SIR NIGEL GRESLEY STARS IN SEVERN VALLEY GALA SPECTACULAR

ISSUE 293 May 13 – June 10, 2022

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

HRA TO MEET WELSH GOVERNMENT OVER

Coal crisis

Lancashire & Yorkshire
'Pug' runs again after 52 years

EXCLUSIVE
Steam loco rescued from Eastern Ukraine

■ DERRY GIRLS TAKE THE HERITAGE TRAIN ■ COLNE VALLEY TRAIN 'BLOWN UP' FOR BOLLYWOOD FILM ■ NEW HOLDEN F5 'ON WHEELS BY END OF 2022' ■ SOUTH DEVON RAILWAY CELEBRATES 150TH ANNIVERSARY ■ NEW CEO FOR MID-HANTS RAILWAY TRUST

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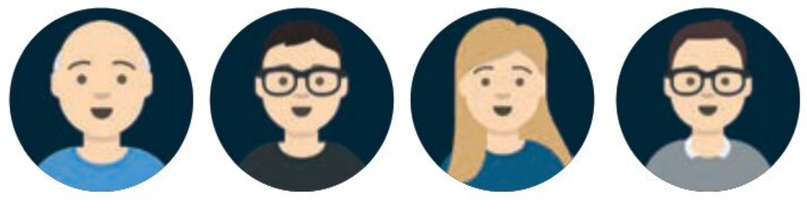

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LSWR Urie S15 4-6-0 No. 506 passes Rookwood Lane on April 30 during the Mid Hants Railway's spring steam gala. See News, page 14. STEPHEN MORLEY

Don't let them call time on our spring

I was delighted to be able to attend the recent 'Obby 'Oss celebrations at Padstow, returning after a three-year absence due to the pandemic. This festival, usually held on May 1 or the Monday immediately afterwards, is one of Britain's great folk traditions, an ancient custom which heralds the advent of spring in all of its multi-coloured glory.

However, I had already been enamoured by the many delights of spring which that are in blossom throughout the heritage railway sector.

Superb early-season weather has made for some truly spectacular spring galas, as we report this issue. Then we see the fruits of the labours of the tireless army of volunteers who have worked tirelessly when conditions permitted during the days of lockdown.

I was particularly delighted to learn about Lancashire & Yorkshire 'Pug' 0-4-0ST No.19 which has run again after an absence of 52 years, and the resteaming of the boiler of BR 2MT No. 46464 at the Strathspey Railway after 43 years.

Who would not have been enthralled by the sight of A4 No. 4488 *Sir Nigel Gresley* hauling an LNER teak set of coaches on the Severn Valley? Then there are the hugely-commendable efforts of Exmoor Associates, a group which is in the process of acquiring three strategic sections of original Lynton & Barnstaple Railway trackbed as a pivotal step forward to realising a long-held North Devon dream.

However, much is going on behind the scenes to tackle the appropriately-shaded big black cloud on our horizon – the worsening threat to our coal supplies.

We will argue with much justification that the carbon emissions from steam locomotives are so miniscule that an exception must be made for the sake of our heritage. However, far from bemoaning the situation, several heritage lines have been proactively conducting trials of alternative and sustainable fuels.

As far as the general public is concerned, steam traction remains the predominant image and appeal of our sector: lose it and the days for many venues are likely to be numbered.

That would be a disaster for those venues and the localities where the steam railway is the main visitor attraction; drawing in tourists who spend money in local shops, pubs, restaurants and accommodation, supporting countless jobs of workers well outside the railway sphere.

I cannot but applaud the Welsh Government for its willingness to meet with the Heritage Railway Association and discuss what can be done to address the coal dilemma. Ironically, it was in South Wales where Richard Trevithick gave, in 1804, the first public demonstration of a railway locomotive. And it was where, in 1951, the volunteer-led revival movement began with the green shoots of the Talyllyn Railway, which has earned the HRA's Peter Manisty Award for 70 years of excellence.

I hope and pray that such talks bear fruit, even if they lead merely to a breathing space of a few years under stringent conditions until such time as the alternatives are available and affordable.

When it comes to the emissions that impact on climate change, figures show that heritage steam in all of its manifestations is nowhere near the bottom of the list – it is not even on the list!

Robin Jones Editor

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COVER: On April 22, LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* drifts through Lincoln with the London to Edinburgh leg of the Railway Touring Company's nine-day 'Great Britain XIV' tour. ALAN WEAVER

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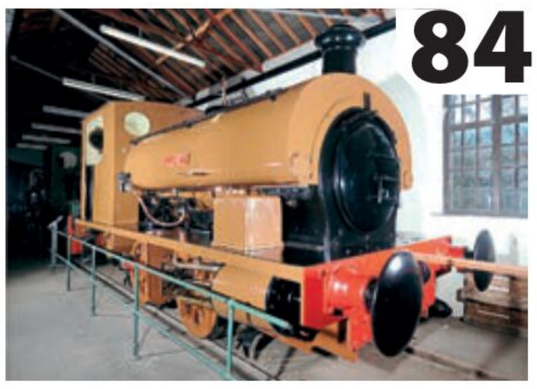

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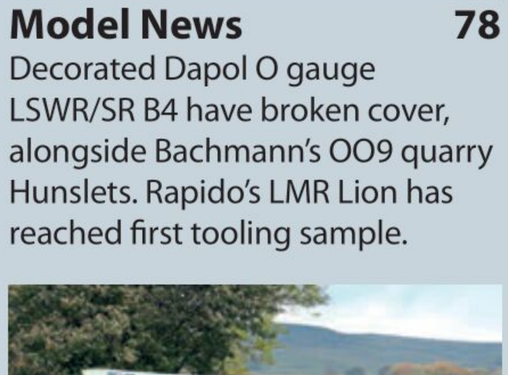

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Welsh Government will hear case for British steam coal

By Robin Jones

THE Welsh Government has agreed to meet with the Heritage Railway Association to discuss the worsening coal crisis which is threatening the sector, a major player in the UK tourist economy.

Following an approach from an unnamed Senedd AM (Welsh Parliament assembly member), a cabinet member has agreed to hold a meeting with representatives of the HRA who will be making the case for a ready supply of coal to be made available to steam railways, at least in the short to medium term during which alternative and sustainable fuels which could power historic locomotives are explored and developed.

As reported last issue, the HRA has written to both the UK and Welsh governments to request that at least one mine remains open to provide essential fuel to keep steam services running, both on heritage railways and the main line, at a time when national policies are targeted towards reducing coal consumption as a key measure in the battle against global climate change. A date for the meeting had yet to be set as we closed for press, and no reply had yet been forthcoming.

In a bid to redress the balance of the argument the HRA, which represents more than 170 working heritage lines, is now targeting top government policy and decision makers across the UK to convince them that the future of steam is vital to the nation's economy and culture.

While local elections have left both regional and national decisions on ice in recent weeks, the end of the pre-vote 'purdah' period is expected to see a rapid change of pace.

Heritage Railway Association chief executive Steve Oates said: "Behind the scenes everyone at the HRA has been working with key partners on the challenge of finding a long-term, sustainable solution to the coal problems that are really starting to bite for our heritage railways.

"It's vital that we help politicians and other key decision makers understand that this could be make or break for heritage rail. We need them to recognise that locomotives such as *Flying Scotsman* are as much an icon of UK culture as Big Ben.

"We need them to recognise that heritage rail is an essential part of the UK tourism industry and generates around half a billion pounds a year. And we need them to recognise that without a secure source of fuel for our steam locomotives that could all vanish."

The Advanced Steam Traction Trust has been working with the HRA on analysing data from early trials of alternative fuels such as Ecoal and gathering first-hand experiences from railways where a variety of fuels have been used since the sudden end of steam coal production at the Ffos-y-Fran mine in South Wales. Early indications are that the alternatives could hold potential, but lengthy and costly research and development is likely to be needed before they can provide a viable solution for all heritage rail users.

A dedicated coal working group has been set up by the HRA, led by vice chairman Chris Price of the North Yorkshire Moors Railway. The group is keeping close tabs on remaining stocks in the UK and working closely with suppliers to ensure the most up-to-date information can be provided to HRA members.

In recent weeks, several heritage lines have expressed concern that their coal stocks might not last through the summer.

Glimmer of hope

HRA officials have also been encouraged by soundings from Westminster that serious consideration is being given to permitting a new deep coal mine near Whitehaven in Cumbria to be opened, despite protests from the green lobby.

"Although it might not provide a direct source of fuel for steam locomotives, it is hoped that a changing stance could signal a wider recognition of the need for controlled extraction of UK coal for certain sectors where no viable alternative is currently available," said a HRA statement.

"Statistics prepared for previous coal mine planning applications have demonstrated that the overall environmental impact for UK-mined coal is far less than for imported coal.

"Heritage rail is a small volume user of the highest quality coal, which produces the least pollution. It has been estimated that just 0.02% of Co2 emissions in the UK are caused by heritage steam (including road and traction engines). Perversely, the environmental impact of heritage steam could be hugely increased – along with the costs – if the only option is to import coal from nations as far afield as Columbia or even Australia.

Steve has also called for a combined voice on coal in the heritage steam world, fearing that disparate messages could lessen the chances of success within the halls of power.

"If we're going to succeed in securing a long-term fuel for steam locomotives, then we all need to be singing from the same song sheet. We need to provide a solid and consistent case for heritage rail to all UK governments and local or regional authorities.

"We can't do that by pulling in different directions," he Steve.

"Coal is an issue that unites railways big and small, standard gauge or narrow gauge, together with the road steam and maritime steam communities. But even the biggest heritage railways are not going to make a difference working alone, the scale of the challenge is just too big. If we work together though, I think there's a real chance that our voice will be heard because we can make a really strong case as a sector."

Back together after four decades

STEPHENSON Steam Railway, in association with the North Tyneside Steam Railway, held the *Victor* & *Vulcan* Reunion Gala over the May bank holiday weekend.

***Victor* and *Vulcan* were two of three Bagnall New Standard 18 0-6-0STs (Nos. 2994 and 2996) specifically designed for Port Talbot steelworks and built in 1951. They last saw service on the internal system at British Leyland's Longbridge factory in Birmingham from where they were bought in 1973 for the nascent West Somerset Railway, on which *Victor* was the first locomotive used.**

No. 2994 was sold in 1986, and is now at the NTSR. No. 296 was sold three years later and eventually ended up at the Lakeside & Haverthwaite Railway.

The reunion had been postponed for two years because of the pandemic.

The pair are seen double heading a passenger service together bound for Middle Engine Lane. MATTHEW DITCH

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Prairie pair Nos. 4555 and 5526 approaching Hood Bridge on the 2.57pm Buckfastleigh to Totnes Riverside with GWR coaches Nos. 1645, 1295, 2434 and 9044 on April 30. DAVID HUNT

South Devon Railway marks 150th anniversary of Totnes to Ashburton line with 'living history'

THE South Devon Railway held a special gala over the bank holiday weekend of April 30 to May 2 to mark the 150th anniversary of the opening of the Buckfastleigh, Totnes & South Devon Railway, which opened between Totnes and Ashburton in May 1872.

The SDR had originally planned for GWR 0-6-0ST No.813 to visit from the Severn Valley Railway, but unfortunately it failed the week before (see pages 48-53).

However, it led to a happy homecoming for GWR prairie No. 4555, the first locomotive to be preserved on the then Dart Valley Railway in 1965.

It was borrowed by arrangement with the East Somerset Railway, which currently has it on loan, and owner the Dartmouth Steam Railway,

Furthermore, the SDR was able to run two historic GWR carriages for the first time.

GWR First Class Family Saloon No. 9044 provided visitors with a taste of Victorian luxury. The oldest preserved GWR bogie carriage, it is only nine years younger than the SDR!

GWR 'Toplight' Corridor Third No. 2434 provided a slightly less luxurious – but still very smart – travelling experience. Both carriages are on loan from the Bodmin & Wenford Railway and entered service after a schedule of work on the running gear was completed at the SDR: It was the first time that No. 2434 has operated in preservation.

Setting the scene

From the home fleet, GWR 0-6-0 PT No. 6430 and prairie No. 5526 helped provide an intensive service including auto and demonstration goods trains, the highlight being 4555 and 5526 double heading on a set of four GWR carriages.

Actors from the Ceridwen Theatre Company appeared at Buckfastleigh as working class Victorian couple Frank and Eliza, telling visitors about the opening of the railway and how it affected life for locals at the time. The SDR's Routemaster bus provided a link to Ashburton, the original terminus, and a ceremonial Corsican Pine tree, the species of tree the GWR regularly used at its stations, was planted as a legacy for the 150th anniversary.

Despite overcast weather, the event was very busy and attracted many visitors, several in Victorian attire. Trains had to be strengthened with extra carriages to cope.

General manager Ernest Elsworth-Wilson said: "It was brilliant to see the railway busy with many happy visitors at our first major gala since March 2020, and we are glad to have been able to celebrate such a major anniversary in our line's history with some style. The visit of 4555 and the GWR carriages really helped to showcase our railway.

"Having Frank and Eliza on hand as our Victorian hosts bolstered the 'living history' experience we aim to provide, and we hope that alongside an interesting set of railway operations we also provided some historical insight to a period often forgotten in preservation."

Former resident GWR 2-6-2T No. 4555 approaching Hood Bridge with the 4.25pm Buckfastleigh to Totnes Riverside demonstration freight on April 30. DAVID HUNT

The South Devon Railway agreed to send London Transport-liveried pannier No. L92 (5786) to the East Somerset Railway in exchange for borrowing No. 4555 for the gala. In what was the first run by a pannier at the EST since 2007, No. L92 is seen near Mendip Vale station on April 30. KEITH MARSHALL

New CEO appointed for reformed Mid-Hants charity

THE Watercress Line Heritage Trust has appointed Amanda Squires as its new CEO.

She will be joining the charity from August 1 from her current position at Brooklands Museum as chief operating officer.

The position was created following the Mid-Hants Railway plc and the Mid-Hants Preservation Society restructuring to improve the overall governance of the Watercress Line's activities and division of responsibilities, after careful consideration of the challenges likely to be faced over the next 20-30 years.

Accordingly, the society became a charitable trust earlier this year, which will open up better access to gift aid opportunities.

Amanda will be responsible for developing and implementing a strategic plan for the line as well as leading its delivery.

Exciting new chapter

She said: "I am honoured to have been chosen to become the first CEO of the Watercress Line and am delighted to have the opportunity to lead the organisation through its next exciting chapter.

"I am really looking forward to working with staff, volunteers, members and partners to ensure it continues to thrive for future generations by building on its enviable history of success as a much-loved visitor attraction and nationally important heritage railway."

Amanda also spent 11 years working at the Royal Albert Hall in London, during which she held the position of head of operations before becoming director of building and operations.

MHR Ltd chairman Alison Houghton added: "Her extensive experience in the heritage leisure industry will ensure that the railway can thrive as a visitor attraction.

"It will also ensure that preservation of this important part of Britain's industrial heritage remains at the heart of everything we do."

Steam locomotive saved from eastern Ukraine by enthusiasts

WORLD EXCLUSIVE

By Bill Parker

BRAVE Ukrainian steam enthusiasts have spirited away a heritage narrow gauge locomotive from a city in the east of the country – believed to be among the next to be targeted by Russian armed forces.

The tiny 80-year-old 2ft 7in gauge 0-4-0T No.100.13 was moved on April 14 from Dnipro to relative safety 500 miles west in Ternopol. Dnipro is Ukraine's fourth biggest city, with a million inhabitants, and lies about 150 miles north-west of Mariupol and less than 50 miles from the nuclear plant at Zaporizhzhia which is under threat from Russia.

It is a case of history repeating itself, for No.100.13 was built for the Nazis in the Second World War, seized as reparations by the USSR after Germany surrendered, and is ironically now fleeing a war zone again.

No. 100.13 began its adventurous life in Croatia in 1942, in the wagon works in Brod, works number 9324, where it was built on behalf of the Vienna Locomotive Works in Austria, which was busy with its own wartime contracts.

Weighing less than 12 tons, its wheels are little more than 2ft in diameter. By British standards it is not the most attractive, but it is definitely a steam engine! Hitler needed steel, and the famous steelworks of Donauwitz in Styria, Austria, was far from British-based bombers, more than twice as far as the Ruhr. It was close to enormous supplies of high-grade iron ore and therefore in 1941-42 was greatly expanded to supply the German war machine.

Loading No. 100.13 on to a truck at Dnipro on April 14. DIMITRY BARBARIKA

Removing a bearing from No. 100.13 at Ternopol. DIMITRY BARBARIKA

Wartime acquisition

This expansion led not only to the acquisition of No. 100.13 to serve the furnaces, but also for the Deutsche Reichsbahn to order the two extraordinary 2-12-2 rack locomotives of the 97.4 class – needed to bring the iron ore from Eisenerz by railway.

One of these locomotives, now with its Austrian number 297.401, is preserved at Vordernberg Markt in Styria.

At the end of the war the Soviets invaded Austria and took whatever they could back to the USSR, including whole factories. In 1946 No.100.13 was taken more than 1000 miles east to the Soviet Union and put into service at another steelworks, this time at Dnipropetrovsk, which we now know as Dnipro.

The engine worked for 30 years serving an open-hearth steel furnace, on a 790mm gauge line of only about 250m, retiring in 1976 to a plinth in a socialist children's camp, from which it was moved back to the steelworks in 2004 as a monument.

Now, like so many other Ukrainians, it has moved west, hoping not only to avoid the war but for a better life.

It now belongs to a little 750mm heritage railway museum at Korostiv, about 75 miles south-west of Lviv, not far from the Polish and Slovakian borders, so well away from the Russians – at least for the moment.

After regauging in Terespol, it will be taken to Korostiv for assessment, and hopefully in due course will become this heritage line's working steam engine.

Certainly all of us at The Flour Mill would like to help. I had the good fortune to visit both Simferopol in the Crimea, if only the airport, and then Odessa, for two days back in 1967.

Although I have never returned, when the Russian invasion began I contacted Stephen Wiggs, of the New Europe Railway Heritage Trust, to ask if there was any way we could help their heritage railway people.

He put me in touch with Austrian enthusiast Wolfram Wendelin, who gave me details of an account set up by the Ukrainian Central Bank to donate money directly to their armed forces, to which I was happy to contribute. A week later, he sent pictures of this remarkable survivor, first of it escaping Dnipro and then of the motion being taken off so the wheelsets could be removed.

Both Wolfram, and Dimitry Barbarika, of the Korostiv Railway Museum, assure me that it is safe to visit, and Stephen says that the Carpathian mountain scenery is superb!

Austrian-built steelworks 0-4-0T No. 100.13 lifted off its plinth in Dnipro at the start of its 500-mile journey to comparative safety in the west of Ukraine. DIMITRY BARBARIKA

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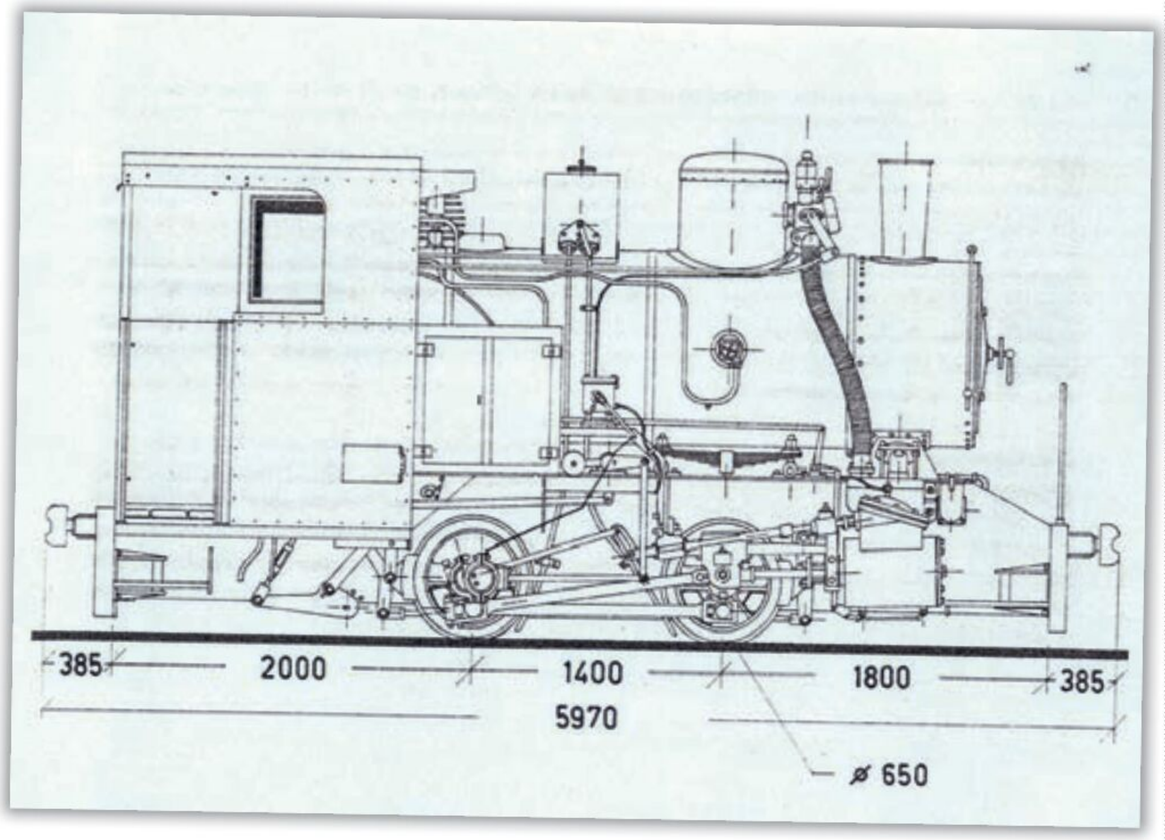
Removing motion from No. 100.13 after it arrives at Ternopol. DIMITRY BARBARIKA



A standard drawing of this class of engine.

Built for the Nazi war effort around the same time as No.100.13 and at the other end of the size scale was this DR 97.4 class 2-12-2 rack locomotive No. 297.401, now preserved at Vordernberg Markt in Styria, Austria. WASSEN/CREATIVE COMMONS

Model train fair organisers target £100,000 for stricken residents

By Geoff Courtney

ONE of the country's leading organisers of model train and toy fairs is close to raising £100,000 in a fundraising and humanitarian venture that donates food and specialist medical supplies from Poland to Ukraine's beleaguered residents and returns with refugees fleeing the conflict.

Barry Potter, his son Ellis, and daughter-in-law Valentina run Northamptonshire-based BP Fairs, which was founded in 1979 and holds model train and toy collectors' fairs at such venues as Sandown Park and Doncaster racecourses, the NEC Birmingham, and Bolton stadium.

Ukranian-born Valentina, who has lived in the UK for 20 years, and her 51-year-old husband Ellis also run Riverside Hub, an indoor play centre in Northampton.

With Valentina still having family and friends in Ukraine, the couple launched the fundraising campaign three months ago with a £20,000 donation, and to date more than £80,000 has already been raised.

"We could not just sit back and watch what was taking place in Ukraine and do nothing," said 39-year-old Valentina.

"Fortunately we have trusted contacts over there, so we were able to set up a system which really works."

That system, she explained, involves sending the funds directly to Poland for buying such vital items as food and medical supplies, which is delivered to Ukraine in a 50-seater coach that returns to Poland full of Ukrainians fleeing the conflict. "Over the past month the coach has delivered aid to an orphanage, hospitals, and even bomb shelters," she said. "No one knows how long this will all last, and how long we can continue with these aid deliveries, so we are doing all we can right now to help those over there. Every penny donated is spent on aid and everyone involved is volunteering – we are not frittering away people's money on wages or advertising."

Ellis added: "It was surprising how quickly we got to £50,000 after the campaign's launch, and although it slowed down a little after that, we've now topped £80,000 and are hoping to reach £100,000."

Match funding

He said local schools had showed support, which included pupils wearing Ukraine's national colours of blue and yellow, and pledged that Riverside Hub would match funds raised by the schools.

Valentina's campaign is being enthusiastically promoted by Thornaby-based Vectis, one of the world's biggest model train and toy auction houses, whose managing director, Vicky Weall, said: "We are only too happy to support this very worthy cause, and hopefully by placing details on our Facebook and Twitter accounts we will enhance donations."

BP Fairs' next event is on May 21 at Sandown Park racecourse in Surrey, which will feature 500 stalls and is billed as 'Europe's No. 1 toy collectors' fair,' with venues for next month's fairs being Stafford County Showground on June 19 and Bolton Stadium a week later.

Details of how *Heritage Railway* readers can donate to the campaign may be found online at www.hubhelpukraine.org

Role model: Valentina Potter takes a break from fundraising for the Ukraine to admire part of her father-in-law Barry's model train collection. She and her husband Ellis have to date raised more than £80,000 in aid of the war-torn country's residents, that sees vital supplies going in and refuges taken out. ELLIS POTTER

Train rides to help Ukrainian refugees

FORMER British Airways and Virgin Airways flight engineer Neville Boulton raised £642 to help Ukrainian refugees by opening up his miniature railway in Great Bulkington, Wiltshire, to the public on Easter Monday.

He laid on 58 trips for visitors on the 1000ft-long 5in gauge track and stopped only when the batteries ran out. At one stage there were 250 people in his garden.

Neville, 89, has joined other villagers in raising funds to help support four refugees due to arrive from Germany.

In 2005, his railway entertained Ukrainian children recuperating from the Chernobyl disaster.

Beachy Head to have boiler by summer

CONSTRUCTION of LBSCR Class H2 Brighton Atlantic No. 32424 *Beachy Head* on the Bluebell Railway looks set to take a major step this summer with the boiler due to be lifted into the frames.

Great care has been taken with cladding, which was removed after trial fitting to allow the insulation to be put on.

It was planned to undertake the lift in the main workshops at Sheffield Park, which involves a wide strop slung underneath the barrel, but it was found there would be insufficient clearance between the boiler and firebox underside and the frames. The change of plan will see two special attachments made and attached to the safety valve pads and dome opening.

To fit the cladding and insulation with the boiler on would be difficult, so the team working on the project opted to use the opportunity the change of plan offered to fit it all pre-lift. No date for the lift had been set as we closed for press.

Already some thoughts turn to the C-word...

SUMMER is not yet here, but thoughts are already turning to Christmas at the Seaton Tramway, which has opened ticket sales for its 2022 Polar Express Tram Ride services commencing November 25.

Passengers will be treated to a festively decorated tram to Santa's home with a delicious hot chocolate and treat along the way. Bookings can be made online at tram.co.uk

The Telford Steam Railway also began taking bookings for its 2022 Polar Express services on May 3, following previous successful years running these events. Passengers are even encouraged to visiting wearing their pyjamas! Booking available at telfordsteamrailway.co.uk

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Explosive visit as Colne gets Bollywood treatment

by Owen Hayward

BOLLYWOOD, in its full technicolour and explosive glory, came to Castle Hedingham on the Colne Valley Railway, as the Essex heritage line became the backdrop for an Indian move blockbuster.

Officials at the line were approached last summer by Flame Visuals– which was in charge of the UK production unit for the action movie Heropanti 2 – with regard to hosting the job for seven days, with filming commencing just weeks later.

A public running day last September was cancelled in order to accommodate the first four-day block of filming. The filmmakers then returned a week later for another three-day session, with some of the filming having to take place with a background of service trains.

"It was a challenge keeping the visitors and crew separate and preventing the public from being able to take pictures," said CVR Preservation chairman Paul Lemon.

"But the dates were what the Indian filmmakers wanted as it fitted in a post-lockdown window for restrictions being lifted, and they were adamant that these scenes were filmed here in the UK."

Apocalypse now! The Mk.3 DVT is 'blown up' in spectacular fashion at Castle Hedingham. SALLY HALLS/CVR

Dramatic explosion

The film, directed by Ahmed Kahn, stars Bollywood actors Tiger Shroff, Abhinay Raj Singh and Tara Sutaria. At one point, Tiger was strapped to the front of the line's Mk.3 DVT, but in real life stood on a plank of wood mounted to the front of the carriage, for a scene that subsequently sees the station site 'blown up' in the film. In reality, this spectacle was achieved with some clever pyrotechnic planning and post-production editing.

"There was only one actual explosion that took place," said Paul. "The experts dug a hole between two sleepers that they put a container into, filled with debris and explosives. This was then detonated, with the blast being filmed and copied in the edit, giving the impression of a much more dramatic scene compared to that which actually took place.

"In some scenes, overhead wires were edited in – something we definitely don't have at Castle Hedingham!"

A scene where Tiger jumps over the station footbridge from the roof of a train is another example of camera trickery, with a crane that lifted him up being cut out. The CVR's Class 307 and 312 hybrid unit was towed at low speed for the stunt with actors running alongside in slow motion to enable the footage to be sped up later, giving the illusion of a train passing through at high-speed.

Strapped to the Mk3 DVT, Bollywood superstar Tiger Shroff awaits his fate.

Safety conscious

Paul added: "What you don't see behind all that are the stunt director and myself walking alongside with crashmats in case Tiger (securely strapped on) found himself somehow falling off. We and the production crew took great steps to ensure everyone's safety, with medics, fire engines and more on site throughout.

"We had some extremely long days, with crews on site from 7am to 11.30pm some days. But the producers were happy and we are very grateful for the hard work put in by our volunteers to make sure everything went smoothly and to keep everyone safe."

Heropanti 2 is in cinemas now.

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Breadth of experience as five rail figures appointed to NRM advisory board

By Robin Jones

BROADCASTER and railway historian Tim Dunn, Heritage Railway Association CEO Steve Oates, Network Rail's chief environmental and sustainability officer Jo Lewington, Anit Chandarana, lead director of the Great British Railways Transition Team and Toufic Machnouk, Network Rail's director, industry partnership and digital railway, will join the now 12-strong board which provides advice and support to the museum's senior management team on their plans for its future.

The appointments come at a key time for the museum as its Vision 2025 plans start to take shape, with a new interactive space, Wonderlab: The Bramall Gallery, due to open in May 2023.

NRM director Judith McNicol said: "We're thrilled to welcome five new members to our Advisory Board. Tim, Steve, Jo, Anit and Toufic bring a wealth of experience from different parts of the rail industry and will play a vital role in providing advice for the museum through a busy and exciting time. They will join the board immediately."

Great opportunities

Tim Dunn, best known as presenter of the TV programmes The Architecture the Railways Built and Secrets of the London Underground which he presents, said: "As we enter the next phase of delivering the NRM's Vision 2025 plans and work towards 2025 – the bicentenary of the world's first steam passenger train service and the start of railways as we know them – the opportunities to bring railway history forward to new audiences and to inform contemporary discourse have never been greater."

Steve said: "Preserving, operating, interpreting, and engaging with such heritage requires a good deal of collaboration and it's a privilege to be able to further strengthen the links between our nationally renowned railway museum and our nations' heritage railways.

Jo said: "I've joined the board because I believe that the work of the NRM is essential to public engagement and education about the rail industry."

Anit described his appointment as "an opportunity to help to preserve, celebrate and educate", while Toufic said: "The National Railway Museum sits in a uniquely special place between the past and the future."

The advisory board is chaired by Sir Peter Hendy who is also chairman of Network Rail.

Amerton Railway-based new-build Wren 0-4-0ST *Jennie* (Hunslet No.3905 of 2008) was the guest locomotive for the 50th Anniversary Day services on April 30. *Jennie* is seen returning to Llanuwchllyn with a commemorative headboard bedecked by flags. JON HUXLEY/BLR

Bala Lake: Now for the next 50 years

"ABSOLUTELY fantastic" was how Bala Lake Railway chairman Julian Birley described the line's May bank holding weekend celebratory event.

The Bala at 50 event marked half a century since the first rails were laid on part of the former GWR Ruabon to Barmouth Junction standard gauge trackbed.

After welcoming visitors to the event, Bala Lake Railway company chairman Dr David Gwynn acted as the fireman on the first service of the day, a special train to Penybont.

He said: ""It's wonderful to see so many of the family of our first general manager and founder, the late George Barnes, with us today."

The event saw visiting Hunslet Wren 0-4-0ST *Jennie* used in a re-enactment of the first tracklaying train.

The event saw the launch of a 106-page book published by the railway, Rheilffordd Llyn Tegid y 50 Mlynedd Cyntaf/Bala Lake Railway/The First 50 Years 1972 -2022, which is available from the railway shop priced £15.

A miniature railway offered rides to youngsters and a pair of traction engines and a Sentinel steam-powered lorry were displayed.

This year's start of train services will be marked on August 13 and an anniversary year steam gala will run from August 27-29.

➜ Key land bought for Bala town centre extension: page 40.

With a commemorative headboard on the buffer beam, Quarry Hunslet 0-4-0ST No. 680 of 1898 *George* waits in the passing loop at Llangower station with a train for Llanuwchllyn during the 50 Anniversary Day services. JON HUXLEY/BLR

Bala Lake Railway Company chairman Dr David Gwyn formally opens the line's 50th anniversary celebrations at Llanuwchllyn on April 30. He said: "We're now looking forward with confidence to what is going to happen during the next 50 years. It was on this same Bank Holiday weekend back in 1972 that the laying of rails began. We've come a long way since those days." JON HUXLEY/BLR

Dolgoch goes green again, 35 years on

THE overhaul of Fletcher Jennings 0-4-0WT No.2 *Dolgoch* continues apace at the Talyllyn Railway, and the preservation pioneer is set to return to traffic in the TR's dark green livery, which it has not carried since 1987.

Withdrawn in October 2021, the overhaul has been fast-tracked by the TR's engineering staff and volunteers with the aim of completing No.2 in time to return at the July 2/3 Anything Goes gala.

The wheels have recently been returned from the Vale of Rheidol Railway, where they have been machined and fitted with new crankpins. The boiler, being overhauled in-house, has undergone cold testing at Pendre and was due to undergo hydraulic testing as this issue of *HR* went to press.

The return of *Dolgoch* in the Talyllyn's dark green livery will see a slight uniformity to the operating fleet, with Nos. 3, 4 and 7 all wearing the same livery – No.6 *Douglas* is currently in RAF blue following its centenary in 2018.

TR council chairman Jon Mann said: "The society's policy is that the standard livery is regarded as green, to which locomotives will usually revert after wearing another livery.

"In No.2's case we have extended this for various reasons to successive different liveries. As a repaint is now due, it is to wear this standard TR green in which it has not been seen for many years."

The overhaul of No. 1 *Talyllyn*, which has been out of service since the end of the 2018 Anything Goes gala, is then expected to become priority.

It is hoped that it will return before No.4 *Edward Thomas* is withdrawn for overhaul next year, but not guaranteed.

Back in green: *Dolgoch's* wheels and tank. NATHAN SPENCE

Purple Bulleid model a right royal sell-out!

By Robin Jones

A LIMITED edition of 1500 Hornby OO gauge models of Bulleid West Country light Pacific No. 34027 *Taw Valley* temporarily repainted in unique purple and silver livery and renamed *Elizabeth II* on the Severn Valley Railway to mark The Queen's Platinum Jubilee sold out within hours of being launched.

Priced at £269.99, the model was announced at 6.30am on April 21, The Queen's 96th birthday. Just over four hours later, the SVR sold out of its allocation, while it was out of stock shortly after midday on Hornby's website.

The SVR announced its plans for the radical repaint in February, as reported, and held a public vote to choose the name to be carried by the locomotive in the livery. *Elizabeth II* was selected, and received royal approval via the Cabinet Office.

Furthermore, *Taw Valley* has been renumbered 70 to reflect the seven decades of The Queen's reign – the longest reign in the history of a British monarch.

The locomotive will be officially renamed on Thursday, June 2 at the start of the SVR's four-day extended jubilee bank holiday weekend event. Visitors will have the chance to see the purple locomotive throughout, and it will run in its purple identity for a limited time, after which the SVR will return it to its original name, number, and livery.

SVR's head of visitor experience, Michael Dunn, said: "The unveiling of No. 70 *Elizabeth II* in its stunning purple livery will be a real 'wow' moment.

"We knew we'd cause a stir by painting this wonderful heritage locomotive in such a striking colour.

"It's a huge seal of approval that Hornby reflected this bold move and we are delighted to be working with such a prestigious partner.

"There's already a huge amount of interest from visitors who want to see the 'purple loco' for themselves, and we can't wait to welcome them to the railway so they can travel behind it."

Two ladies of legend alongside each other in Bridgnorth yard on April 23 – GWR Saint 4-6-0 No. 2999 *Lady of Legend* and Bulleid Pacific No. 70 *Elizabeth II* (aka No. 34027 *Taw Valley*).

"The unveiling of No. 70 *Elizabeth II* in its stunning purple livery will be a real 'wow' moment. We knew we'd cause a stir by painting this wonderful heritage locomotive in such a striking colour."

Hornby's marketing and product development director, Simon Kohler, said: "Hornby has had a strong relationship with the Severn Valley Railway for a number of years, and the opportunity to produce this model is the absolute pinnacle of our association.

"On a personal level, I'm thrilled to be producing a model that's not green or black, just for a change!"

Fit for a queen!

The SVR and Hornby will donate a proportion of the profits from the sale of the model to The Patron's Fund, which supports charitable organisations in the UK and the Commonwealth for which The Queen acts as a patron.

On the afternoon of June 2, SVR locomotives at Kidderminster and Bridgnorth will sound their whistles as town criers make a special jubilee proclamation.

The Battle of Britain Memorial Flight's iconic Lancaster is set to perform a fly past on all four days of the event.

Evening services will transport diners to The Engine House at Highley for a Beacon Banquet, at which the SVR's own beacon will be lit at the same time as thousands of others across the world to mark the historic and momentous occasion.

It was 1952 when Queen Elizabeth II was crowned, and accordingly, the era of rock 'n' roll and the 1950s will come to the SVR to be part of the celebratory event.

Back in time

At Bridgnorth, visitors can hop aboard a vintage fairground ride, and on the Friday, Saturday and Sunday, there willl be live music from the era at Kidderminster station, a pop-up milk bar, and juke box at The Engine House, along with evening concerts at Kidderminster featuring a rock band (Friday) and an Elvis Presley tribute act (Saturday).

Across the railway's six stations, the SVR's gardeners will produce floral displays in honour of the occasion, and each visitor will receive a special edition 'seeded' ticket to take home and plant for their own celebratory display.

Meanwhile, courtesy of BrickLive, The Engine House will be host a hand-built Paddington bear themed exhibition.

The much-loved fictional bear made his debut in the 1950s, since when he has delighted generations of children in books and on screen.

Hundreds of thousands of bricks will go into creating the exhibition, which is sure to delight visitors of all ages.

Alongside Paddington, the work of leading photographer Jack Boskett is showcased in an exhibition, entitled From Railways To Royalty, with 75 of his best works featuring heritage railways and the royal family, as reported in the last issue of *Heritage Railway*.

Alongside purple No. 70, GWR Saint 4-6-0 No. 2999 *Lady of Legend* will be making its final appearances at the SVR before it returns home to Didcot Railway Centre.

➜ Day tickets for The Queen's Platinum Jubilee event, and for the Beacon Banquet and evening concerts, are now on sale at svr.co.uk

The limited edition Hornby OO gauge model of the purple Bulleid sold out within hours. HORNBY

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Design a royal carriage on the Isle of Wight!

THE Isle of Wight Steam Railway has been awarded £7540 from the Arts Council's Let's Create Jubilee Fund to challenge 10 island schools to design and build a carriage fit for a member of the royal family.

The railway will be working in partnership with English Heritage's Osborne House in East Cowes and artist Anthony James (Creaturama based at Arreton Barns) on the project.

It will include a training session for teachers, focusing on historic royal connections with the island railways and Osborne House (including Whippingham station, which was built for Queen Victoria's household).

There will be a free junk modelling workshop and an exhibition of the children's models and designs, with the winners awarded their very own 'Jubilee Journey' – a ride on the railway, a visit to the Train Story Museum, lunch at Osborne House, and a discovery visit on the theme of 'The Queen Is Coming!'

Osborne House was built between 1845 and 1851 for Queen Victoria and Prince Albert (who designed it himself) as a summer home and rural retreat.

Victoria died there on January 22, 1901, after which King Edward VII, who had never liked the house, presented it to the state on the day of his coronation, with the royal pavilion being retained as a private museum to Victoria.

Fifties closure

Whippingham station was opened by the Ryde & Newport Railway in 1875. At first it was for private use only, but eventually became a public request-only stop.

Passenger numbers were very low and the station was closed on September 21, 1953, although its crossing loop remained in use until 1956.

IoWSR heritage and learning manager Sarah Girling said: "We are very pleased to have been awarded this funding to celebrate such a historic event and to support the children of the Isle of Wight in their learning.

"As an educational charity, we want to ensure that children enjoy their education in a creative and engaging way, and working with both English Heritage and our local artist, Anthony James, who has a background in exciting junk modelling projects, will help us fulfil this."

The grant is one of 704 creative platinum jubilee celebrations for which Arts Council England and UK community foundations (in this case, Hampshire and Isle of Wight Community Foundation) have provided a total of £4.58 million.

LBSCR 'Terrier' 0-6-0T No. W11 *Newport* approaches Deacons Lane bridge with the 11.13am service from Smallbrook Junction on the Isle of Wight Steam Railway on April 16. NICK GILLIAM

How the heritage railway sector is marking Jubilee

THE Ecclesbourne Valley Railway is to mark The Queen's Platinum Jubilee of June 2-5 with a special timetable and a host of celebratory activities at Wirksworth station.

The Bure Valley Railway will run a series of half-term Jubilee Journeys services from Saturday, May 28 until Sunday, June 5. The stations will be decorated, and trains will run between Aylsham and Wroxham, with return journeys departing from both. Youngsters will be given free Union Jack flags to wave out of the windows, and there will also be a royal activity for children to complete.

LMS Jubilee 4-6-0 No. 45596 *Bahamas* will be hauling all Nene Valley Railway passenger services on June 5 as the climax to four days of jubilee celebrations and family activities, including a platform street party at Wansford on June 2, and fish and chip and ale by train specials.

The Mid-Suffolk Light Railway closed in the year The Queen acceded to the throne, and its heritage-era successor will be running a Steam Railway Day Plus on June 4 to mark the special occasion.

Ravenglass & Eskdale Railway locomotives will carry royal headboards during its June 2-5 celebrations, and there will also be themed café treats. Tree-planting for The Queen's Canopy will take place in the autumn in the sensory garden outside the Ravenglass camping coaches.

The Bodmin and Wenford Railway will also be running royally-themed brunches and afternoon teas across all four days, as well as offering decorated 'Royal Compartments' that include a bottle of prosecco and box of chocolates.

At the Lincolnshire Wolds Railway, a jubilee-themed fancy dress event will be staged on June 4 and 5.

The Northampton & Lamport Railway will run a Best of British event on June 4 and 5. June 2 will see the Spa Valley Railway run a Platinum Jubilee Afternoon Tea Train.

The 7¼in gauge Beer Heights Light Railway at Pecorama, Beer, will stage a Jubilee gala on June 2 and 3.

And the Pontypool & Blaenavon Railway celebrate over the entire June 2-5 weekend.

East Lancashire ditches war themes and will celebrate eras instead

THE East Lancashire Railway has removed all war-related activity from its planned June 3-5 1940s weekend because of current crisis in Ukraine.

In doing so, the ELR, as reported last issue, is following the pattern set by other heritage lines like the Great Central Railway in cancelling or modifying planned wartime events. It will instead now focus on celebrating the 1940s and 1950s as a tribute to the occasion of The Queen's Platinum Jubilee.

Colourful celebration

It will now be a colourful celebration of the late 1940s and early 1950s, with live music, dancing classes, vintage stalls, and cars at Ramsbottom and Bury Bolton Street stations.

Railway 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 when there is a real conflict happening so close to home.

"Our staff and volunteers want to give our local communities a unique experience to celebrate all the good that was integral to the 1940s and 1950s – the music, the fashions, the luxurious feel of old cars, and all those other nostalgic experiences we've heard about from our parents and grandparents.

Dress to impress

"We encourage visitors to dress up in the fashions of the 1940s and 1950s and get in the spirit of the festivities. We understand in those times, Western soldiers would often wear military uniform outside of service at celebrations, so those would be permitted as well."

The GCR has changed its June 2-5 Wartime Weekend into a celebration of the first half century of the Queen's life.

➜ Platform – page 95.

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Severn Valley in final for top tourism award

THE Severn Valley Railway has reached the final of the UK tourism industry's national Awards for Excellence.

VisitEngland has selected the SVR as one of three finalists in its new Resilience and Innovation category.

The line's managing director Helen Smith said: "This is an outstanding achievement and recognition for the amazing hard work and talents of our volunteers and paid staff.

"To survive the devastating impacts of the pandemic has taken incredible strength, brave decisions and many changes to the way we work. For example, our most recent innovation has been to paint an SVR-based locomotive purple, to commemorate the Platinum Jubilee (News, page 12).

"Resilience and innovation have truly been our watch words, and we're so pleased that VisitEngland has acknowledged our achievements by choosing us as finalists."

The SVR won a regional award for Resilience and Innovation from Visit Worcestershire in March this year, and as a result was nominated for the national VisitEngland Awards.

The Visit Worcestershire judges were impressed by the improvements the SVR made in its virtual experience, digital PR, collaborations, wider tourism support and business diversification, calling the railway "an inspiration to others" and also highlighted its apprenticeship scheme.

The awards ceremony will take place at the Library of Birmingham on June 8.

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Visitors to Mid-Hants enjoy first-rate freight

By Owen Hayward

HEAVY freight dominated the Mid Hants Railway's April 29-May 2 spring steam gala, with the line's freight set the strongest it had been for several years and several locomotives starring in their final months of traffic.

Visiting engines in the form of GWR 2-8-0 No. 2857 from the Severn Valley Railway and LMS 2-8-0 No. 48305 from the Great Central could be heard tackling the gradients alongside home-based LSWR Urie S15 4-6-0 No. 506 and Somerset & Dorset Joint Railway 7F No. 53808; the latter's boiler ticket is due to expire in the autumn.

Shunt release at Alton for a select few services meant that each of the four freighters was able to get a turn running smokebox first at the head of the 15-vehicle freight set – the longest it had been since spring 2019.

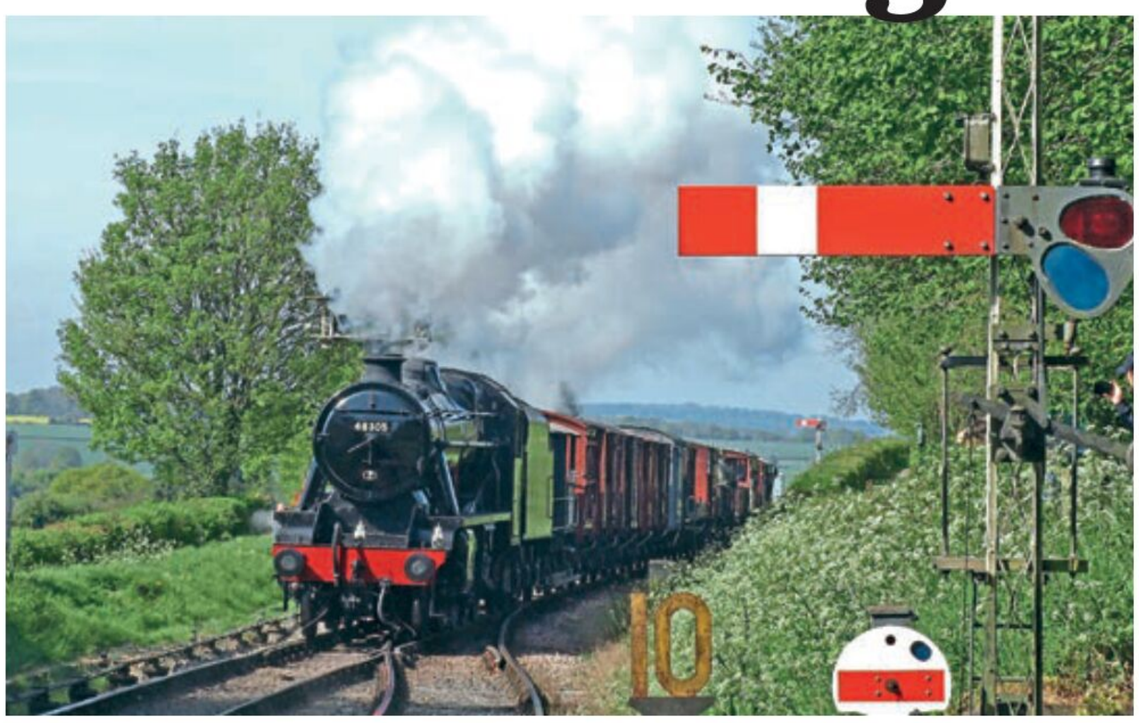
In addition, SR Schools 4-4-0 No. 30925 *Cheltenham* was also in service as it enters the final few months of its own boiler ticket, with it due to leave traffic in December.

In the yard at Medstead & Four Marks on the Saturday and Sunday, the recently-restored and award-nominated Wickham trolley was offering short rides for a donation, with funds being raised towards transport for an air-braked trailer from the Nene Valley Railway to accompany it. Workshop and yard tours at Ropley also offered insight to those who were interested in the behind-the-scenes activities.

Brake van rides were available on the goods train for a donation, with the Queen Mary van being situated at the country end allowing for patrons to enjoy the sound of engines tackling the Alps from close quarters. Two round trips to Alton were run with a shorter return working to Ropley in the afternoon forming part of the intensive timetable.

Service was only hampered by a signalling and telegraph failure at Alton on the Friday and Saturday, where the Network Rail-leased site uses modern point motors and signalling, with some services being flagged past an affected signal.

After the gala the 8F returned home, while No. 2807 travelled to the West Somerset Railway to appear in that line's own gala, where it covered for chairman Jonathan Jones-Pratt's Hawksworth 0-6-0PT No. 9466 which required some repairs. The 28XX will then return to the SVR to see out its final few weeks in traffic before its boiler certificate expires in July.



Visiting Stanier 8F No. 48305 approaching Alton with a freight working from Alresford on Saturday, April 30. DON BENN

Left: Somerset & Dorset 7F 2-8-0 No. 53808 heads though Reids Coppice on April 29. STEPHEN MORLEY

Below: GWR 2-8-0 No. 2857 exits Chawton Woods with the 11.20am freight from Alton on April 30. NICK GILLIAM

Three modern freight locomotives set to join busy SVR diesel festival

THREE modern freight locomotives are scheduled to join visiting Class 44 D4 *Great Gable* and Class 46 No. 46045 at the Severn Valley Railway's May 19-22 Spring Diesel Festival.

The exact locomotives were still to be decided as we closed for press, but the trio will include a Class 66 or 68 from Direct Rail Services, a Class 67 from DB Cargo and a Class 69 from GBRailfreight.

No. 69001 was tested at the SVR in 2021, and one of the fleet will return to the line to haul its first passenger services. The Class 67 will be making its first-ever visit to an SVR gala-style event.

The modern visitors will be joined by three Class 50s, two Class 52s, Class 40 No. 40106, Class 14 'Teddy Bear' D9851 and Clayton Class 17 D8568, which is still in blue livery.

Class 31 No. 31466 remains at the SVR following its appearance at the 2021 Autumn Diesel Bash and will work services during the May festival. The railway hoped to announce two further visiting locomotives in due course.

The festival comes on the back of a busy start to the season for the SVR with more than 7000 visitors attending the Spring Steam Gala in April (feature – pages 48-53). Tickets can be booked at svr.co.uk

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LMS Jubilee 4-6-0 No. 45606 *Falkland Islands* heads a passenger train at Carlisle on May 17, 1962. G STADDON/RCTS

Harbour Hopes development could impact on Bristol Harbour Railway

VOLUNTEERS have raised concerns regarding future development projects near Bristol Harbour Railway's running line which they say the city council has been 'nibbling away at'.

