

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Sunny South

INVADED BY SCOTS!



George Clooney
encounters a Duchess
at King's Cross



Sir Nigel Gresley
in loaded tests on Severn Valley



■ EPPING ONGAR CELEBRATES FIRST 10 YEARS ■ PENDENNIS CASTLE MEETS PENDENNIS CASTLE AT DIDCOT RELAUNCH ■ CAMBRIAN RAILWAYS OPENS WESTON EXTENSION
■ TOP AWARD FOR BODMIN & WENFORD AFTER LEADING BOOM IN SUMMER TRADE

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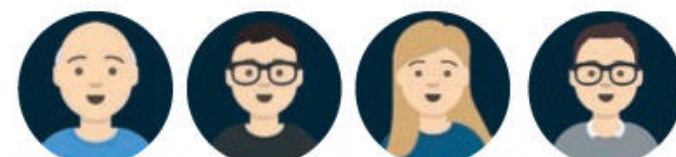
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GWR 0-6-0ST No. 813 (previously Port Talbot Railway No. 26) and GWR pannier No. 7714 climb the final few yards up Eardington Bank with the last train of the day on April, the first day of the Severn Valley Railway's new season. No. 813 is to visit the South Devon Railway for its April 30-May 2 150th anniversary gala. JOHN TITLOW

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A plea for common sense to prevail...

IN THE past month, the Heritage Railway Association has asked both the English and Welsh governments to allow one UK mine to remain open in order to produce the comparatively small amount of steam coal needed to supply our sector – rather than allowing a far bigger global carbon footprint to be created by shipping in the necessary fuel from as far afield as Australia, Colombia, South Africa, and the USA, when here in Britain we have so much beneath our feet.

As we closed for press, HRA CEO Steve Oates told me that there had been no response from either.

In this post-COP26 era of a vocalised and renewed determination to phase out coal, both governments will be mindful of the reaction from climate change protestors of being seen to allow even the slightest chink of new light to pass through a rapidly closing door. Plans to open a new coal mine in West Cumbria have come under heavy attack from the environmental lobby over the past two years, for example. There seems to be a concern that if you make an exception for one, you will have do so for others, with the perceived potential for dire political and PR consequences.

With the Ffos-y-Fran coal mine in South Wales having stopped supplying our sector prior to its imminent closure, UK supplies have dried up – at a time when our heritage railways are an essential part of our tourism industry, on which countless jobs both directly and indirectly in local communities depend. On News, pages 14-15, we see heritage lines of all sizes cutting down on steam-hauled services to save on coal,

the shortage compounded by rising fuel prices, including that of diesel.

The vast majority of public visitors to heritage railways are attracted by steam trains. If they can no longer run, venues will not be able to generate the income necessary to cover their overheads, placing their survival at risk.

I support the arguments laid down by the HRA and others that running heritage steam is unlikely to

make even the mildest and negligible contribution to climate change.

Figures show the UK heritage railway sector is responsible for just 0.02% of CO2 emissions from 26,700 tonnes of coal – less than half the figure for the burning of charcoal in garden barbecues around the country each year. Perspective is badly needed here – and fast.

The heritage steam sector has been playing its part to tackle climate change, with the ongoing trials of environmentally-friendly alternative fuels such as Ecoal.

It may well be that a small mine might find the production of just one type of coal – maybe under a rigid licence as to who it can supply – to be an economic non-starter. But nonetheless let us try and find a readily-accessible source at home, even if it is just for the medium term.

Starving heritage railways of basic essential fuel and later claiming that it is part of a winning strategy to tackle climate change, the biggest threat to our planet, would be tokenism at its very worst, and will achieve absolutely nothing towards that goal.

Robin Jones Editor

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JOHN TITLOW



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London's Local Line: 10 Years On

This year sees the Epping Ongar Railway celebrate its 10th anniversary of launching heritage steam operations, running on what was, until 1994, a London Underground route. Owen Hayward looks at the history of the branch line, the developments of the last decade, and what the line has in store for the future.



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CONTENTS: Do springtime reflections ever get any better than this? At exactly 7.40am on March 24, Fairburn 2-6-4T No.42073 commences the first runpast of the day and works away from Lakeside station during a Peter Van Campenhout photographic charter on the Lakeside & Haverthwaite Railway. PHIL JONES
COVER: A preservation first for the south of England when Caledonian locomotives Nos. 419 and 828 met at the Spa Valley Railway, captured double-heading at Lealands bridge on Saturday, April 2. OWEN HAYWARD



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The many peaks of Peak Rail

Peak Rail was formed with the aim of reconnecting Buxton to Matlock by rail following the controversial closure of the Midland line linking them. A northern push towards Bakewell a clear aspiration, John Titlow reports on the flourishing base of several heritage groups.



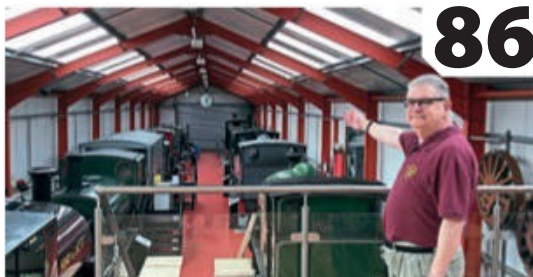
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The best of the best!

The results of the first-ever Young Railway Photographer of the Year competition were featured in our last issue. Here, 20-year-old Bradley Langton, whose reflected image of an LNER Intercity 225 set at King's Cross was judged as the overall winning image, presents a selection of his finest views.

Middleton's mezzanine milestone

It is full steam ahead for the Middleton Railway this year as it prepares to showcase its innovative and industrious past. Sally Clifford reports in words and pictures.



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Models



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The hotly-anticipated Peco / KATO Small England models are a highlight in OO9, while the Mid-Hants Wagon Group's latest exclusive has a local connection.



Amazing grace as Bachmann V2 models stir the memories

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Pete Kelly takes a look at the Gresley masterpieces behind Bachmann's latest models.

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GWR icon *Pendennis Castle* – meet *Pendennis Castle*!

By Robin Jones

TWO locomotives which have little in common apart from their names came face-to-face at Didcot Railway Centre on Saturday, April 2 at the end of a return journey that lasted 22 years.

A weekend of celebrations marked the official relaunch of repatriated iconic GWR 4-6-0 No. 4079 *Pendennis Castle* into traffic.

Also invited for the occasion was Class 57 diesel No. 57604, which is part of the modern-day Great Western Railway fleet – and is also named *Pendennis Castle*.

Cutting the ribbon to relaunch the 1924-built steam *Pendennis*

Castle was none other than Lady Judy McAlpine, the widow of Sir William McAlpine, who in 1977 sold No. 4079 to Western Australia mining company Hamersley Iron for use by enthusiasts among its workforce who formed the Pilbara Railways Historical Society.

Down Under

No. 4079 made its final run Down Under in October 1994, after which its boiler certificate expired. When Hamersley, a subsidiary of Conzinc Rio Tinto of Australia, in turn an Australian arm of the British Rio Tinto Company, refused to fund repairs, a new home for it was needed.

Present at the launch was Adrian Lumley-Smith, who was a corporate lawyer with Rio Tinto. During the 1990s he was seconded to the operation in Australia and saw *Pendennis Castle* stored out of use, awaiting an expensive overhaul.

It was suggested that No. 4079 might be plinched at Dampier, but Adrian thought it would be a better idea to return it to the UK, if it could be done at no cost to Rio Tinto.

When Adrian got back to the UK he found the *Pendennis Castle* file in the 'too difficult' pile at the office, and took it up.

Great Western Society vice chairman Richard Croucher, who

made a speech from the turntable, recalled that it took about 13 months from the first approach made by Nick Pigott, then editor of *Heritage Railway's* sister title *The Railway Magazine*, to the locomotive finally being offered to Didcot.

Repatriated

The cost of moving No. 4079 from Australia to the UK was nearly £50,000, including £6000 for the road move from Dampier to Fremantle and £41,500 for the roll-on roll-off ferry passage from there to Portbury Docks, near Bristol, where it arrived on July 8, 2000 – as featured on the cover of *Heritage Railway* issue 16.



Above: The unlikely *Pendennis Castle* pair together in the afternoon sunshine. FRANK DUMBLETON

Left: Adrian Lumley-Smith with *Pendennis Castle*. FRANK DUMBLETON

Taw Valley now turned purple!

THE temporary repainting of green-liveried Bulleid West County light Pacific No. 34027 *Taw Valley* into 'royal' purple to mark The Queen's Platinum Jubilee on the Severn Valley Railway during its celebration of the occasion on June 2-5 – followed by the Commonwealth Games being held in Birmingham – has been carried out.

Also to celebrate the jubilee, the Western Locomotive Association has renamed SVR-based Class 52 D1062 *Western Courier* as scrapped sister D1040 *Western Queen* for the 2022 operating season. Its first public appearance in its new guise will be at the May 19-22 spring diesel festival.

Built at Crewe and entering traffic on September 20, 1962, the original D1040 was withdrawn on February 26, 1976, and cut up at Swindon that August. The SVR has announced that new-build GWR Saint 4-6-0 No.2999,

visiting the line from Didcot Railway Centre for the April 21-24 spring gala (see News, page 11) will stay on for the jubilee celebrations.

Elsewhere, the East Lancashire Railway has announced that it will change the focus of its June 3-5 1940s Weekend to the jubilee, focusing on the best of the 1940s and 1950s music and entertainment – and becoming the latest heritage line to remove all war-related activity from special events this year in response to public horror at Russia's invasion of Ukraine.

ELR chairman Mike Kelly said: "The 1940s weekend at the ELR has never been a war celebration but a tribute to those who sacrificed so much on the battlefields and also on the Home Front.

"However, in saying that, it didn't feel right to have re-enactments or military vehicles now when there is



SR No. 34027 *Taw Valley*, resplendent in its new purple colour inside the paint shop at Bridgnorth Shed on March 22. JOHN TITLOW

a real conflict happening so close to home."

Visitors are still encouraged to dress up for the occasion.

→ Heritage railways cancel or transform wartime weekends: Read more about their plans in News, pages 34/35.



No. 4079 Pendennis Castle on the centre's main demonstration line. FRANK DUMBLETON

The nameplates, numberplates, whistles, and safety valve bonnet were flown back to the UK at no cost by Qantas.

Following a lengthy and exhaustive rebuild at Didcot, as reported in issue 284, the locomotive underwent its first steam tests on August 13.

However, it first ran on February 3 when, during a normal open day at Didcot, a gathering of volunteers who had worked on its restoration under project manager Drew Fermor was given the privilege of seeing it in action under its own power.

GWR's Scotsman

Pendennis Castle became the stuff of 1920s schoolboy folklore when it triumphed in a series of trials against the LNER A1 Pacific locomotives.

At the British Empire Exhibition held at Wembley in 1925, No. 4079 was displayed alongside *Flying Scotsman*, with GWR proudly declaring it 'the most powerful' locomotive.

Right: Lady Judy McAlpine cutting the ribbon to launch No. 4079. She is wearing the late Sir William McAlpine's hat to give him a presence at the ceremony. Pendennis Castle project manager Drew Fermor looks on. FRANK DUMBLETON



Mark Hopwood, managing director of today's Great Western Railway, said: "This steam locomotive is a major part of the history of the GWR and showcased the engineering excellence and heritage that had started with Isambard Kingdom Brunel and Sir Daniel Gooch.

"We are proud that our modern-day *Pendennis Castle* locomotive is here to celebrate the return to steam of this famous engine and the incredible work of the team at

Didcot Railway Centre."

Society chief executive Clive Hetherington said: "We are really proud and pleased that GWR's equivalent to *Flying Scotsman* takes to the rails after travelling around the world and a 20-year award-winning restoration under the watchful eye of its younger namesake.

"I'd like to thank GWR for allowing No. 57604 to make the short trip from Reading for this wonderful occasion."

Could Didcot become the HQ of Great British Railways?

A BID to bring the headquarters of the new Great British Railways to Didcot Railway Centre has officially been submitted.

Great British Railways (GBR) is a planned state-owned public body that will oversee rail transport in Great Britain from 2023, replacing Network Rail as the operator of rail infrastructure for Scotland, Wales and England. It will also control the contracting of train operations, the setting of fares and timetables, and the collection of fare revenue in most of England.

GBR is currently running a competition to find a town or city outside London to host its headquarters, and the results will be released this summer.

South Oxfordshire District Council and Vale of White Horse District Council lodged the bid on March 30. They decided to enter the centre in the competition because it is the 'heart and soul' of Didcot. The first Didcot station was erected in 1844 as part of Isambard Kingdom Brunel's broad gauge GWR.

Other places that have entered include Southampton, Swindon, Crewe, York, Doncaster, Nuneaton, and Heywood, which is served by the East Lancashire railway.

A shortlist will be announced in May. Ministerial visits to shortlisted places and a public vote will also take place.

A Sharp Stewart is steaming at Southwold after almost a century... and it's running on Ecoal!

By Robin Jones

BRITAIN'S newest locomotive, a full-size replica of 1879-built Sharp Stewart 3ft gauge 2-4-0T *Blyth*, arrived at its Southwold Railway home on March 29.

The original No. 3 *Blyth*, works No. 2850, worked on the legendary Suffolk line for its full 50 years until the line closed on April 11, 1929.

Two separate plans to reopen the line – which might have made it Britain's first heritage railway, 22 years before the volunteer takeover of the Talylyn – quickly divided the support, and so the railway remained closed.

The locomotives and rolling stock were left to rot at Halesworth until they were cut up for scrap in 1941. However, Darlington-based North

Bay Railway Engineering Services have, over three years, built the £400,000 replica for the Southwold Railway Trust.

It will be run on a short section of track at the trust's Steamworks site in Blythe Road, and will be powered by environmentally-friendly Ecoal.

The new *Blyth* was unveiled to invited guests at a 240 Club cheese and wine reception at 1pm on April 11.

Afterwards, it was booked to go on public display on Sundays April 17 and April 24, from 1.30pm to 4.30pm on each date.

These events will also see rides on the miniature Blyth Valley Light Railway. Entry to the site is free but BVLR tickets are £2 and donations to Blyth are encouraged.



The new No.3 Blyth delivered to Steamworks in Southwold. JOHN BENNETT



Nos. 419 and 828 approach Coldbath Bridge with the 1.30pm from Eridge on April 2. NICK GILLIAM



Saturday, April 2 was the most active day of the Spa Valley gala, with no less than five double-headers. Here, Nos. 828 and 2890 have just crossed Coldbath Bridge as they head towards Tunbridge Wells West. OWEN HAYWARD

Scots invade the sunny south!

By Owen Hayward

TWO iconic Caledonian Railway locomotives have run together for only the second time in preservation – but rather than passing each other in the Highlands, they ventured to the south of England to do so.

The Spa Valley Railway was the host for this historic event. Having already secured 1899-built McIntosh 812 class 0-6-0 No. 828 from the Strathspey Railway for a seven-month stay, officials went on to bag the Scottish Railway Preservation Society's 1908-built McIntosh 439 class 0-4-4T No. 419, based at the Bo'ness & Kinneil Railway, which was

also venturing south of the border to visit the Battlefield Line.

However, for the Spa Valley, it didn't stop there, opting to seize the opportunity to arrange its first four-steam locomotive gala in more than a decade.

Accompanying the two Caledonian ventures over the weekend of April 2/3 were Bulleid 4-6-2 No. 34053 *Sir Keith Park*, owned by Southern Locomotives Limited and now based on the line, which was enjoying a short extension to its boiler certificate, and long-term visitor Hunslet Austerity-conversion 0-6-0 No. 2890 *Douglas* from the East Lancashire Railway.

The work to secure No. 828 went back nearly three years. The line's steam engineering manager, Matt Dives, said: "We enquired to be part of a previously planned tour of the UK, which failed to come to fruition.

"With it returning to traffic in 2020, we got in touch with Strathspey to see if a visit could be possible and this was welcomed, the groundwork having already been laid."

North-south exchange

Matt was invited to the line where the team, led by driver Douglas Scott, steamed up the locomotive and even double-headed it with award-winning LMS 'Black Five' 4-6-0 No. 5025 for only

the third time ever! "During the visit, we discussed the outline arrangements for the visit," said Matt. "Thinking we would have No. 828 for a month at the commencement of a UK tour, I was taken aback to hear that the locomotive was available for the whole season!

"Therefore we jumped at the opportunity to secure it and ensure we had suitable cover for the loss of *Sir Keith Park* during 2022."

The Bulleid was originally due to leave traffic in February but gained a short extension that will see it run until a farewell weekend on May 14/15. As for No. 419, securing that started out as just a throwaway comment.

The Scottish duo of McIntosh Nos. 419 and 828 double-head at Lealands as they storm away from Groombridge on the Spa Valley on April 2. OWEN HAYWARD





Bulleid Battle of Britain 4-6-2 No. 34053 *Sir Keith Park*, minus nameplates on the south side after a charter earlier in the week, was ‘Scotified’ for the weekend with white buffers and a blue-backed smokebox numberplate. OWEN HAYWARD

“We felt we had a unique opportunity no one had ever done before, and although the costs are high, we felt the results outweighed this,” added Matt. “The team at Bo’ness was very keen to make this happen, so the group honoured our enquiry when a longer-term hire came about; the locomotive is coming to us in the middle of a visit to Shackerstone.”

Scottish makeover

The Southern-region Spa Valley fully celebrated the Caledonian theme by repainting the Bulleid’s numberplate backing blue and adopting CR blue signage at the stations. An evening

dining and real ale train on the Saturday also saw eight beers and six ciders from Scottish-based producers brought down to Kent.

Wet and grey conditions forecast in the run-up made way for a suitably chilly weekend of alternating sun and cloud. However, the event was a huge success for the line. Commercial and finance manager Jonnie Pay said: “Over the course of the weekend we welcomed some 1813 passengers – the most we’ve ever carried at an event apart from Polar Express.

“It’s blown all previous events out of the water – nothing has come even close!”

The two McIntosh engines previously met for the first time in preservation at Bo’ness in November 2018. The foray to Kent is currently the furthest south that No. 828 has ever travelled.

No. 419 has returned to the Battlefield Line to run over April 16-18 for Easter weekend services and April 23/24.

419 on tour

Afterwards No. 419 will be venturing to the West Somerset Railway for the May 5-8 spring steam gala, making its first-ever visit to the west country.

The fellow guest engine will be BR Standard 4MT 4-6-0 No. 75069 from

the Severn Valley Railway, making its first visit to another heritage line in four years. It last visited the WSR in 1994.

The two will join the home fleet in providing an intensive timetable of services, including non-stop trains between Bishops Lydeard and Minehead – some double-headed, plus as a bonus rarely-available trip to Norton Fitzwarren, along with demonstration goods trains.

Other attractions at the gala include the chance to see the work at the engine shed in Minehead as well as the resort’s turntable in use, while Stogumber station’s restored cattle dock will be officially reopened.



The golden light of the setting sun catches Nos. 2890 and 34053 as they pass Poke Hill Farm bound for Tunbridge Wells West on April 2. OWEN HAYWARD



On March 26, the first day of the Battlefield Line’s new operating season, visiting Caledonian Railway 0-4-4T No. 419 (BR No. 55189) is seen heading a service train at Market Bosworth. ALAN WEAVER

A4 *Sir Nigel Gresley* on test at Severn Valley after overhaul

Words and pictures by John Titlow

AFTER almost seven years, A4 Pacific No. 4498 *Sir Nigel Gresley* turned its wheels under its own power at about midday on Wednesday, March 23, when backing out of Bridgnorth Shed on the Severn Valley Railway.

Built by the LNER at Doncaster as the 100th Gresley Pacific in 1937, on May 23, 1959, as No. 60007 it achieved the postwar speed record of 112mph on Stoke Bank on the East Coast Main Line, where sister No. 4468 *Mallard* set the world speed record for steam of 126mph on July 3, 1938.

On September 30, 2015, as No. 60007, it hauled its last train on the North Yorkshire Moors Railway before being towed with its support coach that November from Grosmont to the National Railway Museum for the start of the overhaul in the York workshop.

Its previous overhaul between 2002 and 2006 was nothing like what has been the most extensive undertaken on the locomotive in preservation and delayed by several unforeseen factors.

Covid-19 stopped all engineers from working inside the workshop at the NRM, leading to considerable delays.

These were compounded further by the NRM telling the Sir Nigel Gresley Locomotive Trust to move out of the workshop as it was wanted for the transformation into the interactive Wonderlab engineering gallery (see News, page 32).

The boiler was overhauled at the Llangollen Railway, and although there are no problems regarding the work, because of the railway's financial problems under its previous administration, final testing and approval had to be carried out by an independent company.

Crewe move

No. 4498 moved from the NRM in September 2021 to Locomotive Services Limited's workshops at Crewe for final completion. Apart from a modern workshop with all the essential facilities for the restoration of steam locomotives, a skilled and dedicated team was on hand for advice and help. The A4 steamed at Crewe but never turned a wheel under its own power due to time constraints.

On the evening of Monday, March 21 this year, the locomotive and its tender full of coal arrived at Bridgnorth for testing on the SVR.

Unloading took place outside the boiler shop the following morning.

Once the locomotive and tender were unloaded, they were coupled up and towed through Bridgnorth station into the shed yard, and in the late afternoon No. 4498 was lit up to warm through gently overnight.

Also arriving during the early evening on the Tuesday was the support coach, with all transportation undertaken by Allelys haulage.

A 6am start on the Wednesday saw the crews prepare No. 4498 for its first movement since overhaul.

Steam was raised slowly until eventually blowing off angrily as though awaiting the off, while thorough checks were made – and the recognisable sound of an A4's chime whistle was heard again.

The draincocks and pipework were removed to clean by blowing high-pressure steam through, and a considerable amount of very dirty, rusty water was expelled from the cylinders covering the pony wheels. Once the cocks were clear, reassembly took place and a team of workers set to cleaning the wheels. Another minor issue with the vacuum brake was soon rectified.

At about midday, No. 4498 reversed off shed – making its first move under its own power since overhaul.

The Gresley team who had worked on it since 2016 were elated, hugging each other and some close to tears as finally the job was done.

Seven return light engine runs from Bridgnorth to Highley were projected, but only two were completed. As to expect after such an extensive overhaul, there were teething problems that were subsequently all sorted.

On the first run to Highley, stops were made at several places to inspect the bearings. Passing Eardington Halt you could hear the A4 for miles because the whistle had stuck open, but the problem was rectified smartly and did not occur again. Also, one of the draincocks stuck open due to muck getting in the valve, and it was stripped, cleaned, then reassembled. The day was considered successful, especially after such an in-depth overhaul.

On Thursday, March 24, four longer light engine runs took place to Bewdley from Bridgnorth. No. 4498 sounded good when passing, smooth and effortless with no knocking, and



On March 23, WR 0-6-0PT No. 1501 is under test as A4 No. 4498 *Sir Nigel Gresley* moves under its own power for the first time since overhaul at Bridgnorth shed.



Another view of A4 No. 4498 moving off Bridgnorth shed under its own power for the first time since overhaul.



No. 4498 runs into Highley during its second light-engine test run on the SVR since overhaul on March 23.



Hampton Loade looks like a double-track main line as No. 4498 runs through non-stop with a test train on March 29.

Right: On its first loaded test run, A4 No. 4498 climbs Eardington Bank heading for Bridgnorth on the Severn Valley Railway on March 28.

Eardington Bank was climbed as if it was flat.

On the Friday, only one light engine run took place to Bewdley. All had been going well until the air brakes were tested, before attempting to couple up to the support carriage, when contamination in the control valves was detected – not uncommon during commissioning. No. 4498 has a dual braking system, one for the main line and the other vacuum, enabling its use on heritage lines.

Engineers from the Gresley Trust and LSL worked throughout the weekend and also on the morning of Monday, March 28, sorting out the problem. Finally, No. 4498 backed off Bridgnorth shed then into the station, coupling up to the seven carriages that had been drawn up from Bewdley earlier that day. The stock was the same used for *Britannia*, consisting of four Caledonian and two Great Western Railway Mk.3s and one support carriage.

At 2.24pm on March 29, the A4 departed Bridgnorth running tender first for its first loaded test run to Kidderminster, the railcams at Bridgnorth following its departure. The return run from Kidderminster went well.

As with BR Standard 4-6-2 No. 70000 *Britannia* with its recent test runs of the line (issue 290), passed SVR driver and divisional manager mechanical steam at LNWR Heritage, Ian Walker, drove throughout the tests, and the fireman was LSL's Tom Mills. A Gresley trust engineer and SVR representative were also on the footplate.



Unusual trespasser

On its last run of the day to Bridgnorth, an alpaca was found trespassing on the line at Tenbury Wall, near Bewdley.

Linesider Matt Fielding, of Steam Valley Productions, notified the signalman at Bewdley to warn the crew, who slowed to find it. Considerable shouting ensued, with the owner becoming irate and calling the police, and fire brigade asking the locomotive to stop steaming!

Eventually the alpaca left and the locomotive completed its final run for a fortnight, giving the trust time to sort out the minor issues regarding the regulator that had arisen.

Further test runs are to commence on April 11-13, with the intention of covering about 1000 miles - double

that of *Britannia* due to it having not worked for nearly seven years.

No. 4498 is set to be the star guest at the SVR's April 21-24 Spring Steam Gala (see separate story), of which the highlight must be when it runs with the line's rake of teak carriages.

If all goes according to plan, it will return to Crewe via the main line on May 5 with a loaded test run the following day.

Its only appearance in wartime black on the main line is projected to be on May 21, north and south over the Settle and Carlisle route for members and benefactors, after which it will return to Crewe for repainting into garter blue before running the 'Fellsman' on June 15 and July 20, August 3 Carnforth-Stratford-upon-

Avon, November 11 Crewe-Bristol and December 17 Wolverhampton-York. It will be operated on the main line by LSL.

After LNER A2 4-6-2 No. 60532 *Blue Peter* and GWR 4-6-0 No. 5029 *Nunney Castle*, A4 No. 4464 *Bittern* could be next in line for overhaul at Crewe – and due to No. 4498's very positive reception in wartime black, this livery is being considered.

The close relationship between the Severn Valley Railway and Locomotive Services Ltd has once again helped in returning yet another icon towards running on the main line. Timing has been fortunate, especially with Bridgnorth Shed about to be closed for several months for its roof repairs.

S15 joins the Severn Valley gala's all-star line-up for spring celebration

MID-HANTS Railway-based Urie S15 4-6-0 No. 506 has boosted the rostered fleet for the Severn Valley Railway's April 21-24 Spring Steam Gala.

The first of its type to appear on the SVR, it will run on all four days of the gala alongside fellow guests A4 No. 4498 *Sir Nigel Gresley*, running in wartime black livery, and new Churchward Saint GWR 4-6-0 No. 2999 *Lady of Legend* (picture, page 97) from Didcot Railway Centre.

Sadly, 142-year-old LBSCR Terrier 0-6-0T No. 2678 is no longer available to appear at the event because it requires urgent mechanical maintenance. SVR officials are hopeful that the visit

of this popular engine from the Kent & East Sussex Railway can be rescheduled later in the year.

During the gala, two of the smallest home fleet engines – GWR/Port Talbot Railway 0-6-0ST No. 813 and Robert Stephenson & Hawthorns Austerity 0-6-0ST No. 7170 of 1944 (WD 71516) – will be paired with the SVR's fleet of Gresley teak carriages at selected times.

SVR's head of visitor experience, Michael Dunn, said: "We have an unrivalled line-up for our first steam event of the year. With just a month to go, we're making preparations for impressive carriage formations, eye-catching double-headers and an intensive timetable."



S15 4-6-0 No. 506 at Ropley on the Mid-Hants Railway on July 7, 2019.
KENNY FELSTEAD/SVR

Alongside a traditional hop-on, hop-off style gala, the SVR has brought back multi-day rover tickets, allowing passengers to save

money against individual day prices. The railway began its 2022 season on April 2. The Spring Diesel Festival will take place on May 19 to 22.



Barclay 0-4-0ST *Henry Ellison* heads the official opening train. Ruston & Hornsby 0-4-0 165DE *Alun Evans* was attached to the rear for the return to Oswestry. Class 144 'Pacer' No. 144007 is just visible on the right. The line curves under the minor road bridge towards the A483 level crossing.

Rails to the ales: Cambrian opens its Weston extension

Words and pictures by Gareth Evans

THERE were smiles all round at Oswestry on the afternoon of Friday, April 1 when Cambrian Heritage Railways formally opened its extension from the centre of the Welsh border market town to Weston Wharf, home of Stonehouse Brewery.

In addition to being a keen supporter of CHR, the microbrewery provides an attraction with a difference and is believed to be the sole example of its kind adjacent to a heritage railway terminus in the UK.

Originally opened solely for freight, Weston Wharf has been sympathetically transformed into a passenger station, located just short of the A483 level crossing

on the southern edge of Oswestry. Built in traditional style, the station complements the historic goods shed which once served the Morda Valley.

The former office at the Oswestry end of the goods shed has been renovated into a period waiting room, with small exhibits helping to tell the story of the past, complementing CHR's long-established Cambrian Railways Museum in Oswestry.

Motive power

The opening day special train was top-and-tailed by Barclay 0-4-0ST No. 2217 of 1947 *Henry Ellison*, on hire from the Ecclesbourne Valley Railway Association, and CHR resident Ruston & Hornsby

0-4-0 165DE No. 458641 of 1963 *Alun Evans*. The Barclay arrived at Oswestry from Wirksworth on March 28.

On the same day, CHR carried out a minor rolling stock reshuffle which saw Vulcan 0-4-0 diesel No. 295 of 1955 *Telemon* relocated from Oswestry to CHR's separate Llynclys operation, four miles south of Oswestry, while *Alun Evans* moved from Llynclys to Oswestry. Resident Barclay 0-4-0ST No. 2246/1949 *Fife Flyer* is awaiting boiler repairs.

Prior to the departure of the special train, a plaque was unveiled inside Oswestry station by Vince Hunt, chairman of Shropshire Council. He said: "I am so pleased to be here to open this extension to my second favourite sort of thing – a brewery.

"A tremendous amount of work is underway to get the trains back from Oswestry to Gobowen as part of the community rail initiative. Hopefully it will happen in the coming years.

"I also look forward to travelling by train to Llynclys in future – we can enjoy our lovely heritage railway."

Ceremony

After arrival at Weston Wharf, a second plaque was unveiled and a ceremonial ribbon was cut by North Shropshire MP Helen Morgan. She said: "It was a delight to open Weston Wharf station and ride on the train from Oswestry to get there! This is great news for Oswestry and for Stonehouse Brewery, and it is also testament to all the hard work of the railway volunteers who made it happen."



The new toilet block and restored goods shed at Weston Wharf.



Ruston & Hornsby 0-4-0 165DE *Alun Evans* awaits departure from Weston Wharf to Oswestry with the empty coaching stock on April 1.



The ceremonial cut: Flanked by Vince Hunt, chairman of Shropshire Council (left) and CHR chairman Rob Williams (right), North Shropshire MP Helen Morgan cuts the ribbon in front of *Henry Ellison* at Weston Wharf.

Right: CHR head of engineering Matthew Higgins, who drove the special train, and CHR chairman Rob Williams are interviewed for the BBC Midlands Today television news programme at Oswestry.

Below: Light refreshments at Weston Wharf are available from former LNER Mk.3 buffet car No. 40751.



Fare-paying passengers were carried from April 2 with *Henry Ellison* and Class 73 No. E6036 (73129) in action. The 'ED' has recently been fitted with a replica *City of Winchester* nameplate on the north side – the south side being due to follow in the coming weeks.

CHR trains are timetabled to run along the 1¾-mile line from Oswestry on weekends and Bank Holidays until September 25 – with steam haulage on Bank Holiday weekends. *Henry Ellison* is contracted until The Queen's Platinum Jubilee on June 2-5.

There are six departures per day from Oswestry, with two locomotives operating alternate trips, there being no run around loop at present. On steam days, the Class 73 is normally expected to be in action, with *Alun Evans* as back-up. On diesel days, the Ruston and 'ED' will be in traffic – although some dates may see one of the line's two Class 144 'Pacers' in operation. The Pacers are also expected to work special trains to the brewery on selected evenings.

CHR chairman Rob Williams said: "This project has been 10 years in the making since CHR gained access to the railway thanks to the efforts of Shropshire Council in buying the line.

"In that time, we have been grateful for the work and support from our partners in a number of bodies, including local authorities, to make this a reality.

"We now have a good, solid tourist attraction for the town of Oswestry, which is actually in the heart of the town itself. This will bring visitors to the area, footfall, and secondary spend for local businesses."

Future

He added: "There will now be a period of consolidation before we re-open more of our nine miles of railway. Operating what we have now will provide credibility on a local and national level, plus finance for the next step.

"CHR is promoting two projects – a heritage line south from Oswestry, connecting Blodwell and Pant, and the community rail scheme

linking Oswestry to the national network at Gobowen. Following the success of the CHR submission to the Department for Transport (DfT) Ideas Fund for feasibility funding, a working group has been established to take the project forward to deliver the strategic outline business case within the scheme's target deadline of September 2022."

The steering group comprises a range of disciplines, with representation from DfT, Network Rail, National Highways, the Robert Jones & Agnes Hunt Orthopaedic Hospital, Oswestry Town Council, Shropshire Council, Gobowen Parish Council, Oswestry Business Improvement District, and North Shropshire MP Helen Morgan.

→ Tickets for CHR trains must be pre-booked at cambrianrailways.com; passengers are welcome to return on a train of their choice.

→ Visit www.stonehousebrewery.co.uk for details of the brewery, including tours of the complex and drinks available.

Bala Lake marks 50 years with three-day special event

THE Bala Lake Railway is to hold a three-day event over the April 30-May 2 Bank Holiday weekend to celebrate its 50th anniversary

'Bala at 50' corresponds with the weekend in 1972 when the first track was laid at the railway, and the guest locomotive will be Hunslet 0-4-0ST No. 3905 *Jennie* from the Amerton Railway – remembering similar Kerr Stuart Wren *Dryw Bach*, which operated on the railway in the early days.

There will be a recreation of the first track-laying train and the launch at Bala of a new book on April 30, *Rheilffordd Llyn Tegid - Y 50 Mlynedd Cyntaf / Bala Lake Railway – The First 50 Years 1972-2022*. *Jennie* will also double-head with the home fleet on the Sunday.

A special event will be held on August 13, 50 years to the day that the first train ran, and a 50th anniversary steam gala will take place on August 27-29.

Threat to full Wensleydale 40-mile revival

THE six-mile Midland Railway tracked between Hawes and Garsdale which closed in 1959 could become path for walkers, cyclists, and horseriders – potentially scuppering plans to rebuild the full 40 miles of the Wensleydale Railway.

The Yorkshire Dales National Park Authority is to launch a public consultation into the proposal as its next step, after a majority of members agreed to the multi-user route scheme in principle at its March 29 meeting.

Addressing the meeting, Ruth Annison, a pivotal figure in the launch of today's Wensleydale Railway, said: "The original alignment between Hawes and Garsdale is the only possible route for a reinstated railway, whereas the papers for this meeting state that alternative multi-user routes are feasible.

"Reinstatement of the former railway within the national park would help meet environmental challenges of millions of day and staying visitors by providing strategic network and connection benefits."

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UK heritage lines are united in response to the coal crisis

By Owen Hayward

HERITAGE lines throughout the country are reviewing their operation of steam locomotives in response to the ever-changing coal supply crisis and the results of trials with some of the available alternatives.

As reported last issue, with the Ffos-y-Fran coal mine in South Wales no longer supplying the heritage sector, UK coal supplies have all dried up.

Combined with Russian-based ships carrying supplies being refused entries at ports worldwide, and the alternative Colombian and Kazakhstan supplies being both more expensive and containing a higher volatiles content, the East Lancashire Railway became the first to announce its intention to reduce the amount of steam operating days.

Since then, the Severn Valley Railway has also announced changes to its operating plans for the foreseeable future, with all footplate experiences postponed until the end of May and the cancellation of Monday and Tuesday services – even those during the high summer season.

Managing director Helen Smith said: “We are having to make difficult decisions to conserve our existing supply – and we must do all we can to make it last longer. We are having to postpone some of our footplate experiences as an initial measure and have contacted all those impacted.

“The SVR is looking at further measures to conserve and prolong our existing coal supplies, which include using a mixture of coal and other materials, such as eCoal and ovoids.”

Despite these initial concerns, the SVR was still planning to go ahead with its April 21-24 Spring Steam Gala (see News, page 11), whilst the East Somerset Railway postponed its March 26/27 Gala.

On March 11, the Llangollen Railway announced its intentions to scale back steam operations.

“While the railway currently holds good reserves of coal delivered before the hostilities began in Ukraine, we do not feel it would be ethical to purchase any more Russian coal given this horrific situation,” announced the line’s press officer, Terry Pickthall.

Revised services

He highlighted that the rising cost of diesel fuel was also making operation of the line’s railcars more expensive. As a result, the timetables for at least the spring months was to be revised, reducing both the overall number of trains operated as well as the number of steam days planned.

Terry added that the Llangollen Railway is “carefully considering the environmental impact alongside our objective of telling the very important story of our industrial and transport heritage, in which coal played a huge part.”

He added: “The 150 or so UK heritage railways would welcome the support of the UK and Welsh Governments in being able to source a limited but sustainable supply of British coal.”

A statement from the Spa Valley Railway on behalf of its directors and trustees said that “costs of operating have increased by over 80% within the last couple of months”, and provided a stark comparison



The coal heap in Haworth yard on the Keighley & Worth Valley Railway at present looks fine, but for how much longer? BR Standard 2MT 2-6-0 No. 78022 prepares to take part in the second day of the March 11-13 Steam Extravaganza (see News, pages 46-47).

between a basic day’s operating cost in 2021 compared to that in 2022.

With a near £320 increase on the daily necessities (coal, water, diesel fuel, electricity, and oils), the figure equates to “between 21 and 22 extra visitors per day” required to cover that cost – which is forecast to amount to more than £30,000 for the year.

Regarding the coal situation, steam locomotive engineering manager Matt Dives said: “As it stands, we should have enough on site to last for a couple of months. We will, however, look for alternatives, possibly mixing with existing supplies.”

As previously reported, alternative fuel supplies have been at the forefront of the plans of several railways, with numerous others

conducting their own trials of the available substitutions.

The Gloucestershire Warwickshire Railway has been talking to CPL Industries, Britain’s largest manufacturer of smokeless fuels, which is working hard with users to develop suitable fuels for steam raising, including eCoal 50, a product containing biomass, but with a higher cost. Its regular coal merchant has also supplied manufactured ovoids, consisting of crushed Neath anthracite bonded with lime, with no bituminous content. March 12 saw the first trial of these on the G/WR, with all four of the in-service locomotives steamed and alternating between test and public service trains to gauge viability.

“This was, to be fair, something of

On March 22, Bure Valley Railway 2-6-2 No. 6 *Blickling Hall* is seen on a test using CPL Wildfire coal and hauling a total of 76 tons in dry conditions. KEITAO MA/BVR





Above: Gloucestershire Warwickshire Railway driver John Pedley watches as the bunker of GWR 2-8-0 4270 is loaded with Ffos-y-Fran steam coal, the supply of which has ceased. IAN CROWDER



Right: Trevithick steam ovoids are not ideal for prolonged outdoor storage, with the binding agent breaking down after less than a month. ANDREW BARNES/BVR

a challenge," said Adrian Showell, the steam department's buyer.

"Raising steam in the first place used significantly more fuel than that from Ffos.

"All four locomotives were subsequently used on service trains and it quickly became clear that the material needed a constant draught to burn well, with the engines burning rather more than we do with Ffos coal. That said, it needs a completely different firing technique, which will be a learning curve for many of our firemen. It also produces a lot of fine ash which tended to clog the firebars, suggesting wider spacing might be needed.

"We are feeding this information back to our supplier and the recipe for the material is being tweaked – it will be interesting to see how this develops."

The railway has since trialled a combination of one-third ovoid to two-thirds coal, which reportedly worked well and was used during the Cheltenham Festival race trains.

Leading the way

The general consensus appears to be that it is perhaps better suited to narrow gauge locomotives. The Bure Valley Railway has been conducting detailed and scientifically monitored trials of coal and substitutes for two years, with a working group comprising The Advanced Steam Traction Trust, the Heritage Railway Association, Network Rail, CPL, and other heritage railways.

BVR's managing director, Andrew Barnes, said: "The aim is to compile accurate and detailed records of trials and undertake analysis of residues and so on to evaluate

the performance and suitability of different coals and coal substitutes for use in steam locomotives.

"Based on the results of the trials we had undertaken and modification to the composition of the eCoal product, we were able to progress to a trial on the Keighley & Worth Valley Railway (covered in Sally Clifford's report in issue 291 of *Heritage Railway*).

"From those results, further modifications were made and trials undertaken on the BVR on March 21/22. We are still analysing these results, and hope to move to another standard gauge trial next month on the KWVR."

Andrew pointed out that the differences between ovoids and eCoals bring issues other than just those relating to consumption and steaming ability.

"Hargreaves Trevithick ovoids are a cold-cured product with a resin binder, which we have found produces very high smokebox char levels, which, after less than a month in open air storage, starts to break down," he said, adding that the hot-cured CPL Wildfire coal – a blend of anthracite, coal, and petroleum coke – consumes "five to 10% more than Ffos coal, but is more efficient than the Trevithick and is unchanged after over a month in outdoor storage."

One aspect that all lines have reported is that both of these alternatives are slower to light and need a hot bed to be established, then fired little and often.

Andrew concluded: "Development and trials will continue, but railways need a product right now to operate, and be conscious of budgets."



Ruston Hornsby diesel No. 6, after delivering ballast into the Corris station area, was used for the initial test of the traverser.

Corris traverser in use – a Falcon by September?

THE new traverser for the Corris Railway's terminus passed a significant milestone on March 26 when it was used for the first time, enabling new-build Kerr Stuart 0-4-2ST No.7 *Tattoo* to run round coaching stock for the first time since the line close to passengers in the 1930s.

Preserved trains returned to Corris station in 1996 operationally, and then 2002 for passenger-carrying services. With no loop, they have been running push-pull to Maespoeth.

The traverser itself was constructed by Statfold Engineering at the Statfold Barn Railway and is a manually-operated example.

The installation began after the line finished running its 2021 Santa trains, and saw track relaid from the Braich Goch farm crossing toward the station on recycled plastic sleepers, with traditional sleepers in the station itself.

A new curved platform replaces the previous stubby triangle layout, allowing for the planned future development that will see the original station (demolished in 1968) replicated as closely as conditions allow, including the overall roof that was an unusual and iconic feature for any narrow gauge line.

The first use of the traverser for a public service was set to be on Good Friday, April 15, after which it will be regularly used on the line's service trains.

Also, September could see new-build 0-4-2ST No. 10 *Falcon* in steam – provided that £36,000 can be raised.

Announced in 2007, the new-build locomotive's design is derived from one of the former Corris residents, No.3 *Sir Haydn* on the Tallyllyn Railway.

Construction began in 2009, with the boiler built at Israel Newton in Bradford, and made steady progress until work had to be paused in response to the rise in costs caused by rapid inflation. The break allowed the Corris to consult on the best way to continue, resulting in this latest appeal for cash.

Following discussions with contractor Alan Keef Ltd, in Ross-on-Wye, the aim is to have No. 10 in steam in time for that firm's 50th anniversary open day on Saturday, September 24, although it will not be ready for traffic.

To meet this target, the further £36,000 is needed to complete work such as fitting the smokebox and chimney at the front end, along with various outstanding platework, pipe runs, and adjustments those may entail. The sum includes a margin for overrunning costs.

Corris volunteers will undertake some of the work in a bid to reduce the overall bill.

Even if No. 10 steams in September, more work is required before it can enter service; this next phase of work is forecast to cost a further £40,000.

Should the target be reached, 2023 could see two Corris-owned steam locomotives at work on the line for the first time since 1930, in a brief window ahead of No.7 being withdrawn for overhaul in 2024.



Left: No. 7 *Tattoo* exiting the traverser, having been 'traversed' after pulling a full complement of carriages into the new Corris station platform for alignment checks and clearance testing.

PATRICK JOLLEY/CR

IN BRIEF

→ **THE B17 Steam Locomotive Trust** has been given a legacy from a recently deceased member that includes a collection of 63 B17 models, a mix of Bachmann and Hornby, each with its splashers nameplates and numbers repainted professionally and includes all the B17s that were not converted into B2s. The collection is now for sale complete, and expressions of interest are invited at B17enquiries@gmail.com

→ FOLLOWING an "amazing response" to its £15,000 appeal, the Llangollen Railway has successfully bought back Cowans Sheldon crane No. RS1085/45 from Sandbach Commercial Dismantlers Ltd. A settlement price included a generous discount, and paperwork was being prepared to transfer ownership to the Llangollen Railway Trust Ltd.

→ **DARLINGTON's Head of Steam Museum** has commissioned Teesside social enterprise Barefoot Kitchen to create a railway-themed garden in its grounds. It is hosting an exhibition, *From Steam to Green*, until June 19, exploring the sustainability of railways of the past and how they created station gardens and allotments.

