



**SPRING'S NEW DAWN
AT WEST SOMERSET**

**FIRST NUDIST TRAIN
ON UK HERITAGE LINE**

ISSUE 294 June 10 – July 8, 2022

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■ **MOORS STEAM TRAM MAKES BRUSELS VISIT A CENTURY ON** ■ **LLANGOLLEN RUNS
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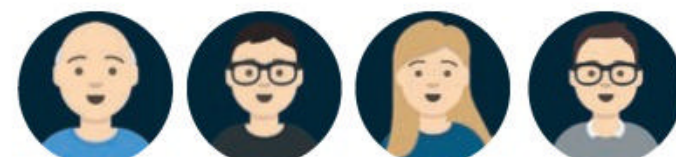
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BR Standard Class 5MT 4-6-0 73082 *Camelot* departs from Horsted Keynes with the 2.15pm Sheffield Park-East Grinstead service on May 30 during the Bluebell Railway's 'Road Meets Rail' event. GRAHAM NUTTALL

Get in before the start!

EDITORIAL

Editor Robin Jones
rjones@mortons.co.uk
Staff Writer Owen Hayward
ohayward@mortons.co.uk
Senior Contributors
Geoff Courtney, Cedric Johns,
John Titlow

Contributors

Hugh Dougherty, Pete Kelly,
Roger Melton, Brian Sharpe
Designer Tim Pipes
Production editor
Lucy Wood
Publisher Tim Hartley

Editorial address

Heritage Railway magazine,
Mortons Media Ltd, PO Box 99,
Horncastle, Lincs LN9 6LZ
Website
www.heritagerrailway.co.uk

ADVERTISING

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

CUSTOMER SERVICES

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

DISTRIBUTION & PRINTING

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161 Marsh Wall, London E14 9AP
0203 787 9001
Printing
Acorn Web Offset Ltd,
Normanton, West Yorkshire.

MORTONS MEDIA GROUP LTD

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

ARCHIVE

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

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MANY readers will no doubt share my profound dismay at the decision made in late May by the Planning Inspectorate to allow an appeal by a developer which will lead to the demolition of the Midland & Great Northern Joint Railway's Bridge 234 in the Lincolnshire town of Bourne (see News, page 24).

This classic 1980-built overbridge is (and maybe was, by the time this edition hits the streets) the sole significant publicly-accessible railway-built structure left in Bourne from its days as a four-way junction.

At a time when we are making big plans to mark the bicentenary of the Stockton & Darlington Railway, which worked a global transport revolution as the world's first steam-operated public railway, the last vestiges of a system that shaped modern-day Bourne are being finally erased.

But 'not quite', says the developer of a new 373-home estate in the town's Elsea Park. It will use the bricks to create a piazza in a 'pocket park' and children's play area to mark where the bridge – once a definitive gateway to the town – once stood, and there will be a sign to inform passers-by of that fact.

How on earth can that truly be described as conservation, an increasing number of townsfolk have asked? Surely the core essence of any historical monument is its shape, design, and position, and not the bricks it is made of?

As we reported in issue 285 of *Heritage Railway*, at a South Kesteven District Council planning meeting in September, eight out of nine elected members from throughout the political spectrum voted to refuse permission for the pocket park on the grounds that the developer's plans for it did not go far enough to protect its heritage.

In other words, the plans would involve knocking the bridge down.

To me, those eight councillors are not only

heroes of heritage, but also of local democracy.

The Government inspector criticised them for going against the advice of the local authority's planning officer, as the council had months before agreed in principle to the bridge's removal. Since then, thanks to campaigning by the excellent Bourne History Group, far more local residents became aware of the bridge, which for decades had been entwined in the rampant growth of an unofficial wildlife haven. Once they 'rediscovered' it, 2000 people signed a petition to save it, and many offered their services for free to maintain it should the chance arise.

At that meeting, those eight councillors were representing the wishes of the enlightened electorate, as further and better particulars had emerged since the council's original indication. In short, they were Doing Their Job. Sadly, the inspector has also seen fit to award the costs of the appeal against the council because of their voting.

There is an underlying major lesson here, not only for the whole railway heritage sector but also for any individual or group who considered that a particular structure, artefact, or landscape feature of any type should be saved for future generations. If you see it, get your story in there first. Before the site in question is sold, or a developer prepares any application for outline planning permission, research the object to the full, and then let everyone know that it needs to be preserved. Email district, town and parish councillors and your MP, send your representation by recorded delivery to the responsible council, and maybe inform the local press if a threat to the feature arises.

If you sit back and let a planning application take its course, you run the risk of being too late. As we in this sector know all too well, once heritage is lost, we are all the poorer for it.

Robin Jones Editor

ISSUE 294

June 10, 2022 – July 8, 2022

News



8

Headline News

6

- Welsh coal supply chain given reprieve – but only for now
- Four cheers for KESR as ‘Terrier’ No. 70 *Poplar* returns and summer visiting locomotives are announced
- Nudist dining service also planned for Tenterden line
- The Queen’s Platinum Jubilee marked across UK heritage railways



12

News

12

- First test train runs into new Llangollen Corwen station
- Latest Tallylyn biomass fuel trials offer promise
- Moorsline tram *Lucie* returns home to Brussels for museum anniversary
- Welshpool celebrates with multi-gauge ‘Beyer Bash’
- £500k appeal for Bridgnorth yard upgrade project
- Three Brazils for the first and last time at Sittingbourne
- Swanage diesel gala comeback
- Ardingly: Planning application lodged by autumn?



58

Main Line News

56

- *Sir Nigel Gresley* comeback trip replays 1967 tour
- Pathfinder aims to offer wider range of traction
- *Earl of Mount Edgcumbe* set for summer return

With Full Regulator

62

In his latest column, Don Benn looks at some of the loco performance on the Railway Touring Company’s Great Britain X1V tour.



CONTENTS: Bulleid West Country light Pacific No. 34046 *Braunton* is seen working the Saphos Trains northbound ‘Settle & Carlisle Fellsman’ at Helwith Bridge on May 18. The photographer made a few trips down to Bournemouth with *Braunton* in 1964 when he was a Nine Elms fireman. “It’s great to see here back in action,” he said. DAVE WILSON
COVER: In its purple livery and running as No. 70 *Elizabeth II* to celebrate The Queen’s Platinum Jubilee, Bulleid 4-6-2 No. 34067 *Taw Valley* heads out of Highley on its second run on May 14. JOHN TITLOW

Regulars

Subscribe Today
Centre

66

On its second run since overhaul, BR Standard 7MT 4-6-2 No. 70000 *Britannia* passes Onibury with Clee Hill in the background.



54

Main Line Itinerary
Steam and heritage diesel railtours

61

Railwayana

68

Geoff Courtney’s regular column

Off the Shelf

92

Latest book and DVD releases

Platform

94

Where your views matter most

Up & Running

96

Your guide to railways running in June and July

The Month Ahead

106

Features

Beach life... West Somerset style!

Open throughout again, the West Somerset Railway’s hugely successful May 5-8 Spring Steam Gala showcased the best of one of Europe’s top coastal heritage lines. Robin Jones reports on how Britain’s longest standard gauge heritage line is overcoming problems of recent years as this cornerstone of the local tourist economy moves ahead.



44



72

Manx spring steam adventure

Charter organiser David Williams reports on the recent photographic trip to the Isle of Man, where he found its railways in excellent shape.



82

Getting Trolley-d

With the centenary of Wickham's first rail vehicle in April, Owen Hayward takes a look at these quaint vehicles and their prominent place on our heritage lines today.

Models



Model News

76

Bachmann's model of McAlpine tribute loco, Rapido's new run of Dynamometer car in OO, and Dapol's Severn Valley Gronk in O.



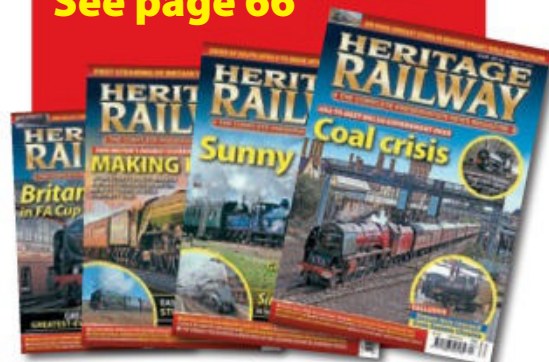
Aspinall's 'Lanky tanks' 78

Pete Kelly looks into the history of the 2-4-2 radial tank locomotives and history of the Lancashire & Yorkshire Railway, with Bachmann's OO-scale version about to be released in glorious L&Y lined black this summer.

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See page 66



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The land that all but forgot its railway heritage

The central American country of Costa Rica has seven surviving locomotives from its steam era. John Titlow set out to track them all down, reporting in words and pictures.



88



Above: As it was and is now, 'Terrier' 0-6-0T No. 70 *Poplar* in a photograph believed to have been taken in July 1880, showing the livery and name it carried for the first 29 years of its long life – and is carrying again today. COL STEPHENS MUSEUM

Left: Hunslet 0-6-0ST No. 15 *Hastings*, which has returned to the Kent & East Sussex Railway for working summer services 57 years after it last steamed on the line. MIKE HART

Not three but four cheers for KESR as 'Terrier' makes return to the past

By Geoff Courtney

THE Kent & East Sussex Railway is approaching the summer tourist season with four causes for celebration – the return of a much-loved A1X 'Terrier' in a livery it has not carried for more than 120 years, and the arrival of three other locomotives to help out with a busy schedule.

While the trio of new arrivals is good news for the operating department, it is doubtless the return of the 'Terrier' that has heartened staff and volunteers the most, for the KESR has had these locomotives at its very core since the original line opened in 1900, when Queen Victoria was on the throne and the Marquess of Salisbury was her prime minister.

Delight at the return of the A1X in its original guise at No. 70 *Poplar* is also boosted by the fact that the 0-6-0T is 150 years old this

year, making it one of the oldest former BR locomotives operating in preservation today, and will thus be at the heart of the 150th anniversary galas being held this spring and summer.

No. 70 emerged from the LBSCR's Brighton Works in December 1872 as one of the first in the class and was named *Poplar*, so following the company's practice of naming its locomotives after places it served.

After operating London suburban trains for nearly 30 years it was sold in 1901 for £650 to the then newly-opened Rother Valley Railway, which changed its name to the Kent & East Sussex Railway three years later, and was renumbered '3' and renamed *Bodiam*. It remained there for more than 50 years until, following the line's closure by BR to passenger traffic in 1954, it was transferred to St Leonards (74E) and ended its days

as No. 32670 on the Hayling Island branch line.

Service life

Withdrawal came in November 1963 after a service life of nearly 91 years, but that was not to be the end for the little locomotive. It was saved for preservation and within five months had returned to the Kent & East Sussex Railway, which was being reborn as a heritage line.

It re-entered service in 1974 when the line was partially reopened and enjoyed considerable popularity, but in January 2017 it was withdrawn on the expiry of its 10-year boiler certificate.

Its joint owners, the Terrier Trust and the KESR, launched a successful appeal to raise £150,000 to fund overhauls of both No. 70 and classmate No. 2678 (BR No. 32678), which is also based at the railway and returned to steam last year.

The overhaul of No. 70 was carried out at the North Norfolk Railway's Weybourne works, and last month the 0-6-0T returned to the KESR for repainting in LBSCR 'improved engine green' with ornate lining and lettering and carrying its original No. 70 and *Poplar* name. It was in this guise that it entered traffic in 1872 and was last seen in 1901.

At a ceremonial unveiling of *Poplar* at Tenterden Town station on May 31, ahead of the locomotive's return to service two days later, Terrier Trust chairman Tom White told the assembled staff, volunteers, media and invited guests: "Terriers' and other historical steam engines deserve to be more than just preserved static displays.

"We, along with so many others, believe that this aspect of our heritage is transformed by being seen and experienced when in steam.

"We are therefore truly grateful for the generosity of all the donors – in particular the Garfield Weston Foundation, the staff of North Norfolk Railway engineering, and the dedicated volunteers and staff at the KESR for helping to make this possible."

KESR chairman Simon Marsh said: "*Poplar* was first purchased by the KESR in 1901 and has worked this line almost continuously ever since. It is therefore wonderful to have this iconic locomotive back to service in time to celebrate both the 150th anniversary of her class and The Queen's Platinum Jubilee. We are certainly fortunate to have not one but two of the last surviving 'Terriers' available."

Welcome help

The three other engines giving the railway welcome help on summer services are LNER J27 class 0-6-0 No. 65894, Hunslet 0-6-0ST No. 15 *Hastings*, and No. 75008 *Swiftsure*, another Hunslet 0-6-0ST which, as reported in last month's issue, is expected to remain at the railway until at least the end of the year.

No. 65894 was built at Darlington in September 1923 and on withdrawal from Sunderland (52G) in September 1967 was saved from the cutter's torch at a cost of £1400 by the North Eastern Locomotive Preservation Group, which is still its owner. It is scheduled to arrive at Tenterden on July 11 and return to its North Yorkshire Moors Railway home on September 9.

KESR general manager Shaun Dewey said: "As part of the national 'levelling-up' strategy we will be delighted to welcome No. 65894 for its first visit to South East England. It is an ideal locomotive for us and will be a great attraction to customers and



Snow use: As a reminder that the north of England climate can be cold even as spring approaches, J27 class No. 65894 sports a rather rudimentary but doubtless effective snowplough at York in March 1964. The 0-6-0, which was saved by the North Eastern Locomotive Preservation Group after its withdrawal in September 1967, will move south to the KESR next month to help out with the line's busy summer schedule. TRANSPORT TREASURY/JACK KIRKE



Testing times: Kent & East Sussex Railway A1X 'Terrier' No. 70 *Poplar* on test with a rake of Victorian carriages on May 27 after completion of an overhaul, during which it returned to its original name and livery last seen in 1901. Behind the 0-6-0T is the railway's vintage carriages set, the oldest of which is the penultimate coach, a four-wheeler built in 1884 by Ashbury Railway Carriage & Iron Co of Manchester for the Metropolitan District Railway. ALAN CROTTY

crews alike. Our thanks go to NELPG and our local guest engine club for making this happen."

No. 15 *Hastings* has returned to the KESR no fewer than 57 years after it last steamed on the line. Built by Hunslet Engine Co in 1888

(works No. 469) for the Manchester Ship Canal contractor TA Walker, it was originally named *Liverpool*, and is owned by one of the railway's pioneers, Mike Hart. It arrived at the fledgling heritage line in January 1964, and on one memorable

occasion in April the following year ran at Tenterden.

That steaming showed that the boiler was in poor condition and that the engine was in need of restoration, and that has now been completed by Mike, who said: "It is

important we never forget the energy and determination of those early members who drove the preservation of the line forward through its difficult formative years and so enabled us to enjoy the railway we have today."

More than the bare necessities for stripped-down Tenterden dining special!

By Owen Hayward

PATRONS of a Kent and East Sussex Railway dining train on July 2 will be careful not to spill their meals – as the train has been organised by the East Sussex Nudists group of British Nudist, with diners invited to strip off for the journey!

Departing at 7pm, the train will operate one round trip to the line's Bodiam terminus and back, with food options being a choice of chicken curry, bangers and mash, or a vegetarian take of each.

KESR commercial manager André Freeman said: "We were approached to see if we'd be prepared to host a private steam-hauled evening charter train for BN. The customer was reassured by our 'welcoming and non-judgemental response', while we were very impressed by their professional approach to all aspects of the event.

"BN members manage all manner of visits to a wide range of venues

each year and are consequently very well organised. It's really important to us here at the KESR that everyone has the opportunity to enjoy our railway and feel welcome."

Changing perceptions

André added: "We think many people believe that being naked in public is unlawful, but that's entirely due to a lack of understanding: there is no offence of nudity in English law.

"Were that the case, BN wouldn't exist and thousands of people wouldn't cycle naked through towns and cities each year!"

Although there have been naked journeys made on London Underground in the past, this event is believed to be the first of its type on a heritage line. The KESR has treated BN as it would any other customer and was happy to give every assistance in the planning proposal, being an organisation that is inclusive, welcoming customers and volunteers from all walks of life.

Keith Palmer, BN's event organiser, said: "While traditionally naturists have enjoyed the facilities of private clubs or nudist beaches, the range of activities available is small; we like to bring naturism into the open and demonstrate to others that we are ordinary citizens who like to do much the same sort of things that the clothed populace do and to encourage integration of the two communities.

"I thought 'why not try for a naturist train ride on a steam heritage line' – a typical tourist thing to do. I therefore approached André at the KESR, from whom I received an immediate and enthusiastic reply. He was very helpful and accommodating, and keen to have such a trip."

BN has clear and thorough protocols for these types of events, with guests bringing and sitting on their own towels. Combined with the KESR's enhanced rolling stock Covid-19 cleaning standards, those

who might be concerned about the phrase 'bums on seats' being taken too literally have no reason to worry.

"In my dealings with the organisers, I have been very impressed by their attitudes and respect for our railway and staff," André added.

Diverse ventures

"KESR has eased our path through this unusual venture, and it is grist to the mill of André's ambition to provide service to all sorts of diverse interests, and we hope it will be a most successful summer evening" Keith concluded.

The crew for the steam locomotive on the day are not expected to be taking part in the proceedings.

➔ For further information about attending this event, contact Keith Palmer on 07798 861467 or email keithpalmer17@yahoo.com. Tickets can be bought via shop.bn.org.uk/collections/july/products/naturist-dining-aboard-a-steam-train

Marking Queen's Platinum Jubilee in style across UK heritage railways

By Robin Jones and Owen Hayward

THE heritage railway sector joined in the nationwide patriotic celebrations to mark The Queen's Platinum Jubilee.

Venues big and small staged their own tailor-made festivities, with the Severn Valley Railway offering a flagship locomotive for the event in the form of Bulleid West Country light Pacific No. 34027 *Taw Valley* repainted, with permission of the Palace, in purple livery and renamed on July 2, the start of the jubilee bank holiday weekend as No. 70 *Elizabeth II*.

Furthermore, the railway allowed free travel to everyone called Elizabeth throughout the four-day celebratory event. "This is all about celebrating the longest-reigning British monarch ever," said Michael Dunn, the SVR's head of visitor experience. The gesture was mirrored on the East Lancashire Railway between May 27 and June 2 and the Chinnor & Princes Risborough Railway on June 2 and 3..

On June 2, SVR locomotives

sounded their whistles at Kidderminster and Bridgnorth as town criers made special Platinum Jubilee proclamations. Evening services transported diners to The Engine House, Highley, for a Beacon Banquet, at which the SVR's beacon was lit at the same time as thousands of others across the world. Stations throughout the country were also decked out with red, white and blue bunting, with tearooms serving Jubilee treats.

The Buckinghamshire Railway Centre decided to close on June 5 to allow volunteers and staff the opportunity to celebrate the Jubilee with family and friends.

Baton relay

The sector's celebrations continued after the bank holiday weekend. During its tour of associated nations and territories ahead of the Birmingham 2022 Commonwealth Games, The Queen's Baton Relay will be travelling on the Severn Valley and Talylyn railways in the final days of its 294-day long journey.

During its five-day stint in Wales,

the baton will arrive at Tywyn Wharf on the Talylyn – the world's first volunteer-run heritage line which itself is celebrating 70 years of excellence after being awarded the Heritage Railway Association's top accolade the Peter Manisty Award earlier this year – on June 29, from where it will travel on a special train as far as Cynfal Halt.

Here the baton will be passed on to some 'Race the Train' runners to continue the journey to Rhydyronen, before it rejoins the train for the next leg to Abergynolwyn.

TR general manager Stuart Williams said: "We were approached by The Queen's Baton Relay (QBR) to incorporate a trip on the railway as part of the route – which we now have. We are involving the local community and schools as it arrives in Tywyn.

"It is a great honour to be involved with the QBR and provide the first piece of travel by steam on the 90,000-mile journey the baton has travelled around the commonwealth."

The special train will not be available for passengers, but members of the public are encouraged to wave at it as it makes its way up the Fathew Valley.

Just under a month later, on July 23, the baton will arrive at Kidderminster on the Severn Valley Railway to be welcomed by a guard of honour comprising the line's volunteers, and will travel behind No. 70 *Queen Elizabeth II* to Bridgnorth.

A limited number of seats aboard the train, plus access to viewing areas at the two stations, will be available to the public and line's volunteers in a free ballot at svr.co.uk/QueensBatonRelay

SVR managing director Helen Smith said: "We are delighted that the Birmingham 2022 QBR organisers have chosen the SVR for this very high-profile visit in the run-up to the Commonwealth Games."

The journey across the SVR will also begin its Summer of Sport season of six weeks of sport-themed activities.

→ A special feature on the best of the Platinum Jubilee action will appear next issue.

Leeds pupils celebrate with Middleton tree planting

LOCAL primary schoolchildren have planted seeds for preservation at the Middleton Railway to commemorate The Queen's Platinum Jubilee.

Youngsters from Low Road and Windmill Music Federation, based in Hunslet and Belle Isle, and supported by Opera North, were invited to plant a tree at the world's oldest working railway.

The railway's vice president, Ian Smith, explained to them how they could be railway volunteers of the future, emphasising the important part railways have played in the mining and industrial history which has shaped the city. After planting the tree, a Photinia Red Robyn, with the

help of the line's volunteer gardener, Mick Jackson, the children were taken by train to Middleton Park in a rake of coaches hauled by Peckett 0-4-0DM No. 5003 of 1961 *Austin No. 1*.

Sold to scrap merchant Austins of Dewsbury for use, the locomotive was originally loaned to the Keighley & Worth Valley Railway and then the Middleton. A specially-made headboard bearing 'The Queen's Platinum Jubilee' was placed on it for the trip.

Executive headteacher Andrew Gamble said the connection with the railway came through school governor Janet Auckland, the line's commercial manager.



Pupils from Low Road and Windmill Music Federation enjoyed a ride behind 1961-built Peckett 0-4-0DM *Austin No. 1* following the tree-planting ceremony to commemorate the jubilee at the Middleton Railway. SALLY CLIFFORD

New NRM exhibition showcases unique objects of royal train travel

THE National Railway Museum has launched a new temporary exhibition, called *Royals on Rails*, to mark the jubilee.

Running in the York museum's Highlights Gallery, which overlooks the Great Hall, the exhibition features a selection of unique objects from its collection with a royal connection and runs until September 4.

It includes a programme of royal-themed activities, such as conservation demonstrations and family activities, during which visitors can learn about how the UK's railways have changed during The Queen's 70-year reign.

It also includes a specially commissioned film which explores the link between royal patronage and the development of the railways, and gives visitors a glimpse inside the museum's collection of royal carriages.

The six royal carriages on permanent display in Station Hall include Queen Victoria's grand 1869 saloon and one of Queen Elizabeth's former carriages from the Royal Train. Built during the Second World War, this was designed to give maximum protection to its royal occupants. King George VI and his daughter frequently travelled around the



The conservation team clean Queen Elizabeth II's former carriage inside the National Railway Museum at York. NRM

country to boost morale. To keep them safe on their journeys, the carriage was fitted with armour plating and shutters over the windows.

From 1952, the carriage became The Queen's personal saloon before being replaced in 1977, when it joined the museum collection.

Exhibitions project manager Liv Mills said: "The continued use of rail travel by the royal family marked a growing shift towards how we imagine the monarchy – visible, ceremonial, and travelling in luxury."

A version of the exhibition film is available to view at www.youtube.com/watch?v=lybrQMBAhgQ&t=780s



The bunting is out at Crossing Cottage as No. 70 *Queen Elizabeth II* climbs the last section up Eardington Bank while approaching Bridgnorth on May 27. JOHN TITLOW

Swanage signalman Malcolm crafts two special Platinum Jubilee headboards... in just one week!

A DEDICATED Swanage Railway volunteer crafted two special headboards marking The Queen's Platinum Jubilee – carried on the front of the line's trains between June 2 and 5.

Malcolm Munro, a member for more than 40 years and a volunteer signalman, took a week to make the silver and red wooden headboards.

At the age of 16, Malcolm rode on the last BR train from Wareham to Swanage on the evening of January 1, 1972.

As the branch's tracks were being torn up for scrap that summer, Malcolm made the decision to join the Swanage Railway Society.

He said: "The Queen's Platinum Jubilee is an event of national importance and I wanted to do something to help the Swanage Railway mark the rare occasion in an appropriate, memorable, and special way.

"The jubilee is a major milestone in the history of this country and the royal family in particular, because The Queen is the longest-reigning monarch we have ever had.

"The Queen stands for one element of stability that this country needs at the moment. After the challenges and trials of the Covid pandemic, it's important that we all celebrate and enjoy what we are lucky to have in this country – freedom that the people of the Ukraine are fighting for."



Malcolm Munro with his headboards in front of Bulleid *Battle of Britain Pacific No. 34072 257 Squadron*.

ANDREW PM WRIGHT.

Headboards denoting that trains were a special working, or a special service, were common in the days of steam – the 'Bournemouth Belle' and 'Royal Wessex' being two Dorset trains that carried such headboards on the front of the steam locomotives.

Stations along the railway were decorated with plum-coloured bunting and banners marking the jubilee.

Now a HST set to mark the royal occasion!

FOLLOWING its sell-out limited edition of 1500 OO gauge models of Bulleid 4-6-2 No. 34027 *Taw Valley* in its purple and silver livery as No. 70 *Elizabeth I*, as reported last issue, Hornby has released another product to mark the jubilee.

A new train pack reimagines how a Class 125 High Speed Train unit would have appeared in this celebratory year. It has Class 43 power units in a fictional Platinum Jubilee silver, plus blue trim livery, in the fashion of the LNER before nationalisation, in a train pack that retails at £362.99.

The power car is fitted with a five-pole motor, flywheel, and dual bogie drive. Both the power car and dummy unit are able to accept an eight-pin decoder to allow for control of directional lighting and sound. Six matching six first class and two first class restaurant sliding door Mk.3 coaches are available separately.

The set features No. 43025 *City of Peterborough*, which is in storage and likely to be scrapped, and No. 43022, which still sees regular service on the Great Western network.



The ultimate jubilee 'what might have been': Hornby's new High Speed Train pack. HORNBY

Western Courier becomes Western Queen

A SECOND Severn Valley-based locomotive has temporarily changed its identity to mark The Queen's Platinum Jubilee.

Watched by a crowd of more than 100, the Western Locomotive Association's D1062 *Western Courier* was renamed by SVR managing director Helen Smith as sister D1040 *Western Queen* on the first day of the line's Spring Diesel Festival on May 19.

The original D1040 *Western Queen* was built at Crewe and entered traffic on September 20, being withdrawn on February 27, 1976.

D1040 was the first Class 52 Western locomotive to have a

major accident when, on August 15, 1963, it was involved in a collision at Knowle & Dorridge and three crewmen died.

The association intends to run trains with a commemorate wreath to remember the three crewmen in August this year.



The 'new' D1040 *Western Queen* in action on May 22. WLA



Henry VIII, aka reenactor Andrew Taylor, 60, added his weight to the Bure Valley Railway's jubilee celebrations when he turned up at Aylsham station on May 28. He is seen here alongside 2-6-2 *Blickling Hall*. BVR

Welsh coal supply is handed a reprieve – but with warning

By Robin Jones

THE Heritage Railway Association has welcomed the reintroduction of lump coal supplies from Ffos-Y-Fran, but has warned that there is much more to be done if a long-term supply of steam locomotive fuel is to be secured.

The South Wales mine has ended its suspension of supply to the heritage steam sector after its screening equipment was recommissioned in-house during late May.

However, the reprieve provided to UK heritage railways may be only short-lived, as the mine is currently due to close completely during November.

Details of the resumption of supply were revealed after a meeting by the Heritage Railway Association with the mine on-site during late May.

The association's chief executive, Steve Oates, said: "The availability of Ffos coal again is a huge boost and I know many railways are breathing a sigh of relief. But as it stands, the reprieve is only going to be a temporary one.

"Speaking to the management of the mine, they were clear that they had two existing 'cuts' to finish before it is due to close in November. That might yield about 350,000 tonnes in total, but the majority is set to go to the steel industry in Port Talbot."

The meeting at Ffos-Y-Fran followed an intense period of engagement with decision-makers in UK governments by the HRA.

The association met with Eluned Morgan MS, Minister for Health and Social Services, who has 12 heritage railways in her constituency, on May 27. The cabinet member is committed to take forward heritage rail's case to colleagues in the Welsh cabinet.

The HRA also met members of the Welsh Parliament on May 17 as it strengthened its case for long-term, viable fuel for steam locomotives. The meeting, organised by Senedd Member for Dwyfor Meirionnydd, Mabon ap Gwynfor, brought together key players from several Welsh steam railways.

Armed with facts

The railways came armed with a raft of statistics and information that demonstrated just how important steam locomotives are to the cultural heritage and visitor economy of Wales. It is estimated that the 19 heritage lines in Wales generate £52 million for the Welsh economy each year and attract more than 1.2 million visitors. The lines also directly employ more than 500 people, supported by 3500 volunteers.

Senedd Members were also reminded of the vital role that heritage railways play in Welsh UNESCO World Heritage Sites, particularly the Slate Landscape of North West Wales. The role of heritage railways in Welsh statute such as the Wellbeing of Future Generations Act and the sectors' ability to meet key tourism priorities were highlighted too.

The future supply of steam coal has also been debated in the House of Lords. HRA president Lord Faulkner of Worcester instigated the debate on May 18 when he asked what steps are being taken by the Government to support the heritage steam sector in the light of current coal supply interruption. Heritage railways generate more than £600 million for the UK economy annually and are critical to tourism economy.

The UK is the world leader in heritage rail, with more than 170



The Snowdon Mountain Railway is celebrating the 100th anniversary of Swiss Locomotive & Manufacturing Co 0-4-2T No.6 *Padarn*. The locomotive was originally called *Sir Harmood*, named after the then SMR chairman Sir John Sutherland Harmood-Banner, but was renamed *Padarn* in 1928 after the lower lake in Llanberis, Llyn Padarn. To mark its centenary, schoolchildren from Ysgol Dolbadarn were invited to ride in a heritage carriage behind *Padarn* up the mountain to Clogwyn. SMR commercial manager Vince Hughes said: "The fact that this Swiss locomotive is still operational after 100 years of service can only make you appreciate how well the Victorians constructed them." SMR

heritage railways. The sector attracts more than 13 million visitors a year, directly employs 4000 people, and is supported by 22,000 volunteers.

Parliamentary Under-Secretary of State for Department for Digital, Culture, Media and Sport, Lord Parkinson of Whitley Bay, replied that the Government "... appreciates the unique importance of the heritage steam industry, both in promoting the UK's rich industrial heritage and for the wider visitor economy.

"We acknowledge the difficult circumstances facing the sector in light of the rising cost of coal on the international commodity markets and are in regular communication with the sector to explore how we may be able to assist."

The debate also heard how important obtaining the highest quality coal was to heritage steam, and that the sector produces less than 0.02% of UK carbon emissions despite the large role it plays in the visitor economy.

Mr Oates added: "There are positive signs that UK governments have a growing understanding of just how vital the future of steam traction is to the cultural heritage and tourism economy of the UK.

"We need governments to look sensibly at the controlled extraction of high-quality UK steam coal specifically for responsible, low-volume users like heritage rail as the most sustainable and environmentally conscious solution available right now."

Ribble's new turntable arrival is followed by vandal attack

VANDALS went on a wrecking spree at the Ribble Steam Railway on May 25, only a day after a new turntable was installed.

Intruders attempted to break into the line's museum, but while unsuccessful, they smashed up anything within reach. Carriage locks were damaged, signalbox windows smashed, and a caravan broken into and internally trashed.

The culprits, three male youths, were caught on CCTV that included clear images of their faces and which has all been passed on to the police.

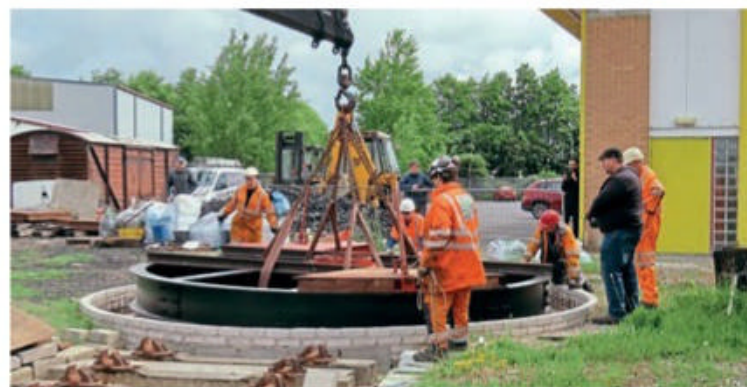
Sadly, less than a week later, further damage was sustained when the

youths returned, this time with a female joining them.

Anyone with information should call 101 and quote log number 1596-25.5.22.

On May 24, a new 156ft turntable was installed, the culmination of two years' planning and construction. The revolving deck sits on 14 rollers and a centralised bearing hub.

The rotating deck was originally built in 1922 for use at Devonport Docks, so its restoration has coincided with its own centenary anniversary. Plans to mark this, along with its rededication, are in hand for later in



The eight-ton turntable being lifted into its pit at the Ribble Steam Railway on May 24. GARY SEVERN/RSR

the year.

Although built as a wagon turntable, it has been calculated that it will also be able to accommodate most of the RSR's industrial locomotives, which will greatly benefit maintenance programmes.

The top decking, perimeter blockwork, and approach rails are

still to be completed before it can be commissioned for use.

The line's 'Waggoners Group' is also restoring a rake of six five-plank wagons to carry dual identities, with some planned to adopt Preston Corporation identities in reference to the huge number of these vehicles once found on Preston Docks.



Gresley A4 No. 60009 *Union of South Africa* on display inside Bury Transport Museum. ELR

Union of South Africa now displayed in Bury museum

JOHN Cameron's LNER A4 Pacific No. 60009 *Union of South Africa* has gone on extended static display at the East Lancashire Railway's Bury Transport Museum.

As revealed in issue 293, the A4 – which has been owned by John since 1967 – is to spend at least a year, maybe longer, inside the museum, which was officially reopened

on May 31. It is the first time that No. 60009, which had been visiting the ELR when it was taken out of traffic on October 4 last year due to faulty boiler tubes, will be available for public access for any length of time at one single site.

East Lancashire Railway's chairman, Mike Kelly, said: "We have enjoyed, over several years, seeing and riding

behind this icon of the rails, one of six surviving A4 Gresley creations.

"Today, we have the unique honour to have been entrusted to host the *Union of South Africa* as it retires from steam and makes its first static appearance for people to admire and enjoy up close and personal.

"Bringing *Union of South Africa* into the museum has required us to make

some changes and we want to take this opportunity to thank our current exhibitors for their support over the years."

John has long hoped to have No. 60009 displayed at a museum he hopes to build at his Fife farm which has so far been refused planning permission by the relevant authorities.

STEAM welcomes the return of popular Swindon Railway Festival

THE Swindon Railway Festival is to return to STEAM – Museum of the Great Western Railway on September 10 and 11.

This year's event will be held in memory of Owen Rees Gibbon, who, along with his brother John, was instrumental in helping to organise the festival, attracting the best model railway layouts and demonstrators to Swindon over the last 21 years.

STEAM's deputy manager, Ian Surtees, said: "Due to the pandemic we have been unable to stage our popular Swindon Railway Festival event for the last two years.

"However, the museum is now looking forward to showcasing the finest model railway layouts and all things GWR once again.

"This year's event will pay tribute to our dear friend Owen, who for many dedicated years worked with staff at STEAM to develop the Swindon Railway Festival and really brought the hobby to life.

"He will be sadly missed when the show returns in September, but we wanted to highlight the significant role he played in making our event everything it is today.

"More than 20 high-quality model railway layouts will be part of this year's event, all of which were specially selected by Owen

before he sadly passed away last year."

Among the layouts on show will be Monksbury (O Gauge by Jon Hewlett) and The Parlour Railway (7mm scale by Peter Boyce).

Visitors will also have the opportunity to view STEAM's three new 2022 exhibitions: 'High Voltage – Electrification of the Western Network'; 'The Diesel Decades'; and 'Changing Trains – the Journey from Broad Gauge to Standard Gauge'.

Admission prices are £14.50 for adults, £9.70 for children, £11 for students and seniors, and under-threes are free. Tickets are on sale at www.steam-museum.org.uk

Elsewhere in the town, an £11 million regeneration scheme to convert the 1876-built Grade II-listed carriage works into a sustainability research facility is now underway.

Network Rail transferred ownership of the works to Swindon Borough Council in a land exchange agreement in 2018 to enable the scheme to take place.

On Historic England's Heritage at Risk register, the works will be turned into modern work spaces. It is already home to the Royal Agricultural University's Cultural Heritage Institute and the Workshed business hub following the first phase of the scheme.

Poppy Line staff win Queen's Award for Voluntary Service

NORTH Norfolk Railway volunteers are to be presented with The Queen's Award for Voluntary Service.

Representatives of the railway, which has about 300 volunteers, will receive the award crystal and certificate from Lady Dannatt MBE, Lord-Lieutenant of Norfolk, later this summer. Two of the volunteers will attend a Buckingham Palace garden party in May 2023, along with other recipients of this year's award from 244 local charities, social enterprises, and voluntary groups.

The highest award a voluntary group can receive in the UK and the equivalent of an MBE, it aims to recognise outstanding work that

benefits the recipients' communities.

NNR managing director Hugh Harkett said: "We are very proud to receive this award. Our volunteers really are the lifeblood of the railway, which is a not-for-profit enterprise, so the support of volunteers is crucial to our survival

and we are delighted that the fantastic contribution they make has been recognised in this way."

The railway is looking for more volunteers to help with welcoming visitors and inspecting tickets, assisting in the gift shops and buffets, and helping to run the dining trains. For more details, email enquiries@nnrailway.co.uk or telephone 01632 82080 (option four, then one).



Royal award winners: Platform staff on the North Norfolk Railway. NNR

Senior posts at Swanage and Wensleydale are advertised

THE Wensleydale Railway is advertising for a new general manager.

The successful applicant to the hands-on position will be responsible for driving through change while protecting and preserving the railway's heritage and respecting the vital role played by the line's volunteers. A key aspect of future success will be fully harnessing the potential of this workforce.

The senior staff role will also be the key interface of the railway with the Office of Road and Rail, and report to the WR plc board of directors while also leading the teams for departments including marketing, finance, engineering, infrastructure, operations, catering and retail to ensure they collectively drive towards the commercial goals of the company.

Delivering quality

The advertised vacancy is looking for "a self-driven, conscientious person with a positive outlook, having a clear focus on high quality, detail, and is sympathetic to the value and significance of (WR's) railway heritage."

Interested parties are invited to apply via admin@wensleydalerrailway.com

The Swanage Railway has also advertised a senior vacancy – that of chief executive officer – also to lead the line through a period of change and to "confirm the position of the railway as one of the premier heritage lines."

Leading the way

The CEO will lead and manage all aspects of the day-to-day operation of the Purbeck Line, ensuring it is safe to operate and commercially successful. The successful applicant takes responsibility for ensuring tasks are completed on time, as well as building and inspiring the team of both paid and voluntary staff to deliver the railway's challenging objectives.

A closing date for applications set for June 20, with interviews expected to be held the week beginning July 11. Further information and an application form can be found at www.srstaff.co.uk/vacancies/CEO22



Class 47 No. 1566 basks in the sun at the new Corwen station on May 28. WAYNE RONNEBACK

First test train into new Corwen station

By Owen Hayward

A TEST train has made its first successful run into the Llangollen Railway's new Corwen station.

A year ago, the railway's future was looking uncertain. Now one of its major projects is nearing completion as it continues to forge a path into the future.

On the evening of Saturday, May 28, the train was run along the Corwen extension into the station to gauge clearances for the platform and other structures following the completion of trackwork.

It was headed by Class 47 No. 1566 (47449), which hauled four Mk.1 coaches plus a GWR Inspection saloon, crewed by long-standing volunteers Mark Smales, Iain Ross and Mike Williams, who between them have given more than 70 years of voluntary service to Llangollen.

Project manager Richard Dixon-Gough said: "Seeing the test passenger train arrive at Corwen was a real delight for our dedicated team of volunteers who have worked

tirelessly to build our new station from scratch, all largely funded by donations from supporters, well-wishers, and grant aid from the Welsh Government.

"It was a perfect late spring evening, and the train looked superb in our new station under a clear blue sky. We've still got a bit more work to do before we can run public trains."

The test saw No. 1566 run through both platforms to check clearances, both light engine and with the coaching stock.

Surprising sight

Corwen resident Owen Reynolds-Rees, whose house overlooks the station, said: "I was in my living room, looked up, and was amazed to see the train pootling gently into Corwen station. It was a lovely thing to see, especially on such a beautiful evening."

Still to be completed at Corwen are the station building and canopy before the project can be put to the Office of Road and Rail (ORR) for final sign-off. Although trains were not

going to be running to it, the station site was set to be open to the public over the jubilee weekend, allowing a glimpse into the developments first-hand. A ballast train was also to be on static display.

LR Trust manager Tom Taylor said: "This successful test train demonstrates the power of volunteering. Our railway is a vital part of the community, and our volunteers also help sustain local employment, both on our railway and in the wider tourist industry.

"We can't wait to return services to Corwen and offer our passengers the full 10-mile ride through the Dee Valley's Area of Outstanding Natural Beauty again.

"Running between these two bustling riverside towns will help take the Llangollen Railway forward into the future."

No date for the opening of the new Corwen station has yet been set, although LR press officer Terry Pickthall said everyone was hopeful that it would be early next season at the latest.



The Vale of Rheidol Railway officially launches its newly rebuilt first class carriage into traffic on May 20, as the culmination of a three-year project was hampered by the Covid-19 lockdowns. The coach is an upgrade of Swindon 1938-built first-third brake composite. Work has now started on a similar rebuild of No. 12 to also create a modern, all first class coach, hopefully by the end of the year.

GARETH JONES/VOR



Talyllyn biomass fuel trials offer promise

By Owen Hayward

FURTHER trials of coal alternatives have been undertaken by the Talyllyn Railway using Andrew Barclay 0-4-0WT No.6 *Douglas* for the occasion.

This time, a rapeseed husk-based biomass fuel was the subject of focus on a round trip of the line, with reports looking favourable.

Talyllyn engineering manager Chris Smith, who was fireman for the trip, reported: "The trial with No.6 on rapeseed oil briquettes was a complete success in my opinion. The four bogie coaches were taken from Pendre to Nant Gwernol and back, with plenty of steam being made."

Better results

Chris also highlighted the advantages of this substitute. "It ignites easily and didn't clinker either, with smoke being made that is a good indication of the state of the fire," he said. "It also doesn't produce dust, with ash production being similar to that of coal, and is of course made using a waste product, so better for the environment in that respect."

This latest alternative to coal has been produced by Phoenix Speciality Oils Ltd, believed to be the largest producer of cold-pressed rapeseed oil in the UK.

The oil content of rapeseed that can be released by cold-pressing comprises approximately 40% of the weight of the seed, with the remainder (known as expeller) being the seed husk and residual oil (which equates to between 14% and 16% of



The rapeseed oil biomass briquettes being tested in Barclay 0-4-0WT No.6 *Douglas* on the Talyllyn Railway. STEPHEN THORPE/TR

In early April, when the rapeseed briquettes were tested in Taylor 2-6-2T *Fox*, the smallest locomotive in the Kirklees Light Railway/Whistlestop Valley fleet. PHIL THOMPSON

the expeller weight). This residual oil content is just high enough to burn, with the leftover compressed plant materials forming the bulk structure for flames to then burn around rather than just flash burning.

The oil has the same calorific value as diesel fuel and it is indeed possible to operate a diesel engine on this with very little modification.

Phoenix secretary Philip Thompson said: "With increasing focus on environmental issues leading to uncertainty over future supplies of coal in the UK, we started to investigate the use of solid fuel briquettes for heritage railway use in January 2020. By early March, we had set up a trial with one of the UK heritage railways. This was unfortunate timing as a couple of weeks later the sector was in lockdown and no trial was possible that year.



"During 2021, we were able to carry out three small-scale trials from which we established that the fuel does work in the firebox of a steam locomotive, is reasonably easy to light, and is quick to raise steam. In volume terms, usage was higher, though this seemed to be mainly due to the lower density (around two-thirds that of steam coal). There was limited ash and clinker, but the fuel was smoky.