A new scheme entitled Harbour Hopes: A vision for Western Harbour consultation draft dated March 10 to April 22, will transform the area alongside the River Avon and around the Cumberland Basin.

The Bristol City Council report states: "We aimed to engage, listen to, co-create and collaborate with local people, people across the city of Bristol and the wider area."

An extensive invitation list was compiled that covered a variety of interest groups, neighbourhoods and stakeholders, informed by an Equalities Impact Assessment. The report listed those invited but there was no one on behalf of the railway.

Because of a landslip where the line, adjacent footpath and road has slipped into the tidal River Avon, the run is presently to Vauxhall footbridge – around half the full distance of the line.

Warehouse terminus

When the preserved line reopens after the landslip works, it will terminate where it did previously, outside the Grade II listed A Bond warehouse.

Just beyond is Ashton Bridge which crosses the River Avon. This was once a double track railway bridge but changed for a bus, pedestrians and cyclists route in 2015. The likelihood of the railway ever being reconnected to the main line appears impossible and could be more so after the development.

The BHR's plan has always been to have a platform adjacent to the A Bond warehouse similar in design to the one outside M Shed, and it is hoped to reinstate this once the line fully reopens.

Should the council's plans go ahead, volunteers say there could be serious implications regarding any chance for the BHR to have a station at the line's far end, and there is no mention of any station or railway in the Harbour Hopes report.

One out but *Isle of Mull* in for Moors summer

LNER J27 No. 65894 will be taking a six-week break from its North Yorkshire Moors Railway base to visit the Kent and East Sussex Railway over the summer.

Built in 1923 as LNER No. 2392, the North Eastern Locomotive Preservation Group-owned Wilson Worsdell locomotive's arrival and departure dates were yet to be confirmed.

No. 65894's visit away from the Yorkshire line over the summer is something of a regular occurrence; it has often been hired out to less-demanding railways as it is unable to manage the NYMR's heavier trains over this period.

"We look forward to seeing this loco running on the KESR and making up a very different steam fleet for this year's summer season," said a spokesman for the line.

Following its return to service earlier this year, the Scottish Railway Preservation Society Diesel Group's Class 37 No. 37403 *Isle of Mull* is to spend the summer on the NYMR.

Its visit, due to have started in early May, means it will miss the Bo'ness & Kinneil Railway's May 27-29 diesel gala at which a Freightliner Class 70 was set to attend.

"Like many other tourist venues the SRPS has been badly affected over the last two years, while funding extensive work carried out on No. 37403. The hire to NYMR is an opportunity to help offset some of this expenditure," said a SRPS spokesman. "We appreciate the absence from our gala will bring some disappointment to our visitors, but we hope that they will understand and still come and enjoy the event."

No. 37403 is due to return to Scotland in early autumn.

Worth Valley pays tribute to Falklands 40 years on

A SPECIAL event to mark the 40th anniversary of the Falkland Islands conflict with Argentina is to be held at Ingrow on the Keighley & Worth Valley Railway on Saturday, May 14.

The Railway Correspondence and Travel Society and the Bahamas Locomotive Society, owner of LMS Jubilee 4-6-0 No. 45596 *Bahamas* are to stage the event at 2pm.

The RCTS has loaned the nameplate from sister Jubilee No. 45606 *Falkland Islands* (left) to be carried by No. 45596 for the occasion.

The event will see several Falkland Islands veterans commemorate their participation in the conflict, which began on April 2, 1982, followed by the invasion of South Georgia the next day.

The undeclared war lasted 74 days, during which the UK government despatched a task force to reclaim the islands.

Lincolnshire station with historic box is up for sale

LEGBOURNE Road station house on the former East Lincolnshire Line has gone of the market for £495,000.

Opened by the East Lincolnshire Railway in September 1848, the station was closed to passengers on December 7, 1953, while goods facilities were finally withdrawn on June 15, 1964.

The line running through it closed in 1970, and the station later housed a museum containing railway memorabilia; it closed in 1998 and the building became a detached private residence, with four bedrooms and three bathrooms in half an acre of ground.

The current owners have restored the old signalbox, as well as building a 48ft by 20ft engine shed. The box originally came from Sutton-on-Sea and was situated where the Alford & Sutton Tramway crossed the railway. It is the last relic of the tramway which closed in 1889.

The property is being marketed through Lovelle Estate Agency of Louth.

Above: Railcar No. 458 as filming takes place on board at the supposed breakdown sequence. D&CDR

Right: Cameras roll! James (Dylan Llewllyn) and Michelle (Jamie-lee O'Donnell) on board the 450. D&CDR

Derry Girls travel to Portrush... via Downpatrick and Whitehead!

By Hugh Dougherty

FANS of Channel 4's popular Derry Girls sitcom were taken on a train journey back in time when the third episode of the third and final series of the show was broadcast on April 26.

The whole episode depended on the Downpatrick & County Down Railway, whose preserved Northern Ireland Railways British Rail Engineering-built Class 450 'Thumper' DMU No. 458 *Antrim Castle* of 1987 vintage was pressed into service to give the impression of taking the hapless school chums and their family from Derry to Portrush for an authentic 1990s day out to the seaside.

Filmed in secret

Filming took place in near-secrecy at Downpatrick over a week during last October and November using the 450, with Downpatrick volunteers working from dawn to dusk with the film crews to make the episode. The cast was supposed to leave Derry, with Whitehead station rebranded for the day, and eagle-eyed enthusiasts would have spotted them leaving on a present-day NIR CAF 3000 trainset!

However, the subsequent filming was done on the 450 on the Downpatrick railway, with Downpatrick doubling as Castlerock station and the train simulating a breakdown – by no means uncommon on NIR in the 1990s – in the middle of nowhere, while the trolley service attendant offered fare at 1990s prices, such a bacon roll at 80p, tea at 20p, and a ham sandwich at £1.20. Downpatrick volunteers had researched the menu and prices for a typical NIR offering of the day to make the menu as authentic as possible.

Channel 4 approached the railway just before the Covid-19 pandemic and it looked like the whole project was going to be abandoned, with the D&CDR missing out on valuable revenue and publicity from the shoot.

"We were delighted, however, when the producer got in touch to say that they wanted to go ahead," said chairman Robert Gardiner. "The shooting went ahead, amid great secrecy, and we weren't able to say very much about it until the first showing of the programme.

Authentic

"It was the biggest filming event on an Irish heritage railway since the 1970s. Our volunteers worked extremely hard to make sure that everything was as authentic and reliable as possible, with our railcar drivers in particular working long hours to meet the needs of the programme makers."

The programme includes drone shots of the 450 making its way along the D&CDR, which doubles up for the Derry-Coleraine-Portrush line, while the Downpatrick loop platform is also featured in the show, available to view on All 4. And, as a bonus, visitors to the D&CDR will be able to see some signatures in the railway's visitor's book, with the cast of Derry Girls adding their signatures to those of VIPs visiting the railway!

Downpatrick & County Down Railway chairman is best boy! Robert Gardiner gets to grips with a clapperboard as an early-morning filming session begins.

The Derry Girls board the Class 450 at Downpatrick. D&CDR

Volunteer Les keeps traditional pattern-making alive at Bala

BALA Lake Railway volunteer Les Symonds is continuing the traditional and highly-skilled craft of pattern-making.

Local resident Les, a member of the elite Register of Master Turners, is making a pattern for new chimney tops for ex-Dinorwic Quarry Hunslet 0-4-0STs *Alice* and *Holy War*.

Both locomotives are under overhaul and returning to traffic later this year, and until now have been using chimneys that only bear a passing resemblance to the original.

However, accurate detailing of these locomotives is important as far as their historical integrity and accuracy in concerned, said railway chairman Julian Birley.

Les has been working with the foundry John Taylor and Co. in Loughborough to carefully calculate the amount of shrinkage there will be in the casting process.

"With a complex design, this has been far from easy," said Julian. "It is good to see such an art as this being retained in the 21st century."

Les Symonds making patterns for new chimneys for Quarry Hunslets. BLR

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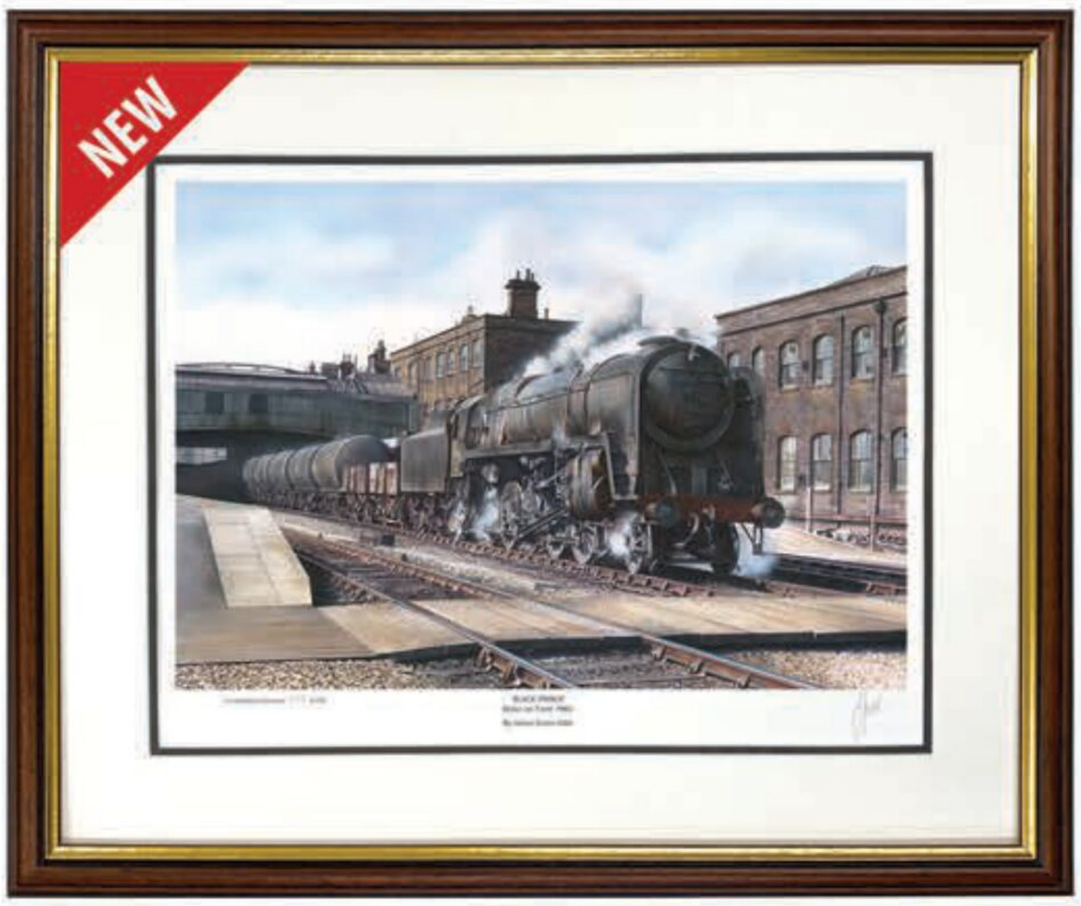

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L&Y 'Pug's' first move in 52 years

By Owen Hayward

THE Lancashire & Yorkshire Railway Trust's 'Pug' 0-4-0ST No. 19 made its first moves under its own steam for the first time in 52 years at the East Lancashire Railway's Buckley Wells yard.

Built at Horwich Works in 1910, No.19 later became LMS No. 11243 and was sold in 1931 to John Mowlem for use on a major contract at Southampton Docks, where it was named *Bassett*.

Four years later it was moved to the Charlton works of United Glass Bottle Manufacturers Ltd in London and renamed *Prince*.

It was acquired out of industrial service for preservation in 1967 and first moved to the Keighley and Worth Valley Railway. A trial steaming at Haworth in 1970 showed that extensive work was required, so No. 19 became at static exhibit, first at Oxenhope and subsequently at the now-closed Steamport Southport museum based inside the town's L&Y shed. A final steam event took place in February 1998, featuring No. 19 repainted as local class member No. 51231 and the trust's sister engine No. 51218 in steam.

In March 2020, No. 19 moved to the ELR for the gala that relaunched L&Y 0-6-0ST No.752 (51456). No. 19 remained there, and just prior to the first lockdown, it was felt that with the opportunity, funding, and team available, that an overhaul could be considered, with the L&YRT trustees agreeing to and arranging a detailed investigation to its overall condition, which took place that November.

Good condition

Non-destructive testing indicated No.19 was in very good mechanical condition and that the boiler was better than originally thought, although a number of the substitute fittings acquired during 30 years of industrial use required replacement.

Some of these have been borrowed from 51218 but will be replaced in due course.

By February 2021 the overhaul had started under contract with the ELR, but by October the decision had to be made to fabricate a new saddle tank which, despite best efforts to save it, had been found to be beyond repair. The new saddle tank was made by Bradshaws of Oldbury and delivered in January 2022. A new chimney and main steam pipe were also ordered.

With the boiler undergoing out-of-frame steam testing as recently as February 23 and passing an official test on March 8, the work to reassemble and complete the 'Pug' started in earnest, with the resulting test in the Buckley Wells yard on Good Friday revealing just a few snagging jobs to be completed.

Vacuum braking had yet to be installed to allow it to enter passenger traffic, but this work was set to begin almost immediately.

Subject to completion of this work, it is hoped the 'Pug' will be involved at the LYR / LNWR Merger Centenary Weekend over June 18/19 (see separate story). It is planned to have No. 19 shunting outside Bury Transport Museum, with hopes for a brake van special to be timetabled, recreating a similar service run by No. 51218 in February 1967 over the Rochdale-Whitworth branch.

Lancashire & Yorkshire Railway 'Pug' 0-4-0ST No. 19 steams for the first time in 52 years at Baron Street on the East Lancashire Railway on April 15. LIAM BARNES

L&YR 'Pug' 0-4-0ST No. 19 heads back inside after a very successful day of trials shuffling around the yard at Baron Street on April 20. LIAM BARNES

No. 19 undergoes more running in while moving other locomotives around the yard at Buckley Wells on April 20. JOHN SAGAR

Marking 100 years since LNWR and L&YR merged with special weekend

THE East Lancashire Railway is to celebrate the 100th anniversary of the amalgamation of the Lancashire & Yorkshire Railway and the LNWR at a special Merger Centenary Weekend event on June 18/19.

The pair amalgamated on January 1, 1922, under the banner of the LNWR. Twelve months later to the day, the merged company was compelled to become part of the LMS, along with the Midland Railway and three Scottish companies, during the Grouping.

The merger brought together the LNWR's market-leading traffic and train management experience, with the advanced steam locomotive designs and electrification expertise of the L&YR.

Prior to 1922, the Crewe-based LNWR (known as the 'Premier Line') and the L&YR ('the Business Line') jointly owned several lines, principally forming part of the West Coast Main Line between Euxton Junction (between Wigan and Preston) and the lines on the Fylde to Blackpool and Fleetwood route.

From 1844 to 1885 they had shared ownership of Manchester Victoria station, but the increase in traffic caused the LNWR to build its own station next to Victoria, in the form of Manchester Exchange. Huddersfield was another jointly owned station. Through carriages to and from Euston, serving L&YR stations such as Rochdale, Colne, Blackburn, Bolton, Halifax and Bradford, were attached to or detached from LNWR express trains at Stockport.

The gala will see L&YR 0-6-0ST No.51426 and Class 27 0-6-0 No. 52322 rostered. LNWR 0-6-2T Coal Tank No. 1054 is set to visit from the Keighley & Worth Valley Railway.

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‘Carmyllie Pilot’ is on its way back as boiler finally resteams after 43 years

By Robin Jones

THE overhaul of the boiler for Strathspey Railway-based Ivatt 2MT 2-6-0 No. 46464 has been completed in Stockton-on-Tees by Northern Steam Engineering Ltd – 43 years after the locomotive last steamed!

It now is hoped that No. 46464 – which hauled the first scheduled passenger train on the heritage line on July 22, 1978 – will return to steam before the end of 2022.

Its boiler required extensive inner firebox platework renewal, a new smokebox tube plate to be manufactured, and the fitting and replacement of many stays and rivets.

The overhauled boiler will now be sent to Aviemore, where it will be refitted to the locomotive’s frames which are nearing the end of their overhaul, so that final fitting and assembly can take place.

Outshopped from Crewe in 1950, No. 46464 was the last of the class to be built there and that June was allocated to Dundee Tay Bridge (62B), along with classmate No. 46463.

No. 46464 hauled the very last passenger train from Arbroath to Forfar on August 2, 1952. It also hauled the last train to run over the Carmyllie branch, on May 19, 1965. Both locomotives were often seen working the line, either to the Metal Box factory or the quarries at Carmyllie. Local railway staff referred to either locomotive as the ‘Carmyllie Pilot,’ dependent on which was on duty.

In 1966, No. 46464 was bought by traction engine enthusiast Ian Fraser and became the first member of the class to be preserved. Ian had worked as a locomotive engineer with the LNER at Darlington, Doncaster, and Inverurie. He eventually purchased several engines, including Gresley D49 4-4-0 No.246 *Morayshire*.

Dundee to Aviemore

Ian presented No. 46464 to Dundee City Corporation with the wish that it would be publicly displayed. However, it was stored for several years before being loaned to the Strathspey, where it ran in service until it suffered accidental firebox damage in 1979.

Returned to Ian’s custody, it was then moved to the Caledonian Railway at Brechin in November it 1989. After Ian died three years later, that railway began investigations into returning No. 46464 to running order.

In 2000, the Caledonian decided it did not have the necessary resources for restoration, and the Carmyllie Pilot Company Ltd was established to restore and subsequently operate No. 46464.

It was dismantled and moved in March 2002 from the railway to a private site nearby with better facilities and improved access.

In November 2019 an agreement was signed with the Strathspey for No. 46464 to be moved to Aviemore for its overhaul to be completed, after which it will be based on that line. In October 2020 all of the driving, tender and pony truck wheelsets were delivered to the Strathspey following the worn tyres being reprofiled by Tyseley Locomotive Works, and last August the engine was re-wheeled at Aviemore.

No. 46464 is one of seven class members to be preserved.

Above: Ivatt 2MT 2-6-0 No. 46464 at Boat of Garten on the Strathspey Railway on August 22, 1978. STEVE JONES/ CREATIVE COMMONS

Right: The safety valves of the boiler of Ivatt 2MT 2-6-0 No. 46464 lifting at Northern Steam Engineering Ltd in Stockton-on-Tees on April 12. IAIN SMITH/ CARMYLLIE PILOT COMPANY

Left to right are Robin Taylor and Max Maxwell, part owners of No. 46464, with members of the Northern Steam Engineering Ltd team who have worked on the boiler – Graeme Dewse, Andy Harper, Danny Dymott, Jim Royal, Jack Harper, Gary Evatt, and Kory Boushall. IAIN SMITH/CARMYLLIE PILOT COMPANY

Classic vehicles weekend on Watercress Line

AN array of vintage vehicles will once again be descending upon the Mid-Hants Railway as the line welcomes full-size and miniature road engines, vintage buses, and classic cars to Ropley and Alresford stations.

Over the weekend of May 20-22, the vehicles of yesteryear will be seen alongside the line’s heritage steam locomotives and cranes.

A two-train service will be in operation on Saturday and Sunday along the line, transporting passengers between the four stations, with displays focused at Ropley, where road engines, classic cars, tractors and motorbikes will be found, and Alresford, where a fleet of vintage buses will be on show.

Many visiting exhibits will be from the local area arriving under their own power. One Foden, *Wattie Pollock*, will be driven by event organiser David Zehetmayr and his brothers Ben and Tom all the way from Dorset in the days prior to the event.

Raising the bar

Upto two of the line’s steam cranes will be operating demonstrations throughout the event, with one planned to be at Ropley in the locomotive yard and the second in the cattle dock at Alresford. On the Saturday, an evening train will also be run.

Watercress Line’s acting managing director, Alison Houghton, said: “The Vintage Vehicles Weekend will be a wonderful opportunity for enthusiasts to get up close to some fantastic examples of different modes of transport from Britain’s Industrial past.

“This fun-packed weekend will send visitors back in time to an era when these vehicles helped to transport goods and people to the railways, as well as bring back the memories for all generations and show the development of transport throughout the years.”

For more information and to book tickets, visit https://watercressline.co.uk/vintage-vehicles/

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Gloucestershire Warwickshire first-ever sees double Deltics

THE sound of Napier engines will be heard across the Cotswolds for the first time this summer as the Gloucester Warwickshire Railway welcomes two Class 55 Deltics.

Courtesy of the Deltic Preservation Society, No. 55019 *Royal Highland Fusilier* will be arriving in July as the first of the class to ever visit the Cheltenham Racecourse to Broadway heritage line, and it will play a starring role at the July 29-31 diesel gala.

No. 55019 will stay on throughout the summer months and will also appear at the October 29/30 mixed traffic gala.

Marking 40 years

In addition, for one weekend only, fellow DPS-owned locomotive No. 55009 *Alycidon* will appear on the G/WR for a special running day on Friday, August 19, marking 40 years of preservation for the class. The DPS took over ownership of both locomotives from BR in a ceremony at Doncaster Works on August 20, 1982.

Two carriage sets will be operating on the day, each being hauled by one of the Deltics, with services crossing at Winchcombe, before a 6pm departure from Toddington to Cheltenham Racecourse and return via Broadway that will be operated by both.

One Deltic is then expected to operate the diesel diagram over the ensuing weekend of August 20/21.

➜ Tickets will be available online at the website www.gwsr.com, where you can also find out more information about other upcoming events.

Midsomer Norton to welcome 'Somerset & Dorset' locomotive

By Robin Jones

Ivatt 2MT 2-6-2T No. 41312 arrives at Medstead & Four Mark station on its Mid-Hants Railway home on April 30, 2021. HUGH LLEWELLYN/CREATIVE COMMONS

A MEMBER of a locomotive class with a Somerset & Dorset Joint Railway pedigree will revisit the line for a special celebration to mark the 60th anniversary of the last run by the fabled 'Pines Express' over it.

Ivatt 2MT 2-6-2T No. 41312 is to visit the Somerset & Dorset Railway Heritage Trust base at Midsomer Norton to haul passenger trains on September 17/18 during The Pines Remembered weekend.

While No. 41312, which was built at Crewe in 1952, was not itself an S&D locomotive and spent its entire BR working life on the Southern Region, fellow class members were based for a period at Bath Green Park.

They hauled passenger trains such as the Bath to Binegar and the Templecombe to Evercreech Junction local services, and were often used as banking engines to support heavier trains over the steep gradients of the northern part of the line. They would have been seen passing regularly through Midsomer Norton in the 1950s.

The Manchester to Bournemouth 'Pines Express' was hauled across the Mendips by locomotives such as an LMS 2P, a BR 5MT, or a 9F. The last 'Pines Express' on the route on September 8, 1962, was hauled by 9F No. 92220 *Evening Star*, the last steam locomotive built for BR at Swindon Works.

A trust spokesman said: "Sourcing an appropriate, available locomotive proved difficult for the Somerset & Dorset Railway at Midsomer Norton, and coupled with this is the fact that the facilities required to prepare, coal, and water such a locomotive do not currently exist on the railway.

"The visit of the Ivatt tank is a fitting tribute to the historic locomotives that ran over the line in the 1950s and 1960s, and we will be recreating the scenes of a S&D local train."

Because of the anticipated public demand, tickets will entitle the holder to one trip behind No. 41312 at an allocated time. In addition, one of the resident steam locomotives will be hauling a second train and the ticket includes unlimited rides on it throughout the day.

Services hauled by No. 41312 will depart at 10am, 11am, noon, 1pm, 2pm, 3.10pm, 4.10pm and 5.10pm. Home fleet locomotive-hauled services will depart at 10.30am, 11.30am, 12.30pm, 1.30pm, 2.30pm, 3.40pm and 4.40pm.

Photographic charters featuring No. 41312 will also run on Thursday, September 15 and the following day.

The 'Pines Express' ran daily between 1910 and 1967, at first jointly run by the Midland Railway and LNWR in competition to an LSWR/GWR service between Birkenhead and Bournemouth. It first carried the name 'Pines Express' on September 26, 1927, and is believed to have been named after the pine trees growing in the steep-sided gorges known as chines, which are a distinctive feature around Bournemouth area.

After the 'Pines Express' ceased to run over the S&D, services ran via Oxford, Reading, Basingstoke, and Southampton. In 1964, a 'Pines Express' was the last passenger service that used the Didcot, Newbury & Southampton Railway before that line closed to all traffic by 1967.

From October 4, 1965, the Pines Express' was extended to Poole. The last train ran on March 4, 1967.

As reported in News, pages 36/37, No. 41312 will also feature in the Gloucestershire Warwickshire Railway's S&D-themed Cotswold Festival of Steam on July 3-5.

Meanwhile, following the granting of outline planning permission in November 2019, the trust is constructing rolling stock sidings on land at Somervale. The scheme was delayed by the pandemic, during which time the trust identified a preferred site for a stock maintenance shed on land off Tunnel Lane and has commissioned geotechnical ground investigation surveys ahead of an application to obtain full planning consent.

Mumbles Railway set to be reborn as a walking trail

A PROJECT to create a walking trail along the route of the Swansea & Mumbles Railway – which in 1807 ran the world's first passenger trains – has been launched.

Originally built under an Act of Parliament of 1804 to move limestone from the quarries of Mumbles to Swansea and to the markets beyond, and initially known as the Oystermouth Railway, the line carried the world's first fare-paying railway passengers in horse-drawn cabs.

It later introduced steam haulage and was finally converted to electric power, using the largest tramcars ever built for service in Britain, before it closed in January 1960,

The Mumbles Development Trust plans to set up the Mumbles Railway Trail along the original route, with replica signs at each station site containing a QR code detailing the history of the line and any historical information relating to each stop.

To start the project, an appeal for funds has been set up online at www.spacehive.com/mumbles-railway-trail – and more than £10,000 has already been donated towards it.

A high-quality badge of the Brush 106-seater tram that ran on the railway between 1929 and 1960 has also been produced to contribute to fundraising efforts. It can be bought at Mumbles Pier or by post for £5 plus £1.50 postage from Mumbles Development Trust, 71 West Cross Lane, West Cross, Swansea, SA3 5LU.

The Mumbles Development Trust's Brush 106-seater tram badge. MDT

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Caledonian Railway McIntosh Class 439 0-4-4T No. 419 departs from Market Bosworth during its second visit to Battlefield Line for Easter week with the 3.30pm Shackerstone to Shenton service on April 18, after which it made its first ever visit to the West Somerset Railway for the May 5-8 Spring Steam Gala. GRAHAM NUTTALL

Bullhead rail chairs were used as *PS Waverley* ballast – but steamer faces far weightier issue

By Hugh Dougherty

ENGINEERS and volunteers working on *PS Waverley*'s winter maintenance schedule removed hull ballast for inspection and discovered that thrifty sailors had used British Rail standard bullhead rail chairs as weights in the 1950s, when the steamer was under BR control.

Waverley Excursions general manager Paul Semple said: "Waverley is, of course, a railway steamer, having been built by the LNER in 1946 and passed to BR in 1949. We were interested to see that best use was being made of common railway and maritime resources by recycling the chairs, some of which were broken, for use as ballast weights.

"The idea of recycling and using scarce resources for economy was clearly in vogue in railway and railway steamer circles some 60 years ago, long before it became fashionable today."

However, Paul is facing what is perhaps the weightiest challenge to the ship in its history, as it prepares to mark the 75th anniversary of its maiden voyage on June 16 by sailing from Glasgow to Arrochar.

"We have been advertising for a new chief engineer since November last year and we've not found one with an absolutely essential sea-going steam ticket," said Paul.

"If we don't have a qualified chief engineer, and it seems what we're looking for is increasingly hard to find, then *Waverley* won't be able to sail in 2022.

Rail chairs recycled! The BR bullhead rail chairs in use as ballast on *PS Waverley*, removed for inspection. HUGH DOUGHERTY

"That would be devastating, especially as we're planning to return again this year to Liverpool, North Wales, the Bristol Channel, Thames, and south coast piers, so any help or leads that *Heritage Railway* readers can give us would be greatly appreciated."

Paul said that *Waverley* is facing the sort of problem that is already present, or will become increasingly common in the heritage sector, as people with traditional skills die out.

"We have been looking closely at the steam and railway engineering apprenticeship schemes that many heritage railways are already operating very successfully as we recognise that, in the longer term, if *Waverley* is to keep steaming, we'll need to train and retain our own staff, such as the specialised post of chief engineer," he said.

"That, of course, does not solve our problem for this season, and the clock is ticking. Contact us by emailing info@waverleyexcursions.co.uk if you know someone who might be suitable – or if think you can help yourself."

Shipshape for 2022, but will *PS Waverley* be able to sail if an engineer isn't found? HUGH DOUGHERTY

Can you help resleeper Nene Valley's Castor stretch?

THE Nene Valley Railway has sounded a call for volunteers to help repair a section of track and bring it back up to line speed.

While the heritage line has more than 300 working volunteers covering a range of departments, from servicing and maintaining locomotives and carriages to signalling, a stretch of the line near Castor requires urgent attention.

About 500 sleepers need replacing to enable the trains to run at the maximum permitted speed of 25mph. This section is currently able to allow speeds of only 10mph.

Changing sleepers

Extra volunteers are needed for a series of working parties whose job will be to change a large number of sleepers. The next working party will take place over the week beginning Monday, May 23.

A railway spokesman said: "You need to be in reasonable health, be able to work in a team under the careful direction of our track manager, and be happy to be working out in the open air. We ask that any volunteers are over the age of 18.

"We will have welfare facilities available on site each day."

➜ To volunteer, email adminassistant@nvr.org.uk or telephone 01780 784444.

IN BRIEF

➜ THE Northampton & Lamport Railway took delivery on April 19 of three iron ore tippler wagons on long-term loan from the Rushden, Higham & Wellingborough Railway, and now has a fleet of six for its Ironstone Train Project, as highlighted in issue 291. A £9000 appeal for their restoration so they can be used in demonstration goods trains has been set up at https://gofund.me/72819638, with work on the first wagon starting imminently.

➜ AN all-out effort by staff and volunteers managed to get trains running on the 7¼in Hilcote Valley Railway at Eccleshall, Staffordshire, in time for Easter, despite it losing its station and ticket office in a fire that got out of control after spreading from a neighbouring property on March 25, as reported. An appeal to raise £10,000 to help rebuild the gutted premises has been launched at www.gofundme.com/f/hilcote-valley-railway-fire-damage and has raised more than £4000 so far.

➜ THE Swanage Railway group rebuilding LSWR 4-4-0 No. 563 is appealing for £100,000 to install the inner firebox as the next stage of its restoration at the Flour Mill workshop at Bream. The 563 Locomotive Group has already raised two-thirds of the estimated £500,000 need to return it to steam. Donations are invited at 563locomotivegroup@swanagerailway.co.uk or by telephoning 07864 647513.

➜ ROLLING stock owner Porterbrook has donated Mk.3 first class InterCity carriage No. 11088 to Richardson Endowed Primary School in Smalley, Derbyshire, for conversion into a new student teaching facility. The carriage was built in 1985 at nearby Litchurch Lane Works.

➜ PLANS to restore Sprotbrough station on the former Hull to Barnsley line and change the waiting room into a three-bedroom home with track relaid outside as a feature have been submitted to Doncaster council. Passenger services ended in 1903, but the station handled freight until 1963 and the line was in use to serve Denaby Main Colliery until 1968.

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GWR tank set for debut at new Swindon & Cricklade home

EXCLUSIVE

By Robin Jones

THE Swindon & Cricklade Railway is aiming to have GWR 0-6-2T No. 6695 ready to enter traffic during the summer.

Following the overhaul of the boiler at the Flour Mill workshop at Bream in the Forest Of Dean and its delivery on February 10, significant progress has been made since it was reunited with the chassis for the first time since 2018.

All of the cladding cleading is now in place and the process of painting is well underway prior to the side tanks being fitted.

All valve gear and rods are in place, and the piston rods and heads have all been replaced with brand new items manufactured by the West Somerset Railway.

Once the side tanks and cab roof have been fitted, it is planned to move No. 6695 to Hayes Knoll shed for final assembly and painting in GWR Hawksworth 1946 livery.

Funds are still required to enable completion of the overhaul, however. Donations and enquiries regarding shares in 6695 Locomotive Ltd should be addressed to: 6695 Locomotive Ltd., Cherry Tree House, St. Martins Road, Poole, Dorset BH16 5NQ, r via the website at www.6695loco.co.uk, or 6695 Loco Group on Facebook.

Nigel Clark, of 6695 Locomotive Ltd, said: "All being well, No. 6695 should return to traffic during this summer."

The reassembly of GWR 0-6-2T No. 6695 is rapidly taking place at the Swindon & Cricklade Railway, its new home. ALLAN BOTT/SCR

Outshopped from Armstrong Whitworth's Newcastle works in October 1928, it was originally posted to Tyseley shed and then moved to Leamington in April 1929, hauling outer suburban passenger services from Birmingham Snow Hill to Stratford-upon-Avon and Leamington.

In September 1934 it was switched to freight work at Oxley.

It was later shedded at Wolverhampton Stafford Road, Swansea East Dock, Landore, Neath and Radyr (Cardiff). In November 1961, it the last scheduled through passenger train from Neath General to Treherbert.

No. 6695 was withdrawn from service in July 1964 after completing more than 620,000 miles and sold to Dai Woodham's scrapyard. It was bought by the 56XX Tank Group (later the 6695 Locomotive Group) and moved from Barry to Swanage, where it was dismantled for overhaul. Its restoration was completed at Herston Works in 2006.

In 2015 it was damaged while being transported on a low-loader and subsequently dismantled and prepared for its next 10-yearly overhaul, which began on the West Somerset Railway. In December 2019 it was announced that the locomotive would be based on the Swindon & Cricklade Railway, which had reached agreement with the locomotive's owning group.

Brake gear now being fitted to new G5

FURTHER progress has been made with the Class G5 Locomotive Company's project to build a new NER William Worsdell Class O (LNER G5) 0-4-4T, No. 1759.

Due to the success of its Put The Brakes On fund, the company has bought the components for the brake gear – hangers, shafts, rods, shaft cranks, lever, turnbuckles, hanger carriers, and pins. They are now at various stages of painting and fitting.

The two rear sandboxes have been fabricated and they are also at the company's unit in Hackworth Industrial Park, Shildon, ready for viewing at its open days held between 10am and 1pm on the first Saturday of each month.

The replacement wheel for the trailing wheelset. CG5LC

Furthermore, Boro Foundry has recast the replacement wheel for the trailing wheelset and the testing process is ongoing.

Moving towards the goal of a rolling chassis, the spring hangers have been fitted on the frame.

The company has forging and machining drawings for the connecting rods and is awaiting responses for quotations from suppliers. Its design contractors have almost completed the final drawings for the two water tanks and a new appeal is due to be launched to fund their fabrication.

As the company is building an engine that ran on the successor to the Stockton & Darlington Railway, it will be an active contributor to the S&DR 200 celebrations in Shildon in 2025.

Brake gear turn buckle and lever being trial fitted on the driver's side. CG5LC

Once completed, it is intended to use the G5 on heritage railways but later on the main line too.

➜ If you would like to support the project, visit www.g5locomotiveltd.co.uk or the company's Facebook page – Class G5 Locomotive Company Ltd.

Pre-order Issue 294: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Newly-renamed Hudswell Clarke 0-6-0ST No. 1208 of 1916 *Nightingale* and *Seacole* in action on the Embsay & Bolton Abbey Steam Railway on April 22. MIKE HEATH

Locomotive renamed to honour nursing pioneers

STEPHEN Middleton's Hudswell Clarke 0-6-0ST No. 1208 of 1916 *Illingworth/ Mitchell* was renamed *Nightingale* and *Seacole* at the Embsay & Bolton Abbey Steam Railway on April 22.

During the midday ceremony at Embsay station, tribute was paid to the courage shown throughout the pandemic by the current generation of nurses, midwives, nursing associates, and healthcare support workers who continue to tackle the direct and indirect effects.

Mary Seacole and Florence Nightingale are two of the world's most famous nurses, both being remembered for the advancements in nursing which they developed while caring for injured soldiers during the Crimean War.

Many believe that Mary Seacole did not receive the recognition she deserved; this name will remind future generations of the contribution and sacrifice that nurses and midwives from abroad and from an Ethnic minority have made during the Covid-19 crisis.

Professor Greta Westwood CBE PhD RN, of the Florence Nightingale Foundation, and Trevor Sterling, of the Mary Seacole Trust, unveiled the relevant nameplates before joining guests for a ride in Queen Victoria's saloon and vintage directors' carriages.

The invited guests travelled in luxury behind the newly-renamed locomotive to Bolton Abbey for afternoon tea.

For the first time, the three Stately Trains bogie saloons were rostered together – 1913-built LNWR Directors Saloon No. 5318, Lancashire & Yorkshire Railway Directors Saloon No.1 from 1906, and Queen Victoria's personal coach, the LNWR Saloon No.17, built in 1885.

Stephen said that each change of ownership of the locomotive since 1916 has seen a change of name and he has followed that tradition. As previously, one name is carried either side of the locomotive.

Marking 100 years since the WHR reopened

WELSH Highland Railway revivalist groups are to jointly run a weekend of services between Dinas and Rhyd Ddu to celebrate the centenary of its reopening in 1922.

The Ffestiniog Railway Company, the Welsh Highland Heritage Railway, the Welsh Highland Railway Society and Welsh Highland Heritage Group have pooled resources to stage a series of celebratory events.

On July 30/31, heritage trains will operate between Dinas and Rhyd Ddu, as South Snowdon is now known.

While sections of what became the WHR were built in the 1820s, it was not until a century later that the unfinished and near-derelict North Wales Narrow Gauge Railway line between Dinas Junction and Porthmadog was completed. However, the railway immediately went into decline, with passenger services never restarting after the 1936 season. It finally closed in 1937.

June 23-25, 2023, will see a major event to mark the centenary of the opening to Porthmadog. It will involve all three heritage railways and some of the original locomotives.

New Corris Falcon will steam in September if funds permit

FOLLOWING the restarting of work on the new-build Falcon 0-4-2ST No. 10 for the Corris Railway at Alan Keef Ltd, sections of the footplate have were made and fitted in April prior to the mounting of the smokebox.

The handbrake screw had been machined and connected to the rest of the mechanism to complete that part of the brake assembly.

A decision had been made on the type of air brake cylinder that will be used so that suitable mountings could be made.

With No. 10's inside motion, and overall small size, accurate measuring of components and clearances is crucial. Accordingly, a volunteer has constructed a wooden ashpan for trial fitting before he commits to producing one in steel that will be fitted to the engine. Another volunteer has made the firebox doors and opening mechanism.

The new locomotive will differ from the originals in that it will have a higher cab to accommodate drivers and firemen who are taller than their Victorian predecessors.

Subject to continued fundraising, it is aimed to have the locomotive in steam on September 24 as the centrepiece of a charity open day at the workshops of Alan Keef Ltd, in Ross-on-Wye, with it entering Corris service in early 2023.

➜ Donations for the new engine in order to meet this timescale may be made online at www.corris.co.uk or cheques, payable to Corris Railway, can be sent to: Peter Guest, 38 Underwood Close, Callow Hill, Redditch B97 5YS.

Steeple Grange railway is running again after rockfall and flooding

THE Steeple Grange Light Railway has reopened for public passenger services after being shut for two years.

The 18in gauge line near Wirksworth closed in 2020 because of the pandemic but then suffered a rockfall that September, followed by a major flood a few months later when a high-pressure water main on a bridge burst and damaged the trackbed.

However, an all-out effort by volunteers – supported by professional contractors who secured the rockface at a cost of £40,000 – have seen it returned to operating condition.

The line, which occupied part of the trackbed of the Killer's branch line from Steeple House Junction of the Cromford & High Peak Railway to Middleton Quarry, ran over Easter weekend and now aims to run services every Sunday and bank holiday over the summer.

The line's main motive power for passenger services, 4wDM No.3 *Greenbat*, is back in action. SGLR

Barclay 0-6-0ST *Swordfish* **hauls its first train at Quainton Road on April 25.** PHIL MARSH

Furness Railway No. 20 passes Hudswell Clarke No. 1742 of 1946 Millom and Bagnall 0-4-0ST No. 2469 of 1932, running in the Down yard at Quainton Road. JAMES KINDRED

Swordfish steams under new ownership at Quainton Road

By Phil Marsh

BARCLAY 0-6-0ST No. 2138, currently named *Swordfish*, has been purchased by Ricky Plummer, a man who has spent a lifetime on steam traction.

He was a professional skilled tool maker and machinist until 2000 when he decided that his ambition to become a main line driver was likely not to be realised unless he applied without delay to beat the then recruitment age limit.

Ambition realised

Ricky retired from Great Western Railway last year after driving HSTs, the Class 57-hauled sleeper services and latterly the Class 800X Hitachi IET to and from Paddington. He had already gone part time, joining West Coast Railways as a diesel driver in 2017 and last year, given his all-round experience, was selected for a traction conversion course to become a main line steam driver.

His first training turn was on LNER A3 Pacific No. 60103 *Flying Scotsman* which did not daunt him, even after the fireman whispered in his ear: "Are you aware of the enormity of what you are about to do?"

But Ricky was used to such moments, having driven on Steam on The Met and Steam on the District Line as part of Dennis Howells' WR 0-6-0PT 9466 and GWR 4-6-0 No. 6023 *King Edward II* group on numerous preserved railways.

When No. 9466 was sold after Dennis died, Mr Plummer looked at the economics of buying his own steam locomotive and settled on one of the few Barclay 0-6-0STs that survived the end of industrial steam. It was built with a steel firebox in austerity times in 1941 and was recently based at the Swindon & Cricklade Railway.

The engine was steam tested at Quainton Road on April 29 when Ricky revealed to the author the three members of the supporting group which will keep the engine operative and out on tour to other railways. Ricky has formed a company, Swordfish Locomotive Services Ltd, with co-director Andy Midwinter, who owns a steam roller, and a support group with Alex Beasley, a boilersmith, and Logan Kinnard.

The team has already had invitations to visit other railways and on the steam test day, the engine, vacuum-braked and steam heat-fitted, hauled three Mk.1 carriages with ease after a few runs light engine along the Up yard running line at Quainton. It moved off the pit for the first time under the new ownership at 3pm and one hour later hauled its first train.

Secret livery change

Swordfish is currently in black livery with its name painted on the saddle tank and Ricky told *Heritage Railway*: "I will be changing the livery and maybe the name, but all this will remain a closely guarded secret until the unveiling in due course."

Ricky has been at Quainton as a driver for decades and on May 17, 2003, used his scuba diving equipment to fix a broken chain in a water tower there, rather than waste several thousands of gallons of water emptying it. "Not many people can boast that," he said! He has also scuba-dived around the sunken Egyptian Liberty ship *Thistlegorm* which went down with the sparse remains of two 8F locomotives on board – a steam man through and through.

➜ ***Swordfish* was among five locomotives in steam at the Buckinghamshire Railway Centre's May 1-2 gala, alongside visitors the Furness Railway Trust's Sharp Stewart 0-4-0 No. 20, and 1906-built Hudswell Clarke 0-4-0ST No. 750 *Waleswood* from the Chasewater Railway joined by resident Hudswell Clarke 0-4-0ST No. 1742 of 1946 Millom and Bagnall 0-4-0ST No. 2469 of 1932, running for the final time prior to withdrawal for its 10-yearly overhaul.**

The event saw demonstration freight trains, parallel running and vintage stock running passenger trains.

Reveal your inner artist as Severn Valley offers drawing and photo courses

THE Severn Valley Railway has launched a series of new workshops, designed to inspire the 'inner artist' of its visitors.

Throughout this year, the SVR will be collaborating with local experts to offer drawing and photography sessions.

Bewdley-based Foundry Artists will be hosting sketching sessions at The Engine House visitor centre at Highley with sessions starting on May 14.

Ticket holders will experience a carefully-curated workshop to gain key sketching skills, and the workshops are suitable for all experience levels.

As part of their workshop package, each participant in the course will get a Freedom of the Line day ticket to use across the railway before and after their session.

Lee Chapman, from Chappers Photography, will be hosting two full-day workshops for all experience levels, with the first covering basics on May 15. A more advanced course on June 19 will teach key skills on landscape and location. Participants will travel to Arley to photograph the station along with its staff and surrounding environment.

Hilary Baker from Foundry Artists said: "Basing this series of workshops at the SVR gives us a new opportunity to work within a varied and attractive setting. The SVR promises a truly unique selection of stand-alone sessions in a landscape that has inspired generations of artists."

The workshop sessions can be booked online at svr.co.uk

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Downs Light Railway 'safe' despite school merger, says trust chairman

By Robin Jones

Heritage Railway Association award-winning Downs Light Railway volunteers Thomas and Lucy Isherwood with 1939-built 4-4-2 George. DLRT

ASSURANCES are being given that the award-winning Downs Light Railway – the world's oldest private miniature railway – will survive following an announcement that the Herefordshire school where it has been based for 97 years is to merge with another and relocate.

The Downs Malvern, which is based near Colwall, and The Elms, which lies a mile away, will be brought together as a single preparatory school called Elmsdown. The new school will be located at The Elms site from September 2023, approximately one mile south of The Downs Malvern.

Owned by the Downs Light Railway Trust, the line was built by the children to 71/4in gauge from 1925 under the guidance of headmaster Geoffrey Hoyland for the principal purpose of education.

The line was regauged to 91/2in during the 1930s to allow for new locomotives to be used on the line. After Mr Hoyland fell ill and retired, the railway deteriorated until it became unsafe to use by the late 1960s.

During the 1970s, restoration work began by former pupils of the school, led by James Boyd. In 1983, the railway was handed over to the trust, which became responsible for its ownership, preservation and operation.

Award-winner

It is one of only two railways to be operated by children, and the only one by those aged from seven years old. It provides The Downs Malvern with regular extra-curricular activities, as well as activities for children from within the local area.

In 2019, it joined the Heritage Railway Association, whose president is Lord Richard Faulkner of Worcester – also the patron of the Downs Light Railway Trust. As reported in issue 280 of this magazine, it won the HRA Annual Awards (Small Groups) award for 2021 for its achievements with youth engagement.

The award recognised the work of trustees, staff, and volunteers in advancing education in railways and engineering for young people, promoting the railway industry, and collaborating with neighbouring heritage lines including the Perrygrove Railway.

Trustees obtained planning consent to build two new youth education buildings and to revise the central railway terminus, while an exclusive range of fire-retardant coveralls for young children to safely engage in railway activities was established with a UK clothing manufacturer. A Young Trustees Scheme to introduce young people to the management side of railways was also developed.

As reported last issue, the Most Innovative Fundraising Idea category at the 2022 HRA awards was won by teenage Downs Light Railway volunteers Thomas and Lucy Isherwood, who raised funds for the line during the pandemic and exceeded their initial £2000 goal to reach £50,000.

In a letter sent to trust beneficiaries, volunteers, donors and supporters on April 19, when the merger was announced, chairman Timothy Pennock said: "We recognise that this announcement will cause great concern.

'Educational role'

"The Downs Malvern has engaged with the Downs Light Railway Trust from the earliest opportunity and wishes the Downs Light Railway to continue in an educational role with the new school.

"The disposition of The Downs Malvern site is yet to be determined. However, the Downs Light Railway will continue to engage, educate and involve our community throughout the grounds of The Downs Malvern site for the immediate future.

"We would like to reassure everyone that we are committed to delivering the objects of the Downs Light Railway Trust, reaffirmed by our recent incorporation with the Charity Commission. This includes delivering the aims and objectives of our Centenary Development Programme, which remain at the forefront of our development strategy.

"This announcement potentially offers additional dimensions to our programme, increasing the opportunities and benefits.

"The railway's assets are owned by the Downs Light Railway Trust with a very specific educational remit, so there is no risk that they will be sold off or disposed of, regardless of the ultimate fate of The Downs site. We will know more in the coming months.

"Ultimately, we would like the railway to stay where it is. From a heritage railway perspective, we remain committed to engaging young people and finding ways to get them into the heritage and national rail networks."

Barry Tourist Railway closed for the 2022 season

PLANS by Transport for Wales to store trains at the main Barry Rail Depot in Wales have resulted in the Barry Tourist Railway being moved to a smaller shed at Plymouth Road on Barry Island.

TfW approached the Vale of Glamorgan Council, which owned the depot and neighbouring land, at the start of the year with a request to purchase to allow it to store and stable rail vehicles, including the new Class 756 units. The sale would net several million pounds worth of investment for the infrastructure for this purpose, seeing the depot return to main line use, as well as presenting new employment opportunities for the local community.

The heritage line runs from Barry Island station to Gladstone Bridge, past Woodham Brothers' scrapyard, which is now a housing estate. The relocation of depots has led to the decision not to open the line as normal during 2022.

The line's director, John Buxton, said: "Relocating our rolling stock, workshop facilities and stores presents a number of challenges, including a huge logistical exercise.

"This includes laying new sidings to store our retained rolling stock.

"At this time, we're not sure how long it will take.

"Unfortunately, we are therefore not able to open this year as normal."

He added that he was hopeful of some operations during August, but could not promise this for certain.

Although the plan is to maintain the pre-Covid services, the move will result in the need for the line to "slim down the rolling stock".

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Welcome back, *Blyth* – it's been way too long!

BRITAIN'S newest steam locomotive was welcomed to its new Southwold home on April 11 – exactly 93 years to the day when its predecessor last ran.

As reported last issue, replica 3ft gauge Sharp Stewart 2-4-0T *Blyth* was delivered by builder North Bay Railway Engineering Services from Darlington to the Southwold Railway Trust's Steamworks site in Blyth Road on March 29.

A wine and cheese reception was held on April 11 to mark the date of the final train on the legendary line. Attending were invited guests including Southwold Town Mayor Will Windell and his wife, plus members of the Two-Four-O Club who had generously contributed to the project. No. 3 *Blyth*, named after the river which defined the water-meadowed valley through which the line ran, was the only locomotive that ran for the 50-year life of the railway.

Southwold vicar Simon Pitcher, himself a railwayman in a previous incarnation, bestowed a blessing on the locomotive and christened it with a bottle of Adnams Rail Ale that had been brewed for the 1979 centenary

Trust chairman John Bennett said: "It is really great to have it here. We still cannot quite believe it.

"Not only is it a fine piece of engineering, but it is also a beautiful object in its own right. This is the sort of thing that should get the Turner Prize.

"We are so grateful to David Humphreys and his team at North Bay Engineering for making such a splendid job of it."

The trust is now engaged on various works to make its 80 yards of track fully operational for steaming *Blyth*.

