tooted as it roared by. Edward got up and gave the driver a wave.

Then there was the entry scene that was reminiscent of a village hall or social club in the 'good days', when the meeting's organiser said: "Welcome Janet. Pete has already signed in."

After the organiser formally introduced me, I said: "I appreciate technology is something we are all having to get to grips with today. If I make any mistakes, feel free to laugh – I won't be offended."

"So far comedian Michael McIntyre would have gained plenty of material for one of his shows – maybe these sort of things will be the subject of a Channel 5 documentary in due course!" Thankfully, they laughed before I began my presentation in earnest...

## Here's one we made earlier

FOR many years the BBC children's television programme Blue Peter would famously include the phrase 'Here's one we made earlier' when hastily showing what a model or craft project should look like when complete. Fast-forward to the present, and two preserved main line diesels featured in BBC television's Call The Midwife period drama broadcast on February 13 – and there is a little twist on the railway scenes in which 'here's one we made earlier' would not be out of place.

Focusing on a group of midwives working in London's East End, the episode included a train crash, set in 1967. The scenes were filmed on the Mid-Hants Railway at Alresford and included Class 08 No. 08288 *Phoenix* and Class 20 No. D8059 (20059).

Purists may have cringed at some of the details – the 'Gronk' with its TOPs number; the absence of a dead man's handle; a 'Chopper' running nose first on

a class 1 train on the Great Eastern Main Line hauling green Mk1s; and the fact that the Liverpool Street to Chelmsford line goes nowhere near Poplar.

That aside, it is reasonable to assume that the scenes provided the Watercress Line with welcome income.

Back to the Class 20s scenes, which are, of course, affectionately known as 'Choppers', and *Heritage Railway* can reveal the full story. Two locomotives were used, one of which was renumbered. No. D8188 (20118) undertook all the moving shots, while No. D8059 was used in the static crash scenes.

Both locomotives were numbered D8059, and the real No. D8059 even received a temporary four-character headcode box to make it look like No. D8188.

Incidentally, No. D8188 is no stranger to appearances on screen as it starred in the James



**A double take: Class 20 No. D8059 – or is it? Our A1 source 'knows' (pun intended). No. D8059 is on the left with a mock route indicator over the top disc, while No. D8188 is on the right.**

Bond film *Golden Eye* at the Nene Valley Railway, where it resembled a Russian Soviet-style military train in a matt black livery with bodyside Red Star and armoured side skirts.

### NEXT ISSUE

**Issue 292 out April 14**

A tremendous amount of work has been quietly taking place at Peak Rail. John Titlow looks behind the scenes.

### PLUS

**A DECADE OF ONGAR STEAM**

Owen Hayward takes a look back at the last 10 years of the closest heritage line to London and what the Epping Ongar Railway has in store for the future.



### PRE-ORDER ISSUE 292

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

SCAN ME WITH YOUR PHONE CAMERA!





# ANY 10 BOOKS £45

**EXCLUDING UK POSTAGE. CODE: LOST1045**

Rigorously detailed transport history books, photo illustrated throughout, providing an intimate glimpse into life as it was lived in this period.

## LOST LINES OF WALES AND ENGLAND

**LOST LINES 18 BOOK SET at the very special price of £75  
CODE: LOST 1821.**



**18 books in the series, £8.99 each:**

- Aberystwyth to Carmarthen
- Bangor to Afon Wen
- Birmingham to Oxford
- Brecon to Newport
- Cambrian Coast Line
- Cheddar Valley Line
- Chester to Holyhead
- Conwy Valley
- Llandovery to Craven Arms
- Rhyl to Corwen
- Ruabon to Barmouth
- Ryde to Cowes
- Shrewsbury to Aberystwyth
- Shrewsbury to Chester
- Swansea to Llandovery
- The Heads of the Valleys
- The Mid Wales Line
- Vale of Neath

## LOST TRAMWAYS OF BRITAIN

**LOST TRAMWAYS 24 BOOK SET at the very special price of £95  
including four new titles covering London. CODE: LOST 2421.**