Green trend

"Our briquetting equipment is quite flexible and in late 2021 we altered this to produce a different shape briquette which we expected would result in less smoke. These are being tested on a number of railways, and it does seem the smoke problem has been resolved."

Continuing the green trend, the nuggets are supplied in paper

potato sacks rather than being delivered in plastic bags.

The briquettes are produced in a cubic or rectangular shape, making them less inclined to roll off the footplate compared to ovoids. Although they are solid and hold together well in the firebox, they do disintegrate when wet, with the top layer of briquettes in the bunker of *Douglas* starting to dissolve into a paste when it rained. Thus, they – much like ovoids that suffer similar issues – will need to be stored undercover and off the ground.

The Lynton & Barnstaple railway trialled this fuel on April 29, using new-build Baldwin 2-6-2T *Lyn*, first running light engine and then on two return trips from Woody Bay with three coaches in tow, with resident engineer John Uphill also reporting that the fuel was a suitable coal replacement.

Founders' Day special recreates early Talyllyn days

THE Talyllyn Railway ran its Founders' Day train on Saturday, May 14, with preservation society president David Mitchell cutting a ceremonial tape using the original ribbon first used 71 years ago, when it became the world's first volunteer-run heritage line.

No. 4 *Edward Thomas* and No. 3 *Sir Haydn* double-headed the train which paused at Tŷ Dŵr for No.4 to take water.

As previously reported, Tŷ Dŵr is the newly-reconstructed watering point, located on what was the mineral section of the railway beyond the original terminating point for passenger trains at Abergynolwyn. It fell into disrepair and was dismantled in the 1950s, and the faithful restoration of the old Tŷ Dŵr watering point was one of the first objectives of the Talyllyn Railway heritage group in response to the railway becoming a part of the newly-conferred UNESCO Llechi Welsh Slate Landscape World Heritage site.



The Talyllyn Railway's Founders Day special train about to be launched at Tywyn Wharf on May 14. TR

Society chairman Jonathan Mann said: "It was wonderful to be able to celebrate our Founders' Day in a more normal manner this year. A good number of members attended, including one gentleman who had with him a photograph taken when he was a young boy, standing in the guard's van on the railway in 1947. This scene was quickly recreated

with him standing once again in the van for a photograph, much to his delight. The use of the recreated Tŷ Dŵr watering point was a particular highlight of the journey, No. 4 having been the last locomotive known to have used it before it was taken out of use."

Later this year the railway will be running special trains available to

anyone interested in learning more about the slate heritage of the line.

On the Pioneer's Train, an experienced guide will travel throughout the journey, pointing out interesting features and answering questions.

For full details of these events, visit the railway's website at www.talyllyn.co.uk



No. 4 *Edward Thomas* takes on water at the restored Tŷ Dŵr watering point, just like it did in the 1950s. TR

Brussels homecoming for Moorsline-based steam tram

By Owen Hayward

NORTH Yorkshire Moors Railway-based Cockerill Type IV vertical-boilered tram No. 8 *Lucie* has visited its birthplace and original home line in Belgium for the first time in more than a century.

The 0-4-0VBT, owned by NYMR head of traction and rolling stock Paul Middleton, was built by the John Cockerill Company in 1890 and delivered new to the Tramway of East Brussels in 1890 where, as No. 8, it ran passenger and funeral trains between Saint José Place and Brussels Cemetery in Evere.

Down the mines

No. 8 spent just seven years in action there before the East Brussels Tramway was bought out and the line regauged to metre gauge.

No. 8 was sold to the Vieille Montagne Mining Company and moved to its mine in Angleur in 1897. It was here that No. 8 received the name *Lucie* that has remained with it ever since.

Lucie was later sold to a sugar factory in Silly and in 1987 was bought for preservation from an industrial supplies company in Belgium.

Arriving in the UK a century after leaving its first home, *Lucie* was restored and ran first at Peak Rail before moving again, this time to the Middleton Railway, then being withdrawn for overhaul in 2000.

Paul bought the tram after a visit to the Leeds-based museum in 2017, moving it to the NYMR after which he, along with family and other volunteers, undertook a major overhaul.

In June 2021, *Lucie* made its first outing from the NYMR since its overhaul when it visited the Embsay & Bolton Abbey Steam Railway.



Running again on Belgian home territory after more than a century is Cockerill 0-4-0VBT tram *Lucie*. ETIENNE LABAR

The return home to Brussels was facilitated by the Musée du Transport Urbain Bruxellois (Brussels Tram Museum), which celebrated its 40th anniversary on Sunday, May 22 with the running of a large number of heritage trams on the city's network.

Lucie made several journeys 'under the wires' after travelling to the continent especially for the event, during which it could be seen running

alongside modern and other vintage examples between Voot and Woluwe Shopping tram stops.

"It was a brilliant trip and well worth the effort", said Paul. "The transport arrangements weren't too bad, but UK boiler tickets are no longer valid on the continent. This meant when we arrived a few days before, we had to completely strip the boiler fittings for a cold exam before reassembling and

refilling the boiler for the steam test, the result being we now have both European and UK steam certification!

"Everyone was in awe and very envious as steam preservation over there is nothing like what we have here in the UK.

"In total we must have run about 35 miles during the 11-hour day, and I met so many people I'd previously spoken to online after buying *Lucie*."

GER Director's Saloon on the market

GER Director's Saloon No. 63 has been offered for sale by its owner, Stephen Middleton.

The 111-year-old carriage served the GER, LNER and BR until withdrawn at Newcastle in 1972. It entered preservation in 1973, initially at Market Overton, but moved to several other locations before arriving on the Kent & East Sussex Railway in 1989.

After Stephen acquired it for his Stately Trains collection, the Locomotion museum at Shildon started work on the restoring the underframes in autumn 2000 while he focused on the bodywork, completing the carriage just in

time to be shipped to Canada for a theatrical production of *The Railway Children* in Toronto during 2011. There it starred alongside LSWR 4-4-0 T3 No. 563, which had also been used at Waterloo for the same show, and which is now being restored to steam for use on the Swanage Railway.

On its return to the UK in 2012, the carriage went on loan to the Pontypool & Blaenavon Railway on a 10-year agreement, where it would benefit from undercover storage. During the time there it was also used as part of the PBR's vintage trains.

"The coach would benefit from



GER Director's Saloon No. 63 outside Locomotion in Shildon. S. MIDDLETON

some minor cosmetic works," Stephen said. "With modernisation of the original kitchen, its true potential could be realised to offer catering to Director class or Railway

Children passengers."

For further information and viewing, email Stephen Middleton at middletonmarketing@btconnect.com or telephone 07791 890849.

Sir Nigel Gresley back in blue for Moorsline autumn gala

MORE details have been released about the North Yorkshire Moors Railway's September 22-25 annual steam gala, which will feature 12 locomotives in steam, including LNER A4 Pacific No. 60007 *Sir Nigel Gresley*, as reported in issue 291.

Currently running in wartime black livery (Main Line News, pages 56-57), No. 60007 will have been repainted in BR garter blue by then.

The gala will feature an intensive

timetable with special late services until 10.30pm on September 23/24.

A beer festival will take place at Goathland, where the engine shed will be open for visits. Levisham will stage demonstration shunting trains and a vintage stationary engine display. Pickering will have trade stalls featuring railway memorabilia and model railways.

For tickets and information, visit nymr.co.uk/steam-gala



LNER A4 Pacific No. 60007 *Sir Nigel Gresley* in BR blue livery on the North Yorkshire moors Railway in 2013. NYMR

Council dispute keeps Downpatrick railway closed

By Hugh Dougherty

THE Downpatrick & County Down Railway, Ireland's only 5ft 3in gauge heritage railway, has not reopened for the 2022 season because of a dispute with the council which is preventing the railway allowing members of the public to access its site.

The railway relies on Newry Mourne and Down District Council for maintenance and insurance of its station building and main locomotive shed at Downpatrick as part of a long-standing agreement originally signed with the NM&DC's predecessor, Down District Council, in the 1990s.

DCCR vice chairman Mike Beckett said: "Under the agreement, the council owns the buildings and carries out electrical and fire safety work on them to ensure they're safe for the public. It also carries out maintenance.

"This agreement was overturned by the council without consultation, so we haven't been able to allow the public into the buildings as they are not safety-inspected, and the insurance situation is not clear."

The council seems to want to transfer responsibility for the buildings on to the DCCR, leading to heavy expenditure for the railway which is reeling from the effects of

the Covid-19 shutdown. "We are in discussion with the council and have had a robust exchange of views to try to resolve this very serious matter," said Mike. "We have suggested a possible interim solution covering inspections for this year so we can open in July. We can't confirm that, of course, at this stage, as matters are entirely outside our control, but we're very keen to reopen then, probably with a diesel service initially, with one of our Northern Ireland Railway diesel railcar sets and possibly our Class 450 unit that starred in Derry Girls (issue 293) to capitalise on the publicity gained."

A council statement said: "At the

March 2022 meeting of NM&DC's Strategy and Resources Committee, an agenda item was considered in relation to the Downpatrick & County Down Railway that related to matters in connection with the issues raised.

"This committee item was deemed to be restricted by virtue of the Local Government Act (Northern Ireland) 2014.

"The council is unable to make further comment at this time."

Mike said the impasse is affecting the railway's finances, which is facing a maintenance backlog, while tourism is suffering from the lack of a railway which is regarded as one of County Down's premier attractions.

When *Bahamas* became its sister for anniversary

LMS Jubilee 4-6-0 No. 45596 *Bahamas* was temporarily renamed as sister No. 45606 *Falkland Islands* to mark the 40th anniversary of the war between Britain and Argentina over the disputed territories. A renaming ceremony was held by the Bahamas Locomotive Society and the Railway

Correspondence and Travel Society at Ingrow on the Keighley & Worth Valley Railway on May 14. Several Falklands war veterans and air cadets from 2431 (Keighley) Squadron were joined by Keighley major Coun Julie Adams.

The *Falklands Islands* nameplate is part of the RCTS collection.



Joined by air cadets for the Bahamas renaming ceremony were (main group, left to right): Keighley major Coun Julie Adams, (whose 'baldness' was the result of her taking part in a charity event earlier that morning), Bill Monteith in naval uniform, Bahamas society chairman Keith Whitmore and Ian Smith of the VCT (Vintage Carriage Trust) who is a Falklands veteran. RCTS

Prairie structure undamaged in Buckfastleigh shunt incident – SDR

REPAIRS to visiting GWR prairie No. 4555 are being swiftly completed at the South Devon Railway following its involvement in a low-speed shunting incident on May 3 during the line's 150th anniversary celebrations.

No. 4555, which is owned by the Dartmouth Steam Railway, had been visiting the SDR from the East Somerset Railway where it was on loan for the season.

A statement from SDR Ernest Elsworth-Wilson the day after the collision said: "Very unfortunately, a low-speed shunting incident in the yard at Buckfastleigh station on May 3 involving locomotives Nos. 4555 and 5526 resulted in damage being sustained to the front end of No. 4555. No one was hurt in the incident."

Subsequent detailed inspections revealed that there was no damage to anything structural on No. 4555 and the extension frames were all undamaged. The damage being limited to the buffer beam and running plate platework.

The buffer beam has been straightened using the South



Repairs to GWR 2-6-2T No. 4555 underway at South Devon Railway Engineering. SDR

Devon Railway Engineering press, ready for refitting.

The extension frames were removed on the right-hand side of the locomotive for inspection but were undamaged. The front end extension frames were inspected and primed ready for the running plate to be refitted.

The SDR's GWR pannier No. L92 (5786) will remain on loan to the ESR until No. 4555 is completed.



Above: Inside Bridgnorth shed showing the pits fenced off, piling drill and safety netting throughout for the roof replacement on May 12 (taken with permission of Walsh Construction).

Right: All locomotives from the shed are now outside in the yard at Bridgnorth on May 10.



Now Severn Valley trust needs £500k for a shed yard upgrade

Words and pictures by John Titlow

WITH its landmark £475,000 project to replace the roof of Bridgnorth shed underway, the Severn Valley Railway Charitable Trust Ltd is now seeking to raise £500,000 to upgrade the yard and its track immediately in front of it.

Second-hand when laid in the 1970s, the yard rails are worn out after nearly 50 years of use. Points need replacing and the wooden sleepers are life-expired, despite careful maintenance over the years. Clogged drainage is exacerbating the problem of ground movement due to inadequate water run-off.

All groundworks are expensive, and rapid inflation and continual escalating costs mean that the necessary materials must be sourced quickly, enabling the works to begin as soon as possible, with the aim of completion during 2023.

The yard is used daily and is an integral part of running the railway, from repairs to preparing and

disposing of steam locomotives during their daily duties.

Should there be problems here, it can have a severe impact on the SVR's ability to operate.

The works will proceed only when the full funds have been raised. Track remodelling will take place with the long-term future in mind.

Looking ahead

A spur will be put in place for the future turntable, planning permission for which was passed in 2019. The railway has the Bristol Bath Road turntable; the deck is stored at Eardington Halt and the parts at Bridgnorth.

Meanwhile, following a year of planning, work has finally begun on replacing the shed roof after teams of volunteers have worked extremely hard over the past five months to clear it of more than 40 years of tools, cabinets, spares, general clutter and everything that was thought to be useful one day.

Much of it has been placed into

secure storage. Before construction could commence, work had to be carried out to protect the two unmoveable remaining items inside: the wheel drop and frame lift, and all their associated electrics.

A 12-ton Herbert milling machine has been moved to the nearby frame lift where they are both covered and protected. The wheel drop is securely covered and the locomotive pits safely fenced off, and internally all the old lighting and its electrical installation has been removed.

The area around the west side of the boiler shop has been cleared by volunteers for the contractors' cabins and storage. The No. 1 road on the eastern side has been cleared for the erection of scaffolding.

Some of the last items to leave were the locomotives, which have been spread between the shed yard and Bewdley MPD.

Presently being worked on are GWR 4-6-0 No. 4930 *Hagley Hall*, which is nearing completion, new-build 3MT 2-6-2T No. 82045, and Stanier Mogul No. 42968. Progress will slow down especially when parts and tools are needed that are at the opposite end of the site.

Access for the construction works is from the north end through the paint shop, which was cleared. A temporary partition was built separating the construction site from access to the machine shop inside the old goods shed.

On May 3, Walsh Construction took over the site, following which all SVR volunteers and workers were not allowed entry.

Scaffolding has now been fitted around the east and west sides and safety netting installed underneath the roof, where all the purlins and roof panels will be removed and replaced, one bay at a time.

The yard at the front of the shed is still operational and needed at

all times for coaling, preparing and watering locomotives, and is off limits to construction workers.

Coal deliveries will continue down the lane on the west side as before in cooperation with Walsh Construction.

On track for June

In early May the first roof panel section was in place while the next section was stripped out. It was expected that the rest will be completed by the end of June, after which work on the wall cladding will take place.

Meanwhile, sections of the concrete base of the shed were being cut away, enabling the piles to be drilled in preparation for the travelling crane's concrete footings and fixtures. The crane was due to be fitted in the week commencing July 11.

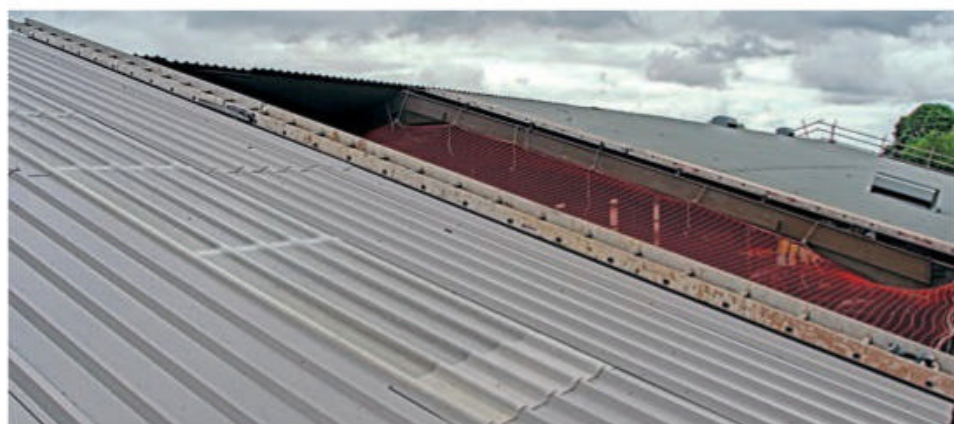
Due to the current inflation, there has been a significant increase of building material prices and especially their transportation costs, however, thanks to fixed price contracts and the pre-ordering of roofing materials, the shed roof project should come out in budget.

The project would cost considerably more if it was not for the Severn Valley's volunteer base, which has been pivotal in keeping the costs down and work on time.

Shedmaster Martin White said: "We were happy to finally hand the shed over after all the preparation work was completed on time. It's wonderful to see it come to fruition."

"The contractors stated when walking into the shed at 8am on May 3, 'Blimey, you've worked hard!'"

→ To back the vital project to upgrade the Bridgnorth shed and yard, donations can be made to the Severn Valley Railway Charitable Trust Ltd at svrtrust.org.uk, or email fundraising@svrtrust.org.uk or telephone 01562 757940 for more information. You can increase your donation by 25% through Gift Aid.



Above: Bridgnorth shed, showing the first section of roof now in place, with the next section removed in preparation.



The rail heads in Bridgnorth yard are flat and sinking so need to be replaced.

£1m
in components
due to be delivered
in 2022

Stephen Millership



Pivotal Year for the P2 Project



Building Britain's most powerful steam locomotive

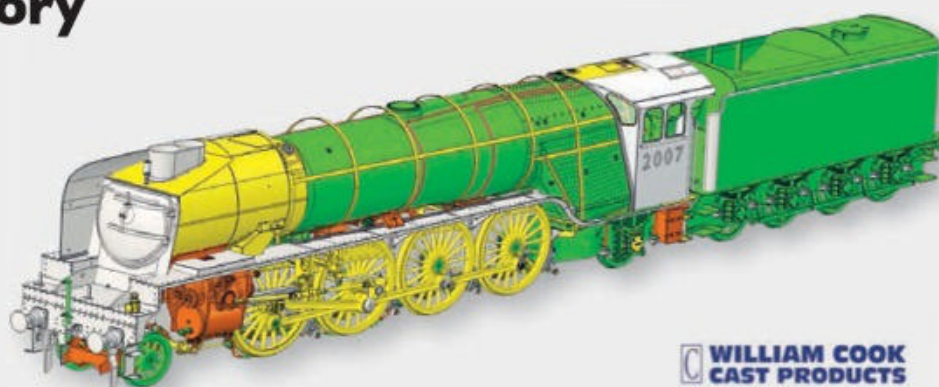
Get on-board and help us make history

In only eight years, the project to build Britain's most powerful steam locomotive has received over £4m in donations and has recruited over 1,000 regular donors (Covenantors). The engine wheelsets have been fitted and frames erected, over 150 steel castings delivered and machined, the smokebox and cab fitted, the boiler is under construction and cladding completed, the tender is nearing completion, the pony truck delivered, the pipework and electrical systems underway and the support coach acquired – but there is still a long way to go!

This year will see delivery of over £1m in components, including all the heavy motion, tender frames, the monobloc cylinder and the boiler. We still need to raise another £2m to complete new Gresley class P2 No. 2007 *Prince of Wales*.

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Welshpool goes multi-gauge for Beyer Bash celebrations

By Robin Jones

THE 2ft gauge Welshpool & Llanfair Light Railway played host to visiting locomotives of three different gauges during its May 20-22 Beyer Bash, which celebrated 120 years since the line launched its original two locomotives.

In 1902, Beyer Peacock & Company supplied 0-6-0Ts No.1 *The Earl* and No. 2 *Countess* to the mid-Wales line.

To mark the anniversary, the special event was held to honour the Great Manchester manufacturer whose Gorton Foundry was founded in Openshaw by Charles Beyer, Richard Peacock and Henry Robertson and traded from 1854 until 1966.

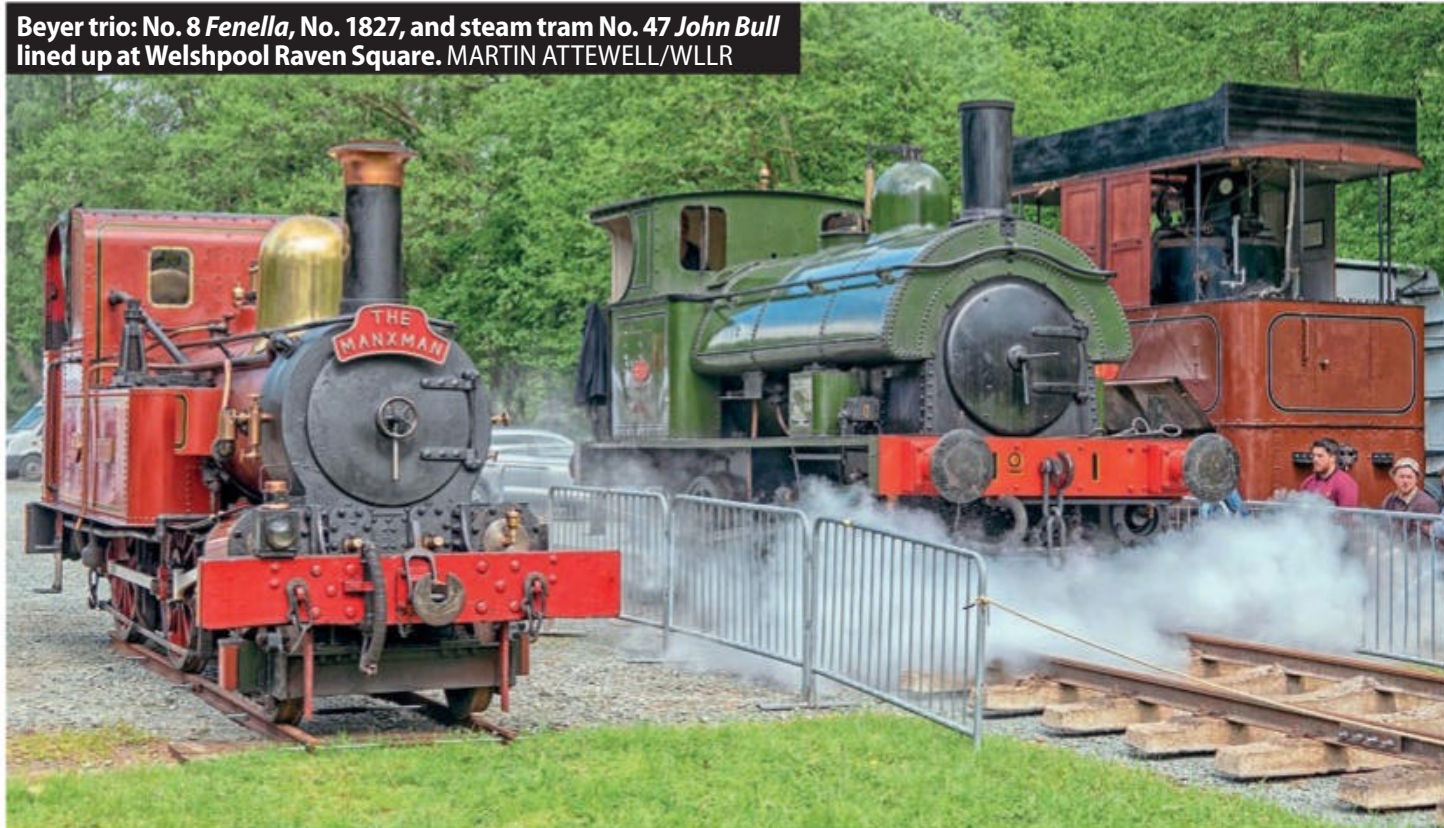
Four guest engines joined the pair from other heritage railway venues.

As previously reported, the world's first articulated Garratt, 2ft gauge 0-4-0+0-4-0 K1, which was built in 1909, repatriated by Tasmania, and is now owned by the Ffestiniog & Welsh Highland Railways, came from the Statfold Barn Railway where it is currently on loan.

Steaming

A standard gauge visitor was Foxfield Railway-based Beyer Peacock 0-4-0ST No. 1827 of 1879, one of the oldest working steam engines in Europe, which ran on a specially-laid length of track at Welshpool (Raven Square).

Beyer trio: No. 8 *Fenella*, No. 1827, and steam tram No. 47 *John Bull* lined up at Welshpool Raven Square. MARTIN ATTEWELL/WLLR



It was joined by standard gauge 1885-built vertical boiler steam tram No. 47 *John Bull*, originally exported as a demonstrator for the New South Wales Government Tramways before returning to the UK by 1890 and used as the works shunter until 1959. It visited from the National Tramway Museum's Crich Tramway Village.

That museum's curator, Kate Watts, said: "We are pleased to be

supporting this fantastic event and enabling many more people to see our steam tram away from its usual home at Crich Tramway Village."

The locomotive that made the longest journey to attend was the Isle of Man Steam Railway's Indian Red-liveried 2-4-0 No. 8 *Fenella*, whose boiler ticket expired two years ago.

It was the first time that it had left the island since it arrived from its

maker in 1894, two years before *The Earl* and *Countess* were built. Its visit was made possible after a sponsor arranged for its transport. It was the last time it will be displayed in public before its overhaul begins.

Shuttles

Llanfair Caereinion's visitor centre, Llanfair Connections, featured visiting model railways and new this year, the Cloverlands Model Car Collection, which has been relocated from Montgomery. During the weekend, the Mid Wales Classic Vehicle Club had a range of vehicles on display at Raven Square.

Three members of the home fleet ran an intensive service, and shuttles were run to the newly-reopened halt at Sylfaen.

Free shuttle buses also ran from the car park at Welshpool livestock market (which the WLLR once passed) on all three days.

The weather was dull on the Friday, but markedly better over the weekend.



Birthday boy: No. 822 *The Earl* carries a special headboard marking its 120th anniversary. TRISTAN HUDSON/WLLR



No. 822 *The Earl* steams past as K1 sits on static display. MARTIN ATTEWELL/WLLR

Hagley Hall moves under its own power

FOR the first time in 36 years, Severn Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* moved under its own power at Bridgnorth.

SVR's head of engineering, Martin White, said: "We've waited many, many years for this moment."

"Even though the loco only moved as far as the MPD yard signal and back, this still marks a rather momentous step in getting it back into service."

"There's now a list of things which need to be fettled up that have been identified during the day. But, importantly, there is also a list of things that at this stage have worked fine – crucially the brakes and the injectors."

"There's plenty still to do but hopefully all of the team associated with the overhaul can go home smiling as *Hagley Hall* has taken another step towards completion."

The SVR has not made any firm commitments on when the locomotive will be tested out on the line, nor when it is expected to be back hauling passenger services.

The indications are that both goals will be reached in the coming months.

Right: *Hagley Hall* preparing to move under its own power on May 11. ANDY SWEET/FRIENDS OF 4930 HAGLEY HALL



GWR Dawlish camping coach site for sale again

By Owen Hayward

THOSE with a head for business and a love for railways, and who are seeking a move to or within South Devon have been presented with an ideal opportunity as the Brunel Holiday Park at Dawlish Warren has gone up for sale – less than six years after it was last sold and only three since reopening after a major refurbishment.

Located at the Blue Flag seaside resort, the holiday park is sited directly next to the main line along the seafront, with accommodation offered in five BR Mk.1 restaurant coaches.

The site, established by the GWR in 1935, the Great Western Railway Staff Association (which ran it on a not-for-profit basis) announced it was to close permanently in 2016, with the vehicles earmarked for scrap after years of exposure to the sea air had taken its toll on the bodywork and the rising repair costs were believed to be financially unviable.

However, the site and stock were auctioned together on November 3, 2016, selling for £261,000 after a heated bidding war. The new owners began a major scheme in 2017 that saw five of the eight coaches refurbished ahead of reopening in the summer of 2019.

The remaining three carriages are still present and comprise of two Mk.1



An aerial view of the site, with all eight coaches visible and highlighting its close proximity to the seafront. BETTESWORTHS

designs, plus LMS Inspection Saloon No. 45046. One of these carriages is partway through refurbishment, with an estimated £30-40,000 worth of work required to complete, while the other two have been repainted but require circa £70,000 worth of investment to bring up to standard.

Matt Bettesworth, who is handling the sale, said: "The Brunel Holiday Park is an iconic landmark site, offering a unique holiday destination.

"The business has been incredibly successful since its relaunch despite the pandemic years, and future bookings are looking particularly strong.

"This is believed to be the largest and most impressive 'traincation' site



Two of the renovated camping carriages that form part of the iconic site. BETTESWORTHS

in the UK, with the carriages having been renovated to an incredibly high standard."

The sale includes all eight carriages, as well as the signal box-style reception and office building, a two-bedroom owner's/manager's chalet, and further amenity buildings on a

0.83-acre site that boasts easy access to both beach and station. Offers in excess of £950,000 are invited.

The business is advertised on www.bettesworths.co.uk under the 'commercial-other' category, with the reference No. 4248, or telephone 01803 212021 for more information.

Statfold Barn's sweet new addition

FOLLOWING the Gloucester Railway Carriage & Wagon Museum closing (as reported in issue 293), Hudswell Clarke 0-4-0DM D1012 *Cadbury No. 14* has been transferred to the Statfold Barn Railway for static display.

Although it had been on show until recently at Cadbury World in Bournville, Birmingham, the 1955-built shunting locomotive worked at the confectioner's Moreton-based factory until retired in 1977, when it moved into preservation at the Llangollen Railway. It was only operational there until 1979.

On March 9, 2003, it transferred to Bournville site where, aside from a few short visits for display elsewhere, it had remained on show in the car park ever since.

Over the winter of 2019/20, it was donated to the GRC&WM, which began a fundraising campaign to transport it to the Llanelli & Mynydd Mawr Railway. Though the appeal target was met, the museum folded before



Cadbury No. 14 arrives at its new Statfold Barn home. HENY NOON/SBR

D1012 could be transported, and it was announced on April 2 that "provisions and procedures have already been put in place for the rehoming/locating" of the locomotive.

The location of the new home wasn't revealed until it was seen arriving at the Tamworth venue on May 3.

Plans for *Cadbury No. 14* are a cosmetic restoration, after which it will be displayed at the entrance gate. The internal engine is beyond economical repair. It joins Statfold's small collection of standard gauge vehicles, which includes 0-4-0ST Hunslet No. 299 *Hodbarrow*, also on static display.

Love Your Railway is back for a second year

THE hugely-successful Love Your Railway campaign, aimed at boosting public awareness of the work of heritage lines, is to return for this year's summer holiday season.

Heritage railway organisations around the UK – the 55 that took part first time round in 2021 and new participants – are being invited to participate in this year's six-week campaign, again spearheaded by the North Yorkshire Moors Railway, which will run from July 25 to September 4.

Weekly themes will encourage diverse content to inspire visitors and supporters, showing 'why we do what we do'.

NYMR general manager Chris Price said: "Last year we were completely blown away by the response to Love Your Railway. To have more than 50 heritage railways taking part in the campaign's first year shows the incredible support and solidarity running through the sector.

"We have some exciting new ideas and elements planned for the 2022 campaign, and would love to see even more organisations come together and help us spread the word and make this year even bigger and better."

‘Magical’ railway exhibition sells painting for £5000 in aid of Ukraine

By Geoff Courtney

A PAINTING of GWR No. 4081 *Warwick Castle* was one of the stars of the Guild of Railway Artists’ spring exhibition, selling for an eye-catching £5000 in aid of the DEC Ukraine appeal.

Held at Kidderminster Railway Museum from April 9-May 1, the exhibition was dedicated to Frank Hodges, one of the GRA’s co-founders and for many years its leading light as secretary, exhibitions organiser and honorary chief executive. He died in February at the age of 79.

The painting, depicting No. 4081 and titled *Castle in the Golden Valley*, was the work of guild president John Austin, and had been donated by its owner, a private individual, for sale by way of sealed bids in aid of war-torn Ukraine.

Worthy cause

Several exhibiting artists expressed their pleasure to *Heritage Railway* that such a worthy cause was to benefit from an exhibition dedicated to the much-respected and sorely-missed Frank. Members of his family attended the opening, performed by guild patron Lady Judy McAlpine.

Anna Bastin, Frank’s successor as exhibitions organiser, described her delight at how the event unfolded: “The 61 paintings on show were beautifully lit thanks to associates of our president, who created an almost a magical atmosphere among the nameplates and railway relics in the museum.”

She said that the 29 members who had their paintings selected for display included not only the guild’s three fellows – John Austin, Philip Hawkins and Malcolm Root – but also a number of new members exhibiting for the first time.

“Their work attracted a lot of compliments from visitors,” she added. “The paintings covered varying interpretations of the railway



Heading for the main line: Philip Hawkins’ painting of GWR 2-6-2T No. 4570 was one of more than 20 works of art sold during the Guild of Railway Artists’ spring exhibition. His caption to the painting reads: “A beautiful day in St. Ives, Cornwall, during the summer of 1958 sees GWR No. 4570 heading a train out of the sunny resort to join the main line at St. Erth. Steam officially ended on this branch in September 1961 but the line remains open and busier than ever, relieving, as it does to a great extent, the dire road traffic problem in the narrow streets of the lovely town of St. Ives.”

subject, including not just the locomotives but also infrastructure and its people.

“All but one of the works were for sale and 22 had been sold by the time the exhibition ended, but sales are not really the primary purpose of the exhibition, which is to provide a unique opportunity to show a variety of original railway art to the public.”

Gala boost

An average of 100 visitors viewed the exhibits each day, an attendance boosted by the adjacent Severn Valley Railway’s Spring Steam Gala that was held between April 21 and 24. The guild’s next exhibition will also be held at the museum, and will run daily from August 20 to October 2.



Work of art: The painting of GWR No. 4081 *Warwick Castle* by Guild of Railway Artists’ president John Austin that raised £5000 in aid of Ukraine at the guild’s spring exhibition at Kidderminster Railway Museum.

New railway president is appointed for Watercress Line

THE Mid-Hants Railway has appointed a new president.

Air Vice Marshall Richard Lacey CBE MA recently stood down as chairman of Mid-Hants Railway Ltd after steering the company through major changes in governance.

He will remain a trustee of the Watercress Line Heritage Railway Trust, which is responsible for the direction and strategic leadership of the railway. Richard lives in Hampshire, and served as the

Ministry of Defence’s director of NATO policy and as Commander of British Forces in the Falkland Islands and Cyprus before retiring from the RAF. He is currently a Gentleman Usher to the Queen.

An active volunteer for the Watercress Line, he can often be seen guarding trains and in the railway’s signalboxes.

Trust chairman David Jones said: “Richard has huge knowledge and experience of the railway and a

compelling gravitas, which is a key requirement for the role. We are all looking forward to his presidency!”

Richard said: “I am delighted to have been thought suitable for this position and will continue to do my utmost to support our railway. I see my new role as being its ambassador and will do all I can to raise its profile and engage more with the many outside agencies with whom we have important relationships.”



Air Vice Marshall Richard Lacey. MHR

Bodmin runs first-ever preserved clay hood train

By Robin Jones

THE award-winning Bodmin & Wenford Railway has made history by running the first rake of china clay 'hoods' in the heritage era.

The three-wagon clay train made its public debut on May 17 during a freight driver experience course.

Headed by GWR 0-6-0PT No. 4612, fresh out of the Bodmin General workshops after being retubed, it made two trips from General to Bodmin Parkway and one to Boscarne Junction.

The clay train fitted in around the service trains, which were hauled by Class 47 No. 47306.

Clay trains are an integral part of the history of the line. The Bodmin & Wadebridge Railway opened on September 30, 1839, linking the towns to the quarries at Wenfordbridge.

Passenger services between Bodmin General, Wadebridge and Padstow ceased on January 30, 1967, while freight services were withdrawn from Bodmin General on May 1, 1967 and the signalbox closed later that year. China clay traffic to Wenford Dries continued until 1978. The line, including the Wenfordbridge branch, was officially closed on October 3, 1983.

A railway spokesman said: "It was a great day for project leader Bryan Gray and his team, who have worked so hard to achieve this classic Cornish scene."

As reported in issue 270, Bryan and his son Evan drew up the scheme to restore the clay hoods based on the heritage line to create a rake similar to the Great Central Railway's fabled 'windcutter' rake of 16-ton mineral wagons, not only for enthusiasts but also for general public visitors.

The clay hoods that transported china clay to Fowey harbour were the



last generation of a wagon design that had changed little since the late 19th century. The four-wheeled wooden-bodied wagons with open tops allow the loading from above and side and/or end doors for discharge.

Originally the wagons were covered with sheets when loaded to keep the clay dry, but the sheets were easily torn, sometimes stuck to the load, and tended to gather water in the corners.

BR modified the wagons in the early 1970s with a raised ridge bar, over which tough plastic sheeting was draped to keep it well clear of the load. This modification gave the wagons the tent-like appearance that earned them the nickname of clay hoods.

Nearly 500 wagons remained in service in the mid-1980s, working to Fowey from about a dozen



The clay train about to cross Bridge 24 over the River Camel. JIMMY JAMES

clay dries in Cornwall and Devon, including Wenford.

The three wagons, the first in a planned rake of nine, are Nos. B743795, B743353 and B743171, with the bodywork repainted and the distinctive blue hoods fitted,

returning them to 1970s condition. Six more of the BR-built 13-ton vehicles, including four derelict examples acquired from the Pontypool & Blaenavon Railway in 2019 and 2020, now await full restoration.

St Rollox Works granted listed building status

GLASGOW'S world-famous St. Rollox locomotive works has been given Category B listing status protection by Historic Environment Scotland, it was announced on May 18.

St. Rollox Works is significant as a rare surviving example of a late 19th century locomotive works in Scotland and the only surviving example in Springburn, which was once a global centre of locomotive construction.

Built largely in 1882, St. Rollox Works was the largest and longest operational locomotive manufacture and repair works in Scotland. It was established and constructed by the Caledonian Railway Company as its principal locomotive construction

and repair works. The works were remodelled by the Caledonian's newly-appointed chief engineer, Dugald Drummond to designs by district engineer Robert Dundas between 1882-87, in response to the company's need for a much larger works as the rail network rapidly expanded and advances in locomotive engineering, distribution and export were made.

While steam and diesel engine works were its staple function for generations, locomotive manufacture had largely ceased by 1928; during the Second World War, St. Rollox produced Airspeed Horsa gliders for the Normandy landings airborne assault.



St. Rollox Works in 1987. HISTORIC ENVIRONMENT SCOTLAND

The works played a significant role in the expansion of the railway in Scotland and served its network for more than 160 years. Sold as part of the 1995 privatisation of BR, it was closed in July 2019, despite protests from unions and politicians, and sold to a private owner in 2021.

HES head of designations, Dara Parsons, said: "The former St. Rollox

Works is a significant piece of Scotland's industrial and transport heritage and a worthy addition to the list of Scotland's special buildings.

"It made an important contribution to railway history and to Springburn's role as a major centre for rail manufacture and repair in the 19th and 20th centuries."

Three Brazils steam together – for first time and the last

By Owen Hayward

SUNDAY, May 22 was a day of celebration for the Sittingbourne & Kemsley Light Railway – when it had three Kerr Stuart 0-4-2ST Brazil class locomotives in steam for the first and possibly last time in many years.

The design is believed to have got its identifying name as the first built was apparently shipped to the South American country.

No. 926 *Leader* was operating its last public services before being withdrawn to await its turn in overhaul queue, running alongside No. 4219 *Melior*. The day also saw the

return to service of No. 886 *Premier* after it had completed its own recent overhaul – with some of the paint still wet!

This trio comprised the first steam locomotives built for the original industrial line that served the former Bowater Paper Mill at Sittingbourne, opened by publisher Edward Lloyd in 1867, with Nos. 886 and 926 the first to arrive in 1905 to replace the horses previously used to move wagons around the internal tramway.

No. 4219 arrived in 1924, and in the mill's heyday its fleet comprised 12 steam locomotives, two fireless engines, one diesel and one battery

locomotive. The mill relied heavily on raw materials arriving by barge through Milton Creek, which was gradually silting up. In 1913 the line was extended three and a half miles to the deeper waters of the Swale Estuary at Ridham; some of the old dock lines can still be found in what is now a skate park at Sittingbourne, being slowly consumed by nature and planned housing developments.

Leader was returned to service in 2012 after its most recent overhaul that lasted more than 30 years.

Withdrawn before the preservation of the 2ft 6in gauge line, *Leader* was bought by a consortium of

individuals. During the afternoon of the event, an official handover ceremony took place that saw ownership transferred to the charity which runs the line.

Leader will require major work to be carried out to enable its return to steam, and as such, work, forecast to cost £150,000, won't begin until Bagnall 0-6-2T Baretto class Nos. 2624 *Superb* (currently in the workshops) and 2511 *Triumph* are completed.

Premier meanwhile last steamed in 1996, with its recent overhaul estimated to have cost in the region of £115,000, which saw a new inner firebox, smokebox, and tubes fitted by North Norfolk Railway Engineering, the wheels turned, and a number of new parts made up to replace those that were life-expired.

Although all three Brazil locomotives were 'off the shelf' designs, each is slightly different and represents the various modifications from the base design, of *Premier's* open cab to *Leader's* enclosed cab and running boards and *Melior's* modified Hackworth valve gear.

Each one gleamed in the bright sunshine that graced the day, making it difficult to tell which engine was the one about to retire – a testament to the care these locomotives have received from their volunteer crews.

The railway is operating every Sunday and bank holiday until September 25.



Kerr Stuart Brazil class 0-4-2STs (left to right) *Leader*, *Melior* and *Premier* in steam and on shed together for the last time for the foreseeable future at the Sittingbourne & Kemsley Light Railway on May 22.

Catch an electric train or two during summer gala on the Watercress Line!

ELECTRIC traction is set to star at the Mid-Hants Railway when not one but two motor luggage vans (MLV) – in the forms of Nos. 9001 (running as S68001) and 9002, along with Class 419 2EPB No. 5759 visiting for the July 15-17 diesel gala.

With it being 85 years since electrification between Brookwood and Alton, the Class 419 MLVs will present a unique opportunity to see a working of these vehicles on a heritage line, with options to ride both behind and aboard these vehicles. Further details were still to be confirmed, including the planned operational use of the two vehicles.

Owned by the EPB preservation group, the MLVs were previously based on the East Kent Railway, departing there in 2016 for new homes, initially at the Epping Ongar Railway for No. 9001 and Southall depot for No. 9002, before the former moved again to join it in 2018. Both vehicles were

built to augment express services running Victoria and both Dover and Folkestone harbours.

No. 5759 is normally based at Southall and comprises of driving motor brake second No. 65373 and driving trailer second open No. 77558, both in BR(S) green.

The diesel gala will see most of the home fleet in operation, including the Class 08 and 11 shunters. For more information and advance tickets, visit www.watercressline.co.uk/diesel-gala

→ The EPB Preservation Group has moved BR Class 411 4-CEP EMU trailer brake composite No. 70235 from the EOR to Carnforth for use as a source of spares, while 4-BEP trailer with buffet No. 69013 was also sold and due to leave the line imminently for continued use in preservation. The group decided to dispose of these vehicles and focus efforts on completing its motor coaches due to a lack of available funding and volunteers for all four vehicles.

Island Line electric stock set to become museum and cafe?

TWO Class 483 carriages that were among the former London Underground stock retired from the Island Line as part of a £26 million upgrade of service are earmarked to become a museum and cafe.

Retailer Holliers Park has applied for planning permission to convert the 1938-built carriages from Unit No. 483004 for use at its Branstone site, after more than three decades in traffic on the Isle of Wight.

The company plans to keep and restore the internal features of the carriages, currently sitting on a short length of track at Branstone, including furniture and brass plates, while creating a small museum about Wight transport heritage and a 24-seat café.

A Holliers Park statement said: "This scheme represents an interesting and unique opportunity to re-use these decommissioned Island Line train cars."

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Even the local wildlife waited for the trains! A young fox sits on the lineside at Kemsley Down.

→ The railway has several appeals running, including ones to maintain the historic viaduct and replace the platform at Sittingbourne. For further information, visit sklr.net



Above: *Leader* heads out across the 1915-built Milton Regis Viaduct following its departure from Sittingbourne Viaduct station.

Left: Star of the show, newly returned-to-service *Premier* runs round at Kemsley Down station.

Right: Kemsley paper mills towers over the horizon as *Melior* ambles through the Milton Creek country park.