→ THE Mid-Suffolk Light Railway is to hold a two-day Easter Steam-Up on April 17/18 with Cockerill 0-4-0VBT No. 2525 and award-winning Fowler 0-4-0DM *Shreddie*, built for the Shredded Wheat Company in 1934, hauling trains.

→ **THE Ravenglass & Eskdale Railway** has been awarded the Visit England Gold Award for its Pullman camping coaches.

→ Hunslet Austerity 0-6-0ST No.3193/WD75142 *Norfolk Regiment* moved from Bressingham Steam Museum to go on loan at the Colne Valley Railway for its 2022 operating season.

→ **AN open day at the under-restoration Princes Risborough North signalbox**, the largest-surviving GWR example and which dates from 1904, is to be held by the Chinnor & Princes Risborough Railway between 10am and 4pm on Sunday, May 7.

→ **HOLLYCOMBE Working Steam Museum** has received a further £100,500 grant from the Government's Culture Recovery Fund final £35 million emergency support package to offset the challenges of the Covid-19 pandemic. Hollycombe was awarded an £895,000 lifeline grant from the same fund in October 2020 so it could reopen in 2021, its 50th anniversary year. The museum hopes to re-open at Easter.



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Union of South Africa for Bury Transport Museum

EXCLUSIVE

By Robin Jones

JOHN Cameron's LNER A4 No. 60009 *Union of South Africa* is to spend the next year – possibly longer – on static display inside Bury Transport Museum on the East Lancashire Railway.

For a long while, it was the intention of John – who saved No. 60009 (picture, page 85) from the breaker's torch – to retire it to a new museum he hoped to build near his home in Fife, but so far his plan has been refused planning permission.

The A4 has been on hire to the ELR and was due for withdrawal from traffic after making its final planned run on January 3 this year before its boiler ticket expired.

However, as reported, it was taken out of traffic on October 4 due to a boiler tubes fault.

Because of the location of the tubes and the brief amount of time remaining on the boiler certificate, it was not deemed economically viable to fix it. Instead, No.60009 appeared on static display at the line's autumn steam gala and missed a farewell event that had been planned late last year.

The locomotive completed its last main line trip on March 7, 2020, when it hauled the Railway Touring Company's 'Yorkshireman' from Ealing Broadway to York via the Midland Main Line.

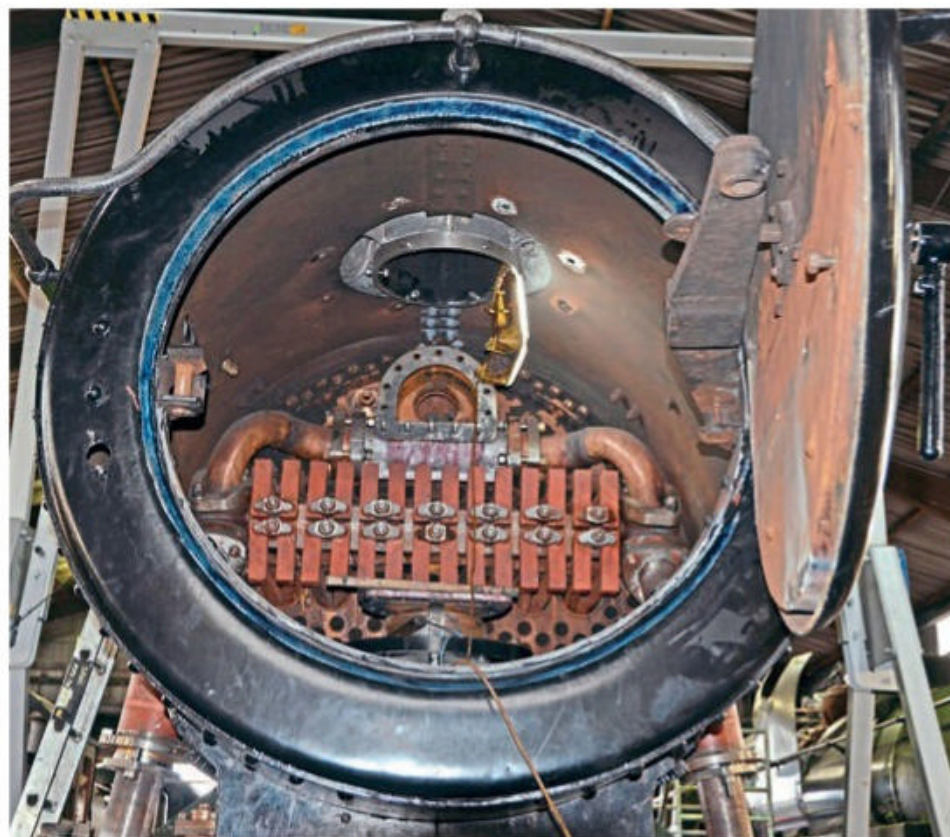
A scheduled move to the ELR by the A4 was delayed because of the

onset of the Covid-19 pandemic, and it was eventually taken to Bury behind a diesel.

However, *Union of South Africa* was fated to never to leave the ELR under its own steam or run on the main line again.

Former ELR Preservation Society vice president Keith Whitmore, who has taken over as chairman of the transport museum as well as the ELR's Buckley Wells development group, said: "We have secured an agreement to have No. 60009 on display inside for 12 months, and maybe longer.

"We have a good relationship with John Cameron, who wants the locomotive to be seen by many people."



Work continues on Severn Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* inside Bridgnorth Shed. Looking inside the smokebox on March 30, the superheaters and the main steam pipes are all fitted, showing the complexity of the pipework. The chimney is yet to be fitted. JOHN TITLOW

Wensleydale needs to find £60k to buy two coaches

THE Wensleydale Railway has launched a £100,000 appeal to help it secure two recently-refurbished BR Mk.1 coaches to allow it to operate its future steam services. So far, almost £40,000 has been raised.

One of the two 1950s-built vehicles is a TSO, complete with original features such as woodwork and roof lighting.

The second is a Brake Standard Open with micro-buffet, which has been modified to allow disabled access.

The appeal also seeks to also cover the cost of moving the vehicles, and a seat sponsorship scheme is available, with £250 covering one seat and a slight discount for those covering two or more; patrons will be rewarded with their name included on a sponsor board inside the coach.

→ **Donations can be made at the railway, by bank transfer (Wensleydale Railway Association (Trust) Limited, sort code 40-35-03, account no. 61322044), or via www.justgiving.com/campaign/fullsteamahead**

Time's up for the railways at Didcot Centre

THE role of railways in the standardisation of time has inspired a new artwork which will go on show at Didcot Railway Centre from May 28.

The *Train Effect* is a film installation inspired by how, in 1840, the GWR introduced 'Railway Time', meaning a single standardised time was used on its line and subsequently across stations in Great Britain.

Artist Savinder Bual said: "The installation is about our relationship with time, using the history of the railways as a framework. The railways were instrumental in shaping our modern perception of time and I want to use them to prompt people to think about time from different perspectives."

The *Train Effect* shows the centre's turntable being turned by hand by museum's volunteers. Filmed using a drone, viewers will see GWR 4-6-0 No. 2999 *Lady of Legend* rotating like the hands of a clock.

"By showing that a small action by just two people can create an immense change – in this case, moving a 130-tonne engine – we have the power to renegotiate how we think about time," said Savinder. After the Didcot show ends on September 4, the artwork will be online at www.savinderbual.com/thetraineffect



The North Norfolk Railway is 'Worth' an early rise! The April 1-3 return of the spring steam gala featured maroon-liveried Ivatt 2-6-2T No. 41241 from the Keighley & Worth Valley Railway, making its first-ever appearance on the Poppy Line, seen heading the 8.58am mixed train formed by BR Mk.1 suburbans and goods vehicles at Sheringham on April 2. H. SHEPPARD

Barry coach to leave Severn Valley

THE Barry Railway Carriage Trust has been restoring 1895-built Ashbury carriage No. 163, a first and second class composite coach on six wheels, at the Severn Valley Railway for many years. Unusual for its time, it was fitted with electric lighting and has solid brass window frames which reflected the prosperity of this railway.

Withdrawn by the GWR in 1928, it became a dwelling in the Clent Hills near Bromsgrove until 1992, when it was relocated to Hampton Loade for restoration.

Attached to a modified four-wheeled underframe, extensive research and repairs have been carried out by a small band of volunteers over the years. From a shell, it has had the compartment

partitions, ceilings, floor, and external cladding replaced.

New electrical lighting fittings were made and fitted, doors overhauled, and locks made. The team believes that 75% of the work has been done, with the view of returning it to passenger use.



Barry Railway coach No. 163 needs a new home. DEWI JONES

With volunteers' progress hampered by working in the open air, plus the Covid lockdowns and other imposed restrictions, progress stalled, and the SVR and the trust have agreed that the coach will now leave the railway.

The trustees' preferred options are for restoration to continue on another nearby site or to transfer the coach to a new owner with similar aims. Further details are available by emailing dewitrains@gmail.com
→ The unrestored body of a Lancashire and Yorkshire Railway carriage body has found a home at the East Lancashire Railway's Bury. Saved in April 2019, it has been temporarily stored at Spotland Bridge Mill by agreement with Nick Crewe, the owner of Crewe Industrial Services Ltd.

Classic poster exhibition opens in County Durham

EDINBURGH to London & Beyond, an exhibition of 40 vintage railway posters from the 1920s to the 1950s celebrating Britain's golden age of travel, is now open at Ushaw Historic House, Chapels and Gardens in County Durham.

A chance mention by Terry Buckle, a volunteer gardener at Ushaw, of his father Claude Henry Buckle – one of Britain's most prolific designers of railway posters – provided the inspiration for Ushaw to stage the exhibition.

Claude Buckle produced designs for more than 100 railway posters in watercolour and oil; and three of his originals feature at Ushaw.

The exhibition runs daily 11am to 4pm until June 26 in the William Allen Gallery.

Right: Lucy Jenkins, director of culture and heritage at Ushaw Historic House, with three of the posters.



Baldwin could return to Welsh Highland in late summer if £20k is raised

A £20,000 appeal has been launched for sponsors of new components for the Welsh Highland Heritage Railway's scheme to restore Baldwin 10-12-D 4-6-0T No. 794.

Work on restoring No. 794 has been at a standstill since March 2020, when the Vale of Rheidol Railway workshops stopped at the start of the pandemic lockdowns. However, the project is now underway once again.

No. 794 was built for the First World War, after which it was exported to India where it worked on a sugar plantation, and was named *Tiger*. It was imported from India in about 1985. Now owned by the Imperial War Museum, it has a complete rolling chassis, and it is intended to fit a new boiler.

When restored, the locomotive will be numbered 590, that of a similar Baldwin that operated on the Welsh Highland Railway.

Cladding complete

Work on the installation of the new boiler cladding was completed in March, and work has now moved onto the manufacture and installation of pipes and connections for water and steam supplies.

The project team has been looking at the provision of air/vacuum braking equipment, the purchase and installation of steam valves and other boiler fittings, the manufacture of a wooden back to the cab and a cab roof extension to replicate the modifications made to No. 590 at Boston Lodge in 1923, and the modification and/or extension of couplings.

Sponsors are sought for the outstanding components and required items. Visit www.whr.co.uk/appeals/baldwin-rebuild
→ To contribute, email Baldwin 794 joint project manager Neil Evans at neil.evans@whr.co.uk

Bluebell plans mass stock clear-out and is seeking buyers

THE Bluebell Railway Preservation Society has agreed in conjunction with the Bluebell Railway plc to offer 13 vehicles for disposal as it seeks to clear siding space – the largest single offering by the line in years. Of particular interest are Southern Railway Maunsell brake third

No. 3724 – the only surviving example of a Maunsell four-compartment long brake, although it was stripped out and converted to a weed-killing spray vehicle before withdrawal – and sole surviving steam-hauled SR corridor third No. 2356, obtained for use as a mess vehicle.

SR Post Office sorting van No. 4922 is also on the list, and underframes from a BR Grampus, PalVan and LSWR 24ft passenger rated van are available, with an ex-Port of Bristol LMS five-plank from the wagon collection. BR Mk.1 BCK No. 21271 and five sleeping

cars, including 1939-built Compagnie Internationale de Wagon-Lits night ferry No. 3801, are also listed. All vehicles are sold as seen, with most requiring extensive work. Enquiries should be made to blog@bluebell-railway.com

Minehead back on track again!

By Robin Jones

THE first passenger-carrying steam train to enter Minehead station for more than two years was greeted by cheers and loud applause from a crowd gathered on the platform beneath blue skies and sunshine.

On Saturday, March 19, WR mogul No. 9351 headed the first passenger train in and out of Minehead since New Year's Day 2020, made possible by the Seaward Way level crossing being brought back into use after many months of modernisation work to install new barriers and lights – which recently needed emergency repairs after damage caused by Storm Eunice.

General manager Kerry Noble said: "There was a fantastic buzz of excitement and enthusiasm, not just at Minehead but at all of our stations along the line. It really was an extremely successful weekend, and it was so nice to see the trains being very busy with many hundreds of passengers. It was an extremely good start to our season."

The level crossing was the centrepiece of the Return to Minehead event over April 2/3, when VIP guests celebrated its reopening. Watchet Town Band played during the opening ceremony and groups from the WSR, as well as several local charities and organisations, staged displays and stalls at the station.

Meanwhile, Bob Meanley is to retire from the board of the West Somerset Railway plc. One of the foremost locomotive engineers of



Great to be back: WSR 2-6-0 No. 9351 enters Minehead station with the 10.15am from Bishops Lydeard. NICK GILLIAM

the preservation era, for nearly 25 years he was chief engineer of Tyseley Locomotive Works and oversaw the restoration and operation of much of the Vintage Trains fleet, including GWR 4-6-0s No.5043 *Earl of Mount Edgcumbe*, and No.7029 *Clun Castle*.

He was also responsible for the re-streamlining of LMS Princess Coronation Pacific No. 6229 *Duchess of Hamilton* for the National Railway Museum.

In 2020 at the Heritage Railway Association Annual awards, he received the award for services to railway preservation.

A WSR plc board statement said: "He has had two periods as a member and has made an invaluable contribution through the very challenging period of the pandemic and when trains could not run through to Minehead as a result of the level crossing closure."

Leading change

"Bob has been director with responsibility for mechanical engineering. His very wide experience in the heritage sector and, in particular, a thorough understanding of steam engines gained through many years

has been invaluable to the railway. During his time with the WSR he has taken a particular role in leading the development of the changes in the organisation of mechanical engineering on the railway, including overall direction of the absorption of the Williton Works into the company from the WSR Association.

"Bob has decided that with the railway on a firmer footing, he is able to devote more time to a range of professional activities closer to home in the West Midlands."

WSR chairman Jonathan Jones-Pratt said: "We are very sorry to see Bob leave the board but we fully understand his reasons and we hope and expect he will keep in touch with the railway in the future."

"We owe Bob a considerable debt for the work he has done helping us at the most difficult of times. We very much wish him well in the future."

The railway will shortly be advertising for a new mechanical engineering director.

→ The Minehead Victorian Steampunk Festival will be staged at the station on Sunday, May 1, with an evening dance on the platform. Tickets can be booked now online at west-somerset-railway.co.uk



Staff at Washford on the West Somerset Railway prepare to welcome the first train to call at the station, which reopened after being closed for many months. RICK PECKHAM/WSR



Traffic waits as the first passenger-carrying train in more than two years steams towards Minehead station over the modernised Seaward Way level crossing. JOSH BRINSFORD/WSR

Veteran locomotive set to honour nursing pioneers and their achievements

HUDSWELL Clarke 0-6-0ST No. 1208 of 1916 *Illingworth* will be renamed *Nightingale and Seacole* at 12.30pm on Friday, April 22 at Embsay station on the Embsay & Bolton Abbey Steam Railway.

During the ceremony, tribute will be paid to the courage shown by the nurses, midwives, nursing associates and healthcare support

workers throughout the pandemic and today. Mary Seacole and Florence Nightingale are two of the world's most famous nurses, remembered for the advancements they developed while caring for injured soldiers during the Crimean War. Many believe Mary did not receive the recognition she deserved; this name will

remind future generations of the contribution and sacrifice that internationally educated nurses and midwives and those from an ethnic minority have made during the Covid crisis.

Professor Greta Westwood, of the Florence Nightingale Foundation, and Trevor Sterling, of the Mary Seacole Trust, will unveil

nameplates before joining guests for a ride in Queen Victoria's saloon and vintage directors' carriages.

Locomotive owner Stephen Middleton said: "It will be a lasting remembrance of this most difficult time."

The engine currently bears two names, *Illingworth* and *Mitchell of Bradford Corporation*.



The last recorded time that the original Ty Dwr watering stop was used in 1952 by No.4 *Edward Thomas*. TR COLLECTION



Seventy years later, No. 4 is also the first to take water from the completed reconstruction of Ty Dwr. LUKE RYAN

Talyllyn water stop on steam again after 70 years

By Owen Hayward

THE tranquil scene of an engine taking water in the Dyfi woodlands between Abergynolwyn and Nant Gwernol can once again be witnessed following the completion of the Talyllyn Railway's Ty Dwr reconstruction project.

Translating literally as 'water house', Ty Dwr was the location of the line's first locomotive shed, built alongside the mineral line to the quarry incline.

Believed to be of wooden construction, the shed was just large enough accommodate a single locomotive, but it was made redundant in 1866 following the arrival of No.2 *Dolgoch* and the construction of the main motive power depot at Pendre in 1867

superseding its purpose. The shed was demolished but the watering point remained, with an extra slate tower installed and lengthened wooden troughs to allow locomotives passing by to still take water, which was run-off from the nearby stream.

The original watering point was demolished in 1954, with the last documented use being in 1952 by No.4 *Edward Thomas*. The slate was repurposed for reinforcing embankments in the Dolgoch area.

In November 2018, as part of its contribution to the Gwynedd County Council's bid for UNESCO World Heritage status, the TR's Heritage Working Group started the project of recreating it. To date, the appeal has

raised £8119.50 and has also received £4000 in sponsorship from PTG Tours, one of the UK's leading railway holiday companies. Work on the slate columns commenced in December 2021 with the aid of contractors Celtic Masonry, this first phase being completed in early February this year.

The wooden launders for conveying water from the stream were built in-house at Pendre and fitted in early March. On March 22, No.4 returned to Ty Dwr and became the first locomotive to take water there in 70 years. Among those present for the occasion was a very happy David Mitchell, president of the Talyllyn Railway Preservation Society, who can still remember the original scene from the 1950s.

Ian Drummond, chairman of the TRHWG, and Mike Christensen, who designed the reconstruction, were also present.

Both were instrumental in the success of the project and securing the necessary funding.

Ty Dwr became the highlight of the Talyllyn's spring photographic charter which also saw No.3 *Sir Haydn* join its former Corris shedmate in recreating scenes along the Fathew Valley utilising the TR's vintage coaches, Corris Saloon, and a selection of slate wagons.

It is not intended for Ty Dwr to be a regular watering stop, but it will feature in future photographic charters and as part of some special events.

Travel first class on the South Devon Railway for 150th anniversary event

A Victorian-era carriage will be travelling alongside the River Dart this summer following the arrival of GWR first class saloon No. 9044 at the South Devon Railway from the Bodmin & Wenford Railway.

Built in 1881 and believed to be the oldest surviving GWR bogie coach in existence, the clerestory coach originally served as a high-society family saloon, supposedly carrying passengers such as King Edward VIII, then Prince of Wales, before being converted to a civil engineer's saloon in 1936. Withdrawn in the early 1960s and entering preservation in 1964, the carriage was restored at the BWR and completed in 2013, operating on special occasions.

BWR plc chairman David Nelson-Brown said "We are delighted to be

able to enter this partnership with our friends at the South Devon Railway.

"Covid-created backlogs in our workshop have side-lined this historic vehicle for too long and this loan will see the carriage back in traffic much quicker than at home."

Some recommissioning work and maintenance will be undertaken by the SDR before it enters traffic, which is expected to be during the line's 150th anniversary celebrations between April 30 and May 2.

Severn Valley Railway-based Port Talbot Railway 0-6-0ST No. 26, currently running as GWR No.813, is also visiting for the event, at which freight and auto-trains will also be operating as part of an intensive timetable.

Visit www.southdevonrailway.co.uk

Class 47 D1501 bids farewell to East Lancashire and heads for Peak Rail

WATERMAN Heritage Trust-owned Class 47 D1501, built in 1962, is set to leave the East Lancashire in mid-April and move to Peak Rail after a farewell running weekend on April 2/3 on the Heywood-Rawtenstall line.

The trust and ELR officials reached a mutual agreement to see the locomotive – which is suffering from corrosion in several critical areas caused by many years of exposure to the elements – depart for pastures new after spending more than 20 years based in the region, having arrived on June 6, 1993. The move comes as music mogul and enthusiast Pete Waterman looks to concentrate his fleet of locomotives at Peak Rail, where many of his railway assets are based at Rowsley South

(see feature, pages 72-77). The ELR cannot currently guarantee covered accommodation to slow down the 'Spoon's' deterioration and understands the trust's need to ensure the longevity of the locomotive.

ELR finance director David Layland said: "The ELR has been proud to look after and maintain this loco on behalf of the Waterman Trust for nearly 30 years.

"While it is sad to see it move on, we are grateful for the time it has spent with us.

"An excellent relationship remains with Pete Waterman and the Waterman Trust, and this is shown by the recent agreement for the GWR Observation Saloon to remain on loan at the East Lancashire Railway."



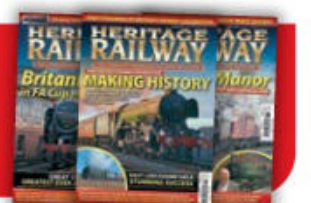
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Somerset & Dorset comes north for Cotswold Festival of Steam

By Robin Jones

FOUR guest engines have been booked for the Gloucestershire Warwickshire Railway's Somerset & Dorset remembered-themed Cotswold Festival of Steam, to be held over the spring bank holiday weekend of June 3-5.

Southern Locomotives Limited's Bulleid West Country light Pacific No. 34028 *Eddystone* will be coming from the Swanage Railway. *Eddystone* was a regular performer over the S&D while it was based at Bournemouth and on several occasions took charge of the legendary 'Pines Express'.

Since returning to steam in 2021 after a major overhaul, this will be *Eddystone*'s first visit away from its home railway, and it will be only the second time that a rebuilt Bulleid light Pacific has visited the G/WR.

Also attending will be Ivatt 2-6-2T No. 41312 from the Mid-Hants Railway, representative of an all too familiar sight on the S&D, with class members including No. 41312 allocated to Bournemouth and Templecombe and used for local and banking duties.

At Winchcombe station, 1927-built diminutive Sentinel works No. 7109 *Joyce* will appear courtesy of owner Andy Chapman and the Somerset & Dorset Railway Heritage Trust at Midsomer Norton. *Joyce* is very similar to the pair bought by the S&D for shunting at Radstock.

Joyce is expected to head a passenger train each day at the event between Toddington and Winchcombe, where it will shunt

wagons and provide an opportunity for visitors to get up close and visit the cab.

A fourth visitor will be Ivatt 2-6-0 No. 46521 from the Great Central Railway.

The icing on the cake will be the visit by Bala Lake Railway chairman Julian Birley with his 4.25-litre MK VI Bentley NHY 581, once owned by S&D photographer Ivo Peters. This famous car often appeared in the photographs of the S&D for which Ivo is justly remembered.

As *Heritage Railway* closed for press, talks to hire another locomotive representative of the Trans-Mendip line were in hand but contracts had yet to be signed. The event, planned more than two years ago, was postponed because of the pandemic.

Happy days

Railway spokesman Ian Crowder said: "Happily this S&D-themed event is going ahead this year. We are absolutely delighted that the show is being proudly supported by Mortons, the publisher of *Heritage Railway* and *The Railway Magazine*, which is also producing the event brochure. The weekend will really show that the G/WR is back and in good health after the Covid years of uncertainty.

"While the G/WR is a long way from Bath and Bournemouth, the Cotswold countryside through which it runs is redolent in many ways of the Mendips. With a stretch of the imagination, you may be carried back to summer days at Radstock as locomotives once associated with



West Country light Pacific No. 34028 *Eddystone*, once a regular performer on the S & D main line, in action on the Swanage Railway on May 27, 2021. DAVID ENSOR

the S&D run through – and a Sentinel locomotive fusses around with a string of wagons."

With its own fleet of locomotives – GWR 2-8-0T No. 4270; SR Merchant

Navy Pacific No. 35006 *Peninsular & Oriental SN Co*; WR 4-6-0 No. 7903 *Foremarke Hall*; and WR 4-6-0 No. 7820 *Dinmore Manor* – the line expects to have up to nine locomotives in steam.

The Merchant Navy will bring back recollections of sister engine No. 35011, which is believed to be the only member of the class ever to work over the Mendips.

Attractions will include non-stop trains, double-heading, freight and the Toddington Narrow Gauge Railway. There will be opportunities to visit both the David Page steam shed at Toddington and the carriage and wagon department at Winchcombe.

➔ Advance tickets are on sale online at www.gwsr.com



Ivatt 2-6-2T No. 41312 at Bodmin General during a loan visit to the BWR. MATT SIMPSON/BWR



Sentinel 0-4-0VBGT No. 7109 *Joyce* in action at the Somerset & Dorset Railway Heritage Trust's Midsomer Norton station. SEAN DUDDEN/G/WR

London Transport Museum is awarded title of city's attraction of the year

LONDON Transport Museum received the Visitor Attraction of the Year award at the 2022 London Tourism Awards.

Presented at the event at London's Guildhall on March 11, the award recognises the

museum's commitment to building memorable days out for all of its visitors.

Museum director Sam Mullins OBE said: "We reopened post-lockdown more determined than ever to bounce back as one of the

capital's top destinations for a great day out.

"Being named Visitor Attraction of the Year is a huge testament to the hard work of our team to make this a reality for our guests. In the face of the lockdowns and

changing restrictions, we upgraded our galleries and introduced new programming to create engaging and relevant content all for our visitors returning to the Museum in Covent Garden and Depot in Acton Town."



Racing the train: Horse power in competition as Bulleid Merchant Navy Pacific No. 35006 Peninsula & Oriental SN Co. and a 19-year-old cob equine power through Didbrook on the Gloucestershire Warwickshire Railway on September 22, 2021. JACK BOSKETT

Jack's finest on show at Severn Valley

REGULAR *Heritage Railway* contributor Jack Boskett is mounting a major free-to-enter exhibition of his work in the Engine House Visitor Centre at Highley on the Severn Valley Railway.

From Railways To Royalty features 75 canvas and framed prints, marking Jack's 12 years as a professional photographer.

During his career so far, he has covered the heritage railway sector and also worked with prime

ministers, secretaries of state, celebrities, and members of the Royal Family. Having opened on April 2, the display will run until the autumn, and is among the highlights of the line's event marking The Queen's Platinum Jubilee on June 2-5.

Jack began taking pictures at the age of five and won a photographic competition at the GWR in the under-18 category in 1997, when he was just seven.

His father, Ian, an avid amateur photographer, took him to photograph steam locomotives around the country in the early 1990s. Ian would set up the camera for Jack and give guidance on locations and composure.

As a teenager, Jack's first picture was published in our sister title *The Railway Magazine* – and because of that, he caught the bug to photograph the railway scene. Using

a Nikon D6 and a Nikon Z9 today, he has worked his way through a variety of cameras, including a Pentax 35mm and Mamiya 645 medium format, through to the latest Nikon DSLR/mirrorless models.

His display at the Goods Shed in Tetbury in January brought in a record number of people to one of its exhibitions. "I am over the moon with this exhibition – it's the biggest one I've ever done," he said.

Several major projects completed during the winter shutdown

By Owen Hayward

THE Gloucestershire Warwickshire Railway has brought a plethora of major projects to completion over the winter months and progressed several more, the most prominent perhaps being that of the Broadway canopy extension, completing its five-year vision to return Platform 1 to as-close-as-possible authentic condition.

The new station building and footbridge are positioned closer together than the original structures that were demolished in 1963, meaning that the platform canopy dagger boards meet with the roof for the footbridge steps. Of the original 7.5-metres between building and bridge canopies, six metres have been made possible by careful planning to merge the two protecting structures, with the last flight of steps now being covered by the main platform section.

A replica hexagonal lamp hangs from the ceiling above the new concourse, with a second in store in readiness for eventual use on a structure planned for Platform 2.

The second key project completed was the work to rectify the winter 2019/20 landslip in the cutting outside Winchcombe, caused

by poor drainage on the site of three new houses adjacent to the line. A soakaway at the top of the embankment became overwhelmed, causing the bank and some of the new residential gardens to slide down onto the track. The work saw a 200-tonne crane brought in to install steel pilings in the ground to stabilise the bank.

The contract repair of Bridge 8, which carries the B4362 Broadway Road over the railway near Stanton, was also completed, enabling traffic restrictions over it to be lifted.

Long-term corrosion was believed to be caused by the failure of the waterproof membrane beneath the road surface, which had likely

occurred when gas and/or water mains were laid over 50 years ago.

The cost of the repair work was partly met by an appeal launched in November 2020 by the railway's trust, achieving £200,000 in less than four weeks.

At Toddington, the site of the former garden centre has also been cleared. A new visitor centre and additional car parking space are planned for the site in the years to come.

On the rolling stock front, BSK No. 34929 has left the carriage workshops following about four years of restoration work, which has seen it modified to accommodate wheelchair access.

Also leaving the workshops was GWR Mink A No. 124589 after undergoing a full rebuild and overhaul, as the GWSR works towards rebuilding its operational freight train.

Voluntary chairman Richard Johnson said: "It is astonishing how much has been achieved since Christmas to enable the railway to reopen for the 2022 season. In terms of engineering work to the running line and stations, I think that this has been one of our busiest-ever winters.

"Our railway depends on about 900 volunteers, who have muscled in and devoted a huge amount of effort to ensure the railway is in the best possible shape ready for reopening.



The Broadway canopy extension viewed from Platform 2. DAVID HOLDSWORTH



BSK No. 34929 emerges from Winchcombe carriage and wagon works after its rebuild, in which it was adapted for disabled travellers. ALEX CAULFIELD

Summer boom brings top award to Bodmin & Wenford

By Robin Jones

A COMPLETE revision of the Bodmin & Wenford Railway's marketing operations following the loss of much of the 2020 season to the pandemic was rewarded – by an extra 55,000 visitors last summer and the line landing the Heritage Railway Association's Award for Large Groups 2022.

In the wake of the Covid losses, the railway decided to look again at the business from a fresh angle and, in March 2021, a new commercial team was employed, comprising a commercial manager, a marketing and commercial co-ordinator, and a marketing and public assistant, two having had no experience of heritage railways and so approaching the business from different perspectives.

Operational changes

The railway totally revised its marketing operation to reduce costs, changed its catering operation, and moved to pre-booked ticket sales.

Despite facing stiff competition from other major attractions in what is one of Britain's top summer holiday destinations, the line not only recorded bumper passenger

numbers, but also ran sell-out murder mystery trains and Santa specials.

The Large Groups accolade, sponsored by Allelys Heavy Haulage, was presented to the line's representatives in front of 250 heritage railway officials, staff, and volunteers at the HRA Annual Awards evening in Birmingham's Burlington

"This award is a testament to all the hard work that the staff and volunteers have put in over the past 12 months."

Hotel on Saturday, March 19. The awards evening, hosted by Ffestiniog & Welsh Highland Railways general manager Paul Lewin with railway historian and broadcaster Tim Dunn as guest speaker, returned after a two-year absence which saw last year's event staged online.

Among the innovations which revolutionised the line's fortunes

was a new online ticketing system set up in conjunction with a outside company, Digitickets. The system meant that the railway could limit the number of tickets available for sale, allowing for seat allocation and better management of social distancing requirements. It also meant that volunteers in the booking office knew immediately where available seats were for walk-ins. The system proved so successful that it will continue this season.

As 2021 progressed, it quickly became clear which the least popular time slots were. In the past, calls had been made to scrap the last train of the day due to low passenger numbers.

Accordingly, it was decided to offer the last train as a Cream Tea Special, with just one branch line journey (50 minutes instead of two hours) and a takeaway cream tea that was collected from the coffee shop. The result was 2281 Cream Tea Special tickets sold online and more than £20,000 generated.

The onsite café at Bodmin Parkway was rebranded as a coffee shop under the new title of the Cornish Rail Coffee Co., and food options were changed so it required lower staffing numbers.

At the same time as booking their tickets, customers were able to book food options. The new name allows for the option of future franchises, which the railway is now looking at.

Marketing strategies

The BWR also scaled back the widespread distribution of vast quantities of leaflets throughout Cornwall to target high footfall areas.

Santa specials were also overhauled, with a new package using an under-utilised Victorian coach that proved incredibly popular, with more than 7500 visitors generating ticket sales of £132,000 compared to £72,000 in 2019.

Visitors for the Santa specials could book food at the same time, and this resulted in £16,000 generated, compared to only £3000 in 2019. The railway also introduced HOPS, an



The winning Bodmin & Wenford Railway team collect the HRA Award for Large Groups 2022. Left to right are Jenna Kirkpatrick, marketing & commercial co-ordinator, Julie Burley, marketing manager, and Michelle Moses, accounts. HRA

online management and compliance system designed for heritage railways, which made rostering staff and volunteers a far easier task. Volunteers can now see at a glance an up-to-date list of vacancies and volunteer to fill them.

The BWR was also the finishing point for the first day of the Tour of Britain cycling race and provided a free shuttle service between Bodmin General and Bodmin Parkway.

Additionally, the railway was part of a local project called Fire and Steam that looked at different locations in the area and how they were tied together due to the railway. This resulted in funding being made available for a number of school children to visit the railway.

BWR business manager Julie Burley said: "We are absolutely delighted to win the award, especially as we were up against the likes of the Gloucestershire Warwickshire Railway and the Great Western Society, both of which are much larger.

"This award is a testament to all the hard work that the staff and volunteers have put in over the past 12 months."



Bagnall Austerity 0-6-0ST No. 75178, which was built in 1944 for the War Department and shipped to Calais on February 2, 1945, never saw war service and spent its working life in South Wales collieries. It is seen heading one of the Bodmin & Wenford Railway's sell-out Murder Mystery trains that helped revolutionise the line's fortunes last year. JASON ELLWAY/BWR

Double success for Cholsey & Wallingford – and 'great plans' for the future

THE Cholsey & Wallingford Railway rounded off an exceptional year by winning the Heritage Railway Association's Award for Small Groups, sponsored by Allelys Heavy Haulage.

The railway attracted record numbers of visitors and resulting revenue despite a shorter

operating season and social distance regulations being required for much of the year.

It also ran its first-ever Polar Express during the festive period, selling about 25,000 tickets. Featuring USATC S160 2-8-0 No. 5197 from the Churnet Valley

Railway, it was renumbered 1225 like the locomotive in the hit movie.

As reported in issue 288, the line's installation of the disused Brunel-era overall platform canopy from Maidenhead as a new showpiece terminus canopy at Wallingford station had already been honoured

in last year's National Railway Heritage Awards. It received a special award remembering late NRHA chairman Theo Steel.

Chairman Dr Tony Stead said: "We have great plans for the future to ensure the railway continues to thrive and improve."

Bumper entries for 2022 awards

A RECORD-BREAKING number of entries – with more than 75 submissions – were received for the 2022 HRA Awards.

The Coiley Locomotive Engineering Award, sponsored by Morris Lubricants, was presented to the Strathspey Railway for their restoration of LMS 'Black Five' No. 5025, as highlighted in *Heritage Railway* (issue 283).

The sheer scale of the work involved to return the 1934-built locomotive to original condition won the judges' votes.

The Morgan Award for Preservation, which recognises rolling stock restoration, was won by the Great Central Railway-based Quorn Wagon and Wagon Group for its 17-wagon box van train, as pictured on page 42.

The group had finished as runner-up in the same category during 2021 but accomplishing the restoration of a full train impressed the judges this time round.

The Outstanding Visitor Attraction Award, sponsored by Hallett Oils, went to the Seaton Tramway, whose entry demonstrated the huge amount of digital work that has been carried out, including a real attention to detail in customer satisfaction. (The tramway had also won silver in two categories at the Devon Tourism awards, Accessible and Inclusive Tourism and Large Visitor Attraction of the Year, on March 10.)

Impressed

In the HRA Award for Diesel Locomotion, the Isle of Wight Steam Railway's transformation of pioneering 1920s Drewry railcar No. 2 claimed the trophy.

The judges were impressed by the return of a vehicle that many had forgotten even existed to first class condition. As reported in issue 289,



LMS 'Black Five' 4-6-0 No.5025 approaches Broomhill on the Strathspey Railway on August 13, 2021, from Aviemore.
PHIL RICHARDS/CREATIVE COMMONS

the railcar entered IoWSR traffic on January 23.

The level of research carried out to ensure that passengers gain an accurate idea of what travelling in this pioneering diesel vehicle during its heyday on the pier was like also attracted praise.

Recognising volunteers

The Most Innovative Fundraising Idea category, also sponsored by Hallett Oils, was won by teenagers and Downs Light Railway volunteers Thomas and Lucy Isherwood, who raised funds during the pandemic for the miniature railway on the grounds of private school The Downs Malvern, in Colwall near Great Malvern, and managed to exceed their initial £2000 target to reach £50,000.

The HRA Award for Environmental Innovation, sponsored by Direct Track Solutions, was won by the 15in gauge Bure Valley Railway for its pioneering role in trials of biomass blended fuel to replace traditional coal.

The line has also adopted a raft of other initiatives to prove that steam railways can respond to ever-increasing concerns about climate change and the environment.

The HRA Chairman's Special Award went to Railway Vehicle Preservations Ltd for the rebuilding of LNER Coronation 'Beavertail'

observation saloon No.1729 back to its 1937 condition. Judges felt that the restoration of this historically important carriage deserved special credit.

So many entries were received for the HRA Award for Communications, sponsored by Wrigleys Solicitors, that it was split into internal and external categories. The West Somerset Railway Association won the internal category for its publication, the *West Somerset Railway Journal*.

Editor Ian Coleby said: "It is a collective effort not only by the editorial team but also by those across the entire railway who submit their pictures and articles for publication. We consider the journal to be the glue that binds the various groups on the West Somerset Railway together."

The East Lancashire Railway took the award for external communications after judges praised the line's efforts in transforming its digital presence to better capture the heritage nature of the line. Its success in measuring the impact that the changes made to the whole business were particularly highlighted.

As we reported last issue, the Talyllyn Railway was presented with the Manisty Award for Excellence to mark 70 years of preservation. The most prestigious of the HR awards, it honours the enormous contribution

that the Welsh narrow gauge line has made to the whole heritage railway sector and the inspiration it has provided to others for seven decades.

HRA CEO Steve Oates said: "This awards event means a huge amount to the heritage rail sector. It's our chance to celebrate the railways and individuals who have gone above and beyond to deliver the quality, experience, ingenuity, and passion that heritage railways depend upon."

"It's also been a great opportunity to look back to the birth of heritage rail and take new inspiration from the massive success that the Talyllyn spearheaded all those years ago."

"After another really tough 12 months, not just for heritage railways but for the whole country, it's been immensely satisfying to see and hear what a fantastic job volunteers and staff across the industry have been doing. It fills me with pride and with optimism that we will overcome whatever challenges face us next."

The awards evening was sponsored by Hallett Oils. Founded by industry-renowned chemist and entrepreneur Richard Hallett, the Hallett name – recognisable the world over with specialists, industrialists, and hobbyists alike – is considered the authority in steam lubrication. In 2019, Aztec Oils acquired the prestigious Hallett Steam Oils brand.



LNER Coronation 'Beavertail' observation saloon No.1729, winner of the HRA Chairman's Special Award. RVPL



Twilight trams: The Seaton Tramway's Cars 4 and 16 at Colyton station after dark. HRA

BR Standard 5MT 4-6-0 No. 73082 *Camelot* passes Hazelden with the 10.30am from Sheffield Park on March 26. NICK GILLIAM

HRA Awards 2022: Magazines pick their best

DURING the Heritage Railway Association's Annual Awards evening, five awards made by magazines covering the sector were also presented.

The *Railway Magazine* Lifetime Achievement Award went to Steve Allen for more than 40 years of dedication and hard work at the North Norfolk Railway, where he is now chairman, seeing it grow from a basic operation into a highly successful heritage line.

The *Rail Express* Modern Traction Award, also sponsored by Mortons Ltd, went to the 125 Group, which has worked tirelessly for more than 25 years to preserve InterCity 125 power cars and Mk.3 coaches.

As reported in *Headline News* last issue, the *Heritage Railway Interpretation Award* was won by the Great Western Society for Didcot Railway Centre and its work through museum exhibits, ranging from its locomotives and rolling stock collection down to railway relics and its extensive photographic and poster archive.

It was a double triumph for Didcot, which also took the *Steam Railway Magazine Readers Award* for the completion of the long-awaited return to steam of GWR 4-6-0 No. 4079 *Pendennis Castle*.

Tallyllyn officials were presented with the HRA Innovation Award for 2021, sponsored by *Heritage Railway*, on behalf of the Narrow Gauge Railway Museum at Tywyn.

This award was made for seven decades of excellence in showcasing the rich variety of narrow gauge railway heritage.

Young volunteer winner follows in family footsteps Award recipient is from a railway family

By Geoff Courtney

IT would be a classic understatement to say that 25-year-old Sarah Tagart, the newly-crowned winner of the Heritage Railway Association's Lord Faulkner Young Volunteer Award has railways in her blood.

Her grandfather, Ken West, was a BR driver on the Isle of Wight until the end of steam in December 1966 and then transferred to the electrified Ryde-Shanklin line. Her father Chris fulfils a variety of volunteer roles on the heritage Isle of Wight Steam Railway, including guard, signaller, duty manager and fireman, and mother Liz is events officer, the couple having met at the line's Havenstreet station.

Sarah herself is a Southeastern main line train conductor working out of Ashford, where she lives, while she has also followed in her parents' heritage railway volunteer footsteps, initially on the IoW Steam Railway but since 2013 on the Kent & East Sussex Railway, in such roles as operations controller, guard and fireman. To complete the circle, Sarah's partner George Harman is also a KESR volunteer.

"I moved to Kent for Canterbury Christ Church University eight years ago, and volunteering at the railway has made Kent feel like my home and has given me a whole second family," she said.

Of her victory in the HRA Young Volunteer category, in which she was the only female of 11 nominees, she said: "I was ecstatic, I honestly didn't think I would win."

The award was presented by HRA president Lord Faulkner at the annual



Winning smile: Kent & East Sussex Railway fireman Sarah Tagart feels at home on the footplate of visiting GWR 2-6-2T No. 4144 at Rolvenden shed on March 27, a week after she was named Young Volunteer at a Heritage Railway Association awards ceremony. ANDY HARDY

awards ceremony in Birmingham on March 19. Sarah revealed that Lord Faulkner said to her: "I wanted you to win to beat all those chaps!"

175 new volunteers

It was a well-earned victory, for Sarah has led a campaign on the KESR that has resulted in the recruitment of no fewer than 175 new volunteers in the past year alone, an achievement heralded by the railway's general manager Shaun Dewey as "a real boost during the pandemic to the small but hard-working volunteer team that makes the railway work".

Simon Marsh, the railway's chairman, said: "All of us are absolutely delighted that Sarah won the award. It is the younger people who are our future, and it's great that her contribution has been recognised in this way."

"Not only is she qualified in a number of operating roles, but

even more importantly from our perspective, she also leads the essential work to attract even more of the volunteers the railway needs to continue thriving. She proves that you don't have to be middle-aged and male to enjoy being part of what we have to offer."

Commercial manager André Freeman added: "Volunteering is a splendid way of being involved in a magnificent part of our heritage and making new friends at the same time."

The railway was also joint runner-up in two further categories – for the restoration of a 1911 North London Railway carriage and for the innovative use of green biodiesel to power locomotives. "It was a proud day for all of us," said Simon.

Heritage Railway Association chief executive Steve Oates said: "We had a record-breaking number of entries this year, and the Young Volunteer Award was one of the most hotly contested of all."

"I'm sure the judges would have given all 11 entrants an award if they could, but Sarah's work really shone, and it's terrific that she took the top prize."

Following its HRA successes, the railway unveiled a series of trains and events planned for this year.

Among them are an afternoon tea Pullman train on Easter Sunday, April 17, featuring wines from a local vineyard, a real ale train on May 6, celebrations marking the Queen's platinum jubilee on June 2-5, and a real ale and cider festival at Tenterden Town station on June 18.