**24 books in the series, £8.99 each:**

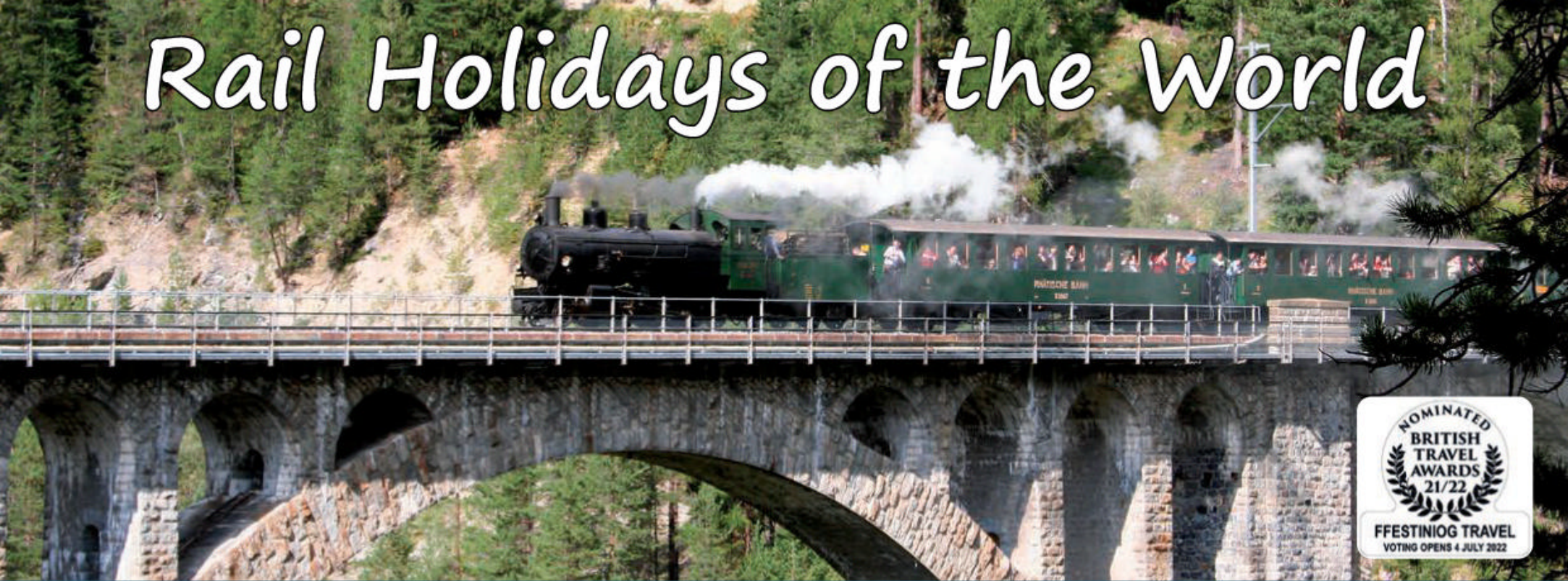
- Aberdeen
- Belfast
- Birmingham North
- Birmingham South
- Bradford
- Brighton
- Bristol
- Cardiff
- Coventry
- Dundee
- Edinburgh
- Glasgow North
- Glasgow South
- Leeds East
- Leeds West
- London North East
- London North West
- London South East
- London South West
- North Wales
- Nottingham
- South Wales & Valleys
- Southampton
- Swansea & Mumbles

Order online [www.graffeg.com](http://www.graffeg.com) or call 01554 824000

**GRAFFEG**



# Rail Holidays of the World



## Return to Steam Travel in Europe in 2022!

### Trams & Trains of Portugal ~ Departs 24 June 2022 - 9 Days from £2,150pp

Fly to Lisbon to explore the tram and rail networks of Portugal. We ride on the Douro historic train as well as visiting various railway museums.

- Historical steam train ride through the UNESCO World Heritage Douro Valley
- Heritage and modern trams in Lisbon
- Trolleybuses in Coimbra
- Travel on the seasonal narrow gauge Sintra Tram
- Visit to the Portuguese National Railway Museum



### Narrow Gauge Steam in Eastern Germany ~

**Departs 8 September 2022 - 15 Days from £2,500pp**

One of our most popular tours that explores the glorious narrow gauge lines that survived the Cold War and combine the magic of steam with journeys through stunning scenery.

- 3-day HSB Rover Ticket for unlimited travel, including trams on southern end of the network
- Excursions on several listed narrow gauge railways
- Time to explore Dresden, Stralsund, Rügen Island, Wernigerode and Cologne
- Reserved seats on all InterCity journeys
- InterRail pass for unlimited travel for the duration of the holiday (European Residents only)
- Hotels ideally located close to stations for easy access to explore
- Public transport tickets for Dresden, Stralsund & Düsseldorf allowing unlimited travel around cities

### Mallorca Narrow Gauge ~

**Departs 3 October 2022 - 6 Days from £1,240pp**

Tour the beautiful Mediterranean island of Mallorca by narrow gauge train. See a different side of this island which is full of surprises and its rail network offers a great way to explore it.

- Scenic rail journey to Soller
- Exploring destinations off the tourist trail
- Centrally located hotel
- Escorted daily excursions
- Time to explore Palma, Manacor, Soller, Inca and Polença

### Swiss Rail Adventure ~

**Departs 9 September 2022 - 15 Days from £3,455pp**

A specialist rail tour to Switzerland that includes steam train excursions on the UNESCO Rhaetian Railway, journeys on the Bernina and Glacier Express trains and sightseeing tours.

- Scenic rail journey to and from Switzerland using the classic Rhine route
- First class Swiss Travel Pass for unlimited travel whilst in Switzerland
- No expensive excursions to pay for
- Steam excursions on Rhaetian Railway, Furka Bergstrecke, Brienzer Rothorn & Blonay-Chamby Railways
- Journey by private charter steam train
- First class travel on the Bernina and Glacier Express trains
- Arranged optional excursions on free days to Arosa, Davos, Zermatt and Montreux at no extra cost
- Centrally located hotels in Chur, Brig, Martigny and Thun for easy touring

### Dresden Steam Festival ~

**Departs 21 September 2022 - 8 Days from £1,450pp**

This popular tour is based around the annual Dresden Steam Festival, where enthusiasts can indulge in some wonderful steam exhibits, and also enjoy additional excursions.

- Dresden Steam Engine Festival, including evening photographic session at Roundhouse I
- Return journey on Kirnitzschtal tramway
- Return journey on the Weisseritztalbahn & Loessnitzgrundbahn steam railways
- Travel by paddle steamer on the Elbe River
- Public transport ticket for central Dresden



### Ligne des Causses & the Vivarais ~

**Departs 13 September 2022 - 7 Days from £1,625pp**

Journey on France's longest single track line to the South of France and spend time enjoying steam journeys on the Vivarais network.

- Ride the Ligne des Causses from Clermont Ferrand to Béziers
- Steam on the old Vivarais network
- Free time in Béziers
- Journey by rail through stunning scenery

**www.ffestiniogtravel.com ~ order our 2022 Brochure! Tel: 01766 512400 Email: info@ffestiniogtravel.co.uk**

**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.