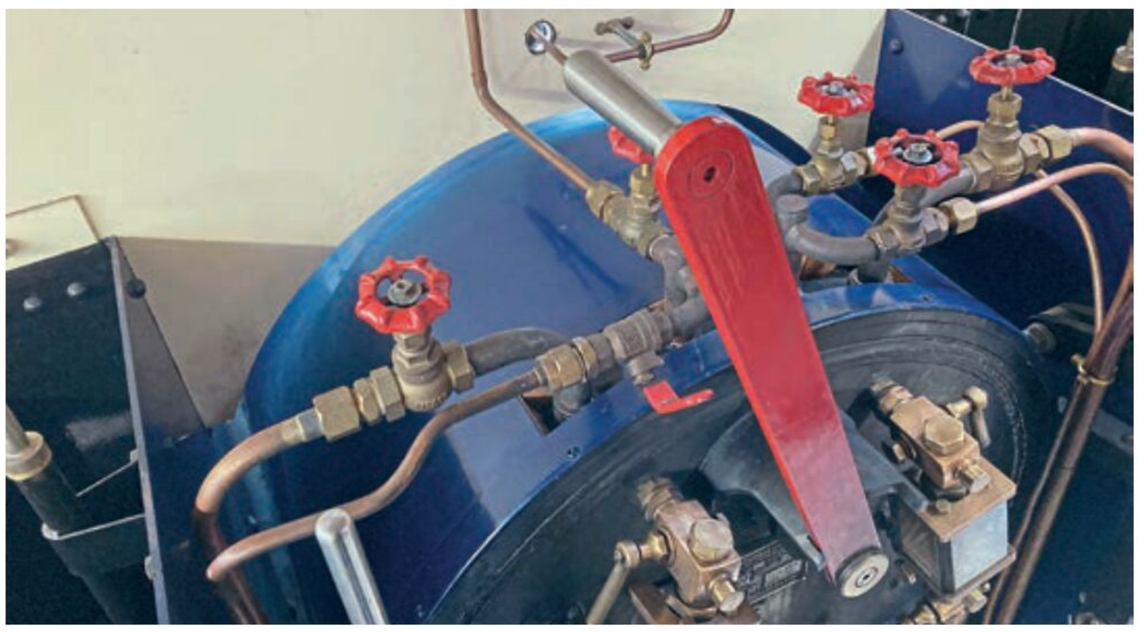
The trust cannot yet afford a replica Southwold carriage with veranda ends, but it could maybe build a small carriage on a wagon chassis it owns.

"So where do we go from here?" asked John.

"A good start would be to run from our station site down to the harbour on the original trackbed.

"It is about half a mile and would be a sensible run with a useful destination."

The welcoming reception for the new *Blyth* at Southwold on April 11. SRT



Inside the cab of the new *Blyth*. SRT

Railway pier crane re-'ap-piers' 50 miles away!

By Hugh Dougherty

AN historic Londonderry & Lough Swilly Railway crane located on Fahan Pier on the narrow gauge railway's Derry-Buncrana line for almost 100 years has made a surprising reappearance – nearly 50 miles away on the harbourside at Donegal Town, deep in the territory of the Swilly's great rival, the County Donegal Railways.

Members of the West Innishowen History & Heritage Society said that the 19th century hand-cranked crane, of a type once common in railway goods yards, was removed from the rotting pier structure in 2019 for safety reasons by Donegal Council Council, but that they heard nothing more about the crane until it popped up again at the other end of the county, fully restored and repainted, this March.

The crane in situ on the derelict Faham Railway Pier before removal in 2019. WEST INNISHOWEN HISTORY AND HERITAGE SOCIETY

Now members are demanding its return to Fahan, where, they claim, it is a part of the railway heritage of the area. With a greenway shortly to open over the old railway track between Derry and Buncrana, they ae asking that it is sited beside the greenway as a reminder of the path's railway heritage.

A society spokesman said: "We were not consulted and as so little remains of the railway in and around Fahan apart from the station building, we are very keen to see the crane returned to us for local display. It is an integral part of our local Lough Swilly Railway heritage and it belongs here."

Fahan Pier was originally opened in 1877 to serve Lough Swilly Steamship Company steamers operating to Rathmullan, and rails ran on to the pier from the start. In 1922, the L&LSR – which by this time was operating the steamers – rebuilt the pier. The crane, which may be the original from 1877, was used to transfer goods from railway wagons on the pier to the ships.

Fahan Pier deteriorated after Swilly Railway services ended in 1953, and safety concerns caused the council to step in and save the crane. It was removed to the council's harbours workshops at Burtonport, a former L&LSR terminal station, and reappeared at Donegal Town.

The restored crane, painted in Lough Swilly Railway green, now at Donegal Harbour. DONEGAL TOWN TIDY TOWNS COMMITTEE

A Donegal County Council spokesman said: "The crane was removed from the wooden pier at Fahan on concerns that it could fall from the dilapidated structure, and it was taken to the piers and harbours depot at Burtonport. Donegal Town Tidy Towns Committee subsequently wrote to Donegal County Council and asked if it could restore the crane and put it on display at the town's pier. Donegal County Council considered this request in regards to the suitability of the proposed location for public safety prior to granting approval."

The only other surviving Lough Swilly crane, mounted on a flat wagon and restored at the Foyle Valley Railway Museum. FVRM

The crane is now located – without information as to its railway origins – half a mile from Donegal Railway Heritage Centre, which was not involved in the relocation. At the centre, the Lough Swilly signal cabin from Newtoncunningham station is on display.

The only other surviving Lough Swilly Railway crane is preserved in Derry's Foyle Valley Railway Museum, mounted on a Letterkenny & Burtonport Extension Railway flat wagon.

Concrete infill would permanently scupper link between heritage lines

By Robin Jones

TWO heritage lines are facing a renewed battle to prevent a bridge that crosses a potential link between the pair becoming permanently infilled with concrete.

The Eden Valley Railway at Warcop and Stainmore Railway at Kirkby Stephen East have ambitions to lay five miles of track to connect with each other.

However, last spring, as reported in issue 288 of *Heritage Railway*, National Highways (formerly the Highways Agency and later Highways England) infilled a stone arch bridge at Great Musgrave, blocking the route.

The work was carried out under powers intended for emergency situations presenting a threat of death or injury, with the material allowed to remain in situ for no longer than 12 months.

Eden District Council has insisted that planning permission must be obtained for retention beyond this period. National Highways has now submitted its application, with a decision due by May 27. National Highways claims that the work is needed to strengthen the bridge for traffic using the B6259 which is carried over the trackbed.

The action and similar threats to redundant railway bridges around the country sparked widespread controversy, leading to the Government pausing such schemes for the time being, but the programme is expected to resume later this year.

Following the abolition of BRB (Residuary) Ltd in 2013, the Highways Agency was handed responsibility for managing the Department for Transport's Historical Railways Estate (HRE) collection of about 3800 bridges, tunnels, and viaducts that are no longer part of the operational network.

Last year the HRE Group was formed to oppose Highways England's plans to demolish or infill structures of historic value or which could be given a fresh use in the future. It received support from the House of Commons Transport Select Committee, which has asked for the futures of a third of the bridges earmarked for infilling – but which are proposed for reuse on reopened railways, heritage line extensions or footpaths and cycleways – to be reconsidered.

The concrete infill blocking the stone arch bridge over the vacant trackbed at Great Musgrave. National Highways wants to make the infill permanent. HRE

Stainmore project manager Mike Thompson called on locals and supporters of sustainable transport to object to the application, saying: "This was a fine historic structure in good condition. We believe infilling conflicts with the council's policies on new development, biodiversity, landscape character, green infrastructure and heritage assets, as well as the protection of dismantled railways under consideration for reopening."

Reprieve for vital Mid-Norfolk extension bridge

MEANWHILE, the Melton Constable Trust and Mid-Norfolk Railway, with help from Norfolk County Council and MPs Jerome Mayhew and George Freeman, have prevented Gateley Bridge – known as Bridge 1711 – near Great Ryburgh, from being infilled.

The bridge is on the route of a future northern extension of the MNR from County School to Fakenham and also the mooted Norfolk Orbital Railway, which is designed to link the MNR and the North Norfolk Railway.

"In our view and that of a great many other people, this is a classic example of a short-sighted policy which, if not checked, will destroy a very large number of railway assets..."

Reprieved: Bridge 1711 north of County School station, which the Mid-Norfolk Railway would have to pass beneath in order to reach Fakenham. MCT

A spokesman for Highways England said the major problem with the bridge was its three-ton weight limit that was regularly being abused by heavier vehicles weighting up to 30 tonnes. However, Bridge 1711 has long had a weight restriction because it was never constructed for heavy vehicles, as the lane it carries is unsuited to such traffic.

The simple answer to any concern was to ensure the enforcement of that regulation. After talks with Norfolk County Council, the local authority installed low-cost physical barriers that have created a width restriction, effectively excluding large vehicles and preventing the weight limit from being abused in this way.

The trust's project officer, Paul Young, said: "The work that the MPs did to influence Highways England and involve the county council in designing a technical solution was vital. Once an excellent piece of straightforward design work was done by the council, it was clear that a simple width restriction on vehicles using the bridge would provide a very cost-effective solution.

"Infilling the bridge would have cost vastly more and would surely have been an awful waste of public money."

George Freeman, MP for the Mid Norfolk constituency, said: "Although not currently on the MNR, Bridge 1711 lies on the path on which the MNR hopes to extend its track up to Fakenham one day.

"Were it to be infilled, a significant obstacle would be put in the railway's way – one that would be very costly (possibly prohibitively so) to reverse in the future.

"I am delighted therefore to report that, alongside Jerome Mayhew (in whose constituency the bridge actually lies), our collective efforts have since brought about a resolution that avoids infilling the bridge.

"This is great news and I hope that one day the MNR will be able to extend up to Fakenham as envisioned."

A spokesman for Highways England said: "At present, the plan is not to infill Gateley Bridge."

Regarding the infilling of disused bridges, trust chairman Trevor Bailey said: "In our view and that of a great many other people, this is a classic example of a short-sighted policy which, if not checked, will destroy a very large number of railway assets that are likely to be needed in the future and wreck the efforts of many organisations working on rail restoration and related projects."

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Spring blooms on the Keighley & Worth Valley Railway as Taff Vale Railway 02 0-6-2T No. 1367 heads an Easter weekend service. ROBERT BATTY

Join The Monobloc Club to complete Britain's most powerful new-build

THE builder of new Gresley P2 2-8-2 No. 2007 *Princes of Wales* has relaunched its appeal to reach the £250,000 target to complete the cylinder block.

Launched in July last year, The A1 Steam Locomotive Trust's 'The Cylinder Manufacturing Club' has been now been renamed 'The Monobloc Club', marking a shift in focus to draw attention to the unique fabrication and raise its profile.

Production of the block is well underway at Howco in Irvine, and delivery is expected this summer.

However, more funds are needed to complete this core element of the P2 project.

A spokesman said: "We do not want to slow the pace of the P2 build, so all contributions towards *Prince of Wales* are greatly appreciated.

"To date, more than £4 million has been spent of the estimated £6 million required to complete No. 2007 within the next three years. This is testament to the generosity our loyal supporters. In order to keep to this schedule, we must complete the cylinder block by this summer. Please consider joining The Monobloc Club today and help us to complete Britain's most powerful steam locomotive in record time.

A 3D drawing of the P2 cylinder block. FREWER & CO/A1SLT

"We have a way to go to reach our £250,000 club target!"

Every member of The Monobloc Club is being invited to visit the Irvine factory to view progress on the fabrication and speak with both the Howco and P2 engineers. A tour is planned to start at 11am on Thursday, May 26, with lunch provided.

"With the cylinder block, tender frames and boiler all due for delivery this year, there has never been a better time to get on board with the P2 project," the spokesman added.

➜ **To become a club member, monthly donor or one-off contributor, visit www.p2steam.com for more details.**

The P2's right-hand outside cylinder with the Howco team at Irvine. A1SLT

Go back to the 1940s with flypast at Mid-Suffolk event

FOR its Middy In The 1940s event over the weekend of May 28/29, the Mid-Suffolk Light Railway has arranged for a flypast by the Battle of Britain Memorial Flight's Hawker Hurricane IIC to take place on the Saturday. With an array of exhibits accompanied by re-enactors, the themed weekend will also feature some of the contributions made by women from the time, with displays centred on the Women's Voluntary Service, Women's Land Army and American Women in East Anglia.

The exact timing of the flypast was to be confirmed, and is subject to weather conditions on the day itself.

Steam may disappear from traffic crossing warning signs

STEAM locomotives were banned from the UK national network in 1968 – and now they are set to disappear from the country's roads, too.

Moves are afoot to phase out red triangle road signs depicting a steam locomotive, which were introduced in 1964 to warn motorists that they are approaching level crossing without a barrier.

In 2005, a Health and Safety Executive report expressed concern that areas with "high levels of foreign vehicle drivers may result in increased decision-making errors at level crossings."

In 2013, a Rail Safety and Standards Board report said that the steam train sign may not be "readily understood by younger drivers."

It subsequently recommended that the steam train sign was replaced, because it was associated with "slow-moving" trains.

Unfamiliar traction

There is increasing concern among the powers that be that younger drivers may not be readily aware of what the signs mean if they have never been familiar with steam trains.

The Department for Transport has now warned that the use of private crossings has increased significantly, partially due to extra delivery drivers and the boom in online shopping, and that drivers may not be aware of how to cross safely.

Modern trains will now be shown on level crossing signs for the first time in the UK.

The DfT has said it would introduce new regulations for signs that provide clearer information, such as when users should use a telephone, wait for a green light, or to watch for trains.

About three-quarters of crossings are owned by Network Rail, while the vast majority of the remainder are on heritage railways. Some crossings rely on users to look for approaching trains, while others provide a telephone to call a signaller to check that it is safe to proceed.

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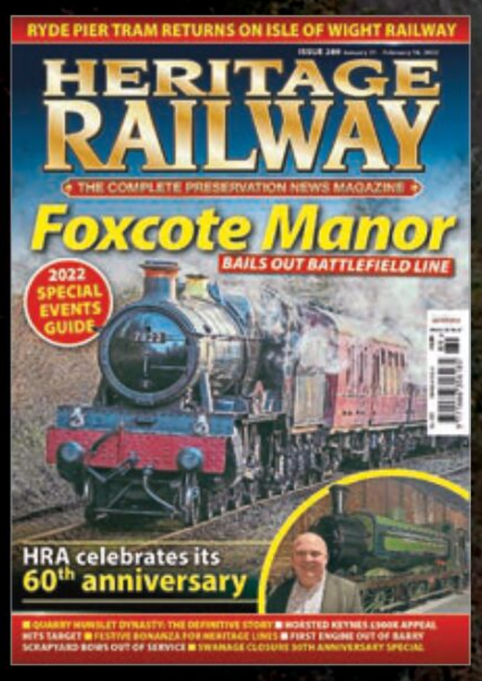

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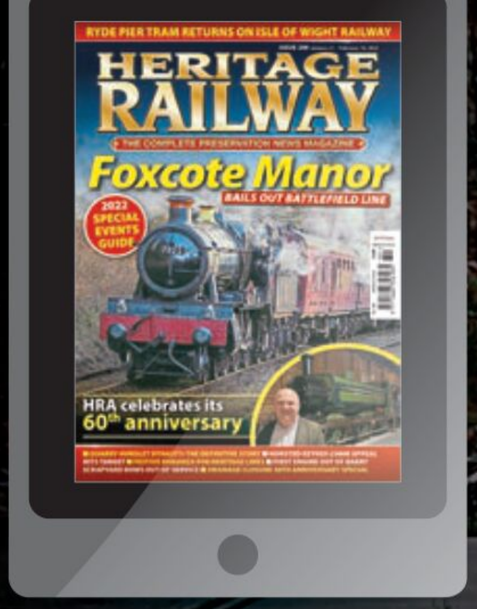

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LMS 'Black Five' 4-6-0 No. 45407 arrives at Glenfinnan with West Coast Railways' first 'Jacobite' service on the West Highland Extension of the 2022 season, in predictably seasonal weather on April 4. JAMES SHUTTLEWORTH

IN BRIEF

➜ NETWORK RAIL has begun the process of appointing a main contractor to build the new Forth Bridge Experience reception hub at the UNESCO World Heritage site. Potential partners are being asked to submit their interest before Network Rail shortlists firms to tender later in the summer.

➜ **A 29-year-old woman has been charged following a collision involving a car and diesel train at the Strathspey Railway's level crossing in Dalfaber Road, Aviemore, at about 1.50pm on Sunday, March 20. The car driver has been charged in connection with a road traffic offence and a report has been sent to the Procurator Fiscal, a police statement said.**

➜ THE half-mile 2ft gauge mine train at Morwellham Quay is to restart operations in June – 25 months after the Devon attraction closed because of lockdown. The site's other attractions, such as the Victorian village, will also open.

➜ **BUCKFASTLEIGH-based South Devon Railway Engineering has won a contract from Colas Rail UK to carry out work on Class 43 High Speed Train power car No. 43277, one of five which comprises the Colas fleet of main line inspection trains. It arrived on March 11 and went straight into the workshops.**

➜ THE Rother Wall Railway's model railway exhibition will take place at Robertsbridge Village Hall on May 21 and 22.

➜ **THE photograph of the 'Jacobite' stock movement on page 57 of issue 292 should have been attributed to Paul Berry and not P. Marsh, as incorrectly stated. We regret the error.**

Bring a DMU home to Fife

A CLASS 107 DMU trailer will be returning to its former Fife home – if the Fife Heritage Railway can raise the £10,000 needed to complete the purchase and transport it from the Gloucestershire Warwickshire Railway.

The Kirkland-based preservation group has placed a deposit on Driving Motor Composite Lavatory No. 52029 to secure it for its needs.

This particular driving trailer was pictured working through Fife in the 1980s, so the move will see it back in familiar territory.

➜ To donate, visit www.justgiving.com/campaign/railcar-rescue

Cynheidre on course for its first steam locomotive

By Robin Jones

STEAM has started on the long road back to the successor to Britain's oldest public railway.

The restoration of Avonside 0-4-0ST No. 1498 of 1906 *Desmond* for the Llanelli & Mynydd Mawr Railway has begun at the Flour Mill workshop, at Bream in the Forest of Dean.

When completed, the restoration will provide the heritage railway with a working steam locomotive for the very first time. So far:

- The boiler has been split from the locomotive.
- The tube plate has been removed and found to be cracked, and therefore needs replacing.
- The angle ring has hairline cracks and will also need replacing.
- The boiler, which requires the attention of a coded welder for the barrel sections, needs rectification of a ring of corrosion around the bottom of the steam dome and welding of the outer firebox.
- Steel for a new tube plate and an angle ring and a set of boiler tubes have been bought.
- The boiler has been shot-blasted and painted.

More than £70,000 has so far been spent, including a £50,000 grant from the Heritage Lottery Fund, £3000 from the Prism Fund, and more than £20,000 from the railway's own charity funds. This project has also been supported by the Association for Industrial Archaeology. Railway officials are currently exploring additional fundraising ideas to speed up *Desmond*'s restoration and support the future operation and maintenance.

Family name

The Bristol-built locomotive worked at the Lysaght's Orb Steelworks in Newport South Wales from new until 1973. It was named after a member of the Lysaght family.

When retired, it was handed over to the National Museums and Galleries of Wales at a ceremony at the steelworks, which turned out to be the last time it was steamed.

Great Western Railway-liveried 'Pacer' DMU No. 143612 arrived at Cynheidre on April 12. MARK THOMAS/LMMR

Desmond was later placed on public display at the 2ft gauge Teifi Valley Railway where it was spotted by former LMMR chairman Des Thomas. Initially a loan was arranged, and ownership of the locomotive was later transferred to the LMMR.

The heritage line has its origins in the Carmarthenshire Tramroad, a horse-drawn 4ft gauge plateway that was authorised by an Act of Parliament on June 3, 1802, and began running the following year. It is claimed to be the oldest public railway in Britain; although the Surrey Iron Railway was the first to be incorporated, it is believed that the Carmarthenshire Tramroad was the first to open to traffic.

The tramroad closed in 1844 but sections of the route were reopened in 1881 as part of the newly-formed Llanelly & Mynydd Mawr Railway, which was absorbed by the GWR in 1922. It continued as a main artery for coal distribution from the Gwendraeth valley until the 1989 closure of Cynheidre Colliery, now the site of the heritage line.

Meanwhile, the Vale of Berkley Railway's Class 143 'Pacer' DMU No. 143612 has moved to the LMMR Railway on a year-long loan under a new partnership between the lines.

The 'Pacer' will be placed under the care of the South Wales Railcar Group, which already has Nos. 142006, 143606 and 143607 in its fleet.

Sharing knowledge

No. 143612 will now operate in service at Cynheidre, ensuring that it is in ready-to-run condition for when the VoB starts public services. The loan will allow the LMMR to carry out essential work on serviceable units Nos. 142006 and 143607 while retaining existing operational capacity.

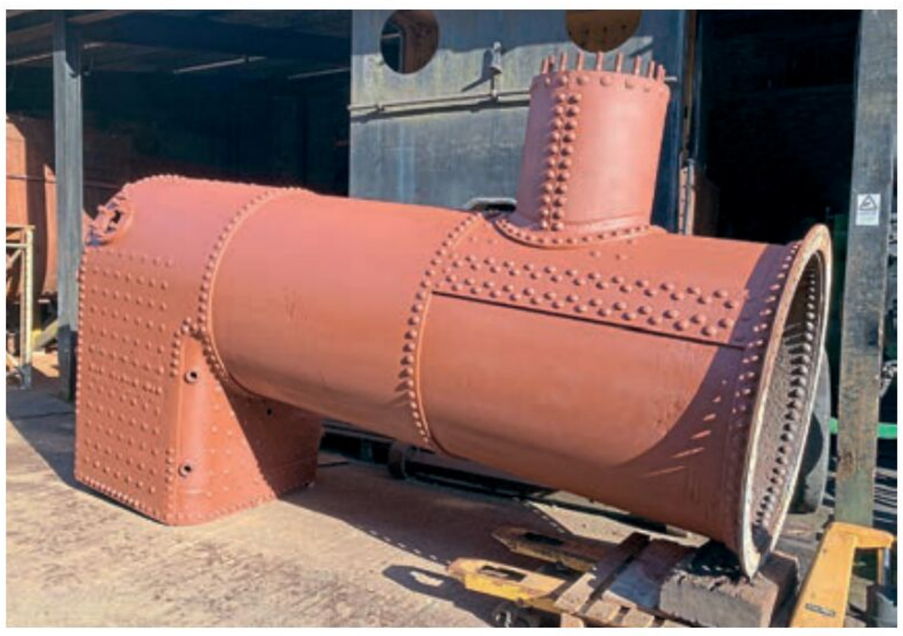
The two heritage lines will also share knowledge, expertise and spares where possible.

For No. 143612, it marks a return to South Wales after several years away, when it was reallocated from Cardiff Canton depot to Bristol St. Phillips Marsh during its time with Wessex Trains, although would still make the occasional visit to Cardiff Central in service.

It was the first Class 143 to be preserved, along with No. 143603, when purchased by the VoB.

No. 143612, which still carries Great Western Railway green livery, will make its preservation debut at the LMMR's operating day on May 14.

➜ The LMMR aims to grow into a major tourist attraction for the Llanelli district and hopes to attract more volunteers within all of its departments, including operations, maintenance and restoration, and administration. To volunteer or find out more, visit www.llanellirailway.co.uk or www.facebook.com/llanellirailway



The boiler of Avonside 0-4-0ST No. 1498 *Desmond* stands shotblasted and painted at the Flour Mill workshop. BILL PARKER/THE FLOUR MILL

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Devon County Council-liveried pair Kerr Stuart *Peter Pan* and Garrett steam waggon No.77 posted together on April 10. BEAMISH

Beamish steam gala a winner!

BEAMISH Museum's April 9/10 steam gala exceeded all expectations, with about 8500 attending over the two days.

The event saw home-based replica *Puffing Billy* running on the 1820s Pockerley Waggonway and Head Wrighton 0-4-0VB *Coffee Pot*, Peckett 0-4-0ST No.1370 of 1915, the replica Lewin 0-4-0 No. 2 *Samson* and Barclay 0-4-0WT No. 1994 of 1931 *Glyder* on the Colliery railways.

They were joined by 22 road steam engines, with five trams also in operation on an intensive service.

The Friends of Beamish operated a selection of the museum's extensive Edwardian cycle and motorcycle collection throughout the weekend, while the heritage bus service was suspended because of the resulting traffic congestion!

Visiting from Leighton Buzzard Railway was centenarian Kerr Stuart 0-4-0ST No. 4256 of 1922 *Peter Pan*, in its former Devon County Council livery. The opportunity was taken to pose *Peter Pan* alongside Garrett steam waggon No.77, which worked for the same county council and was carrying the same livery.

There were also two visitors from the Ravenglass & Eskdale Railway. The 'Train From Spain', 1929-built Krauss Pacific No. 8457 *Whillan Beck*, appeared as a heavy haulage load on a trailer behind visiting Fowler traction engine *Providence*. The other was 1896-built Heywood 0-4-0T *Katie,* which was placed on static display.

In the colliery area, a stone crusher driven by a portable engine gave displays.

1

2

3

1: Krauss Pacific *Whillan Beck* takes on the role of a heavy haulage load behind Fowler traction engine *Providence*.
2: The replica *Puffing Billy* running on the Pockerley Waggonway during the gala. MATTHEW DITCH
3: Barclay 0-4-0WT *Glyder* with the museum's 1958 Austin K8 lorry. BEAMISH

Third time lucky for Keighley line's transport festival in June

THE Keighley & Worth Valley Railway will be a prime attraction in a twice-postponed transport festival, set to take place in early June.

Keighley in Motion will take place on June 2/3 and will feature the KWVR and Rail Story, Ingrow, alongside Cliffe Castle Museum, the Aire Valley Transport Group, Keighley Bus Museum Trust, the Leeds & Liverpool Canal Society, the Museum of Rail Travel, Bahamas Locomotive Society, the Renaissance Motorcycle Workshop, the Craven Old Wheels, and the local history society, among others.

There will be a display of trolleybuses and motor buses from 1913 to the present day outside Keighley College.

Keighley Bus Company will provide a free regular bus service linking the six festival sites, with visitors arriving by car asked to use the free Airedale Shopping Centre multi-storey or the council car park in Scott Street.

Hawksworth pannier for Epping gala

THE Epping Ongar Railway's 10th anniversary Steam Gala is set to have a Western theme, with Hawksworth 0-6-0PT No. 9466 confirmed as the final visiting steam engine, courtesy of owner Jonathan Jones-Pratt.

It will appear alongside resident GWR Hall class No. 4953 *Pitchford Hall* and small prairie No. 5521 (L150), which is on long-term loan.

Previously confirmed visitor Standard 4MT No. 75069 may not be a Western engine as built, having spent its working life on Southern region metals, but it has spent its preserved working life based on a Western line at the Severn Valley. The pannier and small prairie also previously worked together on steam on the Met specials in 2013.

On Thursday, June 2, Nos. 9466 and 4953 will recreate the re-opening train from May 2012. All four engines will be operating Friday, June 3 and Saturday, June 4, with Sunday, June 5 seeing Nos. 9466 and 75069 operate on a mixed traction day.

L&B revivalists need help to buy triple trackbed lengths

By Robin Jones

AN APPEAL to fund the purchase of three vacant sections of the Lynton & Barnstaple Railway has been made by the line's supporting land-owning body Exmoor Associates.

The acquisition of these three sections, along with a Lynton & Barnstaple Railway Trust-owned length, will result in more than two miles of continuous trackbed – minus a few bridges and one very short gap – being added to the overall project to rebuild the original line.

However, Exmoor Associates CIC, a not-for-profit organisation, will be left very short of funds to complete all three purchases, which are currently in the hands of solicitors.

Spring is very much making its presence felt as Baldwin 2-6-2T No. 762 pulls into Woody Bay station on April 2, a week before the season opened. TONY NICHOLSON/L&B

Like buses

"There is a well-established saying that you wait ages for a bus, then three come along at once. It seems that in our case, a similar position exists with the acquisition of trackbed," said an EA spokesman.

"We have now been offered three parcels of trackbed, all of which connect with sections we already own and will give us a considerable unified length of the route, hence we are launching a new appeal for contributions.

"We know that this is very ambitious coming so soon after the purchase of the trackbed at Hunnacott Farm, but we feel that this is an opportunity we cannot afford to miss."

Supporters are being asked to help either by buying shares in EA, or if they are UK taxpayers, making a donation to the associated Yeo Valley Trust and specifying that it is intended for trackbed purchases; the trust will then be able to claim 25% Gift Aid from the Government but will hold the shares in its name and not that of the donor.

As we closed for press, the exact location of the three sections was not being made public until the contracts had been exchanged.

The spokesman continued: "We can assure shareholders that these are significant sections that will greatly strengthen our position in the southern section of the former Lynton & Barnstaple and hopefully convince sceptics that rebuilding the L&B is not just a pipe dream."

EA's next meeting will be held at its regular venue of Goodleigh Village Hall, EX32 7LU, at 10am on Saturday, May 14. All interested non-shareholders and volunteers are welcome to attend.

The L&B Trust will holding a gala over the weekend of May 14/15.

Trackbed walks

EA has arranged a trackbed walk along the newly-purchased Higher Hunnacott trackbed on the Saturday afternoon and a visit to Bratton Fleming station between 10am and 4pm on the Sunday. For direct applications from existing shareholders to increase an EA shareholding, a bank transfer can be made to Lloyds (sort code 30-93-08, account no. 01550790) or by sending a cheque to the company secretary at: Edgemoor, Moorland Close, Yelverton PL20 6DD. Would-be new shareholders should email secretary@exmoor-associates.co.uk for the application forms.

An appeal for more new volunteers has also been issued by EA. Help is needed in the areas of bookkeeping, finance, share issues and Companies House returns, publicity, publications, website maintenance, landscaping and maintenance of its various sites.

A fond farewell to Wight Ivatt benefactor Roy Miller, 91

VOLUNTEERS and staff of the Isle of Wight Steam Railway were in mourning after long-time supporter Roy Miller passed away on the morning of April 5.

Roy, 91, a former electrical engineer apprentice in the British Thomas Houston switching division, was best known for his major roles in establishing the Buckinghamshire Railway Centre and with his school friend Peter Clarke set up the Ivatt Locomotive Trust, which went on to preserve BR Standard 2MT No. 41298, bought directly from BR in July 1967.

They had intended to buy a different number from the class and one which had run on the Chesham branch that had taken them both to school, but on advice from a Clapham shed foreman they took No. 41928 as it was in better condition.

They also acquired No. 41313 from Woodham Brothers scrap merchants in 1975, originally as a source of spares, and both locomotives now reside and operate on the IoWSR.

A tender version in No. 46447 was also bought from Barry and is operating on the East Somerset Railway on long-term loan.

Roy and Peter led the overhauls and restoration of the two tank engines, and in an act of incredible generosity signed both of these, No. 46447 and Hunslet Austerity No. 3850 *Juno,* over to the IoWSR in 2009. In recognition of this, cast brass nameplates are carried on both 2-6-2Ts – No. 41313 *Roy* and No. 41298 *Peter* – to recognise their saviours, albeit discreetly and in line with the wishes of the trust as they were never named in BR service.

Roy went on to design a wheeldrop for the Ivatts at Havenstreet and a traverser at Quainton Road.

Roy had been unwell for a few years. His last visit to the Island was in 2018, where all three Ivatts were in steam in what was described as the I-WSR achieving his and Peter's dream.

On the morning of his passing, No. 41313 was in service and led tributes with a prolonged blast of its whistle.

Roy Miller, of the Ivatt Trust, in the cab of Ivatt No. 41313. IOSWR

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A driver training session on the recently purchased Class 107 DMU No. 52006/25 in progress at Midsomer Norton on April 10. RICHARD FARRANT

DMU moves to Midsomer Norton

CLASS 107 DMU, formed of Driving Motor Brake Second No. 52006 and Driving Motor Composite Lavatory No. 52025, has been bought by a private group from the Avon Valley Railway and subsequently moved to join the Somerset & Dorset Railway Heritage Trust at Midsomer Norton.

The trust and operating company have said they are pleased to see a versatile unit such as this DMU arrive to help share the ever-increasing workload.

It debuted at the line's April 22-24 spring steam and diesel Changeover Years gala.

Gloucester Railway Carriage & Wagon Museum is closing

THE Gloucester Railway Carriage & Wagon Museum, founded in March 2016 and established as a charity in 2020 with the aim to preserve railway history with particular attention to the GRC&W Co. Ltd., has announced it is closing due to "unforeseen circumstances" beyond its control.

Advertised as a portable travelling museum, it had more than 100 artefacts including a large scale model of a Gloucester 'Patent' bogie, long service medals and wagon plates, as well LMS ventilated goods van No. 187085 which was on long-term loan and currently located at the Llanelli & Mynydd Mawr Railway. It had been seeking a permanent base for its operations, but this was not to be.

In October 2021 the museum also launched an appeal to cover costs of transport of 0-4-0DM Hudswell Clarke No. D1012 *Cadbury No.14* from Cadbury World in Bournville, Birmingham, to the LMMR, for which provisions have already been put in place to rehome the locomotive. The new home had yet to be disclosed.

The museum is requesting those who have donated since the start of the appeal to get in touch to arrange a refund by emailing grcwm@outlook.com or call 07859 357827.

"We would like to thank everyone for your kind support and generosity over the last six years. It has been a rollercoaster full of ups and downs with many wonderful memories made, meeting lots of friendly people along the way, too," said a spokesman.

Rail Oddities confirmed for Gwili's unusual June event

THE Gwili has announced a line-up of visitors to its June 18 Rail Oddities event, with the first confirmed as Type 27A Mk.III Wickham Trolley B40W from Midsomer Norton.

The visit to Gwili will see the unit returning close to the area it once frequented in service, being allocated to Borth and Aberystwyth, both under 50 miles north of the line. The trolley will be giving rides around Gwili's Bronwydd Arms station area, with some trips further along the line as part of demonstration runs.

A Didcot-based pump trolley and a privately-owned track inspection Land Rover from the Dean Forest Railway will also be in attendance.

All vehicles will be participating in the end-of-day cavalcade.

LT ballast hoppers are coming home

THE Epping Ongar Railway has bought three ex-London Transport ballast hoppers from the Mid-Hants Railway.

Although air-braked only, being former LT vehicles they are in keeping with the EOR's LT historical connection.

Following confirmation of the purchase, the line made a LNER 'Trout' ballast hopper, number unknown, available for disposal, which subsequently sold to the Garw Valley Railway in Pontycymer, South Wales.

Oldminster sidings for Vale of Berkley

The Vale of Berkeley Railway Trust has agreed a lease with Network Rail to allow it to use the sidings at Oldminster, which will enable the trust to starting building an operational base for its future as it applies for further leases to operate the branch up to Berkeley.

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Black Prince to star in Cotswolds after successful Norfolk gala

By Robin Jones

BR black duo BR Standard 9F 2-10-0 No. 92203 *Black Prince* and Standard 4MT 2-6-0 No. 76084 line up at Weybourne on April 1. STEVE ALLEN/NNR

BR Standard 9F 2-10-0 No. 92203 *Black Prince* has completed the locomotive line-up for the Gloucestershire Warwickshire Railway's showpiece June 3-5 Cotswold Festival of Steam.

North Norfolk Railway-based *Black Prince* will join four other guests locomotives for the event which, as reported last issue, are rebuilt SR West Country 4-6-2 No. 34028 *Eddystone,* courtesy of Southern Locomotives Limited and the Swanage Railway, Ivatt 2MT 2-6-2T No. 41312 from the Mid-Hants Railway, Andy Chapman's Sentinel 4wvb No. 7109 *Joyce* from the Somerset & Dorset Railway Heritage Trust at Midsomer Norton, and the Ivatt class 2MT 2-6-0 No. 46521 from the Great Central Railway, which is on loan to the G/WR for the summer.

No. 92203 *Black Prince* was once based at Bath Green Park and worked trains including the 'Pines Express' over the Somerset & Dorset between Bournemouth and Bath.

Owned by the late artist David Shepherd until 2016, for several years it was a resident on the G/WR.

Nine-loco line-up

Home-based locomotives will include Merchant Navy 4-6-2 No. 35006 *Peninsular & Oriental SN Co*, WR 4-6-0 No. 7903 *Foremarke Hall*, GWR 4-6-0 No. 7820 *Dinmore Manor,* and GWR 2-8-0T No. 4270, which dates from 1919 and is the oldest locomotive working over the festival. Bala Lake Railway Trust chairman Julian Birley will be bringing his Bentley motor car that once belonged to the late Ivo Peters, the fabled S&D photographer.

G/WR spokesman Ian Crowder said: "This is shaping up to be an especially exciting event after a two-year gap in our annual Cotswold Festival of Steam thanks to the pandemic.

"Four of our five visiting engines were associated with the former Somerset & Dorset line."

Black Prince was one of five locomotives that featured in the highly successful spring steam gala as its current home line.

More than 1700 passengers were carried over the April 1-3 event, a step up from the 1294 people carried at the corresponding event in 2019 – the last time that the North Norfolk was able to stage a spring gala before the Covid-19 pandemic.

This time round, the Poppy Line welcomed special guest maroon-liveried Ivatt 2MT 2-6-2T No. 41241 from the Keighley & Worth Valley Railway, which helped attract lineside cameramen.

No. 92203 developed a small hole in a steam tube on the Saturday and had to be taken off the roster the following day as it underwent repairs.

The North Norfolk Railway's next big event is the June 10-12 annual mixed traffic gala, at which the special guest will be the Waterman Railway Heritage Trust's newly restored Class 25 D7659.

The 1966-built locomotive will operate as part of an 11-engine line-up scheduled to include a variety of steam and diesel locomotives, multiple units, and shunters.

The Rat's debut

D7659 returned to service late last year after an absence of more than 23 years and will be making its first appearance as a gala visitor following a restoration that amounted to a complete rebuild.

The final locomotive built by Beyer Peacock at Gorton Works in Manchester, during a 20-year working life with BR it worked mainly in the Midlands and North West, but also saw service in Wales and Scotland and worked some summer holiday specials to Norwich in the 1970s.

Joining D7659 will be a second visitor courtesy of Direct Rail Services. It will be drawn from the DRS stabling point at Stowmarket and details will be confirmed nearer the event.

The rostered home fleet will include Class 37 D6732, Class 31 D5631, and London Underground-liveried Class 20 No. 20227 *Sherlock Holmes*.

There will be an intensive service of passenger and parcels trains,

Making its first ever visit from the Keighley & Worth Valley Railway, maroon-liveried Ivatt 2MT 2-6-2T No. 41241 heads a gala passenger service into Weybourne station on April 3. STEVE ALLEN/NNR

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Above: Amid the blooms of yellow gorse lining the cutting, BR Standard 9F 2-10-0 No. 92203 *Black Prince* heads towards Weybourne on April 1 during the North Norfolk Railway's spring steam gala. *Black Prince* will now similarly thrill passengers and spectators alike as it prepares to make a return visit to the Gloucestershire Warwickshire Railway to take part in the Cotswold Festival of Steam on June 3-5. STEVE ALLEN/NNR

Right: GER Y14 0-6-0 No. 564 with the North Norfolk Railway's fabled rake of vintage carriages in action on April 3. STEVE ALLEN/NNR

Below: The Waterman Railway Heritage Trust's newly restored Class 25 D7659, seen here at Peak Rail, will be one of the attractions at the North Norfolk Railway's June 10-12 mixed traffic gala. ALEX FOWLES/NNR

selected double-heading, non-stop expresses, and other unusual workings.

The line's two Class 101 DMUs are also scheduled to appear, alongside two of the railway's resident steam locomotives.

Completing the line-up are the line's two Class 08 shunters. It is hoped that D3940, which returned to service in December following a lengthy overhaul, and which is usually employed on shunting duties at Weybourne shed, will be able to make its first passenger runs. It will join Horwich-built classmate D3935, the regular station pilot at Sheringham, which is seldom seen on passenger duties.

The line's recently repainted four-car suburban set will be among the rolling stock in use, as well as the vintage train of four and six-wheeled carriages. A demonstration parcels train is planned to be in operation.

It is also planned to have a real ale bar at Sheringham, with a variety of Norfolk ales available.

New film to boost Stockton & Darlington's world presence

By Robin Jones

A LANDMARK feature-length documentary film is being produced to mark the 200th anniversary of the opening of the Stockton & Darlington Railway in 2025.

County Durham-based Lonely Tower Film & Media officially launched the film, called Iron & Steam – The Dawn Of The Stockton & Darlington Railway, at the Head of Steam Museum in Darlington on April 19.

The film, being made in partnership with Darlington Borough Council and Stockton Borough Council, will play an essential role in boosting public awareness of the line's global historical importance in the build up to and during the 2025 S&DR bicentenary celebrations, which are expected to attract significant numbers of international visitors.

The main supporter of the project is Barclays bank, which has historic links to the S&DR dating back to before its opening in 1825.

One of the key funders of the railway was the Darlington-based Backhouse's Bank which, working alongside Edward Pease and fellow Quakers in finance, ensured the Stockton & Darlington project came to fruition. Backhouse's Bank merged with Barclays in 1896; Darlington's town centre Barclays branch is still in an original Backhouse Bank building.

The National Railway Museum's senior curator of rail transport and technology, Anthony Coulls, who is interviewed in the film, said: "The S&DR meant more in 1825 than we can possibly imagine now."

Jane Hackworth-Young, the great great granddaughter of engineer Timothy Hackworth, who is believed to have been influential in the development of Locomotion No. 1 built at Robert Stephenson & Company's Forth Street factory in Newcastle-upon-Tyne. LTFM

Lonely Tower producer/director Mark Thorburn said: "The S&DR is a shining example of how a bold technological enterprise went on to change the world. There are exciting plans developing to mark 2025, and this film's role will ensure that everyone in the area, and the wider world, fully understands and is excited about the story behind the headlines.

"It will be about the development of the modern railway, but more than that, this is the story of people and communities taking a leap of faith and seizing opportunities in the face of incredible change.'

Locomotion No.1, which hauled the first steam services on the Stockton & Darlington Railway, now at the Locomotion museum in Shildon. LTFM

Fellow producer/director Marie Gardiner said: "The goal is for the film to be screened in the communities connected with the line, ensuring that by 2025 everyone can feel the pride that comes with living in an area with such an important history.

"Barclays has opened its archive to support the film's research, and we are very excited about what we'll discover."

Barclays Darlington branch manager Susan Theobald added: "Barclays has been an integral part of communities for generations. When James Backhouse and his son Jonathan formally constituted their bank in Darlington in 1774, they established a valued partnership between financial services and society across the North East. The direct connections we have with the origins of the S&DR are something we are truly proud of; we were there in 1825 and we will be there in 2025, helping celebrate the first steam passenger railway."

Caroline Hardie, of the Friends of Stockton & Darlington Railway, who also appears in the film, said: "The S&DR draws in everything that's been happening at different places, at different times. Yes, railways had been used to take coal from the coalface to the river, but what happens here is that all the technology is pulled together in one place.

"You've got the beginning of a network that's going to extend not just over the country, but also the world – and it starts here."

Right: Caroline Hardie, of the Friends of Stockton & Darlington Railway, interviewed in front of Skerne Bridge, the world's oldest railway bridge still in regular use. LTFM

Left: Trevor Horner, of the Friends of Stockton & Darlington Railway, at Brusselton incline. LTFM

Huge cab collection is on the move to Cynheidre

A COLLECTION of 35 cabs from locomotives and multiple units is being relocated to the Llanelli & Mynydd Mawr Railway's headquarters at Cynheidre.

The Cab Yard collection is owned by Richard Benyon and is currently based at a private site in Bridgend.

Visitors to the railway's successful season-starting mixed traction gala on March 26 were for the first time able to see part of Richard's London Transport collection along with his Tamper Cab and crew quarters, now the volunteers' Tamper Tea Room mess room.

The event featured all operational traction, including Sentinel Rolls Royce 0-4-0DM No. 10222, English Electric Class 600 0-6-0 No. NS690, Class 142 'Pacer' No. 142 006, and Class 143 'Pacer' No. 143 607. Morning operations focused on top-and-tailed brake van rides, while the 'Pacers' provided afternoon services.

The London Transport Traction Group's former Isle of Wight Class 483 tube train No. 483 006, currently being cosmetically restored to its original London Transport condition, was open for visitors to inspect.

Cab these! A pair of London Underground cabs on display at Cynheidre. LMMR

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Bulleid Battle of Britain Pacific No. 34067 *Tangmere* passes Kirkby Stephen with the Northern Belle on April 2. JAMES SHUTTLEWORTH

Council gives 03 shunter to Llangollen

BR Class 03 No. 03162 has been donated to the Llangollen Railway Trust by former owner Wirral Council, allowing for the immediate commencement of a fundraiser for overhaul and restoration work.

The 1960-built shunter ended its working life at Birkenhead North depot, working the dock railway at Merseyrail electric depot. Rail operations over this part of the dock ceased in May 1989, which saw No. 03162 and its two shedmates withdrawn as the last of the class in use on the mainland.

All three Birkenhead 03s entered preservation, with No. 03162 being donated by BR to Wirral Council's Museum Service, which was developing the Wirral Transport Museum & Heritage Tramway. With the museum being some way off, the council placed it on loan to the Llangollen Railway, where it has remained based ever since.

The 03 was operational upon arrival and used on engineering and works trains as the line extended to Glyndyfrdwy and Carrog but, being largely in ex-BR condition and suffering from a worn final drive, it gradually fell out of use. Its last operating turn was on a ballast train for the Corwen extension in 2014, but it has been in storage at both Carrog and Llangollen since then.

Colin Simpson, principal museums officer at Wirral Council, said: "We are happy to transfer ownership to the Llangollen Railway Trust in acknowledgement of both the interest that has been expressed and the care that has been shown to No. 03162 over many years, and hope that LRT is able to use the loco to best effect."

Class 03 No. 03162 heads a ballast train past Bonwm Farm on the Llangollen Railway on March 1, 2014. PAUL VARLEY/LR

Pete Edwards, of the Llangollen Railway, who brokered the discussions, said: "I first approached Colin back in 2019 regarding the loan status of No. 03162 as it was becoming clear it was starting to deteriorate.

"We are very grateful of Wirral Council's recognition of the care we have provided in the 33 years it has spent with us – longer than its original career with BR!

"Now we have confirmed that Wirral Council no longer require the locomotive for display at Birkenhead, we look forward to ensuring it is restored to fully-operational condition. All being well, this will be in time for it to celebrate its 65th birthday in fine style in 2025."

The work to return the shunter to service is forecast to take between three and five years, subject to successful funding. Once back in service, it will return to shunting and engineering service usage, and make appearances at galas.

➜ **Anybody interested in supporting the overhaul of No. 03162 is invited to telephone 01978 860979 or email info@llangollen-railway.co.uk**

Wanted: Your memories of the Ffestiniog and Welsh Highland

THE Ffestiniog & Welsh Highland Railways has appealed for people to come forward with stories about both lines.

The appeal, part of a National Lottery Heritage Fund project which includes a focus on new interpretation across both railways, has gone out to people living between Blaenau Ffestiniog and Caernarfon and beyond.

The stories may include family histories of ancestors who worked on the railways or how the lines impacted on communities or individual lives.

The project centres on the new building works at Boston Lodge, where locomotives and carriages have been built and maintained for almost 200 years. An ultimate objective of the project is to open Boston Lodge for guided tours in 2024.

Jim Embrey, the project's interpretation officer, said: "We know that many people locally have had grandparents and great grandparents who worked on the railway. Our aim is to capture their stories and use them to enhance our visitors' experience by telling them these tales and hopefully encourage them to make return visits."

People who are interested in contributing their stories to the project are invited to email Jim at jembrey@ffwhr.com

Anyone who would like to have a deeper involvement in the project, further researching the stories that come forward using the railway's extensive archives, are invited to volunteer, with training given.

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Great Central Railway goes digital with its ticketing system

THE Great Central Railway has introduced a digital ticketing system to offer an improved and seamless online experience for visitors, as a response to the pandemic.

The heritage line has announced a partnership with event technology company Nutickets to offer contactless payments.

With the majority of customers now ordering tickets from their mobile phones and directly from the GCR's website, Nutickets will provide support with online booking, ticket scanning, and access to accurate data.

Nutickets key account manager Phil Haynes said: "We are thrilled to partner with the GCR, a national heritage icon. It's important for us to provide cultural attractions with cutting-edge technology so they can inspire the next generation.

"Heritage sites look for strong digital partners so they can reshape the way they deliver history, art, and cultural experiences."

GCR marketing manager Michael Stokes said: "Nutickets has strong expertise in user experiences that will help provide an easy, intuitive digital experience for our customers.

"Backed by leading technology, we can continue to promote the region's rich railway heritage, and inspire a new generation to get involved in our railway story."

Bridge 326 to be replaced in October for more than £1m

By Robin Jones

THE Great Central Railway plc's board has given the go-ahead for the £1 million-plus replacement of Bridge 326, which spans the A60 next to the former Brush Works in Loughborough.

The replacement of the life-expired bridge is essential not only if the GCR is to connect to its northern counterpart, the Nottingham Heritage Railway (previously known as the GCR Nottingham), but also to gain main line access and develop as a major starting point and destination for main line charters.

In September 2020, the Office of Road and Rail ordered the GCR(N) to stop running trains over Bridge 326 because of its poor state of repair.

As reported in issue 290 of *Heritage Railway*, the Friends of the Great Central Main Line subsequently launched an £110,000 appeal to top up funds towards the repairs to the bridge.

A purchase order has now been placed with VolkerLaser, the preferred main contractor for the bridge replacement.

Fabrication of the two new steel and concrete U decks will commence as soon as the final design work is completed by HBPW Consulting of Retford and the steel (which has already been design-specified) arrives at the fabricator, Carver Steel in Harworth, Doncaster.

"Volker will be ready to demolish the old bridge deck and install the new twin decks from October 1, as well as making good the existing bridge abutments," said a GCR statement, adding that the project is due for completion at the end of that month.

"This will enable both the track to the Midland Main Line chord and the future line from GCR south to pass over the newly constructed bridge.

"Two tracks over the bridge are essential to secure a future connection with the main line."

The bridge replacement will be funded by supporters and the GCR's charitable trust and will therefore be cost-neutral to the plc.

GCR managing director Michael Gough said: "This project represents another major step in the drive for reunification of the two GCR sections and in the return of the currently disused northern section of line back to traffic. This is a 120-year-old structure which is certainly life-expired and cannot be repaired, and we are pleased once again to be able to work with the team at Volker which has proven to be a trusted partner on two previous bridge projects for the railway."

Bridge 326, spanning the A60 north of Loughborough, is to be replaced in October at a cost of more than £1 million. GCR

With only 4.3 metres from the underside of the deck to the road, Bridge 326 has frequently experienced bridge strikes from high-sided vehicles trying to pass underneath. Its replacement has been designed to achieve maximum additional headroom, as well as building collision protection measures into it.

To realise the overall aim of linking the two heritage lines, much more money needs to be raised. Donations are welcome at www.gcrailway.co.uk/unify using a credit/debit card, or Text UNIFY to 70970 to give £5 or to 70191 to give £10.