For details about the events, visit <https://kesr.org.uk>



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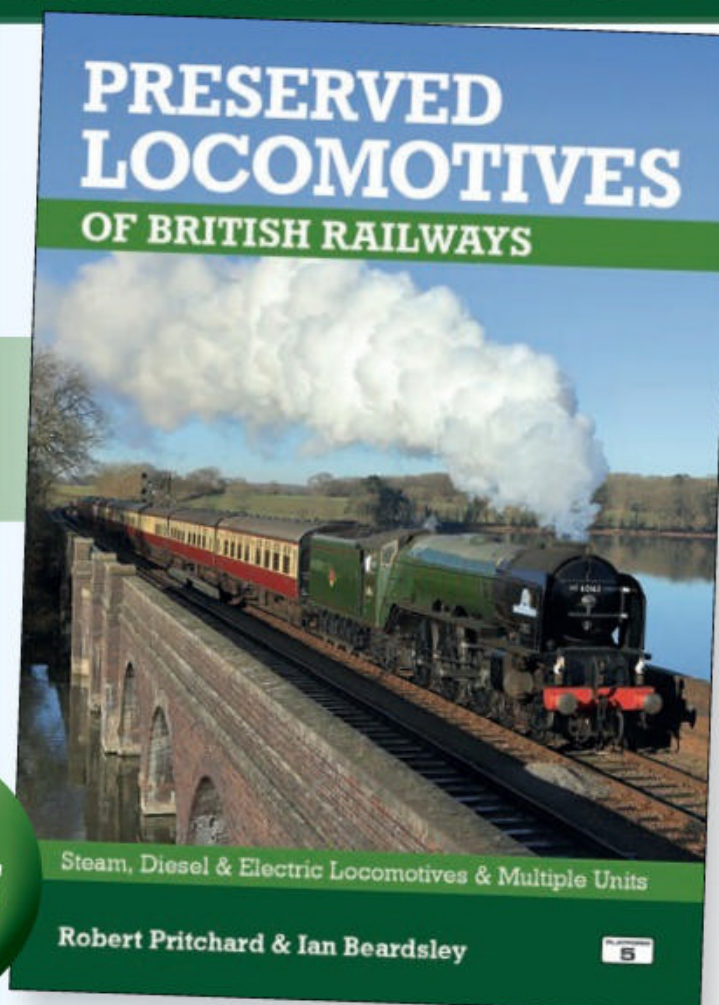
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IN BRIEF

→ **THE B17 Steam Locomotive Trust** is pushing forward with the development of the rolling chassis of No. 61673 *Spirit of Sandringham*, placing purchase orders for the intermediate and trailing plain axle forgings from Railway Wheelsets of Sheffield and the roller bearings for the three driving wheel axles and the two pony truck axles from Timken Europe. Discussions are continuing to source the forgings for the crank axle assembly.

→ **VANDALS** have caused thousands of pounds worth of damage to two carriages being stored at Meldon by their Dartmoor Railway Association owners. Half of the windows in both first-class carriage 'FK' No. 13436 and the 'Lab 11' coach, once equipped with instruments to carry out inspections on the main line, were smashed in the incident late on February 25. The coaches had been used for the association's Okehampton to Meldon Viaduct services before Dartmoor Railway CIC went into administration in 2019. The group now faces a substantial repair bill.

→ **THE Midland Railway Trust** which runs the Midland Railway – Butterley has become an Accredited Museum, opening the door to new funding opportunities, allowing it to host touring exhibits, and gain access to professional support.

→ **THE Severn Valley Railway 46443 Fund** is updating its records and is aware that many shareholders have moved house since the 2MT 2-6-0 was purchased. Also, the fund has only a small number of email addresses and wishes to correspond via email rather than incurring costly postal charges and depleting financial reserves. Shareholders are requested to send any address change and their current email to 46443fund@svrlive.com or to: SVR 46443 Fund, 18 Vestry Court, Wollaston, Stourbridge DY8 3SF.

→ **PLANNING permission** has been granted to build a miniature railway by the picnic site at the Bluebell Railway's Sheffield Park station.

→ **THE International N Gauge Show** takes place on September 10/11 at the Warwickshire Event Centre, with more than 25 layouts on view. Tickets are on sale at www.ngaugheshow.co.uk

Help get burned-out Hilcote back on track

By Robin Jones

AN appeal has been launched to rebuild a popular miniature railway after it was wrecked by a nearby garden fire that accidentally got out of control.

The fire broke out on March 25 at Eccleshall in Staffordshire, and spread to Fletchers Family Garden Centre, where the 71/4inch gauge Hilcote Valley Railway is based.

Firefighters from five stations were called to tackle the blaze, but despite their efforts, it destroyed the station and ticket office, along with polytunnels belonging to the garden centre. Two quick-thinking staff from an adjacent wildlife centre saved two coaches on Platform 2 from any heat damage.

The alarm was raised by a garden centre employee who had gone to retrieve his car at 5.30pm and saw the fire.

'Gutted'

Railway manager Stu Harris said: "It couldn't have happened at a worse time, with Mother's Day and Easter approaching. To say we were gutted would be an understatement – I felt physically sick.

"My first thought when it happened was about the locomotives, for if they were damaged, we wouldn't have a railway. I dashed over to make sure they were safe and luckily the fire hadn't gone that far. We took them



The Hilcote Valley Railway's station was wrecked by the fire that started accidentally on a neighbouring property. HVR

out of the shed just to make sure. The station will need to come down piece by piece as it's not very stable, especially the roof. The ticket office is also very unstable, so extra care must be taken also.

"It's going to be a dirty, messy job but if anyone would like to come help, we would be most grateful."

An appeal for £10,000 to help rebuild the railway and get it running again was launched at gofundme.com/f/hilcote-valley-railway-fire-damage and as we closed for press, £3440 had been raised.

Local people and regular volunteers rallied round to help in the wake of the fire. Taloulah Von Sprinklehausen, who produces handmade chocolates

from her shop in Stone Road, Eccleshall, has helped out by making chocolate locomotives and carriages, with all profits from the sale of them going to the appeal.

Self-funded

The railway was constructed by Roger Greatrex, who commercially built miniature railway equipment under the banner of Knightly Light Railway Engineering, and it first opened in 1993. The motive power is Union Pacific 4-4wPH No. 6610 *Hercules*, which was built in 2003.

Roger later sold the railway to Bill Fletcher, of Fletcher's Family Garden Centre. Today it is run by volunteers and is totally self-funded.

Robert Burns as good as new at Crewe

CREWE Heritage Centre's resident Class 87 electric No. 87035 *Robert Burns* has been returned to the same Virgin Trains livery it carried when it was withdrawn from main line service 22 years ago.

A small group of centre volunteers took eight months to complete the paintwork. At a special event held on March 15 in the Exhibition Hall, the

locomotive was rededicated with replica *Robert Burns* nameplates, donated by Durable Castings Ltd of Deeside, and new crests.

It was unveiled by Simon Kohler, of Hornby, in the presence of the Mayor of Crewe, Coun Tom Dunlop, and representatives from *Hornby Magazine*.

No. 87305 entered service in October 1974 and spent its working life based at Willesden Intercity Depot.

Class members were progressively withdrawn following the introduction of Class 390 Pendolinos, and 21 were exported to Bulgaria.

Nos. 87001 and 87002 are also preserved.



Class 87 No. 87035 *Robert Burns* as repainted at Crewe Heritage Centre. CHC

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Hunslet 0-4-0ST No. 316 of 1883 *Gwynedd*, visiting from Bressingham Steam Museum, and Avonside 0-4-0st No. 2066 of 1933 *Ogwen* in the balloon loop at the Statfold Barn Railway on March 19 during the Enthusiast Weekend: Last Days of Penrhyn Steam event, which reunited some of the last locomotives to operate on the Penrhyn Quarry Railway. The event was well attended, with 14 locomotives in steam. JOEY EVANS

Welsh museum looks into steam's links with slavery

THE National Museum Wales has provoked controversy over its proposed relabelling of its replica of Richard Trevithick's 1804 *Penydarren* to highlight links between the slave trade and the development of railways in Wales.

Cornish steam engine pioneer Trevithick had no slave trade links; by the time railways spread around the British Empire in the 1850s, slavery had been abolished in the UK for 40 years.

However, the museum plans to relabel the exhibit to say that steam was used in the wider slave trade and to aid colonial expansion.

Opposition

Robert Poll, founder of the Save Our Statues campaign, told the *Daily Telegraph*: "Trying to cancel trains shows the desperation of some to attack any and every part of British history. We should be celebrating these amazing feats of civilisation rather than weaving them into a false narrative of endless oppression."

A museum spokesman said: "The Trevithick locomotive has long been used as an icon of Welsh industry. We have always acknowledged that there are no direct links with the Trevithick locomotive and slavery."

"However, the links between steam power, railways, and slavery cannot be ignored. Trade and colonial exploitation were embedded in Wales' economy and society, and was fundamental to Wales' development as an industrialised nation."

"Amgueddfa Cymru – National Museum Wales has begun its work on delivering our Decolonising Charter to uncover different stories and perspectives behind objects in our collection."

"The exploration of how the slave trade fed into the development of the steam and railway infrastructure in Wales is one of the areas we will be exploring with communities."

The replica locomotive is based at the National Waterfront Museum in Swansea.

Spring clear-out at Epping Ongar

THE Epping Ongar Railway is looking to ensure its focus is on projects that will benefit the continued growth of the line.

Two Gresley coaches transferred to the EOR – Buffet car No.24082 (which arrived in 2010) and BTO No. 43556 that moved from the North Yorkshire moors Railway in 2014 – have been offered for disposal.

"Although they would have made lovely vehicles appropriate to the region of the line, they are beyond our current capabilities

and finances to restore," said a spokesman. "Rather than seeing them continue to deteriorate, we are open to expressions of interest from people or groups with a genuine interest in restoring them – we won't be breaking them for parts."

The railway is also disposing of a GWR 60ft Macaw flatbed and a Taylor and Hubbard diesel mechanical crane. Interested parties for any of these vehicles should contact Michael Drew at michael.d@eorailway.co.uk

Lavender Line's Class 309 sold

THE Clacton Express Preservation Group has bought Class 309 EMU No. 309624 from the Lavender Line with the intention of restoring it to working condition, initially as locomotive-hauled stock.

The purchase has been made possible by a benefactor who provided the funding in December.

Limited restoration of No. 309624, which was previously based at the now closed Electric Railway Museum in Coventry, will continue at the Lavender Line for the next 18 months, after which it is hoped to move it to its home in East Anglian territory.

A spokesman for the group, the aim of which is to 'preserve the history of the electrified lines in Essex for future generations', said: "The 'Clacton Express' should now have a brighter future ahead!"



Class 309 EMU No. 309624 at Isfield on the Lavender Line. CEPG

The 309s, outshopped from York Carriage Works between 1962 and 1963, were the first express 25kV AC units to be built by BR and its first EMUs capable of 100mph. Another set, No. 309624, is now used as a café on the Tanat Valley Railway.



Back in 2020 it was discovered that the main wooden post supporting the Severn Valley Railway's Bewdley South bracket signal needed replacing. Previously renewed in 2006, it was expected to provide longer service. A temporary single post was fitted controlling the entrance to Bewdley station but just in time for the start of SVR services on April 2, the new post – made of African hardwood – was fitted and connected during March, restoring it to its former glory. JOHN TITLOW

Small is beautiful as 'Terriers' prepare for 150th birthday galas

By Geoff Courtney

THE big steam beasts of the main line are always guaranteed to draw the crowds thanks to their size, design excellence, displays of awesome power, and, for many, the nostalgia they induce. Below these undisputed kings of the track, however, are the smaller locomotives that plied their trade on branch lines and rural outposts.

These low-profile and understated stalwarts of the steam era have their own following, and even to non-enthusiasts often typify what railway travel was all about. Memories of small halts, two-coach trains, and helpful staff can be as enduring and deep-rooted as busy termini and majestic Pacifics.

Often these engines are much-loved, and there is surely no class better qualified to be so described as the London Brighton & South Coast Railway's A1/A1X 0-6-0Ts. If any steam locomotive could be portrayed as pretty it is these, and even their nickname of 'Terriers' is homely and cute.

They've also got one other attribute which none others in preservation can equal – longevity, as in 150 years old and still going strong. Such unrivalled survival is a magnet to the heritage railway movement that thrives on anniversaries, and three lines are ensuring the landmark is recognised with a co-ordinated series of galas in the spring and summer.

Celebrations

Ten 'Terriers' survive in preservation, and six of them will form the centrepiece of the celebrations, the first of which will be the Isle of Wight Steam Railway's heritage train day on May 8, featuring W11 *Newport*, which was built in March 1878 as LBSCR No. 40 and withdrawn by BR in September 1963 when numbered 32640.

Other 'Terrier' galas on the island with W11 will be on June 12, July 10, August 14, and September 17/18, and it is hoped that classmate W8 *Freshwater* will return to steam at the last event after overhaul. This member of the A1X stable entered traffic in January 1877 as No. 46, ending its days as No. 32646 in November 1963.

The Kent & East Sussex Railway will join the festivities on June 2-5 at its Queen's Platinum Jubilee gala with No. 2678 *Knowle*, which was built in July 1880 as No. 78 and withdrawn in October 1963 as No. 32678.

It is anticipated that a second class member, *Poplar*, will also take part following completion of its current overhaul. This would be a significant development, as this locomotive, initially LBSCR No. 70 and No. 32670 when withdrawn in November 1963,



Star turn: Ex-LBSCR 0-6-0T No. 32636 is the centre of attention at the head of a Railway Correspondence & Travel Society special at Kemp Town station, east of Brighton, on October 5, 1952. The station closed to passengers in January 1933, but at the time of the special it was still open to freight. The A1X, which was built in 1872 and was thus 80 years old when photographed, was saved for preservation on withdrawal in 1963 and is now named *Fenchurch*. It is scheduled to star in a Bluebell Railway gala on July 29-31, one of a series of events to commemorate the 150th anniversary celebrations of the much-loved 'Terrier' class. TRANSPORT TREASURY/MICHAEL BLAND

Right: Class act: A1X 'Terrier' No. 32678 heads a three-coach train at Havant on the Hayling Island branch line in July 1961. The preserved 0-6-0T is now named *Knowle* and will feature in a Kent & East Sussex Railway commemoration of the 150th anniversary of the class on June 2-5. TRANSPORT TREASURY/JACK KIRKE



was built in December 1872 and so will be 150 years old by the end of the year.

Finally, the Bluebell Railway will make its entrance at a 'Terrier' gala event on July 29-31, at which No. 672 *Fenchurch* is rostered to appear, also after overhaul. This is truly a landmark member of the class, as it was the first to enter service, as No. 72 on September 7, 1872, and ironically was one of the last to be withdrawn, as No. 32636 in November 1963, meaning its service life with the LBSCR, SR, and BR was an astonishing 91 years and two months.

Fellow Class A1X No. 55 *Stepney*, which entered service in December 1875, was withdrawn as No. 32655 in May 1960, and is currently awaiting overhaul, will add to the 'Terrier' atmosphere by being on display during the three-day gala.

Much-loved

Steve Backhouse, general manager of the IoW Steam Railway, said: "We are delighted to be working with our friends at other heritage railways

to support the Terrier 150 celebrations. These much-loved locomotives played a key role on the island's railways and we look forward to them playing a starring role during 2022."

KESR general manager Shaun Dewey said: "We very much look forward to seeing *Poplar* return to service and celebrating its 150th birthday. It will be a fitting tribute to the skills of all our staff and contractors."

The Bluebell Railway's marketing and communications manager, James Vaisey, added: "These small but mighty locomotives hold a special place at the Bluebell, as *Stepney* was the first engine to arrive with us and is our longest-standing resident.

"We couldn't be happier to be celebrating both the 150th birthday of the class and the recommissioning of *Fenchurch*, who is also celebrating its 150th birthday this year."

Terrier Trust chairman Tom White joined in the accolades for the class, describing their survival for 150 years as "a miracle." Their

design by William Stroudley, he said, for a suburban tank engine with good acceleration that was light, powerful for its size, and reliable, proved a great success.

"Although displaced from suburban work by larger locomotives by 1900, many were redeployed and proved equally successful on branch lines.

"Decades after other locos built in the 1870s had been scrapped, 'Terriers' remained in daily service on BR until 1963 on the Hayling Island branch because no other other locos met the strict weight restrictions.

"They attract a large following wherever they appear. We are all eagerly looking forward to the many 150th anniversary celebrations planned throughout 2022 to celebrate this Victorian miracle."

The 'Terrier' nickname was adopted very early in the locomotives' existence, as evidenced by an article in a January 1873 issue of an engineering magazine which explained that they were "so small, so wiry, and so lively that they have already been christened The Terriers."

Thus, the widely-used sobriquet is virtually as old as the locomotives themselves.





Above: Swanage Railway chairman Gavin Johns. ANDREW PM WRIGHT



Right: The refurbished and upgraded 1950s Class 117 and Class 121 DMUs that the Swanage Railway hopes to run to the main line at Wareham during summer 2023, seen at Corfe Castle on May 7, 2021. ANDREW PM WRIGHT

Swanage-Wareham public services postponed until 2023

By Robin Jones

THE Swanage Railway has postponed its planned trial diesel-hauled passenger service to Wareham via the main line until summer 2023 because of challenging trading conditions and economic uncertainty.

It had been hoped to operate the 90 selected day trial public service – using restored 1950s BR DMUs upgraded for main line running – during the coming summer season. However, delays in completing the line’s submission to the Government’s Office of Rail and Road to obtain permission to run the trains, the option of bringing in a contractor to operate them being uneconomic, and main line passenger numbers having not returned to pre-Covid levels prompted the postponement decision.

Railway chairman Gavin Johns said: “We can only run trains to Wareham when the conditions are commercially viable and it’s important that we operate the trial as economically as possible and when commercial conditions are at their best.

“We will continue with our main line train operating licence application to the ORR as quickly as practicable.

“The Swanage Railway’s business is still recovering from Covid, which badly affected customer and staff confidence, against a background of challenging trading conditions and economic uncertainty.

“Trading conditions during 2022 are very unpredictable because they are being heavily affected by significant price rises being borne by our customers and our business, such

as the increased cost of coal and the tragedy unfolding in Ukraine.

“Concentrating on providing viable heritage train services between Norden, Corfe Castle, Harman’s Cross, and Swanage remains the Swanage Railway’s first priority.

“The current challenging economic reality has affected our plans for operating a trial 90 selected day train service from Swanage and Corfe Castle to the main line at Wareham during 2022 and we are working to deliver that service during 2023, trading and economic conditions permitting.

“The business case does not currently exist to place external contracts to provide the trial train service to Wareham, but we remain fully committed to securing all necessary consents and commencing services with a view to operating to

Wareham during 2023. This is the most pragmatic way to proceed.”

A 60 selected day trial train service from Swanage and Corfe Castle to Wareham operated during the summer of 2017 using heritage diesel locomotives and carriages hired in, as well as the contracting of a main line train company to operate the trains.

Gavin, who is a volunteer signalman at Swanage Railway, added: “The extensive work required to put in an application to the ORR for operating trains to Wareham has been very detailed and has taken longer than expected; it has probably been the most challenging project in the 45-year history of the Swanage Railway.”

Refurbished and upgraded for running on to the main line at Wareham are a three-car Class 117 and a one-car Class 121 ‘bubble car’.

Listing proposed for St Rollox Works

By Hugh Dougherty

HISTORIC Environment Scotland is seeking the views of the public on listing the former Caledonian Railway St Rollox Works in Springburn.

Built between 1854-6 and expanded in 1884-6, ‘The Caley’, as it is known locally, finally closed as a train repair facility in 2019 and was bought in June 2021 by Optical Express tycoon David Mouldsdales, who formed Springburn Depot SPV to manage the site. Jeremy Hoskins’ Locomotive Services Limited bid for the site was rejected in 2019, despite LSL proposing to use the works as a locomotive and rolling stock maintenance and repair base for its Scottish operations.

Now, HES is seeking views on granting the unique building Category B-listed status. HES said it is one of the last-surviving pieces of architecture from Springburn’s days as a locomotive-building

area – home to Caledonian Railway locomotives such as its Dunalastairs 4-4-0s and 4-6-0 ‘Cardean’ class express engines – and highlights St Rollox’s spacious workshops, iron, roof support columns, and overhead travelling crane, all of which remain intact.

HES’s head of designations, Dara Parsons, said: “The former St Rollox Works is a significant piece of transport and industrial heritage, contributing to our understanding of railway history and, in particular, Springburn’s role as a major centre for rail manufacture and repair in the 19th and 20th centuries. After assessing the site, we are proposing to add it to Scotland’s list of buildings of historic and special architectural interest.”

Local MSP Paul Sweeney, who campaigned to save The Caley from closure, supported the LSL bid and wants to see the works returned to railway building and maintenance use.



St Rollox Works is being proposed for Category B listing by Historic Environment Scotland.

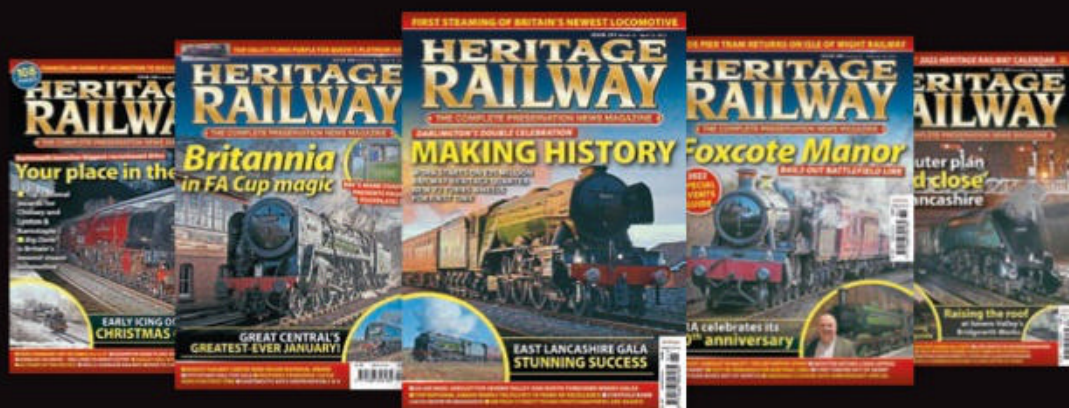
He said: “I very much welcome this proposal from HES. Listing will make it much more difficult for any developer wanting to destroy the railway character of this superb building to do so. The Caley has been part of our community for so long. Ideally, it should return to railway use.”

Details of the proposals are available to view at historicenvironment.scot

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NRM's biggest-ever donation for new Wonderlab gallery

By Robin Jones

A CHARITABLE trust has given the National Railway Museum £2.5 million – its biggest-ever donation received apart from grants.

The Liz and Terry Bramall Foundation has given the money towards the York museum's £5 million Wonderlab interactive gallery, which is part of the museum's Vision 2025 masterplan.

Due to open in May 2023 on the site of the museum's former workshop, the gallery will now be known as Wonderlab: The Bramall Gallery, and will host family and school visits.

It will be packed with interactive exhibits with a rail engineering theme and is based on successful Wonderlab galleries installed at the Science Museum in London and at the Science and Media Museum in Bradford.

The gift will enable young people to learn about science and engineering through hands-on learning. Up to 81,000 people are expected to visit the gallery in the first year.

Benefitting youth

Dr Terry Bramall CBE said: "It is my pleasure to support the creation of the new Wonderlab gallery to the sum of £2.5 million, spread over 10 years.

"Liz and I are thrilled to pledge this significant investment that will benefit many young people in the region, and we hope that this gift



Liz and Terry Bramall are shown a prototype exhibit at the National Railway Museum. NRM

will enable its work to continue for many decades."

The funding announcement was made at the NRM on March 16, after the Bramalls and other foundation trustees toured the proposed Wonderlab site. During the visit, the trustees were able to take part in the museum's 'prototyping' sessions, which are giving groups of families the chance to try out and shape the final interactives.

Dr Bramall was previously a civil engineer and chairman of Doncaster-based urban regeneration construction firm Keepmoat, as well as a director of Doncaster Rovers FC.

He and his wife set up the foundation in 2007, and he was awarded a CBE for charitable services in the 2013 Honours List.

Celebration

NRM director Judith McNicol commented: "Wonderlab: The Bramall Gallery will be a ground-breaking and interactive gallery for children that will celebrate the inventiveness and wonder of engineering, science, and the railways.

"From the success of Wonderlab galleries elsewhere in the group, we know that children will have great fun while also developing a

lifelong interest and appreciation of engineering that will enrich us all."

Last October, the museum announced that Yorkshire artist Pippa Hale had been appointed to create one of two art installations to feature inside the gallery. It is seeking contractors to build the exhibition space, expected to be awarded in May. Installation of the exhibits will take place from next February.

As previously reported, Vision 2025 will include a new Central Hall building and Railway Futures gallery, as well as improvements to the South Yard, Great Hall, and North Shed, and a new collection building at Shildon.

The York locomotive maintenance facilities will be upgraded and split across three areas which will include a refurbished prep bay for visiting locomotives to use.

Funding for the Wonderlab gallery has also been provided by the Friends of the National Railway Museum, the Royal Commission for the Exhibition of 1851, and The Holbeck Charitable Trust.

The museum is seeking additional funding to complete the Vision 2025 project. NRM campaign director Julie Moody said: "We are now more than halfway to achieving our fundraising target, which will demonstrate the cutting-edge innovations shaping our world today alongside the extraordinary birth and growth of the railways."

NRM exhibits on the move pending York redevelopment

TWO exhibits from the National Railway Museum in York were moved by road to Locomotion in Shildon on March 14 as part of the preparations for the Vision 2025 masterplan.

North Staffordshire Railway No.1 is one of only two battery electric locomotives to be employed by a main line company. When it started work in 1917, it replaced three shunting horses.

On one charge, No. 1 could run for up to six hours and haul a load of more than four times its weight at 11mph, designed to be able to contend with the narrow internal railway of Thomas Bolton & Sons Ltd Copper Works at Oakmoor, where it spent all of its working life until withdrawn in 1963.

During its working life, NSR No. 1 only ever had two drivers:

Arthur Adams, who joined the NSR locomotive department in November 1916, and after his untimely death in 1932, he was succeeded by Bill Prime, who first joined the railway as a Porter at Longton. The locomotive entered the National Collection in 1975.

Also moved was the replica of the first railway Post Office sorting

van to enter service, on the Grand Junction Railway, in 1838. Very similar to a contemporary road carriage, coach No. 282693 has the Royal VR monogram painted on its door sides.

Mounted on a LNWR wagon frame, the replica was built in 1938 at Wolverton Carriage & Wagon Works in 1938 using drawings and records from the Post Office.



Battery locomotive North Staffordshire Railway No.1 and replica Grand Junction Railway Post Office van on 1838 on the move from York. LUCY WOOD



Flying Scotsman accelerates away from Tonbridge during the Steam Dreams circular tour of Kent on March 17. P HOLLANDS

Bluebell is all set to welcome *Flying Scotsman* this August

THE Bluebell Railway will welcome back A3 Pacific No. 60103 *Flying Scotsman* in August – giving one of the first chances to see and ride behind the world's most famous steam locomotive following its forthcoming overhaul.

It will be *Flying Scotsman's* second visit to the Bluebell, the first being for a seven-day stint in April 2017, which was also its first visit to Sussex in more than half a century.

The A3 will be running non-stop return services between Sheffield Park and East Grinstead from August 25-29. All seats must be pre-booked in advance.

It will also be on static display at Sheffield Park from August 17-24 and August 30-September 5. Tickets for

footplate viewings will be available to book online.

Bluebell Railway Plc chairman Geoff Mee said: "We are thrilled to confirm *Flying Scotsman* is on track to visit us once again. The last event was a huge success, with many people travelling from far and wide to glimpse the famous loco on Bluebell rails.

"We have some exciting plans for this year's visit, including the chance to travel behind *Flying Scotsman* on regular services and special dining trains."

As previously reported, No. 60103 was due to undergo an overhaul in April, in advance the locomotive's centenary celebrations in 2023. Operator Riley & Son (E) Ltd will

restore the locomotive to the same standard as the last overhaul in 2016, the work focusing on the boiler and the required retube and recertification. There will not be any changes to the locomotive's livery, numbering or chimney configuration.

Sarah Price, head of owner the National Railway Museum's Locomotion museum in Shildon, said: "Ahead of the centenary in 2023, we're keen for as many as possible to see the newly-overhauled *Flying Scotsman*, whether at speed on the main line or up close at heritage lines. I'm sure the visit to the Bluebell Railway will be a great success."

→ Tickets will be on sale from May 1 at www.bluebell-railway.com

Golden ticket for five millionth visitor to the Mid-Hants line

THE Mid-Hants Railway has presented enthusiast Phil Lockhart with a special ticket for being the 5,000,000th visitor since the line opened in 1977.

Phil, from Cranleigh, visited the line on Sunday, March 20 with his wife Christine, daughter Emily, and son-in-law Mark for a surprise birthday treat.

At Alton, Phil was presented by acting managing director Alison Houghton with a souvenir ticket, a free journey on a steam locomotive, and a family entry pass to mark the landmark occasion.

He said: "I have visited the Watercress Line for many years with my family and we always enjoy our days out here. It was a wonderful surprise to be greeted by the lovely railway staff as the five millionth visitor and to be presented with my golden ticket and railway ride."



Celebrating a man in five million are (left to right) Christine Lockhart, Phil Lockhart, Alison Houghton, Emily Lockhart, and Mark Lockhart. MHR

In 2015, Phil received a special retirement gift from Cranleigh School, where he had worked since 1976, for him to join the train driver in his cab on the line. By coincidence that train was hauled by SR 4-4-

No. 925 *Cheltenham*, a sister engine to *Cranleigh*, a Schools class engine.

The driver with whom Phil shared the footplate experience was Neil Marshall, a friend and fellow drummer.

Miniature railway gala at Colne Valley

A GALA weekend will be held on the 7¼in gauge miniature line at the Colne Valley Railway on May 14/15.

The event will feature four visiting steam locomotives: Stafford 0-4-OSTs *R. J. Goulding* from the North Weald Miniature Railway and *Tihany* from the Top Field Light Railway; 0-6-0T *Edward Watkin*, courtesy of OCS Locomotives, and *Aneirin*, a single Fairlie based on the Ffestiniog Railway's *Taliesin*, from the Swanley New Barn Railway. *R. J. Goulding* and *Edward Watkin* will be attending on the Saturday only.

Two of the line's resident fleet will be in steam on the Sunday – Lynton & Barnstaple Railway 2-6-2T *Yeo* and 0-6-2 *Annum Perdita* ('The Lost Year'), the latter constructed by James and Chris Francis-Beck during lockdown. One of these will also be running on the Saturday, while the line's other two resident engines – 0-6-0TT *Erin* and 0-4-0 *Romulus* – will be on display.

Petrol-electric support

Joining the steam engines will be petrol locomotives *Frances* (from the NWMR) and 'Scamp' No. 43 (owned by a CVR member), plus another 'Scamp' on the Saturday only.

The restoration shed housing LMS 'Black Five' No. 45163 will be open for visitors to view progress on the ex-Barry Stanier 4-6-0 and its classmate No. 45293, while traction engines will be on display and giving rides.

Other events at the CVR this year include the launch of its new resident High Speed Train on April 16, as reported last issue; an Unusual Vehicle Day on July 17, featuring 'Day of the Scamps' on the miniature railway with the petrol-electric locomotives in action; a diesel gala on October 16; and diesel locomotive running days on April 2 and 23, May 7 and 21, September 3 and 17, and October 1, 15 and 29.



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Could Ukraine conflict bring a final end to wartime weekends?

By Robin Jones

WARTIME re-enactments and 1940s weekends on UK heritage railways could be permanently consigned to history after a growing number of major venues postponed this year's events in response to public anger and revulsion over Russia's invasion of Ukraine.

The Severn Valley, North Yorkshire Moors, and Great Central railways have either cancelled or adapted events, while the Heritage Railway Association has issued advice that member lines should not go ahead with military re-enactment and war weekend-style events during 2022, or for as long as the conflict in Ukraine continues, drawing parallels with Hitler's invasion of Poland in 1939.

The HRA is also asking members to consider whether it is appropriate to continue running such re-enactment events in future years.

HRA chief executive Steve Oates said: "A small number of members had already taken unilateral decisions that they were uneasy about military re-enactment style events in the light of the war in Ukraine. The HRA also

received requests for advice from railways with concerns that such an event could cause unintended anguish to visitors of Ukrainian heritage. In light of the huge suffering being seen in Ukraine, we fully support those member railways that have decided to alter or rearrange their events.

"We felt that it was only right that our advice to members should be updated to reflect the current situation.

Educational tools

"Our heritage railways are powerful educational tools for a number of eras in British history and fundamentally that will not change, but nobody would want to cause unintended anguish at a time like this"

Second World War nostalgia events have, over the decades, developed into major earners for several heritage lines, attracting sizeable public followings from well outside the traditional railway enthusiast sector.

As reported last issue, the Gloucestershire Warwickshire, Mid-Hants, and Bristol Harbour railways

became the first to cancel their 1940s events. The G/WR has also suspended its Evacuation Days run for schools.

Severn Valley Railway chairman Mike Ball said: "Like everyone in the country, we have been horrified and saddened at the atrocities that are taking place in Ukraine as the result of Russia's invasion. We feel that the wartime elements of our Step Back to the 1940s event would be inappropriate at this time and have therefore decided we will not hold them.

"The Severn Valley Railway will make arrangements for a future fundraising event in aid of the British Red Cross Ukraine Crisis Appeal. All ticketholders for Step Back to the 1940s are being encouraged to hold onto their tickets, which will be valid for a future date.

"Although we know the news will come as a disappointment to those who were looking forward to what is an extremely popular and enjoyable event under normal circumstances, we hope that everyone will understand the current situation and that we are doing what we believe is the right thing. Our thoughts are with the people of Ukraine."

While cancelling its October 14-16 Railway in Wartime event, the NYMR will donate all ticket sales proceeds from the weekend to the British Red Cross's Ukraine Crisis Appeal.

NYMR chief executive officer Chris Price commented: "We did not think it was right to have a wartime-themed event in the calendar when the people of Ukraine are facing such a tense, dangerous, and distressing time.

"Ongoing violence is causing people to flee their homes and become separated from their families.

"We appreciate there will be a lot of disappointed people, but we hope everyone understands our decision and that as many people as possible will still use the railway on that weekend, thus helping to raise thousands of pounds for the Ukraine appeal."

The line's deputy CEO, Laura Strangeway, said: "The NYMR is aware of the impact to local businesses and will continue to liaise with stakeholders. It is still planning to host its Annual Steam Gala (September 22-25), Light Spectacular (October 22-30), and Santa special events (selected dates during December), all of which are great opportunities for businesses to get involved."

While the GCR cancelled its annual 1940s Wartime Weekend at the start of June, it has converted the event into a celebration of the first 50 years of The Queen's life, with a pageant celebrating her platinum jubilee.

The event will be held across all four stations, with each one highlighting different periods from the 1920s up to the 1970s.

Music and more

The event will start on Thursday, June 2 with a Platinum Afternoon Tea attended by various dignitaries, followed by a performance by a swing band. There will be an old-time fun fair.

Entertainers throughout the four days will celebrate the songs and music of the time, and there will be vintage vehicles, fashion shows, demonstrations, a shopping village, a Saturday night Big Band dance, a flypast, flying acrobatics, re-enactors showcasing fashion from 1920 onwards, and a display by the Marching Pipe Band.

GCR managing director Michael Gough said: "Like most, we are appalled at the atrocities unfolding in the Ukraine and feel that an event depicting wartime would be highly insensitive. The opportunity to depict The Queen's life feels far more appropriate and it promises to be a truly stunning four days."

Full details of the event are available at www.gcrailway.co.uk

The Swindon & Cricklade Railway has followed the HRA advice and cancelled its September 24/25 Military Weekend. Neither will the Lincolnshire Wolds Railway's 1940s Wartime Weekend in September go ahead.



First the flypast and then the fireworks, as seen during the Great Central Railway's annual 1940s Wartime Weekend in 2004. As a response to the events unfolding in Ukraine, the event this year been transformed into a celebration of the first 50 years of the life of The Queen, from June 2-5. ROBIN JONES, GCR



"We'll meet again": A parting farewell as a soldier heads out to front line duty is one of many cameo scenes enacted at the Severn Valley Railway's hugely-successful 1940s weekend, which this year have been cancelled because of public horror at the invasion of Ukraine. The railway is now planning an event to raise funds for the British Red Cross Ukraine Crisis Appeal. SVR

The North Norfolk Railway is to go ahead with its Dad's Army Live event on April 30-May 2, recalling the hugely popular late 1960s/70s BBC1 comedy in which Weybourne played a part in the filming a 1973 episode entitled 'The Royal Train'.

NNR commercial manager Graham Hukins said: "While we understand that some heritage railways have chosen to cancel their War on The Line weekends, our event does not include battle re-enactments or anything similar and we feel it is appropriate to hold the event this year, particularly as after two years of pandemic restrictions, visitors are looking to something more relaxing and light-hearted, and the British ability to laugh at ourselves has always been important in helping to get through difficult times."

"Plans for the popular Steam Back to the Forties weekend in September are also progressing. For many years, the event has sought to evoke memories



of the whole decade, not just the wartime period.

"There are displays that show how war affected everyday life through evacuation, rationing, and loss; if anything, that educational aspect demonstrating the privations and impact of conflict is as important now as in calmer times."

Miniature line, big donation

Elsewhere, the Burghclere Miniature Railway near Newbury raised £1200 for the Disasters Emergency Committee's Ukraine Humanitarian Appeal at its family running day on March 20.

Burghclere Sports Club's Andy Timbrell said: "The generosity of the people who attended demonstrated

how heartfelt the cause was and we were glad to be able to support such a worthy one."

The New Europe Railway Heritage Trust's chairman, Stephen Wiggs, said: "It is incredibly sad that our friends in Ukraine are facing such terrible suffering. For almost 20 years we in NERHT have supported several Ukrainian railway projects and we are really grateful to the British preserved railways and museums and those in HRA who have worked with us."

"If and when normal conditions return, my colleagues and I will make a special effort to help Ukraine, and we will welcome all the aid we can get from Britain's railway heritage community to do this."

Thieves raid shed and take model railway equipment

POLICE were hunting thieves who stole model railway equipment from an enthusiast's home in Bideford between March 1 and 13.

The owner had spent 40 years building up his collection. Thieves raided a shed where it was being stored as it was being moved from one part of the house to another.

The stolen items included Tri-ang, Graham Farish, Dapol and other N gauge models including a Class 47 and a Class 66 diesel.

PC Adrian Micallef of Devon Police said: "We are hoping that the public can help us locate these items; we are also asking businesses such as antique and second-hand stores, plus other collectors of train and railway memorabilia to contact us if they have been offered these items."

→ Anyone with information is asked to email 101@dc.police.uk, quoting CR/023428/22.



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Heritage lines go green for wildlife and communities

By Robin Jones

TWO heritage railways have boosted their green credentials with new tree-planting schemes.

In partnership with The Conservation Volunteers and Treemendous, the North Yorkshire Moors Railway has fully funded a trial to plant more than 300 trees in a landfill site that is gradually being transformed into a nature reserve with public access.

Using six native broadleaf species – silver birch, oak, beech, rowan, field maple and hornbeam – the planting forms part of the Harewood Whin reclamation project to convert the site into a green public space with benefits for people, wildlife, and the environment as a whole.

This initial trial forms part of a wider tree-planting initiative through which, as sole funder, the NYMR has helped establish a 30-year commitment by a local landowner to maintain the site as woodland.

Wildlife corridor

The partnership paves the way for securing land and match-funding for future tree-planting schemes, ones that could see more than 5000 trees planted this coming winter alone.

The publicly accessible area, which borders a footpath/cycle track, is part of a larger wildlife corridor that stretches west from the outskirts of York into the countryside of North Yorkshire, offering wildlife a haven of relatively quiet and undisturbed green space.

NYMR lineside conservation officer Kerry Fieldhouse said: "We are working hard to conserve biodiversity along our lineside and initiatives like this help us to extend our reach and support a local project."

John Preston, the business development manager at The Conservation Volunteers, said: "We are delighted to be working with the NYMR. Woodlands are integral to the settings of heritage railways, and this investment in tree-planting in the catchment area of the NYMR recognises that all businesses and everyone has a responsibility for the natural world".

As part of the Yorkshire's Magnificent Journey appeal, funded by Heritage Lottery Fund, the NYMR's lineside ecology work and outreach programme is part of a long-term programme to conserve lineside biodiversity.

Treemendous is an organisation focusing on small-scale planting around York, with the aim of bringing people together to create, improve, and care for green spaces.

Ceremony

Meanwhile, at the Spa Valley Railway, a tree-planting ceremony took place at Groombridge station as part of the Queen's Green Canopy initiative. Three Scots pines were planted some distance down the line in a suitable location, replacing trees lost in the great storm of 1987.

A special train and passengers paused en route to drop off the trees. On the return journey, the train



The Lord Lieutenant of East Sussex, Andrew Blackman, with Bulleid Battle of Britain light Pacific No. 34053 Sir Keith Park at the tree-planting ceremony on March 19. SVR

stopped again to see the trees planted in their new location.

The event was organised by railway trustee Mark Patrick, with help from the line's volunteers. Invited guests included the Mayor of Tunbridge Wells, Coun Chris Woodward, and Mayoress Mrs Jenny Woodward, and the chairman of Wealden District Council, Ron Reed. Speeches were made by the Lord Lieutenant of East Sussex, Andrew Blackman, the

railway's patron, Lord Abergavenny, and David Allam, who remembered late volunteer Don Foreman; one of the trees was planted in his memory. Some guests had a go on the footplate at Eridge station.

Mark said that while steam locomotives cannot avoid burning coal, heritage lines must be mindful of sustainability, and planting trees is a means of giving back to the community.



The Mayor and Mayoress of Tunbridge Wells, Coun Chris and Mrs Jenny Woodward, with Coun Jane March, portfolio holder for the environment, culture, and leisure at Tunbridge Wells Borough Council, with the three Scots pines before they were taken down the line to be planted. SVR

Left to right are North Yorkshire Moors Railway lineside conservation officer Kerry Fieldhouse, the railway's vice chairman, Andrew Scott, and Ian Jakulis, The Conservation Volunteers operations leader for North/East Yorkshire and the Humber. NYMR

Thirty years and Sereny's still steaming along at Dartmouth!

By Robin Jones

DARTMOUTH Steam Railway & River Boat Company sales and marketing executive Sereny Damon is celebrating 30 years of working on one of Europe's premier seaside lines.

Sereny's railway story started in the 1970s when her grandfather, Bob Saunders, who founded what became the company in the 1960s and preserved the line, would tell fascinating stories of steam engines and civil engineering projects. At a young age, a model railway to play with was the highlight of her day!

In 1992 she joined the then Paignton and Dartmouth Steam Railway, first working in the station shop and café, progressing in 1995 to the office side, covering secretarial duties. For the last few years she has been totally focussed on sales and marketing.

Her three decades of service has seen the operation evolve into the company it is today. She has seen the purchase of the river boats in Dartmouth, and of the company's own bus fleet, the acquisition of the Western Lady ferry service from Torquay to Brixham, and the company becoming the custodian of the last-remaining coal-fired paddle steamer in the UK, the *PS Kingswear Castle*.

She said: "It has been – and is – absolutely incredible to be part of a team that works so hard in keeping this wonderful steam railway and boat company running."

Across the years there have been many memorable moments, but she said the highlight of her career so far has been creating, with a colleague, the Train of Lights. It introduced the concept of illuminated festive trains to the UK, with resounding commercial success.

The Train of Lights first ran in 2018 and then saw significant change for 2019, with a huge focus on the view from the train and the experience while travelling.

Another highlight for the company was winning the Heritage Railway Association Award for an Outstanding Visitor Attraction in 2020. "It was an honour to receive this award – really thrilling for the team," said Sereny.

Steaming through time

Heritage Railway readers will likely be familiar with the directors of the company over the years from 1992 when Sereny started... Sir William McAlpine, Bob Saunders, Barry Cogar, John Evans, Ian Allan, John Snell, and John Butt to name but a few. To watch the organisation develop and flourish into what it is today has been fascinating for her.

She is very proud of the team getting through such a challenging and historic 2020/2021, where everyone had to adapt and innovate in order to survive the pandemic – and that's exactly what the Dartmouth Steam Railway & River Boat Company did.

Future plans

Looking to the future, the company has purchased two locomotives in three years, most recently GWR heavy freight 2-8-0 No. 3803 from South Devon Railway, as reported in issue 290. It will be restored to working order as soon as possible.

GWR prairie No. 4110 was also purchased in 2019. It was withdrawn from service in May 1965 and sent as scrap to Woodhams yard in Barry.

It remains in basic scrapyards condition, but the company anticipates that restoration work will begin this year.

These purchases mean that the company now owns/operates the greatest number of locomotives in its history.

In addition to increasing the engine stock, carriages have been purchased and their maintenance and refurbishment programme is being pushed forward, which ensures stability and sustainability.



With Torquay on the horizon, BR Standard 4MT 4-6-0 No. 75014 *Braveheart* heads a Dartmouth Steam Railway service from Paignton Queens Park over Broadsands viaduct on May 26, 2021. PAUL COUSINS/DSRRBC

Among the many changes Sereny has been a witness to is an apprenticeship programme that brings new and young blood into the business, with currently more apprentices at various stages of their training than at any time in the past.