‘Dangerous’ traction poles lead to Crich closure

FAULTS with the overhead Line at Crich Tramway Village led to the temporary closure of the Derbyshire attraction on Wednesday, May 18 following a scheduled inspection of the site by the Office of Rail and Road the previous day.

Two traction poles supporting the overhead span and trolley wires at the museum’s depot fan and outside the Red Lion pub on the site’s main street double track section were condemned as unsafe.

A prohibition notice was issued by ORR inspectors, stopping visitors, staff and volunteers from accessing the affected areas. The ORR visit and decision came after a contractor advised that the overhead needed extensive repairs following a winter closed-season inspection, highlighting that much of the equipment – most of which was rescued from first-generation tram and trolleybus systems – was 60 to 70 years old, and some of it life-expired. The Crich overhead is unique, as it provides for operation of

fixed and swivel-head trolley poles, bow collectors and pantograph all under the same trolley wire, frog and crossing fittings.

Crich general manager Dr Mike Galer said: “We put a 4mph speed limit on trams following the contractor’s report and that was in force at the time of the inspection. There is an issue with the overhead and we have been looking at ways of replacing it with materials which, while still as authentic as possible, can fit in with our museum ethos.

“That will enable us to continue running well into the future as we are very much aware of the age of the existing equipment and the need to future-proof the museum.

“Sourcing components and contractors to do the necessary work is not easy and we are actively looking at using second-generation tramway fittings to replace parts of our original equipment so we can operate safely and at full line speed again.”

The venue reopened to the public with limited facilities from May 25 following repairs to a traction pole outside the Red Lion, but visitors – who’d been offered a special day rate ticket at £10 – could not access the tram depot and exhibition area, nor enjoy a tram ride.

The museum will announce the return of trams to service at a later date and after repairs to the overhead line and traction poles at the depot fan are completed.

“Safety is our first priority,” said Dr Galer, “and although we have chosen to close for a period to allow effective repairs to be completed, with the cancellation of events, daily tram services, and the loss of revenue that we can ill-afford after the effects of Covid-19 closures, we are confident that we will come back in better shape than ever.”

An ORR spokesman said: “Following an inspection looking into a potentially serious matter at the Crich Tramway Museum, we’ve taken



Liverpool No. 869 passes the defective traction pole outside the Red Lion at 4mph on the last day before the suspension of services. HUGH DOUGHERTY

the decision to prohibit access to certain areas of the site to protect members of the public and staff working at the museum and ensure that safety improvements are made to its infrastructure.

“We know how much the tramway is loved and we’ve not taken this decision lightly.”

Campaigners lose battle to rescue Bourne's Bridge 234

By Robin Jones

HISTORIANS and conservationists have lost their fight to prevent the Midland & Great Northern Joint Railway's Victorian Bridge 234 in Bourne from being demolished.

The classic three-arch overbridge built in 1890 served as a gateway to the Lincolnshire market town, which owes much of its 20th-century development to it once being a four-way junction. The closure of the Bourne station to passengers on March 2, 1959, along with the line from Saby to King's Lynn, marked a watershed moment in UK transport history, because it was the first time that BR had closed a complete system, that of the MGNJR, as opposed to individual lines, and sent shockwaves through the rail industry – two years before Dr Richard Beeching was appointed as BR chairman.

Bridge 234 was the last publicly-accessible and significant railway-built structure surviving in Bourne. For the past five years, Bourne History Group had spearheaded moves to save it.

Appeal upheld

However, in later May, the Planning Inspectorate upheld an appeal by Bellway Homes Ltd (Eastern Counties) against South Kesteven District Council's planning committee's decision made on September 16 last year to refuse permission for a 'pocket park' and children's play area on the site of the bridge adjacent to the town's Elsea Park housing estate, on the grounds that its design did not go far enough to protecting the heritage on site. The developer said it would conserve the heritage aspect by using



Bridge 234 was once a gateway for rail passengers arriving at Bourne, and now it is surrounded by a new housing estate under construction. As we closed for press, it was still standing.

bricks from the demolished bridge to lay out a piazza in the pocket park and build planters to mark its position.

As reported in issue 285 of *Heritage Railway*, councillors voted 8-1 against the advice of a planning officer to approve the scheme but invited the developer to meet with them so that solutions might be discussed.

Bellway, which has permission to build 373 homes on the surrounding land, began clearing the site – that had in recent times become an unofficial and vast natural wildlife haven – immediately after the committee meeting, but left the bridge untouched as new roads and foundations for the houses were laid. At the time of the decision by planning inspector Edwin Maund, who visited the site on April 26, the bridge was surrounded on three sides by partially-constructed homes.

In allowing Bellway's appeal, Mr Maund said the council had already agreed to the demolition of the bridge, provided that a Level 4 Historic Building Recording should

be undertaken by the developer and submitted to the local planning authority beforehand, and therefore the committee's refusal contradicted that earlier decision. "The concerns from many interested parties who have expressed strong objections to the loss of Bridge 234 and to the heritage interests this represents is not before me in considering this appeal, and these concerns do not influence the conclusions I have reached on the limited matter of the landscape details.

Wasted expense

Mr Maund also ordered the council to reimburse Bellway for the costs of the appeal. "In choosing to ignore the planning officer's advice, the elected members must have regard to clear reasoning for doing so and cannot ignore the decisions previously made," he said.

"While they are entitled to make a different decision, it must have a sound and reasoned basis which is patently lacking under

the circumstances of this case. I therefore find that unreasonable behaviour, resulting in unnecessary or wasted expense as described in Planning Practice Guidance, has been demonstrated and that an award of costs is justified."

Bourne History Group chairman Steve Giullari provided a detailed submission to the appeal, arguing that the cross-party councillors' rejection of design for the pocket park conformed to both local and national planning guidelines, and was fully justified because further and better particulars about the heritage of Bridge 234 had come to light since the previous decision was made.

Petition

In the past year, more than 2000 people signed a petition calling for the bridge to be saved, and about 100 local people volunteered to carry out repair work on the structure if campaigners managed to set up a charitable trust to undertake maintenance at no cost to the council or residents' groups.

Steve said: "The Bridge 234 campaign has felt like a cup run, losing the final to one decision by one referee. However, despite the outcome, the bridge will always live on as it has now become the symbol of strength and unity.

"It is my hope that other towns around our country take strength from our determination to protect heritage and to create balance. It is also our hope that you continue to fight for your heritage, wherever you are, because our Bridge 234 is your Bridge 234, and we want our symbol to be your symbol. May the fight continue!"

Second 'Pacer' is donated to Plym Valley

THE modern-day Great Western Railway has donated Class 143 'Pacer' DMU No. 143618 to the Plym Valley Railway, where it joins former Northern Rail Class 142 Pacer No. 142023.

The new arrival, which regularly worked between Paignton and Exmouth, may be ready for the line's July 1/2 Transport Weekend.



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Severn Valley saddle tank requires new casting

AN APPEAL to replace a failed casting on Severn Valley Railway-based Port Talbot Railway/GWR 0-6-OST No. 813 has been launched.

During the successful April 21-24 spring steam gala, as featured last issue, No. 813 was the only failure. It occurred on the evening of Saturday, April 23 at Hampton Loade when running the local service, and it managed to limp back to Bridgnorth that evening at walking pace.

The transverse spring supporting the rear drivers is fixed onto the casting centrally to the footplate immediately beneath the firebox door. The locomotive was built in 1901 and the casting is believed to be original.

After the gala was over, there was just enough time for No. 813 to go onto the wheeldrop to have the spring removed and for investigation before the shed roof works began (see News, page 16).

No. 813 missed its journey to the South Devon Railway for its 150th celebrations and will not go on hire to the Embsay & Bolton Abbey Steam Railway, where it was to spend the season until after the Santa specials.

Accordingly, owning charity the 813 Preservation Fund will lose about £15,000 that was to go towards its next overhaul.

The repair will be expensive and take considerable time as a new one will have to be cast, let alone



The failed casting on the footplate of No. 813. The transverse spring for the rear drivers was fixed at this point.

JOHN TITLOW

removing the old casting. Meanwhile, its boiler clock is ticking away, with four years to go.

→ If you would like to donate towards the cost of repairs to No. 813, visit www.gwr813.org



Visiting Class 33 D6515 Lt Jenny Lewis RN shines at Arley station. DAVID BISSETT/SVR

Severn Valley spring diesels draw the crowds

By Robin Jones

THE Severn Valley Railway's Spring Diesel Festival on May 19-22 proved a major hit, with about 4800 passengers – including the line's members and shareholders – travelling.

That number was a marked increase on the figure for the similar previous event held in May 2019, and despite increased costs, the event again turned in a healthy profit.

Among the guest locomotives which arrived at short notice as late replacements for others that could not attend were GB Railfreight's Class 73s Nos. 73107 and 70136 and Class 33 D6515, a first-time visitor to the railway, courtesy of 71A locomotives.

Swanage-based D6515 and Peak Locomotive Co Ltd's Midland Railway – Butterley-based D4 *Great Gable* and D182 arrived from the Purbeck Line on May 10 following the diesel gala

there on May 6-8 (see News, pages 40-41).

Visiting from the 'modern' railway were Class 68 No. 68003 from Direct Rail Services and Class 69 No. 69005 from GB Railfreight, making its first run on a heritage railway and hauling its first passenger services.

One minor failure saw D6515 sustain a split air pipe on the Friday evening. The problem was quickly attended to by the support crew to enable the locomotive to continue as planned on the subsequent two days. D182 will be staying on the SVR for the summer period at least until the September 29 to October 2 autumn steam gala, and it was hoped the Class 55 Deltic No. 55009 *Alycidon*, which became unavailable for the spring festival, will arrive in late summer in readiness for this autumn event, featuring heritage locomotives only.



Reflections of a Western: D1015 Class 52 *Western Champion* reflected in the paintwork of Class 50 No. 50035 *Ark Royal*. JASON HOOD/SVR

The Severn Valley Railway's head of marketing and communications, Lesley Carr, said: "For four days in May, diesels well and truly owned the SVR... and a great time was had by one and all! Diesel power is definitely proving extremely useful to us at the

moment because of the universal difficulties in obtaining new supplies of coal.

"With extra assistance from our diesel fleet, we are able to offer full timetables to our visitors, and we are very grateful to be able to do that."



Butterley-based Class 46 D182 (46045) departs Bewdley. TONY CARWITHEN/SVR



Heritage traction for the distant future? Visiting Direct Rail Services Class 68 No. 68003 in gala action. DARREN FORD

Worksplate from landmark Gresley Pacific to go under the hammer



By Geoff Courtney

A WORKSPLATE from a landmark Nigel Gresley locomotive that entered traffic exactly 100 years ago but was at the centre of controversy midway through its service life will go under the hammer on July 9.

It is from No. 60113 *Great Northern*, which was built at Doncaster in April 1922 (works No. 1536) as the prototype of what became the LNER A1 (later A3) class. Numbered 1470 by the Great Northern Railway and 4470 by the LNER, it was Gresley's first Pacific, and was thus the predecessor of the streamlined A4 class that in 1938 earned Gresley the accolade of having designed the world's fastest steam locomotive.

No. 1470 was the first of 79 in its class and enjoyed an East Coast Main Line life until May 1945, when it entered Doncaster works for a deep-rooted and extensive rebuild instigated by Edward Thompson, who had been appointed Chief Mechanical Engineer of the LNER in 1941 following Gresley's sudden death. Thompson had started work in 1944 on designing a new class of

express locomotives and decided to rebuild *Great Northern* to assess his new design, a choice that led to much debate, and anger in some quarters, due to this engine having historical significance as Gresley's first-ever Pacific and the pioneer of a successful class.

Controversy

It was generally reported that Thompson, who was works manager at Stratford prior to becoming CME, and Gresley had a strained relationship, and Thompson's choice of No. 4470 for a rebuild led to accusations that he selected this particular engine, which was spoken about as being a candidate for preservation, because of that enmity.

Contemporary reports claim that the LNER's chief draughtsman and other leading officials tried in vain to persuade Thompson to choose a different locomotive, and one leading observer of the railway scene later described the decision as "the most disappointing and tactless act in his (Thompson's) short and stormy career as CME."

Whatever Thompson's reasons, No. 4470 was rebuilt with an A4-type

boiler, a double blastpipe chimney, three cylinders with derived drive, three sets of Walschaerts valve gear, new frames that extended the wheelbase, and smoke deflectors. On its reappearance in September 1945 after 148 days in the works, another respected observer declared that Thompson had turned the Pacific "into a machine of such hideous appearance as might well have made its designer (Gresley) turn in his grave."

Teething problems

The rebuilt Pacific had a number of early teething problems – in the 12 months after its rebuild it entered Doncaster Works seven times for repairs – and plans to construct 16 locomotives to the design were dropped by Arthur Peppercorn, who had become CME after Thompson's retirement in 1946.

Peppercorn instead proceeded with a new class of his design that was to become the Peppercorn Class A1 numbered from 60114 to 60162, while *Great Northern* retained its original name and was numbered 60113 and classified an A1/1. Ironically, No. 60113 outlasted

two of the newer Peppercorn A1s by surviving in service until November 1962, when it was withdrawn from Doncaster (36A) and cut up there three months later.

The worksplate, which carries a build date of 1922 and a 'Rebuilt 1945' additional engraving, will be going under the hammer at a GW Railwayana live online auction, and although the *Great Northern* Railway identification was filled in by BR, the auction house's Simon Turner is estimating it at up to £6000.

"It is a significant plate from the very first Gresley Pacific built exactly 100 years ago and withdrawn precisely 60 years ago, and with worksplates currently in vogue I believe there will be enormous interest," he said.

"We will never know Thompson's reasons for choosing this engine for the rebuild, but I greatly look forward to putting such an historical railway item under the hammer."

→ See Geoff Courtney's railwayana column on pages 68-70 for full details of the auction and more railwayana news.



Smokescreen: No. 60113 *Great Northern* darkens the sky at King's Cross with a volcanic departure on a Down express early in the BR era. The locomotive, Nigel Gresley's first Pacific, entered traffic in 1922 but became enveloped in controversy when it was rebuilt by Edward Thompson in 1945. A worksplate from the landmark locomotive (inset top) will be going under the hammer at a GW Railwayana auction on July 9. TRANSPORT TREASURY/ROY VINCENT. Inset top: GW RAILWAYANA

Model rail shows is a smash hit – three years after being wrecked

Words and pictures
by Robin Jones

RECORDS were broken when the Market Deeping Model Railway Club staged its first show at Stamford Welland Academy since the 2019 event was wrecked by four drunken teenagers.

The May 14/15 Stamford Model Railway Show attracted over 1100 visitors, more than doubling the previous best of 450.

Visitors queued at the doors before the 10am opening time on both days. The show boasted 44 layouts and other stalls spread over four halls.

As previously reported, the 2019 events generated international headlines for the wrong reasons when four 16-years-old boys shared a bottle of vodka on a night out before taking their GCSEs, broke into the gym at the same venue, and deliberately wrecked the models during a rampage, during which they also played football. Police were called when the academy's

alarm system was activated, and the four were arrested after being found hiding in toilets.

They were subsequently charged with causing damage costing £30,000. A court imposed 12-month referral orders, and their parents were also ordered to pay £500 in compensation.

After rock star Rod Stewart, himself a model railway builder, donated £10,000 to the club when he heard of the mindless vandalism, around £100,000 was donated by well-wishers from around the world.

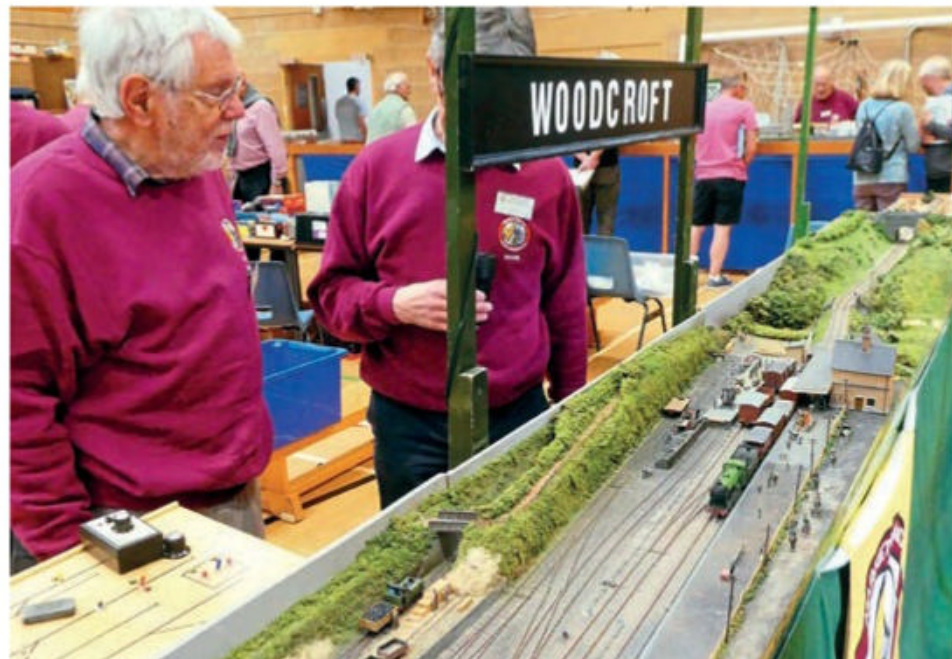
Club chairman Peter Davies: "We are absolutely delighted by the public response to the event.

"In no small way it was down to sponsorship from Stamford's main Ford dealer, TC Harrison.

"Hiring the academy is an expensive business, with all sorts of coats to be met."

One of the star exhibits at the show was the club's OO gauge model of LNWR Euston station as it was on June 23, 1875.

Following the wrecking spree



Above: Back in action three years after being vandalised, the club's EM gauge Woodcroft station was rebuilt by a dedicated team.

Right: During the exhibition, club member Brian Bartholomew demonstrated the techniques he uses to build O gauge LNER coaches in wood.



of 2019, a static display model of the station frontage was among the many donations offered. Club member David Ashworth undertook a vast amount of research which

led to many more buildings being added. Part of it portrayed the state visit to London of the sultan of Zanzibar, Barghash bin Said, to ratify an anti-slavery treaty.

The police had begun clearing Euston's Great Hall ahead of the arrival of the Sultan's train from Birmingham.

Also on display was Woodcroft, the club's EM model of an imaginary through station between Stamford and the East Coast Mail Line, depicting the GNR of the early 1920s. It was one of the layouts wrecked in 2019 and has been rebuilt by a dedicated team.

➔ For more details about Market Deeping Model Railway Club and to join as a member, visit the website mdmrc.org



Left: The OO gauge model of the entrance to Euston station as it appeared in summer 1875, with the Doric Euston Arch that was demolished in 1962 and the pair of gatehouses that survive.

Right: A pair of LNWR trains have just arrived at Euston.



STOP PRESS

Steam Dreams sold to Jeremy Hosking firm

EXCLUSIVE

By Robin Jones

AS WE closed for press on June 1, *Heritage Railway* was told by David Buck, the owner of railtour operator Steam Dreams, that he had sold the company to Jeremy Hosking's Locomotive Services Ltd.

Also included in the sale was David's LNER B1 4-6-0 No. 61306 *Mayflower*, which he bought in 2014 (picture, Main Line Itinerary, page 61).

Ill health was the main reason for the sale, said David, who

added that *Mayflower* was on its way the LSL's Crewe base as he spoke. However, Steam Dreams will continue to be run from its present offices in Albury, near Guildford.

David has an extensive private railway at his home near Windsor, which includes 5ft gauge line complete with operational Finnish Pacific No. 1016. He is also patron of the Standard Steam Locomotive Company Limited, the group building BR Clan Pacific No. 72010 *Hengist*. He said that he does not intend to sell his private collection.

Steam Dreams was founded in 1999 by Marcus Robertson, whose mother created The Wombles, and the firm ran its first train on December 16, 1999, from Waterloo to Salisbury.

In December 2018, the company was bought by David.

Steam Dreams now carries more than 20,000 passengers on board each year and also offers rail holidays both in the UK and overseas.

David said that more details of the Steam Dreams sale would be released in the coming days.

World's last steam freight stops

WHAT is believed to be the last steam-hauled freight workings in the world have reportedly ceased operation.

China's Sandaoling coal mine, which employed SJ 2-8-0s, was said to have run its last steam train on April 25. It was also said that the tracks were being lifted in early May.

It was understood that the steam locomotives, a target for international enthusiast photographers for many years, will not be scrapped, but used alongside diesels as shunters in a nearby yard.

Bridging the gap: Beyer-Garratt No. 6029, which was bought from a private syndicate last month by the NSW state government, crosses a typical NSW railway trestle bridge at Paterson on the north coast main line during a railtour in March 1969, when the Class AD60 4-8-4+4-8-4 was still in regular service hauling heavy coal trains. HOWARD MOFFAT



UK-built Garratt recruited to museum fleet in 'bargain buy'

By Geoff Courtney

BEYER-GARRATT No. 6029, the largest and most powerful operational UK-built steam locomotive in world preservation, has changed ownership Down Under after being bought by the New South Wales state government from a private syndicate.

Although officials are remaining tight-lipped about its price, reports within the Australian preservation movement are quoting a figure of

\$150,000 (£85,000), which if accurate represents what one enthusiast described as "an absolute bargain."

The 4-8-4+4-8-4 weighs 264 tons, is 109ft long, and has a tractive effort of 63,016lb ft. It was built by Beyer Peacock at its Manchester works in 1953, and after being shipped halfway round the world entered service with NSW Government Railways the following year as a member of the AD60 class. After 18 years working heavy coal trains, it

was withdrawn in 1972 with 620,000 miles on the clock and was saved by the National Museum of Australia to enter a new lease of life on railtour duty.

In 1981 it was placed in store in the yard of Canberra Railway Museum, where it remained until 2007 when, by then owned by the Australian Railway Historical Society, a major overhaul started. It returned to service in 2015, but a year later faced an uncertain future due to the shock collapse of the ACT division of the society and the closure of its museum home.

However, in 2017, a private syndicate bought the locomotive and relocated it to the NSW Rail Museum at Thirlmere, 55 miles south-west of Sydney, from where it has run tourist trains operated by Transport Heritage NSW.

'Outstanding example'

Rumours of another sale have been rife within the enthusiasts' fraternity since the beginning of this year, and on May 7 they proved to be correct when the state government revealed it had bought the Garratt and put it into the care of THNSW.

The statement said the state government had "secured" the locomotive while not identifying from whom it was bought, but it is understood it was purchased from the private syndicate, led by enthusiasts David Sommerville

and Phil Davis. Neither does the statement reveal how much the state government paid for the engine, but one Australian enthusiast told *Heritage Railway*: "If, as I understand it, the state government paid \$150,000, it was an absolute bargain."

"There are three other preserved members of the class, and it would cost significantly more than that to get any of them up to main line standard."

Members of the state's political establishment, including Nathaniel Smith MP and the Parliamentary Secretary for Small Business, Lou Amato, participated in a photocall at the museum on May 7 to announce the purchase of the Garratt, which the MP described as "an outstanding example of rail engineering."

Transport Heritage NSW chief executive Andrew Moritz said No. 6029 was popular with the public and members of his organisation, and was an important acquisition as it would be able to provide operational back-up for another state-owned locomotive in its fleet, Class C38 No. 3801. This Pacific has even higher profile than No. 6029 due its distinctive streamlined design and nickname Down Under as 'Australia's Flying Scotsman.'

The Garratt will run for the first time under its new owner over the weekend of June 11-13 on a series of trips out of Bathurst in the central NSW.



Change of owner: From left are the Secretary for Small Business, Lou Amato, NSW Transport Asset Holding Entity chief executive Benedicte Colin, Nathaniel Smith MP, Transport Heritage NSW chief executive Andrew Moritz, and David Sommerville, one of the locomotive's former owners, sharing the spotlight with No. 6029 at NSW Rail Museum after the announcement on May 7 that the UK-built Garratt had been purchased by the state government. THNSW



Lyn steaming across Exmoor with four rebuilt original Lynton & Barnstaple Railway carriages on May 15 – although the sheep didn't seem too impressed! TONY NICHOLSON

Woody Bay springs into life once more

By Robin Jones

NEARLY 1000 people turned up at Woody Bay station on May 14/15 for the Lynton & Barnstaple Railway's annual Spring Steam Gala – the first time it has been held since 2019 due to the coronavirus lockdown.

In action were new-build replica Baldwin 2-4-2T No. 762 *Lyn* (also pictured on page 66), Kerr Stuart Joffre 0-6-0T No. 2451 of 1915 *Axe* and diminutive 0-4-2T *Faith* built by the Railway's engineer John Uphill. John is offering the locomotive for sale.

Lyn and *Axe* hauled alternating passenger and freight trains. The weather was fine throughout, and a BBC cameraman turned up on the Saturday to film scenes for a future episode of *Antiques Road Trip*. The next big event will be the autumn gala on September 24/25.



Above: Sixteen-year-old Tino Whittlestone was *Lyn*'s fireman on the Sunday. TONY NICHOLSON

Left: *Lyn* waiting to leave Woody Bay on the Saturday with a passenger train as *Axe* pulls into the station with a goods train. TONY NICHOLSON

Right: Diminutive freelance 0-4-2T *Faith* (centre) sits at the back of goods train with *Axe* on the front, while *Lyn* (left) waits to depart for Killington Lane with a passenger train. *Faith*'s builder, John Uphill, is in its cab. TONY NICHOLSON



Pioneering bio-coal line orders battery locomotive

CLAYTON Equipment Ltd is to build a new CB12 Co-Co battery-operated locomotive to haul the heaviest of passenger trains on the Bure Valley Railway, which pioneered the testing of bio-coal in steam locomotives.

BVR managing director Andrew Barnes said: "We were impressed with the engagement and forward-thinking of the Clayton Equipment team in meeting our requirements in providing a passenger locomotive with zero emissions and we are proud to be working with a UK manufacturer."

Clayton managing director Clive Hannaford said: "The CB12 will offer long-term and cost-effective benefits, meet operational requirements, improve air quality with sustainable, zero-emission, and environmentally-compliant equipment which is in line with meeting the commitment to cleaner, greener railway transport for all."

Heritage park for Weymouth quay remnant

WORK has begun on renovating a section of Weymouth's disused quay branch as part of a £1 million upgrade to the town's station.

The section of the tramway between King Street and the Jubilee Retail Park is being turned into a rail heritage park, as well as a new cycle and pedestrian link.

The heritage park will retain the tracks as a reminder of the contribution the railway once made to Weymouth, and will run alongside a new walkway and cycle path.

Railway heritage information will be displayed in the station forecourt, with artistic, contemporary and colourful designs and life-sized characters.

The work is being co-ordinated by Dorset Coast Forum and is set to be completed by the summer.

Built by the GWR in 1865, the tramway was last used for timetabled BR services in 1987, with the last special train running in May 1999.

Many felt the line should be retained for heritage purposes, but track removal began on October 5, 2020.

'Lost' third GWR Victorian sleeping car is rediscovered

By Mike Thompson

WHEN one of the West Somerset Railway charities, the Steam Trust (now the WSR Heritage Trust) started a 20-year restoration of its GWR Victorian sleeping car No. 9038 back in the 1980s for display in the Gauge Museum at Bishops Lydeard, members knew that just three cars were originally built by the GWR at Swindon in 1897 as Lot No. 787 to serve on the Paddington-Fishguard service during the early 20th century.

Indeed, a second coach, No. 9039, was removed from Aberporth in Wales by the Great Western Society around the same time – both coaches having originally been used to form two properties. The second coach was in such poor condition that the decision was made to just offer it as parts for No. 9038 instead.

However, nobody knew the whereabouts of the third coach, No. 9037, and assumed it had been dismantled.

House's secret

That mystery has now been resolved following a discovery by a couple who bought an old house near Helston, on the Cornish coast. Paul Rice and Sally Pentreath knew it had an old sleeping carriage at its core, with a later extension built around it. Their intention was to build a completely new home on the site but they wanted to ensure that the original coach was saved, if there was interest from the railway community.

When the owners reached out to some local enthusiasts, word spread to the WSR – and it was quickly established that it was likely to be the long-lost sister coach of No. 9038. Since the bungalow was



GWR sleeping car No. 9037 was fully enclosed in the Helston property before being revealed.
MIKE THOMPSON/WSRHT



No. 9037 exposed for the first time after the building extensions were removed. PAUL RICE/WSRHT



A section of No. 9037 is test lifted prior to removal from the site.
CHRIS AUSTIN/WSRHT



The fully-restored No. 9038 which is now in the Gauge Museum. WSRHT



No. 9037 arrives at Williton on the West Somerset Railway, its destination for now. MIKE THOMPSON/WSRHT

due to be demolished very soon, a team from the WSR formed to make an inspection, with the willing cooperation of the new owners.

Investigations confirmed that the carriage was indeed No. 9037, originally built as a First Class Clerestory Roofed Sleeper and given the number 241, alongside sister coaches Nos. 242 and 243. It was renumbered to 9037 in 1907 and finally withdrawn in 1937. It is believed to have been moved to the current site in Cornwall shortly afterwards, apparently using Marazion as a staging point and needing six horses to pull it up a steep hill to the current location.

The new owners kindly agreed to allow the WSR team extra time to

assess the state of the carriage and examine the potential to move it as a whole unit.

It became apparent that the whole of one side of the carriage had been removed as part of an extension to the living space by a previous owner, so it was hard to justify a complete extraction of the unit.

Sectioned for display

After some consideration, a decision was taken to try and remove a section of the coach and transport it to the WSR for potential display alongside sister No. 9038, to show visitors a 'behind the scenes' view of how the carriages were manufactured back in Victorian times. There was also the potential to demonstrate to visitors a

'before and after' aspect of No. 9038's original restoration.

With the help of the owner's local contractors, the section of the coach was removed from the site on May 12 and transported to a lorry at the nearest road access half a mile away.

It was then moved overnight to the Heritage Trust's Williton carriage restoration site, ready to be prepared for display in a future extension of the Gauge Museum, hopefully to be ready next year.

The whole exercise was completed in less than a month from the time of the first visit.

No. 9038 can be seen in the WSRHT's Gauge Museum at Bishops Lydeard, which is open on WSR running days.

Refurbished Gauge Museum is relaunched by local MP

TAUNTON Deane MP Rebecca Pow officially relaunched the West Somerset Railway Heritage Trust's Gauge Museum on Platform 1 at Bishops Lydeard station on May 21.

Invited guests – including civic dignitaries and many volunteers who worked on the project – saw the Under-Secretary of State at the Department for Environment, Food and Rural Affairs cut a ribbon to mark the occasion.

The Gauge Museum has undergone a professionally-guided refurbishment: £20,000 provided by the trust was topped up with £40,000 from the National Heritage Lottery

Fund. Bristol-based Smith and Jones Design Consultants Ltd developed the project to take a fresh look at Somerset's railway history using modern museum interpretation methods.

The MP said: "I am delighted to have been asked to reopen the Gauge Museum because preserving our railway heritage and celebrating the role of the WSR as part of our community through this insightful museum is an excellent achievement, and I commend the trust for developing this initiative."

→ Beach Life: West Somerset Railway-style – see pages 46-52.



MP Rebecca Pow cuts the ribbon to mark the official opening of the refurbished Gauge Museum. ANDY MAYSON/WSRHT

Toplight coach is moved for rebuild to commence

THE West Somerset Railway Heritage Trust is now getting underway with the restoration of GWR Toplight TK Clerestory Coach No. 3639.

The restoration team has moved No. 3639 from the end of an inaccessible siding at Williton, where it has been stored for two years.

No. 3639 was built in 1908 and converted to an ambulance coach in 1915 for use during the First World War, and after being taken out of traffic was used as a camping coach.

A quantity of timber for the restoration has already been acquired.

The trust aims to restore No. 3639 as part of its heritage carriages project to create two rakes of GWR coaches to run on the line.

IN BRIEF

→ THE Midland Railway – Butterley's June 18/19 DMU gala will see the first use in preservation of Class 142 'Pacer' No. 142011, which has been restored to its 1984 livery of Provincial Blue. It is hoped that the venue's Class 141, the only example working at the moment, and 142 units will run in multiple each morning. The last time that Class 141 and 142 units ran coupled together was in the mid-1990s.

→ THE Embsay & Bolton Abbey Railway has taken delivery of BR Class 03 shunter No. 03078, which is on hire for a six-month period from the North Tyneside Railway. It will be put to use as a vacuum-braked shunter and a rescue locomotive.

→ A CONSULTATION in February and March with the local community showed "great enthusiasm" for reopening the Elsecar Heritage Railway – after it was mothballed when the site lease was handed over to Barnsley Council in 2020. Spokesman Mike Hart added: "The consultant is now studying the railway for the council, which is encouraging."

→ VALE of Berkeley Railway-owned BR Class 03 No. D2069, which has been based at the Dean Forest Railway since the completion of its overhaul in 2019, has gone on hire to the Chinnor & Princes Risborough Railway for the summer. It is expected to return to the DFR in time for the September 17/18 diesel gala.

→ MERIDIENNE Exhibitions will be presenting the Midlands Model Engineering Exhibition 16 at the Warwickshire Event Centre at Leamington Spa from October 13. More details are at www.midlandsmodelengineering.co.uk



Single-chimneyed BR Standard 9F 2-10-0 No. 92134 crosses Thomason Foss on the North Yorkshire Moors Railway as it easily climbs towards Goathland, banked by Class 37 No. 37264 at the rear of the train, with the 10am Whitby to Pickering service on May 13. The NYMR was topping-and-tailing most steam services with diesels to alleviate the fire risk, having had to withdraw steam from services earlier in the week due to a lineside fire. GRAHAM NUTTALL

Public asked for views on controversial East Lancashire commuter proposals

By Robin Jones

FEARS for the future of the East Lancashire Railway have again been sounded as a £150,000 study which will include using the heritage line for commuter trains running between Rawtenstall and Manchester got underway.

As reported in issue 287 of *Heritage Railway*, Rossendale Council was successful in securing funding from Restoring Your Railway and Lancashire County Council to produce a Strategic Outline Business Case (SOBC) into the travel corridor between the two destinations. A public consultation exercise into the scheme is now in progress.

Congestion

Council leader Alyson Barnes said: "There are major employment and residential projects planned in Greater Manchester in the coming years which will no doubt add to congestion on the M66, so we really need to plan now to minimise the effects of this on residents and businesses in Rossendale.

"The SOBC we are undertaking is the first step in really understanding what will work for Rossendale."

The proposed link would see journey times of about 50 minutes into central Manchester, and car journeys on the M66/A56 reduced to between one to three million.

The ELR would be used between Rawtenstall and a specially-designed

interchange station with Manchester Metrolink at Buckley Wells.

Systra Consulting has been appointed by Rossendale Council to carry out the SOBC and has produced a residents' and business survey to assist in drafting the report.

However, ELR chairman Mike Kelly said: "I would like to restate the ELR's deep concerns that the development, as proposed, would,

"It is our considered view that a new commuter line cannot operationally or financially coexist with the existing East Lancashire heritage line..."

at best, threaten the efficient and effective operations of – and at worst, force the complete closure of – the heritage railway line operated by ELR, thus threatening the growth plans in Bury town centre, Ramsbottom, and for Rochdale at Heywood and Castleton.

"It is our considered view that a new commuter line cannot operationally or financially coexist with the existing East Lancashire heritage line that our volunteers have given so much time and effort to preserve over the last 30-plus years.

"I would still suggest this new study should look at alternative, more cost-effective, deliverable options to improve transport links between Manchester and Rossendale."

Coun Barnes said: "We really value the ELR, which is an important and much-loved asset for Rossendale, and we are seeking a solution that secures the financial and operational future of the ELR.

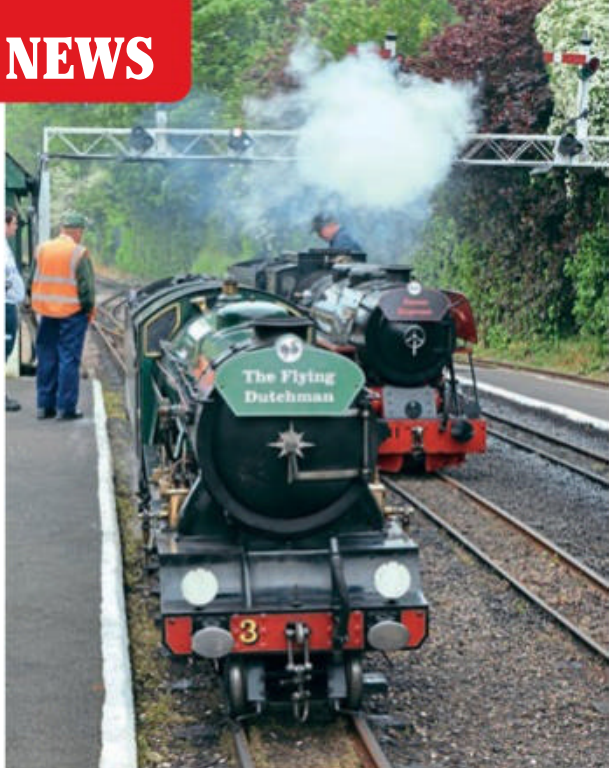
"We want to make sure we maintain the traditional look of the station, the signalling, and the ELR rolling stock, and the important role the volunteers play to continue.

Opportunities

"It is vitally important we hear the views of residents and businesses, not just in Rossendale but also all the way down the proposed line to gain a greater understanding of the needs and requirements of commuters to help us secure this much-needed investment in our transport infrastructure."

Lancashire County Council's cabinet member for Highways and Transport, Coun Charlie Edwards, added: "Reviving Rawtenstall's heritage railway for public use will open up more employment opportunities and reduce congestion on the A56/M66 corridor, supporting progress towards a net zero carbon economy."

The survey closes on June 22 and the study is expected to be completed around September.



Above: *Green Goddess* prepares to depart Hythe with the 10.25pm to New Romney on May 14. JASON CROSS

Left: *Southern Maid* enjoys a rest as *Black Prince* passes on its way to be turned at Hythe. OWEN HAYWARD

Romney celebrates its 95th with La'al Ratty visitors

By Owen Hayward

CROWDS flocked to the Romney, Hythe and Dymchurch Railway as it celebrated its 95th anniversary on May 14/15 with an intensive gala service that saw trains continue throughout the night.

Known as 'Kent's Mainline in Miniature', the 13 ½-mile line that

runs from the Cinque Port town of Hythe to the national nature reserve at Dungeness was the culmination of a joint dream between racing drivers Count Louis Zborowski and Captain JEP Howey – who had previously tried to buy the Ravenglass & Eskdale Railway line. The count was killed in a racing accident in Monza at the Italian Gran

Prix on October 19, 1924 before the new line began construction, but he had already ordered two Pacifics – Nos. 1 *Green Goddess* and 2 *Northern Chief* – from leading model engineer Henry Greenly.

The line was officially opened on July 16, 1927, and the extension to Dungeness came in 1928.

In 1973, Sir William McAlpine

headed a consortium that saved the line with substantial investment after years of neglect, upholding a high standard of customer service.

The celebratory weekend saw every available home steam locomotive in service, with double, triple, and even some quadruple-headed services run. In addition, resident diesel No.12 *J.B. Snell* was rostered.

The fleet was also boosted by the visit of steam locomotives *River Irt* (the oldest working 15in gauge locomotive in the world, which was also marking 95 years since it was rebuilt from a tank engine into an 0-8-2), *Katie*, which was built in 1896 by engineer Sir Arthur Heywood for the Duke of Westminster's private Eaton Hall Railway, and diesel No. 15 *Shelagh of Eskdale*, all from the RER, with the latter currently on long-term loan to the RHDR.

As the locomotives were taken to the shed on the Sunday evening, the opportunity was taken to pause five significant ones together. Nos. 4, 15, and *River Irt*, along with Nos. 6 *Samson* and 11 *Black Prince*, were all engines that once ran on the temporary railway at the International Garden Festival in Liverpool in 1984. The reunion at the



River Irt dwarfs *Hercules* and *Green Goddess* as it departs New Romney for Hythe. OWEN HAYWARD



Shelagh of Eskdale, *River Irt*, *Black Prince*, *Samson* and *The Bug* lined up outside New Romney shed on the Sunday evening, the first time all of the locomotives have been together since 1984 when they operated at the International Garden Festival in Liverpool. WILL SALMON



Visiting from the Ravenglass & Eskdale Railway, *Katie* departs New Romney with one of the shuttle services towards Occupation Crossing 20. OWEN HAYWARD



Southern Main heads the freight train at Colin's Bridge on the afternoon of May 14. JASON CROSS

gala was the first time in 38 years that they had all been together in one place.

Specially constructed

The international horticultural exposition was held between May 2 and October 14, 1984, on a 950,000sqm site south of Herculaneum Dock overlooking the River Mersey, with the specially constructed railway network transporting visitors to stations at key locations across the event.

The engines used were supplied

as they were deemed to be 'spare' at their home lines at that time. RHDR loaned some additional carriages to bolster the fleet bought specially for the event, while RER also supplied a 1976-built DMU, *Silver Jubilee*, although this was converted to loco-hauled stock after it fell out of use in 2003.

The timetable commenced at 9.30am at New Romney on May 14 with one of the line's famous non-stop parallel runs to Hythe. Service concluded at 6.45pm on the Sunday

with another of these showpieces, with each of the two trains being headed by four steam locomotives each. Between these were plenty of services, with several running non-stop between Hythe and New Romney, with one continuing to Dungeness and then back to Hythe. Service continued to run overnight and into Sunday morning, too. A small number of demonstration freight trains were also run.

Meanwhile, visiting *Katie* and resident No.4 *The Bug* ran top-and-

tailed shuttles out of New Romney as far as Occupation Crossing 20, approximately five minutes north of the station.

"Numbers for Saturday far exceeded our expectations and passengers were patient when locating a seat on their favourite departure," said spokesperson Jade Ashton.

"Overnight running has not been achieved since our 90th anniversary in 2017 and will likely not happen again until our centenary!"



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Didcot centre takes delivery of National Collection broad gauge coach – via the main line!

By Robin Jones

THE award-winning Didcot Railway Centre has received 1887-built GWR broad gauge convertible No. 820 after it was declared surplus to the National Collection.

Its body was designed to fit within the standard loading gauge and to be mounted on a standard gauge underframe, but it originally entered service as a broad-gauge vehicle. This course was followed to meet an immediate need for more Brunel broad gauge stock, while ensuring that the coach bodies could be reused when the 7ft 01/4in gauge was finally abolished in 1892.

Originally built as a 'Tricomposite' vehicle, having first, second and third class compartments, the second class compartment was downgraded to third in about 1907. It was renumbered 6820 early in the last century.

Withdrawn from passenger service in the 1930s, it first became a camping coach, and around 1952 became a Departmental vehicle, numbered W9962W. The



In the move of No. 820 from Didcot West Yard on May 7, the two third class compartments can be seen at each end; the second compartment from the left is the first class one and the second compartment from the right is second class. The two doors in the centre give access to the luggage compartment. The subtle difference in width of the panels between the windows denotes the classes, with first class getting wider panels to give more legroom in the compartment, second class getting slightly less legroom, and third class least of all. DIDCOT RAILWAY CENTRE

interior still has the camp coach layout, with each of the third class compartments having two longitudinal single beds.

The second class and luggage compartment have had the dividing wall removed to make a single

dining and living room, and the first class compartment has become a kitchen with sink and a coal-fired cooking range.

There is still evidence of class demarcation on the ceilings, with third class being planked, while first and second class have mouldings, being slightly more elaborate in first class.

Originally preserved by Bristol Museums Service, No. 820 made several visits to Swindon Museum and to the National Railway Museum at York before ending up at Locomotion museum at Shildon.

The Science Museum Group, including the NRM, thins out its collection from time to time by

offering certain exhibits to other accredited museums. No. 820 was offered for relocation last year. Following a successful bid, ownership was transferred to the Great Western Society at Didcot.

The vehicle was transported by road from Shildon to Didcot West Yard and, once the necessary checks had been made, moved by rail the short distance over the national network to Didcot Railway Centre on May 7.

The society's long-term aim is to restore the carriage to operational use in the condition it would have been at the point of gauge changeover, adding it to Didcot's small fleet of Victorian carriages.