Bala Lake buys key land for its town centre extension push

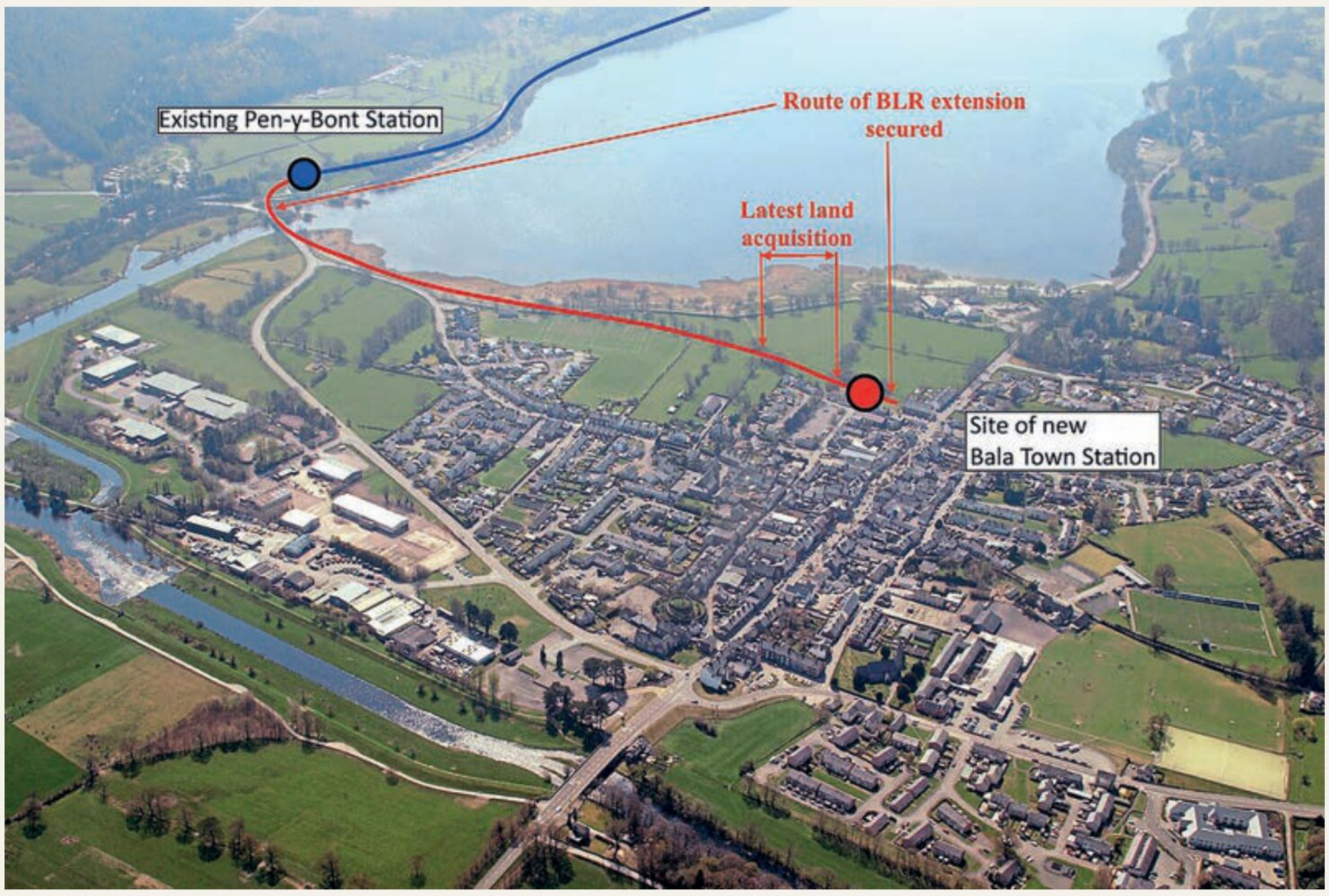
IN the year that marks 50 years of the 2ft gauge line's operation, the Bala Lake Railway Trust has completed the purchase of a crucial piece of land required for the eagerly awaited town centre extension.

The land, acquired after seven years of complicated and protracted negotiation, is adjacent to the new station site and will accommodate the station throat and ancillary sidings.

The trust now has all the land needed for the extension, apart from a very small 500sqm plot.

With a decision on the planning application due by early summer, and Natural Resources Wales having already started earlier in the year on the newly upgraded flood defences, which includes the civil engineering works required for the new railway, the project really is gathering steam very fast.

Liz Saville Roberts MP and Mabon ap Gwynfor MS said: "We welcome news that Rheilffordd Llyn Tegid has secured the purchase of land required to push ahead with its ambitious expansion plans, which will see trains terminating in the centre of town.



The planned extension that will bring steam back into Bala town centre, which lost its main line station on January 18, 1965. BLRT

"Rheilffordd Llyn Tegid is one of our great local attractions – bringing investment to the Penllyn economy, supporting jobs and local businesses, and is a leading voice in the heritage railway industry.

"It has been proactive in involving the local community throughout the development phase of its proposals and it is encouraging to hear that people and businesses in Bala are looking forward to seeing the plans finally take shape."

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GWR 2-6-2T No. 5542 approaches Hood Bridge on the South Devon Railway, working the 9.45am Buckfastleigh to Totnes Riverside April 10 special charter 'Train for Ukraine' by the owning group, 5542 Ltd, with passengers in the Toad brake vans. All money raised will be donated to Ukraine. The 10-yearly boiler certificate of No. 5542 expired on April 17. COLIN WALLACE

Market Deeping model show back after three years

THE Market Deeping Model Railway Club in Lincolnshire, which attracted support from enthusiast and rock star Rod Stewart after its 2019 exhibition at a school in Stamford was badly vandalised, is to hold its first show for three years.

After the exhibition that year was wrecked in the early hours by four drunken 16-year-olds, as reported in issue 256, a relaunch event was planned for early 2020 but was cancelled due to the pandemic.

Hailed as the club's biggest exhibition yet, this year's 'comeback' event, Stamford 2022, will be held at the same venue, Stamford Welland Academy, in Green Lane, PE9 1HE, over the weekend of May 14/15.

Club chairman Peter Davies has presented the show's sponsor TC Harrison Ford, Stamford's longest-standing motor dealer, with a scale model of its showroom made by skilled model maker David Hildred.

The four teenagers later pleaded guilty to criminal damage when they appeared before Lincoln Youth Court.

Museum beats target to display Brunels' artwork

THE Brunel Museum at Rotherhithe has broken the target of a nationwide crowdfunding campaign to raise money for the necessary equipment to display a series of watercolours painted by Marc Brunel and his son, Isambard Kingdom Brunel.

Through the Art Happens With Art Fund, the museum sought to raise £18,500 to purchase a bespoke, archive-quality case to allow it to display the paintings on site.

The Thames Tunnel watercolours are a series of images, hand-drawn and coloured by the Brunels during its construction and were bought at auction by the museum in 2017 with the help of the National Heritage Memorial Fund, Art Fund, V&A Purchase Grant Fund, and Friends of the National Libraries, but have since been kept in storage.

The appeal had raised nearly £21,000 with two days to go, as we closed for press.

Romania boiler work gets Angie, 20, a fortnight at the Flour Mill

By Robin Jones

Angelica Tinca inside the boiler of the under-restoration Romanian locomotive with visiting Flour Mill foreman Geoff Phelps. BILL PARKER

Angie inside the boiler of LSWR T3 4-4-0 No. 563 inside the Flour Mill workshop at Bream. BILL PARKER

TRANSYLVANIA'S historic Sibiu-Agnita Railway, locally known as The Mocanita and which is being supported by British preservationists, now has its first full-time employees.

There is now sufficient income from regular diesel train rides, essentially aimed at local families, for Mihai Blotor, who set up the Friends of the Mocanita in 2007, to swap a high-tech career designing websites for the challenge of running a railway. Another employee with engineering and technical expertise will soon follow.

Greatly encouraged by support from the UK – in particular in the early years by SARUK (the Sibiu-Agnita Railway UK Supporter's Group) and most recently by Prince Charles, whose letter of support (issue 274) made a real difference – the Sibiu-Agnita got its first steam locomotive last year. Bill Parker, owner of the Flour Mill workshop at Bream in the Forest of Dean, and SARUK stepped in at only days' notice to buy a 1949 Bucharest-built 0-8-0T.

No. 764-158 had spent years as a 'gate guardian' outside Romanian Railways' Sighisoara station, which until 1963 was the northern terminus of the then Sighisoara-Sibiu railway.

Although presently there are no facilities to overhaul or maintain a steam engine on the SAR, a team from the Flour Mill spent a week in October dismantling it at the current 'end of the line' at Hosman. One of the team's volunteers, Angelica Tinca, a 20-year old from a Christian orphanage in Cornatel, where the railway is based, climbed into the boiler and used a needle gun and a descaler to clean the bottom of the barrel, after emptying it of debris from the tube removal.

Her reward was a trip to England in January, for two weeks of work experience at the Flour Mill and an easier boiler to climb into – that of LSWR T3 4-4-0 No. 563, being overhauled for use on the Swanage Railway.

"We don't expect to make her an engineer in a week or two," said Flour Mill foreman Geoff Phelps, "but we saw how she was willing to work and figured that this would help give her a start in life that the average orphan doesn't get – she earned it."

Angie also got to see a friend in Manchester – the train fare cost more than the flight from Romania – and visited Tower Bridge and the Tower of London, the Houses of Parliament, and Westminster Abbey – choosing a pub in Covent Garden over Buckingham Palace, even though she doesn't drink!

Steam services so far on the SAR have involved 0-8-0Ts hired in for short periods once or twice a year from Georg Hocevar's operation at Brad. The next steam event is on September 10/11, and UK visitors are welcome. With continued encouragement and support from the UK, the SAR will soon be ready for its next challenge – training steam crews!

Romania's late 19th-century Hungarian administration constructed a 2ft 6in gauge railway 30 miles south from Sighisoara to Agnita, which it reached in 1898. By 1910, the line was extended through Agnita to Sibiu. Steam was replaced in the 1970s by Romanian L45H Bo-Bo diesel hydraulics, and the 38 miles from Sibiu to Agnita carried on until closure in 2001. In July 2006, the Mihai Eminescu Trust approached Stephen Wiggs, of the New Europe Railway Heritage Trust, with the idea of reopening the Sibiu-Agnita section of the line to help revive the local economy, which had collapsed in the wake of the fall of Ceausescu in 1989.

Mihai recruited a team of volunteers, mostly from Sibiu, starting with his wife, Ioana.

No Ruddington future for 'Grid'

CLASS 56 No. 56097's time at the Nottingham Heritage Railway is coming to an end.

With the line formerly known as the Great Central Railway (Nottingham) not currently operating and a scaled-back operation forecast when services do resume, owning group Grid 56097 is deciding on the future of the first preserved member of this class after the NHR board advised that it is no longer required.

In a statement, the group said: "While it is very sad that an operational loco is having to leave a non-operational railway, we want to thank everyone who has supported the locomotive during the 17 years spent at the NHR/GCR(N)."

The group is considering two main options, the first being to look for a new home and operational base, or to "pass the baton and for someone else to take on" the locomotive, which would be offered with a large collection of spares.

Glyn Valley tramway revivalists get the first rails for Chirk

THE Glyn Valley Tramway Trust has taken delivery of the first rails for its project to rebuild the original 2ft 41/2in gauge line's station at Chrik.

Funds raised by the trust's All Change At Chirk £250,000 station rebuild appeal has enabled the purchase of retired rails and fishplates from the Welshpool & Llanfair Light Railway.

On March 28, about 900ft of 45lb rail was moved to the station site at Chirk, where it will be used to create a short demonstration line. These rails will then be later used for sidings when funds become available to purchase new rail.

The demonstration line will run the length of the platform and under the road bridge, and will initially be laid to 2ft 6in gauge to accommodate a Royal Naval Armaments Depot boxvan. This vehicle will provide vital storage as work continues rebuilding the station.

Right: The first rails for the Glyn Valley Tramway Trust's rebuilding of Chirk's narrow gauge station are unloaded. GVTT

Trust spokesman Andy Christie said: "Clearing the tramway station site has been a most enjoyable task. Several artefacts from yesteryear have been unearthed, including a pair of Austin Mini car doors!

"The interest to revive this piece of Welsh narrow gauge history is growing daily and we look forward to giving further updates on our team's progress."

Volunteer working parties every Tuesday and Friday have been making steady progress on clearing the large area of earth and debris covering the narrow gauge trackbed at the main line station. The day after the rail was delivered, volunteers stumbled across the northern end of the station's retaining wall which had been buried for many years.

Meanwhile, Andy and his team have built a 24sq ft live steam model of the tramway's Chirk station to take on tour. The layout

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World's largest steam locomotive tour is postponed

Union Pacific simple articulated 4-8-8-4 'Big Boy' No. 4014. UP

UNION Pacific's articulated 4-8-8-4 'Big Boy' No. 4014 was set to return to the tracks this summer for its 'West Coast Steam Tour', marking the railroad company's 160th anniversary. However, UP has postponed the tour.

It was due to have started from the Steam Shop in Cheyenne, Wyoming, on June 26, with No. 4014 visiting the Pacific Northwest for the first time since its return to service. It was to have been displayed in Sparks, Nevada on July 6, Roseville, California on July 8/9, Portland, Oregon on July 15/16, and Boise, Idaho from July 21/22. Brief whistlestops in dozens of communities in California, Idaho, Nevada, Oregon, Utah and Wyoming had also been on the cards.

However, in April UP cancelled the dates, citing it needs "to focus its efforts on easing supply chain congestion."

Scott Moore, UP senior vice president and corporate relations and chief administrative officer, said: "'We know many rail enthusiasts make travel plans and communities prepare to act as host, which is why we made this decision now. We have a duty to continue our efforts to reduce supply chain congestion and provide customers the service they deserve; given the impact of a steam tour on our operations, that focus must be our priority. UP will communicate updated plans for a steam tour once service performance levels return to normal."

Out of 25 'Big Boys' built exclusively for UP by the American Locomotive Company between 1941 and 1944 to haul heavy freight during the Second World War, eight are preserved but No. 4014 is the only one currently operational. It was restored for 2019's Great Race tours which celebrated the 150th anniversary of the transcontinental railroad's completion following a retirement lasting 60 years and attracting about 1.1 visitors from communities along the route.

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SCAN ME WITH YOUR PHONE CAMERA!

The new model of Chirk's narrow gauge station, created by professional model maker and filmmaker Sam Birchall and featuring in an online video campaign for the Glyn Valley Tramway Trust. GVTT

will make its first public appearance at the Llangollen Garden Railway Festival on Saturday, May 14.

The trust is one of two groups based at either end of the eight-mile tramway which are dedicated to keeping alive the memory of the line that ran between Chirk and Hendre Quarry, near Glyn Ceiriog, between 1873 and 1935.

It has already been granted planning consent for the reinstatement of the mile-long first section of the tramway from Chirk Station to a temporary station at Pontfaen.

➜ Anyone wishing to donate to the All Change At Chirk station rebuild appeal is invited to do so by either via PayPal at thegvttrust@gmail.com or by bank transfer (sort: 40-17-20, account: 31409948). To volunteer, email contact@glynvalleytramwaytrust.co.uk

Roving saddle tank takes on vital tourist role at the KESR

By Geoff Courtney

A MUCH-travelled saddle tank that saw service in the Second World War on mainland Europe is set to celebrate its 80th birthday on the Kent & East Sussex Railway after arriving to help out with vital spring and summer services.

The Austerity 0-6-0ST was built by Hunslet Engine Co of Leeds (No. 2857 of 1943) and supplied in July of that year to the War Department, which numbered it 75008 and delivered it to the Longmoor Military Railway in Hampshire. It was shipped to France in December 1944, returned to the UK at the end of 1946, and was deployed at Old Silkstone Colliery in Dodworth, near Barnsley, where it worked for more than 25 years.

In summer 1973 it was on its travels again, to Cadley Hill Colliery in Derbyshire, from where it was saved for preservation in September 1986 to begin a new chapter in its life at the Lavender Line in Surrey and given the name *Swiftsure*.

The following year it moved to the Bodmin & Wenford Railway and thence in 2006 to a new owner, the Strathspey Railway, and placed in storage. A relocation to its former home county of Derbyshire followed seven years later after its sale to Peak Rail, which returned it to steam, and over the next few years it saw service on the East Lancashire, Nene Valley, and Dean Forest railways. By 2019 it was working at the Mid-Norfolk Railway.

Join the queue: Hunslet Austerity *Swiftsure*, wearing the livery of the Longmoor Military Railway livery and carrying its War Department No. 75008, at the Kent & East Sussex Railway's Rolvenden depot on April 14, the day before making its debut on the line. Keeping the 0-6-0ST company are GWR 2-6-2T No. 4144 and Peckett 0-4-0T No. 12 *Marcia*. JAMES PALK

In August 2021 the saddle tank was back on the Dean Forest Railway. It arrived at the Kent & East Sussex Railway on April 5 and after test running entered service on Good Friday.

KESR locomotive delivery manager David Brenchley said: "This is the first visit by *Swiftsure* to our railway, and it will be interesting to compare her with our Hunslet Austerity 0-6-0ST No. 25 *Northiam*. We are extremely grateful to Steve Latham of Road & Rail Steam Services for the chance to hire her."

General manager Shaun Dewey added: "It's a beautiful engine, and we are excited about seeing it operating on our railway. It will be with us at least until the end of this year, and will possibly still be with us to celebrate its 80th birthday next year."

During its time on the KESR, the saddle tank, in the livery of the Longmoor Military Railway and carrying its War Department No. 75008, will stand in for SR USA class 0-6-0T No. 300 *Frank S. Ross*, which was withdrawn earlier this year for an extensive overhaul of its boiler. This will include a new inner firebox and other work on the barrel and tube plate, but no date has been set for this to start.

Steam and diesel enthusiasts will recognise the name *Swiftsure*, for it was carried by LMS Jubilee No. 45716 and in more recent times by Class 50 D447/50047. It was a name given by the Royal Navy to 10 vessels from 1573 until its final use, on a nuclear-powered submarine that was decommissioned in 1992.

Another recent arrival at the railway is BR Mk.1 coach BCK (Brake Composite Corridor) No. 21245, built at Swindon in 1961 and purchased from Riviera Trains. KESR commercial manager André Freeman said the newcomer, which had latterly been in store at Eastleigh, would be refurbished in readiness for making its debut on December's Santa specials.

National Transport Trust red wheel for Glasgow Subway

By Hugh Dougherty

A NATIONAL Transport Trust Red Wheel has been unveiled on the wall of the former Glasgow District Subway ticket office in St. Enoch Square,

The wheel marks the 125th anniversary of the opening of the 4ft gauge 6½-mile circular line which is one of a small number of narrow gauge subway systems and the third oldest metro worldwide, being beaten by London and Budapest.

Its operator and owner, Strathclyde Partnership for Transport (SPT), moved the 125th celebrations forward from 2021 because of the effects of the Covid-19 pandemic and, as well as welcoming the Red Wheel, SPT is also running a local TV advert recalling the history and future of the line. Opened as a cable-hauled line in 1897, the Subway, as it is still affectionately known by Glaswegians, was bought by Glasgow Corporation in 1923.

Its original Oldbury-built motor cars and trailers were electrified in 1935 using tramway equipment and remained in service until the system was closed for modernisation in 1977.

The railway reopened with new Metro-Cammell train sets which are still in service 42 years later.

The trust is currently working to replace these trains with new rolling stock, supplied by Staedler, which will see driverless trains in operation on the line by 2023, the provision of platform doors at stations, and renewed track and signalling.

The plaque was unveiled on March 18.

Trust chairman Dr Martin Bartos said: "SPT is honoured to be the recipient of this Red Wheel from the National Transport Trust in recognition of the proud history of the Glasgow Subway."

Above: The Glasgow Subway former St. Enoch station building where the Red Wheel is displayed. Inset left: The Red Wheel marks 125 years of the Glasgow Subway. BOTH: HUGH DOUGHERTY

Motor Car No. 55 is displayed in the Museum of Scottish Railways at Bo'ness, there is a Subway display at Glasgow Riverside Museum, and the line's unique battery-electric locomotive of 1935 is preserved by Glasgow Life at its Nitshill Museum Store.

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Tributes are paid to long-serving and much-missed Lincolnshire Coast railway volunteer Mike Gott, 63

THE Lincolnshire Coast Light Railway has been mourning Mike Gott, a volunteer of 52 years who passed away aged 63 on April 2.

Mike first volunteered at the LCLR at its former home in North Sea Lane, Humberston, in 1970 and has been associated with line ever since.

He became a founder member of the LCLR Historic Vehicles Trust on its formation in 1983 and was also a shareholder in the LCLR Company Ltd.

Trust chairman Richard Shepherd said: "He was a long-standing member of the Narrow Gauge Railway Society, When he moved from Lincolnshire to Lancashire for work reasons in 1990, he also became a member of the West Lancashire Light Railway (at Hesketh Bank), where he kept a Ruston diesel locomotive which he owned.

"Mike's interests were broader than just railways. He was a fine musician, a Morris dancer, a collector of elderly motorcycles and mopeds, a railway modeller, and an excellent photographer with his trusty Leica.

"He was my very good friend for 50 years and will be much missed."

Mike is survived by his wife, Louise, with whom he shared a former railway cottage in Horwich, near Bolton, and his brother, John.

Mike Gott (front) with fellow Lincolnshire Coast Light Railway volunteer Mick Allen (driver, on footplate) beside Peckett 0-6-0ST No. 1008 of 19023 *Jurassic,* on which he was fireman, in May 2018, when an open day was held to mark the extension of the line in the Skegness Water Leisure Park. DAVE ENEFER/LCLR

Scheduled diesel service due to arrive at Bluebell

FOR the first time in its 62-year history, the Bluebell Railway is set is to introduce a regular diesel-hauled service from July in a bid to encourage more visitors from London to make use of the interchange at East Grinstead.

Class 33 No. D6570 *Ashford*, bought from the Kent and East Sussex Railway by a consortium of members last year, is scheduled to haul an early-morning southbound train from East Grinstead, departing at 10.15am after the arrival of the 08.50am ex-London Victoria service, and a later afternoon return – arriving at 05.25pm – from July 9 to lure the London market to the Sussex line.

Previously, the earliest departure scheduled from the line's northern terminus was 11.30am with the latest arrival back at 04.10pm, offering under five hours to spend at the line.

"I want to reassure everybody that we will still remain a predominantly steam railway, with the need for a limited number of diesels to act as thunderbirds, lineside fire-risk back-ups, and to take the early-morning pressure off our footplate crews as we expand our services," said Bluebell Railway plc chairman Geoff Mee.

This new earlier and later service train would have resulted in a loco and empty coaching stock departing and finishing at Sheffield park at unreasonable times for steam crews, which would have meant "very, very early sign-on times for train crew to prepare a steam locomotive to match the service," continued Geoff. "We are looking at a diesel for our first service to reduce this pressure, with steam taking pride of place for the core trains of the day."

1961-built *Ashford* has been undergoing repairs since its arrival; the diesel service was originally set to begin in April, but the ongoing work on the Crompton necessitated the change of starting date, although other lines and diesel owners had been tentatively approached for help.

The use of D6570 – as old as the Bluebell Railway itself – in this manner also takes the pressure off the Bluebell's currently reduced operational steam fleet, which currently stands at just four locomotives – SECR O1 N0. 65, SR Q No. 30451, BR 4MT No. 80151 and BR 5MT No. 73082 *Camelot*.

LBSCR A1 No. 673 *Fenchurch* is presently undergoing overhaul in the workshops alongside Bulleid light Pacific No.34059 *Sir Archibald Sinclair*, both hoped to return during 2022.

Meanwhile, BR 9F No. 92240 has been confirmed as the next large loco to enter the works. Currently stored at Horsted Keynes, it is due to be towed to Sheffield Park in September, after which dismantling work will commence to allow the boiler work to be fully assessed and costed before it enters the workshops in mid-to-late 2023.

➜ The 'Awake the Giant' appeal is seeking donations towards the overhaul cost. To find out more about the appeal and how to support it, visit www.bluebell-railway.com/brps/awake-the-giant

Appeal is launched to help finish a new tender for WSR's *Odney Manor*

THE West Somerset Railway Association has launched an appeal to raise funds for the completion of a new tender for GWR 4-6-0 No. 7828 *Odney Manor.*

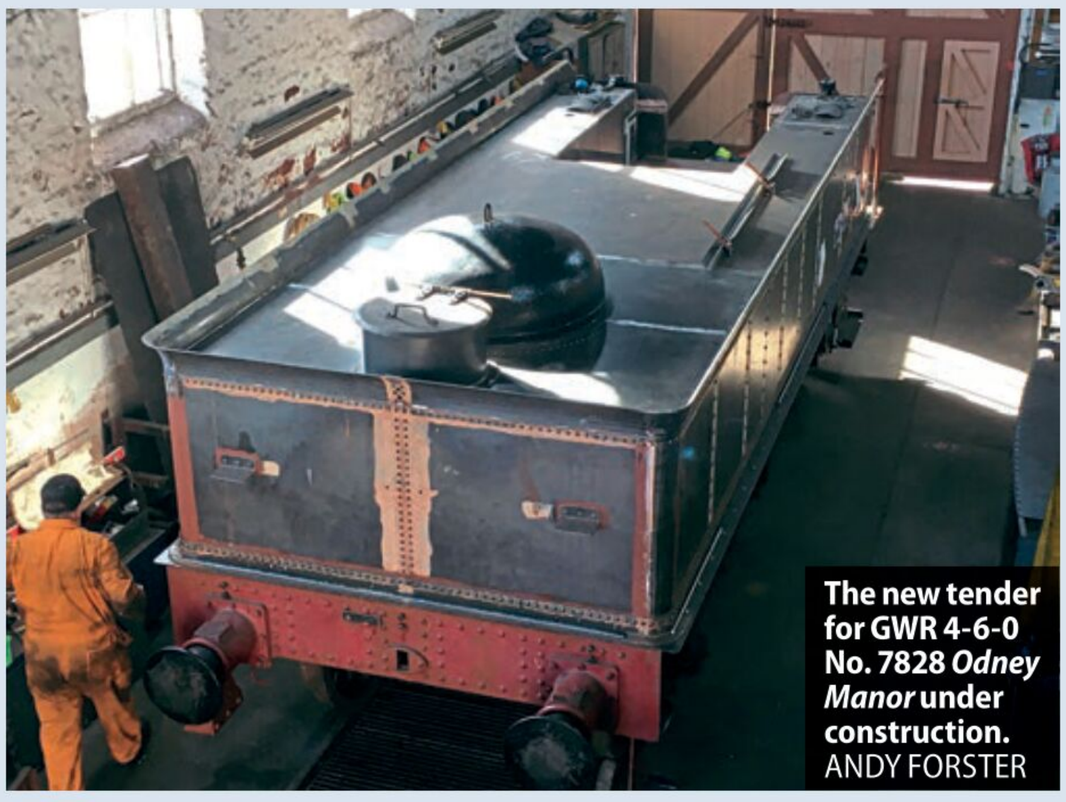
Tender No. T2206 is approaching the end of its useful life, and the tank of spare ex-Barry tender No. T2061 was previously scrapped as beyond repair, with the chassis rebuilt.

In 2021, a group of volunteers commenced work on building a new tank to the original Churchward riveted design, using original Swindon drawings.

The funds for this work has been raised thanks to donations, selling scrap, and hiring out equipment, and it is expected to be complete this summer. To ensure the work is preserved and gives as long a life as possible, it will require shot blasting to remove any trace of mill scale, followed by application of a specialist two-coat epoxy resin – something that could add up to 30 years of useful life.

Requiring a specialist external company, it has been costed at £15,000 plus VAT, with the association agreeing to cover half the cost from its own reserves. It is therefore seeking donations to assist with the remaining £7500.

➜ For further details, including both on and offline methods of donating, see https://wsra.org.uk/a-tender-for-odney-manor or telephone 01823 433856.



The new tender for GWR 4-6-0 No. 7828 *Odney Manor* under construction. ANDY FORSTER

West Somerset offers track for main line operator testing

By Robin Jones

THE West Somerset Railway is aiming to run more test trains for main line operators during quiet times when passenger services are not running.

Testing of new equipment on the main line is becoming increasingly difficult with more frequent – and faster – trains, said a railway spokesman, and during recent years it has become more challenging for contractors.

In a recent set of tests, the WSR provided a test train of coaches on which experimental equipment was carried between Bishops Lydeard and Crowcombe Heathfield. The train was hauled by resident Diesel and Electric Preservation Group-managed Class 33s D6566 and No. 33057 in top-and-tail mode.

Contractor Thales reserved two days of train operation on the WSR. On the first day, the contractor's technical staff installed and tested Train Protection and Warning System – Continuous Supervision (TPWS-CS) equipment to ensure everything was working as expected.

Three weeks later, various key industry managers, including representatives from Network Rail, the Office of Rail and Road, the Rail Accident Investigation Branch and potential customers from Train Operating Companies and rolling stock owners, attended a further demonstration of the new digital in-cab system.

The equipment was fitted in a day to a diesel cab, while display boards on the carriages showed guests the train's position and speed, and the driver's-eye view of the cab interface.

Thales product line manager Alex Stockill said: "This is a proof-of-concept demonstration to show that this is something that exists, not an unrealistic idea. It's been really good working with WSR. It has also given us access to its track so we could carry out testing in safe conditions. It's taken very little time to arrange because it is in total control of its own track, so we've been able to react quickly and collaboratively."

The WSR also provided seminar accommodation and hospitality for the contractor and its clients.

The first of the test trains arranged for Thales on the West Somerset Railway. WSR

"Having complete control over test trains by the contractor can enable good control of the experimental environment," said the spokesman.

"The WSR sees this as a growing activity. The main line junction at Norton Fitzwarren makes it relatively easy for contractors to access the railway with rail vehicles. For much of the year, the railway is not in use by heritage passenger trains every single day, so the availability of the line can be an attractive factor.

"The main function of the West Somerset Railway will continue to be the operation of steam passenger trains for visitors."

TPWS-CS builds on a radio-based limited supervision system which is currently being defined by Network Rail and industry. It continuously updates a train's position and warns the driver when approaching track closed for maintenance or under speed restrictions, applying an emergency brake if necessary.

Uganda's first railway museum is now open

By Robin Jones

IN APRIL, Uganda opened its first railway museum to the public.

The Uganda Railway Museum at the station in Jinja City was founded by the Cross-Cultural Foundation of Uganda partnership with the Uganda Railways Corporation (URC) and with the support of the European Union and Sogea-Satom, a major player in the building and public works sector in Africa.

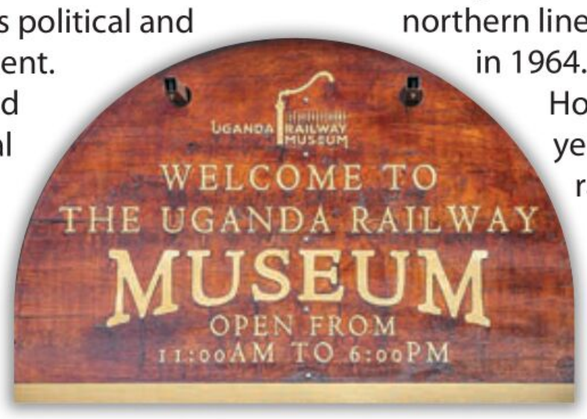
Speaking on behalf of HE Attilio Pacifici, the head of the European Union Delegation to the Uganda, Caroline Adriaensen, the head of cooperation, said that "the museum presents a great opportunity to recognise and appreciate the history of the railways in Uganda, their role in the lives of Ugandans who lived and worked along them, and their place in the country's political and economic development.

"The EU is delighted to support the revival of this crucial infrastructure and an important piece of our collective memory in Uganda."

The introduction of the metre-gauge railways in Uganda followed the August 1895 bill in the UK Parliament, authorising the construction of a 660-mile railway from Mombasa to Kisumu on the shores of Lake Victoria, which was completed in 1901. English civil engineer Sir George Whitehouse acted as chief engineer of the Uganda Railway between 1895 and 1903.

The railway was an enormous technological and logistical achievement and became strategically and economically essential for both Uganda and Kenya.

Railways played a fundamental role in the economic colonial and post-colonial development of the country, finally reaching Kampala in 1931 before being extended to Kasese in western Uganda in 1956 and the northern line reaching Arua in 1964.



However, for many years Uganda's railways have been unused or underused, with historical artefacts and buildings falling into disrepair. There are ongoing governmental efforts to revamp railway transport, with the rehabilitation of the northern line and the construction of a standard gauge railway.

Uganda Railways Class 36 Henschel 340hp diesel No. 36U01-06 inside the Uganda Railway Museum. URM

The Uganda Railway Museum inside Jinja City station, along the the Jinja-Iganga highway. URM

The establishment of the museum is intended to complement the Ugandan government's efforts to highlight the importance of railway transport by reinvigorating its interest among Ugandans and enthusiasts around the world. It will offer a programme including heritage theme nights, exploring a locomotive and coach, film recollections/stories, and guided tours. Part of it has been designed with young people in mind.

Barbra Babweteera Mutambi, executive director of the Cross-Cultural Foundation of Uganda, which was established in 2006 to promote the appreciation of culture as vital to human development, said: "We have always advocated for the safeguarding of historic buildings, sites, and monuments but the establishment of the museum gives us a chance to demonstrate to the general public how to preserve a historic building sustainably."

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BR Standard 4MT 2-6-0 No. 76079 makes up for lost time as its crosses the River Esk at Bridge 37 with the late-running 2.30pm Grosmont-Pickering service on the North Yorkshire Moors Railway on April 8. DAVE WILSON

Cake-cutting and more at Hythe Pier Railway's centenary celebrations

THE Hythe Pier Heritage Association has announced more details of the 100th birthday celebrations for the 2ft gauge Hythe Pier Railway, set to take place on July 23/24.

The 250V DC electrified 700-yard line opened in July 1922, carrying passengers to and from the ferry boats that ply to Southampton from the village of Hythe. A Guinness world record holder, it is the oldest electric train in the world continuously operating on a pier.

The line is operated by two four-wheeled electric locomotives built in 1917 by Brush. Works Nos. 16302 and 16307 and now carrying the numbers 2 and 1 respectively, the latter having been named *Gerald Yorke*.

Originally battery powered, they were supplied to the First World War mustard gas factory at Avonmouth and transferred to Hythe after the conflict, where they were converted to collect power from a third rail and had their batteries removed.

The centenary celebration will include the cutting of a birthday cake. HPHA, in conjunction with volunteers from the Hythe Shed (at the pier) and engineers from Blue Funnel Ferries, have been restoring a second carriage which is on course to be back on track, along with the first restored in 2021 and the first of the restored Brush locomotives.

The Hythe Pier Railway's 105-year-old locomotive, *Gerald Yorke*. JOHN GREENWOOD/HPHA

Free rides along the pier will be available during the afternoon following the ceremony.

There will be an exhibition of model railways in the nearby community centre, with other heritage railway associations present in the village.

The shed is situated on the quay, just 50 yards from the pier, and will be open, with volunteers available to talk about the restoration work. Historic artefacts held at the shed will also be displayed. Other events are expected to be added to the programme.

The association will combine the celebration with its annual music festival, called Rock the Pier, which will be staged on the promenade behind Hythe's High Street, commencing at 12.45pm and running until 7.30pm.

The festival showcases local musicians and raises much-needed funds for the organisation's goal of fully restoring Hythe Pier and the railway.

Remembering the Taff Vale with new plaque unveiling

A CELEBRATION to mark the centenary of the end of the Taff Vale Railway and the restoration of its terminus at Cardiff Bay took place on March 16, when Ken Evans, chairman of Institute of Civil Engineers Wales Cymru, was joined by Simon Baston, managing director Loftco, the company behind the restoration, to jointly unveil a plaque in the presence of members of Cardiff County Council.

The Grade II-listed structure, once one of Britain's most endangered buildings after falling into disrepair, has been converted into modern office accommodation, a cafe, and a cocktail bar.

HERITAGE RAILWAY

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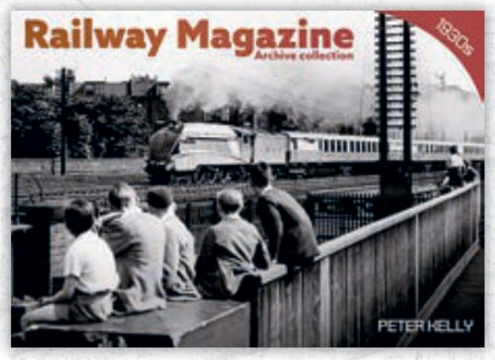

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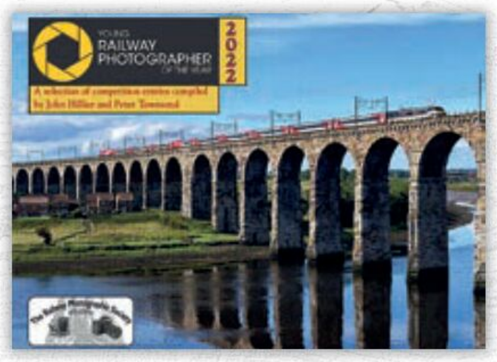

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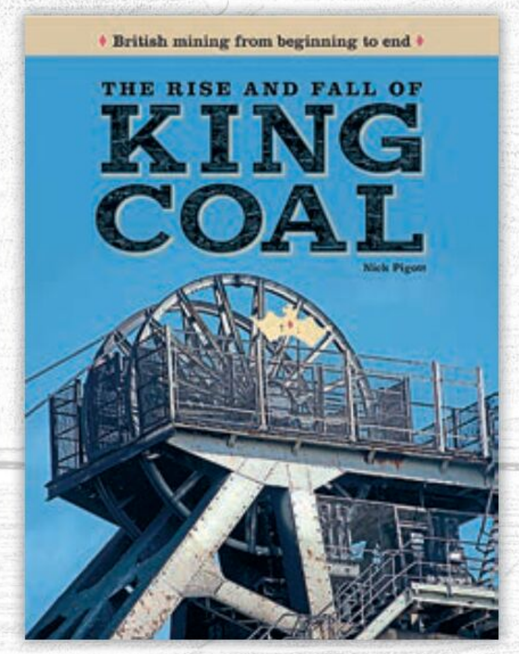

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SEVERN VALLEY GALA STUNNER EXCEEDS ALL EXPECTATIONS!

We thought it could not get better, especially after last September's successful gala in the valley. Following in its footsteps, the four-day April 21-24 spring bonanza surpassed all expectations, reports **John Titlow.**

Sue Wilson of the Sir Nigel Gresley Locomotive Trust officially relaunched A4 No. 4498 *Sir Nigel Gresley* into traffic at a ceremony at Kidderminster Town on April 21, attended by members of the owning group and SVR staff and volunteers. RICHARD HERINGTON/ SVR

Despite the war in Ukraine causing many economic and coal supply problems, spring sunshine drew the public out in large numbers, with the majority of trains at the SVR spring steam gala running full. At 8.30am on the Thursday, the first-day queues were already outside the booking office at Kidderminster Town.

Visiting locomotives from three of the Big Four included: new-build Great Western Saint 4-6-0 No. 2999 *Lady of Legend* from Didcot Railway, now making its second appearance on the line a year on from its first; Southern Railway S15 4-6-0 No. 506 from the Mid-Hants; and LNER A4 Pacific No. 4498 *Sir Nigel Gresley,* after successfully completing its recent running in and testing on the SVR. All of them performed faultlessly throughout.

Also very popular with the general public was Bulleid West Country light Pacific No. 34027 *Taw Valley,* recently repainted purple and renumbered 70 for HM The Queen's Platinum Jubilee celebrations, as highlighted in News, pages 12/13. 'No. 70' was posed in the shed yard at Bridgnorth where members of the public were able to photograph it from the taped-off foot crossing – the selfie brigade had a field day! Locomotive movements on and off shed were strictly controlled by staff either side of the crossing.

With a very intensive timetable in place, an added complication was the visit of a charter train on the Saturday, operated by DB cargo, with two Class 67 diesels bringing more than 100 passengers to the gala. Initially considered a bridge too far, the SVR responded allowing it into Kidderminster station for passengers to join the gala. After the train was shunted alongside the carriage shed for servicing, emptying tanks and rubbish removal, it eventually left the SVR around 5pm.

Under Government guidelines regarding Covid-19, there are now no restrictions on social distancing, and another welcome change was the return to hop-on hop-off services and multiday rovers.

Locomotives used throughout the gala were No. 4498, No. 506, GWR/Port Talbot

Running more than an hour late, due to an earlier lineside fire at Northwood Lane, LNER A4 No. 4498 *Sir Nigel Gresley* climbs the 1-in-145 past Tenbury Wall with the matching LNER teak set, which comprised the 5.05pm Kidderminster to Bridgnorth service on April 21, during the spring steam gala. The assembled gallery at Tenbury Wall rejoiced in the late running as it coincided with the sun coming out! GRAHAM NUTTALL

Above: Austerity 0-6-0ST No. WD 71516 *Welsh Guardsman* and GWR pannier No. 7714 double head away from Bewdley on April 24. JOHN TITLOW

Left: Climbing away from Haye Bridge, S15 4-6-0 No. 506 passes the site of a lineside fire as it approaches Eardington Halt on April 24. JOHN TITLOW

Railway 0-6-0ST No. 813, GWR pannier No. 7714, BR Standard 4-6-0 No. 75069 and J94-style Robert Stephenson & Hawthorns Austerity 0-6-0ST No. WD 71516 *Welsh Guardsman,* all facing north, and No. 2999 and Hawksworth 0-6-0PT No. 1501, with Ivatt 4-6-0 No. 43106 on standby. Stock was shunted back into their correct rakes after splitting for Covid running and it was pleasing to see near uniform trains once again.

On the Thursday, the official launch took place at midday to welcome A4 No. 4498 *Sir Nigel Gresley*'s return to revenue earning service at Kidderminster Town, as the culmination of a six-year £1 million overhaul.

Nigel Wilson, chairman of The Sir Nigel Gresley Locomotive Trust, which owns No. 4498, said: "The event marks the return of our popular A4 following the tremendous efforts of our essentially volunteer engineering team. This overhaul is probably the most thorough the locomotive has ever had.

"Thanks to all involved, the results of the hard work are now for everybody to enjoy. We're also very grateful to the SVR for hosting us for the all-important running in tests."

During the gala, the A4 made light work of Eardington Bank and its trains were full to standing on every trip.

On Tuesday, April 26, No. 4498 was to return to Crewe under its own power as a light engine test run but problems with the electrics thwarted this, so instead it was towed by a Class 37.

Making its first appearance on the SVR was No. 506 from the Mid-Hants; resplendent in black livery it looked good with a rake of carmine and cream stock. The S15 returned to the Watercress line on April 25, the day after the gala.

No. 506 made its visit in exchange for GWR 2-8-0 No. 2857 visiting the Mid-Hants over April 29-May 2, the first time that a 28XX has worked over that line.

No. 2999 is staying until after the Platinum Jubilee event on June 2-5, and will operate further services.

Doubleheaders proved very popular and some odd combinations took place with No. 7714 and *Welsh Guardsman*. Pannier tanks and J94-style Austerity 0-6-0STs did become bedfellows on the colliery lines after the end of steam in 1968.

Eccentric workings had to be *Welsh Guardsman* on two GWR Toplights and No. 813 and *Welsh Guardsman* also double heading. *Welsh Guardsman* was very popular with crews and public alike: it is not designed for speed but is very powerful with lots of noise.

The only failure throughout the event was No. 813 while working the Bridgnorth to Hampton Loade local. It suffered a broken casting that holds the transverse spring for the rear drivers in place, and after inspection it returned light engine to Bridgnorth late evening, at walking pace. Later the following week it was raised on the jacks inside Bridgnorth Shed for investigation, and was unable to make the South Devon Railway's 150th gala over April 30 to May 2 as arranged.

Footplate access at Kidderminster proved popular once the locomotives were uncoupled and standing at the bufferstops. Crews were very friendly and many younger smiling faces were seen.

After an unprecedented dry spell, lineside

Urie S15 No. 506 climbs away from Victoria Bridge towards Arley with the 2.20pm Kidderminster to Bridgnorth service on April 21. GRAHAM NUTTALL

Bursting into a short patch of sunlight, A4 No. 4498 *Sir Nigel Gresley* climbs the bank as it emerges from the cutting after Eardington Halt on April 24. JOHN TITLOW

Popular as ever with a rake of GWR carriages, Saint No. 2999 *Lady of Legend* departs Bewdley on April 24. JOHN TITLOW

A4 No. 4498 *Sir Nigel Gresley* moves off shed at Bridgnorth on the first day of the spring steam gala, to work the 10.25am service, its first fare-paying passenger trip since returning from overhaul. GRAHAM NUTTALL

Port Talbot tank GWR 0-6-0ST No. 813 takes water on platform 1 at Bridgnorth on April 23. JOHN TITLOW

fires became an issue. In BR days the vegetation adjoining the lineside was burnt back, reducing this risk.

Towards the end of the day on the Thursday, trains were around an hour late due to a lineside fire at Northwood Lane near Bewdley, and so speed was reduced to alleviate the risk.

More lineside fires occurred on Sunday morning near Eardington station, briefly stopping all trains running. Three fire engines attended and dampened down the tinder-dry vegetation.

Once the line block was lifted, services resumed, running half-an-hour late, but by around 1pm time was made up with only minor delays occurring.

Before the gala, the coal shortage situation was becoming worrying, especially with so many large locomotives. Deliveries took place beforehand but prices went up, increasing the cost to the railway.

No overnight running or freight trains took place to ease coal supplies, again underlining the major problem currently facing the entire heritage sector.

A 50/50 mix between ovoids and coal was used and no steaming problems were encountered. Ovoids cost considerably more than coal due to the manufacturing process.

A tank engine like No. 7714 can run for a day on as much coal as it takes to light up and get a large locomotive to Kidderminster.

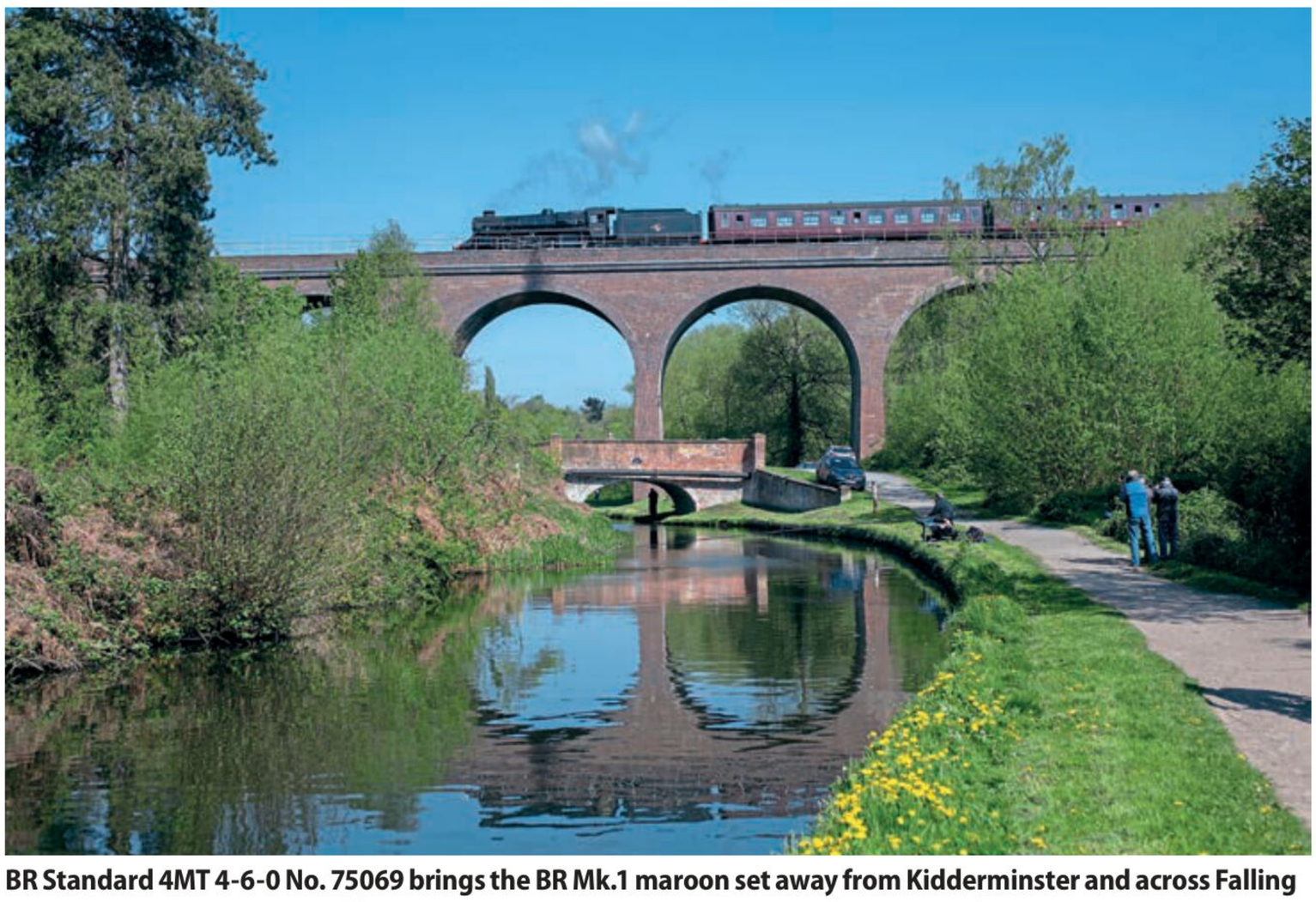
Yet again the loop outside Kidderminster increased capacity for running trains, freeing up platform space in the station. Trains were able to depart on to the double track section then were held at the signal immediately before the single line section begins.

From a lineside perspective, the easterly wind made photography difficult after midday, but with some thought and care it was not impossible.

The gala was considered a resounding success by both the public and the railway. The highlights had to be the packed trains, No. 4498 on the LNER teak set and No. 2999 on the Great Western rake.

The railway's autumn steam gala will take place on September 15-18. HR

Churchward Saint No. 2999 *Lady of Legend* takes the 3.55pm Bridgnorth-Kidderminster service on to Oldbury Viaduct on April 24. PETER FOSTER



BR Standard 4MT 4-6-0 No. 75069 brings the BR Mk.1 maroon set away from Kidderminster and across Falling Sands viaduct above the Staffordshire & Worcestershire Canal on the fourth day of the gala. PETER FOSTER

Above: Resplendent in wartime black livery, Sir Nigel Gresley arrives at Bewdley on April 22, with the Great Western carriages. JOHN TITLOW

Left: *Sir Nigel Gresley* takes the LNER teak rake across Oldbury Viaduct towards Bridgnorth. ROBERT BATTY

Right: WR 0-6-0PT No. 1501 departs from Arley with the 2.20pm local service to Kidderminster on April 21. GRAHAM NUTTALL

Churchward Saint 4-6-0 No. 2999 *Lady of Legend* crosses Victoria Bridge en route to Bewdley and Kidderminster on April 23. ALAN CORFIELD

HERITAGE RAILWAY
THE COMPLETE PRESERVATION NEWS MAGAZINE

Harry Potter's wizardry aside, the West Highland Extension is magical at any time of the year, and there is little wonder why the West Coast Railways' 'Jacobite' series has become a mainstay of the region's tourist economy for several years. The star of this year's season showed Glenfinnan Viaduct in all of its glory, with snow on the mountains on April 7. New trainee driver Calum Titley was behind the regulator of LMS 'Black Five' 4-6-0 No. 45407, with engineer Ian Riley supervising. DAVE COLLIER

RTC books *Bahamas* for 10 trips

By Cedric Johns

THE Railway Touring Company has booked LMS Jubilee No. 45596 *Bahamas* for no less than 10 excursions between June 4 and September 8.

June 4 will see the 4-6-0 make its first trip with the 'Buxton Spa Express', departing Ealing Broadway and calling at St Albans, Luton, Bedford, Kettering, and Leicester.

A week later, the Jubilee heads 'The Yorkshireman' on June 11. Starting from Ealing Broadway, the train is diesel-hauled to Leicester, stopping en route at St Albans, Luton, Bedford, and Kettering before No. 45596 takes it onwards via Melton Mowbray and Alfreton to York. Heading south on June 18, *Bahamas* departs Paddington with the 'Cotswold Venturer', picking up at Slough, Reading, and Didcot for Worcester via the Cotswold Line and Sapperton.