There has also been significant investment in infrastructure, such as extension of the platform at Queens Park station, major redevelopments of the stations at Paignton and Kingswear, investment in the engineering department and

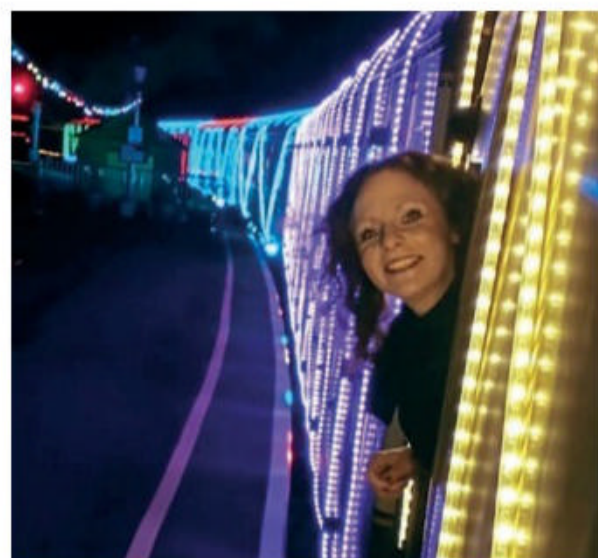
paintshop at Churston, streamlining of the fleet of vessels for both river and sea cruises, and the purchase of the Western Lady ferry company, which extends the network across Torbay.

Sereny said: "There are very exciting times ahead and lots going on to keep this preserved line running for hundreds and hundreds of years for all to enjoy. Steam trains, boat trips, and the most stunning views of the coastline and the River Dart – it truly is spectacular."



Above: The Paddle Steamer Preservation Society's coal-fired *PS Kingswear Castle*, unique in the UK, plying its trade in the River Dart. DSRRBC

Left: Sereny Damon has dedicated 30 years to helping to build the Dartmouth Steam Railway & River Boat Company. DSRRBC



The highlight of Sereny's career has been the hugely successful and influential Train of Lights concept. DSRRBC

Ravenglass to Romney for anniversary celebrations

THE Romney Hythe & Dymchurch Railway is to welcome two Cumbrian visitors for its May 14/15 95th anniversary steam and diesel gala.

River Irt, based on the Ravenglass & Eskdale Railway, is celebrating its own 95th anniversary, that being the years since it was rebuilt from a tank engine into a 0-8-2. Originally built as an 0-8-0 in 1894 as *Muriel*, it was rebuilt in 1927 after arriving from a munitions factory and is the oldest working 15in gauge locomotive in the world.

Also travelling from La'al Ratty is *Katie*, which was built in 1896 by the engineer Sir Arthur Heywood, for the Duke of Westminster's private railway at his Eaton Hall estate in Cheshire. It first arrived on Ravenglass in 1916 but left again in 1919 to move to the Llewellyn Miniature Railway in Southport and later on to the Fairbourne Railway, where it was dismantled. Arriving back at Ravenglass in 1982, restoration was completed in June 2017.

Katie will be operating shuttles from New Romney station, stopping just before Romney Warren Halt as it is too tall to pass under the line's bridges.

They will join all available engines and coaches from the RHDR home fleet, along with diesel *Shelagh of Eskdale*, which is also on long-term loan from Ravenglass. The weekend will see continuous running from the Saturday morning until Sunday evening, including overnight trains. A mix of passenger and freight services will be operating to cater for enthusiasts, and discount weekend tickets are available.

Use of bar car *Gladys* and the Royal Saloon are also being made available individually each day via an auction, which will be launched in April. A previous auction for the use of *Gladys* during the 2021 End of Season Parade raised more than £500. Funds raised will be invested in projects such as overhauls for locomotives including *Doctor Syn* and others that are pencilled in the 100th anniversary in 2027.

→ For more information, visit www.rhdr.org.uk

North British 4-6-4 returns to service – regauged and oil-fired

By Geoff Courtney

A UK-built express locomotive that has undergone two major conversions in preservation down under – from broad to standard gauge, and from coal to oil-firing – has returned to railtour duty nearly two decades after its last revenue-earning service.

North British built the 190-ton 4-6-4 in 1951 (works No. 27056), one of 70 in the R Class supplied by the Glasgow manufacturer to Australia's state-owned 5ft 3in gauge Victorian Railways.

It entered traffic the following year as No. 766, but from early on its days were numbered due to the railway's dieselisation programme.

One of the class, No. 716, was withdrawn in 1956 after a mere four years in traffic with just 88,909 miles on the clock, but No. 766 was one of the last to be withdrawn, in April 1968, when it joined six other classmates in preservation.

It was stored in workshops in the Melbourne suburb of Newport for a number of years, having been initially bought by a private consortium and subsequently by a private syndicate, which leased it to volunteer group Steamrail Victoria and later to West Coast Railway.

This passenger train company carried out restoration and modernisation work in the early 1990s, including conversion to oil-firing, and in 2001 the 4-6-4 was put to work on a Saturday Melbourne-Warrnambool service that WCR operated, running to a fast three-hour 13-minute schedule for the 166-mile route, including six stops.

These duties, which also included tourist trains, were shared with preserved classmate No. 711, but WCR folded in 2004, and the following year No. 766 was leased to the Hunter Valley Railway Trust, which runs a railway museum in North Rothbury, New South Wales.

Major work

In 2007 the trust started converting the engine to standard gauge, and for two years crews regularly travelled the 610 miles to Melbourne for working on the locomotive before it was relocated to the North Rothbury workshops. Although the class was originally designed for ease of conversion to standard gauge, the project involved major work, including the removal of the cylinders along with the spacers between them and the frames. There were interruptions to progress due to other contract work and



Climbing to the top: North British-built Victorian Railways' R class 4-6-4 No. 766 heads its 383-ton train on the 1-in-75 Minimbah Bank east of Singleton on Australia's Main North Line during a load trial on February 18, a month before its return to revenue-earning duty after 18 years out of service. GRAHAM BLACK



Main attraction: Newly-returned Victorian Railways' UK-built R class 4-6-4 No. 766 passes through Lochinvar station on Australia's Main North Line west of Maitland on March 19 with a Picnic Train, its first revenue-earning service for 18 years. GRAHAM BLACK

the inevitable effects of the worldwide Covid-19 pandemic, and the process of accreditation to run in the locomotive's new home state of New South Wales was also a long one, but light engine trials were eventually able to take place prior to a main line load trial of 383 tons on February 18.

Following this landmark event, No. 766, which is owned by a consortium of enthusiasts, made a triumphant return to main line revenue-earning service with three trains over the weekend of March 19-20 through the Hunter Valley from Maitland (north of Sydney) to Singleton.

This is a return distance of 63 miles including a loop via Camberwell.

Added attractions for railway enthusiasts on board these sold-out Picnic Trains was that Singleton station, which was opened in May 1863, was the stabling point for the last regular steam passenger service in Australia, which ceased in July 1971. It is also listed on the NSW heritage register.

Railway enthusiast, volunteer driver and photographer Graham Black told *Heritage Railway*: "Over the years I have worked a little on R766, but had never seen it in action before its load trial on February 18 and then on the Picnic Trains in March.

"It certainly generated a good reaction from the public at the lineside and at Maitland station."



Everything under control: The team's electrical wizard, Bob Davidson, inspects the replacement contactor unit before being fitted into the tram. ALL: HUGH DOUGHERTY



Above: The original controllers have been refurbished for use with the new contactor equipment.

Left: Coronation 1245 being reassembled at Summerlee, ready for running on the museum tramway.

Glasgow tram under restoration borrows from Snaefell mountain control system concept

By Hugh Dougherty

A GLASGOW Coronation tram, currently being restored to running condition by Glasgow Last Tram Group volunteers at Summerlee Industrial Museum, has had a replacement contactor system fitted, following the same principles used on Snaefell Mountain Railway trams.

"We were faced with rebuilding the original electro-pneumatic contactor automatic control unit, which was state-of-the-art tramway and railway traction engineering when it was built with the tram in 1939," said team leader Charlie McAloon. "The job, quite frankly, was daunting, so we researched the Isle of Man system, fitted when the cars were updated and remotored, using redundant, German tramway equipment, and realised that we could use something similar."

The team members, several of whom are retired electrical and electronic engineers, came up with a new solid-state design, replicating the original number of series and parallel notches, and enlisted the

help of Schaltbau, a German-based established supplier of railway and tramway traction control equipment, to both supply the components and advise on assembly.

With the contactor equipment fitted in tram 1245's original cabinet, the existing controllers and motors overhauled, and a replacement resistance designed and in place, the way is open to finish the body work on the tram – with an eye to fitting the whole thing back together in time for September 4 to mark the 60th anniversary of Glasgow's last tram.

Eternal question

"We basically have a kit of overhauled and replacement parts that we're putting together," said Charlie.

"What we're working to do is to restore the tram to the condition it came out of service in, and for it to run, here, on Summerlee's heritage tramway. We've tried to answer the question that haunts every railway, tramway, bus and steam traction restorer, and that's should we return our artefact to brand new condition?

"Tram 1245 will look like the original in every way but it will have our new and enhanced control equipment, LED low-voltage lighting under the original shades, strengthened dash panels to improve driver safety, and a discretely-sited CCTV camera on the top deck so the driver can see what's going on up there.

"In other words, we've preserved the look, sounds and feel of the original tram, but we've taken the opportunity to improve on the original 83-year-old design and make it fit for service not just for now, but also well into the future. That's something all restorers in the heritage sector can identify with today."

Charlie and the team acknowledge the support from the museum and from North Lanarkshire Council in taking the project forward. It will mean that Coronation tram 1245, which saw service until the end of the Glasgow trams in 1962, and which was used to shunt trams around Coplawhill car works until 1963 before being privately purchased, will be the only operational Glasgow

Coronation tram anywhere in the world. "Ours is one of four preserved," explained Charlie. "There's 1173 in Glasgow's Riverside Museum, which is static and will never run again, 1282 at Crich, which is not in running condition at present, and 1274 at the Kennebunkport Trolley Museum in Maine, USA, which is languishing at the back of a storage shed.

"That will mean that 1245 will, uniquely, recreate the sight, sounds and sway of a Glasgow Coronation in action. It's an exciting prospect which will attract a great deal of attention."

Innovative

1245 is one of 150 luxury Coronation trams built by Glasgow Corporation between 1937 and 1941. The name recalls the coronation of King George VI, and the trams transported visitors to the Empire Exhibition at Bellahouston Park in summer 1938. Regarded as the most advanced trams in Europe at the time, they set a new standard in passenger comfort and engineering innovation, attracting attention from engineers when launched into service.

It's no mystery... Sherlock Holmes is back for Cromer dining trains

LONDON Transport maroon-liveried Class 20 No. 20227 has arrived back at the North Norfolk Railway in readiness for the return of the line's popular Cromer dining trains.

The services will run on selected Wednesdays and Thursdays from May to September and will see the 'North Norfolkman' dining train run on the main line from Sheringham to Cromer and back, in addition to making a return trip to Holt.

No. 20227 is owned by the Class 20 Locomotive Society, which has saved three the class.

It arrived at Sheringham by road after almost a year away from the North Norfolk, undertaking main line work and then visiting the Epping Ongar Railway for six months.

NNR commercial manager Graham Hukins said: "The special trains to Cromer need a locomotive at each end as it's not possible to move an engine from one end to the other at Cromer station.

"No. 20227 will head the trains as they leave our tracks, while a steam engine will be at the back ready for



Class 20 No. 20227 *Sherlock Holmes* at Sheringham. STUART CLARKE/NNR

the return journey."

No. 20227 will also appear at NNR special events this summer

and will also work on the heritage line alongside its steam fleet on other days.

Railwayana boost as Talisman returns to saleroom auction

EXCLUSIVE

By Geoff Courtney

THE hopes of many railwayana collectors that live audience auctions will once again become the norm after the Covid-19 pandemic have been boosted by a landmark sale held by Talisman Railwayana in Newark on March 26.

Many within the countrywide movement had feared that the major railwayana auction houses would remain with the live online-only style of sales, despite the end of restrictions that had led to the cancellation of saleroom auctions over the past two years.

Two of the leading auctioneers, Great Central and GW Railwayana, adapted to the new rules by enhancing their live online bidding processes, while two others – Great Northern and Talisman – achieved success through such traditional bidding methods as email, telephone, and post.

An absence of saleroom sales meant the auction houses did not incur the cost of hiring a venue or paying staff to attend on the day, while additionally the time-consuming necessity to set up the displays the day before was a thing of the past. It also gave them increased flexibility by being able to accept items for sale at literally the last minute, and in some cases the printed catalogues were dropped due to them being posted online.

Another development that was perhaps unforeseen, even by the auction houses themselves, was that the emphasis on changing to live online rather than saleroom bidding attracted a new generation of younger, IT-savvy enthusiasts who embraced the style wholeheartedly. This resulted in some prices, especially for modern traction but



Jubilee train: Nigel Gresley-designed Class A3 No. 60046 *Diamond Jubilee* departs from a murky Leeds Central station with the Up 'White Rose' express to London King's Cross on June 16, 1952. One of the Pacific's nameplates sold for £8000 at a Talisman Railwayana auction on March 26, the first live saleroom sale held by a leading railwayana auction house for two years. TRANSPORT TREASURY/ERIC BLAKEY

also for steam era artefacts, raising the eyebrows of many a traditional, old-school collector.

A further doubtless unexpected result was that the new flexibility and ability to organise a live online auction at short notice led to a plethora of additional railwayana sales, even among the leading specialist auctioneers, which made it difficult for some collectors to monitor and keep track of.

Talisman Railwayana's Roger and Sandra Phipps retained throughout the lockdowns a determination to return to the saleroom, and on March 26 their resolve bore fruit at Newark Showground.

"It was worth all the effort and was a social victory," said Roger. "We had one of our biggest turnouts ever, with some collectors coming from as far away as Somerset and Sussex. Many people thanked us, and we could feel the warmth and the goodwill."

"There was a full selection of stallholders, our team of porters and admin staff rose to the challenge, and we couldn't have wished for a

better return to the saleroom. And as far as the auction itself is concerned, it was very buoyant, with some wonderful results."

Following the auction, in which LNER A3 Pacific nameplates *Diamond Jubilee* from No. 60046 and *Isinglass* from No. 60063 went under the hammer for £8000 and £6700 respectively, Roger and Sandra are planning three more live saleroom sales this year, the first of which is expected to be held towards the end of June.

One of those who attended, Great Northern Railwayana boss Dave Robinson, told *Heritage Railway*: "Every seat appeared to be taken, with people standing, just like pre-Covid days, and it has given me the signal to go back to a saleroom audience, hopefully at our next auction in October. It is time we went back."

GW Railwayana's Simon Turner, who has taken to the live online bidding system with enthusiasm, described the saleroom debate as an "ever-moving feast," but indicated that in future he expected to hold his

regular summer auction in this way: "It won't be this year as our usual venue, Pershore High School, is not currently accepting bookings and I need to start planning now, but next year I would hope to hold our July auction there and our March and November sales live online only."

Great Central director and auctioneer Mike Soden said it was the auction house's intention to return to a live saleroom, but there were no immediate plans to do so.

"Our Bloxham auctions of general railwayana would be the obvious choice, but that is held in a school and we need to talk to them."

"Likewise, we need to talk to the people at Stoneleigh, the venue for our quarterly main sales. I can see us ending up with a mixture of saleroom incorporating live online bidding, and purely live online. I would hope it will happen this year but it is impossible to be definite."

→ See Geoff Courtney's railwayana column in next month's issue for full details of the Talisman Railwayana auction on March 26.

Telford returns steam to Llangollen Railway

THE Llangollen Railway has agreed the hire of Telford-based GWR 56XX 0-6-2T No. 5619 for the majority of 2022 season, it having arrived at the line on March 23.

Llangollen Railway Trust manager Tom Taylor said: "Being a Great Western tank, it will look very much at home on our line, which was very much the heart of GWR country in its heyday."

The Llangollen is currently without a resident operational steam locomotive: Kitson 0-6-0ST No. 5459 *Austin 1* is on loan to the Somerset and Dorset Railway at Midsomer Norton as it is too small for regular services on the 10-mile Dee Valley line.

GWR 2884 2-8-0 No. 3802 is out of traffic while it undergoes tyre turning at Carnforth, although is due back soon.

GWR 0-6-0PT No. 7754 is also in the latter stages of overhaul; with the boiler having passed a visual inspection, the tubes were due to be fitted imminently. If all goes to plan, it could return to steam later this year.

"The prospect of seeing three working GWR locos on the railway together is something to really look forward to and another clear sign that the Llangollen Railway is very much back on track," Tom said.

No. 5619 was set to enter traffic on the LR in time for the Easter bank holiday.



GWR large prairie No. 4150 – the last ex-Barry scrapyard locomotive on the Severn Valley Railway to be restored to steam – has now had its slide bars and rods fitted. Presently an 0-6-2T, the 1947-built locomotive is awaiting its turn on the Bridgnorth wheeldrop for the fitting of its front pony truck. If you want to help return this loco to steam, pay a visit to www.4150.org.uk JOHN TITLOW



Barclay 0-6-0T No. 1641 of 199 *Doll* heads the first passenger train under the new bridge. MARK LEWIS/LBR

Peter Pan marks 100th birthday as new Buzzard link road bridge opens

THE Leighton Buzzard Railway had a double reason to celebrate when it reopened on Sunday, March 13.

Firstly, the 10.30am departure from Page's Park was the first public train to operate under the new bridge alongside Vandyke Road.

Funded by developer Arnold White Group, and ensuring the railway's future, the bridge carries the new Leighton Buzzard Eastern Link Road over the track, which was diverted a short distance away from its original route.

Also, an extra departure was operated by Kerr Stuart 0-4-0ST *Peter Pan*, which was celebrating its 100th

birthday, having been delivered from the works on March 8, 1922.

The next stage of the railway's evolution will occur on Saturday, April 30, with the first passenger trains along the extension from Stonehenge Works to Munday's Hill.

On most operating dates, trains will run from Page's Park directly to Munday's Hill, before the locomotive will turn round and haul the train to Stonehenge Works where the usual 30-minute break will occur, then returning directly to Page's Park.

Many years of planning and hard work have taken place, and despite slight delays caused by the pandemic,



Centenarian *Peter Pan* and *Doll* pass at Leedon Loop. MARK LEWIS/LBR

the extension is almost ready to welcome customers.

The railway will continue to run every Sunday, as well as extra days during school holidays and on bank holiday weekends.

The compartment set-up for most carriages, introduced as a result of the pandemic, have proved popular and have been retained for 2022, although are no longer allocated and customers are able to choose where to sit.

Strathspey Railway debuts 'new' 37 for public services at diesel gala

CLASS 37 No. 37674 (D6869) operated its first public services at the Strathspey Railway as part of the line's March 19-21 diesel gala.

Throughout the weekend, several of the home-based locomotives and multiple units were out to start the main operating season, with resident shunters including Ruston DS48 *Queen Anne* and North British D2774, operating brake van rides at Boat of Garten and Aviemore stations. A Class 117 DMU was used as loco-hauled stock throughout the weekend, after being failed with mechanical issues.

No. 37674 arrived at Boat of Garten from Allelys haulage yard in the Midlands, having departed the Wensleydale Railway in December 2020.

It was subject to a thorough repair programme to enable it to return to service in time for the weekend.

Diesel fleet co-ordinator David Green said: "The batteries were almost completely depleted and needed topping up. All the electric motor brushes were examined, and bearings lubricated; every bodyside air filter has also now had new material fitted. As well as greasing and lubricating every door, hatch, hinge, pivot point and bearing, we barred the engine round several times with decompression, plus removed to ensure cylinders were clear and everything was moving as it should without restriction."

The 'Tractor' was found to have appalling air brake cylinder leaks, necessitating all 12 cylinders to be removed and overhauled, and a repair to a pinhole in the main air supply pipe.

After further work, a start-up revealed one cylinder would not fire, the cause being traced to a dropped valve guide holding an



Resplendent following its recent overhaul, Class No. 37674 is now in operation at its new home on the Strathspey Railway. SR

exhaust valve open, which was replaced with an overhauled spare cylinder head.

"Externally, the loco has been scrubbed down and the large logo arrows painted on the bodysides.

"A huge amount of work done in a short space of time, in the freezing winter darkness, by only a very small group of volunteers led by myself," added David.

Other locomotives operating over the gala were Class 27 D5394, Class 31 D5862, and Class 08 D3605. Saturday, March 20 also saw an incoming Scottish Railway Preservation Society excursion from Linlithgow (arriving at Aviemore at about 12.26pm, hauled by Class 37 No. 37403) join the timetable as a service train until departing Boat at 5.33pm.



A Scammell Scarab is stabled alongside the HRA award-winning van train as it waits its turn to offload goods. OWEN HAYWARD



Ivatt 2MT 2-6-0 No. 46512 carefully draws the freight across the turntable and out of Quorn & Woodhouse goods yard. OWEN HAYWARD

Great Central delivers the goods!

By Owen Hayward

THE weekend of March 19/20 was heavily freight-centric for the Great Central Railway, which ran its second Railways at Work gala.

The event could not have been more appropriately timed, with the revelation on the Saturday night that the Quorn Wagon & Wagon team was the winner of the Heritage Railway Association's Morgan Award for Preservation 2022 (News, pages

22-23), having been nominated for its restoration of a 17-vehicle van train.

Recreating history

Showcasing how the railways kept the nation moving during the age of steam, the weekend saw an intensive timetable utilising five steam locomotives and one diesel, supported by a class 101 DMU, operating a mix of passenger and freight trains along the 8¼-mile line.

BR Standard 4MT 2-6-2T No.80080, which had been visiting courtesy of

the Princess Royal Class Locomotive Trust for the winter steam gala in January, was in action, alongside home fleet members Stanier 8F No.48305, Standard 5MT 4-6-0 No.73156, Ivatt and BR Standard 2MT 2-6-0s Nos. 49521 and 78018 (the latter deputising for Hudswell Clarke Austerity 0-6-0ST No. 68067, which was still undergoing repairs) and BR Class 45 D123 *Leicestershire and Derbyshire Yeomanry*. The main focal point of the weekend was at

Quorn & Woodhouse station, where shunting with Class 08 D4137 and crane demonstrations, with BR 15-ton diesel crane DRA No. 81549, took place around the station and yard throughout each day.

A fleet of visiting and resident vintage vehicles – including Scammell Scarabs and an Austin van – were on show and in action moving around the goods yard, regularly being positioned alongside the stabled van train and assorted



Leicester-bound BR Standard 2-6-4T No. 80080 and 5MT 4-6-0 No. 73156 pass Kinchley Lane on March 20 during the Railways at Work gala. JOHN TITLOW

BR Standard 2MT 2-6-0 No. 78018 departs Quorn & Woodhouse for Loughborough with a mixed freight on March 20. JOHN TITLOW



wagons for barrel and parcel loading and unloading re-enactments by volunteers, visitors and members of the GCR's wagon groups – all of whom had turned out in appropriate vintage attire especially for the occasion.

Always something happening

Visitors were also able to enjoy the sight of an engine being turned on the turntable as the 08 and 2MT 2-6-0s were periodically 'taken for a spin'. Steam shunting could also be witnessed, with the pick-up goods set being reformed at intervals before starting off up the line from the sidings. Several vehicles from the recently-formed tanker train were included as part of the mixed freight set, and an inspection saloon made trips each day for line inspection re-enactments.

A surprise appearance on the Saturday was that of 1960-built class 37 D6700, the first of its class, which had arrived only the day before.

After being shunted dead onto the mixed freight train for the 15.20 Loughborough departure, it was



Class 45 D123 *Leicestershire and Derbyshire Yeomanry* hauling Class 37 D6700 in the consist of 7537, the 3.20pm Loughborough to Swithland Sidings mixed freight, at Woodthorpe on March 19. IAN DIXON

towed by D123 from Loughborough to Swithland Sidings, where it was then removed from the formation.

The National Railway Museum-owned D6700 will be making its

operational debut on the GCR at the April 29 to May 2 diesel gala. As reported last issue, the locomotive has moved to the line as part of a five-year operating loan agreement

between the NRM and the GCR-based Heavy Tractor Group, which owns and operates sister locomotive No.37714 (D6724), also resident on the line.



Above: Unloading the goods in Quorn & Woodhouse yard on March 20. JOHN TITLOW

Left: A demonstration by volunteers of barrel loading on the award-winning van train. OWEN HAYWARD

Bo'ness museum director looks to better heritage storytelling

By Hugh Dougherty and Robin Jones

A ceremony on March 12 saw the opening of both the entrance to the Museum of Scottish Railways, at Bo'ness, and the Scottish Railway Preservation Society's engineering workshop as part of the Steaming Ahead Project.

The new entrance was officially opened by SRPS vice president John Cameron, and invited guests were able to see the improvements made to the museum over the last year. They also visited the new facilities at the workshop, including a viewing gallery. Both the entrance and workshop were financed by the National Lottery Heritage Fund as part of the Steaming Ahead Project, alongside other backers such as Museum Galleries Scotland.

The workshop will ensure the continuity of working steam locomotives in Scotland through the longevity of the skills and knowledge required to maintain these assets.

The viewing gallery, with its new interpretation and interactives to be installed this year, will give visitors an insight into these processes and allow them to see restoration in action. Also, the project will include an increased activities programme, from reminiscence sessions to an oral history project to collect railway memories.

As museum director, Dr Becky Peacock has very clear views on where the heritage railway movement needs to go to ensure that it remains relevant and sustainable in a rapidly changing world.

She has been in charge for just over a year, and brings a wealth of academic knowledge and hands-on experience to the role. Originally from Portsmouth, Becky holds

a first degree in archaeology, a Masters in making living museums accessible to the public, and a PhD in effectively communicating the work of museums.

From waterways to railways

She came to her current post having served as curator at the National Waterways Museum but, most crucially as far as railway heritage is concerned, she was outreach and engagement officer and project director on the Mid-Hants Railway's Bullied Merchant Navy Canadian Pacific project for four years.

"That was when I really learned about heritage railways and steam," said Becky. "The project was very complex, with workforce planning involving both staff and volunteers, and the dismantling and restoration of Canadian Pacific and two wooden-bodied Bullied carriages, as well as engaging with the public."

"The Bo'ness job seemed ideal for me to bring all my experience together, and I have to admit that the steam bug bit deep at the Watercress Line!"

Becky is back at work following maternity leave; her son, Spencer, being 16 weeks old at the time of this interview and looked after by Becky's husband, keeping the couple more than busy.

"I would like Spencer to be able to come here in the future and travel on a Bo'ness & Kinneil Railway train," smiled Becky, "but I do believe that if

the heritage railway movement and industrial museums in general are to survive, we must become much more effective in relating to the public. Young people and the middle-aged who bring their children here don't remember steam. They may love its presence and romance, but they don't remember it in service – unlike those who saved our steam locomotives and carriages.

"We must become much more adept at preserving, displaying, and telling the story of diesel and electric trains, too, and museums such as ours need to keep collecting, to keep our collections refreshed and up-to-date."

To that end, Bo'ness is getting ready to receive Class 91 *Sir Henry*

Royce thanks to Eversholt Rail Limited, as well as two former Caledonian Sleepers Mk.3 coaches. At the other end of the spectrum, informal discussions are underway with Network Rail's Central Station tours to explore

Kelton Fell, one of two SRPS Pugs, being loaned to Central for display at the developing Victorian platform.

"All railway and industrial museums have to change their displays to keep interest alive," said Becky, "but moving locomotives and items of rolling stock around is quite a logistical challenge – we are simply not like other museums with small exhibits in glass cases!"

All the 150 large items in the museum, she explained, tell a story

of how and why they were built, who worked on them, and the social and economic impact they had. A new exhibition for 2022 is on the life of a railway family through the generations, with photographs and text highlighting the family's life and times, railway work that stayed and, to some extent, still stays within families.

"We even have a railway family at Bo'ness in the shape of the Sellars, three generations of which have been active in the society since the grandfather, Stuart, helped establish the SRPS in 1962," said Becky. "Railway families are part of preservation history, too."

Becky is fascinated by the concept of the heritage railway movement now having been around long enough to have its own history, but she feels that most lines don't make much effort to tell their own story, with vast archives stuffed with fascinating material, sometimes not very well organised, sitting around in stores and cupboards, unopened and undervalued.

Telling better stories

"That's perfectly understandable," said Becky "as the early preservationists had to concentrate on saving locomotives and rolling stock, heroically and usually at their own expense, and then operating the lines that evolved."

"Today, however, we must tell our own story better to ensure that we survive, for, like it or not, railway and industrial museums tend to be the poor relations of the museum world, especially when you think of mainstream arts and culture venues."

"We tell a story, brought together by ordinary people, about the railways – an ordinary, everyday business with an enormous impact

"We must tell our story better to ensure that we survive, for railway and industrial museums tend to be the poor relations of the museum world..."



Becky with some of the wagon collection. HUGH DOUGHERTY



Neilson 0-4-0ST No. 2203 of 1876 *Kelton Fell* inside the museum. The locomotive represented the SRPS at the Glasgow Garden Festival in 1988. HUGH DOUGHERTY



The new entrance to the Museum of Scottish Railways. SRPS



The new engineering workshop at Bo'ness. SRPS



Above: Inside the new Bo'ness engineering workshop, as seen from the new viewing gallery. SRPS

Right: Becky with LNER K4 2-6-0 No. 61994 *The Great Marquess* on display inside the museum. HUGH DOUGHERTY



on those who built, operated, and travelled on them."

She is also acutely aware of the fact that climate change activists may well view railway museums, steam railways, and even those running heritage diesels as deeply flawed and see them as part of the industrial revolution – an era which led to climate change.

"If so, we need to stress the educational value of being able to demonstrate this part of history as it was, truthfully telling of the impact

railways had – both good and bad – and not try to write the steam railway era out of history," she stressed.

"I understand that we have to look at coal, but heritage railways contribute just 0.02% of carbon emissions, so their impact is tiny – although like every heritage line, coal supply is a cause for concern here, too."

Becky concedes that in the future it may become totally impossible to operate steam and heritage diesel trains. If that happens, she said it's doubly important to have museum collections such as at those at Bo'ness to tell the story of the railway age, even if only in static form, which would be far from ideal.

Dedicated to keeping the museum and the BKR (which operates the accessioned museum pieces under her care) up and running, Becky believes it is vital to look at new ways of attracting volunteers, as the former model of people regularly committing time is tending to become less common.

That's why she advocates 'mini-volunteering', with people dipping in and out of projects on certain days only, perhaps to paint a locomotive, coach, or building, or taking part in a deep clean. This is a system she feels better suits the lifestyle of younger people nowadays.

"The results can be surprising,"

said Becky. "We did a deep clean with volunteers on the items in the museum over the winter and discovered that what we thought was a black roof on our Glasgow Subway car was actually painted cream!"

Becky also believes that the movement needs to steer people away from thinking that volunteering means driving or firing only; heritage railways offer a very wide range of volunteering opportunities including catering, gardening, admin, social media, and marketing – all of which offer skills development that not only allows volunteers to develop for their own benefit and that of the railway, but to also gain and sharpen skills that are useful when seeking jobs.

New faces

As part of the Steaming Ahead Project, two new staff have joined her team. Volunteer coordinator Liz Paton will work with the 400 existing volunteers, as well as recruiting new ones and increasing training opportunities for all while encouraging a new generation.

Activities coordinator Becky Orr will run storytelling sessions for toddlers in the museum entrance to make full use of it as a community space, and dementia-friendly reminiscence sessions, creating memory boxes to use on site and in local care homes to help bring the museum to those who may be socially isolated in Bo'ness

and the surrounding area – with the aim of working towards becoming a dementia-friendly attraction.

Becky is optimistic but realistic about what she has to do at the museum and on the BKR to ensure not only their survival, but also their on-going development into the future. She is in regular touch with colleagues in Industrial Museums Scotland, the National Railway Museum, plenty of other heritage railways, Museum Galleries Scotland, and the Heritage Railway Association to keep her finger on the pulse, share experiences, and learn from others.

"The fact is that railways do get into your blood. My husband, who's a car buff, is joking that he's getting worried about me!" smiled Becky.

"Here, and throughout the heritage railway movement, we are guardians of something very precious in the shape of the locomotives, rolling stock, buildings, and railways which far-sighted people secured more than a half a century ago when no one in power or officialdom was interested.

"We must continue to tell the story of these artefacts and, above all, of the people who had the most incredible foresight and determination to save them for posterity."

→ **The Museum of Scottish Railways is open seven days a week.**



Electrifying exhibit: Becky with Class 84 No. 84001 on loan from the National Railway Museum. HUGH DOUGHERTY



On its first gala outing, Jubilee 4-6-0 No. 5596 *Bahamas* passes Bridgehouse Mill at Haworth on March 11. DAVE COLLIER

Worth Valley steam gala 'most successful in years'

By Robin Jones

CROWDS flocked to the Keighley & Worth Valley Railway's March 11-13 Steam Extravaganza as the spring gala made a spirited comeback following a two-year absence.

One big plus was the combination of guest LMS 4-6-0 No. 46100 *Royal Scot* alongside Jubilee 4-6-0 No. 45596 *Bahamas*, which for many enthusiasts was an eagerly-anticipated combination.

The other guest was GWR 57XX 0-6-0T No. 7714, visiting from the Severn Valley Railway. For its

size, it produced some excellent performances with six coaches up the 1-in-60 grades.

Lancashire & Yorkshire Railway Class 25 'Ironclad' 0-6-0 No. 52044, perhaps best known by the general public as 'The Green Dragon' in the 1970 movie *The Railway Children*, made its first appearance in early BR livery since 1963 after being painted by KWVR member Alan Hardaker in Oxenhope Exhibition Shed before the event. In the weeks leading up to the gala, the public was given access to see the necessary skills in progress.

KWVR business & operations manager Noel Hartley said: "It was our most successful gala in recent years, perhaps since we saw the combination of GWR 4-4-0 No. 3440 *City of Truro* and LNWR G2 'Super D' 0-8-0 49935 visit back in 2005 when we introduced three-day events.

"We enjoyed 3700 visitors over the weekend, with the Saturday being particularly busy.

"It is clear that the passion for steam is still very much alive and also that a younger generation are now attending these events, hopefully meaning that galas

such as this one have a future on heritage railways.

"No. 52044 looked a treat paired with Mk.1 suburban stock and also with Taff Vale Railway No. 85."

The next enthusiasts' event is the June 10-12 diesel gala, details of which are at kwvr.co.uk

Over the summer, the line will be celebrating the July 16 release of *The Railway Children Return* sequel.

→ *Bahamas* will visit the Nene Valley Railway from June 4-10 and will haul trains as part of the line's June 5 event to mark The Queen's platinum jubilee.



LMS 6Ps 4-6-0 No. 46100 *Royal Scot* and No. 5596 *Bahamas* crossing the Worth Viaduct with the 3.15pm from Keighley to Oxenhope on March 12. RODNEY TOWERS



One of the highlights of the gala was the emergence of Lancashire & Yorkshire 'Ironclad' 0-6-0 No. 52044 in BR black livery, as pictured last issue. It is seen climbing Keighley Bank, with Taff Vale Railway No. 85 for assistance on the 1.20pm departure for Oxenhope on March 12. MARTYN TATTAM



The morning sunshine catches No. 46100 *Royal Scot* making its second visit to a Keighley & Worth Valley Railway gala, as it charges up Oakworth bank on March 13. ANDREW DENNISON



**Right: Taff Vale Railway
0-6-2T No.85 and LMS
2-6-2T No.41241 departing
Keighley with the first
train of the day on March
12 during the gala.
RODNEY TOWERS**

**Below: Visiting from the
Severn Valley Railway,
GWR 0-6-0PT No. 7714
approaches Haworth
Loop with the 10am
services from Keighley to
Oxenhope on March 12.
FRED KERR**



Goods in the spotlight at Mid-Hants spring gala

FREIGHT trains will be the theme of the Mid-Hants Railway's April 29 to May 2 spring steam gala.

Visiting will be GWR heavy freight 2-8-0 No. 2857 from Severn Valley Railway – a type that has not worked over the line before, and LMS Stanier 2-8-0 No. 48305 from Great Central Railway – believed to be the first 8F to visit the Watercress Line, with the exception of two occasions where the class operated in the Alton area.

They will run alongside S15 4-6-0 No. 506 and Schools 4-4-0 No. 30925 *Cheltenham*, with Somerset & Dorset Joint Railway 7F 2-8-0 No. 53808 heading local goods. Behind-the-scenes tours at Ropley Works and yard will be available, while the new museum at the Old Goods Shed at Alresford station will offer a glimpse of Somerset and Dorset Railway Trust artefacts.

At Medstead & Four Marks, the goods shed will have a Delivering the Goods exhibition and in the sidings on April 30 and May 1, Wickham trolley rides will be offered.





With no station or runround at the limit of operations 100m west of Epping, steam locomotives usually only run into Epping Forest on special event days like the annual steam gala. At the June 2019 event, visiting GWR 42XX No. 4270 double-heads with Metropolitan E Class No. 1 through the ancient woodlands.

LONDON'S LOCAL LINE: 10 YEARS ON

This year sees the Epping Ongar Railway celebrate its 10th anniversary of launching heritage steam operations, running on what was, until 1994, a London Underground route. **Owen Hayward** looks back at the history of the branch line, the developments of the last decade, and what the railway has in store for the future.

Think of London and railway heritage and you probably default to the Transport Museum at Covent Garden, or its subsidiary at Acton Depot, with a vast collection of Underground rolling stock dating as far back as the mid-1800s. Very few consider a sleepy branch line through rolling fields and woodlands, let alone an active steam railway.

While it may not technically be in the capital itself, the Epping Ongar Railway is famous for being the only heritage line to operate on former London Underground metals – but then, how many opportunities have ever really been presented for that claim to have had a chance at being made?

Brief History

The branch to Ongar was built as part of a proposal by the Eastern Counties Railway in 1858, which wanted to construct an extension to the line previously opened to Loughton in 1856. Under the Great Eastern Railway, which formed as a merger of various smaller companies in 1862, the full line was opened on April 24, 1865, with stations between Epping and Ongar being built at North Weald and Blake Hall. Although plans for further growth were considered, lack of

capital – combined with the residents of Ongar choosing to site their graveyard on the opposite side of the road to the end of the existing track – meant nothing ever came to fruition.

Plans to electrify to Ongar were shelved during the Second World War, with power rails not being laid until 1949. However, as a cost-cutting measure, the line only received 'light electrification' – which resulted in a sub-station at Blake Hall not being installed. Consequently, eight-car trains could not make it further than North Weald, so a steam shuttle remained the primary source of motive power right up until November 16, 1957, when shorter 1960s Cravens units took over.

With a reported loss of £100,000 per annum, LT started formal closure proceedings in 1970. This was the start of a lengthy and drawn-out battle, with the proposal initially being rejected by the Secretary of State. Permission to close Blake Hall, which was famed for being the least-used station on the Underground, came in 1981. Full closure was finally given in 1994, when LT suggested a sale of the line as an operational railway; the final day of service was September 30, with enthusiasts scrabbling for a final trip. Among the crowds watching

On the first of several visits made to the EOR across the years, Metropolitan No. 1 simmers patiently alongside the award-winning Ongar station during the line's own London Underground 150th anniversary celebrations on June 23, 2013. The building is Grade II-listed and believed to be the only original operating station to retain GER colours.



the final train stood Roger Wright, who, in 2007, bought the line, kick-starting what was to become a major turnaround in fortunes for the neglected route.

"I remember standing on the platform with my daughter, who became quite emotional at the prospect of there being no more trains on the line," Roger recalls. "I turned to her and said I was certain someone would come along one day and start operating some form of heritage service on it, but I never for one moment even considered that this someone would be me!"

Preservationists move in

When closure was first mooted in the early 1990s, the Ongar Railway Preservation Society was formed with the aim of acquiring the ailing route to do just that – it even secured permission to start restoring North Weald signal box, which had closed in 1976. However, under controversial circumstances that saw a post-deadline higher bid accepted, LU sold the Epping to Ongar line to Fyfield-based Pilot Developments, for whom Roger was one of the directors.

Pilot drew up proposals to run a limited five-trains-a-day commuter service, utilising two trains of 1962 stock that had



been purchased and moved to Ongar, to be complimented by a 'mini Orient Express' styled wine and dine service. However, obtaining track access at Epping, which had been resignalled for automatic train operation, put paid to that and nothing more happened for several years.

In 2000, a group of volunteers came together at the request of some of Pilot's directors to restore services to the branch. A class 117 DMU had been purchased (along with a class 115 that was later sold on) to operate the proposed venture, and a group of about 20 volunteers began to tackle the years of neglect. One of those involved with the formation of the Epping Ongar Railway Volunteer Society was Colin Dye, who still volunteers today.

"We turned up most Saturdays," he said, "tidying up the stations, servicing the DMU, and repairing the line. The latter was a particularly big challenge as we had no other form of motive power for engineering trains – it wasn't until the arrival of a Ruston and Hornbsy shunter that we had another working vehicle to help. We also still didn't know whether we would end up with a commuter service or purely heritage operations."

With the previously-purchased Underground units having been heavily

vandalised and sent for scrap, the result could only end up going one way. The first public 'heritage' train to depart Ongar in more than 10 years set off at 11am on October 10, 2004, operating as far as North Weald until the trackbed under the M11 bridge, which had been built in 1977 with Tube clearances in mind, was excavated and lowered in 2005. Even with a basic service, it wasn't easy.

Challenging times

"Those early days were a challenge in their own right," Colin continued. "Although we had had about 20 regular volunteers at the start, we were often operating trains with maybe just three or four. It was also difficult getting money for simple things such as fuel expenses for the DMU, so we never quite knew where we stood."

In 2007, after running a limited Sunday and Bank Holiday service, Pilot sold off the former Ongar goods yard – something it had been trying to achieve for a number of years. One of the directors then submitted a bid to buy the line outright, with the idea of operating Scandinavian-style dining trains using Finnish rolling stock that had been bought and stored at Ongar. Four directors were in favour of the sale but Roger was not, and

the shareholders decided to settle the matter through another sealed bid process.

"The opportunity came along at just the right time," Roger explained. "I had sold my bus company (Blue Triangle) so had the time and money to invest in a project. I could see the potential of a major tourist attraction, made even more appealing by being so close to the capital and the transport connections that afforded."

"I looked at the crumbling buildings and unstable track and felt that by buying and investing in it, I would be saving and securing it for the future. So I did just that."

Roger immediately took the decision to stop any further trains operating and invested more than £4 million of private finance between 2008 and 2012 in what must have been the largest scheme of works since the line was constructed.

"I was very much in the mindset of 'let's do it right, and not make do'. There was a lot of work to be done and I didn't want to be re-opening using just a shunter and brake van – we wanted to go big."

The track in the platforms at both stations, which had previously been raised to cater for the Underground trains, had to be lowered by 18 inches to accommodate the BR rolling



Roger Wright may be MD, but he doesn't hide away and can often be found on the vintage buses which ferry passengers between the EOR and stations at Epping and Shenfield. An integral part of the railway's operations, they offer an additional vintage travel experience to visitors.



Coming full circle

Colin Dye is not only one of the founder members of the EORVS, but he once worked on the line in LT days, spending three months as a station foreman at Blake Hall during 1971, and recalls the time with a degree of mirth.

"It was an experience like no other – the station drew its power from the traction current, so you knew exactly where on the line the train was because all the lights dimmed as it climbed the hills," he said. "There was only one bulb in the ticket office that was unaffected, which must have been powered by the station house instead.

"Blake Hall suffered low patronage even then. I remember one day on duty a gentleman arrived and asked for a platform ticket. Despite me saying he could go through for free, he was very insistent on buying one. The reason, in transpired, was he was participating in a treasure hunt and needed it as evidence of his having been there. After he left, 11 more people turned up with the same request – my boss thought I had made a mistake with the books as there hadn't been that many sales collectively since 1947!"



Colin Dye, one of the founders of the EORVS, holds the honour of being member No.1. He spent three months working Blake Hall.
ROBERT GOOD

stock heights that the renewed line would operate with.

A fleet of Mk.1 and Mk.2 coaches were purchased, each in varying conditions, to replace the now tired DMU that required substantial repair work, to be pulled by a fleet of ex-main line diesels comprising of a Class 25, 31, 37, and two 03s. But a diesel fleet alone would not suffice, however, as Roger fully intended steam to play a major role in the line's comeback.

An industrial saddle tank in the shape of Hawthorn Leslie Works No.3437 *Isabel* became the first such locomotive to be bought in 2010, before GWR Hall 4-6-0 No.4953 *Pitchford Hall* and 5101 2-6-2T No.4141 were purchased from Dr. John Kennedy in 2011, securing two powerful steam locomotives capable of managing the planned services.

Following four years of hard graft by a steadily growing team of volunteers, it was announced at the EORVS 2012 AGM that the EOR would be opening its doors officially in May, enabling it to operate during the London Olympics that year. The final push was made to finish the necessary restoration tasks and complete volunteer training. Indeed, on the press launch day held on May 24, some of the paint on the carriages was still wet!