Left: Visiting locomotives and exhibits moved to Didcot Railway Centre make the short journey across the national rail network from Didcot West Yard, so here we see a modern-day consist on the national network including a broad gauge coach body! DIDCOT RAILWAY CENTRE

First coach for Yorkshire Wolds

THE Yorkshire Wolds Railway (YWR) has taken delivery of its first passenger-carrying coach in the form of Mk.2 TSO No. 6027, bought from Nemesis Rail.

Arriving amid torrential downpours on March 4, it is the line's second coach but only passenger-carrying type, with Mk.1 No. 92990 being both a full

brake and in static use as a visitor centre at Fimber Halt. The latest acquisition will enable more passengers to be carried along the 1000ft-length demonstration line, with journeys previously being restricted to cab rides on 0-4-0DH shunter No. 5576 *Sir Tatton Sykes*.

The YWR is open every Sunday and Bank Holiday until October 30.

Giant timeline to mark Lowestoft station's 175-year anniversary

A NEW giant timeline was unveiled in an arch at Lowestoft station on May 3 by Waveney MP Peter Aldous to mark the 175th anniversary of the arrival of the railway from Norwich.

Construction began in 1846, with the line opening to goods traffic on May 3, 1847, followed by passenger services on July 1.

This first route was followed in 1859 by line to Ipswich and in 1903 a direct connection to Great Yarmouth.

Lowestoft's GER stables were the first UK railway premises to

be bombed in a Zeppelin air raid in 1915.

The timeline has been installed by the Wherry Lines Community Rail Partnership and the Lowestoft Central Project that in recent years has created an exhibition space inside the former parcels office. Departures, an exhibition by photographer David Pearce to highlight the changing East Anglian railway scene over the past 50 years, was open to visitors during the timeline opening.

Arts Council gives £435k to Head of Steam project and Brunel Museum

By Robin Jones

ARTS Council England has given a £300,000 grant to Darlington Borough Council's project to create a major new visitor centre at the Head of Steam museum as a focal point of the Stockton & Darlington Railway 200th anniversary celebrations in 2025.

Opening in 2024, the attraction will include a café and shop, show field and a new live engineering building, alongside temporary exhibition space, an archive, and extended car parking.

The grant will help fund state-of-the-art virtual reality experiences to bring history to life, a new immersive ride, and new railway-themed play areas.

Work officially began on the construction of Darlington's £35 million Railway Heritage Quarter on March 3 when, as reported in issue 291, borough council leader Coun Heather Scott cut the first turf.

Also supported by £20 million of funding from the Tees Valley Mayor and Combined Authority, essential improvements will be carried out on several historically significant buildings on the site, linking them together to create a cluster of attractions including the Skerne Bridge, the oldest working railway bridge in the world.

Coun Andy Keir, the borough council's cabinet member for local



Darlington's Head of Steam museum is set to become a major international visitor centre. COLIN DAVISON/DBC

services, said: "This money will go far in helping to provide the amazing facilities and improvements we have envisioned for Head of Steam.

"Once reopened, the museum will offer an incredible experience for visitors and will breathe new life into an area that was once at the forefront of world rail engineering."

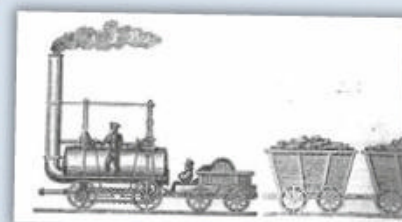
The grant is part of £22.7 million awarded from Arts Council England's Capital Investment Programme to 66 organisations nationwide since 2021.

Another beneficiary is the Brunel Museum at Southwark, which has been handed £135,674 to facilitate vital building updates to ensure it is fully accessible, as well as creating improved gallery spaces for the display of the Thames Tunnel watercolours.

Museum director Katherine McAlpine said: "This investment in our site means that we'll be able to offer a much better experience to so many more people. We can't wait to share the story of the Thames Tunnel with even more people in future."

Arts Council England chief executive Darren Henley said: "World class creativity and culture needs a resilient and sustainable infrastructure to allow it to flourish.

"With these investments in the buildings, equipment, and digital systems of cultural organisations across England, we are helping to secure the future of that infrastructure, and making sure that people from every part of the country can continue enjoying all the benefits it delivers for years to come."



A Hetton Colliery Railway steam locomotive heads a coal train in this 1826 print.

Celebrating 200 years of Sunderland's world first

A PROGRAMME of events to mark the 200th anniversary of the world's first railway designed to run without horse traction has been announced.

The Hetton Colliery Railway opened in 1822 and was also the first entirely new line to be developed by George Stephenson.

The line, which used steam locomotives and gravity power, transported coal from Elemore and Hetton pits to the River Wear in Sunderland.

Sunderland Culture's £30,000 The Cultural Spring project is working with Sunderland City Council and Hetton Colliery Railway 200 to mark the bicentenary, the centrepiece of which will be the 11-mile Stephenson Trail, tracing the route of the railway from Elemore Park, the former Elemore Golf Course. A programme of environmental improvements to the trail is also under development and markers will be used at key points along it.

Touring display

The programme includes a Stephenson Community Exhibition which will tour venues along the trail between September and November.

The project will be featured at Hetton Carnival on June 18, and engagement sessions will also be held at Barnes Park in Sunderland in June and July.

Funding for the celebration of the Stephenson Trail has come through neighbourhood funds from the city council's East, West and Coalfields areas.

The city council's assistant director of community resilience, Sandra Mitchell, said: "It's fantastic to see the wonderful events and projects that The Cultural Spring has lined up.

"This railway is historically significant, not only for Sunderland but worldwide, and this programme of events will allow people of all ages to learn more about its important history."

Whitrope marks 20 years at the summit of Waverley Route by opening up to the public

By Hugh Dougherty

THE Waverley Route Heritage Association is marking the 21st anniversary of its founding and its 20th year on site at Whitrope Summit Heritage Centre on the legendary Waverley Route by opening its centre and railway to the public on the first Saturday of each month until October.

One of the UK's most remote heritage railway centres, it offers a unique day out in the scenic heart of the Scottish Borders and recalls the great days of the linking of Edinburgh and Carlisle. The centre also plays a vital role keeping in the drive to reopen the line from the present Borders Railway terminus at Tweedbank to Carlisle very much alive by maintaining a railway presence in the area.

Association secretary Alan Maule said: "A great deal has changed over the 20 years since the Forestry Commission gave us permission to establish our centre here, and we are inviting enthusiasts and members of

the public to Whitrope to enjoy and appreciate our railway operations at this historic spot on the Waverley Route in 2022.

"Like all heritage railways, we were held back by the impact of Covid over the last two years, but we're now fully up and running. Although we are remote, visitors



Whitrope's Class 26 No. 26040 receives attention from volunteers in the drive to return the Sulzer to service on the centre's running line.

WHITROPE HERITAGE CENTRE

won't be disappointed with what we have to offer here and everyone who comes tells us that it's a journey worth making."

With an extensive track layout now in use, and with a variety of rolling stock and artefacts on display, there's plenty to capture the spirit of the express trains that once stormed up Whitrope Summit on their way to and from Edinburgh and Carlisle.

Volunteers have been working on the centre's Class 26 No. 26040, and started up and ran its Sulzer engine successfully on April 2 – the first time a main line diesel has ticked over at the spot for many years. Volunteers are now working to fully restore the 1959-built locomotive, which saw service in the north and central belt of Scotland before being withdrawn in 1992 and brought privately for preservation.

The next open Saturdays will be held on July 2, August 6, September 3 and October 1.

→ Full details can be found at www.facebook.com/WhitropeSiding

Spa Valley bids fond farewell to 'game-changer' Bulleid

By Owen Hayward

SOUTHERN Locomotives Limited's rebuilt Battle of Britain Pacific No. 34053 *Sir Keith Park* ran its last public passenger services before withdrawal from service at its current home on the Spa Valley Railway on the weekend of May 14/15.

However, the line will not be without a member of the class for long – following the announcement that Swanage-based No. 34072 *257 Squadron* will be moving Tunbridge Wells in the autumn to assist operation of the winter Polar Express services.

Despite competing with the FA Cup final and other big events in the region, 660 visitors came to see No. 34053 off over the 15 trips run during the weekend. After its final fire was dropped and locomotive cooled, the dismantling of *Sir Keith Park* commenced in earnest, with workers from SLL's Sellindge team aided by Spa Valley volunteers removing the steam pipes and superheater elements first for transfer to Swanage. There they will be tested and, if as good as expected, they will be used to replace those on No. 34072 that are starting to fail.

No. 34053 was originally planned to be taken by road to SLL's Herston site for dismantling, but with the replacement boiler from West Country No. 34010 *Sidmouth* running



Battle of Britain 4-6-2 No. 34072 257 Squadron, seen on the Swanage turntable on May 6 while being coaled alongside a road lorry, is destined for an autumn visit to the Spa Valley Railway to replace *Sir Keith Park* after the superheater elements have been exchanged. PETER NICHOLSON

three months behind schedule at Weybourne and delays to sister No. 34070 *Manston*'s transfer out of SLL's workshops, the decision was taken to use the extended time in Kent to dismantle much of the locomotive there.

Ambitious overhaul

"Without a doubt the overhaul of *Sir Keith Park* is the most ambitious task we've planned in the past 40 years, to try and ensure it is back in traffic at the Spa Valley during 2023," said an SLL spokesman. "By the time it arrives at

Herston in the summer, only the largest items, such as the cab and smoke deflectors, will need to be removed and the boiler readied for lifting.

"The partially dismantled locomotive will then be sent to the North Norfolk Railway for the current boiler to be lifted, which will be sent to Sellindge for tube removal, and be replaced in the frames by the boiler currently in the works there before it returns to Swanage for final reassembly."

On May 15, the opportunity was also taken to recognise the

work of Spa Valley volunteer Liam Treveil, with a turn at the controls of No. 34053. Liam was instrumental in establishing the relationship between the two organisations that led to the Bulleid transferring to Tunbridge Wells West.

Spa Valley steam engineering manager Matt Dives said: "He is the most unassuming person you could come across, and where most of the loco department's efforts are rewarded with turns on the footplate, Liam prefers to stay and work in the shed."

A lot of *Sir Keith Park*'s presence with us is down to him making contact with SLL years ago when we were expecting its Austerity, and it was him the SLL approached to ask if we could offer the Bulleid a home for a while. He has acted as liaison ever since and we all wish to thank him for his continued dedication and effort."

Recognised player

Commercial and finance manager Jonnie Pay said: "It should never be underestimated what the arrival of No. 34053 did to raise the profile, financial income, commercial viability, and overall reputation of the Spa Valley."

"Because of the relationship established with SLL as a result of Liam's work, we've gone from being a line running with the occasional visiting ex-main line engine or locomotives without the same draw to a recognised railway on the heritage circuit. It has opened up many opportunities for us as a result, such as securing visiting engines that may have previously been unobtainable."

The announcement of 257 *Squadron*'s visit was made in the run up to the final weekend of *Sir Keith Park* running and will be the first visit of an unrebuilt member of the Battle of Britain class to the line in preservation.

The locomotive is expected to stay for a Winter Steam Up event on a yet-to-be-confirmed date over the New Year period, with any possible extension to its stay dependent on the operational need for it back at Swanage.

However, slightly less welcome news came with the announcement of the planned June 18/19 Summer Steam Up having to be cancelled due lack of available locomotives.

Jonnie explained: "We had planned to feature the locomotives currently at Tunbridge Wells with one more hired in, however, we haven't been able to secure a visiting engine."

The line still plans to mark its 25th anniversary over August 26-29.



Heading one of its last Spa Valley Railway service trains, Battle of Britain Pacific No. 34053 *Sir Keith Park* passes Coldbath bridge with the 11.30am from Eridge on May 14. NICK GILLIAM

Birthday fund for Met No.1

A £70,000 appeal to complete the overhaul of Metropolitan Railway E class 0-4-4T No. 1 has been launched by its Buckinghamshire Railway Centre home.

The star of the award-winning Metropolitan Railway 150 celebrations in 2013, when it once again ran through the London Underground tunnels, it was taken out of service in 2019 with 18 months left to run on its 10-yearly boiler ticket due to the condition of the crown stays.

The cab, fittings, and the boiler were all removed for assessment purposes at Quainton Road just prior to the national Covid-19 lockdown, which then prevented further works taking place. With the gradual return to a normal working situation, it has



The boiler of No.1 on May 17.
LOUISA RICHARDS



Metropolitan Railway E class 0-4-4T No. 1 as seen at Quainton Road in 2014.
ADRIAN AYLWARD

now been possible to undertake the remaining assessments, including the non-destructive testing that has flagged up that firebox repairs are required.

The intention of the Quainton Railway Society is, as work is completed on other on-going projects, to have the locomotive enter the workshops at Quainton later this year or early 2023.

Meanwhile, tube removal and other less weather-sensitive elements are continuing as and when skilled labour or financial resources permit.

The society hopes to raise £70,000 with the aim of getting the No. 1 back on the rails for its 125th birthday in 2023.

Society vice chairman Colin Ashman said: "Met No. 1 has been

our flagship locomotive for the best part of 55 years. It is a firm favourite among the members of Quainton Railway Society and the visitors to Buckinghamshire Railway Centre."

Built in 1898, No.1 is the sole-surviving example of the E class 0-4-4 designed by TF Clark, the Chief Mechanical Engineer of the Metropolitan Railway, for the Baker Street to Verney Junction service. It was built as a replacement for A class 4-4-0T No. 1, which was broken up after an accident at Baker Street.

→ To donate to the Met 1 Appeal, visit www.bucksrailcentre.org, make a payment by calling 01296 655720, or send a cheque made payable to Quainton Railway Society Ltd to: Buckinghamshire Railway Centre, Station Road, Quainton HP22 4BY.

Join Spa Valley Railway on the local wine trail

By Geoff Courtney

HERITAGE railways and real ale festivals have long gone together, but the Tunbridge Wells-based Spa Valley Railway has branched out to a new theme by teaming up with a local wine producer.

Wildwood Vineyard, a family-owned business hidden away near the village of Eridge, produces red, an award-winning white, and rosé still wines, a fizz, and even a newly-launched pink vermouth.

Wine trains will run on June 11, July 30, August 20 and September 10, headed by either steam or heritage diesel, departing from Tunbridge Wells West at 11.55am for a 25-minute journey to the Oxted-Uckfield line station of Eridge, from where it is a short walk to the vineyard. Visitors will be able to enjoy a tour of the winery and tastings before returning to Tunbridge Wells West at 2.05pm.

Local industry

Spa Valley commercial manager Jonnie Pay said: "Enthusiasm for heritage steam and diesel goes hand-in-hand with real ale, and our annual festival has become enormously popular over the years, this year's in October being our 11th.

"However, we thought it appropriate to recognise that this part of England has become a centre for the country's wine-producing industry, and we are delighted to team up with a local vineyard. Passengers will be able to enjoy the twin delights of heritage trains and some award-winning wine, and hopefully they will rejoin us in October for our real ale and cider festival."

Tour and taste

Paul Olding, the vineyard's owner, said: "We are excited to team up with the Spa Valley for these special event days. Guests will get to travel to our little vineyard in style on the railway, enjoy a tour and tasting of our award-winning wines, and take the train back through the gorgeous Wealden countryside."

Train tickets on each of the three days cost £10, while additionally passengers are advised to book wine tours and tastings in advance directly with the vineyard. These cost £9, with just tastings alone priced at £6.



Rom River was the UK's first purpose-built standard gauge diesel constructed by Kerr Stuart in 1929. FR



Kerr Stuart 0-4-0ST No. 4388 of 1926 is set to steam for the first time this century at the Made in Stoke event. FR

Celebrating 'Made in Stoke' at Foxfield

THE Foxfield Railway is to launch its autumn and winter programme on September 4 with a special event celebrating North Staffordshire's railway history.

The event will focus specifically on the North Staffordshire Railway and locomotive builder Kerr Stuart of Stoke-on-Trent.

The Knotty Heritage Train will be running an hourly service from Caverswall Road station with two locomotives in steam working turn-and-turn-about. The Victorian atmosphere will be enhanced by volunteers in period costume. There will also be a chance to meet some

of Queen Victoria's Redcoats on leave, and visitors are encouraged to dress up to take part in the 19th century fun.

The event will also mark the return to traffic of Kerr Stuart 0-4-0ST No. 4388 of 1926, which has been out of action since 1999. It will be hauling the Knotty Heritage Train. Its restoration by Jack Dibnah has included the making and fitting of a new saddle tank.

Kerr Stuart 6wDM No. 4421 of 1929 *Rom River*, the first purpose-built standard gauge diesel locomotive to be built in the UK, will also be in operation.

On display in the refurbished Foxfield Museum will be NSR New L 0-6-2T No. 2, which was built in Stoke in 1923, and Kerr Stuart 0-4-0ST No. 4167 of 1920 *Moss Bay*, as well as displays telling the story of the FR and the NSR. The Knotty Coach Trust will also be launching its new book and model shop, housed in the 1884 Midland Railway first class family saloon, which has been repainted by Foxfield's carriage and wagon team into its original livery. The Foxfield Miniature Railway may also be in operation.

→ Booking for the event is available now via www.foxfieldrailway.co.uk



On May 2, *Katie* and *River Irt* are seen double-heading at the Everything Goes! Gala. *River Irt* is the world's oldest working 15in gauge locomotive. RER



Stars of the show at the gala includes *Les*, a Lister diesel built in the 1960s, which arrived from the Bredgar & Wormshill Railway in March 1999 and is used as the Ravenglass engineers workshop shunter. *Les* hauled passenger trains for the first time in more than 20 years! New carriage *Ruth* and traction engine *Providence* can also be seen. RER

First class luxury both on and off the line at Ravenglass

By Robin Jones

THE Ravenglass & Eskdale Railway has officially launched three new luxury coaches into traffic.

Joan, director's saloon *Ruth*, and first class saloon No. 140 were built by the Ffestiniog & Welsh Highland Railway at Boston Lodge Works.

The craftsmanship of the new carriages are a legacy to Lord Wakefield, who founded the Lake District Estates company and saved the railway in 1960.

Joan and *Ruth* are named in honour of his eldest and youngest daughters – Mrs Joan Raynsford and the late Mrs Ruth Adorian, who were company directors for more than 50 years. Mrs Adorian, who had motor neurone disease, was a strong campaigner for disability access in public spaces.

Georgina Townsend, Mrs Adorian's daughter, cut the ribbon to launch the carriages on May 16. Mrs Adorian's son, James Clarkson Webb, said: "This is a fitting tribute to the ongoing legacy she leaves behind."

Lake District Estates chairman Peter Hensman said: "These new carriages take La'al Ratty to a new level of comfort and will enable our visitors to fully appreciate the beauty and grandeur of Eskdale."

"At the same time, by naming two of them *Joan* and *Ruth*, we pay tribute to the daughters of Lord Wakefield who, as director of the railway over 40 years, played a significant part in its development and success."

Improving access

He said it was considered that the old carriages were no longer suitable to provide that 'extra-special experience'.

"The carriages were ageing and we wanted to make it easier for those with disabilities," he explained.

"We wanted three new carriages – an observation carriage, a special events carriage, and a comfortable ordinary carriage."

"We knew the prototypes would not be cheap, but the European Regional Development Fund helped with 25% of that."

Features include accessible folding tables and flexible spaces.

A week later, on May 23, the Ravenglass Railway Museum officially opened Pullman camping coaches *Maid of Kent* and *Elmira*, with railway historian and TV presenter Tim Dunn cutting the ribbons.

The two Pullmans were built in 1917 as part of a First World War ambulance train.

The National Lottery Heritage Fund granted £250,000 for the transformation of *Elmira* and the *Maid of Kent*.

The restoration of the pair was completed in 2021. They were turned into new visitor accommodation for up to six persons.

From the 'Pullman Car No. 137' plaque in the lounge to the marquetry that has been delicately repaired and features in the carriage, these special carriages transport guests to a bygone era during their stay.

The Pullman carriages have already received a Visit England

Gold Award rating, as well as being finalists for the Morgan Award for Preservation in the 2022 Heritage Railway Association awards. They have also recently been shortlisted for the Cumbria Tourism Awards 2022 in the Self-Catering Accommodation of the Year category.

'Innovative'

NLHF director David Renwick said: "Thanks to money raised by National Lottery players, we are proud to support the railway in this innovative project that sees our railway heritage celebrated in a new fashion and that also creates an interesting and commercially sustainable future for the Ravenglass Railway Museum Trust."

Earlier, the Everything Goes! Gala, held on April 30 to May 2, marked the return of the line's annual May Day Weekend.

It saw all nine of its working steam and diesel locomotives in action, plus special guest traction engine *Providence*.



A grandstand view of passing Krauss Pacific No. 8457 of 1929 *Whillan Beck* from a window in Pullman car *Maid of Kent*. RER



Left: Georgina Townsend, daughter of the late Mrs Ruth Adorian, who was a long-serving director of Lake District Estates, officially launches director's saloon *Ruth* into service on May 16. The last of the three new coaches to be delivered, it is designed to deliver special first class experiences for guests, with traditional cream teas or Lakeland hampers. It features covered outdoor balcony seating, USB speakers, fold-down tables for wheelchair access, and two private compartments with an engraved glass sliding panel, allowing both sides to become one. RER



Joan, one of the three new carriages, coupled behind Krauss Pacific No.12 Whillan Beck at Ravenglass on May 17. RER



The two standard gauge Pullman camping coaches next to the 15in gauge line at Ravenglass. RER

Locomotive is stolen from East Kent Railway

THIEVES who stole a miniature locomotive and track materials to be used on the East Kent Railway's next extension were being hunted by police.

The 7¼in gauge diesel was taken, along with two generators, track components including points equipment, two train jacks, and other tools – with a total value of about £14,000.

All were stolen during the raid on the line's Shepherdswell headquarters in Station Road on the morning of April 27.

Officers released a CCTV picture of a man driving a white Ford Transit van, registration EA07ZGZ, who they wish to interview.

In 2019, a building was burned down deliberately, and the next year vandals destroyed signage.

A railway spokesman said: "What



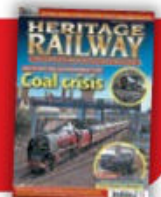
The stolen miniature Planet diesel. EKR

they deem as scrap is priceless to us, with some components being incredibly difficult to source.

"This is a huge blow to the EKR as we come out of Covid restrictions and try to stabilise the charity."

The railway has launched an appeal at www.gofundme.com/f/east-kent-railway-theft-recovery-fund to recover part of the cost of the theft. Anyone with information or who is offered any of the items is asked to contact Kent Police.

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SWANAGE RAILWAY

The Swanage Railway invites potential applicants to express interest for the post of

CHIEF EXECUTIVE OFFICER

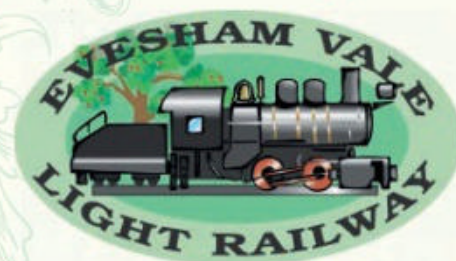
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peter.milford@swanagerailway.co.uk

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Ten locos shine in Swanage's comeback diesel festival

**Words and pictures
by Andrew PM Wright**

TEN locomotives starred in the Swanage Railway's eagerly-awaited first Diesel Gala and Beer Festival held since 2019, before the Covid-19 pandemic lockdown.

Now in its 15th year and featuring an intensive three-train service, the May 6-8 event saw the beer festival organised and operated by

Purbeck Kitchens at Corfe Castle station. A surprise visitor was newly-outshopped Class 69 No. 69004 from GB Railfreight. It spent the event on display at Swanage station to help raise money for the Prostate Cancer UK charity. It was the first time that a member of the class has visited the Purbeck line.

The other visitors were: Class 25 D7612 (25 262), courtesy of South

Devon Diesel Traction; Class 31 No. 31128 from Nemesis Rail; Class 37 No. 37703, owned by the Harry Needle Railroad Company; Class 44 D4 *Great Gable* (44004) and Class 46 D182 (46045), both courtesy of the Peak Locomotive Company; Class 50 No. 50026 *Indomitable* from PTG Tours; and another from GB Railfreight, Class 73 No. 73136 *Mhairi*. Also in action were two Swanage-based Class 33s,

the 71A Locomotive Group's newly-outshopped D6515 (33012) *Lt Jenny Lewis RN*, and No. 33111.

D6515 hauled the last train through Broadstone to Wimborne, when it cleared Wimborne's station yard of wagons after BR closed the line to freight trains on May 3, 1977, carrying a special headboard on that occasion.

No. 33 111 hauled the last 4TC push-pull carriage set to Corfe Castle and Swanage on a Poole Grammar School railway society chartered enthusiasts' train in September 1971.

From the Friday to the Sunday, diesel trains operated along the entire length of the nine-mile heritage rail – past Norden station and beyond Furzebrook to the River Frome, within sight of Wareham and half a mile short of Worgret Junction on the London to Weymouth main line.

May 5 saw a special 'Thirty Seven Thursday' preview event, with a day of diesel and steam trains between Norden and Swanage featuring No. 37703. The festival itself featured evening 'Beerex' diesel trains: D182 on the Friday and No. 50026 on the Saturday.

At noon on the Friday, a newly restored 2ft gauge Rushton & Hornsby 48DL was unveiled at the Purbeck Mineral and Mining Museum next to Norden station.

A ceremonial ribbon was cut by Wareham resident Ian Bradshaw, who was a principal donor to the restoration project that cost £12,000 and lasted three years.

The locomotive, No. 283871 of 1956, spent the rest of the diesel gala giving demonstration runs at the head of a rake of ball clay wagons.

The railway's passenger services director, Trevor Parsons, said: "It was great to see a diesel gala and beer festival return to the Swanage Railway for the first time since 2019 and there was a real sense of euphoria among the many enthusiasts who attended from around the country to enjoy the



Top: Class 31 D6515 heads a convoy of returning visiting locomotives across Bridge 3 over the River Frome on May 10.

Left: Class 37 No. 37703 heads through Harman's Cross on May 5.

Below left: Class 46 D182 (46045) at Swanage on May 6.

Below right: Late evening on May 7 sees Class 69 No. 69004 and No. 50026 side by side at Swanage.





Above: Class 31 No. 31128's driver, Pete Davis, and Corfe Castle signalman Jim Russell exchange tokens on May 8.



Right: Class 31s No. 31128 and D6515 pass at Corfe Castle on May 8.

event and ride on trains along the entire 9½-mile length.

"We were blessed with good weather and I would like to thank everyone who worked so hard to deliver a successful diesel gala and beer festival during the three days, as well as the small team of dedicated volunteers who had been planning the complex event for almost six months."

"There is an ever-growing national following for heritage diesel locomotives, particularly among younger rail enthusiasts, and over more than 15 years, our diesel gala has grown in popularity to become one of the most highly-regarded annual events of its type in the country," added Trevor, who is a volunteer guard and signalman on the line.

The next big event on the railway will be Roads to Rail, taking place at Norden station on June 24-26. In what is being hailed as a first for the Isle of Purbeck, there will be three days of steam-powered demonstrations and vintage fairground fun with traction engines, road rollers, and showman's engines in attendance. An additional evening heritage diesel service will run on all three days.

Visitors are invited to dress up in the period attire, whether it be a showman's outfit or steam train driver's 'bib and brace'.
→ The Swanage Railway invites potential new volunteers to contact recruitment and retention officer Jonathan Evans on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk to find out more about roles available.



Visiting GB Railfreight duo Class 69 No. 69004 and Class 73 No. 73136 Mhairi pass Holme Lane on May 5.



Ruston & Hornsby 48DL shunter No. 283871 with Purbeck Mineral and Mining Museum volunteers prior to its unveiling on May 6 by Ian Bradshaw (centre).

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Ardingly branch planning application lodged by autumn?

By Robin Jones

A PLANNING application for the reinstatement of the Ardingly branch, restoring the Bluebell Railway's south main line connection, is set to be lodged later this year.

The electrified branch that linked Horsted Keynes to Haywards Heath was closed by BR on October 28, 1963, after which the heritage line could run services into Horsted Keynes station.

The branch still saw occasional use to transport rolling stock to the Bluebell Railway, the last such movement being recorded on May 13, 1964, when LBSCR 'Terrier' 0-6-0T No. 32636 *Fenchurch* passed through prior to lifting of the track. That began on July 15 and reached Horsted Keynes by September 21.

During the summer of 1968, Sheriff Mill Viaduct was demolished so Mid Sussex District Council could straighten the bend on New Lane as it curved beneath the structure.

The Bluebell was invited to purchase the line in 1962 but could not afford BR's asking price of up to

£30,000, together with the £10,000 needed to maintain the viaduct.

However, since the early 1970s, the railway had aspired to restore both main line links; the first, the northern extension to East Grinstead, having been completed in 2013. After this, the committee, and its specialist expertise, was transferred to the Western Extension Committee (WEP) and in the meantime, spoil from the re-excavation of the line to East Grinstead was used to narrow the gap left by the demolition of the viaduct.

Forward planning

Resignalling work had also taken place at Horsted Keynes, with signals being installed in preparation for the eventual reinstatement of the branch.

The district council has safeguarded the trackbed from redevelopment that would be prejudicial to its reinstatement.

The eastern part of the branch remained in use after Amey Roadstone, now Hanson Aggregates, established a plant in the Ardingly

goods yard, served by a daily freight working from Haywards Heath using the former down local line. Most of the platforms were demolished, and the track in the station was removed and a loop installed at the southern end of the former goods yard area.

In 1997 the Bluebell acquired the trackbed as far east as the aggregate depot boundary at Ardingly.

On April 23, WEP members gave an update presentation at Sheffield Park, to which all directors and trustees of the Bluebell Railway Preservation Society, Trust and plc were invited.

Committee chairman Graham Flight reiterated that the remit of WEP is to secure the trackbed and to apply for planning permission and a Transport & Works Act Order for the reinstatement of the branch from Horsted Keynes to Ardingly and then to Haywards Heath and a connection to the main line. A TWOA would place Bluebell in the position to consider in detail the operational and commercial options, together with the construction costs for the future, at each stage of the project.

Fellow member Henry Clarke gave

an update on land management, planning, and the TWAO application, including the need for public consultation and multiple technical surveys before a formal planning application could be submitted.

The meeting heard that specialist external consultants had been engaged to assist in this work and to meet regulatory requirements.

Updates and proposals

Dick Beckwith gave an update on the replacement viaduct on the Ardingly spur line, including the proposed new bridge design and the deviation options for the line west of Avins Bridge at Ardingly and through the Hansons site and works to rejoin the existing track, which is currently used for stone trains.

There was also a presentation on the operational and commercial opportunities of the project including staged operations, timetables, motive power, and potential stakeholders.

The meeting heard that it was hoped to submit the planning application by the late summer or early autumn of this year.



Bluebell's abundance of Bluebells: BR Standard 4MT 2-6-4T No. 80151 passes south of Kingscote during a Jon Bowers photographic charter on May 9. PETER HOLLANDS

Scotland's oldest railway marks 300th anniversary

THE 300th anniversary of the opening of Scotland's oldest railway was marked on May 7.

Members of the 1722 Waggonway Project held a ceremony on the course of the Tranent Cockenzie Waggonway's trackbed to recall the opening of the pioneering line that was built with wooden rails and sleepers for coal transport.

Volunteers brought their replica railway wagon out of its usual home at the project's museum and pushed it along the course of the line – without



All dressed up for the 300th birthday party, volunteers recreate the opening of Scotland's first railway. 1722 WAGGONWAY PROJECT

the help of rails – and volunteers were dressed in period costumes.

Chairman Ed Bethune said: "We decided to mark this significant event in as visual a way as possible as the opening of the first railway in Scotland was a really important historical event in the development of rail transport."

"The 300th anniversary of the opening was celebrated as a real community event, with our museum open and a series of talks and events laid on to further raise awareness of our unique waggonway and its importance to railway heritage and local industrial history."

Hythe Pier Railway track restoration starts

THE Hythe Pier Heritage Association has begun work on the first phase of restoring the 2ft gauge tramway following a positive response to its appeal.

Hampshire County Council contributed through its Leader's Community Grant Fund, and other generous donations came from the Beaulieu Beaufort Foundation, Beaverbrook Foundation, Dibden Allotment Fund, and the New Forest Park Authority.

A temporary platform has been constructed along the Grade II-listed Victorian pier nearly 50 yards from the ticket office station, allowing preparatory work to begin.

A comprehensive survey and redesign of the existing points area has already been carried out, allowing procurement and fabrication of the new rails and the replacement timber for a new support system to get underway.



The Hythe Pier train in operation on April 26. ALAN TITHERIDGE

The project will be paused before the track can be removed to allow Carriage No.1, which is being restored in the workshop, to re-enter service in time for the line's centenary celebrations of July 23.

Once the replacement supports are in place, the installation of the new

track and points will follow using upgraded railway line, steel sleepers, and sprung rail clips.

The existing bumper stop will be relocated and the conductor rail installed with upgraded support clamps. Work will conclude with the renovation/replacement of the present station platform before the commissioning of the new system and points.

The association said that the trackwork is essential to preserve and extend the life of Hythe's Guinness World Record-holding electric pier train. It first ran along the pier in July 1922 and is the oldest continuously-operating public pier train in the world. One of the two First World War-era tractor units and one of the two original carriages have already been restored by the association.

→ Donations to the restoration project may be made online at hythepier.org.uk/donate

Rippingale station opens its doors for model preview

INVITED guests attended a preview of Lincolnshire's latest heritage centre on April 24 prior to its opening to booked parties.

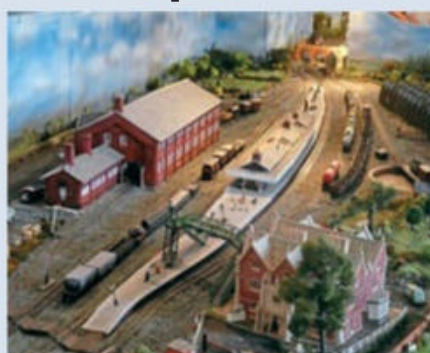
As highlighted in issue 288, the goods shed at Rippingale station on the Great Northern Railway's Bourne and Sleaford line, which closed to passengers in 1930 and freight in 1964, now houses a 160sq ft OO gauge model of Bourne station. It was built by former teacher Ken Wainwright, and is depicted in the 1930s and 1940s, together with many local landmarks that are still present today. The layout also includes a branch to a model of Rippingale station, now owned by barrister and enthusiast Marc Maitland.

Guests were each given a ticket from an authentic machine and asked to sign the visitors' book beneath the Bourne waiting room clock.

A specially-prepared DVD enlightened the guests about the history of Bourne station, once a busy four-way junction, after which Marc escorted them on a tour of the station grounds.

Ken said that the centre will initially be open for parties of eight to 10 visitors about eight times a year, but will otherwise remain closed as it is private property.

To book a visit, email Ken at guitargem@icloud.com, and volunteers are also welcome to join.



The Elizabethan Red Hall, saved from demolition when it was co-opted as the station ticket office, stands in the foreground of this view of Ken's model. In the distance is Midland & Great Northern Joint Railway Bridge 234, which local historians campaigned to save from demolition, but now in vain. ROBIN JONES

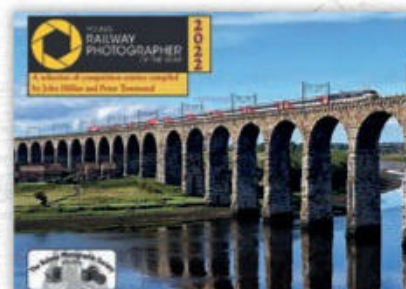
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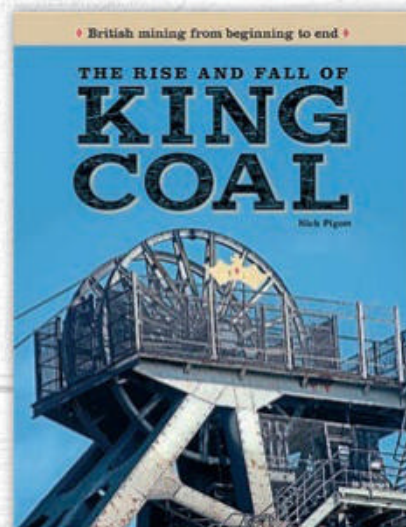
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BEACH LIFE: WEST SOMERSET STYLE!

Open throughout again, the West Somerset Railway's hugely successful May 5-8 Spring Steam Gala showcased the best of one of Europe's top coastal heritage lines. **Robin Jones** reports on how Britain's longest standard gauge heritage line is overcoming problems of recent years as it moves ahead as a cornerstone of the local tourist economy.



Visiting BR Standard 4MT 4-6-0 No. 75069 rounding the curve on the cliffs at Doniford Bay with a Bishops Lydeard-bound train on May 7. DON BISHOP

Spring is the quintessential time of regeneration and rebirth. In early May, that message resounded loud and clear when I visited West Somerset, with its blooming swathes of radiant green foliage beneath azure skies, and the inspirational heritage railway that links the towns and villages on its fascinating coastline to its hinterland in the shadow of the Quantock Hills.

The recent and long-awaited opening of the Seaward Way level crossing has allowed trains back into Minehead, and significant progress has been made on the upgrading track so the line can once again accommodate larger engines. Three superb visitors made the line's May 5-8 spring steam gala a must for visitors, including myself.

Continuing its tour of southern England was the Scottish Railway Preservation Society's 1907-built Caledonian Railway Class 439 0-4-4T No. 419, making its first visit to both the line and the West Country,

fresh from visits to the Battlefield Line and the Spa Valley Railway.

It was joined by a pair from the Severn Valley Railway, with Swindon 1955-built BR Standard 4MT 4-6-0 No. 75069 making its first visit to the West Somerset since 1994, away from the home line since its last major overhaul was completed in late 2018. It was joined by GWR heavy freight 2-8-0 No. 2857.

Blessed by radiant weather, more than 2200 passengers travelled over the four days of the gala, a figure boosted by lineside photographers and casual observers whose presence no doubt further underlined the importance of this inspirational railway as a keynote attraction in the local tourist economy.

The gala, the glorious unbroken sunshine, and spring hues facilitated a personal reawakening to the delights of the locality. When I previously lived in Warwickshire, West Somerset was within reach of a weekend break or even a long day trip,





In attendance at Minehead station for the gala was Mike White's 1910-built McLaren 8hp traction engine No. 1148, which travelled from his Exmoor yard. Built for export to dealers Caccialanza & Bronzini in Piacenza, Italy, it was designed for direct ploughing and general heavy haulage, capable of pulling a 14-furrow plough continuously. In the 1920s it was converted into a colossal 23-ton roller with 9ft rolls for use on Italian roads, and in 1937 it was commandeered by Mussolini for road-making duties in Ethiopia, returning to Italy to end its working days. Mike discovered it in on a Tuscan mountain in 2017, brought it back to England, and restored and returned it back to its as-built form. ROBIN JONES



The 4.30pm departure from Minehead behind WR 4-6-0 No. 7822 *Foxcote Manor* was a 'three chairmen special': WSR plc chairman Jonathan Jones-Pratt (right) was trainee driver, West Somerset Railway Association chairman Mike Sherwood was fireman, and West Somerset Railway Heritage Trust chairman Mike Thompson was guard. They were joined by plc general manager Kerry Noble. WSR



Minehead's turntable always pulls in the crowds. On May 8, WR 4-6-0 No. 7822 *Foxcote Manor* is prepared for its next run to Bishops Lydeard. ROBIN JONES

revisiting many of the haunts I had known since childhood and served by the railway, like pearls on a silver necklace.

First stop outside the busy branch terminus of Minehead is Dunster, dominated by its medieval castle and trademark 17th century Yarn Market, and the beach a short walk of the station. After that comes Blue Anchor, an expanse of sand and shingle more than a mile long, and at the western end of the Blue Anchor to the Lilstock Coast Site of Special Scientific Interest.

Here is a timeless heritage scene with a level crossing, signalbox, and classic station buildings – including the Blue Anchor Railway Museum, which opened in the Down platform former waiting room in 1986. One of two museums on the line managed by the West Somerset Railway Heritage Trust, the other being the Gauge Museum at Bishops Lydeard, work is about to start on improvements in readiness for the 2023 season.

A short walk from the level crossing is the promenade road and a huge row of surfaced parking bays for motorists – all of which are free! For me this presents an inviting and dramatic contrast with several beach car parks in North Cornwall that now have cameras to photograph the numberplates of all incoming vehicles, with punitive fines reportedly imposed for the slightest of perceived infringements. Overlooking the beach with its views to South Wales is the excellent and affordable Driftwood Café.

The Blue Anchor scenario immediately begs the question – should I park up and have lunch, take a walk along the beach, and then take the train into Minehead, or even make a return trip of the whole line?

The line then curves inland to Washford station, conveniently located next to the A39, a major route for holidaymakers, and then

turns back north. The next stop is the port of Watchet, claimed as the inspiration for poet Samuel Taylor Coleridge's *The Rime of the Ancient Mariner*, for which a commemorative statue was erected on the harbour front in 2003.

The distinctive feature of this section of the coast is the Triassic cliffs, which hold geological interest for the variety of fossils. The train heads eastwards out of Watchet towards Doniford Bay where, on June 27, 1987, the WSR opened a new request halt, complete with GWR pagoda waiting room, to serve the beach and adjacent holiday campsites.

Doniford Bay is a mecca for fossil hunters. Most fossils are found in the rocks and shale on the foreshore and are best exposed during scouring tides; the Bristol Channel has the second highest tidal range in the world after the Bay of Fundy in Newfoundland. The bay yields superb white ammonites in the rocks, and well-preserved brachiopods and bivalves are also present.

I have never had cause to be disappointed by this intriguing coastline. Every visit comes up with something new to explore – and even if you come by car, the railway is the best way to get around if you want the best out of the breathtaking views.

At Doniford, the railway says farewell to the coast and turns south to Williton station, which has developed over decades as the line's engineering base and is home to the Diesel & Electric Preservation Group, whose fleet includes two of the four preserved Class 35 'Hymeks' – including D7017, which holds the record for the longest-serving locomotive on the WSR. It entered service on the line in 1977, thereby notching up 45 years of service... more than three times as many as it worked on BR.

Next come Stogumber and Crowcombe Heathfield. The June 9-11 diesel gala included



Visiting from the Severn Valley Railway, GWR 2-8-0 No. 2857 passes Churchlands Bridge, Combe Florey, with a Bishops Lydeard to Minehead service on May 7. DON BISHOP



Caledonian Railway 0-4-4T No.419 approaches Wick Lane bridge with the 3.45pm demonstration goods from Norton Fitzwarren on May 5. NICK GILLIAM

a Beatles Special, recalling the time in 1964 when the Fab Four famously filmed sequences for their first movie *A Hard Day's Night* at both Crowcombe Heathfield and Minehead stations.

Then comes the southern terminus of Bishops Lydeard, home of the reopened Gauge Museum (see News, page 30), where the Whistle Stop Cafe has received a 'very good' food hygiene rating following its latest inspection. Beyond here lies the main line link section and the stretch to Norton Fitzwarren platform, on which No. 419 hauled shuttles during its gala visit

Renewal and rebirth

It has been said that the ideal length of a heritage railway, or at least a standard gauge one, in terms of maintenance and cost-effectiveness, is about eight miles. By contrast, the WSR is, at 22 ¾ miles, the UK's longest standard gauge heritage line.

Closed by BR in 1971, the first section of

the GWR branch, between Minehead and Blue Anchor, reopened as a heritage line on March 1976, pushing eastwards in stages until services reached Bishops Lydeard on June 9, 1979. It is stating the obvious that an army of volunteers working in unison at all times would be needed to maintain it; a branch of this length that BR could not make pay and gave up on, several years after Beeching left.

As we have previously reported, the WSR has faced various challenges in the last five years, mainly through trying to continue to follow budgets and working practices that had been developed in the 1980s.

Much of the hard work to do with structural change had been undertaken by 2019, but then the Covid-19 pandemic struck. However, judicious management during lockdown and from 2021 onwards has meant that the railway is now in a strong position to face the future.

There is a very tight hold on the budget, ensuring that income and costs are very carefully monitored, and potential sources of

income are carefully assessed.

Notable successes have been the 2021 Winterlights programme and developing offers to network contractors for training and development outside normal timetables, as highlighted in the last issue of *Heritage Railway*. Indeed, Christmas 2021 provided a sizeable financial boost, the replacement bus service from Dunster to Minehead proving so popular that vintage bus operations have been kept going this year.