Three trips with the 'Dorset Coast Express' are booked to leave London Victoria, stopping at Staines, Woking, and Basingstoke for Bournemouth and Weymouth July 21, August 18, and September 1, and *Bahamas* will also head the 'Swanage Belle' on September 8.'

West on 'Express'

From Paddington, the 'West Somerset Steam Express' departs for Bishops Lydeard and Minehead on July 23 and August 13, picking up at Slough, Reading, and Newbury, and from there runs via Taunton to the heritage line.

In a one-off, the Jubilee heads for Canterbury (West) from London Victoria on August 4 with the 'Kentish Belle.' Beyond joining station Bromley South, the outing will include passing visits to Ramsgate, Broadstairs, Margate, Herne Bay, or Faversham.

Bulleid Merchant Navy Pacific No. 35028 *Clan Line*, LMS Princes Coronation 4-6-2 No. 6233 *Duchess of Sutherland,* and a locomotive from the West Coast railways Carnforth pool are also likely to feature.

The Bulleid will take the 'Atlantic Coast Express' from Waterloo on July 2, calling at Woking, Basingstoke, and Salisbury en route to Exeter via Yeovil Junction, Chard Junction, and Axminster.

The following Saturday, July 9, *Clan Line* will work the only remaining tribute to the end of Southern steam, the train departing Waterloo picking up at Woking and Basingstoke. While the 4-6-2 is serviced at Yeovil Railway Centre, a diesel will take the train to Weymouth. Running light to the seaside, the Bulleid is booked to work the train back to London by way of Poole, Bournemouth, and Southampton.

The first outing for No. 6233 is with the 'Windsor Flyer' on May 14 from Norwich, with passengers joining at Wymondham, Attleborough, Thetford, Brandon, Ely, and Finsbury Park.

This trip is part of The Queen's Platinum Jubilee celebrations.

Going south

On May 28, No.6233 heads the 'South Devon Explorer' to Plymouth, with steam coming on at Bristol. Originating from Woking, the trip stops at Guildford, Reading, Newbury and Westbury.

In another departure from Norwich, the *Duchess of Sutherland* will work 'The Cheshireman' to Chester on September 3.

This trip includes passenger stops at Wymondham, Attleborough. Thetford, Brandon, March, Peterborough, and Leicester.

Bahamas will head Windsor shuttles over two days

LMS Jubilee 4-6-0 No. 45596 *Bahamas* will feature in Steam Dreams' Windsor shuttles programme this year.

Making a rare appearance in the former boat train platform 2 at London Victoria, *Bahamas* is booked to work both the 9am and 2.20pm departures and the 6.30pm evening diner on Tuesday, June 28.

The afternoon train provides the option of passengers visiting Windsor or remaining on the train for a 'circular' lunch, which is apparently already proving popular with the booking public.

It almost goes without saying that the evening dinning trains are filling well in advance of trips around the Surrey Hills route.

The second date for *Bahamas* is Tuesday, August 24, while additional bookings for the Jubilee were, as we closed for press, being negotiated.

Steam Dreams chairman David Buck said he was pleased with the build-up of demand for seats on excursions to date.

Most passenger enquiries were from people living near departure points rather than overseas tourists.

Excellence

"We had a good trip to Bath on April 5 and the visit to the Settle and Carlisle line on April 9 was excellent, with B1 No. 61306 *Mayflower* working solo from Hellifield – not bad for a class 5 engine," he said.

The train to Brooklands for the Sunbeam racing car centenary on May 17 has been bolstered by the addition of an afternoon 'Hampshire Hills' lunchtime tour, starting from Woking.

A second train to Bath departs Shoeburyness on May 26, stopping at Southend East and Barking. Then on June 9, the B1 heads out of Ealing Broadway, taking the Marston Vale Line and stopping at Bletchley, the restored station at Ridgmont and Bedford, with Chesterfield or Chatsworth the destination.

The Marston Vale Line between Bletchley and Bedford is a surviving remnant of the former Varsity line between Oxford and Cambridge, most of which was closed in the late 1960s. The line celebrated its 175th anniversary last November.

David said: "We are delighted our trip coincides with special 175th anniversary celebrations.

"*Mayflower* has not hauled the Marston Vale Line in recent history and to experience the locomotive over this beautiful line will magnificent. It is always exciting to bring steam to a new route."

Rare routing

Stephen Sleight, transport team leader (rail) at the Marston Vale Community Rail partnership, said: "We are very pleased to welcome a rare steam special."

Mayflower is due to make its first solo crossing of the Forth Bridge on June 17 when Steam Dreams makes a four-day trip to Edinburgh.

Bournemouth and Weymouth are the destination on June 23, the trip starting from London Victoria, calling at Staines, Woking, and Basingstoke.

RPSI may consider switch to oil burning for steam fleet

By Hugh Dougherty

THE Railway Preservation Society of Ireland may consider switching its steam fleet – used for hauling trains on the main lines of Northern Ireland Railways and Iarnrod Eireann, as well as on its own train rides line at Whitehead – from coal to oil burning, as coal become harder to source.

RPSI technical operations engineer James Friel revealed that the society is keeping what he describes as "half an eye" on oil as a possible future solution, but cautions that at current prices, oil costs just over twice the price of coal.

He said: "We have been using coal supplied by Kingsberry Fuels for about 10 years now and, until recently it had been importing from Russia, but with the very sad events in Ukraine it is shifting to other countries.

"Our last batch may have been Polish, and I don't think we have had coal from a UK mine since 2012, when we got a particularly clinker-forming batch from Daw Mills.

"The price of coal has gone up by a third in the last six months and is continuing to go up, and although we reckon we have enough to see us through the summer, we have had to adjust our ticket prices to suit.

"It's clear that coal will become more and more difficult to obtain, and we've had half an eye on oil burning for some years – in fact, our former Great Northern Railway of Ireland 4-4-0 *Slieve Gullion* was an oil burner briefly, in 1936, so there is a precedent!

"It would, however, take the price of coal going significantly above oil before we made a decision in that direction."

For details of RPSI trains running throughout the summer, visit www.steamtrainsireland.com

Right: Coaling the Railway Preservation Society of Ireland's 1919-built Hudswell Clarke 0-4-0ST No.3 *Guinness* is hard work. Would oil be more available in future?
HUGH DOUGHERTY

Pre-order Issue 294: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

West Country light Pacific No. 34046 *Braunton* climbs Shap on April 9. MAURICE BURNS

Take two!

THE prospect of two Bulleid Pacific-hauled railtours climbing Shap within minutes of each other brought hundreds of photographers to the lineside on April 9.

Heritage Railway magazine contributor Maurice Burns used a tripod to capture both trains at exactly the same spot.

The first, Saphos Trains' 'The Lakelander', hauled by West Country No. 34046 *Braunton,* passed at 11.40am and the second, the Railway Touring Company's 'Cumbrian Mountain Express' behind Merchant Navy No. 35018 *British India Line,* at 11.49am. Just nine minutes separate these two pictures!

Both engines were pulling 12 coaches – a huge load over Shap and both doing well as they approached the summit cutting.

Luckily for Maurice, the sun was out for both trains.

Déjà vu nine minutes later as Merchant Navy No. 35018 *British India Line* passes the same spot! MAURICE BURNS

Sandringham tickets sell out on Platinum Jubilee tour, but…

UK Railtours' 'The Platinum Jubilee' tour from King's Cross to Norfolk on bank holiday Thursday, June 2, has added an extra off-train option – after all 150 tickets to Sandringham House, home of The Queen, sold out.

A replacement add-on attraction for passengers who could not obtain a Sandringham ticket was a visit to Houghton Hall, built in the Palladian era in the 1720s and home of the UK's first Prime Minister, Sir Robert Walpole.

The calls at Potters Bar, Stevenage, and Peterborough en route to Ely, which passengers will have around four and a half hours to explore.

Alternatively, they can remain on the train as its reverses and heads north towards Watlinton, between King's Lynn and Downham Market, on the Fen Line. From Watlington, coach transfer will take passengers either to Sandringham or Houghton Hall, and back to Downham Market to rejoin the train.

UKRT has asked DC Cargo for either 'royal' Class 67s No. 67005 *Queen's Messenger* or No. 67006 *Royal Sovereign* to haul the train.

Seats are still available on the 'Devon Belle', departing London Victoria on June 12.

A new tour, the 'Wymondham Willows', departs King's Cross on July 9, offering a break in Norwich, a day out at Great Yarmouth, or a coach transfer to the Bucklingham Hall estate, the Mid-Norfolk Railway, or the East Anglia Transport Museum.

UKRT is also planning a trip to Beamish Museum on July 30, with optional visits to Durham and Newcastle.

Vintage Trains replays 1972 pioneer post-steam ban run

By Cedric Johns

VINTAGE Trains "Return to Steam' special – marking 50 years since its flagship WR 4-6-0 No. 7029 *Clun Castle* ran the 'first' post-BR steam ban passenger trip from Birmingham to Didcot – departs from Birmingham Snow Hill on June 11 for Cardiff.

The train will follow the identical 1972 route of the 'Celebration Return to Steam' trip, steam-hauled throughout on the outward journey, and running on to Swindon via Bristol Parkway and the Severn Tunnel.

Passengers can enjoy a 'Great British Breakfast' and evening four-course dinner in Pullman cars, continental breakfast and afternoon tea in club class, or travel in tourist class with a buffet car.

WR 4-6-0 No. 7029 *Clun Castle* heads through Wilmcote with Vintage Trains' 'Shakespeare Express' on April 24. NADY JEANES

Cardiff stopver

Passengers will have time to visit Cardiff before *Clun Castle* takes the train back as far as Oxford, from where it will be diesel-hauled back to Tyseley.

Three weeks before, on Saturday, May 21, 'The Cotswold Explorer', headed by LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland,* will travel from Birmingham to Oxford. The outward run will be down the Lickey incline, through Cheltenham, Stroud and the Golden Valley, heading through the Cotswolds up Sapperton Bank to Oxford. After a break, the train will return to Birmingham via Hatton bank.

On June 17, the 'White Rose' sets off for York, calling at Coleshill Parkway, Tamworth, Burton upon Trent, and Derby, with LMS 4-6-2 No. 6233 *Duchess of Sutherland* in charge again.

On arrival, passengers have the remainder of the day to explore the city and then the option of returning to Tyseley (Class 47 No. 47773 *The Queen Mother* will haul the return leg) or travelling on to Newcastle the following day, June 18, before the 'Rose' – by then running as the 'Geordie Duchess' – returns to the West Midands.

VT said that passengers are free to arrange overnight accommodation.

Michael Owen's two Class 20 diesels operated by VT motor into action on June 25, taking the 'Weston Air Show Explorer' to the Somerset coast and Weston-super-Mare, where all eyes will be lifted to the skies. The Weston Air Festival will return to the seafront to celebrate Armed Forces Weekend.

Hiring in

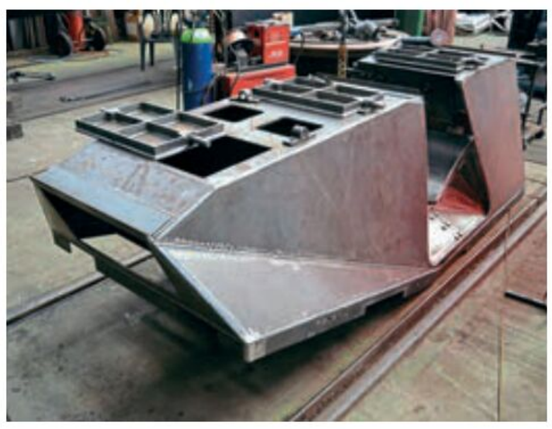
Starting from Snow Hill, the 'Explorer' stops at Stourbridge Junction, Droitwich and Worcester Shrub Hill, and Temple Meads for passengers wishing to visit Bristol.

VT is currently reliant on steam provided by *Clun Castle* and by hiring in *Duchess of Sutherland*.

Work continues on GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe,* which is scheduled to be completed by late summer as its overhaul enters the final stages.

A new ashpan has been delivered to Tyseley, to be fitted once the boiler is ready to be returned to the frames, which are currently being fully prepared to receive it and thus reduce wasted valuable time once the boiler has gained its ticket.

Once No. 5043 is complete, the overhaul of LMS Jubilee 4-60 No. 5593 *Kolhapur* will then commence. Having not steamed since 1997, the Jubilee will have better route availability on the national rail network than WR locomotives, which are becoming more and more restricted as platforms and lineside equipment encroach further on the loading gauges.



The new ashpan for No. 5043 *Earl of Mount Edgcumbe* in the Tyseley workshop. OWEN HAYWARD

Duke of Gloucester overhaul gathers pace

UNIQUE BR 8P 4-6-2 No. 71000 *Duke of Gloucester*'s support crew working days have now fully resumed on Wednesdays and Saturdays, with self-imposed Covid precautions still in place. Much has been achieved, with more than 230 hours of voluntary work carried out at Tyseley Locomotive Works in March alone.

The Caprotti driveshafts have been overhauled with new universal joints where needed. Work will now commence on the reassembly of the Caprotti boxes and their refitting to the cylinders.

The tender has received plenty of attention, the brake gear having been reassembled with new bushes fitted where required. Inside has been thoroughly cleaned, which involved being inside the tender while using a pressure washer, and water filler points moved to near the rear of the tender to avoid water spills onto the axles and wheel bearings.

A new rear connection to the tender has been made to allow coupling to the Vintage Trains water carrier. Now that the driving wheels have been profiled and painted, the outer rims are being polished, with the rear set now being back in the chassis.

Right: *Duke of Gloucester* support crew members polishing the outer rims of a wheelset. Left to right are: Kev Deacon, Dave Oliver, John Attrridge, and Mark Watts. BRC8SLT

Above: A start has been made on setting *Duke of Gloucester's* Caprotti valve heights, which involves holding the valve closed and measuring against a gauge, then shimming to the correct height. The setting gauge was manufactured by the BR Class 8 Steam Locomotive Trust's engineering principal, Dave Oliver. BRC8SLT

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Bulleid Merchant Navy Pacific No. 35018 *British India Line* works the York to Edinburgh Waverley leg of 'The Great Britain XIV' over the Royal Borders Bridge at Berwick on April 22. JAMIE SQUIBBS

Six more DRS diesels are put on the market

DIRECT Rail Services has announced that a third batch of its heritage diesels are for sale.

Class 37s Nos. 37038, 37059, 37259 and 37409 and Class 57s Nos. 57003 and 57007 are on offer through a competitive online bidding process that will run until 1pm on May 23.

Bidders will need to register at https://sharedsystems.eu-supply.com/login.asp?B=DRS and use the reference CTM 15380 to download the tender documents.

DRS said thhe sale is another chapter in the company's push for lower carbon locomotives and ambitious fleet modernisation plans.

Climbing past Dunfermline on April 23, LMS 4-6-0 No. 46115 *Royal Scot* heads the 1Z26 9.46am Edinburgh to Inverness leg of the Railway Touring Company's 'The Great Britain XIV' nine-day tour. Operated by the West Coast Railway Company, it had Class 47 No. 47802 on the rear providing power for most of the way due to fire risk following a period of warm and dry weather. IAN LOTHIAN

'Royal Charter' from Crewe to mark the jubilee

TO mark The Queen's Platinum Jubilee, BR Standard Class 7 Pacific No. 70000 *Britannia* will haul 'The Royal Charter' from Crewe to Windsor on Friday, June 3 in support of the Railway Benefit Fund.

The tour, run by Locomotive Services Limited, will start its journey from Crewe at about 8.30am, calling at Stafford and Nuneaton and arriving into Windsor early afternoon. After a sightseeing break, the charter will depart late afternoon to arrive back at Crewe late evening.

The charter will comprise the luxury Saphos Trains carriages, and seats in Pullman Dining and First Class Non-Dining are available.

➜ To book, go online to www.railwaybenefitfund.org.uk

SUBSCRIBE TODAY!
GREAT RATES – SEE PAGE 30

Head to Carlisle for the first Pathfinder steam tour of 2022

By John Titlow and Cedric Johns

PATHFINDER Railtours has announced its first steam-hauled tour of the year for September 3.

The 'Cumbrian Fells Express' will be the company's first steam tour since last September. It will make an early start from Bristol Temple Meads at 6am, and joining stations include Bristol Parkway, Cam and Dursley, Cheltenham Spa, Worcester Parkway, Birmingham New Street, Stafford, Crewe, and Preston.

Steam comes on at Carnforth for a run behind unrebuilt Battle of Britain Bulleid Pacific No. 34067 *Tangmere,* northbound over Shap to Carlisle.

With the city centre across the station forecourt, a 90 minute break gives enough time for a quick stroll round the city while the locomotive is turned and serviced.

The return run is over the Settle route to Preston, where *Tangmere* comes off and a diesel returns the train to Bristol, arriving at 11.05pm.

A trip to Yorkshire

Before then, the Stroud-based tour operator is offering several new excursions, including a visit to the North Yorkshire Moors Railway on June 18.

The 'Yorkshire Rose' departs from Stratford-upon-Avon, picking up at Henley-in-Arden, Whitlock's End, Shirley, Hall Green, Birmingham New Street and Tame Bridge Parkway.

Passengers have the option to alight at York, Malton or Scarborough, while they can also visit the NYMR.

A DB Cargo Class 67 is expected to haul Riviera Trains' Mk.1 carriages for the 'Mazey Day Cornishman' on June 25.

The tour leaves Solihull and stops at Dorridge, Leamington, Banbury, Oxford, Swindon, Chippenham, Bath, and Bristol Temple Meads, and there are options to visit Truro, St Erth for St Ives, and Penzance for the Mazey Day celebrations.

The 'Chopper Topper Returns' is a freight line tour of the West Midlands featuring four Class 20s as motive power.

Hadrian Hoovers

Setting off from Burton upon Trent on July 2, the tour picks up at Coleshill Parkway, Barnt Green, Worcestershire Parkway, Gloucester, Cheltenham and New Street.

July 23 sees the 'Hadrian Hoovers' – redated from April 2 – for a trip behind two Class 50s.

It goes to Carlisle via York and along the Durham coast and the Tyne Valley before a run over the Settle and Carlisle line, calling at New Street, Tamworth, Burton upon Trent, Derby, Chesterfield, Sheffield and York.

Britannia returns west to Bridgnorth after repaint

KEEPING up the strong connection between Saphos Trains and the Severn Valley Railway, on April 27 BR Standard Class 7 Pacific No. 70000 *Britannia* made a welcome return with its first main line run – a fully-booked tour from Llandudno Junction to Bridgnorth. This was *Britannia*'s first return to the SVR after its overhaul and repainting into Brunswick green at Crewe.

The tour started at Llandudno Junction on time at 5.33am, with timekeeping good on the outward. The return was a combination of minimal early and late running, with an arrival back at Llandudno Junction on time at 11.46pm.

It arrived onto SVR metals on time at 11.30am and shunted into the SVR's Platform 1 at Kidderminster. The locomotive was turned and then it hauled the train tender first to Bridgnorth, arriving at 1.15pm where servicing took place.

Three hours gave enough time for the passengers to enjoy the town before departing at 4.15pm. The special crossed onto Network Rail tracks at 5.48pm and put up a spirited performance when seen through Hagley station on the return. Class 47 D1944 provided back-up on the rear.

With no Severn Valley Railway service trains running, No. 70000 *Britannia* runs through a deserted Bewdley station, returning a Saphos Trains special to Crewe on April 27. JOHN TITLOW

Is *Tornado's* overhaul running late? Engine unavailability blamed for no-shows

WHEN The A1 Steam Locomotive Trust first announced that its Peppercorn 4-6-2 No.60163 *Tornado* was to be withdrawn for short-term overhaul, it was emphasised that the engine's return to traffic would be a quick turnaround, not affecting the A1's main line tour commitments.

However, it seems that *Tornado* has already become a victim of circumstances.

The A1 was booked to work Railway Touring Company trips on June 18 and July 16, but its appearance at these has been cancelled because the trust cannot guarantee the engine's availability.

Instead, LMS Jubilee 4-6-0 No. 45596 *Bahamas* and LMS 4-6-2 No. 6233 *Duchess of Sutherland* are filling in.

Tornado has been stripped down to its frames by Locomotive Maintenance Services in Loughborough, with the boiler lifted and sent back to Meiningen in Germany as the new one has been delayed in the wake of the pandemic. With the wheels being reprofiled by South Devon Railway engineering and supplementary boiler work being carried out by a West Midlands supplier, it might prove difficult to draw all of these elements together in the right sequence.

As matters stand, the A1's absence put two of the trust's own excursions – East Anglia to Carlisle on July 2 and King's Cross to York and Harrogate on July 9 – in doubt. In light of this, the Harrogate trip will run in April 2023, with the Carlisle trip cancelled.

As *HR* closed for press, the trust confirmed its plan was for *Tornado* to return to main line duty on July 21, with the first of 'The Aberdonian' trips that will run from Edinburgh.

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LMS Stanier Jubilee 4-6-0s Nos. 45596 *Bahamas* and 45690 *Leander* pass Bayston Hill with 1Z41, the 12.35pm Chester to Cardiff leg of the Railway Touring Company's 'Great Britain XIV' tour on April 27. PETER FOSTER

Hastings to Worcester by six-car DEMU

FRESH from its visit to the Mid-Hants Railway on April 2, Hastings Diesels launched its second main line outing this year on May 7, running its six-car DEMU to Worcester.

'The Worcester Sauce' started from Hastings and as usual called at all stations to Redhill before heading to Reading and Oxford via Guildford, and for the first time travelled along the Cotswold Line to Shrub Hill.

In a change to the train's regular format, Hastings Diesels said it regretted that club class facilities would not be available on the trip; first class travel was offered instead, similar to club class but without the normal evening meal.

Passengers were provided with a table service of drinks and light refreshments during the trip, plus wine on the homeward journey. A buffet served standard class passengers with light refreshments throughout the day, during which the DEMU covered 366 miles.

Future trips to be confirmed are to Skegness on June 18 and Cambridge on September 17.

Hastings DEMU No.1001 arrives on time with the 7.06am 'The Medstead Mountaineer' tour from Hastings to the Mid-Hants Railway. While at the heritage line, the unit completed two infill trips. DON BENN.

More funding awarded to protect Dawlish sea wall route

THE Government has awarded a further £32 million of funding to protect Isambard Kingdom Brunel's main line beneath the sea wall at Dawlish.

The extra funding, announced by Rail Minister Wendy Morton on April 1, will pay for vital netting and fencing between Dawlish and Holcombe to prevent storm debris from reaching the line.

This latest funding follows three earlier phases of work, taking the total spent on this scenic stretch of line to more than £150 million, following the devastating storms of 2014 that saw it damaged beyond use for eight weeks. Mike Gallop, Network Rail's Western route director, said: "This will mean passengers using GWR and CrossCountry services on this vital rail link to and from the South West will have more reliable journeys, as the railway along the Devon coast will be better protected from rising sea levels, extreme weather, landslips and rockfall for the next 100 years."

Elsewhere, major upgrades on routes often included in steam-hauled tour programmes were completed by Network Rail between London and Carstairs over Easter. Work stretched from Euston through the Midlands, the North West, and into Scotland.

Track improvements at Watford North Junction now allow more flexibility into London, while the replacement of track drainage at Beechwood Tunnel, between Birmingham International and Coventry, improves safety issues.

Signalling and track improvements were carried out around Crewe station, foundation stone upgrades were completed on the West Coast Main Line at Carnforth, and there was track replacement at Carstairs.

Dartmoor Line now moves to hourly services

ONCE used as a heritage railway, the Dartmoor Line underwent 15 days of upgrade work prior to launching hourly services between Okehampton and Exeter on May 15.

At Fatherford and Coleford, engineers improved the drainage and trackbed to enable faster line speeds. Some replacement bus services were provided before the two-hourly service resumed on May 10.

The upgrades form part of the second stage of the Dartmoor Line reopening, coming after the reintroduction of regular passenger services following its reopening by Transport Secretary Grant Shapps on November 17 after an absence of 49 years – as reported in issue 288 of *Heritage Railway*.

The Dartmoor Line was the first former line to reopen under the Government's Restoring Your Railway programme. Previously used by the Dartmoor Railway, it opened for incoming public service trains on some summer Sundays since 1997.

Rail Charter Services cancels Settle and Carlisle programme

RAIL Charter Services has suspended its 2022 services on the Settle and Carlisle Line.

The company began running the trips in 2020 using Mk.3 coaching stock and Locomotive Services Limited Class 37s, 20s and 47s, with a special weekend using a Class 40 between Skipton and Appleby.

For 2021, RCS extended the service to Carlisle, using a High Speed Train set.

However, an RC statement said: "Unfortunately, owing to extraordinary difficult trading conditions we have had to take the difficult decision to suspend our Settle-Carlisle tourist rail services in 2022.

"The current economic conditions have created the perfect storm of high costs, while at the same time all the indicators point to constrained demand as people tighten their belts during this unprecedented time of economic uncertainty."

May

1 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. 6233 *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. Steam-hauled.
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

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 Westbury – Plymouth – Taunton.
Locos: No. 6233 *Duchess of Sutherland*. RTC

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 0772 222
IC	Intercity 0800 038 5364
NB	Northern Belle northernbelle.co.uk
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
SRPS	Scottish Railway Preservation Society 0131 202 1033
SR	Statesman Rail 0345 310 2458
ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 0333 996 6720

Southern region Battle of Britain class No. 34067 *Tangmere* heads the Northern Belle beneath a clear blue sky as it passes Baron Wood on the return run from Carlisle to Telford on April 23. DAVE WILSON

June

2 The Platinum Jubilee
Kings Cross, Ely and return. Diesel-hauled.
Locos: Class 67 Nos. 67005 Queen's Messenger and 67006 Royal Sovereign TBC UKRT

4 The Buxton Spa Express
Ealing Broadway, Buxton and return. Steam-hauled Leicester – Buxton and return.
Loco: No. 45596 *Bahamas*. RTC

6 The Royal Charter
Crewe, Windsor and return.
Loco: No. 70000 *Britannia*. Railway Benefit Fund / Branch Line Society

8 Welsh Marches Whistler
Preston, Bristol and return. Steam-hauled Crewe – Bristol only.
Locos: Class 40 TBA. Steam: TBA. ST

9 London to Chesterfield for Chatsworth
Ealing Broadway, Barrow Hill, London Euston. Steam-hauled outward only.
Loco: No. 61306 *Mayflower*. SD

11 English Riviera Express
Solihull, Kingswear and return. Steam-hauled from Taunton.
Locos: TBA. ST

11 The Golden Age of Travel by Steam
Circular tour from London Victoria
Loco: TBA. BEL

11 Return to Steam Celebration
Birmingham Snow Hill, Cardiff and return. Diesel-pilot from Oxford on return only.
Loco: No. 7029 *Clun Castle*

11 The Yorkshireman
Ealing Broadway, York and return. Steam-hauled Leicester – York – Ealing Broadway
Loco: No 45596 *Bahamas*. RTC

14 The Pendle Dalesman
Lancaster, Carlisle and return. Steam-hauled throughout.
Loco: TBC.

15 Settle & Carlisle Fellsman
Crewe, Carlisle and return. Steam-hauled from Chester.
Loco: TBA. ST

17 Fife Lunchtime Tour.
Circular tour from Edinburgh.
Loco: No. 61306 *Mayflower*. SD

17 Forth Evening Tour
Circular tour from Edinburgh.
Loco: No. 61306 *Mayflower*. SD

17 The White Rose
Tyseley Locomotive Works, York and return. Steam-hauled outward only.
Locos: Class 47 No. 47773 *The Queen Mother* + No. 6233 *Duchess of Sutherland*. VT

18 The Geordie Duchess
Tyseley Locomotive Works, York, Newcastle and return. Diesel-hauled Tyseley – York outward only.
Loco: Class 47 No. 47773 *The Queen Mother* + No. 6233 *Duchess of Sutherland*. VT

18 English Riviera Express
Slough, Kingswear and return. Steam-hauled from Taunton.
Loco: TBA. ST

18 The Cotswold Venturer
London Paddington, Worcester and return.
Loco: No. 45596 *Bahamas*. RTC

18 The Devon Pullman
London Victoria, Exeter St Davids and return.
Locos: 2x Class 50s TBA. UKRT

22 Welsh Marches Express
Birmingham International, Shrewsbury and return. Steam-hauled from Bristol.
Loco: TBA. ST

23 London Victoria to Weymouth
London Victoria, Weymouth and return.
Loco: No. 61306 *Mayflower*. SD

25 Settle & Carlisle Steam Special
Coventry, Carlisle and return. Steam hauled Carnforth, Carlisle, Settle, Preston.
Loco: TBA. NB

25 The Cumbrian Mountain Express
London Euston, Carlisle and return. Steam-hauled Preston – Carlisle and return.
Locos: Class 86 No. 86259 *Peter Pan/ Les Ross*. Steam: TBA. RTC

25 The Scarborough Flyer
Manchester Victoria, Scarborough and return. Steam-hauled.
Loco: TBA. RTC.

25 Weston Air Show Explorer
Birmingham Snow Hill, Weston Super Mare and return.
Locos: 2x Class 20 TBC. VT

Regular Steam

Daily 'The Jacobite'
Fort William, Mallaig and return.
Loco: No. 44871, No. 45212 or No. 45407 *The Lancashire Fusilier*. WCR

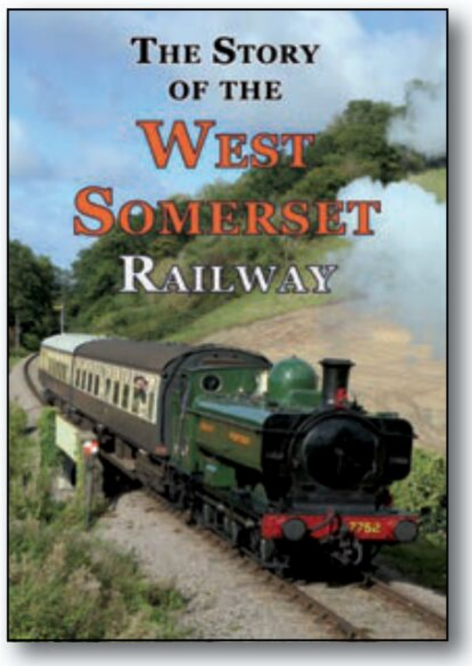
Tuesdays until August 30 The Royal Windsor Steam Express.
London Victoria, Windsor and return. Steam-hauled.
Loco: TBA. SD

Tuesdays until August 30 The Sunset Steam Express
Circular tour from London Victoria. Steam-hauled.
Loco: TBA. SD

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.

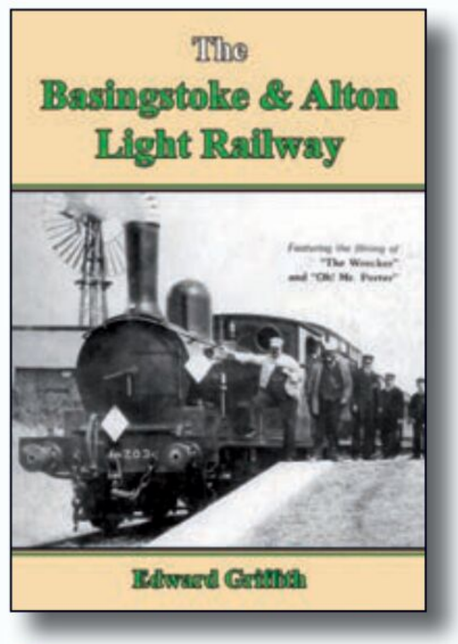
Pre-order Issue 294: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Recent Railway Titles from Kingfisher



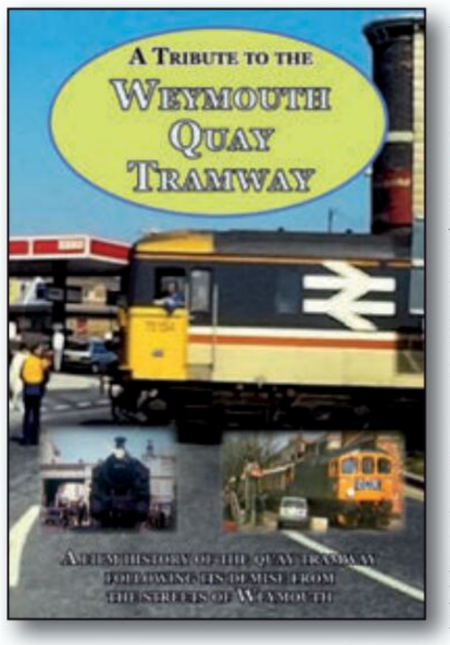
'The Story of the West Somerset Railway'

Our next DVD in the 'story' series looks at the 22-mile long heritage railway in West Somerset. From the last days in BR ownership and the transfer to the preservation era, we see rare films from local archives showing the beginnings of the longest preserved line in the UK. We examine the line in detail and its locomotives used between Bishops Lydeard in the east right through to Minehead positioned on the Bristol Channel. A full array of locomotives including main line visitors over the years right up to date. We see overhauls taking place in the works at Minehead and the delightful stations along the route. **DVD 60 minutes duration £12.95**



'The Basingstoke & Alton Light Railway'

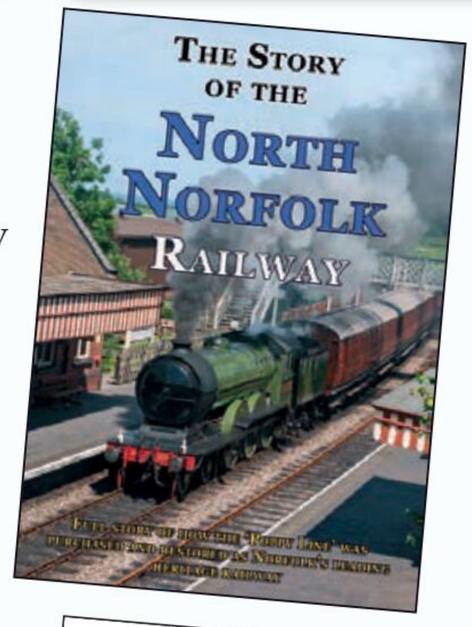
Reprinted after 40 years, this book was written by the late Edward Griffith and details the fascinating history of this light railway in mid Hampshire. Full of rare black & white photographs, it traces the beginning of the line in the 1890s to its grand opening in 1901 and its demise in 1932. Its claim to fame though is forever recorded on film with the use of the line in two feature films; 'The Wrecker' and 'Oh! Mr. Porter' which are detailed in the book. **Paperback book, 52 pages £6.50**



'A Tribute to the Weymouth Quay Tramway'

Once part of Weymouth's heritage running right through its streets, the quay tramway branch is now no more. Built for servicing the channel islands traffic by the GWR, the line survived until the last special train operated in 1999 and has been dormant ever since. This DVD examines the history of the tramway and its remaining services through the 1980s and 1990s up to its closure and removal from the streets in 2020.

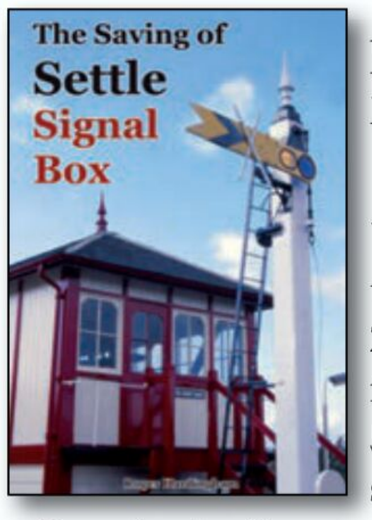
DVD 60 minutes £14.95



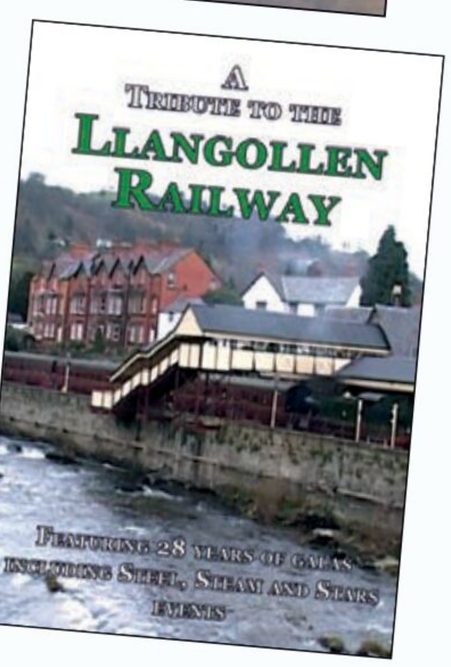
'The Story of the North Norfolk Railway'

Filmed over a number of years, this story looks back at the very beginnings of the line as the M&GNJR Society took over the 5-mile line from Sheringham to Holt. We see rare archive film of the final days in British Railways' ownership including the very last freight train to depart from Sheringham. Full of nostalgia and up-to-date footage of steam operations over the heritage line with all classes of locomotives. Dads Army recreation days are viewed at Weybourne bringing some humour to the railway which is now one of the most important attractions in Norfolk.

DVD 60 minutes duration £12.95

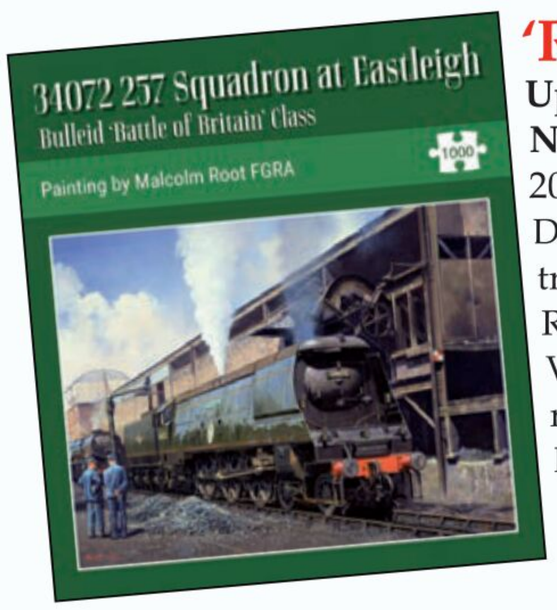


Paperback - £4



'Llangollen Railway Tribute'

We look at this extremely picturesque railway in North Wales from footage taken at their gala events from 1987 to 2015, which includes two of the famous Steel, Steam and Stars events. Locomotives including - Nos. 41241, 44806 (as 44801), 'Dukedog' 9017, 'B1' 1306, 'Royal Scot' 6100, 5526, 5643, 3440 *City of Truro* and Scottish entrant 246 *Morayshire*. Its stunning scenery and popular tourist location can only enhance its future under the new trust set up for operations. **DVD 70 minutes duration £12.95**



'Railway Round Up 16'

This 16th edition of our Railway Round Up ses a new look starting in 2022. We will be producing two per year again with No. 16 due out in June. This edition will include several Christmas lights trains from 2021 including some aerial footage, plus - * The launch of No. 4079 *Pendennis Castle* at Didcot * The Great Central Railway's superb 'Working Railway' Gala * Feature on quarry traffic on the Settle-Carlisle line * S&D 56th anniversary of closure held at the Mid-Hants Railway with No. 53808 * Two Class 40s around Bristol * Class 50s to Okehampton * Severn Valley Railway Spring Gala with A4 *Sir Nigel Gresley* and the Saint with S15 No. 506 * Last run of Jubilee No. 45699 *Galatea* before overhaul * No. 34067 *Tangmere* returns to the main line and many scenes over Shap and the S&C of winter trains, plus a great deal more.

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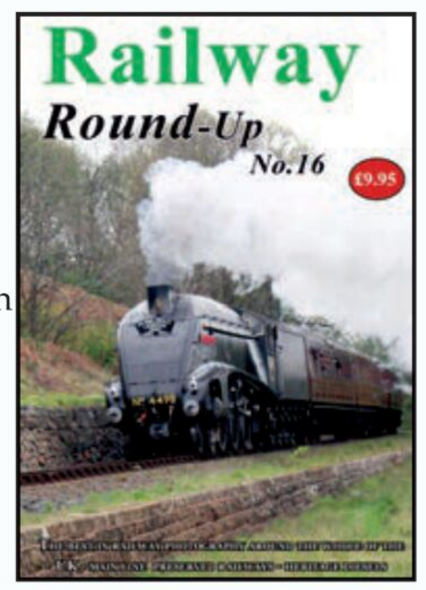
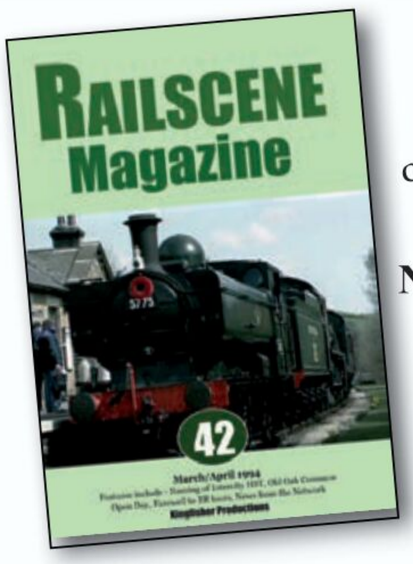


'Railway Jigsaws'

Two jigsaws from paintings by the late railway artist, Chris Woods. **' LSWR No. 563 at Waterloo'** and **'Sunny Day at Alresford with No. 506'**. Another has just been released from a painting by well-known railway artist Malcolm Root FGRA. **'34072 257 Squadron - Battle of Britain Class at Eastleigh Depot'** These 1000-piece jigsaws bring back many memories of these now preserved locomotives.

£19.95 each plus £3 postage on each item.



'The 'Lost' Railscene programmes'

We are delighted to announce that the last four editions of the famous Railscene series have been found! Up to now numbers 1 to 40 have been part of our regular catalogue but we can now add numbers 41 to 44 to the list, thus completing the series up to 1994 and which was first released in 1984. **They are available at £14.95 each or all four for £44.85, saving £14.95.**

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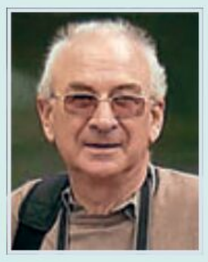


In his latest column, **Don Benn** looks at BR Standard Class 7 No. 70000 *Britannia*'s hard work climbing Whiteball in 2013 and 2015, and the Crewe to Wigan section of a Saphos Trains special to Carlisle in 2019. Also, some runs in 1971 and 1973 on the last mile a minute schedules anywhere for coal-fired Pacifics, which were operated in Bavaria by Class 01.

BR Standard Class 7 Pacific No. 70000 *Britannia* has returned from overhaul and so I thought it would be appropriate to look at some of the work of this fine locomotive in recent years.

As readers may be aware, I have high regard for this class of locomotive which proved to be one of the best of the BR Standard designs in traffic. They were popular with engine crews everywhere they went, except on the Western Region, where old traditions were hard to overturn and most enginemen preferred the four-cylinder Castles with their liking for Welsh steam coal and time-tested reliability.

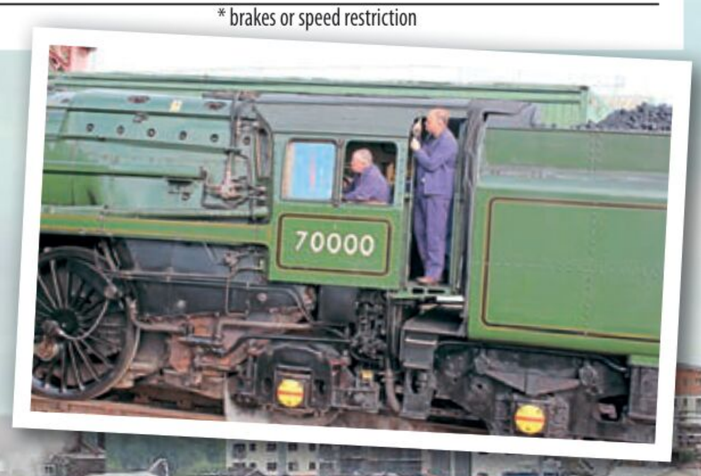
These worked best with a deep 'haycock' fire which differed from the methods best used on the 'Brits' whose firebox was similar to the rebuilt Bulleid Pacifics, after which Riddles designed the BR Standard Pacifics, except the firebox on these was copper and there was no thermic siphon. But they were a huge success on the Anglia trains in the 1950s and also on the West Coast main line, surviving there until the very end of steam.

TABLE ONE: TAUNTON - EXETER

Date	Sunday, June 14, 2015					Saturday, October 19, 2013			
Train	0915 Bristol Temple Meads to Kingswear					0613 Poole to Kingswear 'Dartmouth Express'			
Engine	BR Standard Class 7 4-6-2 No. 70000 Britannia					BR Standard Class 7 4-6-2 No. 70000 Britannia			
Load	10 coaches, 361 tons tare 390 tons gross					11 coaches, 388 tons tare 420 tons gross			
Driver	Fred Lewis					Ray Churchill			
Fireman	Vince Henderson					Not recorded			
Recorder	Don Benn					Don Benn			
Position	9th Coach					4th coach			
Weather	Sunny spells					Cloudy, damp			
	miles	**sched**	**mins**	**secs**	**speed**	**sched**	**mins**	**secs**	**speed**
Taunton	0.00	0.00	00	00	R/T	0.00	00	00	R/T
Silk Mills	1.25		03	50	42½		05	20	29*/23* to ML
Norton Fitzwarren	1.85	3.00	04	37	47½	5.00	06	32	31
Victory XC	2.90		05	51	52		08	10	43
MP 167	3.84		06	55	53½		09	26	48
Poole Siding	5.84		09	15	51		11	42	56
Wellington	7.04		10	36	54½/57½		12	54	59½/62
MP 171	7.84		11	25	56½		13	43	61
Beam Bridge	8.86		12	34	51		14	48	54½
MP 173	9.84		13	46	47		15	55	51
Whiteball Tunnel In	10.00		14	01	46½		16	07	49½
Whiteball Tunnel Out	10.62		14	48	45½		16	52	48½
Summit (MP 174)	10.84	15.00	15	05	46½	18.00	17	08	48½
Burslecombe	11.59		15	57	60		18	00	63½
MP 176	12.84		17	05	72		19	05	75/78½
Tiverton Parkway	14.16	18.00	18	09	73½/72	22.00	20	05	64*
MP 178	14.84		18	44	73½			sigs	
22*									
Tiverton Junction	16.00	20.00	19	38	71	25.00	24	42	pathing stop
MP 180	16.84		20	25	75½/77				
Cullompton	18.17		21	25	73*				
MP 182	18.84		22	00	73½/71½				
MP 184	20.84		23	40	73				
Hele	22.35		24	54	75				
Silverton	23.60		25	58	71½				
MP 188	24.84		26	46	72½				
Stoke Canon	27.34		28	51	75				
Cowley Bridge Junction	29.50	34.00	31	04	41*				
Exeter St Davids	30.75	35.30	33	22	28*				

* brakes or speed restriction

* brakes or speed restriction



Below: 70000 leaving Taunton on May 15, 2015 with the Dartmouth Express. DON BENN

Right: Fred Lewis, watched by a support crew member, shunts the stock of The Torbay Express with 70000 at Bristol on June 14, 2015. DON BENN

No. 70000 entering Platform 2 at Crewe with the ECS for the 07.37am to Carlisle, July 17, 2019. SANDY SMEATON

I also remember two of the class, No. 70004 *William Shakespeare* and No. 70014 *Iron Duke* working the Golden Arrow and being kept in immaculate condition by the shed staff at Stewarts Lane under Richard Hardy, also in the 1950s.

Turning now to recent performances, ironically it was on the old Western Region tracks that I timed some very good work with the 'Brits', including two consecutive even time sections behind No.70013 *Oliver Cromwell,* Yatton to Taunton and Taunton to signal stop outside Exeter on the 0848 Bristol to Par in August 2012. This was the only occasion in the UK that I have two end to end even time runs since the end of the Atlantic Coast Express in 1964, though I had a few in West Germany in the 1970s.

I digress, however, and Table One sets out two very good climbs from Taunton through Whiteball in 2013 and 2015. The first, on June 14, 2015 was on the 'Torbay Express' with a load 10 for 390 tons. *Britannia* had the experienced crew of Fred Lewis and Vince Henderson who had to shunt the stock at Bristol before departing Temple Meads two-and-a-quarter minutes late for the first stop at Weston-Super-Mare, reached inside schedule in just under 25 minutes with a maximum of 75mph after a good climb to the tunnel after Long Ashton, minimum 51½mph.

We left Weston on time and after the usual slow start to Worle Junction got going nicely to run the 26.69 miles to the Taunton stop in 29 minutes 12 seconds after a very slow finish, a gain of one and three-quarter minutes on the schedule, maximum 74mph at Bridgwater, averaging 70.3mph over the 19 miles between mileposts 142 and 161.

Very good to Whiteball

We left Taunton on time and after the usual steady start speed picked up to 53½ after Victory Crossing on the 1-in-249/203/338/490 before slipping back slightly to 51mph on the 1-in-174 to Poole Siding. The easier gradients after Wellington brought speed up to 57½ where the maximum on the climb is usually attained, then the decibels from up front increased as the serious climbing on the 1-in-90/86/80 was attacked. Beam Bridge was passed at 51 and speed then almost held to 47 up to the tunnel, with a slight fall to 45½ at the tunnel exit before the summit at milepost 174 on the 1-in-203 was reached at 46½mph. This was very good work which enabled the summit to be passed exactly on schedule, but surpassed by the second run in the table.

Speed rose fast down to Tiverton Junction and touched 77mph before the brakes intervened to keep speed down to the legal limit. It's always a joy to time this lovely section down to Exeter and to watch the traffic on the adjoining M5 being left behind. Exeter was passed in 33 minutes 22 seconds, over a minute early. 73½mph at Exminster meant that we were now about three minutes early and paid the price by catching the train in front and the two minutes late past Newton Abbot was held to the Paignton arrival after a very good minimum of 35½ on the 1-in-110 to Torre.

The second run in the table, on Saturday, October 19, 2013, was on the 0618 Poole to Kingswear 'Dartmouth Express' which we joined at Southampton at 0718. 47.237 was up front as far as Westbury where the train reversed. *Britannia* was on the rear and with 11 coaches the combined weight on the 47's tail would have been in the region of 530 tons. The diesel loco did well, holding 54-56mph on the 1-in-220 to Alderbury. On arrival at Westbury I had two concerns, the first being to ensure that a family who had joined before us and who had spread themselves over a number of seats including ours, could be moved by the stewards to their correct positions (they were) and the second more serious one to ensure that the 47 had been removed from what was now the back of the train, which it was.

Dave Hewson now had charge of No. 70000 and we departed Westbury six-and-a-half minutes late with 11 coaches for 420 tons full on a damp and cloudy day. 61mph before Witham preceded a minimum of 54mph over Brewham and we ran well enough before a severe signal check outside Taunton from the 730 am from Paddington prevented an even time run from Taunton, so 50 minutes 28 seconds for the 47.15 miles, 74½mph maximum, and just one minute late.

There was a 40 minute stop at Taunton for pathing and for *Britannia* to be watered and it was while I was wandering along the platform that I spotted a figure with a red neck scarf walking towards me, which was of course Ray Churchill, who would take the train on to Paignton. I didn't take a note of the fireman's name but when I asked Ray recently he thought it may have been Chris Birmingham, but couldn't be certain.