'Old' new railway

Public services commenced on May 25, 2012, with trains top-and-tailed between North Weald and Ongar using *Pitchford Hall* and visiting GWR pannier No.6430 (covering for No.4141, which was still undergoing overhaul at the Llangollen Railway.) Shuttle services from North Weald to Coopersale (the then limit of operations) ran with the Class 31 and 37 and 3CIG No.1498.

Until November, services continued to be top-and-tailed between North Weald and Ongar as the loop at the eastern terminus was been fully commissioned. The completion of this work coincided with the arrival of No.4141, which entered service in time for the first of the Santa Specials that December. The full signalling set-up at North Weald was also gradually completed.

The first year was rounded off with the revelation that the EOR had won three of the annual National Railway Heritage Awards: the Volunteers Award for the restoration of Grade II-listed Ongar station to GER-era condition, the Ian Allan Publishing Award for

Heritage Railway of the Year, and the HRA Large Groups award.

Spurred on by this success, the EOR continued to pull out all the stops – 2013 saw the line team up with London Underground and the Transport Museum to partake in the 150th anniversary celebrations of the Underground with its first major steam gala that spanned two four-day weekends. Recently-overhauled Metropolitan E Class No.1, Bill Parker's small prairie No.5521 (masquerading as L150), and the Gresley Society's GNR N2 No.1744 descended upon the EOR's North Weald depot, with the coaching fleet bolstered by the hire of two of the Vintage Carriage Trust's Dreadnought coaches (Nos. 509 and 427), the North Norfolk Railway's suburban Mk.1 brake second No.43357, and the LTM Metropolitan four-wheeler No.353.

The Class 205 Thumper No.1111 (TOPs 205205) was launched into traffic at the September 2013 diesel gala, having undergone a substantial amount of mechanical and body restoration. It may well have been finished much sooner, but this particular unit, a unique member of its class with a corridor connection, had a complex hybrid of original and modified wiring and drive systems that had been fitted during its working life, with no single drawing providing a clear and complete picture of what was fitted to the unit.

September 2014 saw the 20th anniversary of London Underground ceasing services to Ongar, with preservation history being made when it was announced that, working in partnership with LU and Cravens Heritage Trains, the very unit that ran the final service in 1994 would return to Ongar. It even arrived by rail over the LU and EOR boundary 100 metres east of Epping station – an event Roger is exceedingly proud to have witnessed.

"The plan for that started about six months before the anniversary, when I and some of my managing staff were invited to Ruislip depot for a meeting with the two organisations," he explained, "at which we said what we would like to see happen. To our surprise, they both said yes."

After ironing out the plans, including how to move the unit, the first Tube train in 20 years arrived at Ongar on the morning of September 25, after crossing over between lines under cover of darkness the night before.



A significant financial contribution in 2015 to the rescued North Weald footbridge meant volunteers completed it in time for Deltic No.55019 *Royal Highland Fusilier* to publicly open it on September 16, 2016.



May 24, 2012 saw the first steam-hauled services traverse the line since being phased out in 1957. GWR Hall Class No.4953 *Pitchford Hall* was given the honorary banner-breaking duty, operating top-and-tail with visiting GWR 64XX No.6430. *Pitchford Hall* has recently undergone an extensive overhaul and has now been put up for sale as it is deemed too big for the line. Interested parties should contact tonygoulding@eorailway.co.uk for further details. JOHN TITLOW

Metropolitan No.1 returned for the occasion, and a LT hopper and Flat-brake were also borrowed from Quainton Road to create a demonstration engineers' train. LU managing director Mike Brown was invited to unveil a replica 0.0km marker post at Ongar – the point from where all distances on the central line are still measured from.

If that wasn't enough, another anniversary came in April 2015, namely the 150th anniversary of the opening of the line to Ongar. GNR N2 No.1744 returned to the line, accompanied by the North Eastern Locomotive Preservation Group's NER J72 No.69023 *Joem* and the NNR's LNER Y7 No.985, the latter visitor making use of the newly-commissioned Electric Key Token system to operate between the two stations with the restored shark brake van, running in-between the main passenger services.

The LNER-era image of North Weald was improved in 2016, with the completion of the footbridge that had once been located at Woodford. First rescued in 1998 by John Glover, then ORPS chairman, the supports and top span had been erected in 2011 but it wasn't until 2015, following a fundraising drive by the EORVS, that work on finishing it began.

At a cost of about £11,500, the bridge had been at the top of the to-do list for many years, opening up a new vantage point for photographers and easier interchange between the platforms. Until completed, many passengers would wander towards the incomplete structure expecting to be able to cross over, before realising they had to turn back, walk round the front of the station, and then use the public foot crossing.



Left: Just after midnight on September 26, 2014, the Cravens unit that ran the final services to Ongar arrives at Epping, having been towed across London from Ruislip Depot.

Below: Until recently, the 2014 End of the Tube weekend was the only time a Tube train had been seen on any heritage line, pictured at North Weald alongside visiting Metropolitan E Class No.1.

ANDREW SMITH





Hybrid class 117 and 121 DMU in a quiet moment at North Weald Station. The signalbox on platform 1 retains the original Saxby & Farmer Duplex lever frame from 1888.



Visiting for the 2018 autumn diesel gala over the weekend of September 15/16, Class 17 D8568 starts to tackle the 1-in-70 climb away from Epping, catching the sun through a break in the Epping Forest woodland.



1900-built GWR Port Talbot Saddle Tank No.813 has just crossed the summit of the line at Coopersale Common, passing an LT distance marker – of which many remain along the branch.

The EOR has continually grown throughout the last decade, with an extensive annual calendar now incorporating the usual enthusiast affairs combined with plenty of beer trains, an annual real ale festival, and the more family-centric events, ranging from dinosaurs to children's character appearances – all of which bring in healthy passenger numbers. The latest success has been the inclusion of Train of Light services during December and January, almost all of which sold out and gave a significant boost to the EOR's financial security.

The carriage fleet has grown – no mean feat when you consider that starting when it did meant the EOR didn't have the luxury of buying straight from BR, depending instead on finding incomplete or partially restored coaches being sold by other heritage lines and private owners.

The Class 117 DMU that started it all off has been the focus of one group's attentions; the first car (driving motor second No.51384) was completed in 2016 and paired with Class 121 Driving Trailer Standard No.56287 in 2017 to form an operating unit. The second car (driving motor brake second No.51342) is still undergoing overhaul, with a lot of wasted metalwork requiring replacement and structural repairs being carried out.

Looking ahead

So what of the future? During 2022, a reverse osmosis (RO) device is to be fitted at North Weald, drastically improving the condition of the water being put into the boilers of the steam locomotives.

“Our existing hard water means we opt to undertake a full wash-out every 10 days to ensure the wellbeing of our boilers,” said rolling stock manager Tony Goulding. “With the new RO, this can potentially increase to every 20 days, possibly more.”

Aside from the obvious benefit to the locomotives, the time reclaimed by the need for less frequent wash-outs can be invested elsewhere on other projects, such as the overhaul of No.4141, which was withdrawn unexpectedly early in 2015 with leaks on the lower firebox area. Two RSH 0-6-0ST ‘Uglies’ also wait in the shed for their time to be overhauled, and will negate the need to rely on the regular hiring-in of locomotives to run services.

Having operated almost continuously for a decade, some of the carriage fleet that was overhauled with limited resources and in a very short timeframe is starting to require running repairs, with others still waiting in the sidings for their turn in the restoration queue.

Undercover working space is currently very limited, and Roger has indicated that serious consideration is being given to potential sites for new covered carriage workshops if future restoration work is to be carried out in-house, something Tony will welcome with relief.

“We have several items of rolling stock high on our to-do list, including body repairs to the Thumper, and the overhaul of a Mk.1 BCK coach, but very little dry working space to do this,” he said.”The unfortunate outcome of this is that some of these projects have not been able to progress as we would have liked and have subsequently deteriorated further as we have to leave them in the sidings.”

Long term, it is no secret that people want to see the ‘Epping’ back in the Epping Ongar Railway and Roger is still hopeful that a connection will one day happen, seeing

Class 205 Thumper No.205205 in Network SouthEast livery stands out from the spring greens as it approaches Bilsden's Farm public footpath crossing on April 27, 2014. The unit had returned to public service six months beforehand following a comprehensive four-year long overhaul, although is now stored awaiting additional bodywork repairs.



the benefits this could bring to the wider community, too.

“Although we currently run our popular vintage bus connection from Epping Underground and Shenfield national rail stations to our main hub at North Weald, people still drive and park at Epping,” he said.

“If we can secure that direct interchange at Epping and encourage more people to come in by rail, we’ll be playing a part in reducing emissions of our visitors. This would lead to people will explore the local area more, spending their money in local businesses and giving a boost to the economy there.

“We’ve a way to go, though. Each time we make progress, the management on TFL side changes and we have to start again. We’re also probably quite far down the list of priorities, but we will get there one day.”

Plans are also afoot to improve the visitor experience at Ongar. Although the former goods yard is now a housing estate, a plot was bought back from the developer, with proposals for a building adjacent to the Grade

II-listed station that will also utilise the former Whitechapel arches delivered in 2017. It is hoped the new construction will incorporate a restaurant, toilets, and event or meeting space, and create a appealing ‘shop window’ for arriving passengers to be welcomed by as they approach the station.

It happening, though, is very much dependent on funding and planning permission being secured.

Roger is mindful that the EOR is still in its infancy, adding: “At some point, we will look at growing our managing team so we can be certain that we are hearing and including ideas and completing work that will keep us going for many more decades.”

This includes seeking a new machinist. “One of our full-time engineers recently relocated so we’re keen to find someone – ideally with an interest in steam and some experience – and take them on in our workshops,” said Tony, inviting any interested applicants to get in touch by emailing tonygoulding@eorailway.co.uk

Overall, the EOR has achieved in just over 10 years what many have taken 60 to do – and there is no prospect of it slowing. Roger is quick to emphasise that none of this would have been possible without the support of the dedicated volunteers.

“Whether they turn up seven days a week or once a month, to clean toilets or run the trains, this railway would not be where it is without their hard work, dedication and friendliness.

“One comment I regularly hear from our visitors is about how friendly everyone is – and they are. I did not expect to make such strong friendships as I have, and it makes me proud that we are perceived as such a welcoming group.”

The Epping Ongar Railway celebrates its 10th reopening anniversary over the extended platinum jubilee weekend of June 2-5, with a mixed traffic and steam gala starring BR Standard 4MT 4-6-0 No.75069 visiting from the Severn Valley Railway.

Visit www.eorailway.co.uk for more information. **HR**



Hawthorn Leslie No.3437 Isabel can sometimes be found operating brake van rides on the line.



Two of the line's quaint engineering vehicles – Permaquip Badger and Wickham trolley DB966033.



D8001 passes Blake Hall station, a private residence that has had the platform reinstated. A. SMITH

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Vintage Trains' flagship GWR 4-6-0 No. 7029 *Clun Castle* heads the Tyseley-based operator's 'The Chester Venture' excursion to Chester and back across the River Trent at Wychnor in glorious unbroken spring sunshine amid soaring temperatures on March 26.

JOHN TITLOW







Eight decades of difference: Hitachi Azuma No. 800201 with LMS rival No. 6233 *Duchess of Sutherland* at King's Cross during filming on March 29.

George Clooney greets a true Duchess at King's Cross in 1936

Pictures and words by Dale Smallin

BEFORE public access to rail industry computers became possible, it was nigh impossible to find out when special moves or main line railway filming was to take place.

For example, Harry Potter filming, along with many others, was only known in advance by those involved with the associated train moves, unwatched from the lineside.

Today, with websites such as Realtimetrains and Opentrains combined with social media platforms and railcams, it is possible to have 24 or 48 hours' notice of unusual train activities and the ability to check punctuality as the service operates.

Many readers will check various locations every day, such as Southall, to see what moves might be planned on and off that West Coast Railways' depot.

One such move happened before dawn on Tuesday, March 29, when Class 33 No. 33025, five BR Mk.1 coaches, and no less than LMS 4-6-2 Princess Royal Class Locomotive Trust-owned No. 6233 *Duchess of Sutherland* departed for Platform 8 at King's Cross, a train provided and operated by West Coast Railways.

Epic tale

The move was in conjunction with George Clooney's latest directing venture, a film set in 1936 based on Daniel James Brown's 2013 novel, *The Boys in the Boat: Nine Americans and Their Epic Quest for Gold at the 1936 Berlin Olympics*.

It tells the story of the University of Washington's 1936 eight-oar crew and their mission to win an Olympic gold medal – a team that transformed the sport and stunned the world at Hitler's 1936 Berlin Olympics.

To take the train back in time by 86 years, vinyls were used to cover modern-day signing requirements such as 'live overhead wires' and 'no smoking'. These were covered for a few hours by The Milwaukee Road brand on the exterior of the carriages, with the carriage numbers covered by another vinyl stating 'smoking'.

While the 'no smoking' stickers were hidden by 'smoking' replacements, the Class 33 was temporarily branded The Milwaukee Road to be consistent with carriages.

To provide an appropriate American period backdrop, the set had a platform-style newsstand with suitable billboards and publications on display.

Passengers using adjacent Platforms 6 and 7 could watch the proceedings and from above on the glass-sided footbridge linking all platforms.

Simon Scott, Chief Mechanical Engineer of No. 6233 and the fireman



An American newspaper stall and hoardings set up at King's Cross for the filming.

Ride behind *Britannia* to celebrate The Queen's Platinum Jubilee at Windsor

SUPPORTED by Locomotive Services Limited, the Railway Benefit Fund has organised a charity railtour from Crewe to Windsor on Bank Holiday Friday, June 3, to celebrate The Queen's Platinum Jubilee.

'The Royal Charter', hauled by BR Standard 4-6-2 No. 70000 *Britannia*, will head to Windsor marking the monarch's 70 years of loyal service.

Starting out at about 8.30am, the tour will then call at Stafford and Nuneaton, arriving into Windsor

early in the afternoon. The charter will depart late afternoon after a sightseeing break in Windsor – so plenty of time to enjoy what the town has to offer, as well as the castle itself – to arrive back at Crewe late in the evening.

Passengers will have the choice of first class non-dining tickets featuring armchair comfort or first class Pullman dining, which includes a breakfast, four-course dinner, glass of champagne, and half a bottle of wine per person,

with prices starting from £195 and £365 respectively.

This event has been organised by the Railway Benefit Fund, a Crewe-based national charity supporting current, former, and retired railway staff.

All money raised from the charter will help the fund continue to support railway workers, as it has been doing since 1858.

→ More information on The Royal Charter and the online link to buy tickets can be found at www.railwaybenefitfund.org.uk/events/the-royal-charter

[railwaybenefitfund.org.uk/events/the-royal-charter](http://www.railwaybenefitfund.org.uk/events/the-royal-charter)

The charity is also holding a raffle as part of its Railway Family Week event in April.

Sponsored by the Universal Improvement Company, the prize is a table for four with Pullman dining on board 'The Royal Charter'. Tickets are £10, available from <https://go.eventgroovefundraising.com/royalcharter>, and the winner will be drawn on April 27.



American actor and filmmaker George Clooney poses alongside LMS 4-6-2 No. 6233 *Duchess of Sutherland*. SIMON SCOTT

for the day, asked George for a picture with the engine, to which he all too willingly obliged.

The 60-year-old two-time Oscar winner is serving as both a producer and director on the movie. He is directing a star-studded cast which

includes Joel Edgerton, Jack Mulhern, Sam Strike, Luke Slattery, Thomas Elms, Tom Varey, Bruce Herbelin-Earle, Wil Coban, Hadley Robinson and Callum Turner.

Clooney is one of three people to have been nominated for an Academy

Award in six categories, a position shared with Walt Disney and Alfonso Cuarón, second only to Kenneth Branagh with seven, and with Brad Pitt is one of only two actors to have won both the Academy Awards for Best Supporting Actor and Best Picture.

New *Tornado* becomes a TV star in Australia

BRITAIN'S newest main line steam locomotive and one of the UK's most luxurious trains are now stars 'Down Under' after featuring in a hit TV show.

Peppercorn A1 Pacific No. 60103 *Tornado* was filmed hauling the Northern Belle out of Platform 2 at London's Victoria station for an episode of *Every Family Has A Secret* on Australia's SBS channel.

The programme tells the harrowing story of a distraught British mother who abandoned her four children on a station platform in 1959. The producers wanted to recreate that day with a vintage steam train, and the Northern Belle's trip to Bournemouth fitted the bill.

A Northern Belle spokesman said: "We were happy to help when the production company Artemis approached us.

"You can't get a better sight than *Tornado* hauling the Northern Belle.

"We organised the train to celebrate the 90th anniversary of the first run by the Bournemouth Belle, and we will be marking the 91st anniversary this July."



Fireman and No. 6233 *Duchess of Sutherland*'s Chief Mechanical Engineer Simon Scott with Inspector Jim Clarke for filming at King's Cross. DALE SMALLIN



Not seen today: BR Mk.1 carriages being used carried SMOKING signs for the filming at King's Cross. DALE SMALLIN



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GREAT RATES SEE PAGE 30.

It's 'Jacobite' time again!

RATHER like the sudden, unexpected impact of hearing the first cuckoo, news that the West Coast Railways' seasonal Fort William-Mallaig 'Jacobite' services are already under way came as something of a surprise, heralding the approach of Scottish holidays yet to come.

Trains began running Monday, April 4 and continue daily, covering the 84-mile round trip seven days a week.

With K1 2-6-0 No. 62005 inside Carnforth for heavy overhaul, motive power for the 'Jacobite' trains is likely to consist of three LMS 'Black Five'

4-6-0s: Nos. 44871, 45407 and 45212. Two of the Black Fives hauling empty stock departed north on March 29 in readiness for the seasonal start.

In addition to the K1, Stanier 4-6-2 No. 6201 *Princess Elizabeth* is due for examination and a boiler lift at Carnforth.

It appears that Bulleid Battle of Britain 4-6-2 No. 34067 *Tangmere* will be rostered for the Settle and Carlisle steam section of WCR's 'Spirit of the Lakes' trips, arriving at Carnforth from various starting points.

Visit westcoastrailways.co.uk



5Z52 was a West Coast Railways Carnforth to Fort William empty coaching stock and steam locomotives move for the forthcoming 'Jacobite' season. West Coast's Class 37 No. 37516, piloting Black Five No. 45407, are seen passing High Scales between Greenholme and Scout Green in overcast wet and sleety conditions on March 30. P MARSH

Pathfinder's progressive programme

WITH the imminent retirement of Peter Watts, the man with more than 30 years of experience in the rail tour business, Stroud-based Pathfinder Tours has regrouped, with staff sharing day-to-day planning and management.

As result, a comprehensive and progressive programme of trips is being advertised on the promoter's website.

First up, the 'Easter Highlander' April 15-18 four-day weekend land cruise in Scotland is reportedly fully booked.

The 'Cambrian Coast Express' from Oxford to Shrewsbury on May 13 is booking well, with first class accommodation sold out. The train leaves Bristol Temple Meads for Shrewsbury on May 20.

Freight lines

On June 18, the 'Yorkshire Rose' starts from Stratford-upon-Avon, providing with passengers a choice of alighting at York, Malton, or Scarborough.

For those who enjoy a freight-only lines tour, the 'Chopper Topper Returns', a trip around the Midlands with Class 20 power, should appeal. The 'Chopper' starts out from Burton Upon Trent on July 2.

All of these trips are diesel-hauled, although Pathfinder hinted that steam would be introduced somewhere along the line when further trips are advertised.

Flying Scotsman: 270 meals on wheels!

By Cedric Johns

THE appearance of *Flying Scotsman* invariably pulls the crowds and passengers, so it was no surprise that Steam Dreams' three trips with the A3 to Oxford on March 13, Canterbury – the 4-6-2's first to the city – on March 17 and Salisbury on March 24, plus local afternoon tours, were completely sold out.

What was a surprise, however, was the demand for catering on each train.

According to figures released by Steam Dreams chairman David Buck, no less than 270 meals, breakfasts, cream teas, and dinners were served by the train's own catering staff.

Multiply that by the three trains and the staggering number of meals served to passengers over all the trips amounted to 810 covers.

To accommodate the numbers of passengers wanting to eat, six dining

carriages formed part of each train. It might be called *Scotsman's* last hurrah before being withdrawn for overhaul and its preparations for next year's centenary celebrations.

Assessing the first months of the new season, David said he was more than happy with the numbers of passengers booking seats to date. "The year looks promising," he added.

Steam to Windsor

The 'Royal Windsor Steam Express' from London Victoria comes on stream on Tuesdays from May 10 until August 23. Departure times are now confirmed as 9am and noon. As an extra attraction, the noon departure returns to Victoria at 3pm, offering passengers a three-course meal during a 'Windsor Lunch' circular tour.

There are variations due to operational reasons but the Windsor trains are usually routed via Chelsea, Kensington Oval, and Willesden.

Departing Victoria on Tuesdays at 6.15pm, the 'Sunset Steam Express' diner, serving a three-course evening meal, follows the Surrey Hills route, arriving back in London at 9.45pm.

Subject to alteration, B1 4-6-0 No. 61306 *Mayflower* is the rostered engine for all of these trains.

A few seats are still available for the 100mph Sunbeam race car centenary at Brooklands on May 17, which is followed by a 'Hampshire Hills Lunchtime' tour, starting from West Brompton and calling at Woking.

Then, the 'Shoeburyness & Southend to Bath' outing boards at Shoeburyness, Southend East, and Barking on May 16.

In addition to *Mayflower*, it is likely that visiting engines may include the likes of LMS 4-6-2 No. 6233 *Duchess of Sutherland* and Jubilee 4-6-0 No. 45596 *Bahamas* for some future railtours.

Book at www.steamdreams.co.uk

LNOR A3 Pacific No. 60103 *Flying Scotsman* passes Baddesley Bridge at Atherstone with the 5Z43 10.40am Southall WCR to Castleton Heywood ground frame on March 25, prior to going to Riley & Sons for overhaul. GRAHAM NUTTALL



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Special charity charter will mark the end of Class 455s in Southern service

TRAIN operator Southern has organised a special charity charter train, 'The Metro Marauder', to mark the withdrawal of its Class 455 EMUs in operational service.

It will operate on Saturday, May 14 – is the last day of operation of the class. All profits from the tour will be donated to charities

nominated by Southern and Govia Thameslink Railway.

Two Class 455/8s will be used for the tour, which will start from London Victoria and cover several unusual routes for the class.

A one-hour refreshment break will be made in Brighton, and there will be stops for

photographs at intervals throughout the journey.

An on-board sales stand will be provided by the Network SouthEast Railway Society, and there will also be a fundraising raffle.

The Class 455s were built by British Rail Engineering Ltd in

York between 1982 and 1985 for suburban services in Greater London and Surrey.

Southern's Class 455s will be withdrawn following the timetable change in early May 2022 and will not be directly replaced, as the new timetable will be operated by Southern's other EMU fleets.



Progress made on the inside of the cab of No. 71000 *Duke of Gloucester*. The two cabinets have been designed and made by Dave Oliver, the BR Class 8 Steam Locomotive Trust's engineering principal, to house the electrical equipment. The two support crew members at work in the cab are Richard Maxwell (left) and Mark Watts. BRC8SLT

Trust members meet up with the *Duke* face-to-face at Tyseley Works

By Cedric Johns

MEMBERS of the BR Class 8 Steam Locomotive Trust were invited to see for themselves the progress being made on the overhaul of BR 8P 4-6-2 No. 71000 *Duke of Gloucester* at Tyseley Locomotive Works on April 3.

Visitors were walked around the unique three-cylinder Riddles-designed engine and given an explanation of the work that has been completed.

Members then attend a buffet lunch hosted by society chairman Trevor Tuckley.

The trailing set of wheels are now fitted back into the frame and it is planned to have the cab back in position soon.

He said that No. 71000 is a year behind its original planned overhaul schedule because of Covid. However, it is hoped to steam the boiler late this year and return the engine to traffic early in 2023.

When complete with its main line ticket, the *Duke* will be based at Tyseley as part of a 10-year agreement reached with Vintage Trains in 2019.

With regard to its BR Mk.1 support coach, its overhaul at Rampart Engineering has also been making progress.

The bodywork is now complete, and the No.1 end has been totally renewed, while its floor plate at No.2 end had fared a little better, just requiring the lower panel and uprights needing repair. All seven

windows on the compartment side were removed to access and repair the erosion caused by water ingress, along with some of the door pillars that has allowed the doors to be realigned.

An LPG bottle cabinet and pipework is now fitted, and it just remains for the cooker and water heater to connect up. The brake cylinders have been overhauled and refitted. The coach has fresh carmine and cream paintwork, with the new trust crest applied. The next job is to lift the coach, remove the bogies and overhaul them, and clean and paint the chassis – all of which was due to be completed by the end of April.

The support crew will then complete the internal fittings, finish the kitchen and water system, install the 240-volt electrics, and create a workshop in the goods area. The coach also requires a new set of batteries, and the trust is inviting donations to find the necessary £2500.



The newly-painted support coach with the new BR Class 8 Steam Locomotive Trust crest. BRC8SLT

Irish Easter steam trips set to run post-pandemic

IRISH main line steam seems to be gradually heading back to days when railtours running between Belfast and Dublin again become re-established following two years in the Covid-driven wasteland.

The Railway Preservation Society of Ireland will be celebrating Easter by running trains from both capitals. On April 16/17, the tours run from Belfast, and on the 18th from Dublin.

The trains have been planned to appeal to parents and young children, hence the 'Eggstravagana' which departs from Dublin Connolly behind GNR(I) V class 4-4-0 No. 85 *Merlin*, bound for Drogheda, with local trips to Dundalk and the Skerries.

Departure from Dublin is timed at 10.40am, with the train arriving back at Connolly at 5.22pm.

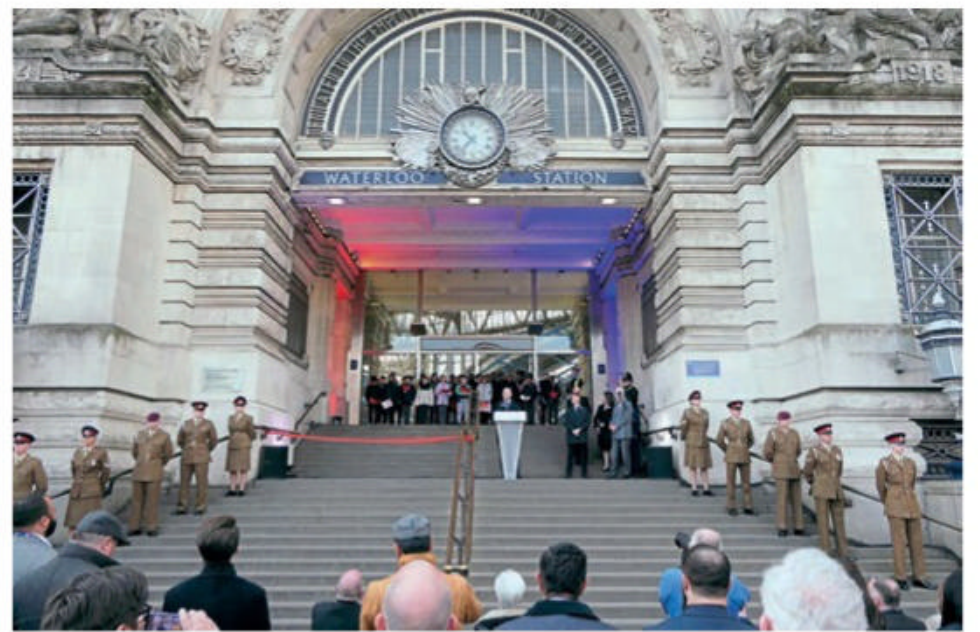
To the north, two trains named the 'Eggpress' start from Belfast Central on both Saturday, April 16 and Sunday, April 17.

Saturday departures are timed at 11.30am and 2.30pm, and Sundays at 11.15am and 2.15pm.

Motive power will probably be provided by GNR(I) Q class 4-4-0 No. 131.

Trains from Belfast take passengers to the Whitehead excursion platform, where an 'exciting' party awaits, including entertainers and music – and the odd Easter egg.

Visit www.steamtrainsireland.com



Waterloo station's Victory Arch rededication on March 21. NETWORK RAIL

Waterloo's Victory Arch is rededicated a century on

WATERLOO station's Victory Arch, erected 100 years ago to pay tribute to railway colleagues who fought and died in the First World War, has been rededicated.

The arch was designed by the LSWR's chief architect JR Scott, and is built of Portland stone and bronze.

It depicts war and peace, with Britannia holding the torch of liberty above.

It was opened at a ceremony, led by Queen Mary – Queen Elizabeth II's grandmother – to recognise the railway colleagues who fought and died for their country.

The ceremony also marked the end of a long 20-year rebuilding of the station by the LSWR, leaving the station with much the same layout as it is today.

On March 21 this year, the arch was rededicated by railway chaplain the Reverend Christopher Henley, supported by senior colleagues from the LSWR's successors at Network Rail and South Western Railway, along with representatives from the Railway Heritage Trust, British Transport Police, and the Armed Forces.

The event featured several readings and poems, as well as a brilliant musical performance by a Year 6 group from local school the Oasis Academy Johanna. The last post was sounded at 11am.

Network Rail Southern region managing director John Halsall said: "Most people travelling through Waterloo probably don't give the Victory Arch a moment's thought, but you only have to stop and look at the names to see the sheer scale of the loss of life and the huge sacrifices made by the people of the railway and their families. We are paying tribute not just to them, but also to all those who lost their lives in war. I'm proud to work for the same railway they did."

South Western Railway's managing director, Claire Mann, said: "It is important that we don't just reflect on the past, but use it to inspire us to carry on the tradition of selflessness and dedication that our predecessors possessed."

The arch forms the main entrance to Waterloo station and is the only part to be listed, at Grade I.

Railway Touring Company is back in Europe after Covid-19

By Cedric Johns

"WE have enjoyed an excellent start to the year" said the Railway Touring Company's chief executive, Kelly Osborne, as she was making final preparations for the resumption of the promoter's flagship tour.

The nine-day 'Great Britain XIV' starts on Saturday, April 22, returning after a two-year gap because of the restriction imposed by the Covid pandemic.

The first leg, from King's Cross for a night stop in Edinburgh via York, involves two engines.

LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* takes the tour as far as York, where Bulleid Merchant Navy 4-6-2 No.35018 *British India Line* works the train over the border to Waverley.

It will be the Bulleid's second appearance on Scottish metals, the 4-6-2 having worked the Preston, Lancaster and Carlisle 'Edinburgh Flyer' into the capital on March 19.

In Scotland, the tour takes in Inverness and Stirling, then returns to Edinburgh via the Forth Bridge.

More destinations

Moving southwards, the 'Great Britain' travels via Carstairs and Carlisle and stops overnight in the Lake District before heading onwards through Chester, Shrewsbury, and Hereford to a Cardiff night stop.

Routed through the Severn Tunnel the next day, the train heads for Cornwall via Bristol, Exeter, and Plymouth, the final destination being Penzance on April 28 before the return to London on April 30.

The reintroduction of the 'Great Britain' is a signal occasion promising that steam is getting back to normality. However, equally important for RTC is that its overseas tour programme has been reintroduced, starting with a visit to Austria and Bohemia from June 7-15 with trips over main and narrow gauge lines.

When the first lockdown was announced, RTC lost not only its UK business but also its well-established overseas programme, yet sound financial management helped the promoter keep the business concept under control until the railtour industry began to ease back into action.

That said, the RTC team was shocked and saddened by events in Ukraine where, in happier times, a number of tours had taken place. "We are

keeping in touch with as many of our friends as is possible over there, hoping they are all right," said Kelly.

Back home, on June 4 the 'Buxton Spa Express' features LMS Jubilee 4-6-0 No. 45596 4-6-0 *Bahamas* at its head and that of 'The Yorkshireman' on June 11.

Venture forth

June 18 sees the 'Cotswold Venturer' on its way, with an engine drawn from the Carnforth fleet. A 'Cumbrian Mountain Express' on June 25 was originally booked for A1 Peppercorn Pacific No. 60163 *Tornado* which, as previously reported, has since been withdrawn for overhaul, a replacement unconfirmed.

Motive power for the 'Scarborough Flyer', which also runs on June 25, had yet to be allocated as *Heritage Railway* closed for press.

Sir Nigel Gresley – that historic moment in 1959

By Cedric Johns

WITH A4 4-6-2 No. 60007 *Sir Nigel Gresley* running again on the Severn Valley Railway (News, pages 10/11), its reappearance in traffic after nearly seven years inevitably recalls the day it attained 112mph on the East Coast Main Line, setting a new postwar UK record for steam haulage.

The occasion was a special round trip from King's Cross to Doncaster on May 23, 1959, marking the golden jubilee of the Stephenson Locomotive Society. According to reports, the Eastern Region had to be assured that a high speed run with steam would not overshadow the Class 40 diesel electrics just starting to appear on the route.

The redoubtable Ted Hailstone had recently retired, so the equally-experienced Bill Hoole was chosen to man the regulator. At the time, the official speed limit was still 90mph but A4s were regularly exceeding that in regular service. Permission was obtained from the civil engineer for some relaxations, including an unprecedented maximum of 110mph down Stoke Bank in Lincolnshire – and so the scene was set.

An eight-coach train was provided for 295 tons gross weight with an intercom installed for Cyril Palmer, the motive power officer of the Great Northern Line and personal friend of Bill Hoole, to give a running commentary in the company of chief inspector Bert Dixon, fireman Alf Hancox, and Alan Pegler, then

a member of the Eastern Region Board and a saviour of the Ffestiniog Railway, who four years later bought A3 No. 60103 *Flying Scotsman* from BR.

Early high spots included a tremendous effort from the engine and crew, especially Alf Hancox on the shovel, as the A4 stormed Stoke Bank, the 4-6-2 reaching 79mph by Tallington, 80mph, and then 83mph reaching Little Bytham.

On the return journey, the excitement of the morning was forgotten as the special headed back towards London. Following a 'slow' start, averaging around 70mph but with 18 miles to Stoke, Bill wanted a fast run through Stoke Tunnel.

As soon as the train was over the top, acceleration began in earnest, reaching 99mph through Corby Glen and 109mph by Little Bytham.

While speed continued to rise, the situation on the footplate became somewhat critical when Bill turned to the travelling officials, saying: "Are we going to do it – beat *Mallard* – you have two minutes to make up your minds."

However, with 400 passengers on board and all the glare of resulting publicity, limits had to be observed. Bill was told to ease off – he wasn't happy – and Alf dipped his shovel.

As it was, large numbers of passengers had recorded the train's speed at 112mph over a full quarter of a mile, enough to substantiate the A4's record achievement.

It will never be beaten of course... those were the days.

New Irish railtour company is formed to help heritage venues

By Hugh Dougherty

A NEW player in the Irish railtours field has launched itself on the market under the banner name of Tailte Tours.

The outfit takes its name from the Great Southern Railways 800 class express 4-6-0, which was built at Inchicore works in 1940.

Founded on a voluntary basis by enthusiasts Niall Kelly, Alex Richardson and David Walsh, who all have long experience of heritage and tourist train operations, Tailte aims to help Ireland's smaller heritage lines and museums by raising funds for their projects.

Included in the list of beneficiaries are Belturbet station, the Cavan & Leitrim Railway, the Donegal Railway Heritage Centre, and the Downpatrick & County Down Railway, with discussions ongoing with three other groups.

The new tour provider is kicking off its programme on Saturday, August 20 with the 'Premier Rose', headed by an Irish Rail Class 201 locomotive hauling Mk.4 coaches, normally in use on the Dublin-Cork line, from Dublin to Kerry, unusually offering a locomotive-hauled experience to Killarney and Tralee, where four and two-hour stop-overs are provided. The Rose of Tralee Festival is being billed as an extra attraction! Standard class fares from Dublin

start at 85 Euros, and from Mallow at 55 Euros, with options for first class and a first class table for two offered from Dublin.

Niall said: "We wanted to take a new approach to fundraising for Ireland's voluntary-run heritage lines and museums to provide them with extra funds for their projects. Running rail tours, which also promote the use of the main line railway, seems an ideal way of doing this."

"We are also planning further railway-themed fundraising events, and a Sunday train from Dublin with a visit to a heritage railway is on the stocks for later in the year."

To keep up to date with Tailte's programme, visit the website www.tailtetours.com



A Class 201 locomotive will haul the 'Premier Rose' railtour. No. 207 *River Boyne* is seen at rest at rest at Dublin Connolly station.

KEVIN MURPHY



Class 50s Nos. 50007 *Hercules* and 50049 *Defiance* cross the River Teign on the approach to Newton Abbot, en route to Paignton with the first leg of the 'Springtime Hoovering in Devon' charter of March 26. DAVID HUNT

UK Railtours runs last charter to Okehampton

THE UK Railtours 'Springtime Hoovering in Devon' charter on March 26, hauled by Class 50s Nos. 50007 and 50049 from Paddington to Paignton, was also the last to be able to run to Okehampton, since what is now the Dartmoor Line was taken over and refurbished by Network Rail as the first branch reopened to passengers under the Government's Restoring Your Railway initiative.

During a wait of more than two hours in Goodrington carriage

sidings, the train was reformed with No. 50007 on the front and No. 50049 on the rear for the next leg of the tour from Paignton to Okehampton – necessary due to there being no run-round facilities at Okehampton.

Having arrived at Okehampton, the train was allowed only 10 minutes for the staff to change ends before setting off back to Exeter St. David's.

Passengers were asked not to leave the train so that the timing could be kept. The train was not able to stop

any longer as it had to go in and out to Okehampton between the regular service trains. The tour was organised at short notice; this is the last time it will be possible to run charter trains to Okehampton as the line will be completely occupied by the GWR service trains after the change of timetable in May 2022, when the service frequency reduces from every two hours to hourly in frequency.

The train set off from Okehampton with No. 50049 leading and

No. 50007 on the rear. Unfortunately, No. 50049 suffered several engine shutdown problems but managed to make it to Exeter St. David's.

The original plan was for No. 50049 to run round the train at Exeter St. David's and the train to go back to Paddington with No. 50049 leading No. 50007, but due to the problems it was decided to return with No. 50007 leading No. 50049. The train eventually arrived at Paddington 73 minutes late.



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LMS Princess Coronation Pacific No.6233 *Duchess of Sutherland* passing Holmes Chapel on March 26 with the Railway Touring Company's 'The Mancunian' charter while returning from Manchester Victoria to Euston via Crewe. BARRY MARTIN

April

16 'The Norfolk Coast Express'

Manchester Piccadilly, Great Yarmouth and return.

Loco: Class 40 TBC. IC

23 Settle & Carlisle Steam Special

Telford Central, Carlisle and return. Steam-hauled Carnforth – Carlisle – Settle – Preston.

Loco: TBC. NB

23 Severn Valley Railway / Black Country Museum

London King's Cross, Stourbridge Junction via Kidderminster and return.

Loco: Class 67 No. TBC. UKRT

23 'The Shakespeare Express'

Birmingham Snow Hill, Stratford-upon-Avon and return. Diesel-hauled.

Locos: TBA. VT

24 'The Shakespeare Express'

Stratford-upon-Avon, Birmingham Snow Hill and return.

Loco: No. 7029 *Clun Castle*. VT

27 'Severn Valley Enterprise'

Llandudno Junction, Bridgnorth and return. Steam-hauled from Crewe.

Loco: No. 70000 *Britannia*. ST

30 Brighton Belle 50th Anniversary, hosted by Michael Portillo

London Victoria, Brighton and return. Diesel-hauled.

Loco: TBC. BEL

30 The Settle & Carlisle

Bristol Temple Meads, Carlisle and return.

Locos: Class 37s TBA. PT

30 'North Wales Coast Express'

Tyseley Locomotive Works, Llandudno and return.

Loco: TBC. VT

May

4 'Welsh Marches Express'

East Midlands Parkway, Cardiff and return. Steam-hauled from Crewe.

Loco: TBA. ST

6 The Golden Age Of Travel By Steam

Circular tour from London Victoria.

Loco: No. 35028 *Clan Line*. BEL

11 'Yorkshire Coast Express'

Crewe, Scarborough and return.

Steam-hauled from Liverpool Lime Street.

Loco: TBA. ST

11 'Cumbrian Mountaineer'

Tyseley Locomotive Works, Carlisle and return. Diesel-hauled.

Loco: D400 *Fearless*. VT

13 'The Cambrian Coast Express'

Oxford, Pwllheli and return.

Locos: Class 67 and Class 97/3 TBC. PT

14 Settle & Carlisle Steam Special

Leeds, Carlisle and return.

Steam-hauled Carnforth, Carlisle, Settle, Preston.

Loco: No. 34067 *Tangmere* or TBA. NB

14 'The Windsor Flyer'

Norwich, Windsor and return.

Loco: No. 46233 *Duchess of Sutherland*. RTC

17 London to Brooklands Museum

West Brompton, Woking and return.

Loco: No. 61306 *Mayflower*. SD

18 Historic Bath By Steam

London Victoria, Bath Spa and return

Loco: TBC. BEL

18 'Settle & Carlisle Fellsman'

Crewe, Carlisle and return. Steam-hauled from Chester.

Loco: TBA. ST

20 'The Cambrian Coast Express'

Bristol Temple Meads, Pwllheli and return.

Locos: Class 67 and Class 97/3 TBC. PT

21 'The Cumbrian Mountain Express'

London Euston, Carlisle and return.

Steam-hauled Carnforth – Carlisle – Preston.

Loco: TBA. RTC

21 Eden Project / Bodmin & Wenford Railway

London Paddington, Bodmin Parkway, Padstow and return.

Loco: Class 67 No. TBC. UKRT

21 'The Cotswold Explorer'

Tyseley Locomotive Works, Oxford and return. Steam-hauled Landor Street – Carlisle – Birmingham Snow Hill.

Loco: 6233 *Duchess of Sutherland*. VT

26 Southend to Bath

Shoeburyness, Bath Spa and return. Steam-hauled from West London.

Loco: No. 61306 *Mayflower*. SD

26 Settle to Carlisle

York, Carlisle and Return. Steam-hauled.

Loco: TBC. WCR

28 Settle & Carlisle Steam Special

Darlington, Carlisle and return. Steam hauled Carnforth, Carlisle, Settle, Preston.

Loco: No. 34067 *Tangmere* or TBA. NB

28 'The South Devon Explorer'

Woking, Plymouth and return. Steam-hauled Bristol – Plymouth – Taunton.

Locos: No. 6233 *Duchess of Sutherland*. RTC

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215	SRPS	Scottish Railway Preservation Society 0131 202 1033
BEL	Belmond Pullman 0845 0772 222	SR	Statesman Rail 0345 310 2458
IC	Intercity 0800 038 5364	ST	Saphos Trains 0800 038 5320
NB	Northern Belle northernbelle.co.uk	UKRT	UK Railtours 01438 715050
PT	Pathfinder Tours 01453 835414	VT	Vintage Trains 0121 708 4960
RTC	Railway Touring Company 01553 661500	WCR	West Coast Railways 0333 996 6720
SD	Steam Dreams 01483 209888		

Regular Steam

Daily 'The Jacobite'

Fort William, Mallaig and return.

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.



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3rd-5th JUNE 2022



Eddystone (David Ensor)

TABLE ONE: ABERDEEN TO PERTH

Date	Saturday, January 30, 1965				
Train	07.10 Aberdeen to Glasgow				
Engine	Class A4 4-6-2 No. 60007 <i>Sir Nigel Gresley</i>				
Load	Six coaches, 219½ tons tare, 235 tons gross				
Crew	Ferryhill MPD				
Recorder	Don Benn				
Position	Second coach stop watch				
Weather	Lying and drifting snow. Strong wind.				
	miles	sched	mins	secs	speed
Aberdeen	0.00	0.00	00	00	¼ min late
Ferryhill Jct	0.65		03	33	26
Craiginches	1.65		05	40	34
Cove Bay	4.80		10	57	39
MP 234	7.10		13	50	46
Portleven	8.15		15	01	63½
Newtonhill	10.40		17	01	78/76
Muchalls	11.55		17	50	80
MP 227½	13.60		19	22	74/75½
Stonehaven	16.15	21.00	22	23	
	0.00	0.00	00	00	2¼ mins late
Dunottar SB	2.70		05	32	40
MP 221¼	4.70		08	20	46/44
Carmont SB	5.45		09	19	50
Drumlithie	7.20		11	20	68/76
Fordoun	11.10		14	22	72/80
Laurencekirk	14.40	16.00	16	56	75
Marykirk	17.60		19	31	80
Craigo	19.75		21	13	76
Kinnaber Jct	21.85	23.00	23	00	65½
Dubton Jct	23.05		23	58	74½/79½
Bridge of Dun	25.70	27.00	26	04	70*
Farnell Road	28.85		28	55	69
MP 194	30.95		31	01	56
Glasterlaw	32.15		32	16	62/67
Guthrie SB	33.95		33	56	62*
Auldbar Road	36.15		36	00	66½
Clocksbriggs	38.80		38	20	70½
Forfar	41.15	43.00	41	16	½ min late
	0.00	0.00	00	00	1¾ mins late
Forfar South Box	0.70		02	01	37½
Kirriemuir Box	2.85		04	23	67
Glamis	5.65		06	48	74
Eassie	7.85		08	36	76/75
Alyth Junction	11.90	12.00	11	49	76
Ardler Box	13.15		12	46	78/79
Ardler	14.20		13	38	77
Coupar Angus	16.65		15	28	80/82
Burrelton	18.85		17	09	79
Cargill	21.20		18	52	86/90
Ballathie	23.05		20	08	82
Stanley Junction	25.30	23.00	21	48	78
Strathord	27.35		23	20	82
Luncarty	28.30		24	04	76**
Almond Valley Jct	30.85		26	10	70*
Perth	32.50	32.00	29	03	1¼ mins B/T

* brakes or speed restriction

** brakes due to blizzard

8.65 miles Coupar Angus to Stanley Junction: 82.0 mph

Start to stop average : 67.13 mph

“As these runs took place before the end of steam on BR, normal speed limits applied and driver Stewart took full advantage of the A4’s potential for speed – though not reaching the dizzy heights of the postwar speed record of 112 mph...”