Following the reopening of the Seaward Way crossing, passenger figures are looking very positive, partly a result of adjusting the timetable to more closely reflect demand, while the railway management is, like all others in the sector, fully aware the very uncertain wider economic climate and the rising cost of living and petrol prices are not helpful. However, returning to Minehead has not only helped operationally, but platforms packed with visitors have led to extra commercial activity at the terminus.



Above: Dunster's famous Yarn Market. ROBIN JONES

Left: The Driftwood Café behind Blue Anchor station. ROBIN JONES



This huge 165-years-old ammonite was found at Helwell Bay, next to Doniford Bay, and is displayed in the superb free entry Watchet Market House Museum. ROBIN JONES



Visiting BR Standard 4MT 4-6-0 No. 75069 departs from Blue Anchor on May 8. ROBIN JONES



On May 8, GWR 2-6-2T No. 5199 heads a service train from Bishop's Lydeard into Watchet station, a short walk away from the harbour town's seafront attractions. Previously based at Llangollen, No. 5199 is a long-term visitor to the WSR. ROBIN JONES

Critical to the recent successful development have been several staff appointments. Some of the appointees have developed their careers on the WSR, but others have come from roles on the national network. This combination of having worked on the WSR with main line network experience has proved invaluable, and there has been considerable focus on safety management. The current board also provides a combination of skills, including extensive business and main line experience.

'Fantastic job'

General manager Kerry Noble said: "Balancing the sometimes conflicting demands of being an important local business, the general requirements of tourists, and the interests of enthusiasts can be a challenge, but we all now feel much more confident that we have the right structures – and the right people – in place for the future."

"Of course, central to these are our nearly 1000 working volunteers, who continue to do a fantastic job day in, day out."

WSR plc chairman Jonathan Jones-Pratt

said: "It is also the case that our view is that railways such as the West Somerset are going to require continuing additional charitable funding for the foreseeable future."

"The WSR board is very grateful for the efforts and support of the West Somerset Railway Association and the West Somerset Railway Heritage Trust, financially and in other ways."

In recent years, wear and tear on part of the running line had led to restrictions in place on locomotives and stock, including Jonathan's own WSR pannier No. 9466.

The management set in place a substantial programme of track renewals which has made steady progress; No. 9466 will be available for service once repairs to its damaged boiler stays are carried out in coming weeks.

Jonathan continued: "The matter of use of bigger engines depends to a significant extent on certain key bridges."

"The railway has taken the view that the accommodation of individual locomotives outside the home fleet needs to be individually assessed, since the potential impact of weight



Caledonian Railway Class 439 0-4-4T No. 419 departs Williton with the 2.04pm local service to Bishops Lydeard on May 5. STEPHEN GINN

on locomotive wheels is a very complex matter, but this is not going to lead to an overall raising of limits in the near future."

The road ahead

A partnership working group has been set up to look at the prospects of running scheduled trains between Bishops Lydeard and Taunton, a long-term goal of revivalists since the branch was saved. The team tasked with in-depth discussions on the Reconnecting to Taunton project and the development of an outline business case includes representatives of the Heart of South West Local Enterprise Partnership (HoSWLEP), modern-day operator Great Western Railway, Network Rail, Somerset County Council and WSR plc.

It is hoped that modern DMU shuttles will again visit Taunton to Bishops Lydeard on certain days in 2023, as they did during a trial period during summer 2019.

HoSWLEP transport adviser Ian Harrison said reconnecting local communities to the national network would give residents better access to employment, services, education and



training, and improve connections to local businesses.

Between June 8 and September 3, Locomotive Services Limited is to stable BR Standard 7F 4-6-2 No. 70000 *Britannia* and West Country light Pacific No. 34016 and carriages for the Taunton to Kingwear sector of its 'Torbay Express.' The pair will be on shed overnight at Bishops Lydeard and turned on the Norton Fitzwarren triangle.

As reported in Main Line News, the Railway Touring Company's 'West Somerset Steam Express' departs from Paddington for Bishops Lydeard and Minehead on July 23 and August 13.

On the home fleet front, WSR plc is planning the major overhaul of Somerset & Dorset Joint Railway 7F 2-8-0 No. 53808 once the locomotive, owned by former Washford station tenant the Somerset & Dorset Railway Trust, is ready to return to from the Mid-Hants Railway.

Elsewhere, WSR plc is about to start work on new three-year corporate plan covering the period 2023-25. The plc has also updated



➔ Long-term visitor WR 4-6-0 No. 7822 *Foxcote Manor* approaches Blue Anchor signalbox with a gala service from Minehead on May 8. ROBIN JONES



WSR Mogul No. 9351 passing Doniford Halt en route from Bishops Lydeard to Minehead on May 7. DON BISHOP

its Infrastructure Development Programme for the next two years, together with the investment required. The Blue Anchor Up line relay and drainage improvements will be 2022's major project. An energy audit across the railway, with recommendations for improved energy efficiency and environmental proposals to follow, is about to be finalised.

A joint plc, WSR Heritage Trust, and WSR Association working party report on proposals for covered accommodation for operational and heritage carriages is nearing completion.

The plc is about to start work on a new site plan for Bishops Lydeard, while proposals for developing the Platform 1 experience (most trains currently boarding for Minehead are on Platform 2) are being finalised by the heritage trust.

At Williton, the DEPG is making progress on the stabilisation of the goods shed roof and structure. Formal proposals will be finalised shortly and fundraising will begin.

The heritage trust is also in talks with Network Rail about acquiring two genuine GWR footbridges, one from Taff Wells. **HR**

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Right: Pictured at Minehead on May 8, WR Hawksworth 0-6-0PT No. 9466, owned by WSR plc chairman Jonathan Jones-Pratt, is due to join the operational fleet this year following the upgrading of the track which will accommodate its weight. However, it missed the gala after detailed fitness-to-run checks revealed damage to boiler stays, which are to be repaired at Williton Works. It is hoped that the locomotive will return to service in July. Jonathan hopes to run it on local trips both on and off WSR metals next year. ROBIN JONES



Caledonian No. 419 passes Class 35 D7017 at WSR Willton on May 8, as it runs round its two-coach shuttle, due to return to Bishops Lydeard via Norton Fitzwarren. PETER NICHOLSON

Below: The vapour trail from visiting GWR 2-8-0 No. 2857 catches a Bristol Channel breeze as it passes over Ker Moor on May 5. JOSHUA BRINSFORD



Special trains and events in 2022

For the June 9-11 diesel gala, Severn Valley Railway-based now-unique Class 17 D8568 was booked to make its first ever appearance on the line. Class 25 D7612 will also be visiting from the South Devon Railway.

A Forties Weekend is planned for September 10/11 and the Autumn Steam Gala will take place on September 29 to October 2.

The 'Quantock Belle' dining train will run on selected dates, while Cheese and Cider, plus Cream Tea specials, are being run from Bishops Lydeard to Minehead.

For details of these and other summer services, visit www.west-somerset-railway.co.uk



Bob Green

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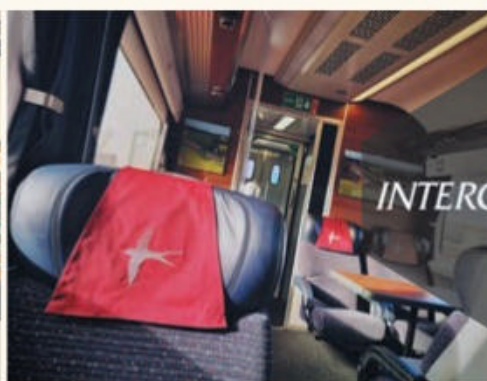
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On its second run since overhaul, BR Standard 7MT 4-6-2 No. 70000 *Britannia* passes Onibury with Clee Hill in the background, heading the Saphos Trains 'Welsh Marches Express' from Crewe to Cardiff on May 4. The train started diesel-hauled from East Midlands Parkway.
JOHN TITLOW



Back at last: *Sir Nigel Gresley* comeback replays 1967 tour

By John Titlow and Robin Jones

LNER A4 Pacific No. 4498 *Sir Nigel Gresley* made its full passenger-carrying main line comeback on May 21, hauling a special tour for members of its owning group – and replaying a trip that the locomotive made 55 years before.

In 1967, the A4 hauled several tours, including two trips from Crewe to Carlisle, the last of which marked the start of a ban on privately-owned steam locomotives on BR apart from A3 No. 4472 *Flying Scotsman*, which subsequently received a special exemption.

Last month's special tour for members of the Sir Nigel Gresley Locomotive Trust over the same route as the ones ran 55 years ago marked the completion of the locomotive's long-running £1 million overhaul.

Resplendent in its wartime black livery and 10 on plus Class 47 No. 47614 on the rear, No. 60007 breezed over Ais Gill despite late running. Returning over Shap, it left Carlisle on time at 4pm, kept time over the climb to Shap Summit, then ran early to Carnforth, arriving 8 early.



Still in wartime black livery as it appeared during its recent test runs on the Severn Valley Railway, A4 No. 4498 *Sir Nigel Gresley* at Carlisle after arriving from Crewe at the head of the Sir Nigel Gresley Trust comeback special on Saturday, May 21. DAVID TROUT

Arrival back at Crewe was a minute early.

Among the guests was Ben Godfrey, grandson of designer Sir Nigel Gresley.

Trust chairman Nigel Wilson said: "The trip was a very special day for all

our members but was only possible thanks to the tremendous efforts of our essentially volunteer engineering team. This overhaul is probably the most thorough the locomotive has ever had so my thanks to all involved. The recreation of the 1967 tours was

made possible by our co-operation with Locomotive Services Ltd and Saphos Trains, so we really appreciate the work they have put in to make the trip happen."

The trip took place five days after No. 60007 made its a welcome return to main line metals on a light engine test run to Chester from Crewe. The A4 is now based at Crewe and will operate under the care of Locomotive Services Ltd.

Departing Crewe station 18 minutes early at 9.37am, that run to Chester went well, arriving 29 minutes early. Delays occurred on the return but arrival at Crewe was on time. The afternoon return ran early throughout and the day was considered a success.

The following day, May 17, a loaded test run on LSL's usual test circuit from Crewe to Shrewsbury via Chester and Wrexham took place, returning via Telford and Stafford. The return to Crewe arrived 39 minutes early.

As we closed for press, No. 4498 was being held on standby until June 16, after which it will start undergoing its projected repaint at LSL's Crewe Works.



A4 No. 4498 passes Lancaster on the return south to Crewe with the Sir Nigel Gresley Trust special on May 21. ANREW DENNISON



October 28, 1967 saw Sir Nigel Gresley Locomotive Trust officials and crew with that day's tour at Carlisle. Left to right are: Julian Riddick (director), Les Jackson (second fireman, rear, reversed cap), Bert Stewart (driver), Maurice Mowbury (trust engineering, rear, arms folded), Philip Heald (trust committee) and Neil Cadman (fireman). SNGLT



The May 21 comeback trip saw the Sir Nigel Gresley Locomotive Trust team and guests 55 years on. Left to right are: Robert Riddick (vice president, son of Julian Riddick), Richard Swales (Chief Mechanical Engineer), Ian Walker (fireman 2022), Mike Wylie (driver 2022), Les Jackson (fireman, October 1967), Andi Heald (support crew, son of Philip Heald), Sean Levell (footplate inspector 2022) and Neil Cadman (fireman April and October 1967). NIGEL WILSON/SNGLT



Ben Godfrey, grandson of Sir Nigel Gresley, with the locomotive that carries his grandfather's name at Carlisle. TREVOR CAMP/SNGLT

Sir Nigel Gresley and Britannia join Saphos summer trains pool

By John Titlow

CREWE-BASED Saphos Trains has a full programme of tours throughout the summer, using its tried and trusted routes from various destination throughout the country.

Locomotive Services Limited already had an impressive choice of steam locomotive for its tours with LMS 4-6-0 No. 46100 *Royal Scot* and West Country Pacific No. 34046 *Braunton*, and recently added to the list is BR Standard Class 7 Pacific No. 70000 *Britannia* and A4 *Sir Nigel Gresley*.

The 'Welsh Marches Whistler' was booked on June 8 to start at Preston behind a Class 40, double-headed by *Braunton* and *Britannia* for the run from Crewe to Bristol, routed through Shrewsbury. This is a positioning move to get the locomotives to Bristol for the 'English Riviera Express'.

Another 'Welsh Marches Whistler' is on June 22 but in the reverse direction. Starting at Birmingham, two Class 47s whisk the train to Bristol, where steam takes over for a return run to Shrewsbury behind either Nos. 46100, 34046 or 70000.

Excursions

The 'English Riviera Express' season kicks off on June 11, starting from Solihull. July 18 will see a departure from Slough, July 2 from Poole, which is fully booked; July 9, High Wycombe; July 16, Cardiff; July 30, Kettering; and August 6, Wolverhampton.

A diesel starts the day for the run to Taunton, where steam takes over for the journey to Paignton, then over the Dartmouth Steam Railway to Dartmouth and returning the same route.

Each month during the summer, one of the 'Fellsman' trips over Settle and Carlisle line is programmed this

summer. On June 15 there is a 7am departure from Crewe to Chester, where steam takes over for a full day trip north and south over the route. A repeat takes place on July 20 and August 24.

Two different tours are advertised – the 'William Shakespeare' on August 3 and the 'Golden Hind' on July 13.

The 'Shakespeare' heads to Stratford-upon-Avon from Carnforth, exchanging its diesel for steam at Crewe. The 'Golden Hind' starts at Slough, diesel-hauled to Taunton, where double-headed steam takes on the South Devon banks to Plymouth.

Back seat

Meanwhile, with all the excitement of the return of *Sir Nigel Gresley* on the main line, No. 70000 *Britannia* has taken the back seat but a recent performance is worthy of mention.

Returning to Bridgnorth on the main line from Crewe on April 27, a week later 70000 *Britannia* headed the 'Welsh Marches Express' on May 4.

Starting at East Midlands Parkway at 6.14am, a LSL diesel took the train on a circular tour of the Midlands via Loughborough, Leicester and Stafford to Crewe, where *Britannia* took over for the run through the Welsh Marches to Cardiff (picture, centre spread).

Leaving Cardiff three minutes late, Crewe arrival was on time for the diesel handover for the return to East Midlands Parkway via the outward route.

Saphos' Stanier Black 5 No. 45231 *The Sherwood Forester* is currently being held as spare loco as it is considered too small for the company's general trains, with the addition of the latest locomotives to the roster resulting in a spare loco being available for all of the Saphos tours.

Tornado moves into the 21st century

THE A1 Steam Locomotive Trust has changed the name of its tours business from Tornado Railtours to 21st Century Steam Ltd.

In 2019, booking for the trust's tours was taken in-house. Now, with next new-build locomotive Gresley P2 2-8-2 No. 2007 *Prince of Wales* entering the fleet in the near future, the fresh brand represents the tours run uniquely, with locomotives built in the 21st century at the head of all of its trains.

The new name evokes nostalgia of 20th Century Limited, the streamlined train which ran between New York and Chicago and epitomised the notion that

the journey was as important as the destination.

The rebrand coincides with the redevelopment of the on-board experience from tourist class to premier dining.

The first tours brought to you by 21st Century Steam Ltd will be 'The Aberdonian' series this summer, with A1 Pacific No. 60163 *Tornado* fresh from overhaul.

A new booking website has gone online at www.21stcenturysteam.co.uk, while bookings and enquiries can be made by calling 01325 488215 or by emailing enquiries@21stcenturysteam.co.uk

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Pathfinder aims for wider range of heritage traction

By John Titlow

AFTER announcing its first steam-hauled tour of the year on September 3, the 'Cumbrian Fells Express', Pathfinder Railtours is looking into using a wider range of heritage traction.

The aim is to offer a greater variety of motive power on its trips, with more steam and to work more closely with heritage diesel groups. An announcement will be made soon about its 2022/23 winter season.

Two recent 'Cambrian Coast Expresses' over Barmouth Bridge, terminating at Pwllheli, were a resounding success over two consecutive Fridays in May.

On May 13, the tour started at Oxford, and a week later on May 20 a repeat tour originating from Bristol Temple Meads ran fully booked, and both trips kept good time throughout. Motive power was two Network Rail Class 97s. On May 20, a new timetable was in place, which caused issues as the path was to be used by a Transport for Wales service; Pathfinder worked with Transport for Wales, and Network Rail made adjustments, accommodating everyone without disruptions.

The June 18 'Yorkshire Rose' from Stratford-upon-Avon to York and Scarborough was cancelled in May due to a low number of bookings. This route was a trial for the company, which had teamed up with a local group to help promote the train, but sadly it did not meet the seats required to successfully run.

'The Mazey Day Cornishman' on June 25 from Solihull to Penzance via Oxford has been cancelled due to the uncertainty around possible rail union strike action during the month. The decision was made between Pathfinder and the third parties involved.

The return of the ever-popular 'Chopper Topper' on July 2 features four class 20s top-and-tailed over an interesting mix of freight lines in the West Midlands.

Early starts

Subject to confirmation, the requested route starts at Burton upon Trent at 6.30am via Barnt Green to Gloucester, then: Cheltenham High Street-Up Eckington Goods Loop-Bromsgrove-Selly Oak-Birmingham New Street (pick up)-Water Orton-Hams Hall Reception Line-Water Orton-Sutton Park-Walsall-Darlaston Junction-Wolverhampton Wellington- possibly Donnington RFT-Wellington-Shrewsbury-Cosford-Oxley Chord-Stafford-Rugeley-Cannock-Bescot Stadium-Aston-Birmingham New Street-Stourbridge Junction-Kidderminster-Droitwich Up Goods Loop-Worcester Shrub Hill-Abbotswood Junction-Cheltenham Spa-Gloucester, and then retracing its steps to Burton upon Trent at 11.25pm.

Bookings are going well for the July 23 'Hadrian Hoover' redated from April 2, starting in the West Midlands behind two Class 50s from Tame Bridge Parkway at 6.05am, picking up

at Birmingham New Street, Tamworth, Burton-on-Trent, Derby, Chesterfield, Sheffield and York.

After York, passengers can enjoy the scenery as it runs via the Durham coast down the Tyne Valley, then over the Settle and Carlisle line via Leeds and returning via the outward journey to Tame Bridge Parkway at 11.15pm. Stock will be the Riviera Trains Mk.1 coaches.

August 6 sees the 'Dorset Coast Explorer' set out from Burton at 6.45am and Weymouth and return with two Class 33s operated by West Coast Railways. During the mid-1960s most trains between Bournemouth and Weymouth were hauled by class 33s prior to electrification. At the time of going to print, first class and premier dining had sold out, leaving only a handful of seats available in standard class.

This trip is Pathfinder's first tour with Class 33s since 2008, and they will haul a rake of Riviera Mk.1s. It travels via New Street, Kidderminster, Worcester Shrub Hill, Cheltenham Spa, and Swindon, returning via Bristol before picking up the outward route at Cheltenham Spa.

Two of the ever-popular 'Cambrian Coast Express' trains had been booked, but the one on August 12 has been recently cancelled due to pathing problems with Transport for Wales. This will now take place on September 9, starting from Cardiff, running via Hereford and picking up on route to Shrewsbury over the Welsh Marches behind

a DB cargo Class 67 outward and return. From Shrewsbury, two Network Rail Class 97/3s follow the tried and trusted route over Talerddig to Machynlleth onward to Pwllheli, with options to stop at Minffordd, Porthmadog, and finally Pwllheli before crossing the viaduct over the Afon Mawddach estuary into Barmouth, returning via the same route.

The original September 9 date over the Cambrian starting from Sheffield will be rescheduled to next year.

Behind Tangmere

A departure from diesel traction on September 3 is the 'Cumbrian Fells Express', behind Bulleid Battle of Britain 4-6-2 No. 34067 *Tangmere*. It will make an early start diesel-hauled from Bristol Temple Meads at 6am, joining stations including Bristol Parkway, Cam and Dursley, Cheltenham Spa, Worcester Parkway, Birmingham New Street, Stafford, Crewe and Preston.

Tangmere takes over at Carnforth for a run northbound over Shap to Carlisle, returning via the Settle route to Preston, from where a diesel returns the train to Bristol, arriving at 11.05pm. Due to healthy bookings, an extra first class coach has been added.

Enthusiast tours continue to show strong bookings. It is becoming widely known in the railtour industry that Mk.1 carriages have a limited shelf life on the main line, so fans should take the opportunities while they are still there.

Mayflower joins in land-speed record centenary event

STEAM Dreams' May 17 special behind LNER B1 4-6-0 No. 61306 *Mayflower* saw passengers taken to the Brooklands motor racing circuit to participate in centenary celebrations marking the 350hp Sunbeam racing car's 133.75mph record achieved by Kenelm Lee Guinness on May 17, 1922.

The highlight of the trip was that, by special arrangement, the train was allowed to slow to about 10mph when passing Weybridge overlooking the highly-cambered track.

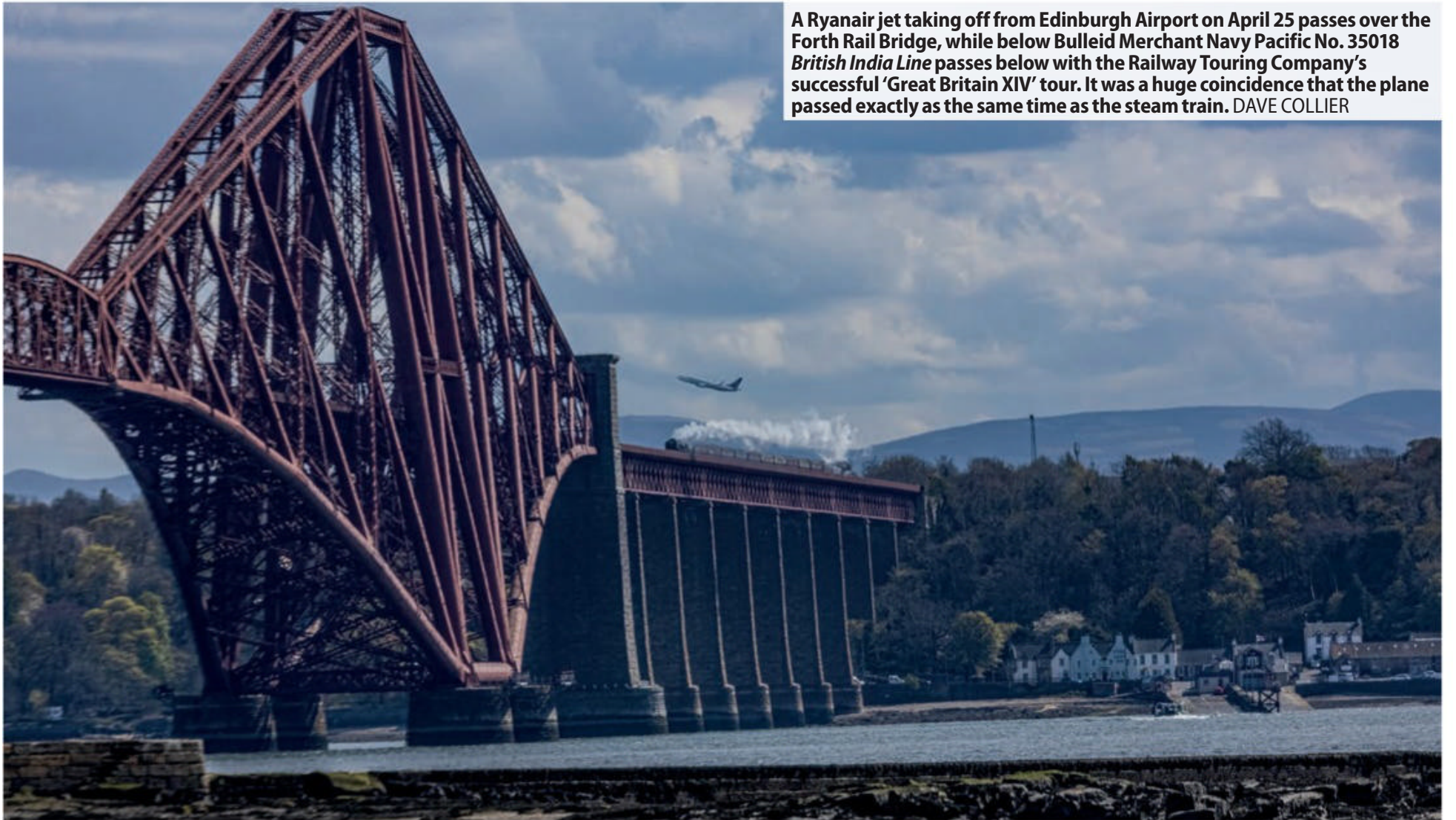
Replicating F Gordon Crosby's famous painting, the Sunbeam and *Mayflower* ran side by side for a short section.

Terminating at Woking, passengers were taken to Brooklands by vintage buses to view a collection and a parade of 1920s racing cars. Guests on the train included Lord and Lady Montagu, representing the National Motor Museum, and Lady Judy McAlpine, president of the Road Transport Trust.

A century ago, Guinness broke the world land-speed record on the Brooklands Circuit, the last time the record was achieved on a closed circuit.



Marking the centenary of Kenelm Lee Guinness achieving a record 133.75mph in a 350hp Sunbeam racing car, B1 No. 61306 *Mayflower* passes by. JACK BOSKETT



A Ryanair jet taking off from Edinburgh Airport on April 25 passes over the Forth Rail Bridge, while below Bulleid Merchant Navy Pacific No. 35018 *British India Line* passes below with the Railway Touring Company's successful 'Great Britain XIV' tour. It was a huge coincidence that the plane passed exactly at the same time as the steam train. DAVE COLLIER

Steam Dreams red signal incident followed repositioning of signal

AN incident during which the Steam Dreams 'Sunset Steam Express' circular tour headed by B1 4-6-0 No. 1306 *Mayflower* from London Victoria via the Surrey Hills passed a signal at red at Virginia Water on May 10 has been investigated by the Office of Rail & Road. The train, the first of a new season of

Tuesday departures was brought to a halt following the incident, after having slowed for the station.

Mayflower's experienced and well-respected driver immediately realised his mistake in missing the signal and admitted his error. The signal concerned had been brought forward

from its original position, which was new to the driver since he had last taken a Victoria-Surrey Hills trip several months previously.

Lengthy discussions between train operator West Coast Railways and network control resulted in the train being held for more than an hour

before it was returned diesel-hauled to Clapham Junction, the empty stock being returned to Southall.

Office of Rail & Road spokesman Robert Crawford said: "There is not much to report – simply to say we are aware of the incident and are investigating."

Earl of Mount Edgcumbe is all set for summer return to the main line

GWR Castle 4-4-0 No. 5043 *Earl of Mount Edgcumbe* is set for an imminent main line comeback.

No. 5043's boiler was returned to it frames at Tyseley Locomotive Works in mid-May, with the boiler cladding and fittings being reassembled and 'ready to go' as soon as the new superheater header is available.

No. 5043 underwent a successful hydraulic and steam test in 2021 after its 10-yearly boiler overhaul, but donated its superheater header to sister No. 7029 *Clun Castle* when

its own header was discovered to have a casting fault.

The new complex superheater header pattern has now been completed and printed using digital technology for the first time.

No. 5043 is on track to join 7029 in hauling the Vintage Trains summer 'Shakespeare Express' trains and, from the autumn, to head its own express steam train days out.

Bookings opened on May 31 and more information can be found online at www.vintagetrains.co.uk



Earl of Mount Edgcumbe's boiler back in the frames at Tyseley. VT

The early bird catches discounts in new UK Railtours scheme

UK Railtours has announced the availability of a new early bird scheme, enabling passengers who book in advance to save on ticket prices.

The initiative invites individuals or groups to book trips eight weeks in advance of departure and benefit from discounted tickets.

Managing director Elizabeth Morris said: "The recently issued

new summer brochure has resulted in a significant increase in numbers of enquiries and bookings for the period June to August."

First up is the 'Devon Pullman', which, composed of the Belmond set, is booked for two Class 50 locomotives departing London Victoria for Exeter at 8am on June 18. On July 9, the 'Wymondham

Willows' – one of UK Railtours' Great Days Out series – departs King's Cross for Norwich and/or Great Yarmouth. Options include visits to the Mid-Norfolk Railway, the East Anglia Transport Museum, or the National Trust's Blickling Estate.

A Forgotten Tracks special, the 'Solent Searcher', visits the Southampton area, with

dock sightings and the MOD's Ludgershall branch reached by way of the Laverstock loop and Andover, on July 16.

'The Fighting Cocks Flyer' departs Finsbury Park on July 23, bound for such places as Yarm's viaduct and the Boulby Potash Mine branch, and passes close to the location of the long-forgotten Fighting Cocks Halt.

The Irish jazz things up!

FOLLOWING a hesitant start in May, the Railway Preservation Society of Ireland management planned a busy June which featured the return of its popular 'Steam & Jazz' trips, the first of which ran from Belfast on June 3.

The 'Blue Thunder' return trip from Dublin to Cork, Limerick, Ennis, Athenry and Portarlinton was scheduled to depart diesel-hauled on June 11.

Friday, June 17 sees a second 'Steam & Jazz' special leave Belfast for a mystery destination behind GNR(I) Q class 4-4-0 No. 131 providing the motive power.

On Sunday, June 19, Father's Day, Hudswell Clarke 0-4-0ST No.3, the former Guinness shunter, will provide rides in the Whitehead yards.

The same day, the 'Wicklow Steam Express' departs Dublin for a return outing behind GNR(I) Q class compound No. 85 Merlin, presently allocated to Dublin's Connolly shed and standing in for LMS (NCC) 2-6-4T No. 4, which is out of traffic.



Bulleid Battle of Britain Pacific No.34067 Tangmere running 10 minutes early at Ais Gill summit while working the 1271 Northern Belle from Carlisle to Darlington on May 28. DAVE WILSON

Summer boom for RTC ticket sales

By Cedric Johns

THE Railway Touring Company has reported a boom in demand for seats on the majority of its summer excursion trains.

The latest example is the 'Royal Duchy', booked to run from Bristol Temple Meads to Plymouth and Par via Yatton and Taunton on July 31, August 21 and September 11.

On all of these trains, only standard class seating remains available, reported operations manager Rachel Jackson. Such has been the interest in travelling south west that the

RTC has added an extra departure, the 'Plymouth Flyer', which runs on September 18 via Bath, Trowbridge and Westbury.

All of these trains are booked for haulage by LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland*.

The presence of No. 6233 over the South Devon banks will evoke memories of the 1948 Locomotive Exchanges.

RTC's 'West Somerset Express' from Paddington to Minehead calls at Slough, Reading and Newbury, then heads down the West of England

Main Line to Taunton for the West Somerset Railway, where engines are changed at Bishops Lydeard.

The booked engine is LMS Jubilee No. 45596 *Bahamas*, and the 'Express' runs on July 23 and August 13.

The 'Dorset Coast Express' departs London Victoria, stopping at Staines, Woking and Basingstoke for Bournemouth and Weymouth on July 21, August 18 and September 1.

RTC's trip to Swanage gets away from London Victoria on September 8. As a bonus, trains running to Weymouth are booked to return with Swanage-based U-Boat 2-6-0

No. 31806 working them back as far as the Southampton area.

From there, the train engine takes the Romsey, Laverstoke and Andover route to Basingstoke, Woking and Staines.

Up north, the Railway Touring Company has confirmed dates for 'The Waverley' over the Settle and Carlisle line run on Sunday, July 10, August 7, 14 and 21, and September 4 from York, Leeds, Shipley, Keighley and Skipton.

'The Waverley' will be diesel-hauled to Hellfield, where steam will come on for the Settle to Carlisle stretch.

Clan Line at Yeovil on 'End of Southern Steam' tour

By Cedric Johns

MERCHANT Navy class 4-6-2 No. 35028 *Clan Line*, always a popular visitor to the Yeovil Railway Centre, will no doubt draw another large crowd when it turns up on July 9.

The train will be formed of the Railway Touring Company's annual 'End of Southern Steam' celebratory trip which, starting from London Victoria, calls at Woking and Basingstoke before slipping under the Up South Western Main Line at Worting Junction for Salisbury.

Taking the Exeter road, the train passes Gillingham and Sherborne, where, arriving at Yeovil Junction, the Merchant uncouples, the train

continuing to Weymouth, diesel-hauled.

Moving onto the centre's yard, the 4-6-2 will be turned on the 75ft turntable, and coaled and watered, before running light to Weymouth to work the train back to London via Bournemouth, Southampton and Eastleigh.

As something of a rehearsal, *Clan Line* is booked to stop at Yeovil Junction the week before, on July 2, when it heads RTC's 'Atlantic Coast Express' en route to Exeter via Honiton.

On arrival, the train stops in Junction station for water, which will be pumped across all four tracks by the working volunteers.

Hastings DEMU run to Skegness

HASTINGS Diesels Limited is to run a third trip this year, this time to Skegness.

The 'Jolly Fisherman', comprising the group's unique narrow-bodied six-car DEMU, is set to depart Hasting on Saturday, June 18 and will take the East Coast Main Line from Copenhagen Junction to Peterborough.

From there the 'Fisherman' will take the Werrington Dive Under – a major civil engineering project opened only in December to gain the line to Spalding.

A reversal at Sleaford allows the unit to travel over the remaining 40 miles to the seaside via the Poacher Line. The whole of that line will be traversed for the unit to rejoin the

ECML at Grantham. As usual, the 'Fisherman' calls at St Leonards, Battle, Etchingham, Tunbridge Wells, Tonbridge, Bromley South and Kensington Olympia, the trip covering a round trip of 464 miles.

Spokesman Richard Griffin said that the unit's facilities include a well-stocked buffet serving food and drinks throughout the day at reasonable prices.

First class passengers will receive drinks, light refreshments, and an evening wine service, all of which is included in the fare.

Standard class tickets for seats in the trailer car are £80 and first class £95.

Departure from Hastings is at 6.44am, returning at 10.34pm.

June

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: 35028 *Clan Line*. 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: 34046 *Braunton*. 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: 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.



Having departed West Brompton hauling Steam Dreams' circular 'Hampshire Hills' tour, LNER B1 No. 61306 *Mayflower* passes Botley on its way towards Eastleigh on May 17. The return journey of the circular tour would terminate at London Victoria later that day. DON BENN

25 Weston Air Show Explorer

Birmingham Snow Hill, Weston-super-Mare and return.

Locos: 2x Class 20 TBC. VT

28 Sunset Steam Express

London Victoria, Chertsey and return.

Loco: 61306 *Mayflower*. SD

28 The Royal Windsor Steam Express

London Victoria, Windsor & Eton Riverside and return. Steam-hauled outward journey.

Loco: 61306 *Mayflower*. SD

July

2 English Riviera Express

Poole, Kingswear and return. Diesel-hauled between Poole and Taunton.

Loco: TBA. ST

2 Tribute to the Bournemouth Belle

London Victoria, Bournemouth and return.

Loco: 34067 *Tangmere*. NB

2 The Atlantic Coast Express

London Waterloo, Exeter St Davids and return.

Loco: 35028 *Clan Line*. RTC

5 Sunset Steam Express

Circular tour from London Victoria

Loco: 61306 *Mayflower*. SD

5 Royal Windsor Steam Express

London Victoria, Windsor & Eton Riverside and return. Steam-hauled outward journey.

Loco: 61306 *Mayflower*. SD

7 Scarborough Spa Express

Carnforth, Scarborough and return. Steam-hauled throughout.

Locos: TBA. WCR

9 English Riviera Express

High Wycombe, Kingswear and return. Diesel-hauled between High Wycombe and Taunton.

Loco: TBA. ST

9 The End of Southern Steam

London Victoria, Weymouth and return. Diesel-hauled Yeovil-Weymouth.

Loco: 35028 *Clan Line*. RTC

10 The Waverly

York, Carlisle and return. Diesel-hauled York – Hellifield.

Loco: 35018 *British India Line*. RTC

12 Sunset Steam Express

Circular tour from London Victoria

Loco: 61306 *Mayflower*. SD

12 Royal Windsor Steam Express

London Victoria, Windsor & Eton Riverside and return. Steam-hauled outward journey.

Loco: 61306 *Mayflower*. SD

12 The Pendle Dalesman

Lancaster, Carlisle and return. Steam-hauled throughout.

Loco: TBA. WCR

13 The Cumbrian Mountaineer

Tyseley Locomotive Works, Carlisle and return.

Loco: D400 *Fearless*. VT

13 The Golden Hind

Slough, Plymouth and return. Diesel-hauled Slough-Taunton.

Locos: 2x TBA. ST.

16 The Cheshireman

London Euston, Chester and return.

Loco: 60163 *Tornado*. RTC

16 Cumbrian Mountain Express

Crewe, Carlisle and return. Steam-hauled from Carnforth. Loco: TBA. RTC

16 English Riviera Express

Cardiff Central, Kingswear and return. Diesel-hauled Cardiff-Taunton.

Loco: TBA. ST.

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: 61306 *Mayflower*. SD

Tuesdays until August 30: The Sunset Steam Express

Circular tour from London Victoria. Steam-hauled.

Loco: 61306 *Mayflower*. SD

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

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.

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

TABLE ONE: CARNFORTH-CHESTER

Date	Wednesday, April 27, 2022					
Train	08.04 Grange-over-Sands to Chester					
Pilot Engine	LM Class 6P 4-6-0 No. 45596 <i>Bahamas</i>					
Train Engine	LM Class 6P 4-6-0 No. 45690 <i>Leander</i>					
Load	11 coaches, 403½ tons tare 430 tons gross					
Pilot Engine driver	Mick Rawling					
Fireman	Not recorded					
Train Engine driver	Steve Chipperfield					
Fireman	Chris Holmes					
Recorder	Sandy Smeaton from sixth coach					
Weather	Dry, cool, and little wind					
	miles	sched	mins	secs	speed	
Carnforth U&DGL	0.00	0.00	00	00	1 min late	
Bolton-le-Sands	1.53		04	13	49	
Hest Bank	2.78		05	35	60/61½	
Morecombe S Jct	4.00	7.00	06	50		
48*/32*sigs						
Lancaster	5.91	9.00	09	38	55	
MP 20	6.90		10	45	53½	
Oubeck	9.10		12	52	70	
Bay Horse	11.65		16	01	70/68½	
Garstang	17.40	21.00	19	55	73	
Brock	19.40		21	33	73½	
Barton	22.15		23	52	70	
Oxheys	25.58		26	53	61	
Fylde Jct	26.40	33.30	27	56	33*	
Preston	26.90	34.30	28	49	37	
Ribble Jct	27.61	35.30	29	57	37	
Farington Curve Jct	28.61		33	11	14½*sigs	
Leyland	30.88		38	54	31	
Euxton Jct	32.41	47.30	41	37	45½	
Balshaw Lane	33.61	50.30	42	58	62	
MP 14½	34.11		43	27	64/62	
MP 13½	35.11		44	24	63	
MP 13	35.61		44	53	60	
Coppull	36.11		45	27	49½*sigs	
Summit	37.11		46	38	54½	
MP 9½	39.11		48	32	67½	
Boars Head	39.86		49	15	57	
Wigan NW	41.99	61.00	51	15	68	
Springs Branch Jct	43.36	63.00	52	27	72	
Bamfurlong Jct	44.39		53	19	43*sigs	
Haydock Jct	46.11		55	33	44	
Golborne Jct	48.10	67.30	57	55	50/46½	
Winwick Jct	50.41	73.00	60	45	56½/58½	
Warrington BQ	53.71	77.00	64	15	50/31*	
Acton Grange Jct	55.66	79.00	67	20	45½	
MP 14	57.83		69	47	57**	
Runcorn East	58.70	82.30	70	43	56	
Frodsham Jct	60.71	85.00	74	20	44½	
Frodsham	62.00		75	49	61/63½	
Helsby	64.38	90.00	78	29	39*	
MP 4	67.83		82	20	60½	
Mickle Trafford SB	69.11	98.00	83	41	52½	
			sigs stop			
	71.29		88	49	0*	
			98	24		
Chester	71.83	108.00	101	04	6 mins early	

** underbridge restriction for double heading
* brakes or speed restriction



Don Benn looks at some of the locomotive performance on the Railway Touring Company's Great Britain X1V tour, featuring LMS Jubilee Class 6 4-6-0s No. 45596 *Bahamas* double-heading with 45690 *Leander*, and LMS Princess Coronation pacific 6233 *Duchess of Sutherland*.

IN APRIL this year the Railway Touring Company ran another 'Great Britain' tour, No. 14 (X1V) in the series. The itinerary, with loco and crew allocations, is shown below. DL 47802 was taken throughout in Scotland – due to dry conditions, Network Rail Scotland declared a high fire risk. I was not on this so I am relying on reports from my correspondents, Sandy Smeaton and Alan Rawlings.

Wednesday, April 27 (day six) was possibly the best of the tour, with double-headed 5XP Jubilees all day from Grange-over-Sands to Cardiff. Sandy

takes up the story:

"Day six was arguably the highlight of this year's 'Great Britain', with the two Jubilees – 45596 *Bahamas* and 45690 *Leander* – working the train from Grange-over-Sands to Cardiff. The empty stock started from Carnforth at the anti-social hour of 03.59, with No. 47802 leading and the Jubilees at the rear, running out to Askham, reversing there for Grange. After picking up all and sundry, we left Grange at 08.04 to run along the north side of Morecambe Bay at 50-ish. No. 47802 came off in Carnforth loop while the Jubilees were

Day	Date	Loco(s)	Route		Crews
1	Fri 22/4	6233 + 47802 6233 35018 35018 + 47802	07.08 KX- Hertford loop – Peterboro' 09.23 09.36 Peterboro' - Lincoln – York 12.45 14.26 York-Berwick Loop Berwick Loop -Edb 20.38		J Clarke & S Scott " " D.Blair, M. Soames " "
2	Sat 23/4	46115 + 47802	09.46 Edb-Ladybank-Perth-Inverness 17.22		P.Walker & M.Soames
3	Sun 24/4	46115 + 47802	11.05 Inv-Perth-Stirling 16.08		P.Walker & C.Todd
4	Mon 25/4	35018 + 47802	10.15 Stirling-Carstairs-Edinburgh 13.39 14.12 Edb-Forth Bridge-Alloa-Stirling 17.02	Optional day	P.Walker & M.Soames S.Chipperfield & C.Todd
5	Tue 26/4	46115 + 47802 45690	08.16 Stirling-Carlisle 11.57 13.35 Carlisle-Sellafield-Grange 16.34		P.Walker & C.Todd M.Rawling & ?
6	Wed 27/4	45596 + 45690 + 47802 45596 + 45690 45596 + 45690	08.04 Grange-Carnforth Carnforth-WBQ-Chester 10.48 12.35 Chester-Wrexham-Hereford-Cardiff 17.55		M.Rawling & ? (5596) S.Chipperfield & C.Holmes (5690) J.Rogers & F.Birrell (5596) M.Kelly & ? (5690)
7	Thu 28/4	6233 6233	08.10 Cardiff-Newport-Magor-Severn Tunnel-Bath- Frome-Taunton-Exeter 14.00 15.52 Exeter-Plymouth-Penzance 20.00		B.Monteith & C.Yates A.Taylor & C.Birmingham
8	Fri 29/4	75178	11.00 Bodmin – Boscarne Jn	Free day	
9	Sat 30/4	6233	07.20 Penzance-Plymouth-Exeter 12.51 14.32 Exeter-Bristol-Swindon-Reading 19.53 19.58 Reading-Ascot-Victoria 22.02		A.Taylor & S.Scott B.Menteith & C.Birmingham ?



Right: After being serviced, Nos. 45596 *Bahamas* and 45690 *Leander* wait in Chester's Platform 4 for departure to Cardiff. S. SMEATON



On April 27, 2022, 45596 Bahamas is seen at Pontypool during a water stop on RTC's 'Great Britain XIV' tour. S. SMEATON

watered. The load was 11 due to the additional second support coach, 403½ tons tare, about 430 gross. The drivers were Mick Rawling and Steve Chipperfield on Nos. 45596 and 45690 respectively.