We left Taunton on time on the relief line and ran very slowly until crossing over to the main line at Norton Fitzwarren Junction, scene of the 1940 rail disaster. We took over six-and-a-half minutes

TABLE TWO: CREWE TO WIGAN

Date	Wednesday, July 17, 2019
Train	0737 Crewe to Carlisle
Engine	BR Standard Class 7 4-6-2 No. 70000 *Britannia*
Load	11 coaches, 383 tons tare 410 tons gross
Driver	M Dale
Fireman	P Murgatroyd
Recorder	Sandy Smeaton from 3rd coach
Weather	Dry, warm and mostly overcast

	miles	sched	mins	secs	speed
Crewe	0.00	0.00	00	00	1½ mins late
Coal Yard SB	0.84	4.00	03	07	34½
MP 160	1.99		04	45	49
MP 161	2.99		05	54	55/56½
MP 162½	4.49		07	42	38*/37*sigs
MP 164	5.99		09	43	53½
Winsford	7.46	11.00	11	13	66
Winsford SB	8.81		12	25	68½
MP 168	9.99		13	41	44½
Hartford	11.84	18.00	16	54	
	0.00	0.00	00	00	R/T
MP 171	1.15		02	58	45½
Acton Bridge	2.66	4.00	04	39	60½
Weaver Jct	4.65	7.00	06	28	69½/68½
MP 176	6.15		07	46	70½/76
Norton	7.66		09.	00	62*/49*sigs
MP 179	9.15		10	42	57½/58½
Acton Grange Jct	10.31	12.00	11	54	56½
MP 181	11.15		12	49	54½
Warrington BQ	12.33	15.00	15	00	
	0.00	0.00	00	00	R/T
MP 183	0.80		02	20	39
MP 184	1.80		03	38	53½
MP 185	2.80		04	41	59
Winwick Jct	3.30	5.00	05	11	61
MP 186	3.80		05	40	60
Golborne Jct	5.75		07	27	58½
Haydock Branch Jct	7.60		09	29	59
MP 4	9.10		10	48	63½
Springs Branch Jct	10.35	12.00	11	57	73½
Wigan NW	11.73	14.00	14	35	53

* brakes or speed restriction

to pass Norton Fitzwarren at 31mph, nearly two minutes slower that the run in 2015. From there acceleration was rapid, reaching a maximum of 62mph after Wellington before hitting the steepest part of the climb. With 11 on for 420 tons, 30 more that the 2015 run, speed was still 3mph higher on entering Whiteball tunnel and a sustained 48½mph over the top, a superb effort accompanied by a mighty roar from the engine.

I played my video recording of the Beam Bridge to Whiteball tunnel section of the climb as I was writing this section and I don't think Ray gave the engine any more steam after Beam Bridge so probably his usual three-quarter regulator and 35% cut off. We ran fast down to the Tiverton Junction pathing stop and then on to Paignton two-and-three-quarter minutes late after a couple of signal stops en route. Table Two shows the detail of the first part of the Saphos Trains 0737 Crew to Carlisle via the Settle and Carlisle line, timed by Sandy Smeaton. Sandy comments:

"This was a first trip on a Saphos excursion. No. 70000 *Britannia* had been working the 'Fellsman' series of tours regularly and appeared to be performing well on the hills of the S&C. The train is formed of four air-conditioned Mk.2 and five Mk.1 coaches, a generator coach and POB. Only one coach is allocated to standard class, Mk.2F No.5912. The 11 coaches totalled 383 tons tare and about 410 gross. The DB crew on the outward run were driver Mark Dale, fireman Paul Murgatroyd, inspector Sean Levell and route conductor/trainee fireman Mike Wylie. The weather was initially dry, warm and mostly overcast. The tender was topped up from the water main in Platform 12 before departure.

"We got under way slightly late and were routed on the down fast, unfortunately a check when 56½ was reached prevented us making the best of this and the maximum before the Hartford stop was 68½, but we stopped just over a minute within the 18 allowed. Restarting right time, 76 had been reached in the dip at Norton when another check brought speed down to 49½, but the 15 minutes allowed to Bank Quay were kept exactly. The next section to Wigan took a half minute over the 14 allowed, with a maximum of 73½ before Springs Branch Jn. In the Sixties a similarly loaded train would be allowed 20 minutes from Warrington to Wigan, although restrictions were more common then."

I will deal with remainder of this trip in a future column. Saphos now usually take a diesel loco along as insurance but due to the train loads this inevitability has to help at some stage, so I no longer book with them as I still try for pure steam on my trips.

Pacifics in Bavaria

A total of 231 German class 01 coal-fired Pacifics were built from 1926 onwards, and had various modifications during their long lives, which finally ended in West Germany in 1973, and in the early 1980s in the East. The main modification was the rebuilding of 50 of the class with modified boilers between 1957 and 1961. The physical differences between the two types was obvious when seen from the lineside. They all had 6ft 6in driving wheels, a working pressure of 232lb and a maximum design speed of 130kph (81mph).

One of my objectives in my West German steam bashes in 1971 was to time runs behind them on the lines where they were still working express trains, namely Koblenz to Trier and Hof to Bamberg. My long suffering wife accompanied me on many of these trips but was placated by the hospitality, good hotels and food, plus the lovely scenery of the Mosel Valley and baroque architecture of Bamberg, now a World Heritage site.

Our 1971 visit to the Bamberg to Hof line produced a lot of good runs and lineside photos but very few of the 01s were able to keep the very tight 19 minute booking for the 19.90 miles between Bamberg and Lichtenfels in either direction, despite the generally fairly light loads. This was explained by the fact that despite this section being electrified and timed for electric loco haulage, a severe shortage of electric locos meant that most trains were 01 Pacific hauled.

This section was almost level and the locos were worked quite hard but were apparently limited to 120kph (75mph). It required a very good start, sustained full speed running and a smart finish to get under 19 minutes though even time runs were common, especially southbound as the gradient was very slightly favourable and the engines would have been warm after the 60 miles from Hof.

Getting information on gradients in Germany has always been difficult and still appears to be a state secret, but I have discovered some station heights and gradients can be calculated from these.

Table Three shows the detail of my first run after arrival on September 19, which was on the 1300 Hof to Bamberg and the table shows the train running from Neuenmarkt-Wirsberg to Bamberg, with some station heights shown. This was a

TABLE THREE: NEUENMARKT-WIRSBERG TO BAMBERG

Date	Sunday, September 19, 1971
Train	1300 Hof to Bamberg
Engine	Coal-fired class 01 4-6-2 No. 001.230.2
Load	9 coaches, 331 tonnes tare 355 tons gross
Recorder	Don Benn . Stopwatch and KM posts
Weather	Fine, dry and calm

	height**	miles	sched	mins	secs	speed
Neuenmarkt-Wirsberg	1,142	0.00	0.00	00	00	2¾ mins late
Ludwigschorgast	1,112	2.25		03	32	61½/63
KM 69		3.35		04	35	60
Untersteinach	1,093	3.80		05	06	55½*
KM 66		5.20		06	31	64½
KM 64		6.40		07	37	70
Kulmbach	1,066	7.60	10.00	09	24	
	1,066	0.00	0.00	00	00	1 min late
KM 60		1.30		02	25	47½
KM 58		2.55		03	45	62
Mainleus	1,004	3.40		04	38	64/67½
KM 53		5.65		06	40	66½
Mainroth		6.50		07	27	65
KM49		8.15		08	53	72½/74
Burgkunstadt	860	9.10	11.00	11	15	
	860	0.00	0.00	00	00	1 min late
KM 44		1.15		02	26	47½
KM 42		2.40		03	44	56½
Hochstadt-Marktzeuln		3.60		05	10	67
KM 38		4.90		06	18	72
Michelau	873	6.05		07	21	73
KM 34		7.35		08	27	64
Lichtenfels	860	8.60	11.00	11	09	1¼ mins late
	860	0.00	0.00	00	00	½ min early
KM 30		1.25		02	46	38½
KM 28		2.50		04	27	52½
Staffelstein	899	3.95		05	58	61½
KM 24		5.00		06	56	65
KM 22		6.25		08	01	70½
Ebensfeld		7.45		08	58	74
KM 18		8.70		10	04	74½
KM 16		9.95		11	05	75
Zapfendorth		11.00		12	00	74
Ebing		12.45		13	07	73
KM 10		13.70		14	11	70½
Brietenggussbach	804	15.10		15	29	68
KM 6		16.15		16	27	72½
Hallstadt	784	17.80		17	46	70
KM 2		18.65		18	33	62
Bamberg	787	19.90	20.00	20	27	R/T

** station height in feet

* brakes or speed restriction

On September 20, 1971, 001.202 is captured on the 1747 Neuenmarkt-Wirsberg to Hof neat Oberkotzau. DON BENN

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Sunday and the nine-coach train of about 355 tons was about as heavy as they got with a single engine. Despite this, time was kept by 001.230 and her crew, probably from Hof as far as Lichtenfels where the crews changed. Note the fast rise in speed from the summit at Mainroth down to the stop at Burgkunstadt showing that steam was kept on after the summit and the sustained 74-75mph running after Lichtenfels until easing at KM post 10.

The fastest time I can find between Lichtenfels and Bamberg on the Rail Performance Society website is 18 mins 13 secs on May 4, 1973, 001.180 on 180 tons, 79½ mph maximum. There were only two others faster than my best times.

It wasn't until the morning of the last day that my final run produced a sub 19-minute run as shown in the first detail of Table Four. 001.181 was driven hard throughout with 225 tons and kept going at or slightly above the 75 limit. The second run was

TABLE FOUR: LICHTENFELS TO BAMBERG

Date	Wednesday, September 22, 1971					Wednesday, February 21, 1973			
Train	0645 Hof to Bamberg					E658 1335 Munchberg to Bamberg			
Engine	Coal fire 01 class 4-6-2 No. 001.181.7					Coal-fired 01 class 4-6-2s 001.008.2 and 001.088.4			
Load	five coaches + one van, 207 tonnes tare, 225 tons gross					10 coaches, 384 tonnes tare, 405 tons gross			
Recorder	Don Benn stopwatch and KM posts					Don Benn stopwatch and KM posts			
Weather	Thick mist, calm					Sleet and drizzle, very cold but calm			
	miles	**sched**	**mins**	**secs**	**speed**	**sched**	**mins**	**secs**	**speed**
Lichtenfels	0.00	0.00	00	00	1¾ mins late	0.00	00	00	R/T
KM 30	1.25		02	06	48½		02	24	50
KM 28	2.50		03	25	62½		03	41	63
Staffelstein	3.95		04	46	71		05	01	70½
KM 24	5.00		05	34	74½		05	51	72
KM 22	6.25		06	32	78		06	51	76
Ebensfeld	7.45		07	28	74½		07	50	74
KM 18	8.70		08	32	74		08	50	75
KM 16	9.95		09	34	72		09	50	75½
Zapfendorth	11.00		10	28	74½		10	46	74½
Ebing	12.45		11	32	76		11	52	74½
KM 10	13.70		12	32	77½		12	48	73
Brietenggussbach	15.10		13	43	75½		14	14	70½
KM 6	16.15		14	31	76		16	2	72
Hallstadt	17.80		15	54	70½		16	25	66½
KM 2	18.65		16	46	58		17	15	60
Bamberg	19.90	19.00	18	56	1½ mins late	20.00	18	55	1 min early
	start to stop average : 63.06 mph					start to stop average: 63.12 mph			

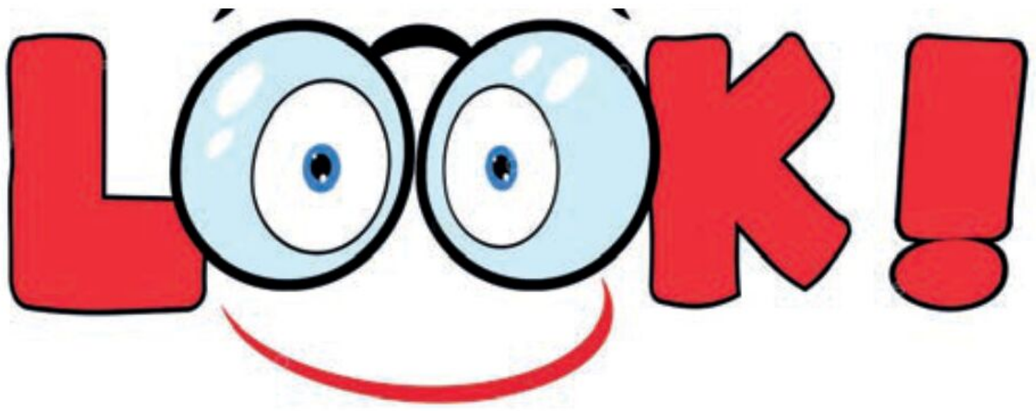
Above: 001.126 arriving at Bamberg on September 21, 1971, with the 0834 from Hof. DON BENN

in the heavy E658 from Munchberg to Bamberg on a very cold Wednesday, February 21, 1973, right at the end of the 01s working on this line.

I had been on my way to Austria for steam in the snow and just before leaving home got the news that the 01s were about to finish, so broke my journey at Nurnberg at 3am and made my way to Neuenmarkt-Wirsberg for a lineside session in appalling light and bitter cold, prior to catching E658, which to my delight was double-headed by two of the 01s in original condition, which gave me a sub 19-minute run from Lichtenfels to Bamberg, aided by a very fast finish.

I had further runs behind 001.008, 088, and 180 before resuming my journey to Austria that night. Trains between Bamberg and Lichtensfels were the very last to run to mile a minute schedules anywhere with coal-fired Pacifics and I am very glad that I made the efforts to time them. HR

February 21, 1973. 001.008 and 001.088 arrive at Neuenmarkt-Wirsberg with E658, the 1335 Munchberg to Bamberg. DON BENN



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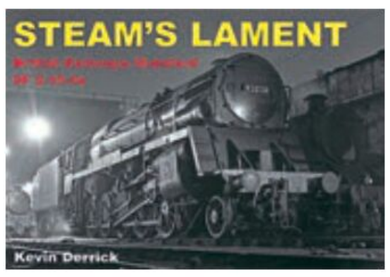

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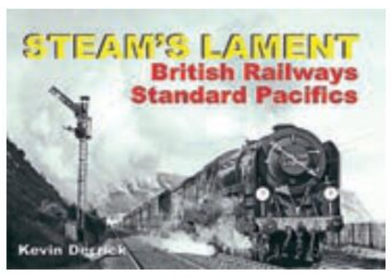

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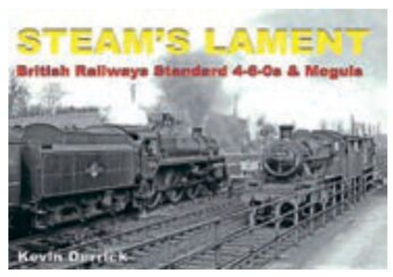

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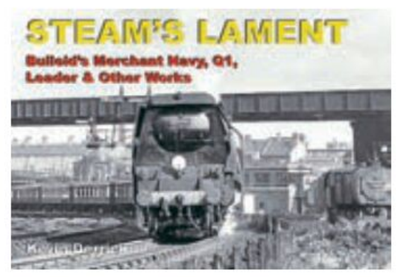

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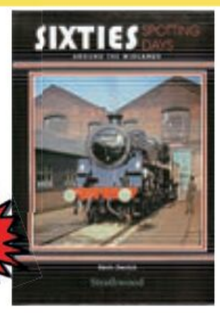

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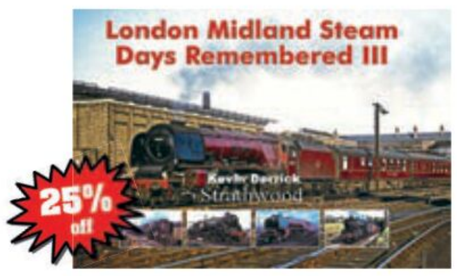

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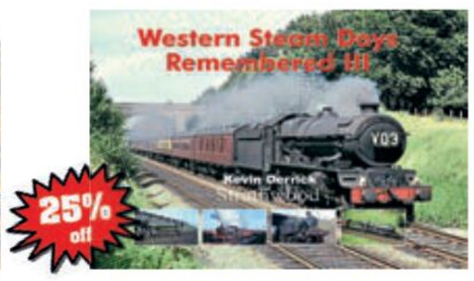

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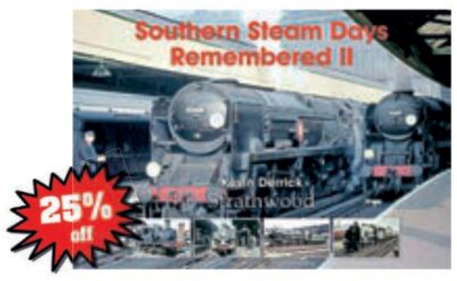

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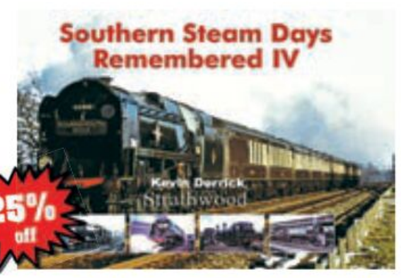

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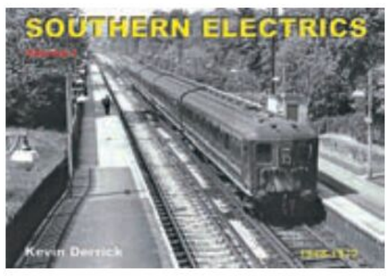

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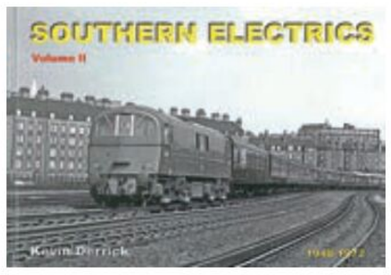

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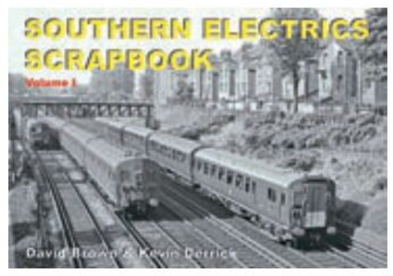

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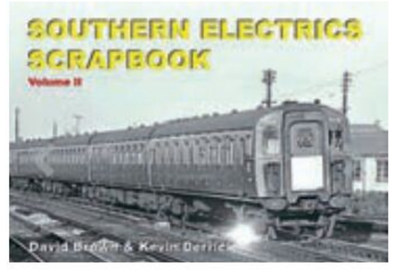

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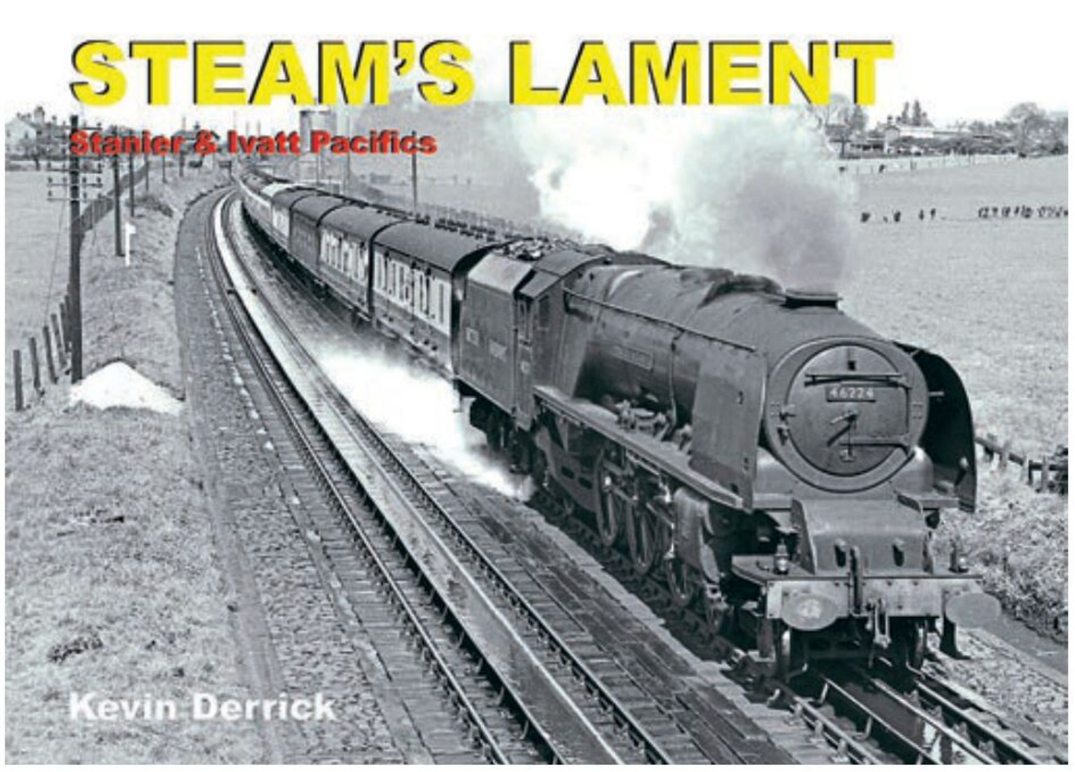

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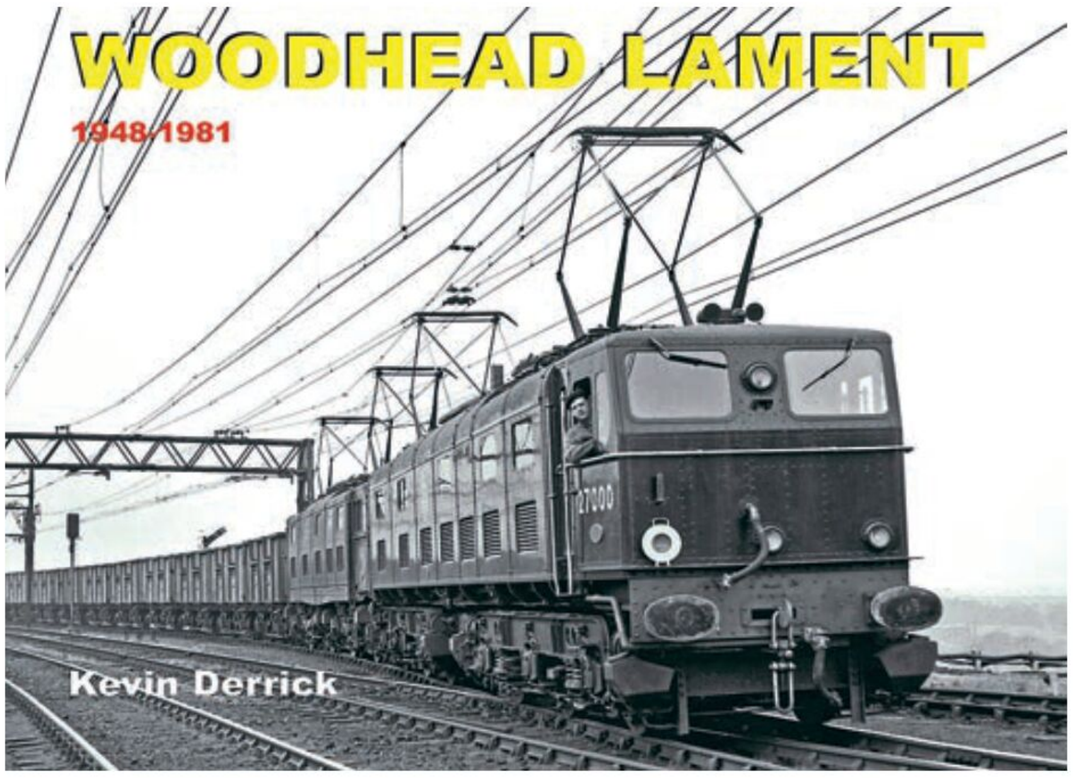

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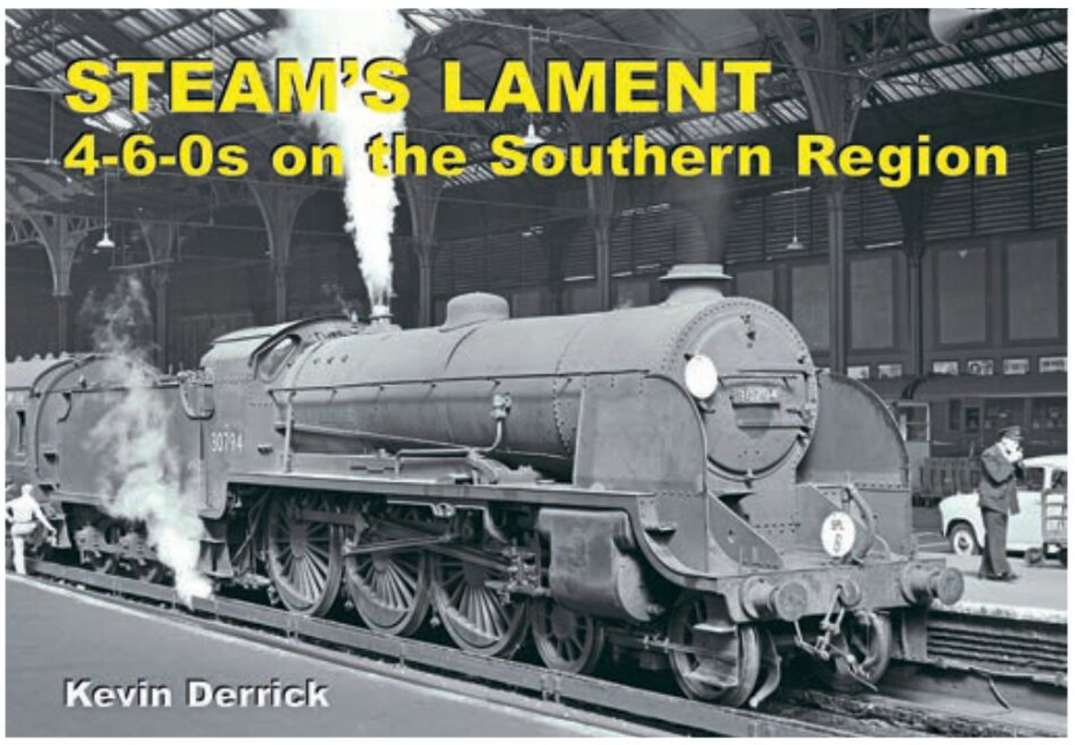

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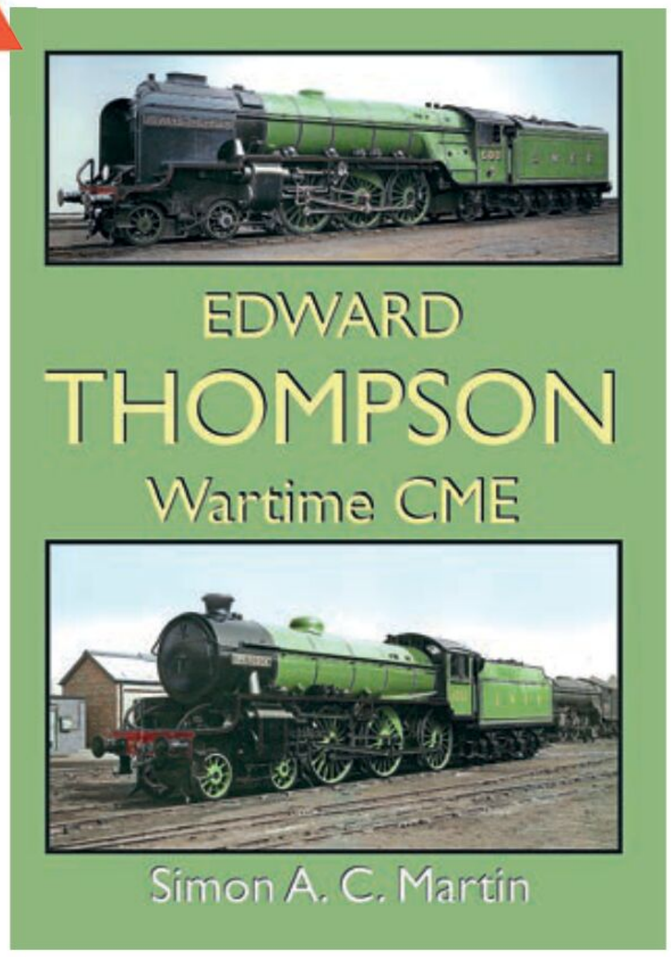

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Posters put on jolly good show as TRA reopens its saleroom doors

TWO nameplates from LNER A3 Pacifics, comprising *Diamond Jubilee* from No. 60046, which went for £8000, and *Isinglass* from No. 60063 (£6700), were the standout winners in Talisman's March 26 live saleroom auction at Newark, as reported in last month's issue, but beneath this Gresley-designed pair of ECML thoroughbreds was a hive activity dominated by a selection of posters.

The vanguard of this display of railway art was a 1937 LMS poster by Lili Réthi titled 'Crewe Works building Coronation class engines,' which went for £3300, and in its slipstream was another LMS issue on a similar theme, 'Building an engine at Crewe Works' by Norman Wilkinson (£3050), followed in third place at £3000 by the iconic LNER 'Skegness is so bracing' poster by John Hassall featuring the 'Jolly Fisherman.'

Electric traction topped the cabside numberplate category at £2900 with E3041, from a 1960 North British-built Class 84 WCML Bo-Bo, which was just a smidgen ahead of another category winner, smokebox numberplate No. 60149 from Peppercorn A1 Pacific *Amadis* (£2800).

Station totem signs were headed by BR(M) Leicester Central, a former Great Central Railway station which closed in May 1969 and was the location of engine shed 38C (later 15E, then 15D, closed July 1964). This totem's price of £2300 was nearly matched by that of runner-up BR(E) Firsby (£2200), while following in third place at £1500 was another Eastern Region representative, New Holland Town.

Other four-figure realisations included £1350 for a seatback from Spilsby, the terminus of a four-mile branch line from Firsby, and £1300 for a GCR handlamp, while not far behind was a nameboard from Coningsby signalbox (£1150). Prices exclude buyer's premium of 15% (+VAT).

Having taken in the almost-forgotten ambience that a saleroom audience can provide, Talisman's Roger Phipps said: "The posters romped along, and not only the pictorial ones, totems seem to have no limits, and handlamps stood up for themselves."

LMS steam and long-lasting Class 47 diesels in Railwayana Sales' line-up

LOCOMOTIVE railwayana from two distinct eras of Britain's main line motive power will headline Railwayana Sales' email and telephone auction that runs from May 23-29, with a smokebox numberplate representing the older generation and three diesel nameplates the more modern era.

The numberplate is from LMS No. 45726 *Vindictive,* a Jubilee class 4-6-0 built at Crewe in October 1936 and withdrawn from Warrington Dallam (8B) in March 1965, while the trio of diesel nameplates are all from Class 47 Co-Co diesels.

They are *Restive* from D1603, *Isle of Iona* with accompanying badge carried by D1674, and *Duke of Edinburgh's Award* from D1951. The class comprised 512 locomotives built by BR at Crewe and Brush Traction at Loughborough between 1962-68, and today, more than half a century later, a number remain in service.

Station signs include BR(S) totem Woolwich Dockyard and SR target Folkestone Junction. The former was opened in July 1849 and is still open, served by Southeastern trains out of London Cannon Street and Charing Cross, while Folkestone Junction had something of an identity crisis during its 122-year existence.

It opened in December 1843 as Folkestone, but carried the Junction suffix on three separate occasions, from 1852-1858, 1863-1884, and finally from 1897-1962. It closed in September 1965, by which time it had changed its name yet again, to Folkestone East.

A second totem is BR(W) Didcot, location of the popular Didcot Railway Centre, and also going under the hammer is a BR(S) direction sign to London Road (Guildford) station.

SR EMU and Scottish wagon make their mark in GCRA 'Bloxham' sale

GREAT Central's 513-lot 'Bloxham'-style live online sale of general railwayana on April 2 was headed by a SR/BR EMU unit indicator window and blind numbered 69 that went for £760, behind which came a 1906 Glasgow & South Western Railway wagonplate (£440).

Among a group on £420 was an original oil painting by C Hamilton Ellis of a Royal Train headed by London & South Western Railway L12 class 4-4-0 No. 434, which became BR No. 30434 and was the last member of the 20-strong class to be withdrawn, from Guildford (70C) in March 1955.

Ellis (1909-87), an artist and prolific author, was a Fellow of the Royal Society of Arts and in the 1930s assistant editor of *The Railway Magazine*, then owned by Tothill Press but now a sister publication of *Heritage Railway*.

Also on £420 were a Midland Railway home signal arm and a BR brakevan stove. Prices exclude buyer's premium of 15% (+ VAT). "It went well, and once again a number of new online bidders," said Mike Soden, who shared the auctioneering with colleague Martin Quartermain.

It's a long way from Evesham to Buckpool, but seatback makes the 500-mile journey

IT'S a long way from Evesham, the home of GW Railwayana, to Buckpool, in Scotland, but the 500 miles was bridged in GWRA's timed auction of general railwayana that ran from April 1-17, when an LNER seatback from the Scottish village's long-gone station headed the sale with a price of £780.

The single platform station was opened by the Great North of Scotland Railway in May 1886 on the Moray coast Portsoy-Elgin line, one of 14 on the 25-mile route. It was closed to passengers by BR in March 1960, eight years before the line itself.

A Didcot Newbury & Southampton Railway cast iron sign warning of a 40s (£2) penalty for not shutting and fastening a gate was next at £580, followed by an LNER whistle from a V1, V3 or K3 class locomotive (£560), and an LSWR signal lever lead (£500).

This lead was believed to have come from the 21-lever Salisbury Tunnel Junction signalbox, which was opened in 1870, closed in August 1981, and was located east of the station at the junction where the Southampton and Eastleigh route joined the Waterloo-Exeter main line. Prices exclude buyer's premium of 15% (+ VAT).

Explaining that sophisticated online timed auctions such as this are totally automatic, GWRA's Simon Turner said: "It was fun watching how the bids unfolded. It was the first sale of this type run by a specialist railwayana auction house, and we'll definitely do more." He added that 400 collectors registered to bid, of which 280 actually did so.

The sale saw Simon teaming up again with Tony Hoskins, who six years ago retired as a GWRA co-director. Responsible for the auction's lot descriptions and photography, Simon mused: "It was almost like the old days."

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Sale of totem collection leads to thoughts of a new car

A DELIGHTED vendor has set his sights on a new car after prices for his collection of Scottish totem station signs exceeded both his and the auction house's highest expectations. The sale, held by Lindsay Burns & Co of Perth on March 24, comprised 37 totems, all of which were estimated at between £200 and £500 each.

After the first lot, Dunragit, went under the hammer for £950, to be quickly followed by others significantly above even top estimate, it became evident that the owner was in for a good day, and it wasn't long before four-figures were reached, by Forres at £1100.

Two of the next three lots also exceeded £1000, headed by Grantown-on-Spey East which went for £1850, and then came the auction's pinnacle, Crianlarich Lower, which sold for £4950. This station was opened by the Callander and Oban Railway in August 1873 and between 1894 and its closure by BR in September 1965 was one of two stations in the town.

Although that price remained unchallenged, a Balloch Pier totem went for £3900 against a top estimate of £200, and when the curtain came down hammer prices had totalled more than £37,000. Prices exclude buyer's premium of 20% (+ VAT).

Co-director and auctioneer Nick Burns said: "We and the vendor were absolutely delighted with the way it went, the results were really excellent." He said the vendor, who had collected the totems over many years, told him: "I think I will buy a new car."

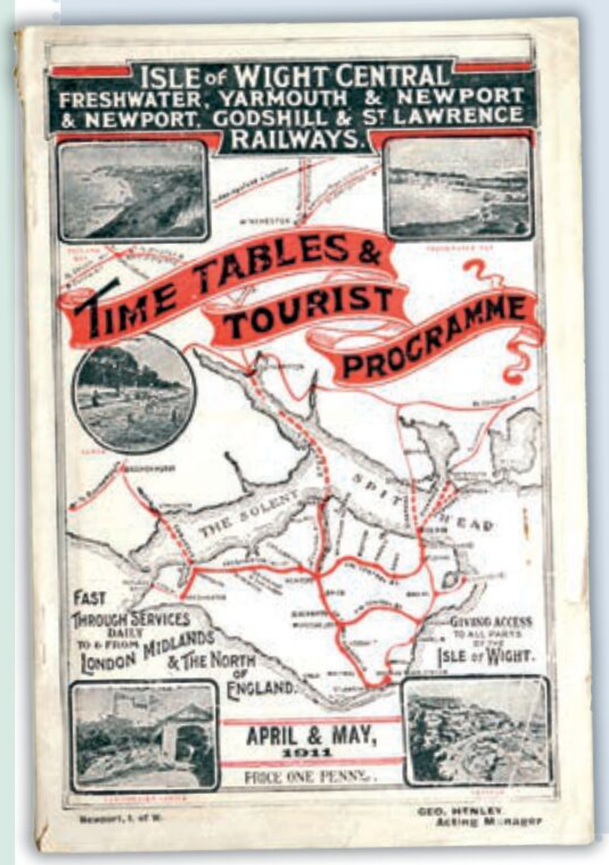
Railwayana Auction Calendar

■ **May 23-29**
Railwayana Sales
■ **May 23-29**
Justaclickago
(photographs, negative and slides)
■ **Ends May 24**
Great Central Railwayana
(ephemera)
■ **May 27**
Vectis
(model trains)

Ephemera one-off that has been many months in the making

A ONE-OFF auction of railwayana ephemera that has been in the making for many months, reaches its denouement on May 24, after a three-week run during which collectors have been bidding by email, telephone or post for in excess of 1000 lots.

It is being held by Great Central Railwayana, and features such paperwork as working and public timetables, promotional literature, handbills, brochures, guide books, postcards, menus, Royal Train items, and luggage labels, from pre-Grouping to the BR era.



GCRA director and auctioneer Mike Soden said: "It has been in the offing for quite some time, and ranges from the Victorian era, through the Big Four and into BR, although it is mainly pre-nationalisation. There are currently no plans to hold another one."

Among the 19th century paperwork are a certificate dated May 22, 1892, for the confirmation of the gauge conversion of a stretch of the Great Western Railway; and a programme of the music to be played at the opening ceremony of the Great Central Railway's extension to London on March 9, 1899.

An Isle of Wight Central Railway timetable and tourist programme dated April and May 1911 priced at 1d also features, as does an LNER handbill advising that the Wisbech & Upwell Tramway Saturdays only 4.25pm and 5.15pm trains would also run each weekday from August 25, 1924.

From the Southern Railway comes a handbill with an illustration of a speeding seaplane advertising special trains from London and provincial stations to watch the aeroplanes competing in the Schneider Cup at Spithead, an area of the Solent. The competition is advertised as the "fastest race in the world (over 350 miles an hour)", and is dated Saturday September 7. No year is given, but the only Saturday of that date between the formation of the SR in 1923 and the last running of the event in 1931 was in 1929.

Still with the SR, but from a later era, is a programme of the naming ceremony of Merchant Navy No. 21C15 *Rotterdam Lloyd*, at Waterloo station on November 27, 1945, by Willem Ruys, the shipping company's managing director. The Pacific was numbered 35015 by BR, and was one of the first in the class to be withdrawn, from Nine Elms (70A), in February 1964.

N1 worksplate heads the line-up at Thirsk

A 1908 Great Northern Railway Doncaster worksplate (works No. 1184) from N1 class No. 69439 went under the hammer for £1000 at a Thirsk Railwayana sale on April 9. The 0-6-2T was numbered 1559 by the GNR on entering traffic in January 1908 and 4559 by the LNER, and was withdrawn from Bradford Hammerton Street (37C) in November 1955.

Following at £540 was a BR(S) Welling station totem sign, and at £520 came a BR Harrogate poster. It was the work of Sheffield-born Kenneth Steel (1906-70), who in 1935 became the youngest elected member of the prestigious Royal Society of British Artists and subsequently produced a number of posters for British Railways. Prices exclude buyer's premium of 12% (+ VAT).

■ A selection of prewar US-made O-gauge tinplate coaches that carried an estimate of up to £40 sold for £950 at a Vectis model train sale on March 30. The lot comprised three LNWR Pullman coaches and a GNR coach, and also included a GNR mail van and a tender carrying the No. 120. The price excludes buyer's premium of 25% (inc VAT).

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Collection's pre-Grouping links to Lincolnshire railway history

A SINGLE collection of paperwork comprising share certificates, official letters, mortgage deeds, directors' reports, prospectuses and pocket timetables covering the railways of Lincolnshire from pre-Grouping to the BR era, will be a feature of the Justaclickago online auction that runs from May 23-29.

Railway companies within the collection include the Louth & Lincoln, East Lincolnshire, Nottingham & Grantham, Spilsby & Firsby, Bourn & Lynn Joint, Northampton Lincoln & Hull, Louth & East Coast, Boston Sleaford & Midland Counties, Peterborough Wisbech Lynn & Boston Junction, and North Lindsey Light.

Other items of pre-Grouping interest in the auction include albums of locomotive postcards and prints, while jumping ahead to heritage modern traction there is a selection of John Vaughan negatives including Class 52 'Western' diesel-hydraulics.

Further selections include standard 8mm cine films of diesels and heritage steam in the 1970s and 1980s, colour slides of signalboxes around the UK, and Casserley prints of Midlands and north-west stations and infrastructure, and for overseas enthusiasts there is traction in India, Indonesia, Germany, Portugal, France, Russia, Ukraine, USA and South Africa.

A FORGOTTEN LONDON WORKHORSE – THE LNER HOLDEN F5

With many big new-build steam projects setting their sights on main line running, projects such as the Holden F5 Steam Locomotive Trust's seeks to provide a suitable tank engine to meet the needs of our many heritage lines. **Owen Hayward** finds out more.

It is probably fair to say that since the debut of LNER A1 Peppercorn 4-6-2 Pacific No. 60163 *Tornado*, new-build standard gauge steam projects have gained serious momentum. Beforehand many people no doubt only saw such proposals as simply 'nice ideas' with no real expectation that they would ever come to fruition. Since 2008, other projects – such as the GWR Saint 4-6-0 No. 2999 *Lady of Legend* – have started and/or finished. But amid the glitz and glamour of these big tender locomotive proposals are projects that many may not have given much thought to. For while the larger names have the potential for main line running – a serious draw for supporters, there are those who have started off with less ambitious but equally valid reasons: to fill a gap in our heritage and to offer locomotives suitable for working many of our preserved lines.

The LNER 2-4-2T Holden F5 class may not have the awe-inspiring size of a P2 or have had the bulk of a locomotive to start off with as with the Bluebell Railway's 2MT No. 84030, but this class of hard-working tank engines were spread across East Anglia throughout their working life, with the final examples

The face of GER 789 as it currently stands in Tyseley's Locomotive Works.

"With none surviving into preservation, in 2001 the Holden F5 Steam Locomotive Trust was incorporated with the aim of filling this gap in GER, LNER, and London history..."

withdrawn from service at Stratford shed in May 1958.

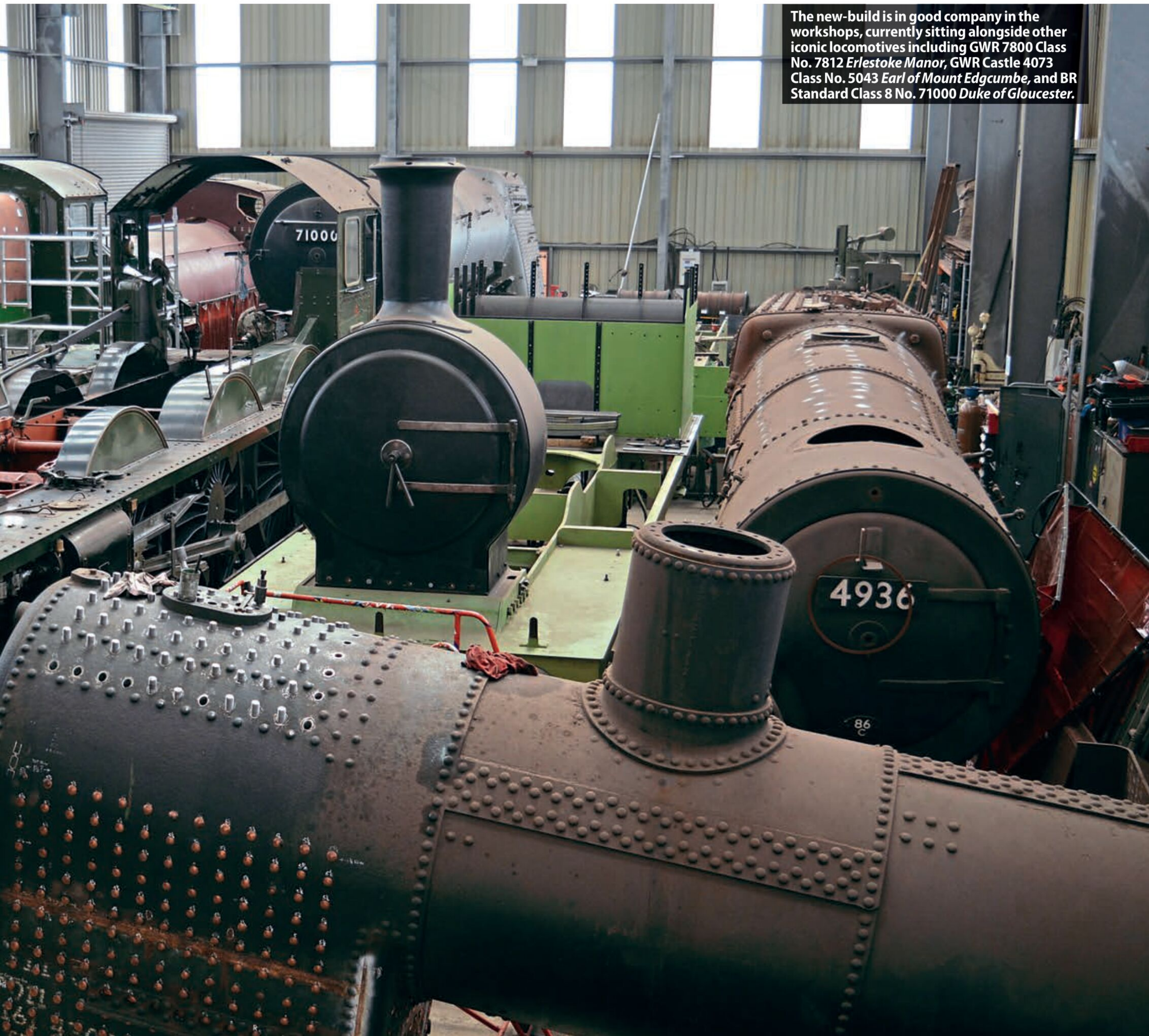
Forgotten workers

Until the introduction of the N7 class, the F5s could be found working on London suburban services, and although the GWR 57XX Pannier tanks or Metropolitan E Class are the locomotives most enthusiasts default to when considering underground steam in the capital, several F5 locomotives were employed by the London Transport Board to operate the central line Epping to Ongar branch, where they operated in push-pull mode.

Indeed, several members of the class had also been fitted with condensing gear and lower-height chimneys for working the East London line and approaches to Stratford, and to allow them to help on the Circle Line when electricity supply was disrupted during the Second World War. One went so far as being loaned to the military for coastal defence during the conflict, where it gained armour plating!

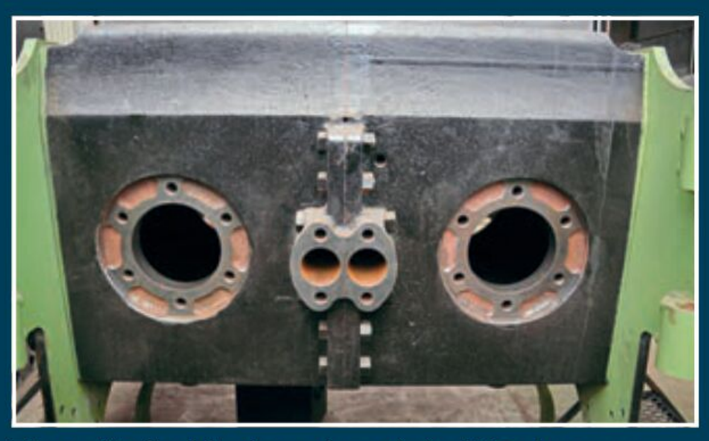
The F5 was an improvement of the earlier M15 (later LNER F4) locomotives introduced

Artwork: In 2013 Eddy Dodwell produced this painting of GER 789 at Dunmow, set in the 1920s. It is available on various items of merchandise from the trust, along with several other impressions.



The new-build is in good company in the workshops, currently sitting alongside other iconic locomotives including GWR 7800 Class No. 7812 *Erlestoke Manor*, GWR Castle 4073 Class No. 5043 *Earl of Mount Edgcumbe*, and BR Standard Class 8 No. 71000 *Duke of Gloucester*.

The rear buffer shanks were donated by a Trust member. Two new ones were required for the front, along with four new buffer heads.

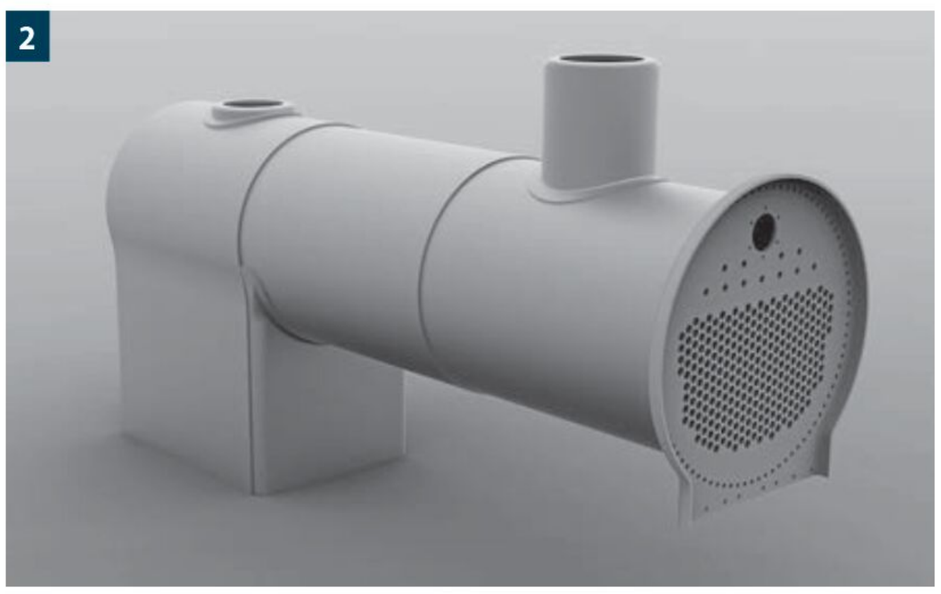


The cylinder block on the original F5 class was a monobloc casting. For ease of machining the ports, a two-part casting was adopted.

The suspensions links in the workshops, having been manufactured in-house by Tyseley contractors.

Above and below: The coal bunker and rear water tank have been fitted to frames.