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW



Don Benn looks at the work of Gresley’s A4 pacific No. 60007 *Sir Nigel Gresley*, reaching 90mph in Scotland in 1965, high speed on the West Coast Main line in 1967, a very fine run with a heavy load on the Great Western main line to Bristol in 2008, and returning from Kingswear on the Berks & Hants line in 2014.

A4 CLASS Pacific No. 60007 *Sir Nigel Gresley* has returned from extended overhaul, so I thought it an opportune time to look at some of the work of this very fine locomotive over the years that I have been acquainted with it.

Although I first saw it at King’s Cross in 1961 when it was allocated to King’s Cross shed, I didn’t have a run behind it until it had been transferred to Aberdeen Ferryhill shed in 1963, primarily to work the lightweight three-hour trains to and from Glasgow, sharing the work with seven other class A4 Pacifics exiled from the East Coast main line by the Deltic diesels.

I had 368 miles behind it in Scotland prior to its withdrawal in February 1966. Although a general 75mph speed limit applied throughout Scotland at that time, the A4 Pacific drivers in particular paid scant attention to this on the three-hour trains and 80mph on the 07.10 Aberdeen to Glasgow service was commonplace, especially on the 32.5 mile Forfar to Perth segment, timed in 32 minutes, which I believe by 1965 was the last remaining 60mph start-to-stop average steam schedule in

the UK, Southern’s Atlantic Coast Express having finished in September 1964.

It was a matter of honour among Ferryhill drivers such as John Thompson to cover this section in under half an hour, which required a fast start and upper 70s to 80mph running across the largely level Strathmore section prior to the dip over the River Tay near Cargill, where the maximum speed was usually reached.

On one of my first trips to Scotland in October 1964, No. 60009 *Union of South Africa*, with John Thompson driving, covered this stretch in 29 minutes 38 seconds, with 84mph over the Tay Bridge. The 07.10 to Aberdeen usually had a good path to the Perth stop and would arrive a couple of minutes early, giving more time for the Perth South crew to water the engine.

My chosen run in Table One though gave me my only 90mph speed with an A4, in this case with No. 60007 *Sir Nigel Gresley*. I had travelled north as usual on the 19.30 ‘Aberdonian’ from King’s Cross behind Deltic D9016 to Edinburgh and EE Type 4 D361 from there, allowing time in the Granite City



Pictured running as BR No.60007, *Sir Nigel Gresley* has arrived at Stirling with the 7.10am from Aberdeen on June 4, 1965. DON BENN



December 20, 2008 and No. 60007 on 'The Cathedrals Express' storms past Alexander Palace with the 10.18am King's Cross to Norwich. DON BENN

for a brief breakfast before boarding the six-coach 07.10 to Glasgow, which I used as far as Stirling. The tare weight of 219½ tons suggested BR Mk.1 Commonwealth bogie stock, the gross weight being 235 tons. It was a very cold and snowy day early on and the A4 struggled with much slipping to get the train going up the initial steep climb to Cove Bay, culminating in more than a mile of 1-in-102. But once over the top at milepost 234, we dashed away to reach 80mph before the Stonehaven stop, having dropped over a minute on the schedule. Once again from the restart the engine struggled on the climb to Carmont but then ran well, with 80mph either side of Laurencekirk and a minimum of 56mph on Farnell Road bank.

Easier running saw us into Forfar just half a minute late in a shade over even time for the 41.15 miles from Stonehaven. From Forfar, leaving nearly two minutes late, there was more slipping before the engine got into its stride and we ran the 8.65 miles from Coupar Angus to Stanley Junction at an average of 82mph, with an exhilarating 90 over the River Tay Bridge at the foot of the 1-in-160 down from Cargill. After a minimum of 78mph at Stanley Junction and 82mph at Strathord, brakes steadied the train on the final decent into Perth as it was now snowing heavily. The time of 29 minutes three seconds from Forfar was my fastest, but certainly not a record. The new Perth South crew took us on

to Stirling in 35 minutes one second (against the 36 minute schedule) and I then returned to Stirling on the 09.15 Glasgow to Dundee West behind BR Caprotti Class 5 No. 73152 on eight coaches for 310 tons, according to my records standing in for a failed diesel loco. This produced a very fine performance, with lots of total thrash up the 1-in-100/78/88 climb to Kinbuck that started at 54½mph at Cornton and finished at 40mph after an absolute minimum of 36mph. After the Gleneagles stop, speed reached 83mph at Dunning before a series of signal and temporary speed restriction checks ruined our chances of an on-time arrival in Perth. There I saw Edinburgh St. Margarets allocated V2 No. 60816 on ➡



TABLE TWO: CREWE TO WARRINGTON					
Date	Saturday, October 28, 1967				
Train	The Border Limited				
Engine	Class A4 4-6-2 No. 60007 <i>Sir Nigel Gresley</i>				
Load	11 coaches, 351 tons tare, 385 tons gross				
Driver	Stewart				
Fireman	Cadman				
Recorder	Alan Rawlings				
	miles	sched	mins	secs	speed
Crewe	0.00	0.00	00	00	R/T
Coppenhall Jct	3.18		05	32	63
Minshull Vernon	4.91		07	02	76
Winsford	7.46	11.00	08	57	84/95
Hartford	11.82		11	48	93
Hartford Jct	12.69		12	21	94
Acton Bridge	14.48		13	34	83
Weaver Jct	16.65	18.00	15	05	75/62
Norton Crossing	19.50		17	48	66/74
Acton Grange Jct	22.20	25.00	20	02	64
Walton New Jct	23.22		21	09	45
Warrington BQ	24.11	28.00	22	42	
start to stop average: 63.7 mph					

Left: On June 4, 1967, No.4498 is seen at Waterloo after arrival on the 16.25 from Weymouth. DON BENN

an 11.00 relief train to Edinburgh and I will forever regret not changing my plans and catching this train. Instead, I travelled back to Stonehaven on the 11.34 – 10.00 from Glasgow – behind EE Type 4 Diesel No. D1631 on eight coaches.

On what was now a beautiful and sunny but cold day, the ride across Strathmore to Forfar with the snow covered Grampian hills to the north was a superb experience, enhanced by the performance of the Brush as we gained time from a 12-minute late start with some very fast intermediate start-to-stop times, including 11 minutes 27 seconds for the 11.9 miles from Alyth Junction to Forfar, 92mph maximum! We were early as soon as Bridge of Dun and got to Stonehaven five early.

Next journey

Moving on to October 28, 1967, No. 60007, running as LNER No. 4498, worked RCTS ‘The Border Limited’ 08.28 Nottingham Midland, taking over the train at 10.59 from Crewe. The load was a modest one of 11 coaches

TABLE THREE: PRESTON TO CARLISLE NO. 13 BOX

Date	Saturday, October 28, 1967				
Train	The Border Limited				
Engine	Class A4 4-6-2 No. 60007 <i>Sir Nigel Gresley</i>				
Load	11 coaches, 351 tons tare, 385 tons gross				
Driver	Stewart				
Fireman	Cadman				
Recorder	Alan Rawlings				
	miles	sched	mins	secs	speed
Preston	0.00	0.00	00	00	3½ late
Oxheys	1.33		04	19	38
Barton	4.75		08	06	66
Brock	7.45		10	20	78
Garstang	9.44	12.00	11	49	83/13* tsr
Bay Horse	15.25		19	20	59
Galgate	16.68		20	39	67/70
Oubeck	17.80		22	47	58/16* tsr
Lancaster No. 1	19.80		27	10	22
Lancaster	20.98	24.00	28	46	51
Morecambe S Jct	22.89		31	00	55
Hest Bank	24.13		32	12	60
Bolton-le-Sands	25.38		33	26	64
Carnforth	27.24	31.00	35	08	69
Yealand Smt	30.49		38	09	60
Burton & Holme	31.74		40	06	74
Milnthorpe	34.53		41	30	77
Hincaster Jct	36.49		43	05	71
Oxenholme	40.10	46.00	46	20	63
Hay Fell	43.49		49	42	57
Lambrigg	45.24		51	32	55
Grayrigg Smt	47.00		53	39	53/61
Low Gill	49.00		55	38	58/74
Tebay	53.20	68.00	59	17	71
Scout Green	56.13		62	07	55
Shap Smt	58.48		64	54	47
Shap	60.71	80.00	68	38	18*/15* tsrs
Harrisons Sidings	63.29		73	14	40
Thrimby Grange	64.00		74	57	62
Clifron	67.99		79	16	55
Eden Valley Jct	68.94		80	19	63/49* sigs
Penrith	72.24	94.00	83	54	52
Plumpton	77.06	99.00	88	00	83/88
Southwaite	82.74		92	20	77
Wreay	85.18		94	08	68/73
Carlisle No 13 SB	88.70	118.00	97	43	17 early

net time 87 minutes
* brakes or speed restriction



A shot full of the atmosphere of the old King’s Cross station, No. 60007 leaves with a down express on September 19, 1961. DON BENN

for 385 tons full, and the enthusiastic crew was driver Stewart and fireman Cadman. Tables Two and Three show the running between Crewe and Warrington and then Preston to Carlisle. As these runs took place before the end of steam on BR; normal speed limits applied and driver Stewart took full advantage of the A4’s potential for speed, though not reaching the dizzying heights of the postwar record of 112mph reached by *Sir Nigel Gresley* down Stoke Bank on May 23, 1959.

Alan Rawlings was on ‘The Border Limited’ and he tells the story: “‘The Border Limited’ in October 1967 was an enthusiast’s day out. The trip originated at Nottingham, with steam from Crewe. There was also some rare track around Carlisle and up to Longtown, including a lay-over at Kingmoor depot. The train then returned to Crewe and Nottingham via the Settle and Carlisle, Skipton to Colne (now lifted), and Blackburn.

“But the main reason for travelling was because No. 4498 *Sir Nigel Gresley* was to take us over Shap and Ais Gill; and it was in garter blue.

“No. 4498 took off from Crewe like a scalded cat. Despite the locomotive effectively starting from ‘cold’, we were inside even time after 12 miles and touched 95mph in the Hartford area before easing slightly.

“The Warrington stop was reached well inside even time. The journey was picked up again on the leg from Preston to Upperby Bridge Junction, where the train turned off for the freight lines around Carlisle.

“Once again, speed rose quickly, with 83mph at Garstang before the first of two permanent way restrictions approaching Lancaster.

“The pace quickened again north of Carnforth and *Sir Nigel* swept its 385 tons over Grayrigg at an impressive 53mph. Shap was also despatched at pace with a speed of 74 just before Tebay and an impressive 47 over the summit.

“Further extended restrictions in the Shap station area were followed by a final flourish of speed up to 88mph after the Penrith check before coming to a stand at Carlisle No.13, where a Stanier Class 5 was to take us forward to Longtown.

“Based on what trains of typical weight and motive power achieve nowadays, this 89-mile leg was covered in no more than 87 minutes net. Either way, it was a sparkling performance by the Stewart and Cadman combination up front.”

Ray Churchill with 60007

Moving on to the preservation era, No. 60007 worked a Waterloo to Bristol special on Wednesday, December 3, 2008, and I was fortunate to be on it. The load was a heavy one of 13 coaches, 470 tons full, and Ray Churchill took over from Pete Roberts at Reading. Ray’s fireman was Les Perry.

Table Four shows the detail of this top-class performance, confirming that the A4s weren’t just speed machines – some of the acceleration from stops was quite phenomenal. For instance, from the Challow start 12 minutes late, the first 11.16



No. 60007 arrives at Stonehaven on July 7, 1965 with the 13.30 Aberdeen to Glasgow. DON BENN

miles were covered in just 12 minutes one second, with 76mph reached in just over nine minutes.

Then came the first of two very fast stops caused by the AWS automatically applying the brakes. Ray told me that the warning signal was very soft on No. 7 as it was the old type which worked on the vacuum at that time, but it was still annoying to have such rapid progress interrupted. Nothing daunted, off we went again with a wonderful loud A4 roar, recovering rapidly past Swindon, and we were soon back to cruising in the mid to upper 70s, having to brake at Dauntsey to keep speed down.

The minimum of 73½ after Corsham was a prelude to another dash through Box Tunnel with the brakes on, only to be stopped again by the AWS just short of Bath. We had covered the 30.32 miles from the previous stop at an average of 65.87mph and what's more had run the 42.56 miles from Challow to the stop inside even time; so two even time runs on the same section, which is somewhat unusual.

We were just over five minutes late arriving in Bath but overtime made us eight late away and even though we ran up to 76 ½mph at Keynsham, we only just kept the tight 16 minutes booking on to Bristol, producing a 55.5mph time over just 11.49 miles, and that with 470 tons – an altogether exhilarating performance.

I asked Ray for his recollections of this run. He said: "This is how I imagine things would have gone on that trip. On leaving Challow loop, the regulator would have been gradually opened to about three quarters and cut off gradually, brought back to about 35% and left there for a while to see how she responded to that load on the slight up grade. As she got going I would have brought her back very gradually at a notch at a time, but I wouldn't have thought it came under 30% until we got over the top at Swindon with that load on.

"Unfortunately, before we got to Swindon I failed to hear the AWS warning horn in time, which was a little on the quiet side; you only have 2.5 seconds to cancel it and so that beggared up the good work done and we came to a stand. We got away again and once through Swindon the gradient turned in our favour on through Wootton Bassett and down the 1-in-100 of Dauntsey Bank at full tilt, after which the gradient eases for about four miles, then turns up grade by about the same grade for roughly seven miles through Chippenham and on to Corsham. At that change of gradient, the regulator was opened to about three quarters with only about 15% but a wary eye on the speedo saw it gradually dropped to 20%, after then of course very little steam is required to Bristol."

Ray also told me that on the return run via the Berks & Hants line, he had a pilotman on board as he didn't know the road. They were doing very well, with an average speed of 66.7mph uphill between mileposts 90 and 71 and a minimum of 65mph over Savernake, when Ray was shocked to be told that the water level was very low, so he asked the pilotman how far it was to the Theale water stop, which was about five miles. They just made it with the tender empty and water just showing in the gauge glass!

Finally and also on the Berks & Hants line is another log from Alan Rawlings showing in Table Five a competent performance, with No. 7 driven by Bill Warriner and fired by Craig Stinchcombe. On this trip also, water had to be conserved as the A4 ran for more than three-and-a-half hours from Kingswear to the Taunton water stop.

With grateful thanks to all my correspondents for their contributions. [HR](#)

Right: No. 60007 at Bristol on December 3, 2008, after bringing in the 10.00 from Waterloo with Ray Churchill on the footplate. DON BENN

TABLE FOUR: CHALLOW TO BRISTOL TM

Date	Wednesday, December 3, 2008				
Train	10.00 Waterloo to Bristol				
Loco	A4 class 4-6-2 No. 60007 <i>Sir Nigel Gresley</i>				
Load	13 coaches, 432 tons tare, 470 tons gross				
Driver	Ray Churchill				
Fireman	Les Perry				
Recorder	Don Benn, third coach. GPS				
Weather	Cloudy and cold				
	miles	sched	mins	secs	speed
Challow	0.00	0.00	00	00	12¼ late
Uffington	2.77	5.00	04	54	60
MP 68	4.16		06	20	66½
MP 70	6.16		08	02	73
Shrivenham	7.62		09	15	76
MP 73	9.16		10	25	75
MP 75	11.16		12	01	75½
			aws stop		
76.08 miles	12.24		13	23	0*
			14	38	
Swindon	13.45	19.00	17	57	47
Rushey Platt	14.67		19	18	62½
Hay Lane	16.16		20	39	70
MP 82	18.16		22	17	76
Wootton Bassett Jct	19.27	26.00	22	59	77½
MP 86	22.16		25	27	78/82
Dauntsey	23.91		26	50	76*
Christian Malford	26.11		28	35	73
MP 92	28.16		30	11	75½
Chippenham	30.11	37.00	31	43	77½
Thingley Jct	32.28	40.00	33	27	75
Corsham	34.51		35	18	73½
Box Tunnel Entrance	35.31		35	53	75/79
Box Tunnel Exit	37.14		37	18	73*
Bathampton Jct	40.74	49.00	40	00	75
			aws stop		
106.40 miles	42.56		42	15	0*
			43	02	
Bath	43.15	52.00	45	08	5 mins late
	0.00	0.00	00	00	8 mins late
Oldfield Park	1.02		03	10	45
MP 109	2.01		04	45	54
Saltford	4.45		06	55	68½
MP 112½	5.51		07	48	73
Keynsham	6.85		08	47	76½
MP 115	8.01		09	48	70*
N.Somerset Jct	10.80		12	37	30*
Bristol TM	11.49	16.00	15	40	

* brakes or speed restriction
net time Challow to Bath 39 minutes
30.32 miles between the two tpws stops: 65.87mph Carnfo

TABLE FIVE: TAUNTON TO WESTBURY

Date	Saturday, April 19, 2014				
Train	16.45 Kingswear to Guildford				
Engine	Class A4 4-6-2 No. 60007 <i>Sir Nigel Gresley</i>				
Load	11 coaches, 399 tons tare, 430 tons gross				
Driver	Bill Warriner				
Fireman	Craig Stinchcombe				
Recorder	Alan Rawlings				
	miles	sched	mins	secs	speed
Taunton	0.00	0.00	00	00	
Creech St Michael	2.91		04	31	57
Cogload Jct	4.76	9.00	06	11	64/72
Athelney	7.92	13.00	09	15	71
MP 133	9.92		11	05	64
Curry Rivell Jct	11.91		12	54	66
Langport East	13.05		14	05	62
Long Sutton	15.05		16	03	60
Somerton Tunnel W	15.57		16	27	58
Somerton Tunnel E	16.17		17	06	55
Somerton	16.77	23.00	17	43	60/69
Charlton Mackrell	20.46		21	06	65
Keinton Manderville	22.71		23	08	72/76
Alford	25.46		25	18	72/67
Castle Cary	27.57	35.00	27	05	69
MP 128	29.12		28	25	67
MP 127	30.12		29	21	63
Bruton	31.01		30	15	58
MP 124	33.12		32	30	54
Brewham Smt	34.47		34	07	44
E Somerset Jct	36.26	46.00	36	21	65/74
Blatchbridge Jct	40.47	50.00	39	49	71
Clink Road Jct	42.41	53.00	41	30	63
Fairwood Jct	45.71	58.00	45	19	36*
Westbury	47.15	62.00	49	27	

* brakes or speed restriction



Above: April 19, 2014 and No. 60007 pauses at Taunton with the 7.51 Guildford to Kingswear. ALAN RAWLINGS



Diesel advance blunted as steam climbs to the summit

ON PAPER at least, the top end of GW Railwayana's March 12 auction looked something like a mismatch, with eight main line steam nameplates being taken on by just five diesel representatives. And so it proved, as steam triumphed and, for the moment at least, the diesel advance was blunted.

Heading the selection were *Barfleur* from Jubilee No. 45685 (£12,000) and *The South Staffordshire Regiment* from Royal Scot No. 46143 (£10,800), while shadowing this pair at £8000 was *John Milton* from Britannia No. 70005, so ensuring the LMS didn't have it all its own way.

The GWR then stepped in with £5100 for *Mobberley Hall*, £3600 for *Calcutta*, and £3200 for *Farleigh Castle*, from respectively No. 7916, Bulldog 4-4-0 No. 3406 and No. 5027, leaving *Lynton* (SR West Country No. 34038) and *The North Staffordshire Regiment* (LMS Royal Scot No. 46141) both unsold.

Other steam nameplates included *Hecate* from a Kent & East Sussex Railway 0-8-0T that ended its days as a SR/BR shedyard shunter (£4200), and at the same price *Douglas* from Isle of Man Railway 2-4-0 No. 9, whose 1896 Beyer Peacock Gorton Foundry worksplate sold immediately after for £1300. Two Longmoor Military

Railway representatives, *Sir Guy Williams* and *Major General McMullen*, from 2-8-0 Nos. 400 and 401, went for £2500 and £1800.

Although steam dominated the nameplate sector, diesel collectors weren't forgotten, their cause led by *Mam Tor* from Class 60 No. 60082, which wasn't too far behind the 'Brit' at £6000. Four Class 43 HST125 plates being sold by the (modern) Great Western Railway in aid of the Action for Children charity went for between £1700 and £4550, and finally came *Elizabeth Garratt Anderson* from 1965-built WCML Bo-Bo electric E3122 (£2500).

Cabside numberplates are usually the domain of the GWR, but the highest price in this sector went to 21C2 from SR Merchant Navy No. 35002 *Union Castle*, one of only two in the class to carry these idiosyncratic plates. Its realisation of £6700 was not only the fourth highest in the auction, but it was also almost double that of the category runner-

up, 1003 from GWR County of Wilts (£3400).

Other locomotive items included the smokebox numberplates from 'Brit' No. 70049 *Solway Firth*, which went under the hammer for £4600, and 46132 from LMS Royal Scot *The King's Regiment Liverpool* (£3300). Another 'Brit' to feature was No. 70010 *Owen Glendower*, whose whistle fetched £2700.

Station totem signs flexed their muscles in the usual way, with the leaders being BR(Sc) Connel Ferry at £6400, BR(W) Colnbrook Estate Halt (£4300), and a second Western Region representative, Reading West (£3600), while the top SR target sign was Deal (£2400).

Diesel traction was the tour de force in the worksplate category thanks to four Class 50s built by English Electric between 1967 and 1968, comprising D449/50049 *Defiance* (£4100), D433/50033 *Glorious* (£3200), D408/50008 *Thunderer* (£2700), and D410/50010 *Monarch* (£2400).

Sitting quaintly in the midst of these 100mph heavyweights was a Yorkshire Engine Co 1961

worksplate (works No. 2847) from 02 class 0-4-0 shunter D2864 that went for £3100.

Steam's top worksplate was a 1901 Chapman & Furneaux of Gateshead example (works No. 1200) from an 0-4-0ST named *Robin Hood*, supplied to the Clifton & Kersley Coal Co of Clifton, near Manchester, which fetched £2000.

Auctioneer Simon Turner held a 368-lot sale of artwork, advertising enamels, shedplates, and other items on March 11, the day before the main auction, and the two highest priced items, each at £2000, were a Don Breckon painting of Britannia No. 70033 *Charles Dickens* near Shap summit and a 16in dial c1903 Norfolk & Suffolk Joint Railway Hopton-on-Sea station platform clock. Prices exclude buyer's premium of 15% (+ VAT).

As he dwelt on a busy two days of auctioneering, Simon mused: "Very buoyant in certain areas, such as totems and enamels, and posters were pretty cool, and even carriage prints were quite encouraging. Also, I was obviously delighted with the realisation for *Barfleur*."



It's all action below the top sellers as coaches show the way

WHILE a quartet of 7½in and 5in gauge live steam models took the plaudits in Dreweatts' transport sale on March 1 with five-figure realisations, as reported in last month's issue, there was plenty of activity below to grab the attention of collectors.

It wasn't a locomotive, however, that took top honours behind the four leaders but a rake of five 5in gauge BR(W) coaches in chocolate and cream livery with full interior details, realising £9000, followed at £6200 – more than four times middle estimate – by a part-built 7½in gauge LMS Jubilee 4-6-0.

An award-winning 5in gauge model of Monte Generose Railway 0-4-2T No. 5 followed, at £6000. It was built by Alasdair Milne, of

Reading, from the original 1889 drawings of the Swiss Locomotive and Machine Works, a leading manufacturer of mountain locomotives founded by British engineer Charles Brown in 1871.

This 5½-mile railway, which is still operational but now electrified, is an 800mm (2ft 7½in) gauge rack-and-pinion line in Switzerland that climbs to a height of 5266ft near to the summit of the eponymous mountain.

The diesel era then entered the scene with 5in gauge Class 14 diesel-hydraulic 'Teddy Bear' D9526, its £2400 price being matched by another 5in gauge model, of GWR 0-4-2T No. 1452, closely followed by a 7½in gauge Southern Railway C14



class 0-4-0T No. 3745 (£2000) and a 7½in gauge Southern Railway 28-ton passenger luggage van (£1900).

A little further down was an Accucraft Gauge 1 LMS 'Black 5' No. 5091 (£1500), a 2½in gauge Class WD 2-8-0 No. 90567 (£1400), and a second Accucraft Gauge 1 model of

another 'Black 5', No. 45080, which went for £1100.

Slightly off-script but worth a mention was a London Underground Leicester Square platform bullseye that sold for £2000. Prices exclude buyer's premium of 25% (+ VAT).

Clocks tick all the right boxes in show of strength but totem gets in on the act

A SELECTION of clocks reigned supreme in Great Northern's email, telephone and postal auction that ran from March 14-22, although the highest-priced totem managed to interrupt their charge to the top.

The top seller, at £2800, was a c1869 LBSCR and LSWR joint ownership ex-Portsmouth Town booking office 14in trunk dial wall clock, followed by a similar LBSCR example from Newhaven Harbour booking and telegraph office (£2000). At £1500 came a Lancashire & Yorkshire Railway ex-Formby station 12in wall clock, while the four-figure timepiece

realisations were completed by a South Eastern & Chatham Railway ex-Bexhill signbalbox 12in wall clock dating from 1871 that went for £1100.

Mixing with the clocks was a BR(M) totem sign from Summerseat, now a station on the East Lancashire Railway heritage line (£2700), while a Great Central & Midland Railway cast iron trespass sign went to a new home for £1400.

The auction's two headline lots, nameplates *Lord Rathmore* from LMS Patriot class No. 45533 and *Spearmint* (LNER A3 No. 60100), didn't sell

but three other locomotive items that were successful were a 1907 Great Northern Railway Doncaster worksplate (works No. 1171) from Ivatt Class C1 Atlantic No. 1432 (£1300), and smokebox numberplates 9014 from a GWR 'Dukedog' 4-4-0 and 57591 from an LMS Class 3F 0-6-0, fetching £850 each. Prices exclude buyer's premium of 10%.

Great Northern's Dave Robinson said of the 543-lot auction: "As a whole it went very well, and if all goes to plan, we will go live at our next sale, in October at Poynton Leisure Centre, our usual venue."



'Want a platform ticket? That will be £1050, please'

A PLATFORM ticket sold for a record £1050 at Paddington Ticket Auctions' postal sale that ended on March 22. The ticket allowed the bearer access to the Isle of Wight Railway's Sandown station, and the price paid by the successful bidder was, as pointed out by the auction house's Dave Jones, "around 250,000 times what it cost at the Sandown booking office."

It may not have been in the same mathematical stratosphere, but a Metropolitan & Great Central Joint Committee 6d (2½p) third class ticket for a journey on May 25, 1915 from Winslow Road to Waddesdon Manor still had collectors reaching for their chequebooks as it took the runner-up slot with a price of £540.

Behind at £520 were two GWR tickets sold as a single lot, the first for a 1½d third class journey between Great Titley and Lyonshall in Herefordshire and the second for travel from Kington, also in Herefordshire, to Lyonshall via Titley. The latter ticket was numbered 000 and gave a 'revised fare' of 6d. The auction prices exclude buyer's premium of 10% (exc VAT).



Westerns, Deltics, and a Class 40 take the honours in slide show

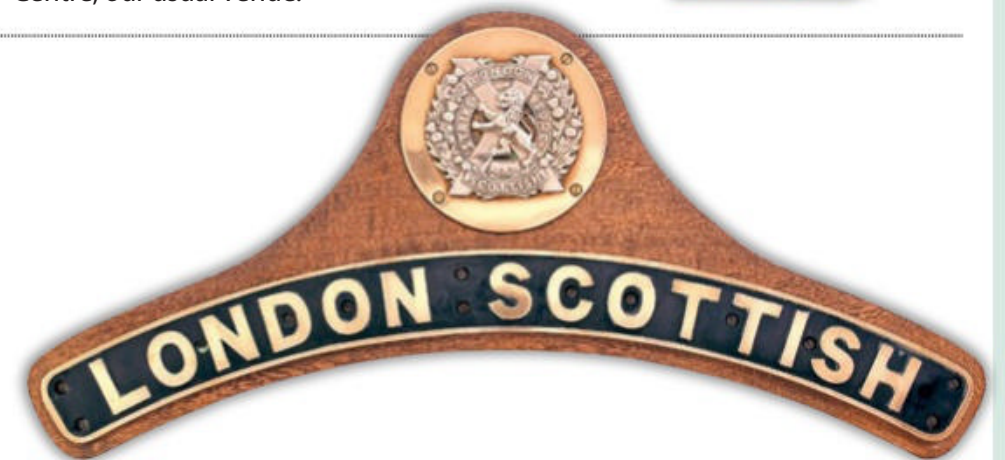
COLOUR slides of the early main line diesel era in the 1960s and 1970s were the top attraction in an online auction of railway photographs, negatives and slides held by JustaClickago from February 21-27. The 125 slides, which sold for £580, included Class 52 Westerns and Class 55 Deltics, but an image of Class 40 D203 taken at Stratford in 1959 sneaked into the collection.

I first recorded this 1Co-Co1 diesel at Ilford on June 26, 1958, when it was just a month old, heading for Liverpool Street with an Up Cromer express, but a reminder of steam days followed 19 minutes later thanks to Britannia Pacific No. 70008 *Black Prince* coming through on

an Up Clacton. All was not lost for steam trainspotters in the area at that time, but the appearance of D203 emphasised that a new era was dawning.

Runner-up in the auction at £500 was a selection of 175 slides of signalboxes in the 1970s – most of which are now gone – and infrastructure. The locations were mainly in the south and Wales, and included Harlech, Barmouth, Hereford, and Stamford. Prices exclude buyer's premium of 18%.

The auction house's Simon Stewart said of the 463-lot auction: "Good results overall, with signalboxes and infrastructure in particular selling well at the moment."



GCRA goes bi-monthly with Big Four at the helm

IN A change of tack as the world of railwayana returns to an element of pre-Covid normality, Great Central has dropped its monthly series of auctions and replaced them with wider-spaced sales, initially bi-monthly. This led to the auction house replacing its planned April 2 auction with a 'Bloxham' event of general railwayana (a report of which will be in next month's column) and holding the postponed April 2 sale on May 7.

Six nameplates from all of the Big Four will head the 400 lots in the May 7 auction, led numerically by *Reading Abbey* and *Banbury Castle*, from GWR pair Nos. 5084 and 7011. The former entered service in April 1937 as a rebuild of Star class No. 4064 and was withdrawn from Old Oak Common (81A) in July 1962, while the latter was built in June 1948 and withdrawn from Oxley Wolverhampton (2B) in December 1965.

The Southern Railway also has two representatives – *Epsom* from Schools class 4-4-0 No. 30937, built at Eastleigh in June 1935 and taken out of service in December 1962 when allocated to Nine Elms (70A); and *Honiton* with town coat-of-arms and West Country Class scroll from No. 34034, a Brighton July 1946 product that also ended its days at Nine Elms in July 1967.

From the LMS comes *London Scottish* with regimental badge from Royal Scot

No. 46124, built appropriately at the Glasgow works of North British in November 1927 and withdrawn from Carlisle Kingmoor (12A) in December 1962.

Finally, there is *Midlothian* from LNER Peppercorn A1 No. 60151, which was originally planned to go under the hammer in the April 2 auction. This Pacific was built at Darlington in June 1949 and withdrawn from York (50A) in November 1965.

Among the worksplates is a Doncaster 1949 example (works No. 2052) from another A1, No. 60158 *Aberdonian*, whose smokebox numberplate will also feature, as will the smokeboxes from No. 30937 and GWR Dukedog No. 9010, which was initially named *Earl Cairns*.

Also from the GWR come cabside numberplates 6844 from *Penhydd Grange* and 9028 from a second Dukedog.

Station signs will also make their presence felt, including totems BR(W) Instow, BR(NE) Armley Moor, and BR(S) duo Dorchester West and Dorchester South, a trio of SR Devon targets comprising Polsloe Bridge Halt, Halwill and Torrington, and LMS hawk-eye Banbury Merton Street, which opened in 1850 as the first station to serve the town and was closed to passengers 111 years later.

The auction starts at 9.30am and will be live online.



Railwayana Auction Calendar

■ Ends April 17

GW Railwayana

■ April 22

Vectis (model trains)

■ April 29

Lacy Scott & Knight (railwayana and model trains)

■ Ends May 3

Paperchase

■ May 7

Great Central Railwayana

→ TWO clockwork Gauge 1 tank locomotives made by Bing of Germany were the top sellers in a Vectis model train auction on March 25, with pole position going to London & South Western Railway M7 class 0-4-4T No. 109 at £900, closely shadowed by Great Northern Railway N1 class No. 190 (£850).

Following at £680 each were a third Bing Gauge 1 product, of Great Central Railway Class 1 4-6-0 No. 423 *Sir Sam Fay*, and the prototype Deltic diesel made in O-gauge by Lawrence Scale Models. Prices exclude buyer's premium of 25% (inc VAT).

Great Central top of the table match ends in hard-fought draw

I'M HAPPY to declare the Great Central March 5 top-of-the-table clash between steam and diesel was a hard-fought draw.

The former was leading at half-time thanks to nameplate *Freshwater* from the Southern Railway's Isle of Wight O2 class 0-4-4T W35 selling for £10,000, but diesel closed the gap in the second half with an £8400 realisation for *Grenadier Guardsman* from 1962-built Class 45 D65/45111.

That plate carried a replica regimental badge, but the following lot was one of the locomotive's original badges and that went for £2100, thus resulting in a combined price for plate and badge of £10,500. Under those circumstances it is honours even, and the referee's decision is final.

A second nameplate, *Farleigh Castle* from GWR No. 5027, sold for £6000, while *Aberdonian* from

Peppercorn A1 Pacific No. 60158 failed to sell under the hammer, but went after full-time for £7000.

Station totem signs kept up their recent run of success in a highly democratic way, with the top four realisations being achieved by four different regions, led by BR(W) Llanidloes at £3900. Following were East Farleigh from the Southern Region (£2100), BR(E) Knebworth (£1550), and Bangor from the London Midland Region (£1100).

Shadowing the top totem was signalbox nameboard Beddington Lane Halt, which went for £3700, nearly 10 times its middle estimate. This station opened on the Wimbledon-West Croydon route in October 1855, was closed along with the line in June 1997, and after demolition was replaced by a completely new station on the Croydon Tramlink system. A second signalbox item to go under Mike

Soden's hammer was a Tyer's No. 7 tablet instrument (£2100).

Returning to steam, a £2900 bid secured a cabside numberplate from preserved GWR No. 7819 *Hinton Manor*, so reuniting it in a private collection with its nameplate 57 years after the two had been separated following the 4-6-0's withdrawal in 1965, while a 'Bournemouth Belle' headboard dating from the days when the iconic Pullman was hauled by Bulleid Pacifics went for £2400.

Another reminder of those distant days was a pull-bar platform 2d ticket machine in working order that went for £2300, a realisation that was nearly matched by a BR(S) 'Goods Agent' enamel doorplate (£2100). Prices in this, Great Central's 12th 200-lot live online sale, exclude buyer's premium of 15% (+ VAT).



EVENTS SPRING 2022

All events subject to change or cancellation without prior notice



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REFRESHMENTS

GWR and Southern Region take on the Underground movement

UNDERGROUND poster maps dating from 1935 to 1948 may have held sway in the Transport Auctions of London live online sale on February 26, but the GWR and BR's Southern Region mounted a strong challenge.

It was the GWR who led the main line cause with a £2800 realisation for nameplate *Jackdaw* from No. 3447, a Bulldog class 4-4-0 built at Swindon in December 1909 and withdrawn by BR from Worcester (85A) in April 1951, making it one of the last in the class to be taken out of service.

At £2000 came a Southern Region 'Refreshments' enamel sign, while the GWR returned to the fray when the smokebox numberplate from No. 4701 sold for £1100. These 2-8-0 locomotives were nicknamed 'Night Owls' by trainspotters due to their normal duties being

overnight fast freight trains, although they were often called up to work passenger expresses on busy summer Saturdays.

The selection of London Underground poster maps was headed by a 1935 example that went under the hammer for £4200 and featured the early Underground bullseye and short-lived compass pointer. A 1946 map that went for £2500 included a decorative border by the artist 'Shep' (Charles Shepard), another dated 1948 fetched £1600, and two others from 1944 sold for £1400 each.

Underground signs then joined in when a platform bullseye from Amersham station believed to date from 1937 also achieved £1400, while a £1200 bid secured an illuminated LU bullseye as located outside stations. Prices exclude buyer's premium of 15% (+ VAT).



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THE MANY PEAKS OF PEAK RAIL

Peak Rail was formed with the aim of reconnecting Buxton to Matlock by rail following the controversial closure of the Midland line linking them. While a northern push towards Bakewell remains a clear aspiration, the heritage line is a flourishing base of several different heritage groups, reports **John Titlow** in words and pictures.

When entering Peak Rail's station at Rowsley South, the first thing that strikes you is the amount of space. A signalbox greets you at the entrance and the vast array of lines expand into a mass of sidings. To the right, they disappear past woods that have grown up since it was a real working steam shed.

In BR days this area was a large shed with considerable sidings shunted by the smaller locomotives, while the larger ones were used on freight and passenger services and as bankers on the 1-in-100 climb over Monsal Dale, now a renowned cycle track.

Rowsley motive power department (16J) was closed in 1964. In its later years it was home to a variety of locomotives including Midland 4F 0-6-0s, Fairburn 4MT 2-6-4Ts, Stanier 4MT 2-6-4Ts, BR Standard 5MT 4-6-0s, Stanier 8F 2-8-0s, J94 0-6-0STs, Jinty 3F 0-6-0Ts, BR Standard 9F 2-10-0s and eventually diesels.

Rowsley South is the starting point where Peak Rail operates trains to Matlock on a section of the original Midland Main Line that ran from St. Pancras via Leicester, Derby Midland, and over Monsal Dale to Manchester Piccadilly. Just south of Matlock

lies Ambergate Junction, where the Midland continued north to Sheffield and Leeds and then over the legendary Settle route to Carlisle.

History

Railways in this area have a complex history because they were built by several companies over 20 years, and not all by the Midland.

Derby to Ambergate was the first section to open in 1840 as part of the North Midland Railway.

Ambergate to Rowsley followed, opening in 1849 and built by the Manchester, Buxton, Matlock & Midland Junction Railway (MBM & MJR). It was operated by the Midland and absorbed in 1871.

Manchester to Rowsley opened in sections. Construction began in 1860 from Rowsley to Buxton, and the line was fully open by 1866. The first Rowsley station still exists around a mile north from Peak Rail's Rowsley South. It was built by the MBM & MJR in 1849 at the end of what became a terminus after realignment. In 1862 it became part of the goods yard and finished its railway days as a goods office in 1967. Now it is part of a shopping centre.



A second Rowsley station was built 1862 serving the diverted line. It closed in 1967 and afterwards the platforms were infilled, with the station building demolished in the 1980s. A car park now occupies the site.

The next section north towards Peak Forest caused considerable problems in construction due to the terrain, necessitating several tunnels and viaducts to be built.

It opened between Blackwell Mill and New Mills in 1866 for goods and in 1867 for passengers. Access into Manchester was gained by running power over the Manchester Sheffield & Lincolnshire Railway. It was not just the terrain that made construction of the line difficult, for two local Dukes opposed its building. Typical of the time, the landed gentry had considerable power and the Duke of Devonshire opposed the railway running through Chatsworth Park so another route was chosen, though the duke still made use of the railway using Hassop station!

Haddon Hall, north of Rowsley station, was the ancestral home of the Duke of Rutland, who also opposed the railway crossing the surface of his estate. Accordingly an expensive tunnel had to be built when a 12ft-deep cutting would have sufficed to preserve his view. The duke did not want to see smoke rising above his estate but conveniently used Bakewell station, even having his coat of arms built into its stonework.

Running through the Derbyshire Peak District, the route was one of the most scenic in the UK, used by named fast expresses like



GWR prairie No. 5553 shunts at Rowsley South on March 5.



Passing the wonderful Midland station sign, GWR 2-6-2T No. 5553 arrives at Darley Dale on a 30742 charter on March 5.

‘The Palantine’, ‘Peak Express’, and of course the ‘Midland Pullman.’ Motive power in the later years included LMS Jubilees, Patriots, and occasionally Royal Scots.

Track was lifted quickly when the last direct St. Pancras to Manchester express was diverted away from the Peak Line in 1968. Matlock to Buxton was closed by the Labour Minister for Transport Barbara Castle and not by the Beeching cuts empowered by the previous government.

Preservation

Peak Rail started in 1975 simultaneously on two sites, one at Buxton and the other at Matlock, by occupying the small and large goods sheds at the stations. The Buxton Midland site was purchased in 1981 and transformed from dereliction into a steam centre, with trains running along a short line built by volunteers. The Buxton site closed in 1989 due to insufficient funds available to extend further and some land was sold to a spring water company.

Peak Rail still has a presence in the town, capable of accommodating a station, and some trackbed is still in its ownership, including the water crane and platform.

Peak Rail had a busy year in 1988 when operations were transferred to Matlock, funded by a share issue. Peak Rail Ltd. converted into a PLC and funds raised were invested in rebuilding the line between Darley Dale to Matlock Riverside, which opened in 1992.

A second share issue raised the funds to

cover extending the line to Rowsley South in 1997, allowing the redevelopment of the former Rowsley engine shed site.

Today’s route

The running line starts at Rowsley South station and follows the River Derwent to Matlock, a distance of just under four miles. Some of it runs alongside a flood plain; there was a major flood in 2019 which inundated the trackbed for some distance north of Matlock and caused £100,000 of damage to Bridge 35.

Rowsley’s first locomotive shed dates back to 1849, built by the MBM & MJR. It was single track with three additional stabling roads and located just south of the station. Nearby sidings opened in 1877. A four-road shed was built in 1879 due to the expansion of the sidings. A new engine shed was built about one mile south of the original and opened in 1926, before finally being demolished in 1964. This site was levelled, but the ash and turntable pits survived, though were full of rubble and needed clearing out. The present engine shed is on the precise location of the original, but is shorter in length.

The 60ft turntable came from Mold Junction, where it was installed in 1937 under a shed modernisation plan by William Stanier CME, of the LMS. Peak Rail volunteers

rescued it in 1987, storing it at Buxton before clearing out the pit and restoring it to operational duties in 2010. For their efforts they received the Heritage Railway Association Volunteers’ Award in 2010.

Rowsley South is the centre of Peak Rail’s main restoration and maintenance sheds, storage sidings, and the modern-day Ashover Light Railway’s base. Several sheds have been built over time and there is plenty of space for expansion. Yet again, Rowsley continues to play an important role for railways.

Built alongside the ex-LMS locomotive depot, Rowsley South station is around one mile to the south of the Midland’s Rowsley station. It was built by Peak Rail and opened in 1997. Working lampposts have recently been installed. There is substantial car parking, a buffet, gift shop, and a picnic area.

The signalbox at the entrance came from Bamford on the Hope Valley line, installed in 2018. It is open to the public and gives demonstrations on how the signalling system works.

One lever is set aside for public use, operating a nearby ground signal for people to see. The system used is a turnover frame continuous two-wire arrangement rather than a single wire or rods; this makes the levers easier to move over longer distances, enabling shorter levers. The frame was bequeathed by the National Railway Museum, 

“Running through the Derbyshire Peak District, the route was one of the most scenic in the UK.”



Class 37 No. 37310 *British Steel Ravenscraig* at Rowsley South.



No. E1 *Castlefield*, the shed pilot at Rowsley South, and yellow-liveried Class 73 No. 73136.

which would rather see it working rather than buried in a museum.

Heading south, the next station is Darley Dale, formerly called Darley. Opened in 1849, the station still gives an impression of the old Midland main line due to the length of double track running through it. Two original station buildings exist here: on the Up side Peak Rail occupies one, while on the Down the building is council-owned and derelict. Peak Rail is attempting to lease it.

Signalboxes resplendent in Midland colours operate and protect the two nearby level crossings. When a two-train service is operating, trains pass here. Immediately south of the station are sidings used for storing mainly industrial diesel locomotives.