"Once out of Carnforth loop and onto the West Coast Main Line, speed had just risen above 60 when signals at Morecambe South Junction reduced this to 32, recovering to 55 at Lancaster and the start of the 1-in-98 to MP20 passed after a marginal fall at 53½. Oubeck was passed at 70, and running in the low 70s was enough to pass Preston five minutes early. However, this was not early enough to prevent the WO 6V84 07.38 Clitheroe-Avonmouth cement train being turned out in front of us at Farington Jn, causing a check to 14½. By Euxton Jn the signals were green and Balshaw Lane was passed at 62, which was more or less sustained on the climb to Coppull until another check a mile before the Summit. Running down through Wigan, 72 was reached at Springs Branch Junmction until another check at Bamfurlong, after which speed was kept in the mid-50s, presumably with yellows in the distance. Nevertheless,

almost 12 minutes had been gained on the schedule at Acton Grange Junction where we turned off

for Chester. At Mickle Trafford Box, the gain on schedule had grown to 14 minutes, but Chester held us for 10 minutes before eventually allowing arrival in Platform 3 six early." Table One shows the detail of this section.

Good hill climbing by the Jubilees

"To allow servicing of the engines, the train was propelled out to Chester East Jn to access the station yard, returning by the same route to Platform 4 for departure to Cardiff at 12.35. The crews changed here, with drivers John Rogers and Mick Kelly taking over. Turning south at Saltney Jn, the four miles of Gresford Bank at 1-in-82½ lay ahead. Rossett, at the foot of the bank, was passed at 59½, falling to 52½ at the footbridge just north of MP205. The subsequent 1¼ miles to Rhosrobin OB were climbed at 50, falling to 43½ at the Summit OB, presumably eased for the pathing stop at Wrexham. A fine climb indeed!

"On the undulating but generally easy gradients from Gobowen to Shrewsbury, running was in the high 60s, with 73½ being reached twice. We were held outside Shrewsbury for 12½ minutes, eventually stopping there 16 late and getting away seven late. The climb to Church Stretton was hindered by a combination of a Manchester-Milford Haven service running five late, followed by a light diesel from Gresty Lane to Craven Arms running one hour late preceding us. The result was a 13-minute late arrival in Craven Arms loop for

TABLE TWO: CRAVEN ARMS TO PONTYPOOL

Date	Wednesday, April 27, 2022
Train	12.35 Chester to Cardiff
Pilot Engine	LM Class 6P 4-6-0 No. 45596 Bahamas
Train Engine	LM Class 6P 4-6-0 No. 45690 Leander
Load	11 coaches, 403½ tons tare 430 tons gross
Pilot Engine driver	John Rogers
Fireman	Frank Birrell
Train Engine driver	Mick Kelly
Fireman	Not recorded
Recorder	Sandy Smeaton from sixth coach
Weather	Dry, cool, and little wind

	miles	sched	mins	secs	speed
Craven Arms DGL	0.00	0.00	00	00	10 mins late
Craven Arms	0.47		01	54	28½
Onibury LC	3.39		05	37	60**
MP 24	4.53		06	53	51½
Bromfield LC	5.78	7.00	08	15	60/67½
Ludlow	8.05		10	21	65½
MP 30	10.53		12	29	74
Woofferton SB	12.54	14.00	14	16	65½/60½
MP 36	16.53		17	51	72½/72
Leominster	18.94	21.00	19	55	62/63**
Ford Bridge	21.28		22	11	62/59½**
Dinmore Tunnel S	23.98		24	49	69/72
Moreton-on-Lugg LC	27.35	30.00	27	46	64½
Shelwick Jct	29.85	35.00	30	23	43½/10*
Hereford	31.59	40.30	35	12	22½*
MP 1	33.78		38	28	52
MP 2	34.78		39	39	49
MP 3	35.78		40	54	46
MP 4	36.78		42	07	54½
Tram Inn LC	38.24	50.30	43	37	60½
Pontrilas SB	43.99	56.30	49	53	47½/46**
MP 12	44.78		50	53	47
MP 13	45.78		52	05	53½
MP 14	46.78		53	09	58
MP 15	47.78		54	10	62/64
MP 16	48.78		55	07	63
MP 17	49.78		57	08	59½
MP 18	50.78		57	08	56**
Llanvihangel Smt	51.53		57	58	53½
Llanvihangel	51.78		58	14	54½
MP 21	53.78		60	35	46**
Abergavenny	55.53	70.30	62	28	68
MP 24½	57.28		64	00	71½/72
Penpergym LC	58.29		64	51	70
Usk Viaduct S	58.81		65	18	70/56
Nantyderry	60.78		67	15	61**
MP 29	61.78		68	15	57½/65½
Little Mill SB	63.44	79.30	69	52	58
Pontypool	64.98	83.30	74	28	1 min late

** underbridge restriction for double heading
* brakes or speed restriction

No. 6233 Duchess of Sutherland
on 1Z48 to Penzance at Exeter St
Davids on April 28. S. SMEATON



MAIN LINE PERFORMANCE

water. The restart was 10 late.” The next section to Pontypool is covered by Table Two.

“A penalty suffered for the privilege of double-headed 5XPs was the civil engineer’s imposition of moderate speed restrictions at many underbridges, most of which were between Craven Arms and Pontypool. This robbed us of some of the potential sparkle from the North & West route running.

“Nevertheless, 5½ minutes were gained on the schedule by Hereford, where the two-minute booked stop was omitted. On the 1-in -94/104 climb from Hereford to MP3¼, MP1 was passed at 52, falling to 46 at MP3. The slacks near Pontrilas Box prevented a run at Llanvihangel so the climb started at 47, with an acceleration to 64 at MP15¾, falling to 53½ at the summit post 18¾ on the steeper 1-in-99/100 grade. Only after Abergavenny could the brakes be released, reaching 72 before the Usk Viaduct was crossed.

“The final water stop at Pontypool was reached only one late, having cut nine minutes from the booked 83½ from Craven Arms. The maximum speed for the day, 77, was achieved with gravity assistance on the straight down through Cwmbran. On the South Wales Main Line, generous pathing allowances in the schedule ensured a satisfying 10-minute early arrival at Cardiff Central.”

Princess Coronation takes over
The rest of the tour was hauled by 8P Pacific No. 6233 *Duchess of Sutherland*, now on 10 coaches for just under 400 tons – quite a load for the South Devon banks. Thursday, April 28 started with the 08.10 Cardiff to Exeter and I have chosen the section from Taunton to Exeter for Table Three. Once again Sandy tells the story of this part: “This was the start of *Duchess of Sutherland*’s first trip right through to Penzance. The crew for the first half of the run to Exeter was driver Bill Monteith and fireman Chris Yates. The pathing between Cardiff, Bristol East and Frome allowed no spectacular

TABLE THREE: TAUNTON TO EXETER

Date	Thursday, April 28, 2022					
Train	08.10 Cardiff to Exeter St Davids					
Engine	LM Class 8P 4-6-2 No. 6233 <i>Duchess of Sutherland</i>					
Load	10 coaches, 371½ tons tare 395 tons gross					
Driver	Bill Monteith					
Fireman	Chris Yates					
Recorder	Sandy Smeaton					
Position	Eighth coach					
Weather	Dry, mild, no wind					
	miles	sched	mins	secs	speed	
Fairwood Yard	0.00	0.00	00	00	2½ mins b/t	
Norton Fitzwarren	0.69		02	56	31½	
MP 167	2.69		05	52	46	
Bradford LC	3.34		06	41	50	
MP 169	4.69		08	16	51	
Wellington	5.94		09	41	56	
MP 171	6.69		10	29	54½	
MP 172	7.69		11	38	50½	
MP 173	8.69		12	50	48½	
Summit (MP 174)	9.69	11.30	14	04	49	
MP 176	11.69		16	00	73/74	
Tiverton Parkway	13.01	15.00	17	05	71/73½	
MP 179	14.69		18	29	69½	
MP 181	16.69		20	10	74½	
MP 182	17.69		20	59	73½/71	
MP 184	19.69		22	39	72	
Hele LC	21.20		23	54	72½	
MP 187	22.69		25	09	71½	
MP 189	24.69		26	51	68½	
Stoke Canon LC	25.89		27	54	70	
Cowley Bridge Jct	28.35	33.00	30	17	36*	
			sigs stop			
	29.04		32	53	0*	
			36	19		
Exeter St Davids	29.58	36.00	39	32	1 min late	

* brakes or speed restriction

running. The average through the Severn Tunnel was 60.8, passing Pilning at 43 and a minimum of 29½ at the top of the 1-in-80 before Patchway. After watering at Frome, 51 was reached before a minimum of 48 at Brewham summit. Checks hampered after Castle Cary and the maximum before the Fairwater yard water stop was 73 before Castle Cary and again at Curry Rivel.

TABLE FOUR: EXETER TO PLYMOUTH

Date	Thursday, April 28, 2022					
Train	15.52 Exeter St Davids to Plymouth					
Loco	LM Class 8P 4-6-2 No. 6233 <i>Duchess of Sutherland</i>					
Load	10 coaches, 371½ tons tare 395 tons gross					
Driver	Andy Taylor					
Fireman	Chris Birmingham					
Recorder	Sandy Smeaton					
Position	Eighth coach					
Weather	Dry, mild, no wind					
	miles	sched	mins	secs	speed	
Exeter St Davids	0.00	0.00	00	00	1 min late	
Exeter St Thomas	0.95		04	07	31	
MP 197	3.13		06	53	58	
MP 200	6.13		09	44	66½/60	
MP 202	8.13		11	39	61	
Dawlish Warren	10.63	12.00	14	07	58½/57	
Dawlish	12.28	14.00	15	50	58/56/60	
Teignmouth	15.04	17.00	18	42	57/55	
Bishopsteignton	17.13		20	57	55½/59/56	
Newton Abbot	20.18	22.00	24	08	58	
Aller Jct	21.13		25	07	57½	
MP 215¾	21.88		25	54	57½	
MP 216 ½	22.63		26	45	48	
Stoneycombe SB	23.05		27	18	40	
MP 217½	23.63		28	24	23½	
MP 217¾	23.88		29	10	19	
Dainton Summit	24.13	30.00	29	45	33½	
MP 219	25.13		30	59	54/45	
MP 221	27.13		33	28	51	
Totnes	28.94	36.00	35	31	58½	
MP 224	30.13		36	50	45	
MP 224½	30.63		37	34	37½	
MP 225	31.13		38	26	31½	
Tigley	31.63		39	27	28½	
MP 226	32.13		40	25	33½	
MP 226 ½	32.63		41	18	35½	
MP 227	33.13		42	11	31½	
Rattery	33.63		43	05	37½	
Marley Tunnel W	34.40		44	14	43	
MP 229	35.13		45	11	49	
Brent	35.89		46	04	53½/46½	
Wrangaton	38.13		48	44	51½	
Ivybridge	40.45	56.00	51	07	61½/63½	
MP 236	42.13		52	45	58½/62½	
Hermerden	45.49	62.00	56	07	58	
MP 240	46.13		56	42	71/67	
MP 241	47.13		57	35	70	
Plympton	48.13		58	29	56/53½	
Laira Jct	50.13		60	42	54	
Lipson Jct	50.88	69.00	61	41	35½	
Mutley Tunnel E	51.53		64	00	12/22½	
Plymouth	51.99	72.00	66	15	5 mins early	

* brakes or speed restriction

“The restart was 2½ early, with Bradford LC passed at 50 and Wellington at 56, the maximum on the climb to Whiteball. MP173 before summit tunnel was passed at 48½ and the summit post 174 at 49. This was a similar performance (same loco and load) to that of 2019, which started from Taunton and passed MP174 at 48½. The maximum down to Exeter was 74½. 6233 and train reversed east to Riverside Yard for coal and water.”

Readers might also like to compare the climb to Whiteball with the two runs with No. 70000 *Britannia* in the last issue.

Table Four shows the continuation to Plymouth, which was unchecked and so gained time on the easy 72-minute schedule. The big Pacific was good throughout with the climb of Rattery Bank out of the top drawer, with plenty of steam in hand.

Sandy describes the running on this section and on to Penzance: “Andy Taylor and Chris Birmingham took over from Exeter. A fire near the lineside had occurred earlier in the day so some restraint was exercised by Andy on the Devon Banks, with No. 6233 being worked in the first valve and 40% on Dainton, producing a minimum of 19 before the



On the morning of April 30, No. 6233 is ready to depart Penzance Oil Sidings for the final stretch of the ‘Great Britain XIV’ to London Victoria. S. SMEATON

summit. The minimum at Tigley on Rattery Bank was 28½. The time to Plymouth was 66m 15s for a schedule of 72. 6233 set off for its first run through to Penzance two minutes late, previously having been no farther west than Par. The time to the set-down at Camborne was 98m 14s, 1¾ minutes over the 96 allowed after 66.4 difficult speed-restricted miles. There were two checks at Bodmin and St Austell, presumably from the preceding 14.00 Cardiff-Penzance HST. The maximum speed was 67 running down from Grampound Road to Probus. The many banks offered little resistance to the *Duchess's* power. The final 13 miles, mostly down to Penzance, were probably achieved by momentum, arriving at Penzance 2½ late."

330-plus miles in one day

After a free day in Cornwall, Saturday, April 30 saw the *Duchess* bring the train back to London. Leaving Penzance at 0720 the pacific took the 330-odd miles in her stride, arriving in London at 22.02. It is not often that this sort of distance is covered on one train with one unassisted steam locomotive.

I have selected some of Sandy's comment about the return journey as follows: "The Plymouth-Exeter section was a rerun of 2019 when the *Duchess* did the same section with almost the same load 10/363/380. Andy Taylor was the driver on both occasions. Simon Scott fired this year and Chris Birmingham in 2019. The significant difference between the two attempts was the weather. In 2019 it had been showery, whereas this year the railhead was dry.

"A cautious start was made up to Mutley Tunnel before the rush to Plympton to gain momentum for the 1-in-41/47/42 of Hemerdon Bank. The maximum reached was 62 at MP242¼, falling off rapidly to 42 at MP241 and 16½ at MP240 and then to a minimum of eight between MPs 239¾ and ½ before the recovery to pass under the Summit bridge at 17. On the 2019 attempt the speeds had been remarkably similar as far as MP241, with a maximum of 61½, 41½ at MP241, and 16 at MP240 when a number of slips resulted in a fall to 1mph before a recovery to nine at MP239½. So, the ¼ post at Hemerdon Summit was passed this year more than three minutes less than in 2019.

SINGLE LOCOS ON DEVON BANKS					
Date	Loco	Load	Hemerdon		Dainton
			Time to pass MP239¼	Min speed	Min speed
25.7.09	70013	9/325½/350	11m 29s	25	36
9.5.14	5029	8/292/320	14m 18s	7½	22½
10.5.14	5043	8/286/325	13m 40s	16½	31
28.4.19	6233	10/363/380	18m 23s	1	23
30.4.22	6233	10/373/395	15m 19s	8	25

"To tackle Hemerdon with a steam loco and a heavy load requires the driver to have nerves of steel!

"By comparison, Dainton must seem like a cakewalk. Totnes was passed at 60-ish and the minimum of 25 at MP218 would have been slightly higher but for a slight slip just before the summit.

"At Newton Abbot we caught the signals of the 11.54 Paignton-Exmouth stopper, so it was not until after Starcross that speed exceeded 60 and we stopped in Exeter 4½ late despite the 12½ minutes pathing time inserted in the schedule. In 2019, with no stopper at Newton Abbot, the start-to-stop time was 70m 31s despite the stagger at the top of Hemerdon."

Finally, Table Five shows the section from Exeter to Taunton. Alan's comments are: "The train left Exeter with a new driver after the loco had been serviced in Riverside Yard. The start was cautious but speed built up progressively on the rising grades towards Whiteball. While the pace dropped back a little on the 1-in-155 beyond Cullompton, this was also where the *Duchess* was extended and we soon were well into the 70s again in the dip beyond the former Tiverton Junction. The final couple of miles to the summit where it is the steepest were stormed to top Whiteball at 68 mph."

So, after another good section from Bristol, arrival at Victoria ended a successful Great Britain trip. These marathons make huge demands on the time of everyone concerned and those on board should thank the staff at the Railway Touring

TABLE FIVE: EXETER TO TAUNTON					
Date	Saturday, April 30, 2022				
Train	07.20 Penzance to Victoria				
Engine	LM Class 8P 4-6-2 No. 6233 <i>Duchess of Sutherland</i>				
Load	10 coaches, 371½ tons tare 395 tons gross				
Driver	Bill Monteith				
Fireman	Chris Birmingham				
Recorder	Alan Rawlings				
Position	Third coach				
Weather	Dry, sunny, no wind				
	miles	sched	mins	secs	speed
Exeter St Davids	0.00	0.00	00	00	
Cowley Bridge Jct	1.24	3.00	04	12	33
Stoke Canon LC	3.70		07	42	49
MP 189	4.90		09	11	52
Silverton	7.14		11	44	56
Hele LC	8.39		12	55	62
MP 183	10.90		15	16	66
Cullumpton	12.56		16	44	71
MP 180	13.90		17	51	68
Tiverton Loop	14.74	18.00	18	36	73/75
MP 178	15.90		19	30	73
Tiverton Parkway	16.58	20.00	20	05	73
MP 176	17.90		21	09	72
MP 175	18.90		22	01	70
Burlescombe	19.15		22	14	69
Summit MP 174	19.90	23.30	22	53	68
Whiteball Tunnel In	20.11		23	05	70
Whiteball Tunnel Out	20.74		23	35	74
Beam Bridge	21.88		24	31	75
Wellington	23.70		25	59	71
Poole Siding	24.90		27	00	73/75
Bradford LC	26.25		28	06	58*
Victory LC	27.84		30	22	25*
Norton Fitzwarren	28.89		32	55	25* RL
Silk Mills LC	29.50	34.30	35	14	

* brakes or speed restriction

Company, Network Rail, and West Coast, not least the train crews, for all their hard work to accomplish something so complex on today's busy railway.

With grateful thanks to Sandy Smeaton and Alan Rawlings for all the information they have supplied.

I am always pleased to receive details of loco performance. Correspondence can be sent to me at dejbb@live.co.uk 



The *Duchess* had a day's layover in Penzance, seen being serviced on April 29. A. RAWLINGS

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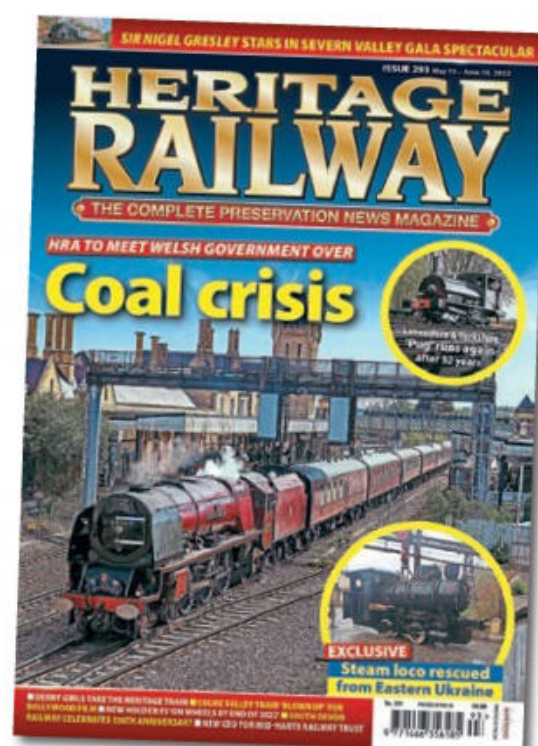
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It could be the early 1930s all over again: Glorious spring sunshine as Lynton & Barnstaple Railway replica Baldwin 2-4-2T *Lyn* couples up to a rake of the line's restored original coaches at Woody Bay on May 7. The locomotive is finished in the colours and configuration of the original *Lyn* after it returned from overhaul in 1929. The train sitting in the platform ready to depart from the immaculately restored Swiss cottage-style station surely completes as perfect a recreation of a period setting as anywhere in the heritage sector could hope to achieve, and bodes well for the planned future extensions of the legendary line. ROBIN JONES

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

Abbey is a clear winner as Castles hold the fort for GWR

IT may not have been game, set and match to the GWR in Great Central's 450-lot auction on May 7, but it wasn't far off. Way ahead of the pack was nameplate *Reading Abbey* with 'Castle class' appendage from No. 5084 which went for £23,000. Second, albeit far behind, was *Banbury Castle* from another member of the class, No. 7011 (£8000).

This 4-6-0's realisation was matched by *Midlothian* from LNER-designed, BR-built Peppercorn A1 Pacific No. 60151, and bringing up the rear was the Southern Railway with *Epsom* from Schools class No. 30937 (£6200) and *Sir Balan* from King Arthur No. 30769 at £5000. The smokebox numberplates from each of this SR pair sold immediately after their respective nameplates, from No. 30937 for £1050 and No. 30769's for £1550.

Valenta memento

London Scottish with badge from Royal Scot No. 46124 was the sole steam nameplate that didn't sell under the hammer, but it did go after full-time for £10,000.

Diesels were led by a £6600 realisation for *Valenta 1972-2010* from HST125 power car No. 43123, which was the last of 197 Class 43 units to retain its 79-litre V12 Paxman Valenta engine in service.

A pairing from another Peppercorn A1, No. 60158 *Aberdonian*, went under the hammer, comprising the Pacific's smokebox numberplate (£2200) and one of its 1949 Doncaster worksplates (works No. 2052), which sold for £1850, while top cabside numberplate was 6844 from GWR *Penhydd Grange* (£2700).

Station totem signs provided their usual strong support, headed by a £4400 realisation for BR(W) Kensington Olympia, followed by £3000 for a second Western Region example, from Machynlleth, £2600 for BR(NE) Leeds City, and £2500 each for BR(S) Addiscombe and the Scottish Region's Fraserburgh. The leading SR target sign was Halwill (£2200).

Within the signalling category was a GWR sending permissive block instrument of the type produced in-house by Reading Signal Works for use at Birmingham Snow Hill North and South signalboxes (£3100), and a North British Railway ex-Scotsgap signalbox Tyer's No. 1 tablet instrument (£1800). Other realisations included £2000 for

a London & South Western Railway platform ticket machine, £1600 for a BR(S) Medstead & Four Marks Station sign, and £1400 for a D-plate from a 14-ton wagon built in 1951 by M&W Grazebrook of Dudley, Worcestershire, an ironworks founded in 1750. Prices exclude buyer's premium of 15% (+ VAT).

'Holding well'

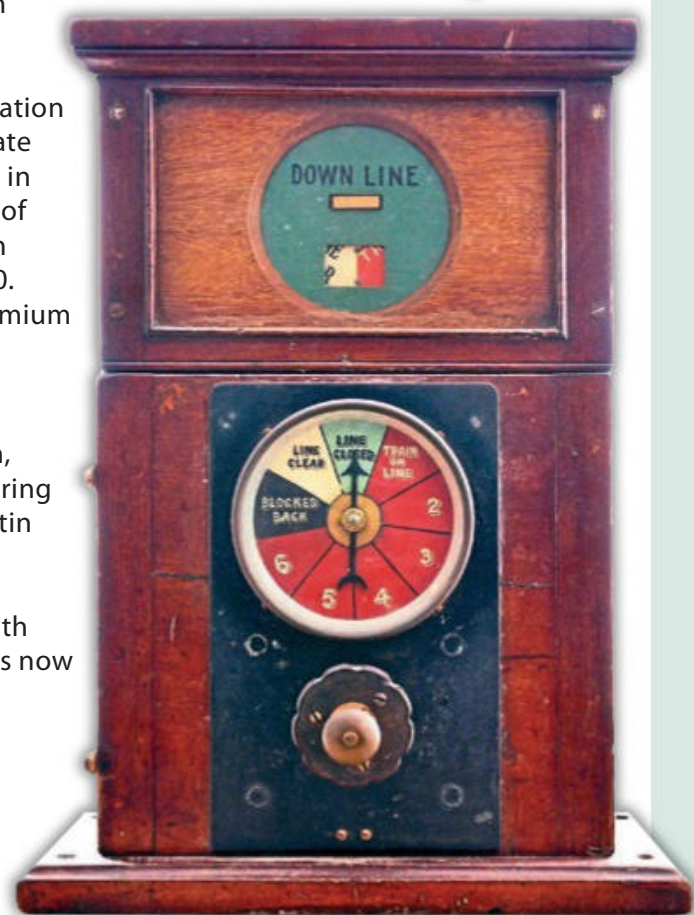
GCRA director Mike Soden, who shared the auctioneering duties with colleague Martin Quartermain, said: "Prices are holding up well, aided and abetted by totems, with Southern Region examples now doing surprisingly well."

Meanwhile, the auction house has announced that its next main auction scheduled for July 2 has been postponed until September 3.

"It would have clashed with a Talisman Railwayana auction of a single collection from the estate of a late collector who we knew well, so out of

respect we thought it appropriate to put ours back," said Mike.

He added that future GCRA main auctions would be held quarterly and so revert to the auction house's pre-Covid regular dates of December, March, June and September.



Main line key in the frame for a record at Bristol auction house

AN ANNETT'S key from the GWR Foxes Wood pump house ground frame on the Bristol to Bath main line sold for £750 at a Bristol Railwayana sale on April 24, a realisation that the auction house's Jon Baulch believes to be the highest ever for such an item. The pump house supplied water to the 620 yard-long troughs between Keynsham and Saltford that were installed by the GWR in 1899 and



removed in August 1961.

The GWR also supplied the second highest-priced lot at £320, a waiting room chair from the Somerset station of Bruton, which opened on the Chippenham-Weymouth main line in September 1856 and is still open. Close behind was a signalling token from the Aberdare to Cwmbach section of the Merthyr line in south Wales (£310). Buyer's premium is not charged by this auction house.

Railwayman's steam and diesel memories create the right image

A COLLECTION of more than 2000 images of steam and diesel taken from the early 1960s to the 1980s by James Burns, of Honiton, Devon, during his trainspotting days and subsequent railway career sold for £3950 in two lots at auction on May 7. The images, comprising 35mm slides, black-and-white photographs, and negatives, were taken at a number of West Country locations and also in southern England, Wales, and Scotland.

James, a keen photographer who joined a trainspotters' group

in his teens, started his railway career in the early 1970s after visiting the recruiting office at Waterloo station. He worked in Woking and Reading before becoming a passenger and freight train guard based at Exeter St Davids, and became a driver in the 1980s, in which role he continued until retirement in 2002.

The sale was run by Chilcotts of Honiton, and the prices exclude buyer's premium of 25.2% (inc VAT).

Talisman set for live saleroom auction Mk.2 with 50-year Lincs collection

TALISMAN Railwayana will be holding its second post-Covid live saleroom auction on July 2, when a single collection of Lincolnshire memorabilia amassed over 50 years will go under the hammer. Included in the 500 lots are BR(E) totem signs from three stations that underwent a name change during the years they were open, comprising Lincoln St Marks, Woodhall Junction, and Spalding Town.

The Lincoln representative was opened by the Midland Railway in August 1846 as Lincoln, had 'St Marks' added in September 1950, and was closed in May 1985. Woodhall Junction opened in October 1848 on the Great Northern Railway's Boston-Lincoln route as Kirkstead, changed its name in July 1922, and was closed to passengers in October 1970. The station was the junction for the line to Horncastle that opened in August 1855 and was closed to passengers in



September 1954. The third of the trio, Spalding Town, started life also in October 1848 on the GNR's Peterborough-Lincoln line as Spalding, had the 'Town' suffix added by BR exactly a century later, and is still open today, albeit once again named simply Spalding. Its station building is Grade II-listed.

Worksplates from two Doncaster Works-built locomotives with Lincolnshire connections are a Great Northern Railway 1909 example (works No. 1229) from D2 class 4-4-0 No. 44 and an LNER 1923 plate

(works No. 1580) from O2 class 2-8-0 No. 3493. The D2 was numbered 3044 by the LNER, while the O2 was numbered 63938 by BR, and each was withdrawn from Grantham shed, the D2 in May 1947 and the O2 in September 1963.

Also in the auction are an LNER Skegness and BR Lea Road station direction signs, Firsby and Burgh-le-Marsh station seatbacks, signalbox signs and signalling equipment, bridge numberplates, and handlamps. The auction is being held at The Venue, in Navenby, south of Lincoln, and starts at 10am.

On March 26, Talisman became the first mainstream railwayana auction house to reopen its saleroom doors after the lifting of Covid restrictions with an auction at Newark, so ending a two-year absence that led some collectors to fear that such sales would never be held again.

Railwayana Auction Calendar

■ June 11

Thirsk Railwayana

■ June 24

Vectis (model trains)

■ June 24

Lacy Scott & Knight (railwayana and model trains)

■ June 25

Transport Auctions of London

■ July 2

Talisman Railwayana

■ July 8/9

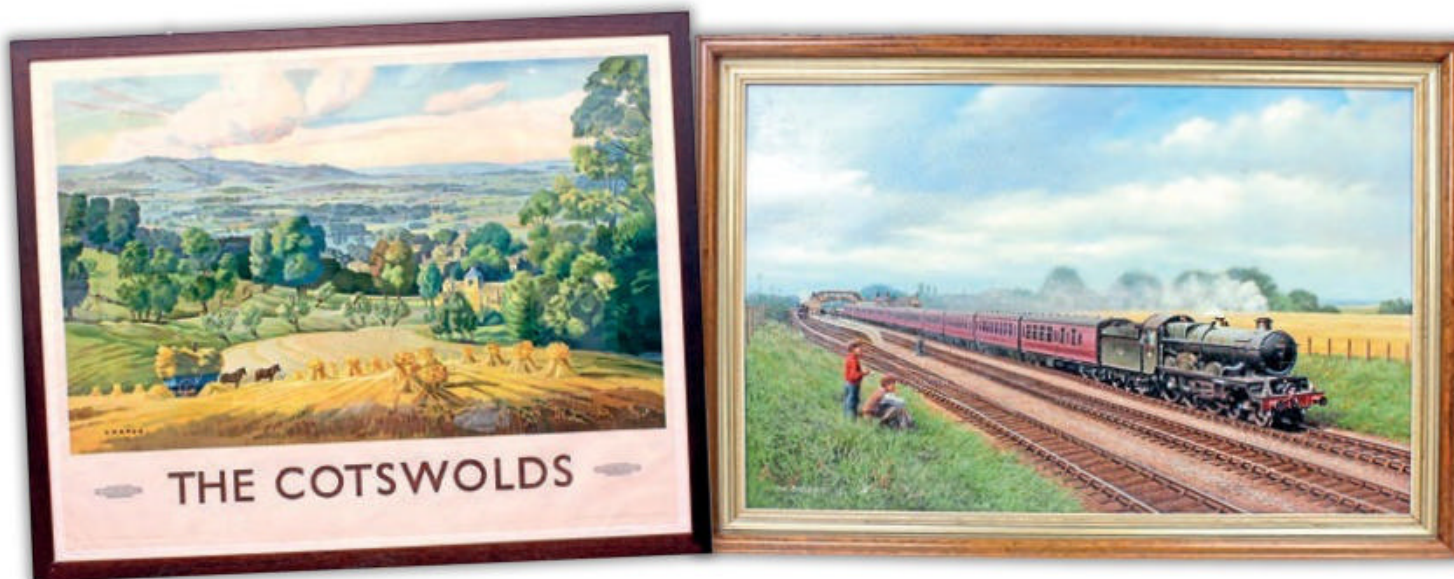
GW Railwayana

Now Great Northern plans saleroom sale

GREAT Northern has announced plans to become the second mainstream railwayana auction house to reopen its saleroom doors following the ending of Covid restrictions, with boss Dave Robinson having decided that "the time is right" for such a move.

He has earmarked October 1 as the date when, as he puts it, normal service will be resumed at his regular venue of Poynton Leisure Centre. His decision follows Talisman Railwayana becoming the first to reintroduce live saleroom sales at its auction in Newark on March 26, an event Dave attended.

"Talisman had a very good turn-out at that sale, and the time is now right for us to also go back live," he said. "We don't plan it to be a one-off, as we expect to return all our sales to the saleroom."



Breckon painting and Chater poster illustrate the art of selling at auction

A PAINTING of GWR No. 7011 *Banbury Castle* and a BR(W) poster of an idyllic pastoral scene in the Cotswolds were the stars of a Lacy Scott & Knight of Bury St Edmunds railwayana and model trains auction on April 29, each selling for £1200.

The painting was the work of Don Breckon (1935-2013), and featured a Paddington-bound express passing through Radley station between Oxford and Didcot

under the watchful eyes of two young trainspotters while another locomotive simmers in the Abingdon branch bay platform. The Cotswolds poster was the work of John Chater (1878-1949), and depicted harvest time with two horses in a field waiting to pull a heavily-laden hay wagon.

Leading the model train realisations were a Barrett Steam Models gauge one spirit-fired live

steam Caledonian Railway 0-6-0 4F No. 33 that went for £800, and a Victorian era OO gauge train set made entirely of polished wood that comprised three locomotives, four coaches, 10 wagons, and station areas with points (£700). The rails in the set, which was believed to have been privately made, were created by routing hardwood planks. Prices exclude buyer's premium of 22½% (+ VAT).

Hornby O gauge from the late 1930s takes the plaudits

HORNBY took the plaudits in the Vectis monthly model train sale on April 22, when two O gauge examples released in the late 1930s each sold for £1800, comprising GWR 4-4-0 No. 3821 *County of Bedford* and SR 4-4-0 Schools class No. 900 *Eton*.

A third four-figure realisation was £1000 for a pre-World War

One Carette of Germany O gauge tinplate railway water tower which incorporated a number of advertising signs, including Hudson Soap, Bassett-Lowke Northampton and Oxo.

At £850 came a 3½in gauge live steam LMS Class 4P 2-6-4T No. 42103. This price was matched by a Hornby

O gauge model made for the Argentine market. It was an 0-4-0T numbered 2120 that carried the initials of FC Sud, a British-owned 5ft 6in gauge railway company known in this country as the Buenos Aires Great Southern Railway.

Prices exclude buyer's premium of 25% (inc VAT).



Big Four and BR to vie for top GWRA slot

A SELECTION of 13 Big Four and BR nameplates from steam locomotives built between 1925 and 1953 will be the highlights of GW Railwayana's July 9 auction, with the biggest contingent being seven from the GWR.

These comprise *Tretower Castle*, *Barry Castle* and *Hereford Castle* from Nos. 5094, 7012 and 7022, *Oakley Grange* and *Peterston Grange* from Nos. 6823 and 6867, and *Haydon Hall* and *Edstone Hall* from Nos. 5932 and 7921.

The three Castles were built respectively in June 1939 and by BR in June 1948 and June 1949, the two Granges in January 1937 and March 1939, and the Hall pair in June 1933 and by BR in September 1950, and all were taken out of service between 1962 and 1965.

The SR representative is *Sir Geraint* from King Arthur No. 30766, built by North British in May 1925 and pensioned off in December 1958, and from the LMS comes *Comet*, a name initially carried by Royal Scot No. 46129 from new in September 1927 until January 1936, when it was renamed *The Scottish Horse*.

Jubilee No. 45735 inherited the name 10 months later when it was outshopped by Crewe, and carried it until withdrawal from the Nottinghamshire shed of Annesley (16B) in October 1964. No. 45735 and classmate No. 45736 *Phoenix* were fitted with larger boilers and double chimneys in 1942, rebuilds that provided a significant increase in their tractive effort and led to both of them

being marked with an asterisk in the Ian Allan ABCs, a nicety that passed most trainspotters by.

The LNER, via BR, supplies *Kittiwake* from A1 Pacific No. 60120, a December 1948 Doncaster product that was withdrawn in January 1964, and Nigel Gresley's 'Shire' and 'Hunt' D49 class will also make its presence felt with nameplates *Bedfordshire* from No. 62724 and *The Oakley* from No. 62769. Both were built at Darlington, the former in August 1928 and the latter in December 1934, and were withdrawn respectively in December 1957 and September 1958.

Revered field marshal

Finally there is *Lord Roberts*, from Britannia Pacific No. 70042, built at Crewe in April 1953, withdrawn from Carlisle Kingmoor (12A) in May 1967 as main line steam approached its final year, and named after a revered British Army field marshal (1832-1914) who had no fewer than 10 sets of initials after his name, including the VC.

Cabside numberplates from 5094, 6823 and 5932 will also be going under Simon Turner's hammer, as will plates from Nos. 1013 *County of Dorset*, 1029 *County of Worcester*, 4991 *Cobham Hall*, 5930 *Hannington Hall*, 6833 *Calcot Grange*, and 7916 *Mobberley Hall*.

Smokebox numberplates will include 6823 to accompany the Hall's



name and cabside number plates, 60032 from A4 *Gannet*, and 70004 and 70016 from Britannia pair *William Shakespeare* and *Ariel*, while there are worksplates from LNER trio A3 No. 60062 *Minoru*, A1 No. 60113 *Great Northern* (see article on news page 26), and B1 No. 61247 *Lord Burghley*. Joining this selection will be a 1951 Gorton plate (works No. 1019) from Class EM1/76 electric locomotive No. 26012/76012.

A heritage modern traction nameplate is *Zenith*, from Class 42 'Warship' Bo-Bo D867. This name was originally to have been carried by D865, and my November 1959 Ian Allan Combined Volume couples that locomotive with that name, even though it wasn't due to enter traffic for more than two years.

However, when D867 emerged from Swindon Works in April 1961 it was carrying that name, while D865, although a lower number than D867, wasn't outshopped by North British of Glasgow until June 1962 and, with its scheduled name already on D867, it was named *Zealous*. Confused? Me too.

Remaining with this more modern era, there are nameplates *Ben Line* from 1964-built Class 47 Co-Co D1577/47457 and *Invincible* from 1968-built Class 50 Co-Co D425/50025, and a flamecut

cabside panel from Class 55 Deltic D9013/55013 *The Black Watch*. The name (albeit without the 'The') was formerly carried by LMS No. 46102, a Polmadie-based (66A) Royal Scot 4-6-0 that was so elusive to southern trainspotters.

Totem and target choice

Station totem signs include BR(NE) Scarborough Central, BR(Sc) duo Fort William and Elgin, and BR(M) Adderley Park, and anyone looking for a sign from the Hampshire station of Winchfield will have the choice of either a BR(S) totem or a SR target.

A Robin Hoods Bay signalbox nameboard from the Scarborough & Whitby Railway station that opened in July 1885 and closed in March 1965 will also be going under the hammer, as will a 1909 GWR/LSWR boundary marker from Portland station, on the branch line in Dorset that opened in October 1865 and was closed to passengers in March 1952 and to freight 13 years later.

GWRA's Simon Turner will hold an auction of posters, shedplates, advertising enamels, and other items on July 8, the day before the main sale. Among the 350 lots will be 33 Southern Region shedplates from a single collection and a York Newcastle & Berwick Railway guard's clock dating from the railway's very earliest days in 1850. This live online auction starts at 10am, and the main sale the following day at 9.30am.

It's all in the detail as plan heads Paperchase auction

AT £360, a 1912 two-part GWR detailed survey plan of the Aynho & Ashendon Railway was the highlight of the quarterly Paperchase railway and transport paperwork and collectables email and postal auction that ran from April 14 to May 3.

The first part covered the initial 10 miles of the railway, which straddled the Northants, Bucks and Oxfordshire

county boundaries, and the second part to 18¼ miles, and was scaled to two chains to one inch in detailed colour, with each part in leather-bound covers with gold titles.

From the Southern Railway came a handbill that was published in December 1947, just a month before the company's demise due to Nationalisation. It advertised cheap

day tickets from stations on the Isle of Wight to Newport, and went under the hammer for £240, together with six BR(S) handbills and leaflets for excursions to the island, runabout tickets, and a leaflet for the new electric trains that heralded the end of steam on the island in December 1966. Prices exclude buyer's premium of 12½%.



Pannier tank's journey from the GWR to London Transport

THE smokebox numberplate and one of the cabside plates from a GWR pannier tank that ended its days in London Transport's steam fleet will be a feature of the Transport Auctions of London sale on June 25.

The two plates are from 0-6-0PT No. 7711, which was built in March 1930 by Kerr Stuart of Stoke-on-Trent, withdrawn from St Blazey (83E) in February 1956, and sold to London Transport, who numbered it L90 and operated it until October 1961 on engineering and other workings.

Also in the sale is a BR(M) footpath direction sign to Walton Junction, a station north of Liverpool

that opened in April 1849. It remains open today as Walton (Merseyside), and is one of the local stations for Everton FC's Goodison Park stadium.

Other railway memorabilia in the 400-lot auction – which starts at 10am and will be live online, accompanied by commission and telephone bidding – includes London Underground platform signs, cab destination plates and poster maps.



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MANX SPRING STEAM ADVENTURE

Charter organiser **David Williams** reports on the recent photographic trip to the Isle of Man, where he found its railways in excellent shape.

After an enforced break of two years due to Covid restrictions, we resumed what are usually our annual charter visits to the railways and other heritage attractions of the Isle of Man.

Our trips are aimed primarily at keen photographers interested in achieving pictures that are not normally available to visitors, in a safe and controlled environment. The island has a wealth of heritage, including both steam and vintage electric traction, much of it running through exceptional scenery, and we are grateful to all of the venues we visit for the opportunity to indulge our passion for photography.

Although many enthusiasts concentrate their attentions solely on the Isle of Man Steam Railway, for these events we also enjoy supporting the island's smaller venues, so this year saw us visit the 7¼in gauge Crogga Valley Railway on the first day, followed by the Groudle Glen and Great Laxey Mine Railway on the second.

Crogga is a private site open to the public on selected charity open days only, and has a selection of diesel outline locomotives and a K1-style steam Garratt. It has an impressive system running alongside a lake, with some interesting gradients and a turntable at both ends of the line.

The 2ft gauge Groudle Glen Railway dates back to the heyday of tourism in the late 19th century. Opened in May 1896, it runs from a station in the Glen at Lhen Coan to Sea Lion Rocks, where a cafe is located.

In days gone by, a zoo was opened at this end of the line, hence the names of its two original locomotives, *Sea Lion* (built 1896) and *Polar Bear* (1905).

Our locomotive for the day was *Brown Bear*, a new-build replica based on *Polar Bear* (the original lives and works at Amberley Museum and Heritage Centre in West Sussex) and is finished in an attractive lined light brown livery.

Back in action after overhaul in England, Beyer Peacock 2-4-0T No.11 *Maitland* pulls away from Ballabeg on the Isle of Man Steam Railway on April 27.





No.13 Kissack arrives at Port Soderick on April 25.



No.11 Maitland at Port Erin station during the evening shoot on April 25.

The day was blessed with bright, clear and sunny weather, with *Brown Bear* performing faultlessly.

The Great Laxey Mine Railway is laid to the unusual gauge of 19in and has been constructed completely from scratch by the Laxey and Lonan Heritage Trust. The idea of recreating part of the line that formerly served the mines at Laxey was first announced in 1998 as a Millennium Project and opened in September 2004 as part of the celebrations for the 150th anniversary of the Laxey Wheel, also known as Lady Isabella.

The two identical steam locomotives, *Ant* and *Bee*, are based on the originals that worked the mines between 1877 until closure in 1929, and the former hauled a train of vintage wagons for our charter. Although only a short line, it is packed with interest and surrounded by a wealth of industrial history. It is always a pleasure to visit these smaller lines.

The IOMSR always forms the core of our programme. The first section opened in 1873 and the lines once covered much of the island, from Douglas to Port Erin in the south, from Douglas to Peel in the west via St. John's, and to Ramsey in the north, with a further branch from St. John's to Foxdale, primarily for mineral traffic. The preserved section runs from Douglas to Port Erin, just under 16 miles. Beyer Peacock 2-4-0Ts are the order of the day, with Dubs-built 0-6-0T No.15 *Caledonia* being the exception. Currently, No.4 *Loch*, No.11 *Maitland* and No.13 *Kissack* are operational, with *Caledonia* rejoining the fleet later this year. No.10 *G H Wood* and No.12 *Hutchinson* are under overhaul.

The last and biggest to be built, No.16 *Mannin* of 1926, has been removed from the museum at Port Erin and dismantled for assessment as to whether a return to service is economically viable; its place has been taken by No.1 *Sutherland*, which has been superbly cosmetically restored to its original holly dark green livery.

The Steam Railway Supporters Association is cosmetically restoring No.5 *Mona* in the goods shed at Port St. Mary.

Our IOMSR charters took place over four days, featuring two days with *Loch* and one each with *Maitland* and *Kissack*. *Maitland* is the most recently overhauled of the fleet, having returned to the island in early January after work by Alan Keef in Ross-on-Wye, and reassembly at the Statfold Barn workshops near Tamworth, and carrying a new boiler manufactured by the Severn Valley Railway 🔄



Beyer Peacock 2-4-0T No.4 Loch among the bluebells at Crogga Woods on April 26.