1



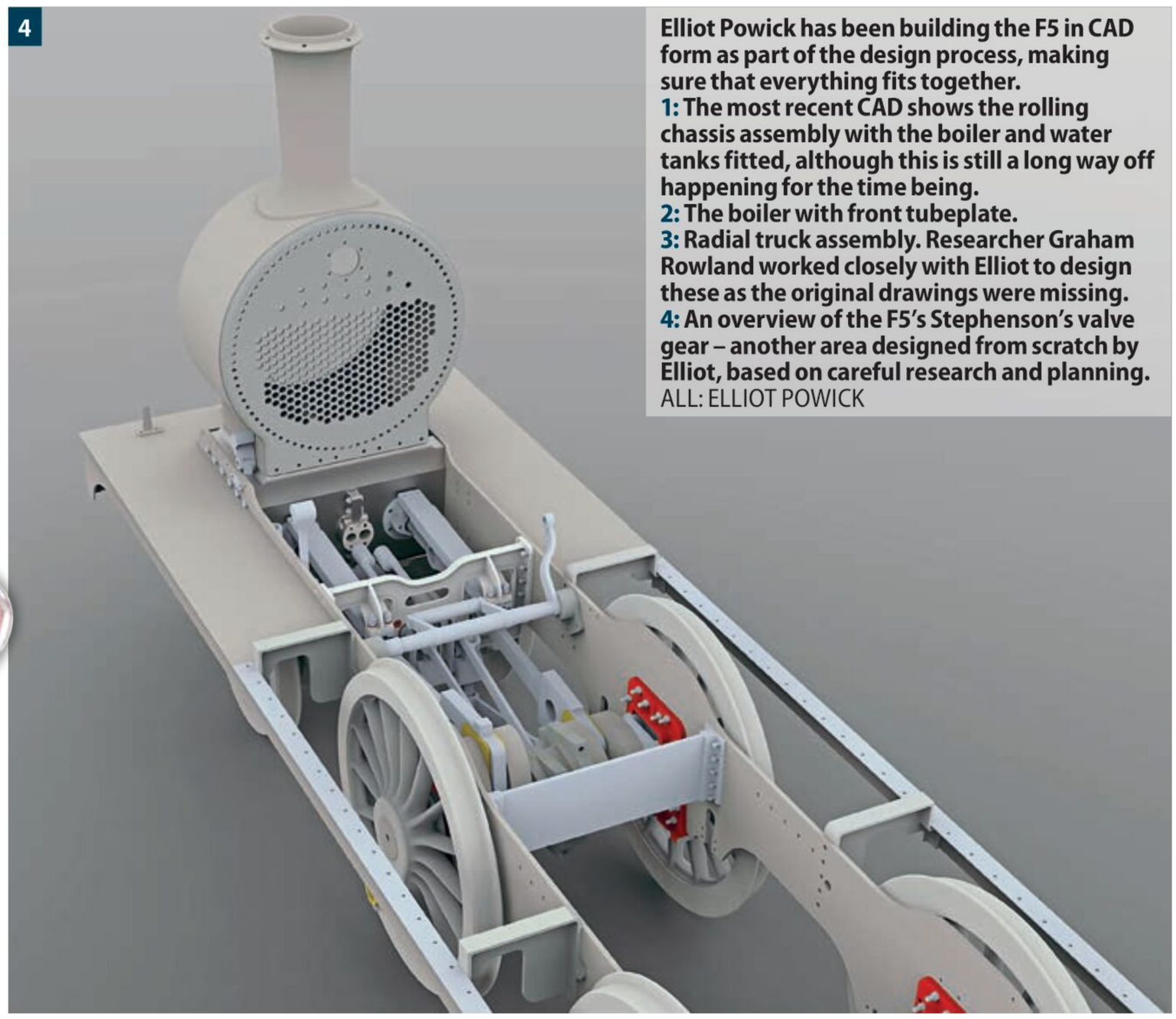
2

3

in 1884 by the Great Eastern Railway's Thomas William Worsdell. Heavy on coal consumption, they acquired the nickname 'Gobblers' and were deemed not to have been a success, with many withdrawn before grouping in 1923.

However, one of Worsdell's successors, Stephen Holden, revisited the design in 1903 and changed the Joy valve gear to Stephenson's, which overcame the problem, and added higher pressure boilers. Of the 160 M15 locomotives, 30 were rebuilt between 1911 and 1920 as M15R, later reclassified under LNER as F5.

With none surviving into preservation, in 2001 the Holden F5 Steam Locomotive Trust



4

Elliot Powick has been building the F5 in CAD form as part of the design process, making sure that everything fits together.
1: The most recent CAD shows the rolling chassis assembly with the boiler and water tanks fitted, although this is still a long way off happening for the time being.
2: The boiler with front tubeplate.
3: Radial truck assembly. Researcher Graham Rowland worked closely with Elliot to design these as the original drawings were missing.
4: An overview of the F5's Stephenson's valve gear – another area designed from scratch by Elliot, based on careful research and planning.
ALL: ELLIOT POWICK

The real No. 67218, on which the new-build is based, is seen at Ongar on November 16, 1957. The F6-style cab with its squarer and additional side windows is easily noticed from this angle.
COLOUR RAIL

was incorporated with the aim of filling this gap in GER, LNER, and London history by building one anew, and while most projects number their locomotives the next sequential after the last original was built, this group has gone in a slightly different direction and seeks to replicate No.67218 (GER No. 789).

This particular member of the class was chosen due to photographer Geoff Silcock introducing the group to the owner of the smokebox numberplate for 67218, which was one of two anomalies from the F5 class fitted with the cab from an F6 – the differences being square front and rear windows and the inclusion of side panes ahead of the cab door – having been wrongly classified as such by both the LNER and BR.

It started as a joke

The beginnings of the F5 project go back to the early 2000s when three members of the Ongar Railway Preservation Society – namely Stephen Cooper, Derek Mullett and Graham Rowland – got talking during their time spent restoring the North Weald signalbox. As they discussed the history of the branch, they lamented over how none of the F5s that ran the branch made it into preservation.

"I wasn't previously aware of the class," admitted Stephen, who was then a financial services advisor, "but on hearing how late they survived in service to – that being into the early preservation years – it was sad to realise that none were saved. I called Graham (a Ford works designer) one day and said, partly as a joke, 'Do you want to build one?' To my surprise his response was, 'Well, I already have one F5 drawing!'"

Part of the drive for the idea to begin with was because they were involved with the ORPS where Stephen was the founding member; the society was trying to return services to what later became the Epping Ongar Railway. As mentioned in the history of the EOR in *Heritage Railway* issue 292, the line was sold to Pilot Developments rather than ORPS, with the latter organisation having only recently folded. Although Pilot's interest in the line could best be described as passing, volunteers still sought to run a heritage service and the new-build F5 formed part of these early plans.

"We had some drawings already, and thanks to support from the Great Eastern Society, the National Railway Museum and the Essex Records Centre we were able to collate copies of all surviving ones," Stephen continued, "so we set to officially, with Graham taking care of design, Derek (a retired solicitor) dealing with legal aspects, and me as the ideas man.

"We opened a bank account as the Holden F5 Group and attended an open day at Rickmansworth where we sold books and other items to get going. Before long we had enough money to order up the first components.

"The intention from the beginning was to get the crucial parts that are what people instantly recognise as an 'engine'. The smokebox is the unmistakable face of any steam locomotive and this would best capture people's attention, we felt."

By Stephen's own admission, none of the founding members were steam and engineering competent, so most work would have to be contracted out. But, by talking to, collaborating with, and listening to experts and other projects, the team has built up its contacts and an understanding of the work required.

With facilities and security on the Ongar branch line not ideal, a base for construction was sought. This was to be in a workshop on private farmland in Ovington, Essex – the suggestion made by fellow member Arthur Franklin, who had a Gresley coach stored on the site. With this secured on a rolling licence, the first parts began to arrive:

- Smokebox wrapper and door.
- Two bufferbeams.
- The footplate supports.
- Chimney casting.
- Bunker fabrication.
- Two donated buffers.

Progress was gradual. Over the following decade more small components were funded, such as smokebox door handles and locking bars. However, in 2012 the owner of the Ovington site announced plans to develop the land and so a new home was required. Short-term this was to be at John Jolly's Mangapps Railway Museum, at Burnham-on-Crouch, while long-term bases were explored. Meanwhile, the frame plates were profiled and delivered to Mangapps.

With priority being the long-term security of the project, progress understandably stalled. Thankfully, in 2014 agreement was reached with Bob Meanley, the then chief engineer at Tyseley Locomotive Works in Birmingham, for the build to move there.

The existing jigsaw of parts arrived on January 28, 2014, and stored. Work on the F5 would be fitted around the works' contracted jobs.

"On hearing how late they survived in service to – that being into the early preservation years – it was sad to realise that none were saved..."

Support the trust

There is still a long way to go, but the reality of a complete and operational F5 is getting closer, so please consider supporting The Holden F5 Steam Locomotive Trust (registered charity 1092835). One-off donations or regular Direct Debits and standing orders can be made to:

The Holden F5 Steam Locomotive Trust
Nat West Bank
Sort code 60-07-39
Account No. 70893675

The group would also welcome people willing to get involved with publicity, such as attending events with the fundraising stall. For further information or to get involved, visit **www.holdenf5.co.uk** or **email info@holdenf5.co.uk**

From BR 67218 to GER 789

It was up until this point that the trust, which was by now operating as a registered charity, had been advertising the project as a replica of BR-era No. 67218. As part of the fundraising effort, artist Eddy Dodwell supplied various paintings for merchandise; one of these was of the locomotive in GER livery as No. 789. Bob Meanley suggested that using this identity would be much more marketable, the striking lined blue standing out from the plethora of BR-liveried locomotives operating in preservation. This change was adopted by the trust within three days, and the GER appearance will be how the finished locomotive will appear.

Bob then introduced Stephen to Kevin West from the LMS Patriot project. Thanks to Kevin, a substantial saving was made on the castings. Kevin suggested the trust go for polymer patterns, which are one-offs and dissolve during the casting process, rather than conventional wooden ones. The projected £20,000 cost was drastically reduced to just £2100!

During 2014, Kevin produced various CAD models for the frames, star stay, tank supports and cylinders; the latter were originally a single casting, but the suggestion to make it a two-piece cast to aid machining of the port faces was adopted. By September that year, the tank support brackets and star stay were cast. Production of the cylinder block patterns commenced in October, with casting completed by November.

As commitments elsewhere took priority, Kevin further introduced the trust to Elliot Powick, a freelance CAD engineer. Elliot set straight to studying all the designs done by Graham Rowland and Kevin West, before starting to plot the frames ahead of their CNC machining at TM Engineering, Kingswinford.

About this time, it was found that some crucial drawings were missing. One of these was for the motion bracket which sits behind the cylinder block and holds the slide bars. Eventually traced in the NRM archives, it presented a big problem – there were three different designs with no indication as to which was the one for the F5! By working back from the front of the cylinder in CAD drawings, Elliot determined the correct one to be used, and the casting was ordered. With this delivered, the frames could be erected vertically for the first time, before the assembly moved to Tyseley to join the rest of the components there.

Other missing drawings included those for the Stephenson's valve gear, which has also been researched and now drawn up in CAD, along with the front and rear radial truck assembly. It transpired that the latter was originally made by casting, but after much deliberation the decision was made to fabricate these. The reason behind this is that it is much less expensive and easier to rectify a specific issue if there are any errors – something not quite so easy otherwise.

Lasting legacies

One of the trust's key income sources has been that of legacies. Just before the first lockdown occurred, Stephen recalls the shock of the most recent that has funded (and continues to do so) the latest scheme of works.

"Driving home from work I received a call from my wife informing me I'd had three letters in relation to the trust. Two of these were donations but the third, she told me, was from a solicitor. I drew a sharp breath, not really prepared for what followed, which was the news the trust was to receive a six-figure sum through the will of a dedicated supporter who had passed away. I was astounded!

"This came through just as we went into the first lockdown. When everything began to reopen under heavy restrictions, Tyseley found itself in a position where it was unable to run its steam specials and so had lost an avenue of income. Within a few days of an interim payment of the legacy, a meeting between GER 789's CME, Elliot Powick, and Alistair Meanley, now CME of Tyseley, instigated the removal from storage of all castings in readiness for the construction of GER 789 to begin."

The frames were moved into the workshop where they were hot-riveted together, and cylinders were swiftly craned in. The bufferbeams and reinforcing stiffener were then attached, along with the motion bracket, diamond stay, tank supports and hinged cylinder block cover. Four new buffers were also ordered, delivered, and fitted together.

The smokebox wrap from the project's early days was found to be of an incorrect thickness, so a new one had to be rolled and, once complete, bolted to the assembly with chimney atop. A start has been made on both the suspension and braking system, with discussions making headway on ordering the axles.

According to Stephen: "If all goes to plan, we should see GER No. 789 as a rolling chassis (on at least the two radial wheelsets) by the end

"It has been a long process, but we are making steady progress and hopefully in the not-too-distant future we will see this long-lost class of tank engine once again, running on heritage lines throughout the country."

July 7, 1957, and No. 67218 is captured at Epping with the 2.08pm Ongar shuttle alongside an LT tube train. Despite the electric rails, the F5s were regular performers on the branch until the steam service was ousted in November 1957. M J READE/COLOUR RAIL

of 2022, with full suspension and braking. I hope this will be the 'window dressing' for the project and will be when people can really see things coming together and support us further.

"Quite a lot has happened in the last few years and that is thanks of course to those financially supporting us, but also to Elliot and those at Tyseley for the expertise and guidance – I think we have perhaps the finest engineering team in the country helping us, to whom I am exceedingly grateful."

What next?

The biggest component in both size and expense is without doubt the boiler, and this will be the next big fundraising push. The preliminary design work has already been undertaken by Elliot, with whom Stephen will soon be meeting with, along with Tyseley, to decide working methods and formally hand him control of this field, ensuring consistent quality based on his expertise. This will allow the trustees – Stephen Cooper, Bob Ayton and Aiden Kelley – to focus their efforts on marketing and raising funds.

Stephen is also hopeful that like-minded supporters will get in touch to help with day-to-day administration for the trust.

"Because I like to ensure that things like emails are answered or invoices paid as quickly as possible, I have found myself covering a lot of the work running things.

"We drastically need more people for fundraising and publicity events to help raise awareness of our project and continue to bring in the finances that will keep us going towards the final project and beyond.

"It has been a long process, but we are making steady progress and hopefully in the not-too-distant future we will see this long-lost class of tank engine once again, running on heritage lines throughout the country."

So, how useful could it be?

The rebuilt M15R/F5 locomotives had an approximate tractive effort of 17,571 lbf. To compare, the LMS 2-6-2T Ivatts were 17,400 lbf, LNWR 0-6-2T Webb's Coal Tank 16,530 lbf, and GER 0-6-0 Y14 16,940 lbf. The class was known to operate trains with at least eight wooden-bodied bogie coaches of unspecified designs out of Liverpool Street. Based on the lightest weight of such a LNER design being slightly over 26 tons and heaviest at 29 tons (according to the 'Local Carriages' section of www.lner.info), that equates to approximately 208-232 tons, the equivalent of six to seven 33-ton Mk.1 coaches.

On this basis, in theory the F5 (GER 789) looks to meet the demands of most medium-sized heritage lines, although it will be heavily dependent on gradients and loading. However, without an operational 2-4-2T to compare actual capabilities with, this should be taken with a pinch of salt; similarly-sized 0-4-4T locomotives have been known to struggle with adhesion at times, although the driving wheels for the F5 may benefit from being centrally located under the locomotive's weight rather than under one end. HR

The material for the front and rear radial guides has been delivered and is awaiting assembly. The originals would have been a pressing, but these were easier to replicate as a fabricated part. The decision to use this method means it will be cheaper and easier to rectify any errors.

The driving wheel castings were funded through the trust's Get It Rolling appeal and are now stored awaiting pressing onto the axles. ELLIOT POWICK

The smokebox interior with locking bar. The motion bracket in the foreground was one of three designs that the trust had drawings for, but with no indication of which one was required. Elliot Powick was able to work this out with the aid of CAD drawings.

Bluebell icon is amid Dapol O gauge B4 samples

DAPOL'S upcoming wave of O gauge 0-4-0 LSWR/SR B4 models will appeal to fans of the Bluebell Railway, with No.96 *Normandy* included in the latest decorated samples. The Bulleid Society-owned preserved example has previously been covered by Dapol when it launched the OO gauge model in 2018.

The upscaled version comes with features such as a removable cab roof held in place by magnets for easy crew fitting, a fully compensated die-cast chassis to give excellent running capabilities, and a highly detailed cab interior with firebox glow.

The firm is no stranger to models of Bluebell-based locomotives, with O gauge A1 'Terrier' No.673 *Fenchurch* currently available, and No.55 *Stepney* due as part of the next wave of models, albeit in in un-rebuilt A1 form.

The decorated samples of the B4 are currently undergoing review to check for any alterations, with delivery expected in Q3 this year and prices starting at £232.88 RRP for a DCC-ready version.

Squire's getting there – Rapido's *Lion* sample

RAPIDO Trains UK has revealed an initial engineering sample of its upcoming Liverpool and Manchester Railway 0-4-2 *Lion* model, which will form part of the Titfield Thunderbolt range.

Built in 1838, *Lion* was a design of Todd, Kitson & Laird of Leeds and was one of a pair designed for hauling freight for the LMR. It ended up as a stationary pumping engine at Prince's Dock in Liverpool sometime around 1874 before being 'rediscovered' in 1923.

Lion shot to fame in 1953 when it was used in the Ealing Studios production The Titfield Thunderbolt, and sustained damage to the tender during filming for the scene where the separated train catches up with the locomotive – damage which is still visible to this day!

It is now on display in the Museum of Liverpool's Great Port Gallery.

Two variations of the locomotive are on offer, representing it in both 1930s and 1980s condition.

Amid other separately fitted details, a cosmetic coupling will be fitted to the front end and NEM coupling on the rear.

The RRP for a DCC-ready model is £179.95. A Titfield Thunderbold train pack, including the locomotive along with other rolling stock from the film, will also be released with a RRP of £299.95 for a basic version.

No release date has been confirmed as yet.

Hornby Rolls Royce Sentinel grows up through new tooling

WITH Hornby's 0-4-0DH Sentinel having been available since 2013, the manufacturer has expanded to include the 0-6-0 version of this Rolls Royce-engined shunter.

The design team paid a visit to the East Somerset Railway as part of their research for the new tooling, where they thoroughly examined Port of Bristol Authority No. 39 to ensure accuracy.

The design includes some upgrades to the 0-4-0 counterpart, with a high degree of cab detail included and a die-cast chassis assembled separately to the body.

Built in 1965, No. 39 was one of eight allocated to Avonmouth Docks, replacing an ageing fleet of locomotives working there.

It was put into storage in a shed on the dock complex following its closure in the early 1980s, before being inspected, tested, and bought in September 1983. It then spent 15 years on the Dean Forest Railway before moving to Red Dragon's workshops at Methyr Tydfil for heavy repairs in 1998.

Following this work, it moved to the East Somerset Railway in 1999 where it has remained since and underwent a full overhaul between 2010 and 2011.

Three versions of this shunter have been produced and included is the preserved example studied. R30083 PBA No.39 is presented in its Oxford Blue PBA livery, albeit with wasp-stripe frames and bufferbeam in contrast to the current black frame and red and white bufferbeam worn by the real loco at present. RRP is set at £108.99.

Quarry Hunslets take colour

BACHMANN'S OO9 scale models of the iconic narrow gauge Quarry Hunslets have taken a step closer towards final production, with decorated samples shown, encompassing three preserved identities in the first wave of models released.

Tooling caters for a plethora of variations across the class, including with and without dumb buffers, toolboxes, and enclosed cab. A diecast boiler and running plate will give the model ample weight, with etched name and builder's plates set to be included with the final products to be fitted by the modeller. Preserved examples being represented are:

- *Alice* in Dinorwic Quarry Red.
- *Britomart* in Pen-yr-Orsedd Quarry Blue.
- *Dorothea* in Dorothea Quarry Lined Green.

Delivery is expected in early 2023, priced at £139.95 RRP.

Send your model news to staff writer **Owen Hayward** on **OHayward@mortons.co.uk@mortons.co.uk**

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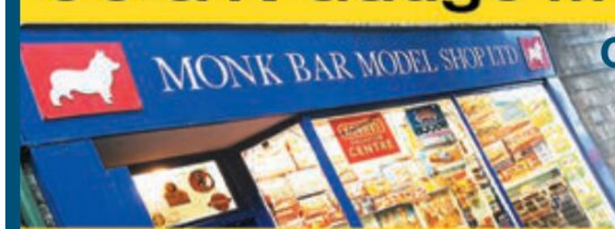

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KENT AND EAST SUSSEX RAILWAY

Vacancy - GENERAL MANAGER

The Kent and East Sussex Railway is a 10.5-mile long heritage line currently running from Tenterden in Kent to Bodiam in East Sussex (with a potential extension of a further 3.5 miles to meet the mainline at Robertsbridge) which runs a mixture of steam and diesel heritage trains. Hosting over 80,000 visitors each year, this unique rural light railway is the home to the iconic Wealden Pullman.

The line which has operated as a heritage railway since 1974, has a permanent paid staff, providing support in Loco and Carriage & Wagon workshops, Operations, Infrastructure, Commercial and Catering activities to a volunteer workforce of around 500.

The railway has a number of established events throughout the year culminating in the Santa Specials which have become a huge part of Christmas traditions for many generations of visitors.

The role

A full time General Manager is sought to lead and manage all aspects of the day to day operation of the Kent and East Sussex Railway, ensuring it is safe to operate and commercially successful. This job requires a natural leader who has commercial acumen and a can-do attitude, who takes responsibility for getting tasks done, and who can build and inspire a team of paid and volunteer staff to deliver the railways challenging objectives.

The successful applicant will be based at the railways offices at Tenterden, and will hold a current driving licence and have their own transport as it is important that they are visible across all 5 of the station sites. A flexible approach to hours will be required, which may include weekend and bank holiday working, school holidays, evenings and the period up to the Christmas celebrations.

For a full job description and details of how to apply please visit the KESR website:

www.kesr.org.uk

Self-propelled pioneers

For modellers with a taste for the rare and historic, a double treat is in store with the upcoming releases in OO scale of GWR steam railmotor No. 93 and North Eastern Railway electric autocar No. 3170. **Pete Kelly** looks at the service lives of the real-life vehicles and their amazing restoration stories.

BY the beginning of the 20th century, tramcars thronged town and city streets all over the country, and railway companies began considering the economic potential of simple self-propelled passenger vehicles of their own.

By 1903 two totally different concepts had emerged – the steam railmotor and the electric autocar. In 1902, under Dugald Drummond of the London & South Western Railway, two experimental steam railmotors were built for service on the Fratton to Southsea line, and when the Great Western Railway became interested in the idea it arranged to borrow the first one built for trials on its picturesque Golden Valley line between Stonehouse and Chalford in Gloucestershire.

The results were so impressive that chief mechanical engineer George Jackson Churchward and his team designed two more powerful railmotors of their own, and these entered service on the same line during the autumn of 1903. Such units could be driven from either end, and allowed the running of more frequent services.

Tickets were issued on board by the guard, and to facilitate passenger access at half-a-dozen new ground-level halts between Gloucester and Chalford, power-operated steps were fitted to the vehicles themselves.

Although the first 16 steam railmotors had no space for luggage, the remainder each had a small luggage compartment. The vehicles were built in two different lengths – 59.675ft and 70ft – and when production ended in 1908, no fewer than 99 had been constructed, along with an extra 13 of the four-wheel, vertical-boiler 'power units' so that they could be swapped around during heavy maintenance to avoid the passenger portion of the vehicles having to be taken out of service as well.

> "Fate played a huge part in its survival and eventual restoration, for instead of being scrapped it became a work study office for the Chief Mechanical & Electrical Engineers' Department..."

On certain routes, passenger numbers quickly outgrew the available seating, and driving trailers were added to increase the capacity. While the power available was just about adequate to cope with the extra load, there were many instances of unscheduled stops to restore steam pressure, especially on uphill gradients.

Most of the railmotors were turned out from Swindon, but 14 were built by Kerr Stuart, and eight by the Gloucester Railway Carriage & Wagon Co, and while the first railmotor withdrawal occurred as early as 1914 – perhaps the First World War had something to do with that – 65 were still in service in 1922, including No. 93 that was one of the 16 comprising the final Swindon batch of 1908.

Other railways also took up the idea of steam railmotors, and one of the earliest photos we could find in the Mortons Archive is of Great Northern Railway railmotor No. 2.

Withdrawn in November 1934 after completing 479,006 miles in service, No. 93 was converted into an auto-trailer and ran in that form until May 1956. Fate played a huge part in its survival and eventual restoration, for instead of being scrapped it became a work study office for the Chief Mechanical & Electrical Engineers' Department at Swindon and renumbered 079014. After more moves, it was sold to the Great Western Society and transported to Didcot Railway Centre, where it stood for 28 years until restoration to its original form could begin in 1998.

Readers of *Heritage Railway* have been able to follow the amazing progress ever since, from the erection of the mainframe for the brand-new power bogie unit at Tyseley Locomotive Works in November 2000, to steam trials in 2010 of the complete power bogie and vertical boiler assembly, which could run along the rails as a self-contained 0-4-0 unit, and the restoration of the carriage portion and fitting of the power unit at the Llangollen Railway in 2011. By May of that year, No. 93 had returned to public service at Didcot.

In 2006 Richard Croucher, with help from Graham Drew and Ken Gibbs, wrote a progress report in this publication, pointing out that No. 93 had started its life working from Southall shed in West London, moving on to Stourbridge, and also spent some time working in and around the Bristol area, not to mention Pontypool Road, Whitland, Croes Newydd, Gloucester,

GWR steam railmotor No. 93 and its driving trailer No. 92 roll back the years on a beautifully sunny day. PHOTO: FRANK DUMBLETON, GREAT WESTERN SOCIETY RAILMOTOR PROJECT.

Restored Great Western steam railmotor No. 93 revisits Southall, the place where it started its working life back in 1908. MORTONS RAILWAY MAGAZINE ARCHIVE/ GARETH EVANS

Didcot-based driving trailer No. 92 is propelled by GWR steam railmotor No. 93 as they pass the level crossing and box. PHOTO: FRANK DUMBLETON.

Reading and Taunton. In June 2012 it was approved for main line running despite its wooden body necessitating extra safety restrictions, and during the following year the restoration of its auto trailer, No. 92, was completed at Llangollen in 2013. Since then the steam railmotor has visited the Bodmin & Wenford Railway, the South Devon Railway, the West Somerset Railway, the Mid-Norfolk Railway and the Looe and Brentford branches, along with other venues as well.

It was a ride on the railmotor from Liskeard and Looe and back that inspired Chris Trerise, managing director of Kernow Model Rail Centre, to produce the forthcoming OO-scale models of No. 93 and its auto trailer. After approaching the Great Western Society's Railmotor Project team at Didcot, a solid partnership was formed and project manager Graham Drew and the team have offered every assistance to Kernow Model Rail Centre to enable a historically accurate model to be manufactured to the highest standard, and bring this unique vehicle to modellers of the GWR.

The models

No. 93 was laser-scanned at Didcot to ensure an accurate rendition of the body shapes and details. The model will have working directional oil lamps and working interior lighting, and will be DCC-ready with a Plux-22 decoder socket. Five versions will be released with projected prices of £189.99 at release.

The latest update on the model project, issued on March 29, is that work has been continuing on fully testing the first engineering prototypes (Eps) and perfecting the complex livery artwork, which has now been completed and approved.

At the unpainted engineering prototype stage, the Kernow Rail Centre's OO-scale model of one of the GWR steam railmotors is already a strikingly accurate representation of the real-life GWR steam railmotor No. 93.

The models have been researched to the tiniest detail, from the vertical boiler at the back of the front driving compartment to the cylinders and connecting rod assemblies on the power bogie. The bodywork from the frame upward also looks strikingly true to life, and will look better still when the recently approved complex livery and lining are applied.

Externally, this includes all the intricate panel lining, motifs, supporting logos, solebar lettering and power bogie numberplates where appropriate, and relevant to each livery, and internally the seat colours will be relevant to those used depending on the time period.

The drivers' controls and boiler will be featured in each cab, with the copper/ lagged pipework and pressure gauge faithfully coloured or printed. The artwork will also include additional destination boards, with each specific version based approximately on the vehicles' livery period allocations.

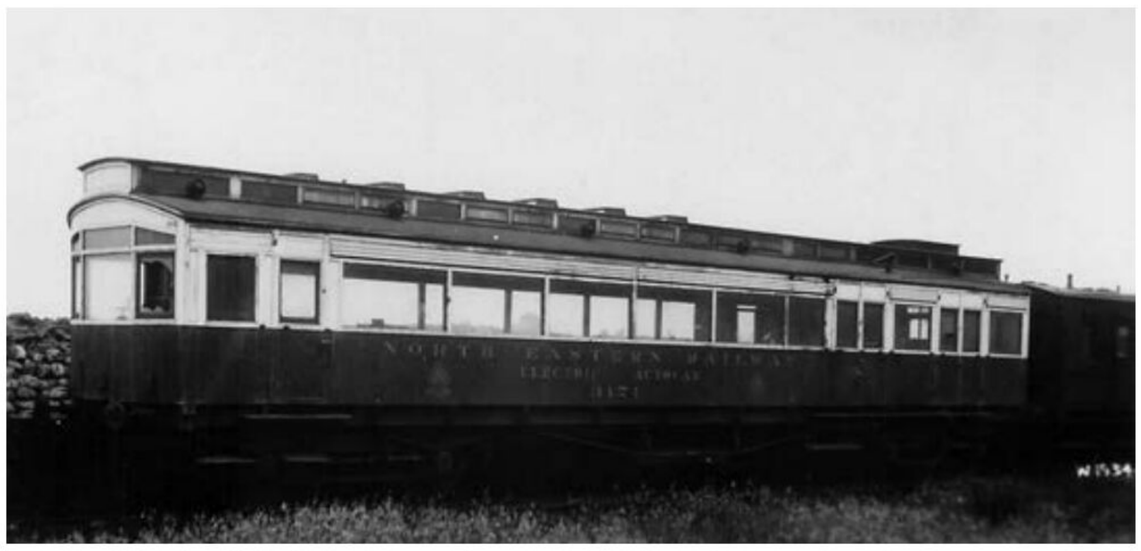
NER electric autocar

WHILE Churchward's first two GWR steam railmotors were being completed at Swindon in 1903, the North Eastern Railway's assistant chief mechanical engineer Vincent Raven was putting the finishing touches to his own answer to tramcar competition in the shape of two 'electric autocars' at the carriage works in York.

He decided upon electric rather than steam traction for the project after being impressed by the acceleration and climbing abilities of trams, but steered clear of the cost of overhead wires by fitting each of the two autocars, Nos. 3170 and 3171, with a petrol engine driving a dynamo to power the bogie-mounted traction motors, and so pointing the way towards many of the trains that run on today's railways.

Initially the electric autocars were each fitted with an 85hp Napier engine, but at the time internal combustion engines were still in their very early development and quite fragile. Inside a year the original engines were replaced by 92hp four-cylinder Wolseley engines each driving a Westinghouse multi-polar dynamo along with a smaller belt-driven dynamo to charge the accumulators for lighting, electric starting and so on.

The clerestory-roofed autocars each boasted seating for 52, together with a roomy engine compartment, driving compartment and vestibule, but the vestibules were later enlarged



In its original red and cream North Eastern Railway livery, electric autocar No. 3171 looks quite derelict with a broken cab window in this undated picture from Mortons Railway Magazine Archive.

This is what No. 3170 and its trailer looked like in the LNER livery of the 1920s. PHOTO: NER 1903 ELECTRIC AUTOCAR TRUST.

On the Embsay and Bolton Abbey Railway, the restored clerestory-roofed NER electric autocar No. 3170 and its trailer make a splendid sight on a sunny day in Yorkshire. MORTONS RAILWAY MAGAZINE ARCHIVE/PAUL BICKERDYKE.

Both above: In order to operate on today's railways, No. 3170 is fitted with modern electronics and controls, and a powerful and reliable Cummins diesel engine to help churn out the amps.

Left: The bright interior of No. 3170 has been beautifully restored, with bi-directional seating and lots of varnished wood.
ALL: MORTONS RAILWAY MAGAZINE ARCHIVE/PAUL BICKERDYKE.

by the simple expedient of removing two seats in each vehicle.

First used on Teesside services around Hartlepool, the autocars later moved southwards to replace a steam service between Scarborough and Filey, and later working branch line services between Selby and Cawood.

In order to pull an extra carriage on services around Harrogate, No. 3170 received a 225hp engine and generator in 1923 before eventually rejoining its stablemate on the Cawood branch.

The electric autocars remained in service until No. 3171 was withdrawn at the end of May 1930 and No. 3170 in the spring of 1931 – and like GWR steam railmotor No. 93, No. 3170's survival and 21st century restoration was made possible only by a sheer fluke.

Its body was bought and made into a holiday home in the North Yorkshire Moors village of Keldholme, where it remained for more than 60 years until Stephen Middleton, a dedicated railway enthusiast and carriage restorer, bought it in September 2003 and moved it to the Embsay and Bolton Abbey Steam Railway.

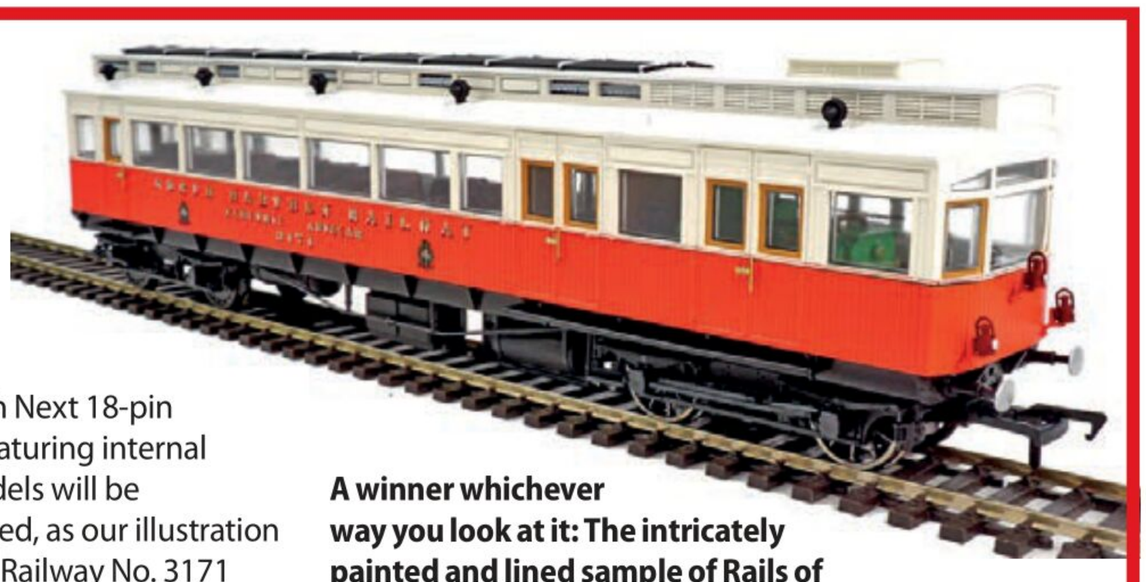
A burning ambition to form an Edwardian multiple unit by restoring both No. 3170 and a trailing 'autocoach' donated by the North Yorkshire Moors Railway's NER Coach Group led to the formation of the NER Electric Autocar Trust, and a long period of restoration work began in 2011.

None of the original mechanical parts survived, so had to be re-created under the supervision of David Moore at Brush of Loughborough. The new chassis was converted from a Great Northern Railway milk and brake van fitted with a deck plate, and a new 350hp Cummins diesel engine was installed. The power bogie is from an ex-class 416 Southern Region EMU with two EE507 traction motors, but the unpowered bogie is an original North Eastern Railway design. The power unit and chassis were married up at the Great Central Railway in 2015.

The engine compartment, designed to comply with all modern fire and safety requirements, and with viewing windows enabling the inner workings and control equipment to be studied, takes up about a third of the vehicle's length and so makes it more similar to a DEMU than a DMU with underfloor engines.

The rest of the body is taken up by the passenger saloon and driving compartments, and the electric autocar finally entered service on the Embsay and Bolton Abbey Railway on October 19, 2018 after brake tests had been carried out on the line, with the restored trailer vehicle soon following.

The impressive restoration was enabled by grants of £465,800 from the Heritage Lottery Fund, £46,000 from the Transport Trust, £20,000 grant from the PRISM Fund and £5000 from the Ken Hoole Trust. HR



The models

In partnership with Heljan, Rails of Sheffield are producing a choice of three ready-to-run models of the NER autocars in OO scale covering their appearances in both NER and LNER liveries and representing Nos. 3170 and 3171 in NER red and cream (period 1904-23) and 3170 in LNER brown (period 1923-31).

DCC ready with Next 18-pin decoders, and featuring internal lighting, the models will be exquisitely finished, as our illustration of North Eastern Railway No. 3171 in its original red and cream livery clearly shows, and each will cost £199.95.

A winner whichever way you look at it: The intricately painted and lined sample of Rails of Sheffield's exclusive model of North Eastern Railway Electric Autocar No. 3171 is seen from side-on, head-on and three-quarter front positions.

Pre-order Issue 294: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

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HUDSWELL CLARKE COMES HOME!

A unique collection of documents and photographs from locomotive builders Hudswell Clarke & Company Ltd. is being catalogued in Leeds Industrial Museum, its new home. **Sally Clifford** finds out more.

Hudswell Clarke & Company Ltd, a renowned firm of engineers and locomotive builders based in Jack Lane, Hunslet, Leeds, was founded as Hudswell & Clarke in 1860. A decade later, the name was changed to Hudswell, Clarke & Rodgers, and then to Hudswell Clarke and Company in 1881. The firm became a limited company in 1899.

The steam locomotive building part of the firm specialised in small contractors and industrial tank engines, rarely building anything bigger than an 0-6-0T. In later years, Hudswell Clarke designed and built diesel locomotives for both main line and private company use. The locomotive side of the business later became part of the Hunslet Engine Company.

It is a fitting tribute that a treasured collection of photographs and articles relating to the products of Hudswell Clarke should return to its Leeds home.

The extensive collection comprises approximately 1800 individual photographs, steam index cards, correspondence, manuals, reports, engineering drawings, and scrapbooks dating from 1876 to 1996.

Treasured artefacts

"It is one man's collection – Ron Redman, who worked with Hudswell Clarke for many years," explained John McGoldrick, curator of industrial history at Leeds Industrial Museum, which has acquired the collection. The venue was approached by the previous keeper, the National Railway Museum in York.

"They thought it was more suitable to us because of the Leeds connection, and we have associated collections relating to Hudswell Clarke, so it makes sense for us," said John.

Since the collection arrived in December, visitor assistant Rob Hermitage has been painstakingly cataloguing it for the museum's database. It is hoped to eventually showcase it online. Rob's role is to ensure the information tallies up with the images and the destinations where the locomotives were sent. So far he has worked his way through the first 200 works orders and it's certainly been an education!

"To have that much knowledge in terms of locomotive engine builders, it has been a journey of discovery. The more I have gone through, the more I have picked up," he said. "There are so many things, like the technical information – you look at it and know nothing about it, but I kind of know what it means."

One of Rob's most interesting finds were the very first Hudswell Clarke works orders to go out of Leeds, bound for abroad. Works orders Nos. 23 and 24 were for the Bluff Harbour and Invercargill Railway in New Zealand.

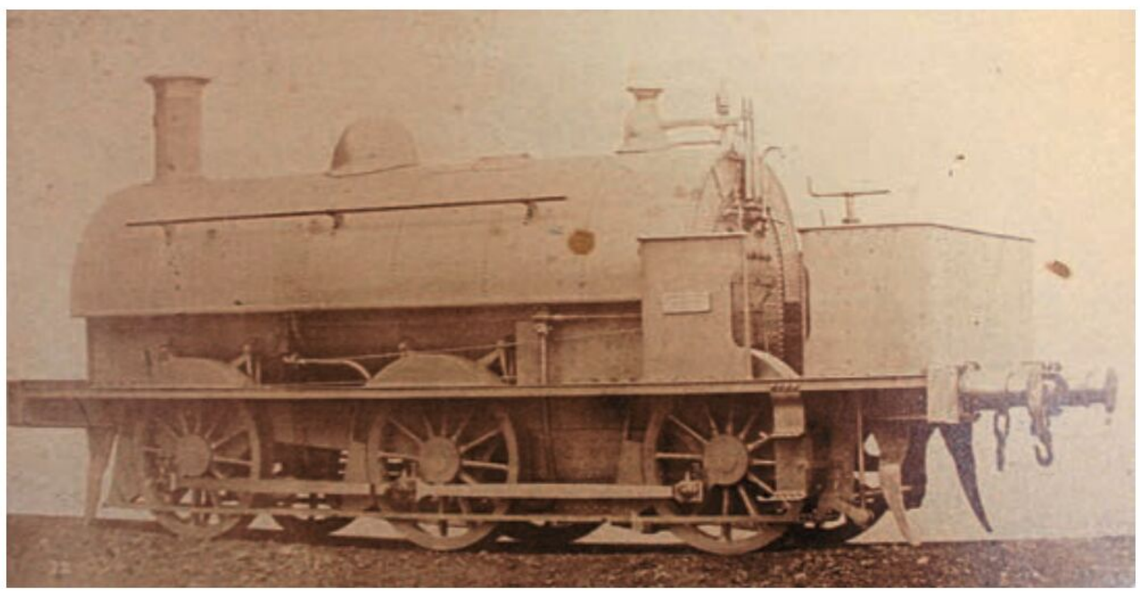
"They both went and both got shipwrecked," he said.

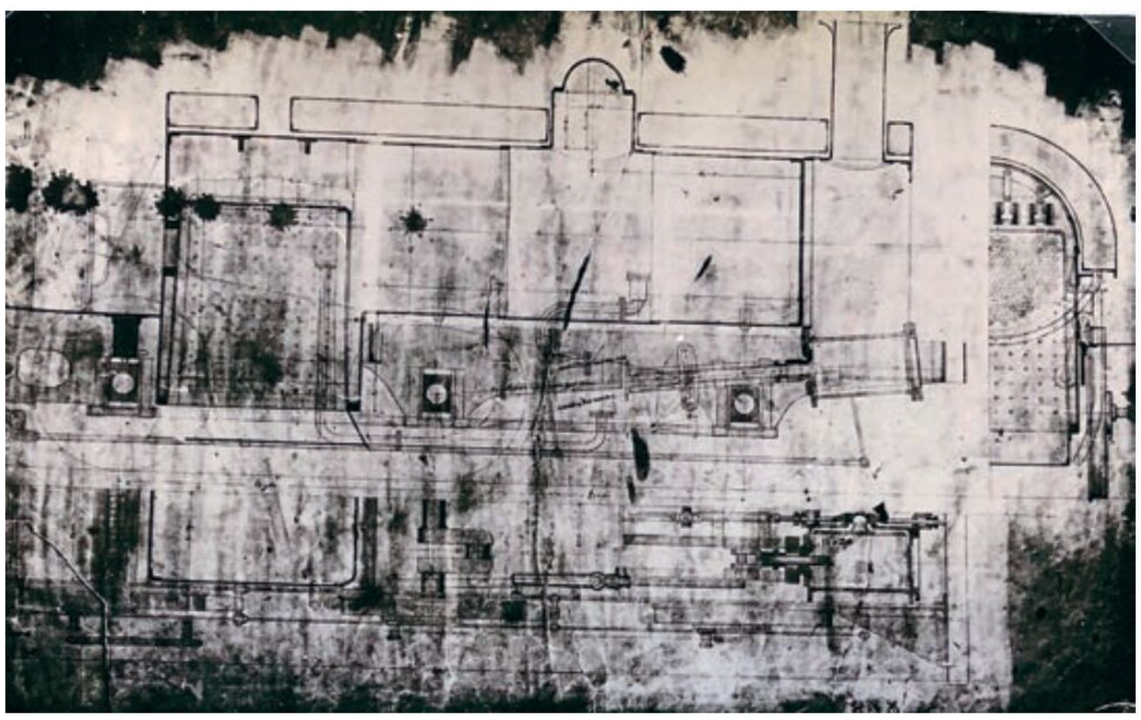
Hudswell Clarke standard gauge Irlam class 0-4-0ST No.1688 of 1958 *Elizabeth* was fitted to burn wool grease, an extracted product of effluent – the first successful attempt to use this fuel. One of the last locomotives built by Hudswell Clarke before it closed in 1972, it was named after The Queen and was delivered along with its sister, *Nellie* ((No. 1435 of 158), to the Esholt Sewage works internal system on October 27, 1958. They were used to haul waste products. The pair were driven by two brothers – *Nellie* by Albert Evans and *Elizabeth* by Charlie Evans. Diesel traction replaced steam in 1976 and the railway closed completely in 1977 although the sewage works, which was built to remove woo grease other wastes from effluent coming out of the many mills of the Bradford woollen district, continued to operate. *Nellie* is now a star exhibit inside Bradford Industrial Museum. LEEDS MUSEUMS & GALLERIES

The manufacturer's specification for an Irlam class 0-4-0ST like *Elizabeth*, part of the Hudswell Clarke collection. LEEDS INDUSTRIAL MUSEUM

Leeds Industrial Museum is now home to the late Ron Redman's treasured Hudswell Clarke collection. It is also home to narrow and standard gauge industrial locomotives from the Hunslet Engineering Company, E B Wilson and Hudswell Clarke. SALLY CLIFFORD

John McGoldrick, curator of industrial history (left), and Rob Hermitage, visitor assistant at Leeds Industrial Museum, look through images in the collection. SALLY CLIFFORD





Above and right: Two of the drawings and images in the collection, which arrived at Leeds Industrial Museum from the National Railway Museum last year. LEEDS INDUSTRIAL MUSEUM

The collection also includes works order No. 92 for the first locomotive constructed for the first railway in Greece. The accompanying image shows the locomotive was constructed with a cab roof; John said that was mainly to protect footplate crew from the sun.

The museum anticipates interest, John added, especially from railway researchers or model engineers who may find the drawings beneficial for their creations.

Painting a story

"We are really pleased to get it," he said. "It will attract a lot of interest and it will be pulling together the story. We have solid objects, full-sized locomotives, nameplates, and this archive as well, and it is painting a story about a passionate collector who worked in the industry."

Leeds Industrial Museum also has interesting material for an existing collection relating to the Hunslet Engineering Company, which it is also intending to catalogue.

Based in Armley Mills, a former textile mill dating back to the 1500s, Leeds Industrial Museum attracts about 20,000 visitors per year.

Its collections, including narrow and standard gauge industrial locomotives from the Hunslet Engineering Company and Manning, Wardle and Fowler, as well as Hudswell Clarke, are of national and international importance.

"Engineering built this city," said John. "The Hunslet area, Holbeck... they grew up because of that. We often think about Leeds being about textiles and wool, but industry and engineering was so important."

Publicly accessible

Peter Thorpe, library and archive assistant at the National Railway Museum in York, explained how the transfer of the collection has come about.

"We were approached by Ron Redman's family in 2016 about the archive of Hudswell Clarke material he had collected, as he had wanted it to remain in the public domain and be accessible," he said.

"We initially received the archive in November 2016, although it wasn't formally accessioned until 2018. A

"After accepting the archive, we became aware that Leeds Industrial Museum had increased its interest in collecting further material relating to Leeds-based manufacturers and that it may be more suitable for it to be transferred to its collections where it could be made accessible along with similar material. The transfer took place after consultation with the donor." **HR**

"It is a fitting tribute that a treasured collection of photographs and articles relating to the products of Hudswell Clarke should return to its Leeds home."

Also in the museum's collection is Hudswell Clarke 2ft 11in gauge 4wDM D571 of 1932. LEEDS INDUSTRIAL MUSEUM

➜ For more information about Leeds Industrial Museum, visit museumsandgalleries.leeds.gov.uk

COAL: THE COMPLETE STORY
FROM START TO FINISH – IN EXTENSIVE DETAIL

Diminishing and ever more costly supplies of steam coal are threatening a major crisis in the heritage railway sector. A new book traces in depth the story of the fuel that fired the railway revolution, from early times to the present day.

THE challenges of global warming have brought the once-unbreakable bond between steam and coal close to snapping – a situation considered unthinkable only a few years ago.

Faced with climate change, pit closures, high prices, green policies and now conflict in Ukraine, the heritage railway movement's search for viable low-carbon alternatives to bituminous coal grows ever more urgent.

It's a small wonder that many enthusiasts are turning their thoughts to the days when coal reigned supreme as the fuel that fired the Industrial Revolution and put the 'Great' into Britain. That golden age is recalled in *The Rise and Fall of King Coal*, published by Gresley Books and containing almost 300 illustrations, a third of which are rail-related.

Written by Nick Pigott, former editor of our sister title *The Railway Magazine*, the book is a tribute to mark the end of one of Britain's greatest industries – a fully updated and enlarged hardback edition of a bookazine published in 2016 to mark the end of deep-shaft mining in Britain.

Beginning with the prehistoric origins of coal, the author explores the history and operation of a vast industry that at one time boasted nearly 3000 mines and employed well over a million workers. With the help of rare photographs and diagrams, the text explores the collieries, explains the locations of the coalfields, and examines the hazards, hardships, disputes and tragedies that were part of every miner's life.

Railways, of course, came into existence primarily to convey coal, and until the advent of passenger services from 1830 onwards, the majority of steam engines had been built for mining or associated use. Development of the national rail network had the effect of opening up new coalfields, which in turn led to the establishment of factories and towns. Mine owners thus had to expand rapidly to tap into the new resources and feed the fast-growing offspring they'd conceived.

The natural affinity between coal and trains resulted in mutual dependence; the railway companies' locomotive depots became big customers of the coal and coke producers. For more than a century, until the advent of reliable motor lorries, the mine owners needed the railways' help to get their product into every factory, town, and village in the land. By 1924, British mines were producing 267 million tons a year and the railways were transporting no fewer than 225 million tons of that (84%).

Going underground

The 256-page book devotes separate chapters to surface railways, underground rail systems, and the heritage scene. Subterranean trains were known affectionately by miners as 'Paddy Mails', and the narrow gauge networks were remarkably extensive, often stretching three or four miles from pit bottom and featuring a wide variety of traction types, powered either by battery, flameproof diesel, or (in the case of half a dozen low-methane mines), overhead electric catenary. Diesel locomotives were allowed to work underground only if they had exhaust conditioners to remove toxic fumes.

On the surface, 4ft 8½in was the logical gauge for the movement of wagons to and from the main line network and purpose-built industrial 0-6-0 and 0-4-0 saddle tanks worked the vast majority of yards, although a number of pits used former Great Western pannier tanks and, later, pensioned-off British Rail diesel shunters.

Among the most unusual steam engines to work for the National Coal Board were two Beyer-Garratt articulated 0-4-4-0Ts – No. 6729 at Sneyd Colliery, Staffordshire, and No. 6841 at Warwickshire's Baddesley Colliery, the latter locomotive now preserved. In the non-steam category, contenders for the most unusual included the white-liveried overhead electrics of the Harton Railway.

In addition to standard gauge tracks, the surfaces of many collieries in pre-skip winding days possessed narrow gauge systems with rail dimensions matching those of the tracks under ground. This was to enable tubs of coal to be moved from shaft top to weighhouse and washery and back again once emptied. Such lines were also used for storing wagonloads of roof supports and other supplies before they were taken below for onward movement to the coalface.

The book reports on the trials currently being conducted on UK heritage railways to evaluate various forms of biocoal and brings the energy story up to date with an analysis of the recent UN climate change summit in Glasgow.

The pledges made at that conference just six months ago looked set to consign coal (in the UK at least) to the pages of history forever, but Russia's invasion of Ukraine, the unexpectedly early closure of Ffos-y-Fran opencast mine in Wales, and massive energy price rises generally have altered the picture out of all recognition.

As a result, the plans of Britain's 150 or so heritage lines have been thrown into disarray. Galas, footplate courses, and even regular steam timetables are being cancelled or postponed as the railways struggle to meet crippling coal and diesel fuel bills.