Matlock Riverside was initially Peak Rail's southern terminus, where it is possible to run round a seven-coach train. It is used when the line is operated by single locomotives, a signalbox controlling the loop.

Matlock station was eventually reached in 2011, giving the line a town centre station with a cross platform link to the national

network and a main line connection that has been used for steam specials. Network Rail uses the Up platform and Peak Rail the Down. There is no facility for trains to run round here, so services are normally top-and-tailed. Peak Rail has a lease on the station buildings.

This final section was made possible by the building of a supermarket on the site of Cawdor quarry, which was rail connected. Planning would not have gone ahead as the road access was previously too narrow.

A new bypass bridge had to be built over the River Derwent and the track realigned. The old goods shed was demolished, with the stone and track donated to Peak Rail.

A multi-user trail follows the line to Rowsley. Some of the once extensive sidings have now been returned to nature.

A welcome home for all

Peak Rail hosts several groups, with the majority based at Rowsley South. A newly constructed loco shed was built at Rowsley in 2010.

The Waterman Railway Heritage Trust reached an agreement in 2015 with Peak Rail to base Pete Waterman's railway assets at Rowsley South. Its aims are 'the preservation of historic railway engines, carriages and ancillary items, education of the general public as to the historical significance of preserved railways through the promotion of actual rolling stock and scale models.' It is funded by the sale of around one-tenth of Pete Waterman's model railway in 2015, raising more than £600,000, securing the future of The Waterman Railway Heritage Trust.

Inside the shed is 1924-built GWR 5205 class 2-8-0T No. 5224 under restoration and fully stripped to the frames. Its wheels have been re-profiled and frames painted.

There is also 1944-built Robert Stephenson & Hawthorns J94-type 0-6-0ST No. WD150 under overhaul, and Hawthorn Leslie 0-6-0ST No. 3138 of 1915 *Holwell No. 14* being slowly restored in the corner of the shed.

Giving sterling service over the last year has been RSH 0-4-0ST No. 7063 of 1942 *Eustace Forth*, regularly pulling 350 tons. It is currently on jacks while the wheels go for turning.

"Over the years it has built up an impressive collection of steam, diesel, shunting, and industrial engines..."



A Bullnose Morris Oxford built in 1925 has to wait as No. 5553 departs Darley Dale. The car has a 1.5-litre engine that produces around 34bhp!

Heading the line's excellent rake of freight wagons, GWR prairie No. 5553 departs Rowsley South on a 30742 charter on March 5.



Recently restored to working condition is 2-6-2T small prairie No. 5553. Built at Swindon in 1928, it was the last locomotive to depart Barry scrapyard in 1990 and was used in Peak Rail's last Santa season and on a recent charter.

Bought by Pete in 1988 is operational Sulzer Class 25 D7659, which will be heading for the North Norfolk Railway's June 10-12 mixed traction weekend.

Outside the shed is Class 37 No. 37310 *British Steel Ravenscraig* needing minor work, ex-Manchester Ship Canal Hudswell Clarke 0-6-0 diesel shunter E1 built in 1960, and yellow-liveried BR class 73 electro diesel 73138 from 1966.

The North Notts Locomotive Group owns BR Class 44 D8 *Penyghent*. Built in Derby in 1960, it is one of the two surviving Peaks and is Peak Rail's mainstay diesel, currently in BR green livery. It is stored inside the main shed.

The Heritage Shunters Trust started in the 1970s and moved into a new shed next to the main one in 2002. It originally began in a siding at Meadowhall, known as the South Yorkshire Railway. The new shed was funded by the membership, donations, and a grant from the Heritage Lottery Fund.

Over the years it has built up an impressive collection and operates at least twice a year on its gala days, giving brake van rides from a small platform on the Heritage Shunters Trust's running line. More details can be found at www.heritageshunterstrust.com

The LMS Carriage Association's (www.lmsca.org.uk) aim is to preserve and operate a representative collection of historical LMS passenger and non-passenger coaching stock for use by the railway. It has acquired several carriages and most of its restoration activities are based at Rowsley South.

On loan from the National Railway Museum since 2003 is LMS carriage Vestibule



Inside the demonstration signalbox at Rowsley South. An area is cordoned off for demonstrations to the public.



The entrance into Rowsley South.



Inside the Waterman Shed at Rowsley South can be seen Class 44 D8 *Penyghent*, WD150 and the painted frames and re-profiled wheels of GWR 2-8-0T No. 5224.

Third No. 7828, built at Derby in 1925. It is now fully restored by LMSCA volunteers and forms part of the Palatine dining set run on the line.

The Renown Repulse Restoration Group (www.renownrepulse.com) was formed in 2002 over an internet forum. It aims to restore, exhibit, and operate BR Class 50s Nos. 50029 *Renown* and 50030 *Repulse*, neither of which went into a scrapyard and were considered worth saving. No. 50030 was substantially complete with only a few



Class 25 D7659 inside the main shed.

missing parts. No. 50029 was less so, although it had all major components present. The Rowsley South site is the base for the group's restoration project.

Andrew Briddon Locomotives is an extraordinary private collection of industrial diesel shunters based just south of the station at Darley Dale; some are spotted when departing the station.

A new two-road shed called the Geoffrey Briddon Building, named after Andrew's grandfather, houses some of the collection.

Further details are available online at www.andrewbriddonlocos.co.uk

The Ashover Light Railway Society is based at Rowsley South, just 5.5 miles from the original 2ft gauge line. Ashover was the terminus of this 2ft railway and built on the cheap using second-hand materials by the Clay Cross Company for transporting minerals. Its Baldwin 4-6-0Ts came from the War Stores Disposals Board.

Colonel Holman F Stephens, the ‘King of the Light Railways’, engineered the line and construction started in 1922. It opened to freight in 1924 and to passengers a year later.

Excursion trains took workers out into the countryside and to the Where the Rainbow Ends café that was built to serve refreshments and hold dinner dances and other social events. The 1926 building still exists, stored on site, and the society hopes to re-erect it.

The line closed in 1950 with the majority of it, being worn out, scrapped. Hopes of ever restoring it were dashed by the flooding of the Amber Valley where the line ran.

The society wants to keep alive the memory of the railway and was delighted to be given the opportunity by Peak Rail to create an Ashover tribute line on its site.

Over the last six years it has built a new two-road workshop and a 350-yard running line, laid sidings, and restored several locomotives (including two unique ones) and wagons.

Its running line is ready to be Independently Safety Verified to allow passenger running. Later this spring, the society aims to offer limited rides on its battery electric locomotive and by summer to have adapted a wagon for passenger use, hauled by its Ruston diesel.



No. 5553 departs Darley Dale station on March 5. Behind is the Up station building leased to Peak Rail.

Discussions are ongoing with Peak Rail as to how far the railway will go. Nearby is a picnic and play area which could accommodate a turning triangle, station shelter and the Rainbow Ends café, reproducing a scene similar to Ashover Butts Pastures on the original line. For more information, visit www.alrs.org.uk

The Derwent & Wye Valley Railway Trust (www.dwvrt.co.uk) is not based at Rowsley South.

It supports local railway heritage largely

through fundraising for specific development projects associated with the railway between Buxton and Ambergate. It assisted in the installation of the signalbox at Matlock Riverside.

At Darley Dale, it is involved in recreating a late LMS station and developing proposals for the restoration and reinstatement of the original cast iron Midland Railway footbridge at Darley Dale, for which new columns have been recast. Other ambitious projects include the restoration of a first class Mk.1 open coach (www.dwvrt.co.uk).



Ashover Light Railway ballast wagon and newly built shed at Rowsley South.



Ex-Spondon Power Station battery electric locomotive *Spondon*, built in 1926, inside the Ashover Light Railway shed at Rowsley South.



The Ashover Light Railway Society's Ruston diesel inside the group's shed.

To Bakewell and beyond?

■ **Phase 1:** Realistic plans are afoot for the extension of the present running line north to the site of the second Rowsley station in the village. A 99-year lease is about to be signed with the council on the currently disused trackbed to the A6 road. Rowsley station will have to be rebuilt.

■ **Phase 2:** From Rowsley, matters start to get difficult because the biggest obstacle immediately north is the missing A6 road bridge. If the Great Central can do it, so can Peak Rail. Rowsley viaduct over the River Derwent will need restoring, along with the trackbed. A halt could be built at Haddon, benefiting the hall and railway combined (provided the duke does not object!)

■ **Phase 3:** Restoring Haddon Tunnel and Coombes Road viaduct to their former uses, then relaying track into the station site and restoring that to its former use. As with any extension, it depends on the necessary finance being raised – but how about a share issue to get this railway into Bakewell, tantalisingly close to Monsal Dale? However, the ambition to complete the reopening of the railway through the Peak District National Park to Buxton remains alive.

Not to be held back, Peak Rail is currently in discussions with various commercial interests, together with the relevant national and local authorities, about the possibilities of reopening the Matlock-Buxton line as a freight diversionary route.

The reopening of railways after they have become a cycle track is notoriously difficult; Sustrans is extremely protective about its cycle tracks returning to railway use, yet perhaps this may change a little now,



What was once the Midland Main line into Manchester through Monsal Dale is now a cycle track. The author's two sons thought it was great fun cycling through the tunnels on this route. How wonderful if it could be returned to a railway once again, even single track!

especially with the recent rise in fuel costs. Derbyshire County Council and the Peak Planning Board supported the development of the Monsal Trail from Bakewell to Blackwell Mill as a cycle track. There is a stated aim to extend to Rowsley as part of the White Peak Loop Trail, but there is no mention in the plan of the proposed railway extension beyond Rowsley village toward Bakewell.

The line's history and the prospect of travel through magnificent scenery on a railway linking some of Derbyshire's principal tourist centres ensures that the desire to fully reopen the railway will never diminish.



Matlock Station showing the Up platform – used by Network Rail – and Peak Rail's Down platform on the left.
RICHARD JOHNSON

The season ahead

To help with steam services in the short term, Bagnall 0-4-0ST No. 2648 of 1941 *Dunlop No.6* arrived from the Chasewater Railway on March 17. Class 47 D1501, which dates from 1962 and is part of the Waterman Trust collection, will arrive in April and be permanently based there, leaving the East Lancashire Railway after about 29 years.

Peak Rail began its weekend services on April 2, running at weekends until May 1. Plans are initially to run diesel on Saturdays and steam on Sundays, both running to Matlock Riverside to enable running round. Coal and diesel fuel costs have both risen

sharply in recent weeks and this arrangement will save on fuel costs.

Peak Rail will also be running normal services over Easter, and a Race the Train event will be held on Easter Monday. A full timetable, to operate from May onwards, will be published online soon at www.peakrail.co.uk

Much is going on at this railway. It has the space for additional workshops and sidings at Rowsley and needs only a serious injection of money to move forward.

Should it ever get into Monsal Dale, Peak Rail could become one of the UK's premier heritage lines. **HR**



Steam splendour in the White Peak: No. 5553 with the 30742 charter freight working on March 5.

Small Englands arrive from Peco

ONE of the most highly anticipated releases to come from Peco is the OO9 gauge 0-4-0TT Small England locomotive, produced in collaboration with Japanese manufacturer Kato.

Chosen to suit existing available and planned rolling stock, the Small England provides the hobby with a short wheelbase general purpose locomotive that can also be used as a basis for modellers to develop into other freelance models.

Announced in July 2019, the first production models arrived exclusively to the Ffestiniog and Welsh Highland Railway's shop on March 19, with other retailers starting to receive their allocations during the following week.

They boast an array of separately fitted details, coreless motor and flywheel, a diecast chassis, and

all-wheel pick-up, including on the tender.

The first run of models portray No. 1 *Princess* and No. 2 *Prince* in Ffestiniog Railway maroon, with other liveries and numbers being planned for future batches and several stores reported being close to selling out on advance orders.



The prototype was introduced in 1863 as a side tank and tender locomotive, and three of the four built gained saddle tanks at later rebuilds. The Large England design that followed was almost identical but had a longer wheelbase and larger driving wheels. *Princess* was the last of the class to be withdrawn, surviving

in service until 1943. Three survive in preservation on the F&WHR, and a new-build replica of the original side tank design is under construction.

The models are DCC compatible but are not fitted with a decoder socket. They are advertised as RRP £150, with a separate motor chassis available at RRP £65.

IOW offering from Kernow Model Rail Centre

ON MARCH 19 at the British Festival of Railway Modelling, Kernow Model Rail Centre announced an exclusive N gauge class 03 from Graham Farish – No. 03179 in Network SouthEast livery, as it wore during its time on the Isle of Wight, when it was nicknamed 'Slug'.

Entering traffic in 1962 as D2179 at Hither Green depot, No. 03179 gained a cut-down cab for operating on the Isle of Wight, serving in traffic on the island from about 1988 until 1993. Resurrected by West Anglia Great Northern in 1998, it then went to act as shunter at its Hornsey depot, where it was named *Clive*.

It wasn't until 2008 that the locomotive was withdrawn, when it was the last example of the class operating on the main line network.

In 2016 *Clive* entered preservation, moving to the Rushden, Higham & Wellingborough Railway – where it is currently undergoing an extensive overhaul – and brought the total number of preserved examples of the class to 56.

The model KMRC has commissioned represents the locomotive as it was when it was operating on the Isle of Wight. It utilises the latest Farish chassis design with a powerful coreless



motor and easy decoder fitting via a 6-pin DCC socket.

The highly-detailed body shell incorporates many separately fitted details including lamp brackets, metal handrails, and the flower pot

exhaust.

Priced at £129.99, the model comes DCC ready and is in stock at both the Cambourne and Guildford stores, or via its website at www.kernowmodelrailcentre.com

Industrial offering in OO from Dapol

DAPOL has announced it is working on its first OO gauge industrial locomotive, with a model of the 0-4-0ST Hawthorn Leslie steam locomotive design also being announced at Alexandra Palace.

Nine identities have been announced for the first production run, which includes several preserved examples:

- No.4 *Asbestos* in green lined with yellow; Chasewater Railway.
- No.37 *Invincible* in straw-lined maroon; Isle of Wight Railway.
- No.2491 *Henry*; Barrow Hill Roundhouse.

Footplate of Kidderminster also revealed it has commissioned an exclusive model of 1924-built No.3 *Marston, Thompson & Evershed Ltd*, which is based on the Foxfield Railway.

Amid the features being offered on the new model are a removable saddle tank for DCC fitting, two

different cab designs, cast wheels with fine relief and appropriate colouring, and a powerful five pole skew wound motor. An accessory bag with spares and further optional details will be included in the box.

The model is about to progress to tooling, with the first samples expected in early summer. The RRP of both the general and exclusive releases is £117 for DCC-ready and £152 for fitted models. Pre-orders are open with all Dapol stockists, and Footplate's exclusive version can be reserved through its online store at footplate.co.uk with no deposit necessary.



Keeping it very local...

THE Mid Hants Wagon Group has received delivery of its latest annual OO gauge commission from Dapol in the form of an eight-plank coal truck with Hawrin & Co Ltd branding.

The group, which restores and maintains the majority of the Watercress Line's 30-plus heritage wagon collection, selected the livery for its 2022 offering by looking local, with Harwins once being a genuine coal firm that operated out of Alton, Farringdon, and Medstead – although the livery is entirely fictitious. While it ceased trading more than 20 years ago, the firm was the first to supply the Mid Hants with its coal orders when it launched preserved operations in 1977. The decision to include it on this year's model is a gentle nod to this historic link between the two companies.

With a fitted coal load included, two running numbers have been produced – Nos. 1 and 3 – and wagons are priced at £15 each or two for £29. These can be bought from the Alresford station



information office, picked up by prior arrangement from the wagon group at Medstead & Four Marks station, or by contacting Keith Ottley via james.ottley@yahoo.co.uk or post to: The Vines, Basingstoke Road, Riseley, Berks RG7 1QD. Postage and packaging for mailed orders will be charged at £5.50 for up to two wagons via first class post.

All the proceeds are put towards the group's restoration efforts, which currently include SR Dance Hall brake van No. S55506 and recently-purchased six-wheeled milk tanker No. W2960 that had previously been on long-term loan from Andrew Goodman.



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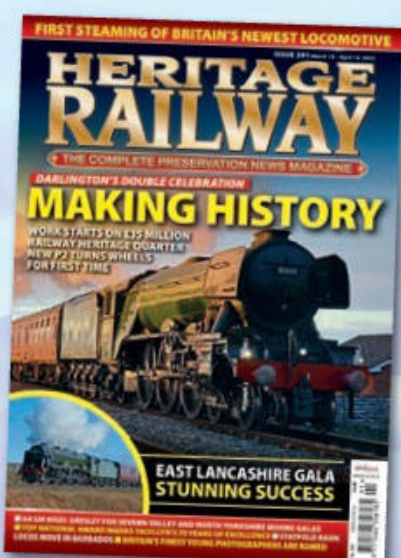
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AMAZING GRACE

as Bachmann V2 models stir the memories

With all the detail that V2 fans could ask for, Bachmann's OO scale models of the sleek Gresley masterpieces are here at last. **Pete Kelly** takes a detailed look – and returns to the Mortons Archive to illustrate the heroic story of the locomotives themselves.

NOW that a clutch of the long-awaited and finely detailed models of Gresley's fast, powerful, and beautifully proportioned V2 2-6-2 mixed traffic locomotives has been released by Bachmann Europe plc, I thought it worth returning to the history of this once-numerous class of 184, of which only the pioneering 1936-built No. 4771 (BR No. 60800) *Green Arrow* survives.

Named after the LNER's express parcels service, the locomotive remains in the custody of the National Railway Museum and was last steamed 14 years ago, although its eventual return to main line working remains part of the Science Museum Group's Rail Vehicle Strategy plans for 2019-34.

The V2 2-6-2s delivered an outstanding tractive effort of 33,730lb and shared the same 7P6F power classification as locomotives such as the 'Britannia' Pacifics of British Railways that appeared seven years

after the last V2 emerged from Darlington Works in July 1944 – just a few days before this particular writer was born!

Fast workers

The two classes featured the typical fast mixed traffic driving wheel diameter of 6ft 2in; there the similarities ended. Working to a boiler pressure of 220lb against the 250lb of the BR Standard Pacifics, the V2s beat the tractive effort of the Britannias by 1580lb. The comparative locomotive weights were quite similar, though, at 93 tons 2 cwt for the V2s and 94 tons for the 'Brits'.

Compared with the two massive outside cylinders of the 'Brits', the three cylinders of the smoother-running V2s were all contained in a monobloc casting.

This saved weight over the three separate cylinder blocks that would otherwise have been required, allowing for more streamlined steam

passages and, of course, fewer flange joints.

By the time the first Britannia appeared in 1951, some V2s had been hard at work since 1936 and cracks were beginning to appear in these castings. As the problem became apparent in more class members, in 1956 it was decided to fit separate cylinder castings to those affected, and eventually more than 70 – recognisable from the steam pipes between their smokeboxes and outside cylinders – were so modified.

Unfortunately *Green Arrow* itself, which has been awaiting boiler repairs for well over a decade, has also succumbed to the monobloc cylinder cracking problem, so will remain a static exhibit until both of these issues can be resolved. The cylinder casting replacement will be particularly expensive item.

In typical Gresley style, and saving the expense of a third set of valve

gear, derived motion was used for the inside cylinder. With proper standards of maintenance, this arrangement worked extremely well, but the Second World War placed such harsh demands on our railways that this often became impossible. Despite this, the versatile and ever-willing V2s took everything in their stride – even when the valve timing became so out of sync that some very interesting exhaust beat patterns could be heard!

Worn-out pony

The combination of worn-out track and worn-out leading pony trucks led to several V2 derailments during the immediate postwar years, but the problem was quickly solved by replacing the original items with trucks of the type fitted to Thompson's L1 2-6-2 tank locomotives. These incorporated a sprung side control arrangement borrowed from the numerous and successful Stanier 8F 2-8-0s.



This delightful painting by Richard D. Harding marked the 50th anniversary of the naming ceremony at York in April 1939 of V2 2-6-2 No. 4818 *St Peter's School, York*, A.D. 627. The Darlington-built locomotive is depicted in its original apple green LNER express passenger livery, with a smart train of teak coaches. After being allocated No. 872 in that railway's 1946 renumbering scheme, it became BR No.60872. MORTONS RAILWAY MAGAZINE ARCHIVE.



On August 15, 1959, No. 68023, in the hard-work grimy condition in which the V2s will be remembered by many readers, is checked at Inveriel Junction, south of Kirkcaldy, with the 09.50 SO Aberdeen-Edinburgh Waverly so the guard can be warned of a block failure. MORTONS RAILWAY MAGAZINE ARCHIVE/ J. C. BECKETT.

Designed to run comfortably at 60mph on fast fitted freight traffic including fish and parcels trains, the V2s were equally at home deputising for Pacifics on crack expresses or trundling along with long coal trains.

Their pace and haulage capacity were legendary. On one occasion a V2 handling the 'Yorkshire Pullman' recorded a speed of 93mph and, unbelievable as it might sound, another was reputed to have achieved 101mph with a test train. During the war they didn't even balk at handling 700-ton trains of 20 carriages – and on one well-recorded occasion, a V2 handled a massive empty stock train of 26 carriages from Peterborough to London.

Such gutsy performance came from the combination of very large fireboxes – thanks to the 2-6-2 wheel arrangement these were easily fitted with no rear driving wheels to get in the way – and shortened versions of the free-steaming boilers of Gresley's A1/A3 Pacifics. The price that had to be paid was a comparatively heavy axle loading of 22 tons, which restricted overall route availability.

Upon the formation of British Railways at the beginning of 1948, the scope of the V2s' operations was reflected in the sheds at which they were based. The largest allocations were at Peterborough's New England (35A) and York (50A), with around 30 at each. Heaton (52B) had 27, Doncaster (36A) 25, and King's Cross (34A) 15. Ferryhill (61B) and Gateshead (52A) had around a dozen each, while Dundee (62B) had 11. Woodford Halse (38E) had 8, Haymarket (64B) 7, St. Margaret's (64A) 6, and Tweedmouth (52D) with a single example.

If ever a class should have carried nameplates, despite the often mundane and grubby duties they carried out, it was the beautiful-looking V2s – yet during their entire lifetime this honour was applied only to a measly eight locomotives out

of the 184 that were built in several batches over eight years at Doncaster and Darlington Works.

Green Arrow itself, of course, was so honoured with the fitting of its unique straight nameplates at the very start in 1936, and the others, which bore their nameplates on splashers, were: Nos. 4780 *The Snapper*, *The East Yorkshire Regiment*, *The Duke of York's Own*, which became No. 800 in the LNER's late-in-the-day renumbering scheme of 1946 and 60809 under BR; 4806 (835, 60835) *The Green Howard*, *Alexandra*, *Princess of Wales's Own Yorkshire Regiment*; 4818 (847, 60847) *St Peter's School*, York, A.D. 627; 4831 (860, 60860) *Durham School*; 4843 (872, 60872) *King's Own Yorkshire Light Infantry*; 4844 (873, 60873) *Coldstreamer*; and finally – in 1958 – 3676 (964, 60964) *The Durham Light Infantry*.

Withdrawal

At the beginning of the 1960s, with dieselisation rapidly under way, eight of the locomotives were fitted with double chimneys and Kylchap exhausts, making them virtually the equal of any ECML Pacific, but sadly time was not on the side of steam, and all of the V2s were withdrawn between February 1962 and December 1966, with Nos. 60831 and 60836 becoming the last in service.

Green Arrow itself was withdrawn from King's Cross Shed in August 1962, but was destined to be put aside for preservation, and also lives on in model form in two special-edition versions built by Bachmann specifically for Locomotion Models.

The 'take no prisoners' attitude of these gutsy engines endeared them to wartime footplate crews, for no matter how difficult the tasks the 2-6-2s were sometimes asked to perform and no matter how dire their mechanical condition at times, almost always they got the job done – even today they are often referred to as the locomotives that won the war. ➔



The perfect proportions of V2 2-6-2 No. 4806 *The Green Howard*, *Alexandra*, *Princess of Wales's Own Yorkshire Regiment*, are evident in this photo of the brand new locomotive in full LNER express passenger livery from the 1930s. MORTONS RAILWAY MAGAZINE ARCHIVE.



Looking smart in its late BR livery, V2 2-6-2 No. 60929 heads for the coaling plant at York MPD on March 12, 1965. The very prominent steam pipes from smokebox to outside cylinders mark the locomotive as one of the examples where cracked monobloc cylinder casting was replaced by three separate castings. MORTONS RAILWAY MAGAZINE ARCHIVE/J. D. BENSON.



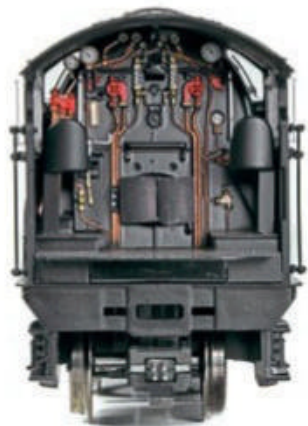
On a works running-in turn and resplendent in BR lined black livery, V2 2-6-2 No. 60909 hauls a goods train at Essendine on April 16, 1955. MORTONS RAILWAY MAGAZINE ARCHIVE/P. H. WELLS.



Above: V2 2-6-2 No. 60944 leaves Stockton-on-Tees with the 11.07 Newcastle-Liverpool express on January 19 1961. MORTONS RAILWAY MAGAZINE ARCHIVE/JOHN S. PHILLIPS.

Right: In this undated photo, V2 2-6-2 No. 60911 leaves York with a Newcastle-bound express. MORTONS RAILWAY MAGAZINE ARCHIVE/ERIC TREACY.





This is the kind of cab interior detail that's applied to all of the V2 models.



Two examples of the named V2 models show the intricate etched nameplates on Rails of Sheffield's No. 4843 *King's Own Yorkshire Light Infantry* and Bachmann's general-release No. 60847 *St. Peter's School, York, AD 627*.

The models

Just before Christmas 2020, the partnership between Locomotion Models and Rails of Sheffield announced the commissioning of four special OO-scale V2 models from Bachmann Europe plc – two for Locomotion of the NRM's No. 4771 (60800) *Green Arrow* itself, in a choice of LNER or BR guises, and two for Rails, No. 4843 *King's Own Yorkshire Light Infantry* in LNER green livery (35-201Z), which was built at Doncaster in April 1939, named the following month, and remained in service until withdrawn in 1963, and No. 60964 *Durham Light Infantry* in late-crest BR green livery (35-203Z), which was built at Darlington in January 1943 and withdrawn in 1965. Each of the Rails models can be bought as normal or sound-fitted.

Another V2 'namer', now available from Bachmann in late-crest BR livery, is of No. 60847 *St. Peter's School, York, AD 627*, (35-202 or 35-202SF sound-fitted); the detail on the tiny etched metal nameplates is simply amazing. Two other choices are of No. 4791 in original LNER lined green (35-200 or 35-200SF) and No. 60845 in BR lined black with early emblem (35-201 or 35-201 SF). The recommended retail prices for these are £229.95 or £329.95 for sound-fitted versions.

It seems an age since the engineering prototype models of the new-tooled V2s were revealed at the 2019 Warley Show, and after two years of Covid-19 and the disruption to worldwide trade that followed, it's good to see them in all their glory at last.



All the detail is there to feast upon in this studio shot of Bachmann's BR lined black version of V2 2-6-2 No. 60845.



The works plates on the smokebox sides of the model of No. 60845 are superbly sharp, and the lining has been beautifully applied.



In its original LNER lined green livery, the model of No. 4971, with its tender side works plates, will add a touch of class to any layout.

With all the research and computer work involved, followed by the sending back and forth of samples to the manufacturers until everything is just right, the cost of model locomotives has been rising sharply, but the photos of the finished items tell their own story.

The paintwork and lining are better than ever, the complex cab detail is really appealing, and the sharpness of even the tiniest graphics has to

be seen to be believed. When the models are compared with photos of the full-sized V2s, it can be seen that Bachmann has captured every detail to perfection.

Each model comes with a 21-pin decoder, and a pre-fitted speaker in the tender eases the job of installing high-quality digital sound. The Gresley beat is always worth listening to. The models also feature a five-pole motor and a custom-designed inter-

connection between loco and tender, and other desirable features including a realistic firebox flicker, sprung buffers, and NEM coupling pockets.

In their various beautifully-applied liveries, all of the models look a treat, but looking at a couple of our archive pictures, I can't help thinking how at-home a really well-weathered version would look, too... but let's not start on that controversial subject yet again! **HR**

The pioneering V2 2-6-2 has been modelled for Locomotion Models in both LNER and British Railways guise, and is seen as No. 60800 in BR lined green livery with the later crest on its tender sides.



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LMS Jubilee 4-6-0 No. 45562 *Alberta* rose from the dead during the beginning of 2020 as sister No. 45699 *Galatea* was repainted in BR green and given the new identity. It is seen charging southbound along the Settle and Carlisle line towards Kirkby Stephen with the 'Winter Cumbrian Mountain Express' on February 12, 2020.

THE BEST OF THE BEST!

The results of the first-ever Young Railway Photographer of the Year competition were featured in our last issue. Here, 20-year-old Bradley Langton, whose reflected view of an LNER Intercity 225 set at King's Cross was judged as the overall winning image, presents a selection of his finest views.

Bradley Langton, 20, from Driffeld in East Yorkshire, describes himself as “an amateur railway photographer with a passion for capturing the railway scene of today and recreating that of the yesteryear.”

He said: “I am always on the lookout for trying to capture something different, or simply having my own take on the subject that I am photographing. I travel far and wide with an interest in capturing the modern and/or everyday scenes on the railway, as well as the old.”

Organised by the Railway Photographic Society in the organisation's 100th year, the

contest attracted 900 submissions from more than 150 entrants, some as young as eight years old.

A new 288-page volume featuring the winning images and most of the competition entries has just been published by Silver Link Publishing and Mortons Books.

The photographs 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 in the book are hints for submitting photographs to publications like

Heritage Railway, and those all-important safety rules for photographers. The volume (ISBN 9781857946031) costs £45 from Mortons Books at www.mortonsbooks.co.uk or by telephoning 01507 529529.

The 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.

To see more of Bradley's images, visit www.facebook.com/LangtonPhotography and [langtonphotography_brad](https://www.instagram.com/langtonphotography_brad) on Instagram. 



LNER A3 Pacific No. 60103 *Flying Scotsman* is seen racing the waves as the locomotive speeds away from a water stop at Berwick-upon-Tweed with a northbound railtour towards Edinburgh, the locomotive having taken over the tour from York on June 24.



BR Standard 5MT 4-6-0 No.73156 is seen accelerating through Swithland loop on the Great Central Railway, recreating the sights and sounds of express runs towards London during a Don Bishop photo charter on October 8, 2019.



Above: LMS Jubilee 4-6-0 No. 45699 *Galatea*, running in the mixed identity of Nos. 45562 *Alberta* and 45627 *Sierra Leone*, is seen climbing the steep Miles Platting incline near Manchester Victoria on March 6 with the locomotive's final railtour on the main line bound for Derby, before being withdrawn for overhaul.

Right: A lamp positioned on the front of LMS Princess Coronation 4-6-2 No. 6233 *Duchess of Sutherland* shines bright as the locomotive is refuelled in the yard next to the National Railway Museum in York, having completed the outbound run of a railtour from London on February 15, 2020.



Visiting from the Severn Valley Railway, GWR 0-6-0PT No. 7714 in BR late crest livery attacks the bank climbing out of Keighley with an afternoon service to Oxenhope on the Keighley & Worth Valley Railway on March 12, during its spring steam gala.



LNER A4 Pacific No. 60009 *Union of South Africa* makes a spirited departure from Ramsbottom on the East Lancashire Railway with its first service of the day, running from Bury to Rawtenstall on January 19.



MIDDLETON'S MEZZANINE MILESTONE

It's full steam ahead for the Middleton Railway this year as it prepares to showcase its innovative and industrious past. Sally Clifford reports in words and pictures.

Boasting a long and industrious legacy of locomotive building, the city of Leeds is renowned as the home to some of the most notable names involved in commercial locomotive construction over the years, and Middleton Railway is ensuring that the legacy lives on.

Run by the Middleton Railway Trust, this top-flight industrial heritage railway – which, like many, is staffed by volunteers – is preparing to showcase the innovative and industrious foresight of pioneers such as Murray and Blenkinsop and celebrate local builders, among them Hudswell Clarke, whose engines are among those housed here.

Funded through the Culture Recovery Fund, the recently completed mezzanine is part of the railway's ambitious Safeguarding the Future plan, which is focusing on ways to secure its survival.

Since its opening in September, it has hosted a number of model railway exhibitions, including a model of the Slough Estates Railway, whose Hudswell Clarke 0-6-0ST No. 1544 of 1924 *Slough Estates No. 3* is one of the locomotives on display here.

This locomotive, which was used to haul wagons between the factories on the estate and Slough goods yard that was sited adjacent to the GWR main line between Paddington

and Reading, is owned by the Slough & Windsor Railway Society.

The long-term plan for the mezzanine is to provide a platform for audio-visual and interactive displays telling the story of the importance of the pioneers of steam power, Blenkinsop and Murray.

In time it is hoped to create a moveable museum within the mezzanine that provides an extension to the conference room, a rentable space for corporate and community organisations.

It also provides a balcony view over the railway's impressive display hall, where the engines are bringing history to life.

Screen stars

Among the star attractions is the MSC (Manchester Ship Canal) No. 67, famous for 'bringing Daddy home' in a scene from the original film of *The Railway Children*, the sequel to which, *The Railway Children Return*, is due out on July 16, as reported in the last issue of *Heritage Railway*.

Another *Railway Children* locomotive, one which was used in the earlier BBC1 version of the Edith A Nesbit novel, is currently a work-in-progress in the on-site workshop. Manning Wardle 0-6-0ST No. 1210 of 1891 *Sir Berkeley* – the boiler for which is currently

being overhauled – was built in Leeds and is now owned by the Vintage Carriages Trust.

Hunslet 0-4-0DM No. 1786 of 1935 *Courage*, nicknamed Sweet Pea after Popeye's baby, is, according to Middleton vice president Ian Smith, understood to be the smallest standard gauge diesel locomotive in the country.

The Leeds-built locomotive's previous purpose was transporting barrels for Alton's Courage Brewery.

Interestingly, the engine holds fond memories for Middleton chairman Charles Milner, who recalls shunting with it during his student days. "It's as simple as you get," he said.

This engine, along with the Middleton pioneer Hudswell Clarke 0-4-0DM D631 of 1946 *Carroll*, which served its time working for Bradford and Keighley Gas Works and which Charles and his fellow Leeds University students helped to fund the purchase of, will be back on track as part of the forthcoming Heritage Open Days weekend of September 10/11. Themed around 'Astounding Innovations,' this year's event celebrates history and culture. Hudswell Clarke 0-4-0DM D577 of 1932 *Mary* will also be running, along with 1932-built LMS 0-6-0DM No. 7501 *John Alcock*, which celebrates its 90th anniversary this year.



Middleton Railway vice president Ian Smith showcases the display hall from the new mezzanine.



Hudswell Clarke 0-6-0T No. 1329 of 1921 Manchester Ship Canal No. 67, famous for 'bringing Daddy home' in the big screen version of *The Railway Children* that was released on December 21, 1970.



Hudswell Clarke 0-4-0DM *Mary* was built with a chimney and steam locomotive-style regulator because drivers were 'more used to a steam engines'.



Above: Hunslet 0-4-ODM No. 1786 *Courage*, on which Middleton chairman Charles Milner did some shunting during his student days.

Middleton vice president Ian Smith and chairman Charles Milner with LMS No. 7051, which is celebrating its 90th anniversary this year.

The engine was an unintentional collaboration between Stoke-on-Trent-based manufacturer Kerr Stuart and the Hunslet Engine Company.

When Kerr Stuart went into liquidation, Hunslet completed the locomotives.

“This year is a special one for the railway,” said Ian, referring to the anniversary of an engine that played such a significant part in railway history.

He explained that it provided the template for virtually every other medium-horsepower diesel shunter for BR until the mid-1960s.

Interestingly, it was originally numbered 7401 but was changed to 7501 to distinguish it from the batch of Jinty 3F 0-6-0Ts that the LMS was building at the time.

Innovation

Ian said it is the railway’s plan for Kerr Stuart 6wDM No. 4421 of 1929 *Rom River*, a forerunner to No. 7501 and currently based at Foxfield Railway, to be part of the celebrations.

“We believe we are celebrating a historic innovation which is the construction of 7051 and the start of the diesel revolution,” said Ian.

Mary is a contemporary of this pair but built to a much older profile. As constructed, it had a chimney and a steam locomotive regulator; Hudswell Clarke’s belief was that drivers would be more used to a locomotive looking like a steam engine!

Of course, preserving and showcasing such icons of industrial heritage wouldn’t be possible if it were not for Middleton Railway’s team of volunteers.

It is their commitment and dedication that ensures the line’s survival, but, conscious of their maturing years, Ian is keen for younger volunteers to join in and carry on the baton for generations to come.

To find out more about volunteering with the railway, or for more information about what’s on at the line, visit www.middletonrailway.org.uk **HR**



Hudswell Clarke 0-4-ODM D631 of 1946 *Carroll* was built in 1946 for Keighley Gas Works, later moving to Laisterdyke Gas Works in Bradford, from where it was purchased by the Middleton Railway Trust in 1969 for just £75! The purchase was funded by Middleton chairman Charles Milne and his fellow Leeds University students, the predecessors who founded the heritage line that ran its first public passenger trains 62 years ago. The engine is due to be back on track for the Heritage Open day event in September.

Spot the Difference

Heritage Railway magazine has teamed up with sister publication Steam Days to bring you a competition with a superb star prize, and some great runners-up prizes too.

All you have to do to be in with a chance is study the sets of adverts on the following pages, find the differences between the two, tot-up that number of differences between each and write that number in the space provided below. Each set of adverts will have between one and three differences.

Once completed please return to: *Heritage Railway* magazine issue 292, Spot the Difference Competition, Mortons Media Group, PO BOX 99, Horncastle, Lincolnshire, LN9 6LZ.

Closing date: Wednesday, May 25, 2022.

STAR PRIZE

Railway artist
James Green

has kindly donated a framed copy of his latest painting of 9F 2-10-0 *Black Prince* at Stoke-on-Trent, one of a limited number of 850 copies. Each print is signed and numbered, supplied with a certificate of authenticity and embossed with a limited edition stamp.



The high quality giclée reproduction gives the print a lifespan of 100 years without any noticeable fading. The winner of this stunning prize will also get a choice of six frames as the print will be delivered ready to hang.

Black Prince was built at Swindon in April 1959 and numbered 92203 upon entering service. It was withdrawn in November 1967, and in 1970 was purchased by David Shepherd from BR for £3000, moving to Longmoor Military Railway where it received its name.

After visiting a number of heritage railways during the preservation era, *Black Prince* was purchased in November 2015 by the North Norfolk Railway where it can be seen today.

The artist behind this painting, James Green GRA, is considered by many to be one of the UK's leading railway artists. He was born in 1974 and works from his studio in Whittlesey near Peterborough. Initially James was trained as a technical illustrator, and today still applies some of these skills when

portraying locomotives, ensuring his perspective, angles and ellipses are visually correct, something important to the viewer of such subjects. Watercolour and acrylic inks are used in his paintings, building up many layers of paint which gives his works a solid feel. The detail he puts into each painting helps make a James Green painting instantly recognisable.

James is a member of the Guild of Railway Artists and has won multiple awards for his works when displaying at the guild's annual exhibitions.

To view this and James's other available artworks please visit www.jamesgreenart.co.uk

OTHER PRIZES

Second place – Two Books: *West from Salisbury* by Steven Chislett and Mike Pearce, and *The Making of a Railway* by Artsit Lawrence Roy Wilson by Brian Wilson.

Third Place – Book: *Wye Valley Railway Story* by Eric T. Rawlins.

Spot the Difference Entry Form

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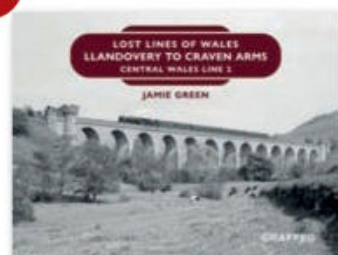
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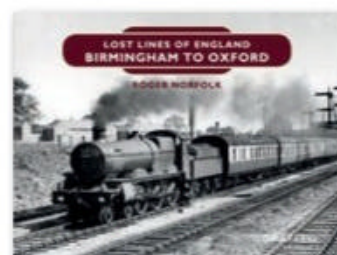
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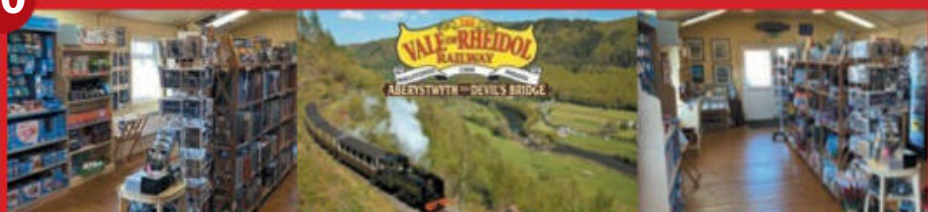
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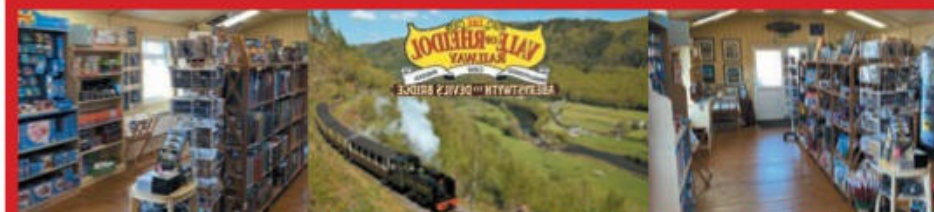
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Severn Valley Steam 2021

DVD/Blu-Ray (Steam Valley Productions www.steamvalleyproductions.com tel: 07875 556615, DVD £15, Blu-Ray £20 both plus p&p, two hours, 40 minutes)

THE non-stop action video features all the locomotives that appeared on the Severn Valley Railway last year, from new-build Churchward Saint 4-6-0 No. 2999 *Lady of Legend* (filmed from

the footplate) at the 2021 spring gala (when we also saw GWR 0-6-0ST No. 813 and 0-6-0PT No. 7714 double heading) and GWR 4-6-0 No. 4953 *Pitchford*

Hall and WR 0-6-0PT No. 9466 for the autumn events.

There is footage of the final months of GWR 4-6-0 No. 6960 in action prior to its withdrawal for a major overhaul, while virtually all of the home fleet locomotives can be seen.

We look forward each year to receiving this splendid and very comprehensive annual offering.

SEVERN VALLEY MUST



British Railways Mark 1 and Mark 2 Coaching Stock

By Hugh Longworth (hardback, Crécy Publishing, 305pp, £35, ISBN 9781910809754)

TO receive a book which yells "definitive volume" from every turn of the page is always a moment to savour.

Here is the second edition of a volume first published in 2013, and which contains a number-by-number record of each type of Mk.1 And Mk.2 coach operated by BR, including Department stock along with vehicles converted to Carflats.

Mk.1s were first introduced in 1951 and also included sleeping cars, vans, suburban non-corridor stock and horseboxes, and significant numbers can now be

seen on our heritage lines. The next stage in development were the Mk.2s which first appeared in 1962, and which for the most part are now also withdrawn.

Comprehensive Details

Each sub-type of coach is listed with a basic plan and essential details as a the builder, loft number, diagram, seating, weight and the type of bogies, plus a list of every individual vehicle includes their dates in traffic.

Since the first edition, the author has carried out painstaking and extensive research to fill gaps in

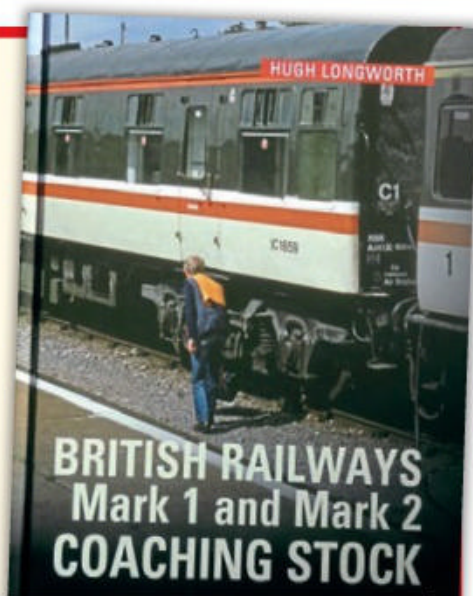
the dates and to correct any errors.

The author, who began trainspotting in 1969, was lucky enough to meet the late Richard Casserly and kept meticulous details both of pre and post-nationalisation coaching stock. His notes have helped in the production of this authoritative volume.

All the information in the book is updated to July 2021 and all of the diagrams have been withdrawn.