Great Laxey Mines Railway 0-4-0WT Ant heads four replica wagons.



Above: Magnificent sea views in abundance as No.4 Loch passes Keristal on April 26.

Right: No.13 Maitland arrives at the steam railway's Port Soderick station.

Below: Brown Bear in action on the Groulle Glen Railway on April 24.



at Bridgnorth. It carries the light green livery in which locomotives were painted during the Lord Ailsa period of operation between 1967 and 1971. With *Kissack* in dark green livery (1873-1940s) and *Loch* in Indian Red livery (1945-1965), we were able to photograph all three historically-correct colours. We were again blessed with largely fine weather, and the crews are always fantastic. On the Thursday evening, the railway was running a private dining train and our participants were very kindly invited. This was particularly appreciated by those whose wives had joined us for the trip and rounded off a superb series of events on the steam railway.

We had a day and a half on the Manx Electric Railway, plus a night shoot in Laxey Station using MER Car 21 and Snaefell Mountain

Railway Car 4, both of which currently carry green livery. Although of different gauges (the MER is 3ft, the same as the steam railway, but Snaefell is 3ft 6in to accommodate the Fell Rail system), the two lines meet in Laxey Station, where passengers on the MER transfer for the trip up the mountain. Expertly lit by Mike Smith, it was most atmospheric to see the station illuminated as dusk turned to night. By day, the MER scenery is absolutely stunning and for those who have only so far encountered the steam railway, it is well worth exploring the opportunities that the electric system presents.

It is to the island's credit that an impressive amount has been invested in its transport systems, steam, electric, and road. This forward-thinking attitude should secure the

future of the vintage transport elements of the system for many years to come.

Next year sees two big milestones for the railways, with plans to mark the 150th anniversary of the steam railway and the 130th anniversary of the Manx Electric Railway – both lines reach these landmarks in good shape and with power to add for years to come.

For those interested in similar events aimed primarily at enthusiast photographers, email David at djw.edit7@btinternet.com to be added to the circulation list. In addition to the Isle of Man, several charter events are to be run in Wales, including a 10-day, four-railway autumn extravaganza in October and November, plus events in France and further afield planned for 2023. **HR**



Manx Electric Railway Car 7 and Trailer 59 at Howstrake, with a 1931 Swift parked opposite.



Sea Lion and Brown Bear at Lhen Coan station on the Groulle Glen Railway.



Manx Electric Car 21 and Snaefell Mountain Car 4 side by side at Laxey station.

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Bachmann presents Lady Judy McAlpine with special model...

THE Bachmann Collectors Club (BCC) presented a model of Class 90 electric locomotive No. 90028 *Sir William McAlpine* – named after the late railway enthusiast and businessman who passed away in 2018 – to his widow, Lady Judith McAlpine, at her Fawley Hill estate home on May 9.

Sir William was a lifelong railway enthusiast. He was involved with and responsible for many achievements during his life, including his repatriation of LNER A3 No. 4472 *Flying Scotsman* from American in 1973 and time as chair of both the Romney, Hythe & Dymchurch and Dart Valley railways. The model has been produced as a collaboration

between the BCC and Locomotion Models, with 200 sound-fitted models available exclusively to the club's members, priced at £329.95 and available online via bachmann-collectorsclub.co.uk or calling 01455 245565, and 300 standard models, priced at £229.95, via locomotionmodels.com or calling 01904 685785.

Right: Club administrator Nicholas Garner presents Lady Judy McAlpine with a model of the locomotive named after her late husband, in front of a full-sized *Sir William McAlpine* nameplate in the Fawley Museum.
TREVOR JONES/BACHMANN



... and advertises an exciting engineer vacancy

ARE you an engineer with a passion for railways who would like to join a team of railway-loving colleagues – all while getting paid to research trains? Then Bachmann Europe may have the job for you!

The manufacturer is advertising for a full-time DCC and project engineer to join its research and development

team at its head office in Barwell, Leicestershire. The successful candidate will get to start and see through multiple new projects, working with both UK and Hong Kong-based staff to bring projects to completion.

A typical project includes producing a brief historical overview

of the prototype (arranging to visit full-sized examples if they are available), creating 2D or 3D CAD files of key design elements, analysing and reviewing the engineering design, and evaluating and reporting on prototype testing.

"We have decided not to set a strict deadline for applications at

the moment to ensure we are able to get the right candidate for the role," said rail marketing supervisor Wendy Bayford.

For a full job description, visit news.bachmann.co.uk/2022/05/job-opportunity-dcc-project-engineer/ or email Christina Jones at christina.jones@bachmann-europe.co.uk

Rapido Dynamometer car returns – in maroon, too!

WITH Rapido Trains confirming a rerun of its NER Dynamometer Car, retailer Rails of Sheffield announced it has commissioned an exclusive run of the preserved carriage as No. E902502 in the much-requested BR Maroon livery.

The exquisite detailing and finish of the previous batch of models

saw the coach voted Coach of the Decade in a 2019 poll of *Model Rail* magazine readers.

The prototype was built at Darlington Works in 1906 and is famous for being the vehicle that recorded LNER A4 No.4498 *Mallard's* world speed record for a steam



locomotive of 126mph on July 3, 1968. The new models are already in production (expected towards the end of the year) but are already reported by the manufacturer as

selling out fast. RRP is £139.95 for both the standard models (available from all Rapido Trains stockists) and Rails' exclusive variant, which can be pre-ordered at railsofshffield.com

Dapol announces new N gauge 'Terrier' identities...

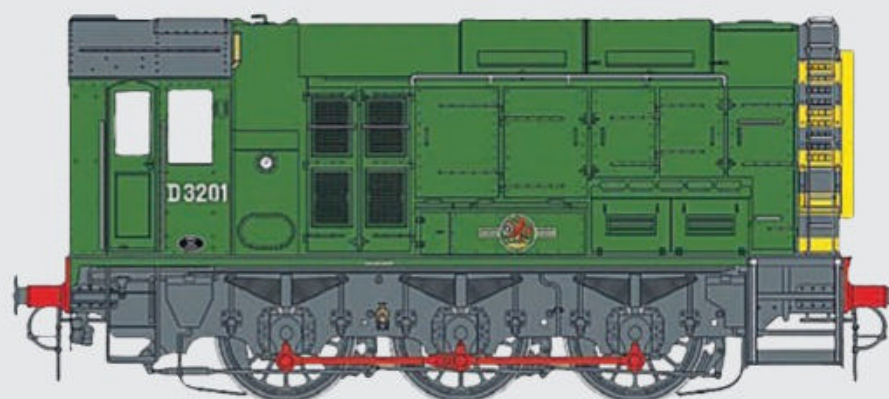
N gauge modellers will be able to add two preserved LBSCR 'Terriers' to their collections later this year, albeit slightly different compared to how each one currently appears.

Following in the footsteps of the O gauge announcement earlier this year, the Bluebell Railway's No. 55 *Stepney* will join the range in its unrebuilt A1 form, but still wearing the LBSCR improved engine green livery.

Also joining the range will be No. 32662 in BR black with late

crest. This engine can currently be seen running as Southern Railway No. B662 *Martello* at Bretingham Steam & Gardens in Diss, Norfolk.

The models will feature the finely moulded body with many separately fitted fine details, cast wheels with fine relief, and heavy diecast chassis with all wheel pick-up, and are priced at £88.95. There is no provision for DCC decoder, though these can be hard-wired by modellers or through DCC Supplies. No release date had been set.



Severn Valley 'Gronk' in O gauge

PRESERVED BR Class 08 No. D3201, which resides on the Severn Valley Railway, will also join Dapol's catalogue in the next batch of O gauge models being released.

Offered in BR Green with wasp stripes and late crest, its features include

sprung buffers, diecast running plate and chassis, independently controlled running and cab lights, and more. Prices start at £232.88 RRP for a DCC-ready model, with delivery expected in the fourth quarter of 2022 or early in 2023.



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DB Cargo Class 90 No. 90028 was named 'Sir William McAlpine' on 11th January 2019 at the National Railway Museum in York. Sir William who passed away on 4th March 2018 was involved in railway preservation for many years and was the first Chairman of the Railway Heritage Trust.

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Aspinall's 'Lanky tanks'

Just what the Lancashire & Yorkshire needed

The 2-4-2 radial tank locomotives of the Lancashire & Yorkshire Railway punched well above their weight, and with Bachmann's 00-scale version about to be released in glorious L&Y lined black this summer, **Pete Kelly** looks into the history of these and other Aspinall locomotives and that of the railway itself.

WHEN John A Aspinall moved from Ireland's Great Southern & Western Railway to become Chief Mechanical Engineer of the Lancashire & Yorkshire Railway in 1886, his mission was to design a new range of locomotives to be built at the new Horwich Works, near Bolton, which occupied a 3250-acre site and opened on November 15 of that year to replace the original works at Miles Platting, Manchester.

Incorporated in 1847, the L&Y operated through some of the most densely-packed industrial areas in the country and became a hugely successful railway company, with routes stretching from Liverpool and Fleetwood in the west to Goole in the east. Three divisions operated routes

between Manchester, Blackpool and Fleetwood; Manchester, Bolton, Wigan, Southport and Liverpool; Manchester, Oldham, Bury, Rochdale, Todmorden, Accrington, Burnley and Colne; and Todmorden to Halifax, Bradford, Leeds, Huddersfield, Wakefield, Normanton, Goole and Doncaster. An important connection to Stockport enabled traffic to continue on to London along the London & North Western Railway, and the express line between Manchester and Liverpool was fast and lucrative.

Three years ago Ken Carter, of the Lancashire & Yorkshire Railway Society*, awakened me to the L&Y's many proud boasts in an article he wrote for the freely-distributed

Railway Magazine Guide to Modelling, which I was editing at the time.

The railway had 601 route miles of track, all but 41 miles of them being at least double-track, with a total mileage, including sidings, of 2217. Only 24 miles consisted of level track, while 134 miles were on gradients steeper than 1-in-100. Along the route miles, wrote Ken, were 291 passenger stations and slightly more goods stations, and with several large marshalling yards. There were 91 tunnels (the longest being the 2885-yard-long Summit Tunnel near Rochdale) and 2478 bridges and viaducts, with train movements being controlled by 733 signalboxes and ground frames.

Ranging from the ubiquitous Class 27 0-6-0s of 1889 to the rapid Class 7 Atlantics of 1899, Aspinall's new locomotives were perfectly suited to their tasks. From standing starts on Manchester to Liverpool expresses, the 4-4-2s – known as 'Highflyers' on account of their high-mounted boilers and 7ft 3in driving wheels – were capable of rapid acceleration and speeds well above 80mph.

The Lancashire & Yorkshire Railway ranked fifth among the pre-Grouping companies in overall size, with a greater population per route mile than other major lines as it served the great textile towns, collieries and major Irish and North Sea ports – indeed, the 28 ships of its Irish Sea



With longer tanks, extra coal capacity, Belpaire firebox and extended smokebox, Aspinall 2-4-2 radial tank No. 50850 works empty coaching stock at Chapel Street station, Southport, on August 25, 1961. The last to remain in service, it was withdrawn that October. MORTONS RAILWAY MAGAZINE ARCHIVE/IAN G. HOLT.



Black diamond: Seen at its best as Lancashire & Yorkshire Railway No. 1042, Bachmann's OO-scale model of Aspinall's radial tank in short-bunker form comes with a host of fine detail, not to mention the exquisitely applied lined black livery.

and North Sea fleets made it the largest railway-owned shipping fleet in the country.

It had 32 engine sheds, 4360 carriages, and almost 38,000 wagons. About 1200 booked goods trains ran each day, including coal and mineral trains, along with around 2000 passenger trains, a quarter of which were electric trains on two major lines.

Traffic mileages totalled 30.8 million: 9.5 million being steam-hauled passenger trains, two million electric passenger trains, 46 million goods trains (three million miles comprising coal and mineral traffic), and 8.3 million miles were clocked up in shunting alone!

First class passenger journeys came to 2.8 million miles, third class 57 million, and workmen's tickets 33.7 million. Of the 73,000 season-ticket holders, a fifth were first class travellers. Ken's statistics also noted that about 12 million tons of coal was moved, along with 400,000 heads of livestock.

The first locomotive to emerge from Horwich Works in 1889 was one of Aspinall's Class 5 2-4-2Ts which quickly became known as 'Lanky tanks' or 'radial tanks', and they were in their element working frequent suburban passenger services in either forward or reverse gear.

By the time 270 had been built in 1909, they were working well over half of the L&Y's passenger duties, totalling no fewer than 7.5 million miles per year as they hauled 270-ton trains over some of the steepest gradients in England. The 1540-gallon water tanks could be replenished from troughs in either direction while on the move.

No fewer than 330 of these locomotives were eventually built,



Looking as if it might have come straight from a viaduct in a JS Lowry 'matchstick men' painting, the new livery variant is a masterpiece from any angle.



The real No. 1042, captured at Agecroft. Although in black and white, it is clear to see how well the model portrays both the prototype and livery. LANCASHIRE & YORKSHIRE RAILWAY SOCIETY

the vast majority with 18 ½x26 in cylinders, and at places like Bolton, with forests of cotton-mill chimneys in the background, such locomotives would have fitted comfortably into any JS Lowry 'matchstick men' painting!

The original locomotives weighed 55 tons 19cwt and had a coal capacity of two tons, but over the 22-year construction span at Horwich, where the likes of Richard Maunsell and Nigel Gresley served under Aspinall's leadership, various

modifications emerged. In 1890 some of the 2-4-2s were built or rebuilt with slightly smaller cylinders, and from 1893 a number were fitted with larger bunkers that could hold four tons of coal – twice the original capacity.

Aspinall was succeeded by Mr HA Hoy in 1899, but five years later George Hughes became the CME, introducing in 1905 a more powerful 'Lanky tank' version sporting Belpaire fireboxes, bigger boilers with a fifth more water and two-fifths more steam space, and extended smokeboxes. Hughes also oversaw the construction of the 1000th locomotive to be built at Horwich, a four-cylinder compound 4-6-0 in 1908.

Between 1911 and 1914, the final 20 66 ½-ton 'large 2-4-2Ts' to be built under Hughes were superheated, with 20 ½ in-bore cylinders and bigger big-end bearings. Putting down a remarkable tractive effort of 24,585lb, their power classification was increased from five to six. Over time, 44 of the earlier locomotives were similarly modified, 26 of them, originally built under Aspinall, gaining Belpaire fireboxes at the time.

The entire class of 2-4-2s remained intact when the London, Midland & Scottish Railway was formed at the 1923 Grouping, but the first withdrawals took place four years later. By 1944, 154 of them were left, and British Railways took over the remaining 115 in 1948, although that year's Ian Allan ABC listed just 112, including eight of the heavier 3P versions built under George Hughes and boasting larger cylinders of either 19 ½ x 26in or 20 ½ x 26in.

Only 83 of the locomotives appeared in the loco shed listings of the same combined volume, however: two at Rhyl (7D), three at Warrington (8B), three at Preston (10B), one at Plodder Lane (10D), one at Barrow (11B), one at Leeds (20A), one at Normanton (20D), 10 at Manningham (20E), two at Hellifield (23B), two at Rose Grove (24B), one at Lostock Hall (24C), 15 at Wakefield (25A), four at Huddersfield (25B), two at Sowerby Bridge (25E), two at Low Moor (25F), two at Newton Heath (26A), nine at Bolton (26C), two at Bacup (26E), two at Aintree (27B),



For LMS modelling fans, the 'Lanky tank' has already been released in this interesting crimson lake livery, with smaller smokebox plates and massive tank-side numbers that contrast sharply with the small rendition of the bunker-side initials.

seven at Blackpool (28A) and 10 at Fleetwood (28B). No. 50897 was listed as being based out of service at the Rugby Test Plant.

In his pocket-sized book, *School Days and Steam Days*, published by Silver Link Publishing, which is now a part of Mortons, my Liverpool friend Barry Allen recalls seeing 'Lanky tank' No. 50721 at the city's Exchange station when he was a young train-spotter. The locomotive, shedded at Bank Hall (27A) at the time, took out the empty stock after the arrival of a BR Standard Clan Pacific with a passenger train from Glasgow. I too have vague childhood memories of the engines at Blackpool, Southport and Bolton, but by 1961 only a handful of the locomotives remained.

Barry had also read about the derailment of a 'Lanky tank' heading a Liverpool to Southport express near the city's Waterloo station in the early 1900s that cost the lives of several people. Investigating more, I learned that seven people, including the fireman, had been killed, and that the driver, three company staff and

112 passengers were injured. A Board of Trade report suggested that, while the train's speed of 50mph was above the advisory 35mph for the curve on the station's approach, a fault on one of the locomotive's radial axle-boxes had probably been the root cause.

During the First World War, misfortune overtook another radial tank, No. 661, while standing on the Penistone viaduct on February 2, 1916, when a pier and two arches collapsed beneath it and the locomotive plunged into the valley. The 2-4-2 had been running round its train for the return trip to Huddersfield, and fortunately the footplate crew ran clear to safety... unlike North British Railway 4-4-0 No. 224. That, along with the Edinburgh-Aberdeen train it was heading, plunged into the River Tay, resulting in the deaths of 75 people, when Sir Thomas Bouch's original railway bridge collapsed during a violent storm on Sunday, December 28 1879.

No. 661 was not recoverable and was broken up where it lay. The parts

were lifted up the embankment and sent to Horwich Works, where some were re-used in a new locomotive carrying the same number.

Although the last of the Lancashire & Yorkshire 2-4-2s had gone by 1961, the first one built, L&Y 1008 (LMS 10621, BR 50621), which had been withdrawn in 1954 but was earmarked for preservation, remains part of the Science Museum Group's Collection and is a static exhibit at the National Railway Museum. It still has its round-top boiler and small coal bunker.

*To join the Lancashire & Yorkshire Railway Society, visit www.lyrs.org.uk or write to its membership officer, Ken Carter, at: 11 Waveney Close, Arnold, Nottingham NG5 6QH.

The models

Bachmann's latest OO-scale model of Aspinall's 2-4-2 radial tank locomotives is due to be released this month as No. 1042 in the stunning lined black livery of the Lancashire & Yorkshire Railway itself, following on from examples that have already appeared in LMS crimson lake and British Railways lined black.

A 'Lanky tank' was the first locomotive to emerge from the new Horwich Works in 1889, and at its height the class numbered 330. The latest model (31-171) depicts No.1042, a short-bunker variant, complete with the original oval-styled works plate-cum fleet number, and incorporates lots of fine detail including an extremely well-modelled and decorated cab interior.

All-axle electrical pick-up and sprung buffers, along with a 21-pin DCC decoder socket, is also part of the specification, and Bachmann's recommended retail price for this little gem is £144.95.

Bachmann Europe plc has now received its first painted OO-scale samples of these evocative locomotives – and they look absolutely superb. **HR**



The beauty of long-lived classes such as Aspinall's Class 5 tanks is that they can represent several eras in OO-scale form. The original British Railways lined black passenger livery looks good on this model of No. 50764.



L&YR CLASS 5 TANK

in OO Scale from Bachmann Branchline

The charming Lancashire & Yorkshire Railway Class 5 Radial Tank returns to the Bachmann Branchline range this summer and these sublime models will take pride of place in any OO scale collection. Sporting an unrivalled level of detail and an impressive specification, the Bachmann Branchline model is the perfect addition to your steam locomotive fleet.



31-170 - L&YR Class 5 Tank 50764
BR Lined Black (British Railways)

31-168A - L&YR Class 5 Tank 10730
LMS Crimson Lake (LMS)

31-171 - L&YR Class 5 Tank 1042
L&YR Lined Black

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Some of the Watercress Wickhams team with No. 10839 before the major refurbishment work commenced. Team leaders Adrian and Corina Crees are the last two on the right-hand side of the group. CORINA CREES

GETTING TROLLEY-D

With the centenary of Wickham's first rail vehicle in April, **Owen Hayward** takes a look at these quaint vehicles and how some are finding a more prominent place on our heritage lines.

Our heritage sector is often quick to highlight astounding restoration jobs and milestones, and rightfully so. Overhauls of locomotives and rolling stock that haven't turned wheels for decades or were once thought unsalvageable are certainly cause for celebration. But toiling away in the background of many lines are vehicles just as crucial to maintaining the permanent way and signalling now as they were in BR days.

On April 22, 1922 D. Wickham & Co Ltd despatched the first rail vehicle from its works in Ware, Hertfordshire. A 3ft 6in gauge trolley fitted with a Dorman 4MV engine, it was supplied to the British-owned Taltal Railway in Chile.

The firm found its beginnings in 1882 with William Wickham, a brewer of pale ale and bitter, on Ware High Street. By 1890 it was run by Denis Wickham, who manufactured patent machinery for carbonating and bottling beer and other frothing liquids, and by 1912 it had become D. Wickham & Co Brewery & General Engineers. The brewing side was still retained even when the firm

established itself in the rail vehicle industry, with the business ultimately comprising three companies: D. Wickham & Co Ltd of Ware and Stevenage; Wickham Rail Ltd of Suckley and Bishop's Frome; and Wickham Rail Cars of Goodyear, in Arizona, USA.

The range of products and services included specialist brewing and bottling equipment, specialist rail vehicles for British Railways, the MOD, Air Ministry, British Steel, and other industrial customers.

Although the availability of local suppliers in central Europe and North America meant Wickham never had much success in supplying these regions, worldwide it certainly went, with examples of its rail vehicles also seen in Australia, across Africa and South America, Malaysia, Saudi Arabia and many other countries – some are known to survive to this day, with many even in daily use.

A wide variety of designs were produced throughout the firm's trading years, the most common, of course, being the traditional transverse-seating type that came in a

Before and after: No. 10839 looks practically ex-works following the completion of its overhaul. The second trolley seen behind is No. 10707; although the team had planned to do both, the extensive work time required on the first has resulted in them taking a break for the time being. CORINA CREES



variety of sizes and both open and closed side variations. There were also quaint designs such as types 4B, which bore a car-esque resemblance in shape, and 8S that could perhaps be described as a bench with a windshield.

These trollies would be primarily used by permanent way and signalling staff to travel to worksites along the line. Many would often be accompanied by a trailer that carried tools, ballast, sleepers, and more, where the use of a full engineering train would not be practical.

Wickham used off-the-shelf engines from suppliers such as JAP, Villiers, and others. In later years the use of Ford engines became common, of types that you could have found on tractors of the time, which meant they could run at 40mph or more (although you would certainly feel every bump and joint as you went over them).

Of course, it wasn't just trollies that Wickham supplied, also constructing railbuses (such as track recording coach No. 999507, preserved on the Lavender Line) and railcars such as the class 109 (with a



beautifully restored two-car example running on the Llangollen Railway), in addition to sundry equipment including water pumps, steam cleaners, cranes, hoists and winches.

Oddities

Some of Wickham's vehicles were designed and put to use with completely different purposes in mind to that of general railway use. Many military bases had internal rail systems, and firing ranges often had motorised and unmanned target trollies that carried three-dimensional wooden representations of armoured vehicles for target practice. It was from observation of these that H. E. R. Coward, chief machinist for the Royal Engineers from January 1939 until the end of World War Two, came up with the design for a combined throttle and servo brake operating and control gear, which would allow these automatic trollies to maintain a constant speed irrespective of affecting conditions and that became standard for use on anti-tank ranges throughout the British Isles.



What was only meant to be a case of light TLC turned into a much larger task, with the trolley stripped right back to the framework that also needed replacing. CORINA CREES



No. 6857 is perhaps the most famous Wickham around after starring in *The Great St. Trinian's Train Robbery*, but now it's just a rolling chassis as restoration work has paused in need of further funding. JONATHON FLOOD/RTT



“As the amount of work grew, the team decided that they may as well restore the trolley to almost as-new condition, no holds barred.”

London Transport Executive took delivery of No. 6952, a type 1A design, in September 1954. With a 420cc engine, riders would sit sideways on it as it travelled, ferrying workers to signals that were being worked on. It has an unusual claim to fame, in that it played a vital role in testing and commissioning new automatic trains on the Underground network in 1962. Before the equipment for detecting signalling codes and driver commands was installed on a District Line R stock unit, it was first fitted to this trolley for concept proving and tested at South Ealing. As a direct result of these trials, it led to the Victoria Line becoming the first in the world fully equipped for driverless operation.

On August 15, 1975, the director of engineering and planning services for Southend-on-Sea Council ordered a vehicle for use on the 3ft 6in gauge pier railway, reportedly for use by RNLI lifeboat crews stationed there. Trolley No. 10943 was delivered on February 9 the next year and only lasted in service until 1983, when it was sold to the Brecon Mountain Railway and converted to 2ft gauge. In 2015 it was sold again to a private buyer and now resides on the Bala Lake Railway.

Screen star

Type 27 Mk.3 No. 6857 became somewhat famous after appearing in two films shot at the Longmoor Military Railway. The first was in the Children's Film Foundation's *Runaway Railway*, released in 1965, which followed four children as they fight to save their local line and unwittingly employ the aid of two criminals (played by Ronnie Barker and Sydney Tafler) who are planning to rob a mail train. The Wickham is only seen briefly when it brings the Disposals Man (played by Hugh

Lloyd) to the station.

Next year came *The Great St. Trinian's Train Robbery*, another project centred around a heist being foiled by children. Many will no doubt have enjoyed the comical and chaotic train chase during the climax of this Braywild film, with No. 6857 famously used to ferry the fictional school's staff during the sequence as they cry out after the local constabulary in a desperate attempt to claim a reward following the titled event.

This vehicle still survives in the care of the Rail Trolley Trust (RTT), which is raising funds to restore it to operational condition at its Chasewater Railway base, the vehicle having languished for many years in the great outdoors.

“We're aiming to restore it to its St. Trinian's condition, but with cosmetic changes so it can also appear as it did in *Runaway Railway*,” explained trust founder Jonathan Flood. “The chassis was refurbished a few years ago before work was paused, and which has yet to restart while we raise funds for this and other work. The engine and gearbox need a full overhaul to start with, and a complete rewiring of the electrical system that will also see it upgraded from 6 volts to 12. Then there's the body, which will be returned to its original configuration, including the reversible driver's seat. Once complete, it will be repainted into the correct Longmoor Blue colour scheme.”

Although there were countless groups dedicated to locomotives, carriages, wagons, signalling and more, there were none for petrol, diesel and electric powered rail trolleys, so the RTT was created. Jonathan established the group after searching for one of his own between 2005 and 2006 and subsequently purchased Type 18 Special

This restored Class 109 DMU can be seen running on the Llangollen Railway and is an example of the other types of rail vehicles Wickham built. RICHARD WALLIKER/LRT



(built for the Air Ministry) No. 5864 from the Snaefell Mountain Railway on the Isle of Man.

"I realised from conversations with owners and enthusiasts during that period that there was significant interest in these vehicles and so I launched the Wickham of Ware Yahoo Group in December 2007 to connect us all, later adding Flickr and Facebook groups and pages to that as support and interest grew.

"As I uncovered more and more information and details about not just Wickham, but other trolley manufacturers too, I sat down with some like-minded friends to discuss options that led to the formation of the Rail Trolley Trust in March 2014, the aims of which are to purchase, restore, and demonstrate a collection of trolleys, along with associated equipment and paperwork."

The trust's first base was at the Chasewater Railway, but as the collection grew and the trust sought to make the collection more accessible to both enthusiasts and general public, a second base was sought. In June 2021 an agreement was signed with the Tanat Valley Light Railway near Oswestry to establish a second home on-site there, with some of the collection transferring over and several new acquisitions arriving since.

Over the years the RTT has become the go-to body for assistance and guidance for owners and enthusiasts in relation to rail trolley-based queries, having amassed a wide range of historic information and paperwork that can even identify specific engine numbers for some units. But just like a full-size diesel locomotive or piece of rolling stock, they require maintenance and restoration. With their more exposed construction, the level of work to restore these can sometimes be as much or more than the overhaul of a steam locomotive.

Stunning restoration

Although the St. Trinian's Wickham is some way off completion, in 2021 another trolley reached the end of its own thorough restoration. Volunteers at Medstead and Four Marks on the Watercress Line (WL) spent more than three years undertaking what could be the most extensive restoration of one of these vehicles to date on a heritage railway.

The work on No. 10839 (DB966031) was completed to such a high standard that it was nominated for a Heritage Railway Association Award, taking the runner-up position at the 2022 ceremony, having been pipped to the post by the Strathspey Railway's Black Five overhaul. The team of volunteers was mainly drawn from the line's permanent way team and led by Corina and Adrian Crees.

"When we started out, we were only planning to give it some TLC and thought the work would take maybe a year at most to complete the first," Corina said.

"We chose No. 10839 because it was in the best starting condition, but as we took it apart we quickly realised that it wasn't going to be just a few months of light work – it was a much more major job.

"The metal sheeting at both ends required replacing and the whole framework was just too far gone. Perhaps the only original thing left are the roof hoops, which would have been a lot of hassle to replace because of their curvature."

As the amount of work grew, the team decided that they may as well restore the trolley to almost as-new condition, no holds barred. The trolley was completely stripped



Two polar opposites when it comes to Wickham designs – the type 8S (left) is basic in appearance when compared to the type 4B (right), with its passing resemblance to a car. ROY HENNEFER/RTT

Wickham oddities

Some of the firm's slightly quirkier vehicles...



Built in the early 1940s, Trolley No. 3170 was one of a batch made for the military. It would be set off unmanned with a wooden mock-up mounted on top for target practice. It is now on display at the Statfold Barn Railway. ROY HENNEFER/RTT



Another target trolley, this time No. 11552 which was a much larger example. ROY HENNEFER/RTT



Crane Trolley No.11621 was delivered to the MOD at Lulworth in 1986 and is another stark contrast to what most people would think of when hearing the name Wickham. ROY HENNEFER/RTT



On December 9, 2008, this unidentified Type 17 was rescued from along the lineside of the Kent and East Sussex Railway. It is now in storage pending restoration, but is believed to be the oldest surviving Wickam in the UK, possibly even the world! CHRIS WITHINGTON/RTT

down to the chassis and the top end rebuilt. The engine was sound but benefitted from a service, while the radiator had to be re-cored as it was leaking. One other necessary job was replacing the rotten oak floor.

“We could have used plywood,” Corina continued, “but both the WL management and ourselves wanted a vehicle that would be reliable and last for years to come. When built, these trolleys had oak floors and running boards – and so we chose to go back to the same.

“The front driver and passenger seats were the sort you would find in a school classroom, but thanks to the RTT, which had spares from a unit scrapped at the Bluebell some years ago, these are now replaced by appropriate replacements, with the added luxury of a memory foam padded base and back for comfort.”

Resurgence

In the wake of the Watercress Wickham’s award nominations, there has been an increase in attention for these useful vehicles. Examples on the South Devon are now undergoing attention, and one previously resident on the Dartmoor Railway was put up for sale in 2021 (being bought by none other than this article’s author) and moved to the Epping Ongar Railway, where it too is starting to receive attention.

Also in 2021, the Somerset & Dorset Railway Heritage Trust at Midsomer Norton began Wickham Wednesday services, providing the opportunity to ride its own trolley (No. 7504) along the full length of its running line, in addition to offering rides within the yard at



Works No. 10841 was resident on the Dartmoor Railway until put up for sale in 2021. It now resides on the Epping Ongar Railway, much to the delight of the permanent way team there. JAMES FURMEDGE

some of its events.

These proved to be so successful that they have returned for 2022.

No. 7054 will also be visiting the Gwili Railway in Wales for its Rail Oddities Gala, taking place on June 18, appearing alongside other curious trolleys and track inspection vehicles on a line close to its former BR-era bases in the region.

S&DR is not the first to have offered such experiences. I personally remember well my first visits to the East Anglian Railway Museum (EARM) in the mid-1990s, where a Wickham trolley was giving rides in the goods yard; this is in addition to the passenger service. Both the Royal Deeside and Colne Valley Railway have done the same in the past, while the Watercress team ran its first rides on the restored unit within the

confines of Medstead Yard over the Steam Gala weekend of April 29-May 2 this year.

The RTT has had several requests from other owners about what safety alterations may be needed to accommodate these services on other lines. These vehicles are continuing to find more ways to earn their keep in addition to their vital and useful permanent way services that they have primarily been restricted to in the past.

Although Wickham ceased trading in 1991, it no doubt contributed greatly to the rail industry, with its vehicles still being used for similar if not identical purposes on our heritage lines to this day.

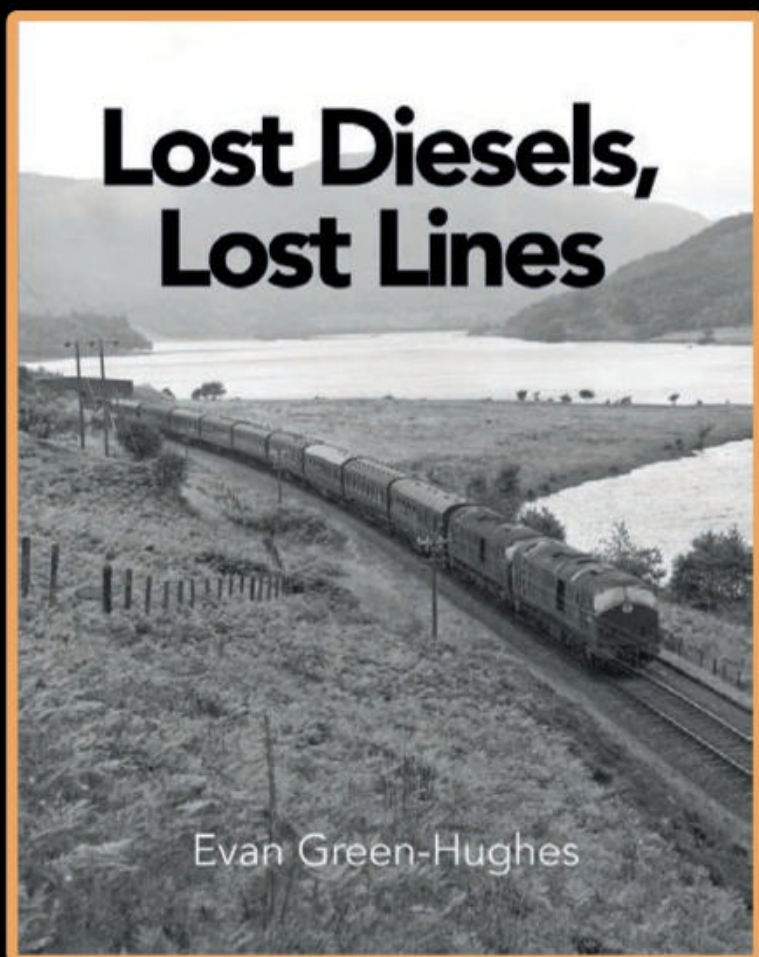
For more information on the Rail Trolley Trust and to help it reach its £20,000 target to restore trolleys such as the St. Trinian’s star, visit www.railtrolleytrust.co.uk **HR**

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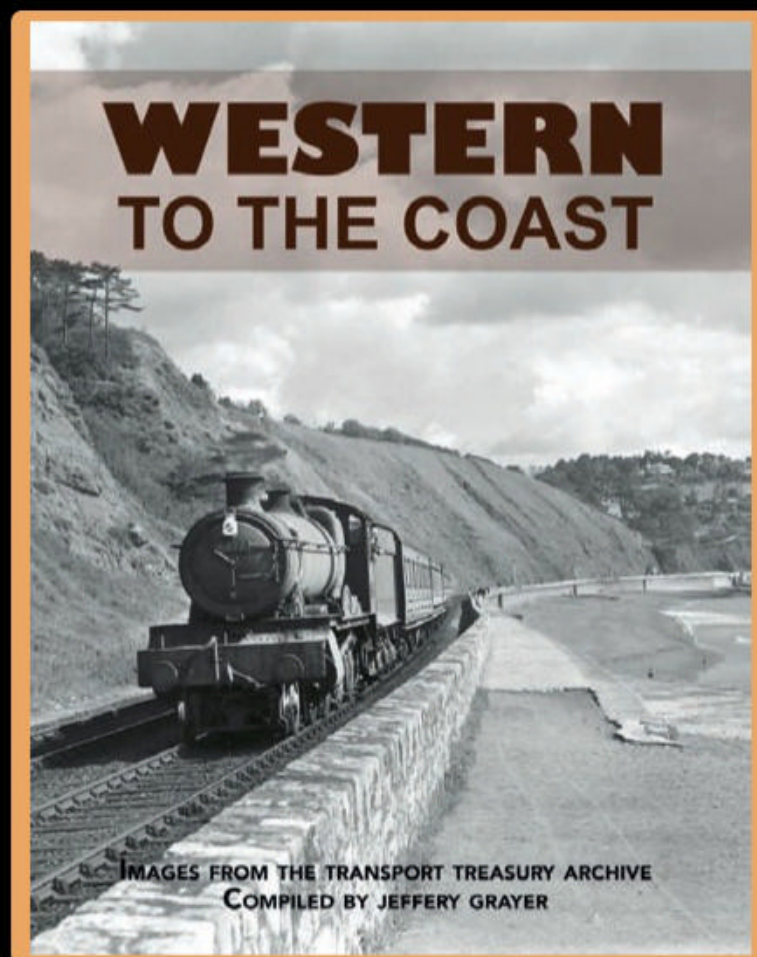
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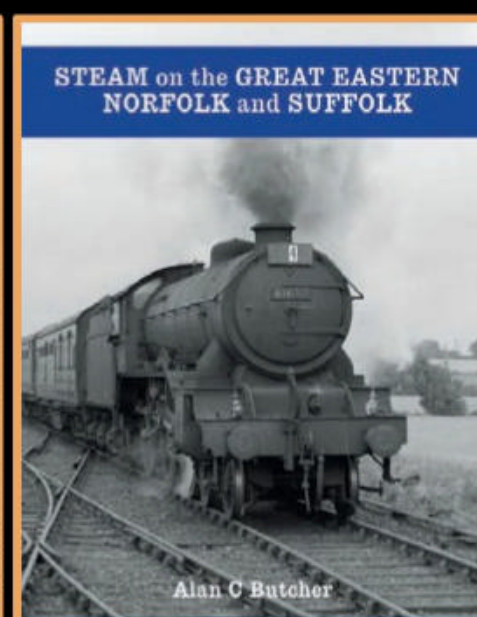
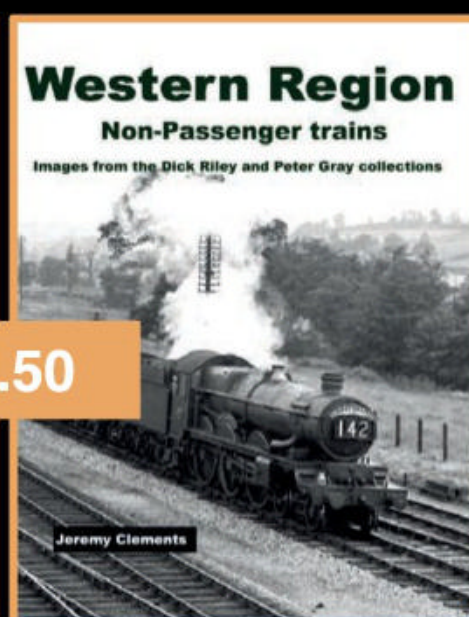
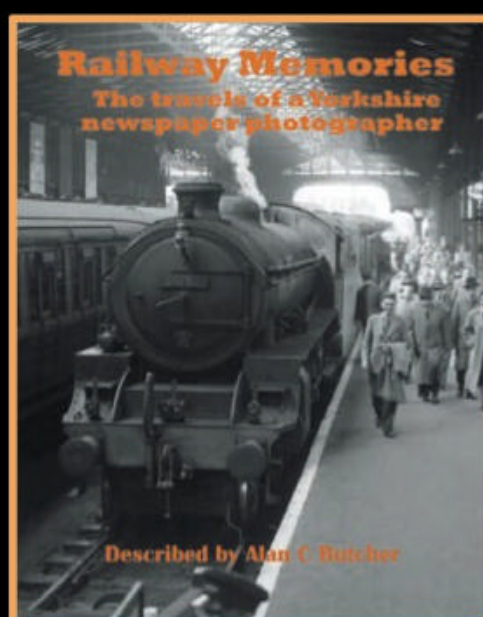
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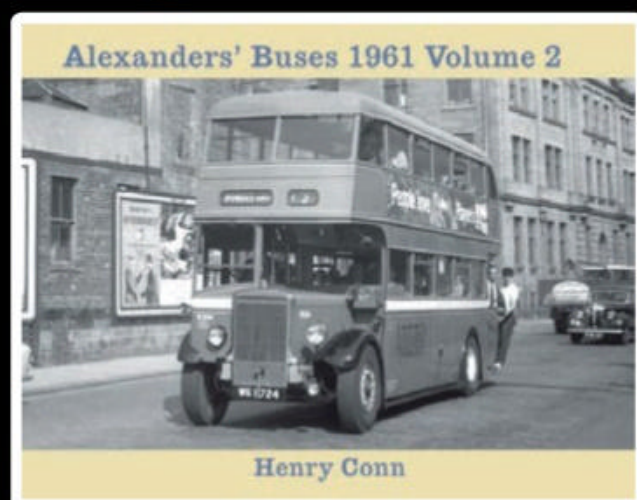
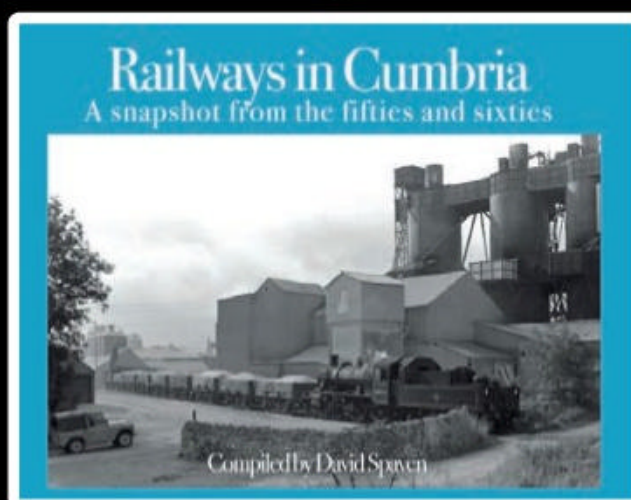
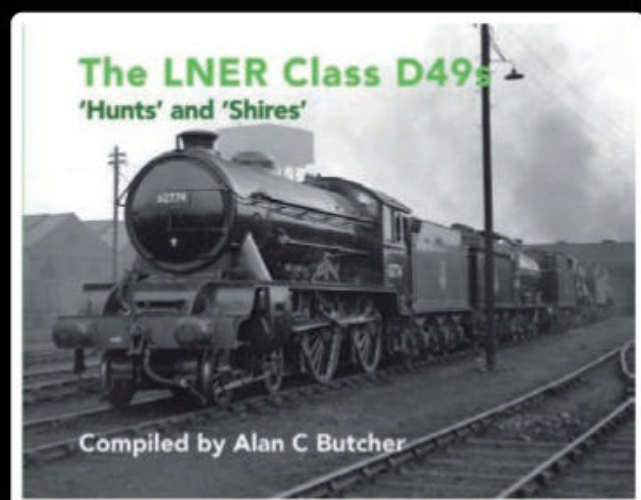
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THE LAND THAT ALL BUT FORGOT ITS RAILWAY HERITAGE

The central American country of Costa Rica has seven surviving locomotives from its steam era. **John Titlow** set out to track them all down, reporting in words and pictures.

For a country that prides itself on eco-tourism, Costa Rica has very few railways, and it is impossible to travel throughout by train.

Railway preservation there is almost non-existent, with just three historic electric and seven steam locomotives scattered around the country in varying states of decay. Amazingly, one is still in its running shed after the railway closed and was abandoned in 1982.

Costa Rica has no railway museum and appears to have forgotten its railway past. Even the two locomotives sited outside the railway offices in the capital are behind railings and impossible to get close to.

Located in Central America, Costa Rica is bordered by Nicaragua in the north and Panama to the south east. There was never a through railway linking the three countries (but what a journey that would be!). It has two coastlines, the Atlantic/Caribbean on the east and Pacific on the west. San Jose is the capital, located centrally where the lines run in either direction to the coast down the central valley.