There are even whispers that the Government might be forced to renege on its 'green' pledges and authorise the sinking of an all-new colliery near Whitehaven in Cumbria. Advocates of this rail-linked project point out

With the cooling towers of Ferrybridge power station in the background, Coal Products 0-6-0ST No.3 shunts in April 1976 at Glasshoughton, one of several Yorkshire locations containing both a colliery and a coking plant. BRIAN SHARPE

In March 1982, Smithywood coking works near Sheffield was one of the last industrial premises in the UK still using steam locomtives on a regular basis. Demolished in 1987, the site is now a business park. NICK PIGOTT

Above: A Huwood/Hudswell Clarke flame-proofed diesel hauls a six coach man-riding train half a mile below the surface at Thoresby Colliery in March 1959.

Right: Double-headed Hunslet 0-6-0STs *Whiston* and *Wimblebury* hauling 'Merry-Go-Round' wagons at Littletown Colliery in November 1993. Working steam at the Staffordshire pit ended years before, but an enthusiasts' photographic charter ensured that it had a final fling on the steeply-graded branch. NICK PIGOTT

that environmentalists opposing the scheme are doing so in the mistaken belief that it will be a thermal coal mine contributing to global warming through energy generation when in reality it is intended to produce only metallurgical (coking) coal necessary for steelmaking – an industry Britain needs to retain if it is to remain self-sufficient outside the EU.

It's all a far cry from the relatively care-free days in which no one thought anything odd about steam locos laying dense smokescreens across their surroundings, or when photographers asked footplatemen to provide "lots of black clag" at scenic lineside locations. These days, it's a brave magazine editor who sends a front cover depicting clouds of thick dark exhaust onto newsagents' shelves. Not so long ago, that would have resulted in a sure-fire sales boost… how quickly life changes.

Halcyon days

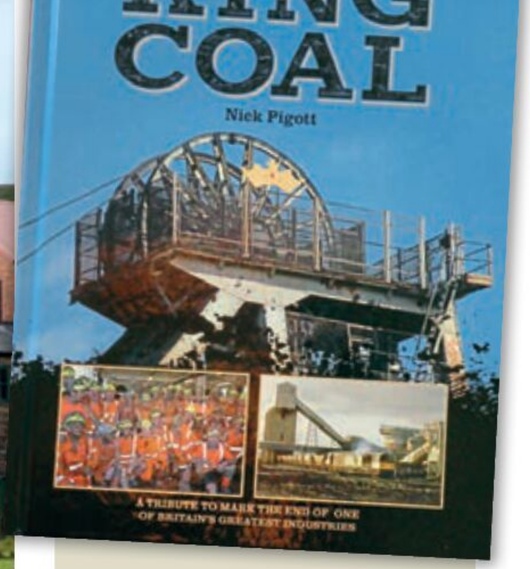
Fortunately, plenty of fine old photographs survive to remind us of the halcyon days and a good selection is included in the book. Among locomotives and locations pictured are A4 No. 60009 passing Seafield Colliery, J38 No. 65901 at Rothes, Hawksworth 15XXs Nos. 1502 and 1509 at Coventry, J27 No. 65842 (somewhat incongruously) hauling a rake of new 'Merry-Go-Round' wagons and an 1822 Hetton locomotive remarkably still working in 1905, plus examples of Classes 20, 56, 58, 60 and 66 in a variety of mine and main line settings.

There are several photographs of underground man-rider trains too, including a Huwood/Hudsell Clarke diesel at Thoresby and a twin-pantograph electric machine at Gedling Colliery. There's even a shot of a diesel loco being lowered in a vertical position down a mine shaft.

A chapter on museums and heritage sites brings up the rear of the book, illustrated with a shot of preserved locomotives at Blaenavon and one of former 'Paddy Train' carriages, in which the public can ride at the National Mining Museum near Wakefield.

With energy pricing and provision being in such disarray at the moment, the book ends by asking whether coal in some form or other might yet have a role to play in the Britain of the future, despite the many green pledges. HR

The only headstock in Wales still used for its original purpose of lowering people underground in an authentic shaft and cage on an everyday basis is at Big Pit Colliery at Blaenafon, home of the Welsh National Coal Museum, next to the Pontypool & Blaenavon Railway. Two ex-NCB locomotives, a Hudswell Clarke 0-6-0ST and a Barclay 0-4-0ST, can be seen outside.



The Rise and Fall of King Coal

retails at £29.99 and is available to order from **www.mortonsbooks.co.uk** (ISBN 9781911658634).

FROM PLANES TO TRAINS – AND THEN TO BUSES!

Running alongside one of the country's finest bus collections, the Wythall Miniature Railway will be celebrating 25 years of operation at a special gala weekend on July 16/17, writes **Denis Chick**.

The Wythall Miniature Railway is a triple gauge ride-on railway situated within the grounds of Transport Museum Wythall in Worcestershire.

Celebrating its 25th anniversary on the site in 2022, it is owned and operated by the Elmdon Model Engineering Society, which was originally formed by a group of model engineers in the early 1980s.

It now operates on a fully-landscaped site among trees, lawns, and a picnic area, and includes a tunnel, a viaduct and two stations, plus a shed area and turntable.

Its beginnings grew from a number of like-minded model engineering enthusiasts who were attending evening engineering classes at college. They decided to build a new locomotive as a group and named it *Sandwell Lady* after Sandwell College that a number were attending. This 4in-scale narrow gauge Hunslet 0-4-0 is still owned and run by the society, and continues to be the mainstay of the society fleet on running days.

Understandably, the group wanted to expand its activities and began looking for a site on which it could operate. The society name was derived from the first track laid at the Civil Service sports ground at Elmdon, beside the A45 near Birmingham International Airport.

A circular track enabled members to at least run their steeds, but the theft of a locomotive and other damage and disruptions necessitated a move.

Birmingham Railway Museum, at Tyseley, offered a lifeline to the group and although track was laid, the expectations of this still embryonic society could not be fully realised so, once again, a new site was sought.

The Birmingham and Midlands Motor Omnibus Trust (now Transport Museum Wythall) heard of the group's plight and offered the society space for what has become the long-term home of the railway at the museum in Chapel Lane, Wythall, since the early 1990s.

Elmdon Model Engineering Society Reece Greenstreet drives the group's first-ever locomotive, *Sandwell Lady* (right), alongside 0-6-0 *Nefyn*.

The railway has three gauges, 3½in, 5in and 7¼in, which brings some complex pointwork, all built in-house with a run of approximately one-fifth of a mile. The variety of locomotives includes narrow gauge outline, standard gauge types including a 7¼in GWR 1100 class 0-4-0 dock tank, LMS 'Black Fives' in both 5in and 7¼in, a SR Q1 in 7¼in and other standard gauge replicas, plus ride-on coaching stock and a few 'diesels.' The true King of the line is Dennis Herbert's amazing 7¼in gauge GWR 4-6-0 No. 6011 *King James I*.

Dennis is a former Tyseley shed steam fireman, taking the shovel to many of the Stephenson Locomotive Society specials that ran from Tyseley towards the end of steam on BR.

His model engineering skills are astonishing, as exemplified by large model steam locomotives to intricate clocks, all made by hand.

New trackwork has been completed during the winter, with a siding/headshunt installed within a proposed new passing loop to serve a new workshop into which stock can be shunted for work under cover.

The main station has been refurbished with new fencing and signage to improve safety and crowd control, and work has begun on completing a long-planned second station to serve as an alighting point for a picnic area and children's birthday parties. Signalling is fully electronic, with paths controlled by driver-operated buttons, all interlocked.

The society has 30 active members and welcomes more.

Reece Greenstreet is its chairman, an enthusiast and, unusually, aged in his mid-20s. He has been both a member and regular visitor since childhood.

The author has become so enamoured of the railway that he has just bought a GWR 0-4-0 dock tank to run on it. DENIS CHICK

LMS 'Black Five' 4-6-0 No. 5421 will be one of this season's stars.

King of the Road at Wythall Miniature Railway is 7¼in gauge GWR 4-6-0 No. 6011 *King Richard I.*

Reece works in the railway industry and is currently building his own locomotive. "This railway is about enthusiasts enjoying and delivering a great experience for children of all ages," he said. "We see nothing but smiles from our passengers and satisfaction for all at the end of the day. Everyone in the team makes a big contribution to our running and maintenance – there's a job for everyone, so come and join us!"

With the railway now a firm part of the Transport Museum Wythall customer experience, the two work closely to provide a regular service on all museum open days and special events, which helps to fund running costs (always a challenge) and maintenance.

Stringent safety requirements apply just like the 'big' railway, and with those come costs.

As on Britain's full-sized heritage railways, coal supplies and rising prices are a concern, but additional running days and the ability to take a portable track and equipment to other venues or events and run steam trains helps with income.

New members with or without engineering skills are always welcome, and members can run their own locomotives as part of membership. A very active junior membership is developing, something that the train rides encourage, putting favourable (for the society) pressure on parents! These are the children who will eventually provide sustainability for the railway in the decades ahead.

Celebrating its quarter century of operation, the railway is running a gala weekend on July 16/17. Entry to the transport museum includes full access to all facilities, including bus and train rides. Visiting locomotives are planned, with intensive running of both ride-on services and prototypical goods trains. HR

■ *All pictures supplied by Denis Chick, who is vice chairman of Transport Museum Wythall.*

City's public transport history traced at festival exhibition

A new exhibition tracing the history of Birmingham City Transport is now open at Transport Museum Wythall.

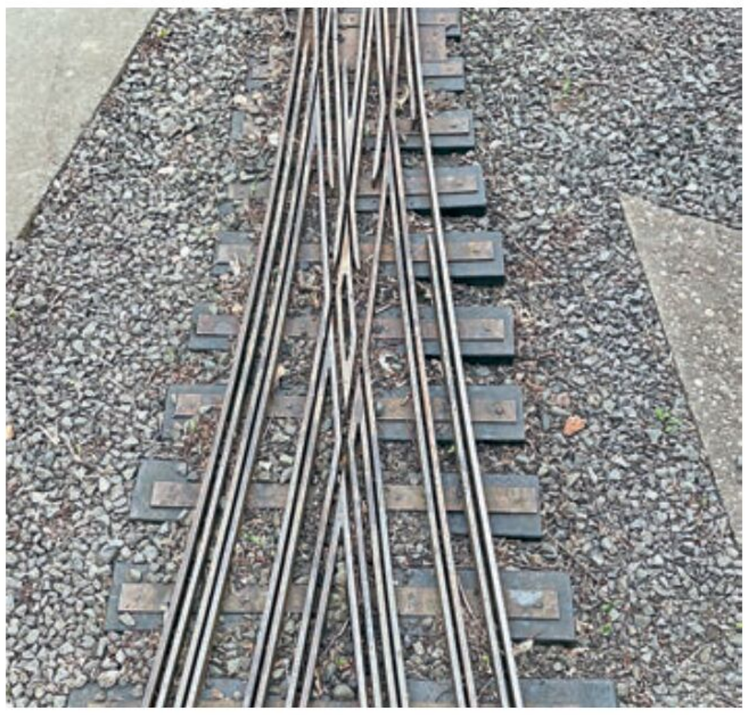
Part of the Birmingham 2022 Festival, the exhibition traces more than a century of public transport history in Britain's second city.

Most of the city's buses were manufactured in the city or the West Midlands region by firms like Guy in Wolverhampton and Metro-Cammell in Birmingham.

Several of the museum's buses will be offering free rides to visitors throughout the season.

Details of the museum and the railway can be found online at both **www.wythall.org.uk** and **www.wythallsteamrail.com**

Sandwell Lady **departs from the Wythall Miniature Railway station with a passenger train.**



Above: GWR 0-6-0ST No. 1361, the full-size version of which is at Didcot Railway Centre.

Left: Multi gauge pointwork at the Wythall Miniature Railway.

There's so much to see, do and learn about in the railway and heritage sectors, and if you enjoyed the features on our previous pages about the rise of coal and the Wythall miniature railway, then on these pages you will see a few more places you can visit to enjoy miniature locomotives or learn more about our industrial heritage.

Although the mines have closed, many societies have kept the spirit of mining alive and created living museums. In much the same way as heritage railways, these museums are a hands-on way of learning about the past. Bilsthorpe, which opened its doors to the public on July 2014, charts the development of a 'deep' mine and the changes in equipment and household items which relate not just to Bilsthorpe, but the mining community in general.

The Pit Pony Sanctuary & Fforest Uchaf Horse & Pony Rehabilitation Centre provides a safe haven for animals that have suffered neglect or found themselves in other issues. The sanctuary is home to 30-year-old Spike, the UK's last living working pit pony, who worked at several small collieries in the Swansea valley.

Spike enjoying his retirement

The miniature railways all provide great days out and have further attractions to amuse younger children too. Miniature and narrow gauge railways provide great trips and can be a welcome change from standard gauge lines.

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We are a small group who help all the needy horses and ponies we can with our meagre resources. Shockingly, pit ponies were still a regular feature of UK coal mines right up until the end of the 1990s. The team has come across some utterly heartbreaking stories. The sanctuary is happy to take in any horse or pony they can, space permitting, who is in need of a new home, but like all charities, they are struggling to get by, as donations continue to fall, and costs rise.

You can view our latest newsletter online here: **www.issuu.com/pitponyman/docs**

We have posted a few 5 min videos at: **www.youtube.com/user/pitponyman** for your enjoyment/information

You can shop on-line and help the ponies without any cost to you at **www.easyfundraising.org.uk/causes/pitpony**

Please check us out

Facebook (The Pit Pony Sanctuary) Twitter (ThePitPony)

Please save your used postage stamps for us. Cut them off the backing envelope with 0.5cm (1/4" inch) of paper around them. Then send them to us. Thank you.

Go to wwwsponsorapony.co.uk today to find out more. Or send a donation no matter how small to: The Pit Pony Sanctuary, Penycoedcae, Pontyprydd, Rhondda, CF37 1PS

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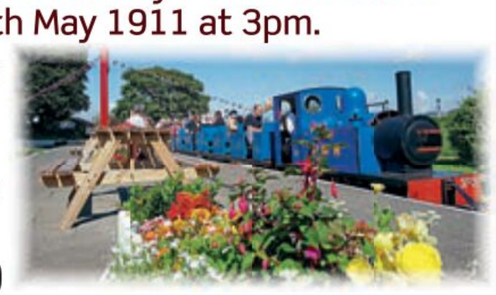
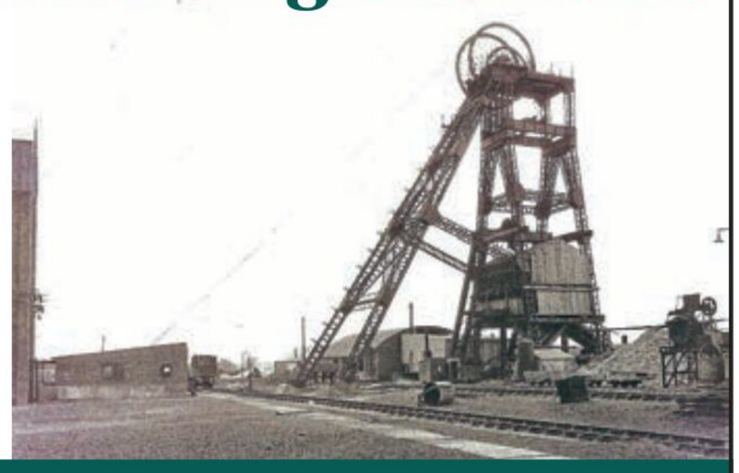


Prices: • Single £3.00 • Return £4.00 • Family Return £15.00

(Family is 2xAdults and 2xchildren, or 1xAdult and 3xchildren)

Bilsthorpe Heritage Museum

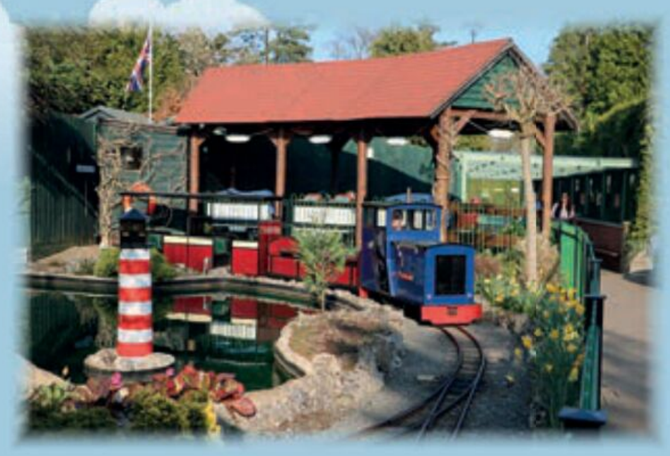
We are a volunteer run mining and heritage museum dedicated to keeping alive the mining and social history of Bilsthorpe and the surrounding areas.



Sited on **Cross Street, Bilsthorpe, NG22 8QY,**
we offer free entry and guided tours by ex-miners.
As a charity we rely on donations to keep us running

Bekonscot
Model Village & Railway

Bekonscot Model Village & Railway is the world's oldest original model village, opening for the first time in 1929.



With over 90 years of history, a huge model railway, 1.5 acres of well kept gardens & finely detailed model buildings Bekonscot is a great day out for everyone.

Stuck in a 1930s time warp, see England how it used to be, & discover a wonderful little world tucked away from the hustle & bustle of everyday life.

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There are almost 10 scale miles (450 metres) of properly signalled main line, branch line and off shoots to sidings, with up to ten (currently) passenger and goods trains criss-crossing the landscape, passing under your feet or rushing by right in front of you.

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Our narrow gauge (7.25" gauge) miniature railway weaves its way behind the model village, criss-crossing some gardens, encircles a pond and returns to the terminus. The light railway is running every day during our open season, from 10:30am until 4:30pm, departing "on demand" every few minutes.

Bekonscot is open daily 10 - 5.30 until Sunday 30th October.
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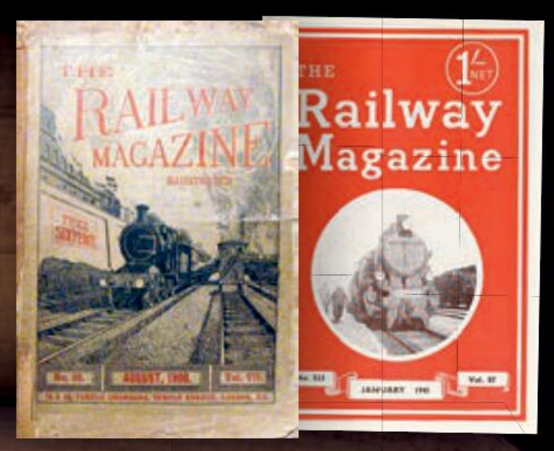

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Welshpool & Llanfair Light Railway presents The Beyer Bash

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Join us in celebrating the 120th birthdays of our two Beyer Peacock locomotives, The Earl and Countess.

We're expecting a line-up of Beyer Peacock locomotives at our Welshpool Raven Square station with up to three visiting engines of different gauges alongside The Earl and Countess. The first locomotive announced is K1, the historic first Beyer Garratt type, thanks to the support of the Ffestiniog & Welsh Highland Railways and Statfold Narrow Gauge Museum Trust.

The event will feature intense running over all three days with shuttle trains and all day rover tickets.

Announcements, timetables and tickets at www.wllr.org.uk

Steam Around Doncaster in the 1960s

By Keith W Platt (softback, Amberley, 96p £15.99, ISBN 9781398105461).

Another treasure trove of mostly unpublished images covers the final pre-modernisation heydays of a town synonymous with the great days of steam.

Those who delight in the last decade of BR main line steam will find the colour views a delight to browse and behold.

Britania Pacifics, Peppercorn A1s, LNER A4s, and V2s – every turn of the page tells more stories and fires the imagination. One sight that has thankfully again become a familiar one is that of No. 60007 *Sir Nigel Gresley,* attracting a crowd with the Locomotive Club of Great Britain's 'Mallard Commemorative Rail Tour' of July 6, 1963,marking the 25th anniversary of the world steam locomotive speed record.

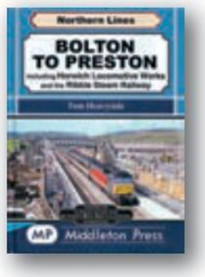
As well as the magnificent East Coast machines of view, there are the occasional interlopers, such as LMS 4-6-2 No. 46245 *City of London* returning a 12-coach Home Counties Railway club special to King's Cross in 1963. Sadly, 18 months later, it would be scrapped.

Tank engines and industrial steam are by no means ignored. A selection of pictures look at locomotives on local colliery branches such as Askern Main, Hatfield and Thorne.

ABSORBING WINDOW INTO STEAM HEARTLAND

Bolton to Preston including Horwich Locomotive Works and the Ribble Steam Railway

By Tom Heavyside (hardback, Middleton Press, 96pp, £18.95, ISBN 9781910356616).



This latest volume in MP's Northern Lines series has appeared in advance of the East Lancashire Railway's June 18/19 celebrations to mark the 100th anniversary of the merger of the Lancashire & Yorkshire Railway and the LNWR.

The complex story of the line's history began when what later became Bury Bolton Street station was reached by the Manchester, Bolton & Bury Canal Navigation and Railway Company on May 29, 1838.

The Bolton & Preston Railway then linked the former town to Chorley on December 22, 1841, and then ran trains into Preston from June 22, 1843, before it was taken over by the hitherto somewhat hostile North Union Railway the following year. The NUR as absorbed jointly by the L&Y and LNWR in 1888.

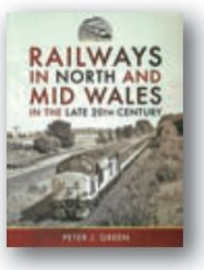
A chapter on the LY&R's Horwich Works looks at its locomotive building operation from the steam to diesel and electric eras, and also covers its 71/2 miles of internal 18in gauge lines. Beyer Peacock 0-4-0WT *Wren*, which was built in 1887 and has for long greeted public visitors to the National Railway Museum in York, is seen being served ready for a day's work.

The final section deals with the NUR's steeply-inclined branch from Preston station to the town's docks which was laid in 1848, and today's Ribble Steam Railway, a successor to Southport Railway Centre that closed in 1997.

SUPERB STEP-BY-STEP EXPLORATION

Railways in North & Mid Wales in the Late 20th Century

by Peter J Green (hardback, Pen & Sword, 144pp, £25, ISBN: 9781399091220).



This volume contains more than 231 photographs, oozing diesels, 'Sprinters,''Pacers' and other DMUs taken between 1985 and 2000. Featured are North Wales Coast line and its branches, including Gaerwen Junction to Holyhead and the Amlwch branch, the Cambrian line from Welshpool to Aberystwyth and Pwllheli, and the Welsh section of the Shrewsbury to Chester line.

During the period covered by the book, much mechanical signalling and many old station buildings still remained, all adding to the atmosphere.

A few photographs from earlier years are also included to place the lines in context.

The coastal and mountain scenery around the railway lines of North and Mid Wales is among the best in Great Britain. Here we look at the British Railways lines and the trains that ran on them in the years between 1980 and 2000, as recorded by the author's cameras during his many visits to the area.

While the emphasis is very much on the main lines, the Welshpool and Llanfair Light Railway, closed by British Railways in 1956 and reopened as a heritage railway, and the Llangollen Railway on a section of the former Ruabon-Barmouth line also feature, as does the Vale of Rheidol Railway, sold by British Rail into private ownership in 1989. A few photographs of the steam specials that regularly ran on the main lines are also included.

The latter pages of the book cover heritage lines during the same 15-year period. While it captures only the end of the 20th century, the volume will be enjoyed by many enthusiasts whether they are familiar with these lines or not.

WONDERFUL PHOTOGRAPHIC JOURNEY

Pre-order Issue 294: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

STAR LETTER

Forties events are a valuable education resource – and UK Ukrainians 'do not object'

FOR 20 years we have organised a living history group providing free educational 1940s home front displays for heritage railways. Many of these popular and lucrative fundraising events have been suddenly cancelled because, according to the organisers, to continue would be insensitive to Ukraine.

We have spoken to the Association of Ukrainians in Great Britain, which has said that "providing there is no portrayal of Red Army soldiers or flags, there is no objection to re-enactment of British, American or German personnel."

For years heritage railways have prevailed on the generosity, goodwill and knowledge of authentically attired volunteers, with their personal uniforms and equipment providing quality, well-informed, and educational entertainment free of charge. We do so not only for our own enjoyment as an inspiring hobby, but also to support and increase revenue for the railways.

The personal cost is also considerable – hours of work completing now obsolete registration forms, plus out of pocket having pre-paid for hotels, insurance, etc.

During the last few years we have noted a decline in the knowledge and understanding of visitors at events, and have experienced the following observations or comments:

- 'Dads Army' often receives blank stares when mentioned.
- Adolf Hitler referred to as manager of a German football team:
- Comments like "Wars are not real. They only happen in films."
- "The Cold War... what was that?"
- "The Second World War? Was that a war between the USA and Britain?"

Now more than ever, event and display organisers and re-enactors, in addition to creating popular family days out, must focus on interesting and educational ways to encourage questions, awareness and understanding of the reality of history, military conflict, and current world affairs. The comparison with events now and in 1940s Britain are astounding and need airing – not hiding away.

Railways played a pivotal role in the two world wars. Events focussing on these eras shine a spotlight on the determination, hard work and often unsung heroism of the transport workers who kept the network in operation despite unbelievable adversity.

We'll never escape the shadow of the Second World War. The invasion of Ukraine is a warning of the power of history and the danger of forgetting its lessons.

Distressing footage from Ukraine must make everyone realise that war is not a Hollywood movie. We can never bury our heads in the sand to escape reality.

Should the current crisis descend into war between East and West, causing today's youth to receive call-up papers, what a sad wake-up call it will be for everyone.

Susan Leighfield,
South Staffs Living History Group

Why small is so often more beautiful

EDITOR Robin Jones has exhorted us all to 'do our bit' by supporting our heritage railways. Excellent advice!

Recently, my extended family enjoyed an Easter break, and realising that the East Kent Railway was close to us, decided to pay a visit. We were not disappointed.

The railway was smashing! Small, compact, and tremendously friendly. Smiling, uniformed staff bent over backwards to make all 21 of us so welcome.

The site at Shepherdswell swarmed with staycation visitors – loads of children with indulgent grand-parents and relaxed parents, all enjoying the sun and the well-utilised facilities. Lots of large toys for the young folk to play on, a choice of three differently sized trains to ride on and exhibits to view, and refreshment facilities coping excellently in the heat and business of serving. I was really impressed.

"I've never seen it so busy here," was a frequent comment. Good! May the railway's pay-day be a bumper one!

It was fascinating to see the 'Pacers' on the 'main line' so full. Joe Public certainly enjoyed the scenic journey and the tunnel. What was also good was that at the Eythorne terminus we had a chance to stretch our legs and buy ice cream. We were given a blast on the horn five minutes before departure to remind us to be seated for the return journey – very helpful.

Class 142 'Pacer' DMU No. 142036 in service on the East Kent Railway on Good Friday. NIGEL RC SPENCER

Interestingly, no steam engines were working but no one seemed to worry; 'sleeping' examples could be seen, after all!

Well done to East Kent Railway for recognising and catering for the needs of families, especially those with young children. Such positivity is bound to boost that feel-good factor and see these folk consider other similar visits. With cash availability getting stretched ever further due to the cost of living, value for money has never been so important as now and in the foreseeable future.

Heritage railways ignore this fact at their peril.

There are many small examples that would value our support this summer, ranging from the Colne Valley in Essex to the Plym Valley in Devon, the Corris line in Wales to the Royal Deeside in Scotland. They may not have the grandeur or the motive power of their larger cousins, but each exude their own particular charm and invite us to share in their dream of preserving their own piece of railway history.

Nigel RC Spencer MBE, DL, email

Are ordinary service days more enjoyable than galas?

ON Good Friday I visited one of the UK's better-known heritage railways. Two steam-hauled trains and one diesel were running, and I managed at least one trip with all three.

I was also able to 'exchange merry quip and jest' with loco crews, staff at stations, and in the various retail outlets, and with other passengers. I took photos, and had one taken of me by a fellow traveller.

The day was leisurely and, above all, highly enjoyable.

Contrast that with steam galas, where it is frequently difficult to move around due to sheer passenger numbers, or diesel events, which seem to be populated by those whose apparent aim is to spoil everyone else's day by leaning out of windows, shouting and waving their arms about.

I try to avoid galas. What do other readers think?

Graham R Pearson,
Hall Green, Birmingham

Like us facebook.com/heritagerailway

GWR Toad rebuilt in GER territory

PRIVATELY-OWNED long-term Mid Norfolk Railway resident GWR Toad brake van No. 17438 has just undergone a complete rebuild of the wooden body, with new oak timbers.

It was then followed by a full repaint into GWR black, instead of the rather tired and faded livery it previously wore. The next planned stage in the refurbishment is to replace the metal veranda side sheets

The brake van was built 1941 for use on special perishable trains between Weymouth and Marazion. Later it was used by BR as a mess van during the rebuilding of Liverpool Street station. Prior to coming to the MNR the van had a large amount of mechanical attention and is therefore mechanically sound.

The interior is set up as accommodation currently and is used by the owners, James and Chris Francis-Beck, who are MNR members, when working at the railway.

James is keen that it is also used on the railway and as one of the few brake vans that is fitted with vacuum brakes, it can be used to carry passengers, possibly on a brake van special.

It is already in regular use by the railway for weed killing trains on the line with the large veranda, making it particularly suitable. MNR

When Stanier 8F No. 48305 was a star on ironstone trains

THE photograph depicting Pitsford Quarry in issue 291 brought back memories of being taken to see the quarry in the late 1950s. To a child's eye at the time the quarry seemed even deeper than as shown!

The huge dragline was used for stripping the overlying rock beds, while the diesel shovel extracted the actual ironstone. Very little evidence of ironstone quarrying remains, but where the quarries have been filled levelled fields a few feet lower than adjoining roads can be seen.

Back in the 50s and early 60s, trainspotters at Northampton would have noted loaded ironstone trains and their empty return workings, nearly all Stanier 8F-hauled, bewilderingly arriving from all directions. One might have expected that the ironstone was being taken to the nearby massive Corby steelworks but it could be travelling to steelworks just about anywhere in England or Wales.

I used to see such an ironstone train which ran with empty iron ore tipplers from Blisworth exchange sidings at about 1.35 pm (weekdays) along the Stratford & Midland Junction route as far as Byfield ironstone sidings, where it collected loaded tipplers. It would be powered by a Northampton (2E) 8F, quite often the since-preserved No. 48305.

Star Consol

This 8F was a 'star consol' with balanced weights allowing it to run on faster freights. It was often used by 2E for a short mad dash along the West Coast main line from Blisworth to Weedon with chalk wagons during a sufficient gap between the expresses and fitted freights. It would return running tender first equally rapidly. Incidentally the crew, including guard, would sign on at Blisworth and not Northampton MPD. There was still a single link signing on there, a relic from much earlier times when there was a small sub-shed at Blisworth.

Along the SMJ at Blakesley, baton tokens would be exchanged at the maximum speed allowed, regular signalman Tommy Townsend being particularly skilled at these rapid exchanges, then the regulator would be opened up to get a good run at the long 1-in-101 climb towards Moreton Pinkney. On the return run from Byfield, arriving back at Blisworth around 4pm, a stop to pick up ironstone loaded tipplers that had come from Charwelton quarry would take place at Woodford West sidings. Eventually the tipplers would leave Blisworth at around midnight and travel to the Shelton Steelworks at Etruria, Stoke-on-Trent. Byfield quarry and more frequently Charwelton quarry also sent tipplers to J Summers & Sons Steelworks at Hawarden Bridge via the Great Central line, and occasionally sent tipplers to South Wales steelworks via the SMJ.

Good luck to the Northampton & Lamport Railway for it projected ironstone tippler project.

Dick Bodily, email

Museum should get back to basics not play politics

I MUST convey my disgust at the conduct of the National Museum of Wales over its views on the slave trade and railway development in Wales (News, issue 292) and express my total support for the stated views of Robert Poll, founder of the Save Our Statues campaign.

In 1986, I visited the museum's site in Cardiff Bay only to find that its most neglected locomotive was Hudswell Clarke 0-6-0ST No. 544 of 1900, a beautiful and unique inside cylinder 0-6-0ST built to a design later used by the Cardiff Railway (and sadly desecrated by the GWR as Nos. 681-4 by conversion to pannier tanks).

When I questioned the curator about the locomotive's plight, he made no apology for the state of the locomotive and said (I quote) "we need something for the children to play on" (even then the health and safety people would have had a fit!).

Since those days, the loco has moved to Big Pit but substantially nothing has been done on its restoration (including the portions of the mainframes that were 'butchered' to enable its movement to Cardiff in the first place) and it has just been left to rust.

Quite frankly, the worthies of the NMoW should focus their minds on spending time and resources on restoring and looking after important relics of this status rather than playing silly politics of the type that we are seeing here. If not, they should make way for people who are fit to hold office.

Mark Smiths, email

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Warship diesel nameplate mystery

WHILE working in the USA some years ago I was able to purchase a locomotive nameplate from Class 41 Warship D604 *Cossack*.

I believe it is one of a number of nameplates purchased by an American restaurant chain called Victoria Station Restaurants which subsequently went out of business.

At the time I wrote to the National Railway Museum to see if it had the other one in the museum. It responded by saying no but advised that they were aware that Pete Waterman had recently acquired a *Cossack* nameplate.

What I am not sure about is if the one I purchased back in 2000 is genuine and not a replica. Does anyone know the whereabouts now of the two nameplates from *Cossack* or is mine the genuine article? One of the letters is not perfect on the nameplate I have but of course I do not know what the other one looks like.

Grant Lovett, Bradford on Avon, Wiltshire

Pre-order Issue 294: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

A Bulleid would of course always be perfectly at home on a bluebell railway, as seen here. However, West Country 4-6-2 No. 34028 *Eddystone* is seen in action at Norden on the Swanage Railway on April 24, and not at Sheffield Park as the blooms suggest! ANDREW PM WRIGHT/SWANAGE RAILWAY

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: Weds-Suns + Tues from June 7, sch hols.**

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254. **Running: Weds, June 4, 5.**

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: Suns + B/Hs.**

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: Reopens May 8, days TBA.**

Isle of Wight Steam Railway
Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204. **Running: Tues-Thurs, W/Es, B/Hs + Mons from June 6**

Kent & East Sussex Railway
Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155. **Running: Tues-Thurs, W/Es, B/Hs.**

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: Tues, Weds, W/Es, B/Hs, sch hols + May 20 &Tues from June 7.**

Mizens Railway
7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922. **Open: Suns.**

Old Kiln Light Railway
2ft gauge, ¾ mile. Farnham, Surrey. **Running: W/Es.**

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 + June 25.**

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.**

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: Tues-Thurs, W/Es, B/Hs.**

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: Thurs-Sun, B/Hs, sch hols.**

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417. **Running: W/Es, BHs + Weds from May 25.**

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752. **Running: June 26.**

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597. **Running: TBA.**

Lappa Valley Railway
7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317. **Open: 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, W/Es.**

Plym Valley Railway
Standard gauge, 1½ miles. Marsh Mills, Plymouth. Tel: 01752 345078. **Running: Suns + May 14, 28, June 4.**

Seaton Tramway
2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375. **Running: Daily.**

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

Somerset & Dorset Railway
Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY.
Tel: 01761 411221
Running: Suns + May 21, 28, 30, June 1, 3, 4.

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: Tues, Weds, W/Es, B/Hs, sch hols,Thurs from June 2 + June 10.

Yeovil Railway Centre
Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.
Open: Suns. Trains: May 22, June 5, 19.

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: Suns, B/Hs, sch hols + May 14, 21, 28.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: W/Es & Weds.
Running: May 28, 29, June 1, 4, 5, 19.

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: Weds, W/Es, B/Hs.

Mid-Suffolk Light Railway
Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.
Open: Suns, B/Hs. Running: May 28, 29, June 5, 12, 19, 26.

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, + May 14, June 3, 18.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067
Running: May 1, 2, 8, 14, 15, 22, June 3, 4, 18, 19.

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 (closed May 28, 29), 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: May 21, 22, June 11, 18, 19.

Leighton Buzzard Railway
2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888
Running: Suns, + June 2-4.

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: June 11.

Amerton Railway
2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.
Running: W/Es, B/Hs + June 1.

Apedale Valley Railway
2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.
Running: W/Es, B/Hs.

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 + June 1.

Cambrian Heritage Railways
Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys). Oswestry and Llynclys, Shropshire. Tel: 01691 728131.
Running: Suns (W/Es from June 4), B/Hs.

Chasewater Railway
Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.
Running: May 14, 15, 21, 22, June 3-5, 18, 19, 25, 26.

Steam returned to the Llangollen Railway for the first time for the 2022 season during the Easter bank holiday weekend. Visiting from the Telford Steam Railway until the autumn, GWR 0-6-2T No. 5619 in BR black livery heads a rake of matching Mk.1 suburban stock as it waits to depart Carrog with the 2pm service for Llangollen on April 16. MARTYN TATTAM

Pre-order Issue 294 Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

NELPG's Q6 0-8-0 No. 63395 had its first outing of 2022 on the North Yorkshire Moors Railway after a prolonged period out of traffic for mechanical overhaul. It is seen in fine form piloting BR Standard 4-6-0 No. 76079 on the 10.30am Grosmont to Pickering service on April 18. MAURICE BURNS

Churnet Valley Railway
Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.
Running: Weds, W/Es + June 3.

Crich Tramway Village
Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321
Running: Sats-Thurs.

Dean Forest Railway
Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.
Running: Weds, W/Es, B/Hs.

Ecclesbourne Valley Railway
Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.
Running: Tues, W/Es, B/Hs + June 17.

Echills Wood Railway
7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.
Running: Suns, Weds & Fris during sch. hols + May 13, 14.

Evesham Vale Railway
15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.
Running: W/Es, B/Hs + June 1.

Foxfield Railway
Standard gauge, 5½ miles. Blythe Bridge, Staffs. Tel: 01782 396210.
Open: W/Es. Running: TBA.

Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs, W/Es, B/Hs + May 27.

Great Central Railway
Standard gauge, eight miles. Loughborough, Leics LE11 1RW. Tel: 01509 632323. www.gcrailway.co.uk
Running: Weds, W/Es, + May 27, June 2-5, 18, 19, 26. Further dates TBA.

Midland Railway – Butterley
Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: W/Es + May 2, June 3.

Northampton & Lamport Railway
Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.
Running: Suns + June 4.

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: Closed UFN.

Peak Rail
Standard gauge, four miles. Matlock, Derbyshire. Tel: 01629 580381.
Running: W/Es in May then TBA.

Perrygrove Railway
15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.
Running: Tues, Thurs, W/Es, B/Hs, sch hols + June 1.

Rocks by Rail
Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.
Open: Tues & Thurs. Running: May 15, 29, June 3, 5, 19.

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: May 14, 29, June 25.

Severn Valley Railway
Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.
Running: Weds-Sun, B/Hs, sch hols.

Statfold Barn Railway
2ft gauge, one mile. Tamworth, Staffs B79 0BU. Tel: 01827 830389.
Running: June 11, 12, 26.

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 + June 2-4.

Toddington Narrow Gauge Railway
2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.
Running: May 15, 22, 29, June 12, 19, 26.

NORTH WEST

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs. Tel: 0333 320 2830.
Running: Weds-Suns.

Eden Valley Railway
Standard gauge, 2½ miles. Warcop, Cumbria. Tel: 01768 342309.
Running: Suns + June 2-4.

Great Laxey Mine Railway
19in gauge, ¼ mile. Laxey, Isle of Man. Tel: 01624 862007/670386.
Running: Sats.

Groudle Glen Railway
2ft gauge, ¾ mile. Isle of Man. Tel: 01624 670453.
Running: Suns + Weds from June 15.

Heaton Park Tramway
Standard gauge, ½ mile. Manchester. Tel: 0161 740 1919.
Running: W/Es.

Isle of Man Steam Railway
3ft gauge, 15½ miles. Douglas, Isle of Man. Tel: 01624 662525.
Running: May 11-16, Daily from May 18.

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: Daily.

Ravenglass & Eskdale Railway
15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.
Running: Daily.

Ribble Steam Railway
Standard gauge, 1½ miles. Preston, Lancs.
Tel: 01772 728800.
Running: Sats in May then TBA.

South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.
Running: W/Es, B/Hs + May 17, June 13, 21

Stainmore Railway
Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.
Open: Suns + June 18.

Threlkeld Quarry & Mining Museum
2ft gauge, ½ mile. Threlkeld, Cumbria.
Tel: 01768 779747.
Open: Tues-Sun + Mons during sch hols.

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.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.
Running: May 14, 21, 28, June 18, 25.

Bowes Railway
Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.
Open: May 28, 29, June 25, 26.

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: Tues, W/Es.

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: Weds, W/Es, sch hols + Thurs & Fris from June 9.

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: May 22, June 4, 5, 19.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0845 680 1758.
Running: W/Es, B/Hs.

North Tyneside Railway
Standard gauge, two miles. North Shields.
Tel: 0191 277 7135.
Running: May 15, 22, 29 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: Suns + June 2-4.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Co. Durham.
Running: Closed UFN.

Vale of Rheidol Railway 2-6-2T No. 8 *Llewellyn* heads the first train of the new season on March 26. JOHN R JONES/VOR

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.
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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.
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Pre-order Issue 294: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Rewarded with the Heritage Railway Association's top honour, the Peter Manisty Award for Excellence 2022 (as reported in issue 291), the Talyllyn Railway, the world's first volunteer-run heritage line, has embarked on its 71st season. Seen pulling into Rhydyronen on February 19 is 0-4-2ST No. 4 *Edward Thomas*. NATHAN SPENCE/TR

Wensleydale Railway

Standard gauge, 22 miles. Leeming Bar, North Yorkshire. Tel: 01677 425805.
Running: Weds, W/Es, B/Hs, Tues from May 25 + May 27, June 24.

Whistlestop Valley Railway (Kirklees)

15in gauge, four miles. Huddersfield, West Yorks. Tel: 01484 865727.
Running: W/Es, B/Hs, sch hols + June 17, 20, 24, 27.

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: Tues-Thurs, W/Es, sch hols.

Barry Tourist Railway

Standard gauge, two miles. Barry, Vale of Glamorgan. Tel 01446 748816.
Running: Closed UFN.

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.
Running: Sats + June 2, 3, 5.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
Running: Tues-Thurs, W/Es, sch hols.

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: Weds, Thurs, Suns, B/Hs + May 30.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Suns-Fris then daily from May 22.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile. Cynheidre, Carmarthenshire. Tel: 07956 082305.
Running: May 14.

Llangollen Railway

Standard gauge, 10 miles. Llangollen, Denbighshire.
Tel: 01978 860979.
Running: Weds-Suns + Tues from June 7.

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: W/Es, B/Hs, sch hols + Fris from June 3.

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: Weds, W/Es, B/Hs, sch hols + Tues & Thurs from June 7.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.
Running: Daily.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles. Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: Tues-Thurs, W/Es, B/Hs, sch hols + May 20.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.
Running: Tues, W/Es, B/Hs + May 27.

Caledonian Railway

Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.
Running: May 28, June 4, 5, 11, 12, 19, 26.

Doon Valley Railway

Standard gauge.
Dunaskin, Ayrshire.
Running: May 29, June 19, 26.

Keith & Dufftown Railway

Standard gauge, 11 miles.
Dufftown, Banffshire.
Tel: 01340 821181.
Running: W/Es + Fris from June 3.

Lathalmond Railway Museum

Standard gauge, ½ mile. Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.
Tel: 07379 914801.
Open: 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: June 19.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.
Running: Thurs-Suns.

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.
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Running: May 28, June 4, 19.

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PART FIVE
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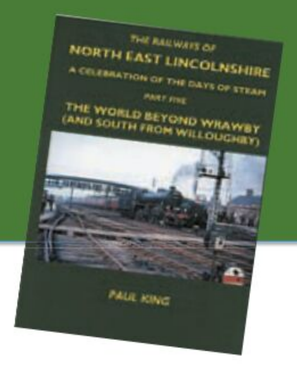

The Railways of North East Lincolnshire, A Celebration Of Steam, Part Five -The World Beyond Wrawby concludes the story of railways in the north eastern part of Lincolnshire with a review of the lines serving the area. Covered are the lines west from Wrawby Junction and south from Willoughby as far as Boston. The lines to Skegness, Horncastle, Spilsby, Bardney and Kirkstead-Little Steeping are also featured. The book ends with pictorial chapters covering Immingham locos working outside of the area and a collection of photographs omitted in earlier books due to lack of space. Available at Immingham Model Railway Show, 14th/15th May or by post 17th May.

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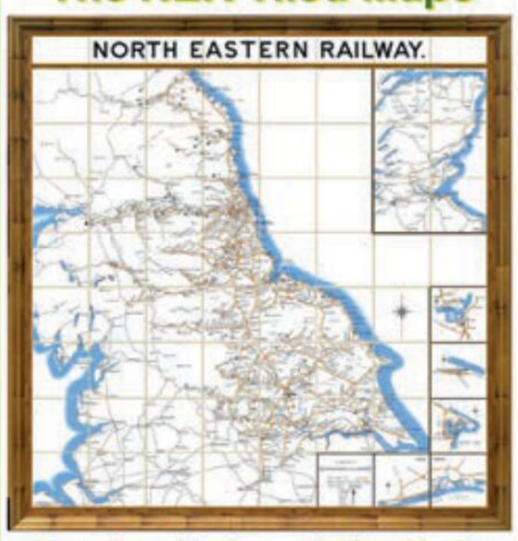

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Standard fayre: Class 4MT 2-6-0 No. 76079 approaches Levisham station – and the sound of whistle-imitating game birds – with the North Yorkshire Moors Railway 10am Whitby to Pickering train on April 9. BARBARA PRINCE

This lineside pheasant was determined not to hang around for too long at Charlie's Gate, as the 11am departure from Bodmin Parkway behind Bagnall WD Austerity 0-6-0ST No. 75178 approached. IAN HIGGINS/BWR

Birds that are game for a steam engine whistle

STARLINGS are said to be expert mimics, especially of other bird calls and such sounds as telephone ringtones and car alarms, but a recent visit by *Heritage Railway* contributor Geoff Courtney to the North Yorkshire Moors Railway, unearthed another winged mimic – game birds.

He explains: "My wife and I were walking through Cropton Forest at the back of Levisham station last month and, as usual, I was on alert for the sound of passing steam trains. I kept thinking I could hear locomotive whistles, but having a timetable to hand I realised nothing was due.

"Then we cottoned on that it was the call of game birds, which at this time of year are very active and noisy in such areas. The forest is so peaceful that sounds are easily picked up, and I am only half-joking when I say that we reckon game birds are imitating the whistle of steam locomotives, which they would often hear as they approached the station.

"I'm not sure they have the ability to imitate the LMS 'hooter' type whistle, they're more like the LNER variety. I also reckon a chime whistle of an A4 would be a real challenge for them."

Swanage Railway's Bird's Nest flies off to new location

THE Swanage Railway's Bird's Nest Buffet has flown off, despite a petition by a local resident and former staff member Laura Roberts.

The buffet has for long run in a Mk.1 coach parked at the buffer stop at Swanage station.

However, the heritage line has now moved it to Corfe Castle station after replacing it with a refreshment kiosk in the booking hall.

Laura said: "The Bird's Nest Buffet provided a clean, safe and happy environment for everyone in the town, and anyone visiting the town, to enjoy a mug of tea and watch the steam locomotives go past the window."

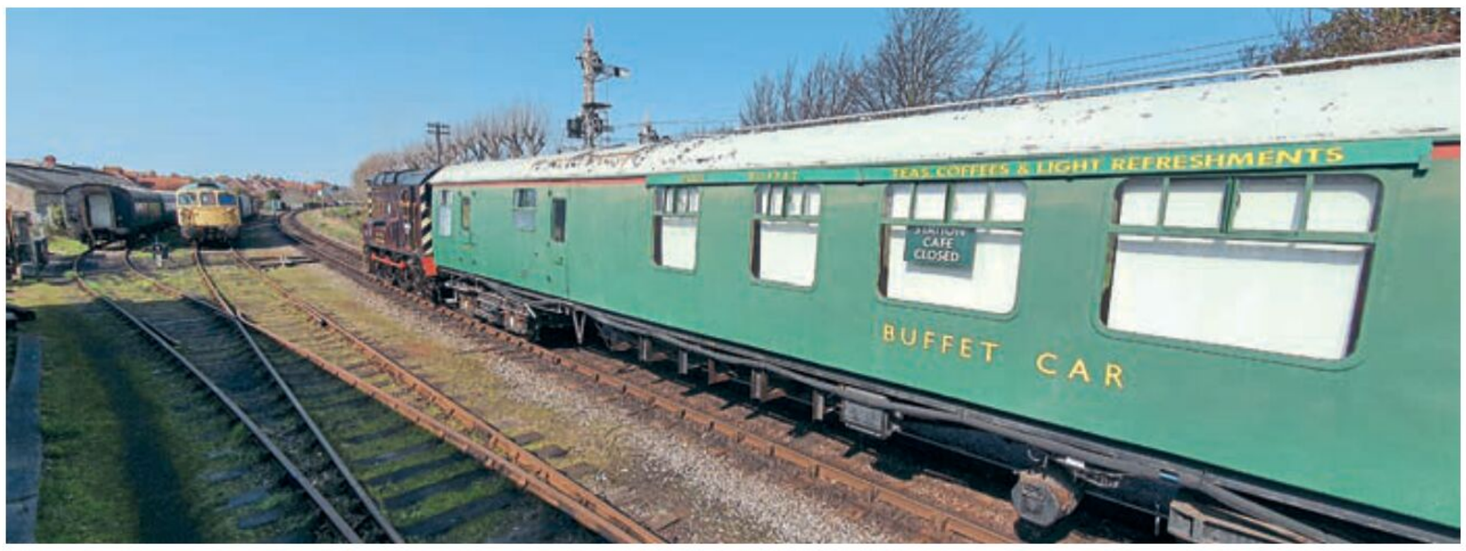
A decade ago, a special platform was built for the Bird's Nest Buffet allowing customers to sit either inside the carriage or on tables outside.

However, Swanage Railway chairman Gavin Johns, a volunteer signalman on the heritage line, said: "While we appreciate the views of the petitioners, the new Swanage station kiosk cafe meets the needs of our customers and moving the Bird's Nest to Corfe Castle station will offer improved facilities that will be greatly appreciated by our customers.

"Swanage has many catering outlets that compete with the Bird's Nest so we decided to relocate the facility to Corfe Castle – where there is no catering facility – to meet the needs of the visitors to our heritage station and museum, the village and the castle ruins. The new Bird's Nest at Corfe Castle will offer the same facilities as it did at Swanage.

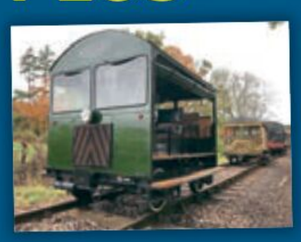
"The Bird's Nest at Swanage station closed at the start of the 2020 pandemic and it was not possible to reopen it while Covid restrictions were in place because of the carriage's internal configuration.

"In the meantime, we were able to open a Covid regulation-compliant kiosk cafe operation in the spacious booking hall at Swanage station, that now serves our customers."



Left: The Bird's Nest Buffet is moved out of Swanage station and relocated to Corfe Castle on March 24. GEOFF TRIM/SR

NEXT ISSUE
Issue 294 out June 10
On a family holiday in Costa Rica, John Titlow set about tracking down the country's seven surviving steam locomotives.

PLUS

A Century Of Wickham Trolleys
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- Amman City tour

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