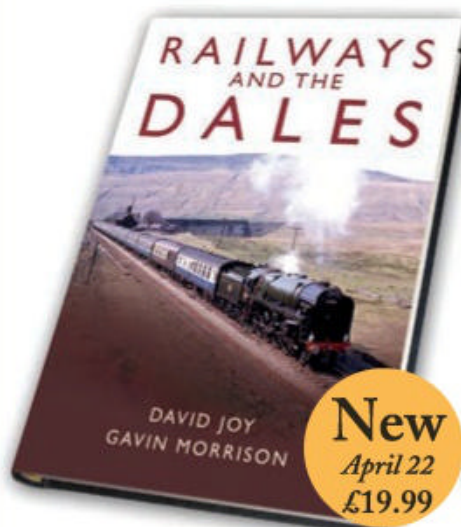
It is difficult to see how a reference work of this magnitude could ever be bettered.

BR COACHING STOCK BIBLE



EDITOR'S CHOICE

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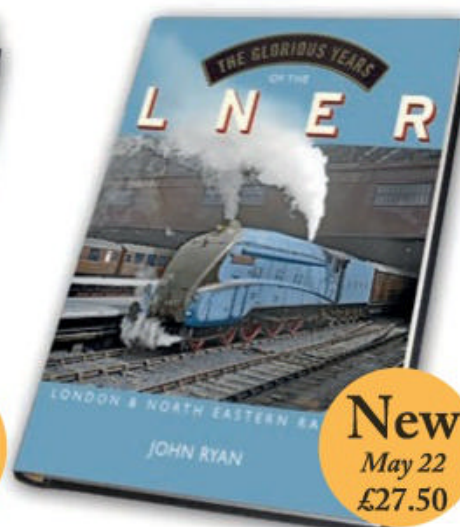
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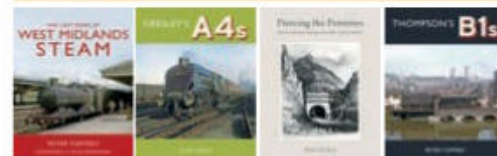
SCOTTISH STEAM 1948-1967 by Peter Tuffrey
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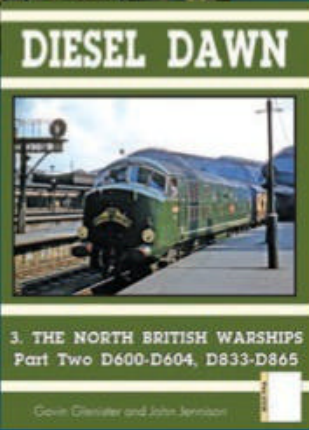
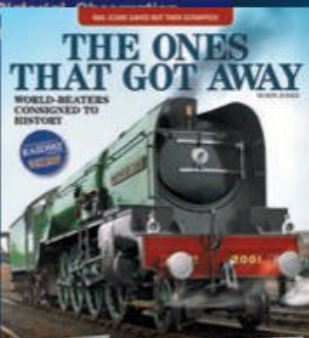
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Alfred Raworth's Electric Southern Railway

By Peter Steer (hardback, Pen & Sword, 340pp, £40, ISBN 9781526778413)

THIS book concentrates on the electrification of the Southern Railway line from the beginning in detail – and also turns the spotlight on the unsung hero Alfred Raworth (born 1882, died 1967).

Raworth worked under influential railwaymen such as Sir Herbert Walker, Sir Eustace Missenden, RFI Maunsell, and OVS Bullied as the Chief Electric Engineer from 1938-1946.

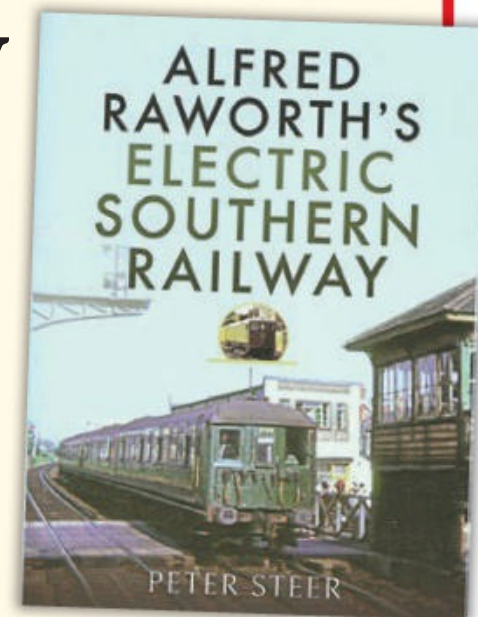
It is thought this is why his contribution could have been overshadowed at the time.

However, author Peter Steer makes sure Raworth's ability as an electrification genius is highlighted in this superb book from when he took charge of the electrification infrastructure in the 1920 and 1930s until his retirement in 1946.

Raworth's innovative electricity distribution and control system was doubted by many engineers at the time, as they believed it would not work on longer routes from London to the South Coast. With his first scheduled LSWR electric service running in October 1915, phase one of electrification was completed in 1929, with overhead AC-powered EMs converted to DC types.

The volume contains photographs and maps detailing the extent of work done to electrify the Southern, along with pictures of early EMUs and some of experimental electric locomotives.

The Second World War had seen a slowdown of the project, and one casualty was the London to Hastings route, which had been



running specially-built narrow DEMUs needed for sections of the line. As it was estimated that electrification costs would have to include new narrow built electric trains for the line as well, the DEMUs continued in service and the line was not electrified until the 1980s.

AN ELECTRIFYING READ

The Ivo Peters Collection – Volume Ten: Private Railways 1961-1963



DVD (The Ivo Peters Collection, <https://ivopeters.co.uk> or telephone 0380 871077, 50 mins, £16.95)

HERE is some superb Ivo Peters colour film footage from the early 1960s! The first part of the DVD features the Bluebell Railway during 1962-63, and the Cadeby Light Railway with the Reverend Teddy Boston's locomotive *Pixie*.

The remainder is devoted to surviving industrial steam activity from the same era. We visit Bath Gas Works, the Port of Bristol, and Wirksworth stone quarries, and also the Buckminster and Exton Park standard gauge ironstone railways.

This fascinating programme concludes with an extended section featuring the Kettering Iron & Coal Company's 3ft gauge ironstone railway.

The original material has been excellently remastered from the 1988 one-inch VHS masters, Ivo Peters recording these lines on high quality 16mm colour film stock.

These surviving industrial lines are certainly some of the least known in the country and utilised a wide variety of steam motive power.

There is an excellent and informative commentary that really contributes to the appeal of the

programme. Strongly recommended to anyone with an interest in early railway preservation and the UK's industrial railways.

WINDOW ON RARELY-SEEN INDUSTRIAL LINES

HST: The Train That Saved Britain's Railways

By Andrew Royle (hardback, Crécy Publishing, 192pp, £20, ISBN 9781910809983)

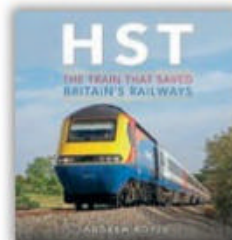
FOLLOWING on from his insider's book about Network Rail test trains, former NR engineer Andrew Royle has turned his attention to celebrating the five decades of High Speed Train operation since they were introduced in the mid-1970s.

Despite being a dedicated inter-city train type, the fleet has enjoyed a remarkable variety of use that still continues today – from front line work on the Western and Eastern regions to today's operations with CrossCountry, GWR, ScotRail, and NR.

Most of these many phases are covered in this book, which is effectively a pictorial documentary but backed up with detailed and informative captions.

Picture selection and quality is excellent – with a range of locations at stations, line sides, depots and museums – and they are all well reproduced on good quality paper.

This is recommended reading for fans of the class, and good value for a hardback book at this price.



PORTRAIT OF A MODERN ICON

Railway Reflections: Reminiscences of Steam in Scotland

By Stuart Sellar (softback, the Scottish Railway Preservation Society, <https://shop.srps.org.uk>, 96pp, £14.50 plus £3.50 p&p, ISBN 9781399907248)

THE author spent his working life on the railways around Scotland and, armed with his camera, amassed a large collection of photographs across the region. The standard of his work is well-known, and this collection put together for the Scottish Railway Preservation Society is of an equal high quality.

Many of the locations are well-known, too: from St. Margarets loco shed to views in the Highlands. In addition, working on the railway gave Stuart opportunities not afforded to other photographers, and this is reflected in this collection – including views on the Forth Bridge.

What makes these photographs different is Stuart's eye for picture composition. One favourite view is that of J36 0-6-0 No.673 *Maude* at the base of *HMS Lochinver*, possibly the only photograph taken at the site.

The text is edited by Brian J Dickson, but many of the photographs have Stuart's anecdotal stories attached. All profits from the sale of the book will go to the SRPS. **SCOTTISH RAIL PAST IN SHARP FOCUS**



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Photo credit: Richard Hilscox



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, exhibits and displays marking our long history.

Special guests include:

1901-built ex-Port Talbot Railway 0-6-0ST GWR No. 813 from the Severn Valley Railway

1881-built ex-GWR First Class Saloon No. 9044 from the Bodmin and Wenford Railway



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STAR LETTER

Ditch the Forties weekends – but move on to the Fifties instead?

I NOTE that in the light of recent events in the Ukraine several heritage railways have cancelled their proposed 1940s events: this is the only correct decision in the circumstances.

However, I suggest that it is possible, even at this late juncture, to salvage the expenditure of work and finance already expended on the preparation of these always very popular and well attended junkets by rebranding them as 1950s events.

Jubilee

This is especially relevant both this year as it marks HM The Queen's Platinum Jubilee and next year which sees the 70th anniversary of the Coronation. Any flags, bunting and the like could still be flown to celebrate the 1950s – put out the bunting and hold a party to celebrate the new queen!

Any vehicles which are considered relevant to the 1940s theme would be equally suitable for the following

decade – if a railway carriage or bus was built in the 1940s, it was still in service a decade later in many cases, especially the former. Indeed, Edwardian coaching stock was still in daily use on the North Eastern Region until replaced directly by diesel units – little wonder that these are so popular!

The railway rolling stock used during the events as rebranded would in many cases be a good deal more relevant as it all too often appears to consist (inevitably, given availability) of standard BR Mk.1 carriages – the later 1950s even saw these repainted maroon or in faux "Great Western" chocolate & cream. In the 1950s, even BR Standard steam locomotives become relevant – except the very last 9Fs!

Later in the decade we saw the earlier diesel locomotives and multiple units – so bring on the Class 20s, 31s, 40s, the Cravens DMUs and

others! 1950s rule, OK!

All clothes relevant to the 1940s theme could still be worn (except the execrable SS and Gestapo uniforms apparently beloved by some – good riddance!) along with other options of course such as Dior's "New Look". Do we have any teddy boys?

Even the occasional British uniform was to be seen on the streets as National Service did not cease until 1961 – and, of course, we still had the Yankees billeted upon us. So why not the 1950s?

Musical Interlude

Even the music relevant to the 1940s was still played and enjoyed during the following decade, as it is, of course, to the present. But there's more – later in the decade one has Elvis, Buddy Holly, Patsy Cline and many more. I think the 1950s beckon – anyone for the Tennessee Waltz?

It is also evident that the rebranding of the 1940s events in the suggested manner would enable the created nostalgia to be enjoyed by all without any attendant guilt consequent upon the recent appalling events, whilst utilising to the fullest possible extent both the money and efforts so far expended in the organization of the event and of the "hardware" – flags, bunting, vehicles etc – relevant to the period. Come on – celebrate the dawn of the new Elizabethan age!

Indeed, as the generations get older – to actually have lived in the 1940s one must now be aged at least 72 years – perhaps it is, any way and whatever world events, time to move on.

So is it roll out the 1950s and Rave On?

*J Whiteing,
Lockwood, Huddersfield*

Is the British government getting a bit confused?

THE Toyota factory in Derbyshire produces 360,000 cars a year, most of which will run every day from the time they leave the factory. Nissan in Sunderland adds another 350,000 vehicles.

Okay, the government has stated that no fossil-fuelled vehicles will be manufactured after 2030 but existing ones will be legal until 2045.

If all the working preserved steam locomotives in Britain were to run every day of the week, how much carbon, compared to those cars, would be emitted?

As it is, of course, the number of locomotives running at any one time will never be anything like that.

Isn't the total ban on coal mining in Britain a bit like the 1920s prohibition of liquor in America? If one small coal mine that produces good steam coal were to be kept operational for the use of its product by heritage railways, steamships and traction engines wouldn't that be cheaper (and less

pollutant) than shipping coal from overseas in diesel-powered ships?

Britain has a priceless heritage in those early transport assets and the amount of carbon they collectively discharge into the atmosphere would be negligible when compared to what was discharged a hundred years ago.

The planet cannot withstand unlimited carbon discharge but the amount discharged by heritage operations is well within its tolerance level.

A hundred years ago there were probably over fifty thousand railway locomotives pumping carbon into the atmosphere and that was not tolerable. Neither is the ridiculous attitude of political legislators.

There has been an old saying that everything in moderation is acceptable. Have they never heard that?

*David R Holt,
Queensland, Australia*

We must wait until we have an alternative

I have just unearthed my copy of issue 277 and read Alan Weaver's letter regarding the use of coal in the UK by importing it from Russia and elsewhere. I could not agree more with his arguments.

It is complete insanity to introduce a massive extra carbon footprint rather than use our own local coal.

Firstly, he invokes "common sense" which is only marginally more

common than crocks of gold at the end of a rainbow.

Secondly, this rush to end the use of fossil fuel before we have an alternative readily available is as bad as banning private vehicles from cities without first having put in place a public transport system.

Keep up the good work with the magazine.

*Tony Cashmore,
Nuneaton, Warwickshire*

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Supporting the campaign to save Bourne's Bridge 234

I'VE BEEN following your articles in *Heritage Railway* regarding saving the Midland & Great Northern Joint Railway's Bridge 234 at Bourne in Lincolnshire.

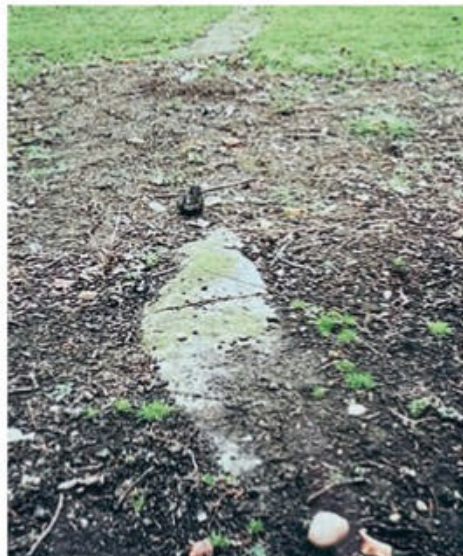
I fully agree that we should not lose our railway heritage, and after living in Bourne from the 1960s to the 1990s, I remember from my childhood the railway still being in situ but only used for a daily freight train until total closure.

Myself and a friend as schoolboys walked the closed line from Bourne to Lound Viaduct and back, going through Toft Tunnel. The lines had only been lifted but the ballast was still down.

I remember the total destruction of Bourne station, engine shed, and water tower.

Going back to the remains of railway infrastructure surviving at Bourne, my wife and I visited in 2009 to see the exhibition featuring the closure of the line in 1959 at Baldocks Mill Heritage Centre.

While in Bourne, I visited where the station and infrastructure used to be and there was very little to be found. But with a little bit of searching at the end of the lawns of the Red Hall, I found the filled-in



The remains of Bourne's turntable pit can be discerned in the lawn at the rear of the Red Hall, the Elizabethan manor house that was co-opted by the railway as a ticket office for Bourne station and which still stands today. STEFAN GRONKOWSKI

remains of the turntable pit, as can be seen in the photograph.

At the time I thought wouldn't it be nice to excavate and have it as a sunken garden and put the idea to Bourne United Charities, but I never received a reply.

Perhaps times have changed now and something could be done with



LMS Stanier 'Black Five' 4-6-0 No. 44915 at Peterborough East in 1964. It was withdrawn on December 9, 1967, and later scrapped. STEFAN GRONKOWSKI

what's left of our railway heritage in Bourne?

I wish good luck to the campaign to save and restore this bridge for future generations. Luckily, I can remember Bourne when it was a railway centre.

The photograph I took in 1964 at Peterborough East is the turntable

that was originally at Bourne and is now at the Nene Valley Railway.

*Stefan Gronkowski,
Cornwall*

→ To join Bridge 234 Preservation Society free of charge, email savebridge234@gmail.com or search for Bridge 234 Preservation Society on Facebook.

Hidden gem on the Bristol Harbour

JOHN Titlow's feature on the Bristol Harbour Railway (issue 291) has highlighted the plight of yet another historic antique locomotive not receiving its due amount of care in preservation. I am, of course, referring to Fox Walker 0-6-0ST No. 242 of 1874.

Realistically, unless one wants the sort of restoration undertaken by the Bluebell Railway in the late 1970s with *Baxter* or the Ffestiniog Railway with *Palmerston* and *Welsh Pony*, one would be talking about cosmetic restoration and secure covered display (on Bristol Temple Meads Station, perhaps?), but it would certainly be worth the effort, given the fact that is the most 'original' of the maker's three domestic survivals in design.

The cab and chimney are non-original and the feed pump has also been lost at some stage – all of

these matters could be corrected, of course.

The locomotive also has another historical claim to fame. If you discount the saddle tank profile (which is original – two 0-4-0STs by the same maker are known to have possessed it, one of which was owned by the Cardiff Railway, No. 200 of 1873) and imagine the maker's more usual round tank profile, then we have a locomotive virtually identical with Nos. 1 and 2 of the Whitland & Cardigan Railway, the latter of which after rebuilding above running board level by the GWR ended its days as East Kent Railway No.1.

Surely there is a case for cosmetic restoration of No. 242 providing two alternative tanks to cover its two design variants and bring out all of this?

Mark Smithers, email



Heading a Whistlestop Valley service is 1998-built Kitson Meyer 0-4-0+0-4-0T No.3 Hawk on February 27. DAVID BAMFORD

Top marks for rebranded Kirklees

I was fascinated to read Sally Clifford's feature on Whistlestop Valley, the former Kirklees Light Railway, in *Heritage Railway* issue 288.

Being from Sheffield, we have been regular visitors to the railway over the years and had another excellent visit on February 27.

Despite it being half-term and very busy, the railway staff were extremely friendly and helpful to us enthusiasts. Particular thanks should go to general manager Erin Towey,

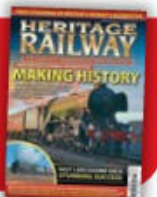
who organised lineside passes for me and my dad.

The rebranding is clearly working as trains across the day were very busy with lots of families, and I wish the Whistlestop Valley team the best of luck.

I cannot recommend it enough for enthusiasts, with a busy service in a beautiful location and great staff. I know we'll be back again.

*David Bamford
Sheffield*

SUBSCRIBE TODAY!
GREAT RATES – SEE PAGE 30.





The Great Western Society's new-build Churchward Saint 4-6-0 No. 2999 *Lady of Legend* will be making its second appearance on the Severn valley Railway during the April 21-24 Spring Steam Gala. No. 2999 is seen crossing Victoria Bridge on April 24 last year, when it first visited from its Didcot Railway Centre home. ALAN CORFIELD

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: Apr 14-24, 27-May 2, 4-8, 11-15.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.

Running: 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: B/Hs, Suns from Apr 3.

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 Light Railway

2ft gauge, one mile. Hayling Island, Hants. Tel: 07902 446340.

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: W/Es, B/Hs, Tues-Thurs in Apr & May + Apr 15, 18, 22, May 31.

Kent & East Sussex Railway

Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.

Running: W/Es, B/Hs, Weds & Thurs in Apr & May + Apr 15, 18, May 3, 10, 24, 31.

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 (ex. May 15), B/Hs, Weds & Thurs + Apr 19, 22, 19 + May 20, 30, 31

Mizens Railway

7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922.

Reopening: Easter Sunday, then TBA.

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: Daily.

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 + Apr 16.

Spa Valley Railway

Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.

Running: W/Es, B/Hs.

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: W/Es + Weds during sch hols.

Bodmin & Wenford Railway

Standard gauge, 6½ miles. Bodmin, Cornwall. Tel: 01208 73555.

Running: Apr 14-22, 24, 26-29 then W/Es + Tues-Thurs in May.

Bristol Harbour Railway

Standard gauge, 1½ miles. Princes Wharf, Bristol. Tel: 0117 352 6600.

M Shed Museum open: Tues-Sun.

Dartmouth Steam Railway

Standard gauge, seven miles. Paignton, Devon. Tel: 01803 555872.

Running: Daily.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon. Tel: 01884 855671.

Open: Apr 14-24, 30 then B/Hs, Thurs-Sun + May 30, 31.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Running: W/Es, B/Hs + Apr 20 + May 25.

Gartell Light Railway

2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752.

Running: May 2 + June 19.

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: Daily.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.

Running: W/Es, B/Hs, Tues-Thurs.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants. Tel: 01425 471415.

Running: W/Es + sch hols.

North Dorset Railway

Standard gauge, 1200ft. Shillingstone, Blandford Forum, Dorset. Tel: 01258 860696.

Open: Weds and W/Es.

Plym Valley Railway

Standard gauge, 1½ miles. Marsh Mills, Plymouth. Tel: 01752 345078.

Running: Suns, B/Hs + May 14, 28.

Seaton Tramway

2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.

Running: Daily.

Somerset & Dorset Railway

Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY. Tel: 01761 411221

Running: Suns + April 18, 20, 22, 23, 30, May 2, 21, 28, 30.

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

South Devon Railway

Standard gauge, seven miles.
Buckfastleigh, Devon. Tel: 01364 644370.

Running: Daily.

Swanage Railway

Standard gauge, six miles. Swanage,
Dorset. Tel: 01929 425800.

Running: Daily.

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, B/Hs, Tues & Weds + Apr
15, 21, 22, May 5, 6.

Yeovil Railway Centre

Standard gauge, ¾ mile. Yeovil Junction
station, Somerset. Tel: 01935 410420.

Running: Apr 17, 18, 23, 24, May 8, 22.

EAST ANGLIA

Bressingham Steam Museum

Narrow and standard gauge, one mile.
Diss, Norfolk. Tel: 01379 686900.

Open: Daily. Running: Weds-Suns.

Bure Valley Railway

15in gauge, nine miles. Aylsham, Norfolk.
Tel: 01263 733858.

Running: Daily.

Colne Valley Railway

Standard gauge, ¾ mile. Castle
Hedingham, Essex.

Tel: 01787 461174.

Running: W/Es & B/Hs.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne,
Essex. Tel: 01206 242524.

Open: W/Es & Weds.

Running: Apr 30, May 1, 2, 28, 29.

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: W/Es, B/Hs, Weds.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford,
Suffolk. Tel: 01449 766899.

Open: Suns, B/Hs. Running: May 28, 29

Nene Valley Railway

Standard gauge, 7½ miles. Wansford,
Peterborough, Cambs. Tel: 01780 784444.

Running: W/Es, B/Hs.

North Norfolk Railway

Standard gauge, 5½ miles. Sheringham,
Norfolk, NR26 8RA. Tel: 01263 820800.

Running: Daily.

Wells & Walsingham Railway

10¼in gauge, four miles. Wells-next-the-
Sea, Norfolk. Tel: 01328 711630.

Running: Daily.

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
+ Weds in sch hols.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles. Chinnor, Oxon.
Tel: 07979 055366

Running: Suns, B/Hs + Apr 16, 21, May
14, 21.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford,
Oxon. Tel: 01491 835067

Running: Apr 17, 18, May 1, 2, 8, 14, 15, 22.

Didcot Railway Centre

Standard gauge. Didcot, Oxon. Tel: 01235
817200.

Open only: Weds.

Running: W/Es, B/Hs.

Epping Ongar Railway

Standard gauge, six miles. Ongar, Essex.
Tel: 01277 365200.

Running: W/Es, B/Hs.

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: 01932 212235.

Running: Apr 17, 23, 24, May 21, 22.

Leighton Buzzard Railway

2ft gauge, three miles. Leighton Buzzard,
Beds. Tel: 01525 373888

Running: Suns, BHs + Apr 30.

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, May 8.

Amerton Railway

2ft gauge, one mile. Stowe-by-Chartley,

Staffs. Tel: 01889 271337.

Running: W/Es, B/Hs + Apr 20.

Apedale Valley Railway

2ft gauge, ½ mile. Apedale, Newcastle-
under-Lyme, Staffs. Tel: 0845 094 1953.

Running: W/Es, B/H.

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.

Cambrian Heritage Railways

Standard gauge, 1¾ miles (Oswestry), ¾
mile (Llynclys). Oswestry and Llynclys,
Shropshire. Tel: 01691 728131.

Running: B/Hs, Sundays + Apr 16, 30.

Chasewater Railway

Standard gauge, two miles. Walsall, West
Midlands. Tel: 01543 452623.

Running: W/Es, B/Hs.

Churnet Valley Railway

Standard gauge, 5¼ miles. Cheddleton,
Staffs. Tel: 01538 360522.

Running: W/Es, B/Hs + Weds.

Crich Tramway Village

Standard gauge, one mile. Crich,
Derbyshire. Tel: 01773 854 321

Running: Sats-Thurs + Apr 15, 22.

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: W/Es, B/Hs, Tues + Apr 14, 21,
22.

Echills Wood Railway

7¼in gauge, 1¼ miles. Kingsbury Water
Park, Sutton Coldfield.

Running: Suns, B/Hs + Apr 20, 22, May
4, 13, 14.



Visiting the Gwili Railway for the 2022 operating season, GWR No. 1369 crosses the B4301 road in a framed view from the Bronwydd Arms signalbox. JOSH HOLMES



Sweet Indian steam: Darjeeling Himalayan Railway Sharp Stewart B 0-4-0ST No.19B will be the star guest at the Statfold Barn Railway's June 11/12 Enthusiast Weekend. Built in 1889, it will be visiting from the private Beeches Light Railway, which was built by Adrian Shooter, who repatriated the locomotive from Hesston Steam Museum in the USA in 2003. JOEY EVANS

Evesham Vale Railway

15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.

Running: W/Es, B/Hs + sch hols.

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge, Staffs. Tel: 01782 396210.

Running: B/Hs + Suns from May 1 + Apr 20, May 28.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.

Running: W/Es, B/Hs, Tues-Thurs + May 27.

Great Central Railway

Standard gauge, eight miles. Loughborough, Leics LE11 1RW. Tel: 01509 632323. www.gcrailway.co.uk

Running: W/Es, B/Hs + Apr 19-21, 29.

Midland Railway – Butterley

Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.

Running: W/Es, B/Hs.

Northampton & Lamport Railway

Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.

Running: Suns, B/H Mons + Apr 16, 30.

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: Apr 16, 17, 18 23, 24, 30 then TBA.

Perrygrove Railway

15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.

Running: W/Es, B/Hs, sch hols, Tues & Thurs.

Rocks by Rail

Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.

Open: Tues & Thurs. Running: Apr 17, 18, May 1, 2, 15, 29.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs. Tel: 01538 269948.

Running: W/Es, B/Hs, sch hols.

Rushden Transport Museum

Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.

Running: Apr 17, 18 (Easter Bunny).

Severn Valley Railway

Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.

Running: W/Es, B/Hs, sch hols + Weds-Fris from May.

Statfold Barn Railway

2ft gauge, one mile. Tamworth, Staffs B79 0BU. Tel: 01827 830389.

Running: Apr 15-18, 30, May 1, 2, 7, 8.

Tanat Valley Light Railway

Standard gauge, 1½ miles. Nantmawr, Shropshire SY10 9HW.

Tel: 01691 780042. www.tanatvalleyrailway.co.uk

Open: TBA.

Telford Steam Railway

Standard gauge, one mile. Telford, Shropshire.

Running: Suns & B/H Mondays .

Toddington Narrow Gauge Railway

2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.

Running: Suns, B/Hs.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles. Bury, Lancs. Tel: 0333 320 2830.

Running: W/Es, B/Hs + Weds-Fris from May 11.

Eden Valley Railway

Standard gauge, 2½ miles. Warcop, Cumbria. Tel: 01768 342309.

Running: Suns, B/Hs + Apr 16.

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 + Apr 19, 20, May 3, 4, 11, 18, 24, 25, 31.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles. Near Ulverston, Cumbria. Tel: 01539 531594.

Running: Daily.

Manx Electric Railway and Snaefell Mountain Railway

3ft gauge, 17 miles (MER), 5½ miles (SMR).

Douglas, Isle of Man.

Tel: 01624 697473.

Running: Tues-Suns + Apr 18, May 16, 23, 30.

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: Sats, B/H W/Es + B/H Mons.

South Tynedale Railway

2ft gauge, 4¾ miles. Alston, Cumbria.

Tel: 01434 338212.

Running: W/Es + May 2, 9, 17.

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. Open: TBA.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs. Tel: 01772 815881. Running: Suns, B/Hs.

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: Daily.

Derwent Valley Light Railway

Standard gauge, ½ mile. Murton, near York. Tel: 01904 489966.

Open: Suns & B/H Mons.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles. Embsay, North Yorks. Tel: 01756 795189.

Running: W/Es, Tues + B/H Mons.

Heatherslaw Light Railway

15in gauge, two miles. Ford Forge, Northumberland. Tel: 01890 820244.

Running: Daily.

Keighley & Worth Valley Railway

Standard gauge, five miles. Haworth, West Yorks, BD22 8NJ. Tel: 01535 645214.

Running: W/Es, sch hols, B/Hs & Weds.

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, 30, May 1, 2, 22.

Middleton Railway

Standard gauge, 1½ miles. Hunslet, Leeds. Tel: 0845 680 1758.

Running: W/Es, B/Hs Mons.

North Tyneside Railway

Standard gauge, two miles. North Shields. Tel: 0191 277 7135.

Running: April 14, 15, 17, 18, 21, 24, 30 – May 2 then TBC

North Yorkshire Moors Railway

Standard gauge, 18 miles. Grosmont, North Yorks. Tel: 01751 472508.

Running: Daily.

Scarborough North Bay Railway

20in gauge, 7/8 mile. Scarborough, North

Yorks. Tel: 01723 368791.

Running: Daily.

Tanfield Railway

Standard gauge, three miles. Near Gateshead, Tyne & Wear.

Tel: 07508 092365.

Running: TBA.

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, Tues, Weds + Apr 14, 15, 18, 21, 29.

Whistlestop Valley Railway (Kirklees)

15in gauge, four miles. Huddersfield, West Yorks. Tel: 01484 865727.

Running: W/Es, B/Hs, + Apr 19-22, 29, May 6, 9, 13, 16.

Yorkshire Wolds Railway

Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.

Open: Suns, B/Hs.

WALES

Bala Lake Railway

2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.

Running: W/Es, B/Hs, sch hols, Tues – Thurs.

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.

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.

Apr 15-18 then Sats + B/Hs from Apr 30 + May 1.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,



The 2ft 6in gauge Welshpool & Llanfair Light Railway has announced that a second guest locomotive, Beyer Peacock standard gauge 0-4-0ST No. 1827 of 1879, will attend the May 20-22 Beyer Bash event celebrating the 120th birthday of the line's original two engines, No.1 *The Earl* and No.2 *Countess*. Seen inside the shed at its Foxfield Railway home on March 26, No. 1827 will run on a specially-laid length of standard gauge track at Welshpool. Until 1966, No. 1827 was the shunter at the Beyer Peacock works where Nos.1 and 2 were built. The other guest will be 2ft gauge Beyer Peacock 0-4-0+0-4-0 K1, the world's first articulated Garratt, which is currently based at the Statfold Barn Railway. DAVE SCRAGG

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.



THE Mid-Norfolk Railway has hired privately-owned former NCB Hunslet Austerity 0-6-0ST No. 3844 of 1956 as its second steam locomotive for the new season. It has arrived at the railway, and will run alongside resident BR Standard 4MT 4-6-2T No. 80078 on the railway's steam days. The engine began its working life at the Graig Merthyr Colliery in

South Wales, where it was used until June 1978.

It remained in the Graig Merthyr engine shed until 1986 and was then moved to the Cefn Coed Colliery Museum at Crynant, near Neath, to act as the Gate Guardian.

In 1997 it was purchased by Chris Theaker and became part of the Appleby-Frodingham Railway

Preservation Society at Scunthorpe, where its restoration was started.

During restoration, it was given its current identity as United Steel Company Limited No. 22 and a crimson livery. It returned to steam in 2010, and is seen running on the Nene Valley Railway.

Over-running engineering works delayed the start of the Mid-Norfolk's

operating season. The Mothering Sunday event on March 27 turned out to be a static one, with afternoon high tea served in a carriage at Dereham.

The line will now reopen for a steam service on Saturday, April 30 for the bank holiday weekend, after which both steam and diesel locomotives will run to a normal timetable.

MICHAEL ALDERMAN/MNR

Gwynedd. Tel: 01341 250362.

Running: W/Es, B/Hs, sch hols, Tues-Weds.

Ffestiniog Railway

2ft gauge, 13½ miles. Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Daily.

Gwili Railway

Standard gauge, four miles. Bronwydd Arms, Carmarthenshire. Tel: 01267 238213.

Running: Suns, Weds, Thurs, B/Hs + Apr 16.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Suns-Fris + Apr 16, 23.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile. Cynheidre, Carmarthenshire. Tel: 07956 082305.

Running: Apr 16, May 14.

Llangollen Railway

Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.

Running: Weds-Suns + B/Hs.

Pontypool & Blaenavon Railway

Standard gauge, 3½ miles. Blaenavon, Torfaen. Tel: 01495 792263.

Running: W/Es, B/Hs.

Rhyl Miniature Railway

15in gauge. Rhyl, North Wales.

Tel: 01352 759109.

Running: Apr 15-24 then W/Es & B/Hs.

Snowdon Mountain Railway

800mm gauge, 4½ miles. Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talyllyn Railway

2ft 3in gauge, 7½ miles. Tywyn, Gwynedd. Tel: 01654 710472.

Running: Daily.

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.

Welsh Highland Heritage Railway

2ft gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.

Running: Apr 14-18, 21-23 then W/Es, B/Hs, Weds.

Welsh Highland Railway

2ft gauge, 26 miles.

Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Apr 14-24, 26-May 5, 7, 8, 10-12, 14, 15.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles. Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: W/Es, B/Hs, Tues-Thurs + May 20.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.

Running: W/Es, B/Hs, Tues.

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: W/Es + Apr 15, 29.

Lathalmond Railway Museum

Standard gauge, ½ mile. Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.

Tel: 07379 914801.

Running: Suns.

Leadhills & Wanlockhead Railway

2ft gauge, ¾ mile.

Leadhills, South Lanarkshire.

Running: TBA.

Royal Deeside Railway

Standard gauge, 1¼ miles. Banchory, Kincardineshire. Tel: 01330 844416.

Running: Apr 17, May 1.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.

Running: Thurs-Suns + B/Hs.

IRELAND

Downpatrick & County Down Railway

5ft 3in gauge. Downpatrick, Co. Down.

Tel: 028 4461 5779. Running: TBA.

Railway Preservation Society of Ireland

5ft 3in gauge. Whitehead, Co. Antrim.

Tel: +44 28 9358 6200. Open: Museum

open Thurs to Sat. Running: TBA.



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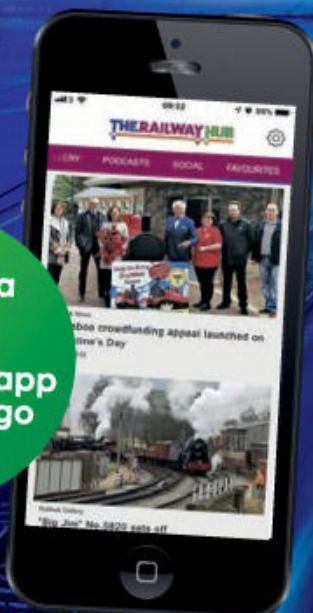
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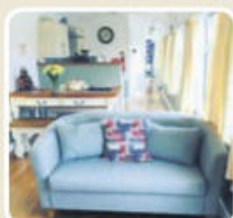
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VOL 239 WALES & THE MARCHES - A STEAM MISCELLANY

Wales & The Marches A Steam Miscellany has been compiled largely from previously unseen footage entirely taken by the late Ellis James-Robertson from Worcester. We begin at Bangor on 7 April 1961 before a move to South Wales for a visit to the Swansea & Mumbles Railway; the first passenger carrying railway in the World with both colour and monochrome film. Ellis travelled on the SLS 'Farewell to the Cambrian Railways' rail tour that ran on 17 January 1965. Then continuing along the Central Wales route from Swansea Victoria via Gowerton South, Pontardulais, Llandovery, Cyngord Viaduct, 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 Brynkir including double-headed summertime specials. Ellis also filmed the last inbound freight train to Lydbrook Junction from Gloucester via Ross-On-Wye and Kerne Bridge. The time period for the majority of the film is between about 1960 and 1966. Motive powers includes: 14xx, 2251, 28xx, 57xx, Hall, 78xx, 94xx, MR 0-4-0 Dock Tank, 412xx, Fairburn 2-6-4T, Black 5, 465xx, Royal Scot, 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.

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Notice is hereby given, pursuant to Rule 14.29 of the Insolvency (England & Wales) Rules 2016 that I intend to declare a First and Final dividend to unsecured creditors of the company within a period of two months from the last date for proving specified below.

Creditors who have not yet done so must prove their debts by delivering their proofs, together with such documentary or other evidence necessary to substantiate the claim, to me at MHA Monahans, 38-42 Newport Street, Swindon, SN1 3DR by no later than 27th April 2022, which is the last date for proving.

Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend or any other dividend declared before their debt is proved.

Office Holder details: Steve Elliott, appointed Liquidator on 4th September 2021, of MHA Monahans, 38-42 Newport Street, Swindon, SN1 3DR. Tel: 01793 818300.

Email: steve.elliott@monahans.co.uk

Dated: 23rd March 2022

Steve Elliott MIPA, Liquidator

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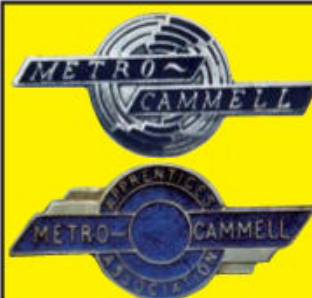
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Your lighter takes

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

LNER green is the colour!

By Robin Jones

PERSISTANT critics of the LNER green livery carried by North Norfolk Railway-based B12 4-6-0 No. 8572 have been silenced by a popular vote.

In a bid to end the stream of comments from people voicing a dislike of the colour as applied to the B12, its owner, the Midland & Great Northern Joint Railway Society, opted to carry out a poll among members between early December and the end of February to see whether the optimum choice was LNER green or lined BR black.

Submissions that arrived minus a membership number were discounted, along with duplicated votes.

A total of 862 members voted, and LNER green won by 551 to 311. Some respondents even sent donations with their vote.

One voter commented: "Green of course! While I consider that the BR lined black scheme is more appropriate and looks great, I believe that the LNER apple green is more appealing to the visiting public and



Left: LNER B12 4-6-0 No. 8572 in the preferred livery of the majority of its owning group. MGNJRS

therefore more effective in bringing in the cash, unless the 9F (No. 92203 *Black Prince*) is painted green instead."

Another said: "Far too many black locos in the world, thanks for asking", while one added: "Being in apple green, the loco stands out from other locos – as it should do as the line's premier loco."

Another member reminisced: "As a teenager, I remember B12s and B17 *Sandringham* in apple green and it's been lovely to see it so these past few years, but most people around

now recall them in BR lined black. I'm nearly 89 so maybe it will last another 10 years."

Others voiced different points of view. "Great in green – better in black!" said one voter. "Having seen 61572 in BR service and hauled by it from King's Cross to Doncaster in April 1960, I have fond memories of BR black. However, it does look nice in green, especially on teak stock. Could the loco be in green for six years then black for six years?" suggested another.

One said BR black is "the standard BR colour we all remember and steam railways are all about memories."

There are those who might follow the line of motor magnate Henry Ford, who in 1909, when referring to his Model Ts, said: "Any customer can have a car painted any colour that he wants so long as it is black."

However, it now seems a foregone conclusion as to which livery No. 8572 – which will be withdrawn in October for its 10-yearly overhaul – will carry upon its return.

Artistry and the signalbox appeal

WYMONDHAM-BASED Amelia Bowman has become the latest artist to offer her talents to help her local heritage railway.

Angela has teamed up with the Mid-Norfolk Railway to support the line's signalbox appeal, as highlighted in our last two issues.

Amelia is an artist who creates what are known as intaglio collagraph prints and hand-drawn digitally coloured pattern designs, which she incorporates into her collagraphs using an additional technique called chine-collé.

She then creates reproductions in the style of old railway posters for some of the locations she represents in her work. The railway is therefore benefiting from a specially-created limited edition poster print, with the

proceeds of sales being donated to the railway's ongoing appeal.

The money from the appeal is paying for the restoration to working order of the recently arrived Victorian signalbox from Spooner Row on the Norwich-Ely line that is now at Wymondham Abbey Station on the Mid-Norfolk Railway.

Amelia said: "Wymondham is my hometown and the Wymondham Abbey station is part of its inherent intrigue and beauty."

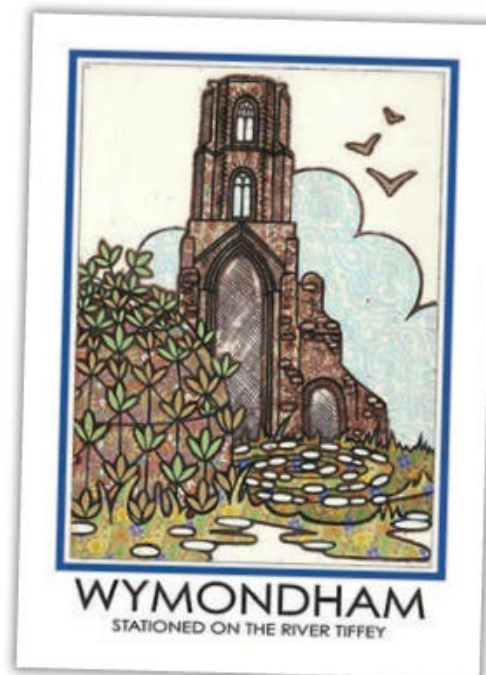
Pre-loved

"I believe this signalbox will be a wonderful addition and wholeheartedly support the pre-loved aspect. I can't wait to see it up and running and to be able to say that I helped in some small way!"

Leading the restoration project for the line is Peter Singlehurst, who added: "The railway is extremely grateful to Amelia for her generous support to the project and we hope that the new view at Wymondham will inspire her to create more art in due course".

The limited edition poster print created by Amelia is available to buy online for £30 at www.jarrold.co.uk/departments/house-and-home/home-accessories/art-prints-and-ornaments/amelia-bowman-special-edition-signed-wymondham-abbey-poster

The Wymondham Abbey signalbox appeal is still open and donations can be made via www.midnorfolkrailway.co.uk/donations



Amelia Bowman's collagraph poster, which is raising funds for the Mid-Norfolk Railway's Wymondham Abbey station signalbox appeal. MNR

NEXT ISSUE

Issue 293 out May 13

The Hudswell Clarke & Company Ltd collection has come home... to the Leeds Industrial Museum. Sally Clifford finds out more.

PLUS

HOLDEN F5 IS TAKING SHAPE AT TYSELEY

It may not be a main line contender, but this new-build 2-4-2T is now making rapid progress, reports Owen Hayward.



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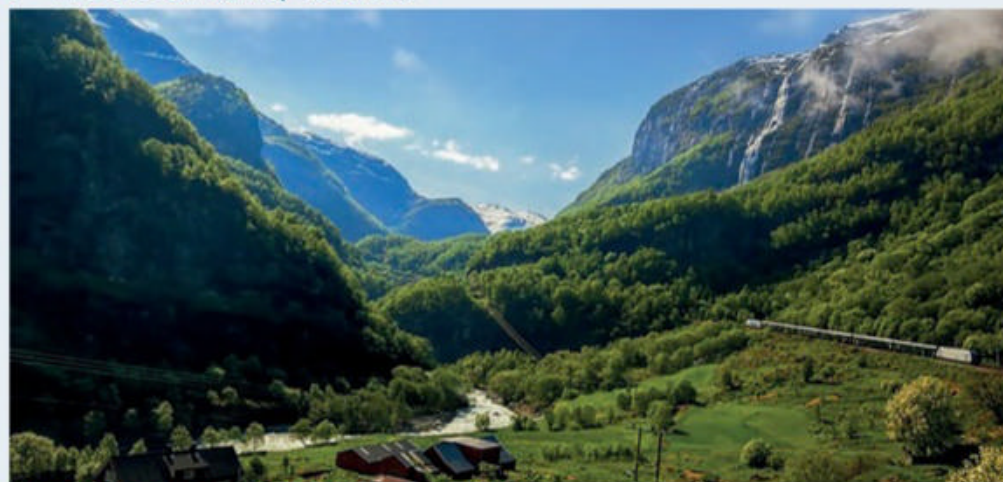
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