Two unconnected north/south lines were built for the transportation of bananas, but the country's rugged terrain is not conducive to railways, with vast areas of dense jungle, winding hills, huge rivers and large valleys making it difficult to penetrate, let alone

build a railway through it, and then there is the torrential rain creating huge logistical problems with water run-off.

History

The first railway in Costa Rica was surveyed in 1868 by British civil engineer Edmund Wragge, but the company he worked for did not get the contract to build it. Wragge went on to work for the London, Chatham & Dover, London, Brighton & South Coast, and London & South Western railways around London, was engineer on the Great Central Railway into Marylebone, and prepared proposals for the Rother Valley Railway, now the Kent & East Sussex Railway.

Costa Rica's first train ran in 1872 between Alajuela and Heredia into the suburbs of San Jose. A year later it finally reached the city after the line was completed.

In 1871, American Henry Meiggs was contracted by the then president Tomás Gutiérrez to build a railway from San Jose east to Limon, which eventually became a port on the Caribbean. Meiggs died in 1877 and his place was taken by his nephew, Minor Keith, who had been involved from the start.

Building started at Limon, where immense difficulties were caused by the terrain and disease; 4000 died building the first 25 miles.



The government defaulted on payments, so Keith raised the money himself and in payment was given land alongside the railway, where he planted bananas. These were used to feed the workers.

Labour was imported from Jamaica, and the line eventually opened throughout in 1890, but transporting coffee and passengers did not pay. As an experiment, empty box cars were filled with bananas that were transported to New Orleans. Bananas became the railway's saviour and Keith went on to expand his banana empire into Panama, Guatemala, and Colombia.

In 1899, he merged this trade with the Boston Fruit Company, forming the United



No. 14 *Gandoca*, an 0-4-2ST, outside the railway headquarters at Pacifico station in San Jose.



Still on shed 40 years on: 1940-build Baldwin 2-8-2 No. 82 at Golfito where it finished its days.



Maria Cecilia outside the railway headquarters at Pacifico station in San Jose. Inset: Builders plate on *Maria Cecilia*.

Fruit Company (UFC), exploiting the region. The UFC built the isolated Ferrocarril del Sur in the south of the country between Palma Sur and Puerto Armuelles in Panama. This led to the term ‘banana republics’, coined by American writer O. Henry in 1904.

In the opposite direction, to the Pacific, building took place later after several false starts, running out of funds, and construction problems. Finally the project was taken over by the government and the line opened in 1910, linking across the central valley between the Pacific and Atlantic oceans. Both railways have separate stations in San Jose, Atlantico and Pacifico that are linked by an urban line. The gauge throughout is 3ft

6in Cape gauge, and American locomotives dominated throughout.

Barely preserved... or preservation?

Five locomotives are located around the capital. Two steam engines are outside the railway offices near Pacifico station, with an electric locomotive nearby. Another steam locomotive is to be found at Atlantico station; these are within walking distance, although it would have been nice to ride between the stations by train. The other electric locomotive is inside the children’s museum but was closed at the time.

The two steam locomotives outside the

office, No. 1 *Maria Cecilia* and No. 14 *Gandoca*, are absolute gems. The advice given to us was to see the man at gatehouse in the hope of getting in to photograph them. Upon asking, it was clear that staff were not in the least bit cooperative and were unfriendly. Asking to speak with someone in the office drew a blank – and when the guards are armed, you do not argue.

The advice was to arrive in the morning when the light is best for photography, which was successful through the railings. It made no sense whatsoever that plaques describing the locos could not be read or photographed, so this begs the question – why are they there?

Positioned nicely is *Maria Cecilia*, a 2-4-0



Costa Rican Northern Railways No. 59, a Baldwin 2-6-0 of 1907 in San Jose Atlantico station.



A heritage electric locomotive at Pacifico station in San Jose.



Above: The remains of 'something railway' at a derelict museum at Juntas.

Left: A beautiful wooden carriage which is now a restaurant at Manuel Antonio.

built by Dickson in 1898 for the Ferrocarril al Pacifico. It officially hauled the first train from Puntarenas to San Jose on July 23, 1910, and still retains the majority of its cab fittings. It proudly displays its builders' plate and was named after the granddaughter of former President Rafael Iglesias.

The second one outside the offices has a slightly uncertain history. It is clearly an 0-4-2ST from an unknown American builder; FCalP is the Ferrocarril al Pacifico. It is thought to have been captured from the Panamanians after they built a line on the Costa Rican side of what was then a disputed border. It ended its days as the works shunter at Pacifico Works in the early 1970s.

Electrification took place very early in the late 1920s but little of it now exists apart from a few masts. Services operated until 1995 when the wires were quickly removed before the scrap thieves moved in.

Alongside the level crossing on an isolated section of track by Pacifico station is electric locomotive No. 3, built for the FEalP, the Pacific Electric Railway (the railway changed its name after electrification). According to the adjacent plaque, it ran the first electric train in the country and was built in Germany by AEG in 1929. This locomotive predates some of the steam engines. Yet again, access is not encouraged.

Hidden away

Across the city at Atlantico station, under a shelter behind chain link fencing and inside the station, is Costa Rican Northern Railways

No. 59, a Baldwin 2-6-0 of 1907. This is not in a good place for photography at all and partially hidden from view. The other electric is No. 127 at Atenas and is similar to No. 3 at Pacifico Station.

The next four steam locomotives are a considerable distance away by road, with the nearest at Las Juntas de Abangares or Juntas, 90 miles from San Jose. It is impossible to miss it, located in the town's main square a short distance off Highway 1.

The locomotive is 22in gauge, described as being in skeletal condition but still carrying

"These locomotives are an important part of Costa Rica's history and should be recognised accordingly..."

its original builders' plate from the American Locomotive Co., Dickson Works, No. 30196 of September 1904. There was gold mining in this area so perhaps it was connected with this. Two cauldron wagons are behind it but there are no rails underneath.

There are stories regarding the remains of a second locomotive in a local gold mine museum. After following signs down a very minor road, a sort-of and very closed derelict museum was found; there was no sign of life, the gates were locked, and it was impossible to investigate further. A shot through the gate shows what could be railway remains or

perhaps rusting parts of scattered machinery. Flanged wheels were spotted, so they might also be railway remnants.

From here it is a very long journey to see the last remnants of the isolated Ferrocarril del Sur in the extreme south of the country. This banana line was built in 1938 by the UFC and ran between its northern terminus at Palma Sur to Puerto Armuelles in Panama.

Little of it remains but the first sighting is at Palmar Sur, 178 miles and a 4.5-hour drive from Juntas. Here, displayed in a park, is No. 84, a Baldwin 2-8-2 of 1946 reserved on a short section of track, looking reasonable despite having no protection from the elements.

Behind it is a Second World War Two military oil tank, plus the shell of a carriage mounted on concrete blocks minus wheels. The oil tank still carries its original wartime paint and has fared much better than the carriage.

One hour's drive (50 miles) to the south east is Golfito, almost at the end of the original line. Two Baldwin 2-8-2s from 1940, Nos. 81 and 82, still exist here. No. 81 is displayed in a park, separated from its tender. It is fenced in and under cover, and appears to have been recently repainted. A section of the fence was missing, enabling a photograph – although anything taken from outside is disappointing.

It was nearing dusk, so a local policeman was asked of the whereabouts of the second locomotive. This basic request was initially met by complete denial, but persistence paid off and he eventually described where it was. No. 82 was undercover inside the shed exactly where it was left when the railway closed in 1982, and behind it is a box car used for undefined purposes.

Alongside is Golfito station, which is now a coastguard office, and the harbour. Behind is the derelict remains of another railway structure showing how this was once a fully-working line.

Of other railway interest at the beach resort of Manuel Antonio is a wooden-bodied carriage, now part of a pizza restaurant. No details exist, and asking inside while eating a lovely pizza, staff were unclear about its history, but they did spin a story about it coming from Chile and eventually arriving in Costa Rica for some signing/treaty ceremony.

Present day

Over the years, railways have struggled to survive in the country and were steadily declining. This was not helped by an earthquake in 1991, and Hurricane Cesar in 1996 when the railway technically closed. In



Alco 22in gauge 0-4-0T No. 30196 of 1904 at Juntas.



Baldwin 2-8-2 of 1946 No. 84 on a short length of track inside a park in Palmer Sur.

2000, the country's government initiated a reconstruction process which has been very slow in getting regular passenger services restarted. Recently, Chinese built two-car DMUs have started operating a suburban service in the capital. The present state-owned railway company, Incofer, appears not to have a publicity department; I found contacting them impossible, with emails not responded to. Perhaps railway enthusiasts are the wrong kind of tourist?

Tourist trains did previously run from Limon on the Caribbean side, but yet again it is difficult to find them on the internet. Apparently they are linked to the cruise ship market, but it is unsure when they run or if the general tourists can join them.

Trying to find what few trains do run is not easy. Incofer needs a complete rethink on how it advertises services and promotes the timetable; it must be made easier for people to travel on what few trains are running. Here is a country that would benefit greatly from an integrated railway system, but again it would be extremely expensive to build due to the rugged terrain.

Getting around

Sadly the only way is by road, but car hire is expensive and driving can be described as interesting. Once off the main arterial roads, narrow winding roads run through the hills. No overtaking double lines run down the middle on most of these roads, although they do not stop people overtaking on blind bends, speeds are slow, and there are no signs of aggression. In the end, it is a case of 'go with the flow'.

At the edges there are no markings, and the road ends with a large ditch – understandable with the torrential tropical downpours. Speed was down to 10mph on occasion, and we

struggled to see.

Covering these sort of distances just to see some rusting hulks might not be the wisest, but combining it with the scenery, different culture, adventure tourism, beaches, sloths, wild birds, turtles, and (when in season) migrating whales and dolphins makes it all worthwhile.

Costa Rica is safe, and though the capital changes in the evenings, we had no problems walking after dark. It is not cheap, with meals costing similar to the UK. This was a family holiday, the first country enabling me to see all of its steam engines, and was worth the adventure.

An effort has been made to save the remaining locomotives, but much more could be done rather than leaving them in the open

and at the mercy of the elements. No carriages or freight stock of any historical interest were spotted.

The country should be proud and protect what little is left of its railway heritage, instead of leaving it abandoned. These locomotives are an important part of Costa Rica's history and should be recognised accordingly.

Leaving them in far-flung locations, behind fences and therefore difficult to photograph, is not the best idea. **HR**

→ My thanks goes to the website **internationalsteam.co.uk** and my good friend and traveller James Waite for help in tracking down these locomotives.



No. 81 is a Baldwin 2-8-2 of 1940. It is displayed in a park next to the municipal offices at Golfito, on the west side of the road near the town centre.

Western To The Coast

Images from the Transport Treasury archive compiled by Jeffery Grayer (Transport Treasury Publishing, softback, 112pp, £14.95, cheques payable to Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ, ISBN 9781913251215).

The Great Western Railway polarises enthusiasts' opinions in a way none of the other Big Four ever does, writes Geoff Courtney.

To its believers it was indeed God's Wonderful Railway, boasting personalities, locomotives, express names, glorious destinations, and an ethos that had no peers.

To those who don't share the faith, its locomotives were too similar and their names uninspiring, while its Chief Mechanical Engineers were less innovative and capable of thinking outside the box than those from the other companies.

Savouring the GWR

Few 1950s trainspotters were, on the surface at least, in either camp, especially those living in or near London, who lorded it over termini and depots that were home to engines from all the Big Four. Our hobby was narrow-mindedly based on numbers, and the names of Collett, Bulleid,

Stanier and Gresley didn't feature in our conversation as we dashed from one side of the capital to another.

Thanks to a number of trips to Reading, Swindon, Bristol, Devon, Cornwall and other western destinations as well as Paddington, I was able to savour the GWR regularly, and despite being based east of London I was fortunate enough to 'cop' every King, all but one of the Castles (where were you, No. 4076 *Carmarthen Castle*, when I needed you?), and a majority of the Granges, Halls, and Counties.

In this latest publication from Transport Treasury, Jeffery Grayer has selected 160 black-and-white photographs from the company's archive of more than half a million images featuring 50 coastal towns in Dorset, Devon, Cornwall, Somerset, Gloucestershire and Wales, and supports his captions with extracts from the 1947 issue of the enormously popular GWR Holiday Haunts guide.

Inevitably, and quite rightly, scenes of steam on the much-

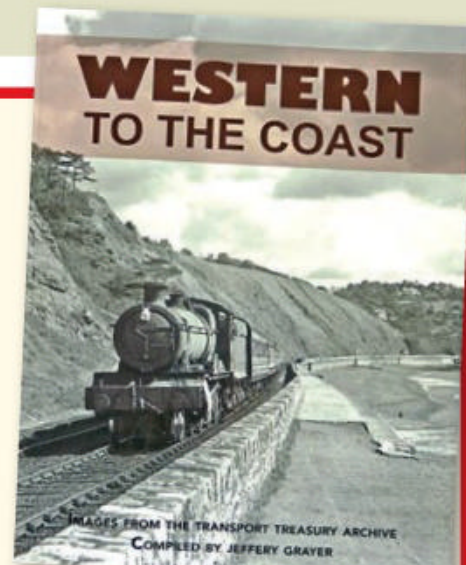
photographed stretch of line beside the sea from Dawlish Warren to Teignmouth feature early in the book. There's a brace of Halls double-heading a train at Dawlish station, Castles aplenty, including No. 5071 *Spitfire* on the Down 'Cornishman' at Sprey Point, and Britannia No. 70024 *Vulcan* approaching Teignmouth with a Paddington-Penzance via Bristol express. Strangely, the Pacific is carrying an 81A (Old Oak Common) shedplate, although I can find no record that it was ever allocated to that depot, either on the date of the photograph – July 19, 1956 – or at any other time.

Homage

For admirers of the majestic Kings there is, among others, No. 6024 *King Edward I* on the Down 'Torbay Express' at Torquay in 1959, and aficionados of further ex-GWR named classes are also well catered for.

This publication, though, doesn't pay homage to only the glamorous side of the Western Region's stable, for that wasn't what steam in the

West side story: This extract from the 1959 Ian Allan ABC Combined Volume of *Heritage Railway* contributor Geoff Courtney, a keen Western Region trainspotter although based east of London, shows he failed to 'cop' just two of the 170 named locomotives listed. Photographs of 12 of the 4-6-0s on the two pages are included in the latest Transport Treasury publication, *Western to the Coast*. GEOFF COURTNEY



EDITOR'S CHOICE

West Country and its environs was solely about. You will find 0-4-2, 2-6-2 and pannier tanks at a variety of locations, as well as 'Dukedog' 4-4-0s, including No. 9014 at Barmouth proudly bearing a 'Cambrian Coast Express' headboard.

In his introduction, Jeffery, who lives in Devon, writes: "I wonder how many of us would dearly swap the hustle and bustle of modern life for the seemingly calmer pre-pandemic times of the 1950s and early 1960s, and enjoy again the sight and sound of holiday trains steaming towards the coast packed with excited holidaymakers looking forward to their annual break."

That will, of course, never happen, but this publication allows those of a certain age to dream and remember, and those from a newer generation to at least get a feel of what a small but important element of mid-20th century life was like.

MEMORIES OF WEST COUNTRY AND WELSH STEAM AND HOLIDAYS



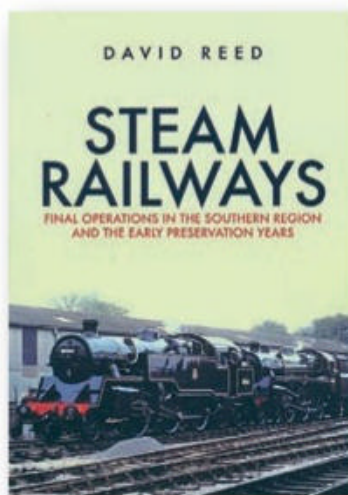
Steam Railways: Final Operations in the Southern Region and the Early Preservation Years

By David Reed (paperback, Amberley, 96pp, £15.99, ISBN 9781398110137).

A primarily image-based publication with accompanying notes, the unique selling point for this book is that none of the images have ever been published before!

The author – balancing his teenage pocket money for processing and buying film with purchasing magazines and model railway equipment – caught many atmospheric and overlooked everyday scenes as main line steam approached its end.

The book is divided into several sections, with the first dedicated to the first few months of 1967. Although some of the images are, by the author's own admission, less than pin-sharp in clarity, they do nevertheless show moments of interest, such as a 5MT on shed with the 'Doom Day' date chalked on an



adjacent wall.

As the title implies, the focus is on the Southern region areas and primarily of Basingstoke, Bournemouth, and Eastleigh sheds and stations, with the odd scene from Poole for good measure.

Several to-be-preserved locomotives are highlighted from their final days prior to withdrawal.

Scenes from the final days of London Transport steam give way to the sombre moments of lines of withdrawn locomotives awaiting their final journeys from sheds, such as Salisbury, to scrap yards to meet

their ends.

David goes on to capture many of those to-be-preserved engines during their spell at Barry scrapyards, as well as the short-lived preservation set-up at the Longmoor Military Railway before the very early days of the preserved era.

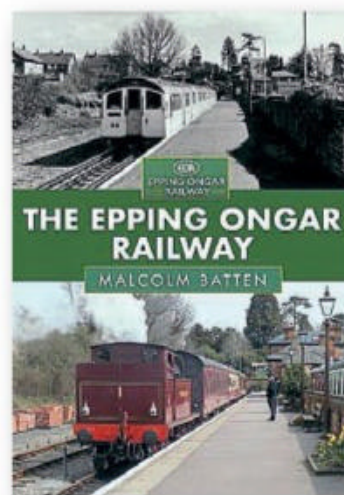
FASCINATING UNSEEN STILLS FROM A TURNING POINT

The Epping Ongar Railway

By Malcolm Batten (paperback, Amberley, 96pp, £15.99, ISBN 9781398107847).

FOR the Essex heritage line's 10th anniversary, photographer and EOR volunteer Malcolm Batten has delved into the archives to produce a well-presented publication focusing on the last decade of operations, with short sections covering its Great Eastern and London Transport eras and the early preservation days.

Malcolm has clearly been around photographing the line for many years, with the majority of images from LT days to present drawn



from his own collection. Indeed, he is actively involved with the 'Penny Salon' gallery at Ongar station, which was set up with the well-respected photographer Geoff Silcock.

There are several images that may well have not been seen in public before, thoroughly documenting in pictures the development of the railway over the last 10 years, each accompanied by an insightful paragraph or two outlining what may seem commonplace to most but was significant at the time for the fledgling heritage line.

Comparing some images with views today, progress is clear to see. From restorations to landmark gala events, Malcolm has covered most of the line's growth. Those familiar with the EOR or have yet to visit will no doubt be impressed and share appreciation for the work carried out by the volunteers there.

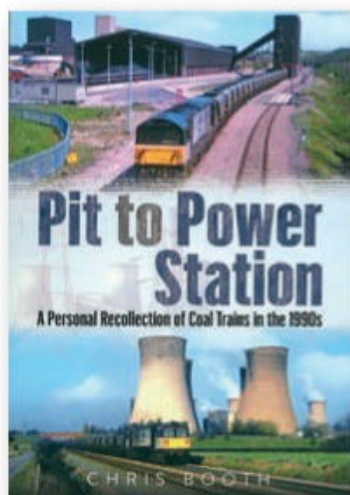
INSIGHTFUL COVERAGE OF A DECADE OF PROGRESS

Pit to Power Station: A Personal Recollection of Coal Trains in the 1990s

By Chris Booth (softback, Fonthill Media, 256pp, £20, ISBN 978-1781558669).

THIS latest book from railwayman and author Chris Booth is useful and valuable, in that it deals with a significant era of massive change when our coal industry gradually ceased to exist and the national railway network was privatised. Also, it is a timely publication indeed in view of the current coal crisis threatening the heritage sector.

The author had a railway career in signalling around Worksop in the East Midlands and devoted a great deal of time to recording an important – but soon to vanish –



industrial railway operation.

After setting the scene in the 1980s, the creation of the new privatised rail freight companies is chronicled, together with the changes in rail operations that followed and the ensuing terminal long-term decline in the once-mighty UK coal industry.

The major collieries in Nottinghamshire, Derbyshire, Yorkshire, Leicestershire and Staffordshire are explored in considerable detail with regard to operations – together with the essential traffic to the power stations – and frequently accompanied by the author's

fascinating personal reminiscences and anecdotes.

The book is lavishly illustrated with numerous colour photographs, location maps, track diagrams and information tables. It is a must for anyone with an interest in our constantly changing rail industry and the sad decline of 'King Coal'. Strongly recommended.

WRITING FROM THE COAL FACE

Swiss Steam Locomotives since 1900

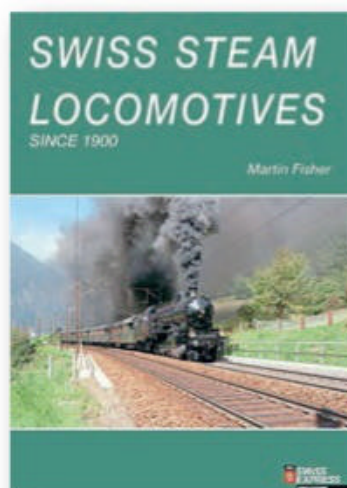
By Martin Fisher (hardback, Swiss Railways Society, www.swissrailsoc.org.uk, 224pp, £35, ISBN 9781916296862).

HERE is a magnificent survey of Swiss steam locomotives – a topic overlooked by English language publishers in the past.

Switzerland, uniquely among world railways, adopted main line electrification early in the 20th century and relentlessly carried on electrifying so that by the 1950/60s, when every other European railway was looking to buy diesel locomotives, the last pockets of steam in Switzerland were replaced by new electric trains.

The book begins with a useful summary of how Switzerland's several major railways became the Federal railway company SBB/CFF/FFS and details the fleet it inherited. SBB began main line electrification more than a century ago in 1919 using the 15kV AC system still in use today, so the vast majority of Swiss steam engines were built well before the 1920s. By 1960, less than 200 survived in use, although others remained in strategic store for the military, but SBB withdrew its last steam locomotive in November 1968.

The book then covers the multiplicity of non-SBB companies in Switzerland, both standard and narrow gauge; again, the common

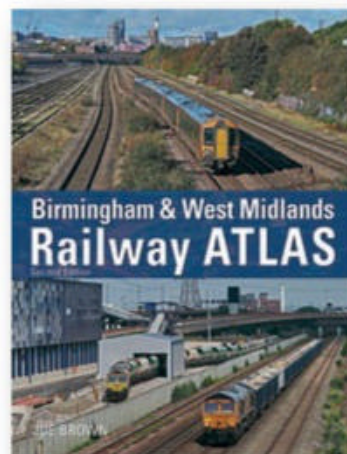


theme is early electrification, meaning most steam locomotives that remain (and many do) are now 70-100 years old, or older.

Each chapter contains entries for every type of steam locomotive built for the company. A short description is provided for each type, along with several of archive photographs and a technical diagram, where possible.

For anyone interested in the history of Swiss railways or steam locomotives development more generally, this excellent book is very highly recommended.

NEW DOOR INTO SWISS STEAM



Birmingham & West Midlands Railway Atlas

By Joe Brown (hardback, Crecy Publishing, 128pp, £25, ISBN 9781800351462).

A LANDMARK in local railway cartography when the first edition appeared on the bookshelves in 2016, the updated version includes details of the under-construction route of High Speed 2, extensions to the West Midlands Metro system, and planned suburban reopening such as King Heath and Moseley on the Camp Hill line. Not only is the network through the conurbation of Birmingham, Wolverhampton, Sandwell, Walsall, Stourbridge and Dudley covered in detail, down to station openings and closures, but the A4-sized volume also extends to the surrounding towns and cities covered by it, such as Coventry and Nuneaton, Rugby, Stafford, Lichfield, Tamworth, Leamington Spa, Stratford-upon-Avon, Kidderminster and Bromsgrove.

Intricate and finely drawn mapping shows individual track and platforms for all lines, open and closed, and in several cases, fascinating insets show the track layout at particular locations decades ago for comparison.

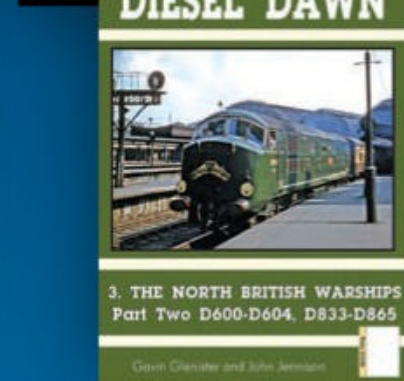
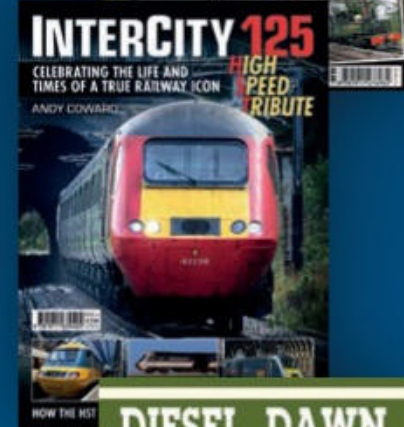
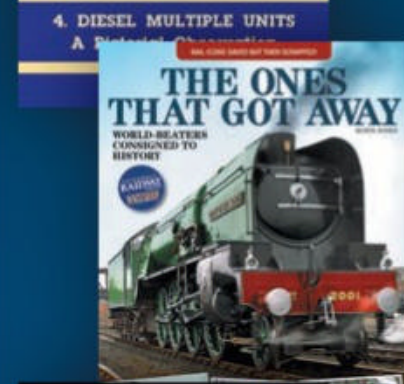
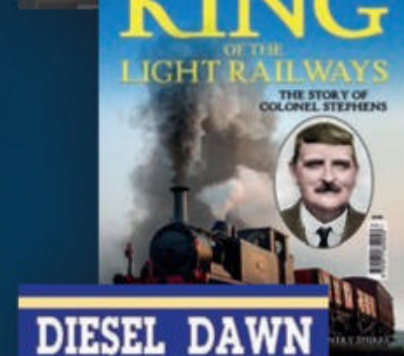
An extensive appendix gives further essential facts at a glance of each station, goods shed, industrial destination, junction and much more.

The quality of the cartography is dazzling. As a ready reference guide to the region's railway past and present, it has never been bettered, and probably never will be.

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TRACK TALK

→ Should we follow Angola line's wood-burning lead?

THE Benguela Railway, which runs through Angola from west to east, was built to use wood-fired steam locomotives, with a big forestry programme to provide the fuel. One could argue that wood-fired steam is nearly as renewable power as one can easily get.

Many of the steam locomotives were built in UK, and there is probably a Barry scrapyards lookalike somewhere in Angola, probably with many of the bits vandalised, but miracles of restoration to cosmetic and operational standard have occurred.

Even the war in Angola will not have stopped the trees growing, so there should be a substantial harvest awaiting, even if some/many were felled for non-railway purposes.

Wesley Paxton, email

→ Childhood memories of Bristol's dock railway

I THOROUGHLY enjoyed reading John Titlow's article on Bristol Harbour Railway in issue 292. It took me back nearly 60 years.

I moved to Bristol when I was nine and found it to be very different to Birmingham.

Haven't things changed! At that age I was allowed to cycle the four-plus miles from Westbury-on-Trym up onto the Downs and then down the two steep hills to the docks. There I would watch the trains around the docks and the ships being unloaded.

I remember walking beneath the large harbour cranes while they worked and being invited on board a couple of ships, getting a bird's eye view of the goods entering and leaving the holds.

Thank you again for such an informative article.

*Tony Cashmore,
Hartshill, Nuneaton, Warwickshire*

→ Which would win the magic mile?

WHICH of the following locomotives plus their service coach would reach the one-mile finish point fastest, from a standing start? Assume the same piece of railway. GWR King, Gresley A4, Peppercorn A1, Bullied Merchant Navy, Stanier Princess or Duchess?

I think the King!

Roy Hirstt-Styles, email

STAR LETTER

Cancelling wartime weekends is akin to letting Putin win

I FEEL I must write about the apparent surrender of the Heritage Railway Association in recommending that our educational World War Two events are cancelled. This is just like giving Putin another victory, as they have allowed him to sway their thinking. I write as an ex-RAF regular airman, a survivor of the Second World War (just), a steam enthusiast and multi-role reenactor.

We cannot allow outside influences to interfere with what we do. The loss of profits just as they are most needed is a serious thing in itself, plus this year would most likely have been a bumper one, with people actively looking for events. All they had to do (and a few are) was remove the words 'war weekend' and rebrand as 1940s events – and then send a percentage of the profits to a Ukraine charity. This is positive action, not negative.

The people who made this negative decision have not even

thought, it would seem, about the thousands of pounds spent by private individuals to support the railway events or of the hundreds of jobs (that are full or part-time) linked to events.

"I am more concerned about our heritage railway's survival, as I have given 35 years-plus to aid this aim."

As the UK lost more than 70,000 civilians in the Second World War, you would think this would make people realise that we understand what is happening in Ukraine.

While it is easy to understand our support for Ukraine (a small country fights a big one... familiar!), I have wondered why this is the first time

we have objected to Mr Putin's antics, as he has previously been busy in Chechnya, Ossetia, Georgia, Sevastopol, and the Ukraine border war. But that is for the politicians – I am more concerned about our heritage railway's survival, as I have given 35 years-plus to aid this aim.

I also spotted the letter from a reader in Platform issue 292, suggesting a move to the 1950s. Personally my memory tells me nothing much happened in the 1950s other than a nasty war in Korea and having to live as a child with a shortage of sweets; even after rationing was removed, there were shortages of materials. Our country did not start to recover until the 1960s.

There are, of course, plenty of military events around the country at museums etc., so they no doubt will pick up the discarded interest.

*Clive Thompson,
Swindon*

North Norfolk remembers the comical side of things...

THE early May bank holiday saw the return of the much-loved Dad's Army Live at the North Norfolk Railway, with the three-day event attracting 1850 passengers.

The annual event celebrates Weybourne station's role as a filming location for the BBC1 sitcom. The famous 'Royal Train' episode aired for the first time on November 14, 1973.

With live music, vintage cars, and performances of classic scenes by the Walmington-On-Sea platoon from the Thetford Dad's Army Museum, the event is a firm favourite of many.

NNR's marketing, sales and events coordinator, Hannah Drury, said: "We are so pleased to have been able to run the event again this year, particularly after such

a long break. The platoon do a fantastic job, never failing to put a smile on so many faces, and helping the railway remember the unique roles of our stations.

"We would like to thank all those visitors and our own volunteers alike who helped create such a wonderful atmosphere at this year's event. We hope to see many familiar faces again next year."



The platoon almost forms up to provide a ramshackle guard of honour for an arriving train. LEIGH CAUDWELL/NNR



Reflections on Dad's Army: Captain Mainwaring and Corporal Jones at Weybourne station. LEIGH CAUDWELL/NNR

SUBSCRIBE TODAY!
GREAT RATES SEE PAGE 66

England cannot save the world's climate by itself

REFERENCE your editorial in issue 292. There are various issues that the Heritage Railway Association and the Heritage Fuels Alliance face in their efforts to secure a supply of suitable and affordable coal.

Firstly, the UK seems to be trying to lead the rest of the world on the quest for net zero carbon, despite the fact that alone nothing the UK can do would halt any further decline in the earth's climate – and the UK is no longer a major player on the world's stage.

In a modern society obsessed with consumerism, net zero carbon is simply not achievable. Every single product we buy results in carbon emissions from its manufacturing, storage, and transportation.

We have to burn coal in the UK for certain manufacturing processes, yet we have convinced ourselves that closing UK coal mines and importing coal from overseas makes us greener.

For an example of this, consider DRAX power station, where coal has been replaced with wood pellets. The pellets are manufactured from timber felled on the west side of the USA, the timber is processed into pellets and transported by road, rail and sea to the UK – all the while consuming

diesel and heavy fuel oil. The pellets are shipped from UK ports to DRAX by rail consuming yet more diesel.

Incidentally the pellets are stored in large silos under a blanket of nitrogen gas to prevent decomposition and combustion. Liquid nitrogen gas is transported by road to the storage silos at both DRAX and the UK ports.

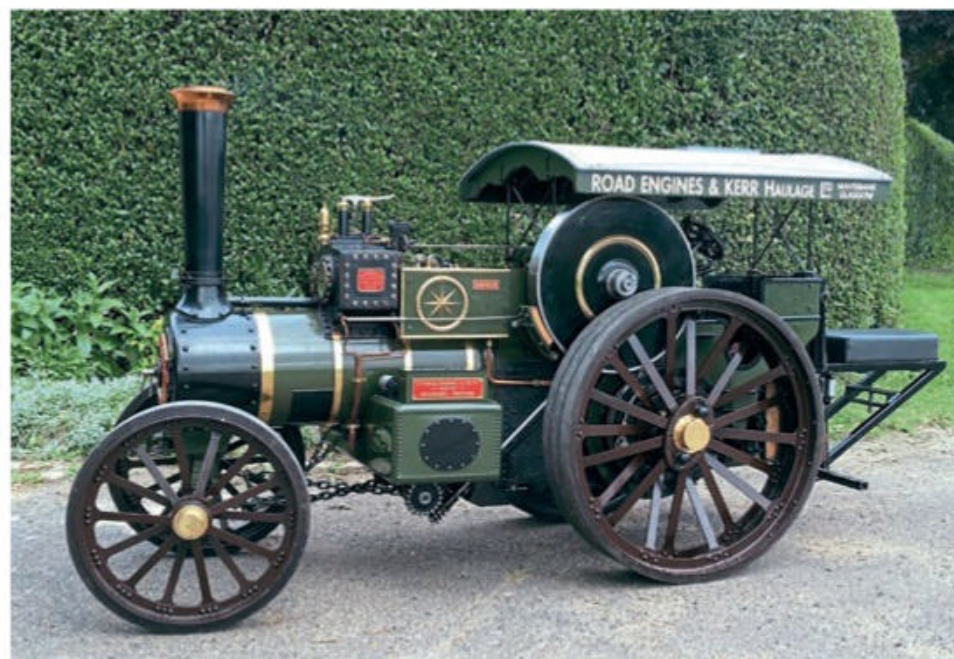
Because of the method by which emissions are calculated, all the carbon generated outside of the UK is not counted in the overall figures for DRAX – this is greenwashing in its finest form.

Fighting common sense

The media doesn't help with its inconsistent and fickle approach to most subjects: at the first sign of common sense prevailing to allow a new colliery to open in Cumbria, the media will round on the Government.

On the one hand we complain at the rising cost of food, most of which could be grown in the UK, yet TV programmes such as Countryfile push items covering the rewilding of agricultural land.

The UK coal industry is yet another victim of the UK's dislike of supporting and promoting its own manufacturing base.



Chris Smith's 4in scale Burrell road locomotive. CHRIS SMITH

We are surely the least patriotic nation in the developed world with regards to its manufacturing, infrastructure and industry. We will sell off anything to anyone – steel production, power generation, rail, roads... we even sold our National Lottery to the Canadian Teachers Pension Fund. Without the public on board (no pun intended), the HRA and HFA will be unable to push for and secure a UK mined supply of coal. However, the public are being misled from all directions. Climate change has become a political football.

The heritage sector would benefit from a documentary by Channel 4's

Dispatches team, highlighting the huge benefit the sector brings to the UK economy and the difficulties it is facing as a result of the banning of bituminous coal, and how misleading some of the figures being banded around actually are.

I own a 4in scale Burrell road locomotive, so I too need good quality coal albeit not a vast amount. I currently have approximately 18 bags of Welsh and Colombian coal, which should last a couple of years.

I might burn a bunker full at each steaming, the equivalent of about a bucketful.

Chris Smith, email

Heritage sleeping cars should have a big future – not sent for scrap!

IN ISSUE 292, I spotted the reference to the Bluebell Railway seeking to dispose of its surplus sleeping cars – surely the Cinderellas of the heritage movement?

Sadly, I expect some of them will be broken up, yet no one seems to see their potential. Many thousands of us, enthusiast and day-tripper alike, love the opportunity to dine on our heritage lines and at least one of the group usually has to forego an extra glass of wine because they will be driving home (sometimes over a great distance).

Imagine the fun and romance of finishing off your evening with a night in a heritage sleeping car! The railway will sell more food and drink, too! I know some of you will state that there are no en suite facilities in these vehicles, but surely that is the point? There are no en suite facilities on the Orient Express but that doesn't stop people shelling out handsomely for a chance to ride the train.

Furthermore, the coach doesn't have to move, so there is little of the wear and tear experienced by regular service stock. Indeed, a better night's sleep will be

experienced if it doesn't. Breakfast, for those who want it, can be provided in the station buffet (usually open early for the train crews) and there is no need for an attendant, if one is not advertised.

Worth the expense?

Okay, the first challenge is to repair the coach, and that will be expensive in some cases, but individual cabins could be sponsored like timeshares, and even if the railway was to take the risk, the cost of a major refurbishment could be recouped within one or two operating seasons.

So many people under the age of 50 have never experienced the joys of overnight train travel; I have heard some people incredulous at the idea that some trains have beds!

Just at the point when we need to fly less, when European railways are once again embracing the joys of overnight rail travel, we seem to be squandering a major opportunity to add another dimension to the heritage leisure market and added value in terms of our coaching heritage.

Isabel White, email

We can overcome...!

I HAVE loved steam trains ever since I was a boy in the 1950s, trainspotting at Tyseley, and going on holiday from Birmingham Snow Hill station to Torbay on the ex-GWR expresses on summer Saturday mornings.

I am very grateful to all the enthusiasts whose dreams created the heritage railway movement. It has given me such joy and nostalgia over the years. However, the coal shortage is threatening its survival.

I would not support diesel or electric substitutes as we have that on the modern main line and it would not do anything for me. I

would retreat to my model railway and say it was fun while it lasted.

There are steam alternatives available, however. Ecoal is being researched with moderate success. The Americans ran their steam locomotives on oil for decades. The Vale of Rheidol ran its locomotives on oil in the past, and I believe on the Brecon Mountain Railway has a Baldwin loco that is run on oil.

Let's not listen to the pessimists – the impossible was made possible in the past and new generations can do it again.

Peter Ballard, Coventry



RIBBLE STEAM
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Hop aboard a Steam Train and discover the history of Preston's Docks and Railway...



Contact us on 01772 728800 or visit www.ribbonsteam.org.uk



GWR 2-6-2T No. 5553 heads through Darley Dale with a Peak Rail service on May 22. ALAN WEAVER

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: Tues-Suns.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.

Running: Weds + July 3.

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: TBA.**

Isle of Wight Steam Railway

Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204.

Running: Sat-Thurs. Daily from July 1.

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: June 12 & 26.

Mid-Hants Railway

Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810.

Running: Tues-Thurs, W/Es + July 15.

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 + 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 + June 10.

Bodmin & Wenford Railway

Standard gauge, 6½ miles. Bodmin, Cornwall. Tel: 01208 73555.

Running: Tues-Thurs, W/Es, B/Hs + Fris from July 1.

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 Weds from July 6.

East Somerset Railway

Standard gauge, two miles. Cranmore,

Somerset. Tel: 01749 880417.

Running: W/Es, Weds + July 28.

Gartell Light Railway

2ft gauge, one mile. Yenston, Templecombe, Somerset.

Tel: 01963 370752.

Running: June 26, July 24.

Helston Railway

Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597.

Running: Thurs, Suns.

Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile.

Newquay, Cornwall. Tel: 01872 510317.

Open: Daily.

Launceston Steam Railway

1ft 11 1/2in gauge, 2 ½ miles.

Launceston, Cornwall. Tel: 01566 775665

Running: Suns-Tues + Weds from July 6.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.

Running: W/Es, 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 + July 2, 16, 30.

Seaton Tramway

2ft 9in gauge, three miles. Harbour Road, Seaton, Devon.

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

Tel: 01297 20375.

Running: Daily.

Somerset & Dorset Railway

Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY.

Tel: 01761 411221

Running: Suns + July 2, 16, 25, 27 + 29.

South Devon Railway

Standard gauge, seven miles.

Buckfastleigh, Devon. Tel: 01364 644370.

Running: Daily.

Swanage Railway

Standard gauge, six miles. Swanage,

Dorset. Tel: 01929 425800.

Running: Daily.

Swindon & Cricklade Railway

Standard gauge, three miles. Blunsdon,

Wiltshire. Tel: 01793 771615.

Running: W/Es, B/Hs.

West Somerset Railway

Standard gauge, 20 miles. Minehead,

Somerset. Tel: 01643 704996.

Running: W/Es, Tues-Thurs.

Yeovil Railway Centre

Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.

Open: Suns. Trains: June 19, July 3, 17, 26, 30, 31.

EAST ANGLIA

Bressingham Steam Museum

Narrow and standard gauge, one mile.

Diss, Norfolk. Tel: 01379 686900.

Running: Daily.

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.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne,

Essex. Tel: 01206 242524.

Open: W/Es & Weds.

Running: June 19, July 3, 10, 27, 31.

Ferry Meadows Railway

10¼in gauge, ½ mile. Peterborough,

Cambs. Tel: 01733 398 889.

Running: W/Es. Daily from July 1.

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, Suns, June 11, 18 + Sats &

Thurs from July 9.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford,

Suffolk. Tel: 01449 766899.

Open: Suns, B/Hs. Running: June 12, 19,

26, July 10, 17, 31.

Nene Valley Railway

Standard gauge, 7½ miles. Wansford,

Peterborough, Cambs. Tel: 01780 784444.

Running: W/Es.

North Norfolk Railway

Standard gauge, 5½ miles. Sheringham,

Norfolk, NR26 8RA. Tel: 01263 820800.

Running: 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 June 11, 18, 25, July 16, 23, 28.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford,

Oxon. Tel: 01491 835067

Running: June 18, 19, July 2.

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 + July 15, 29.

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: Suns + June 11, 18.

Leighton Buzzard

Railway

2ft gauge, three miles. Leighton Buzzard,

Beds. Tel: 01525 373888

Running: Suns + July 27, 28.

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, July 2, 12, 19, 26.

Amerton Railway

2ft gauge, one mile. Stowe-by-Chartley,

Staffs. Tel: 01889 271337.

Running: W/Es + July 27.

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 + July 20, 22, 27.

Cambrian Heritage Railways

Standard gauge, 1¾ miles (Oswestry),

¾ mile (Llynclys).

Oswestry and Llynclys, Shropshire.

Tel: 01691 728131.

Running: W/Es + Weds & Fris from July 13.

Chasewater Railway

Standard gauge, two miles. Walsall, West

Midlands. Tel: 01543 452623.

Running: W/Es.

Churnet Valley Railway

Standard gauge, 5¼ miles. Cheddleton,

Staffs. Tel: 01538 360522.

Running: Weds, W/Es + Tues from July 5.

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.

Ecclesbourne Valley Railway

Standard gauge, nine miles. Wirksworth,

Derbyshire. Tel: 01629 823076.

Running: Tues, W/Es + June 17, Fris from July 1.



The Colne Valley Railway in Essex has recently seen several changes to its locomotive fleet. Hunslet Austerity 0-6-0ST No. 3193 *The Norfolk Regiment*, owned by Norfolk Heritage Steam Railway Ltd, has moved from Bressingham Steam Museum until October 22 to cover steam services, while the CVR has also seen its East Midlands Railway HST set with power cars No. 43082 and 43073 enter service. Both trains were in action on May 2, working alternate services. No. 3193 sits in the platform while the HST powers through Castle Hedingham station. STUART CHAPMAN

Echills Wood Railway

7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.

Running: Suns, July 15, 16 + Weds & Fris during school holidays.

Evesham Vale Railway

15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.

Running: W/Es, B/Hs, sch. hols.

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge, Staffs. Tel: 01782 396210.

Open: W/Es. Running: TBA.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.

Running: Tues-Thurs, W/Es, B/Hs.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. www.gcrailway.co.uk

Running: Weds, W/Es + Tues and Thurs from July 12.

Midland Railway – Butterley

Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.

Running: W/Es.

Northampton & Lamport Railway

Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.

Running: Suns.

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: Sats + June 19. Other days TBA.

Perrygrove Railway

15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.

Running: Tues, Thurs, W/Es.

Rocks by Rail

Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.

Open: Tues & Thurs. Running: June 19, July 3, 17, 31.

Leek & Rudyard Railway

10¼in gauge, 1½ miles. Leek, Staffs. Tel: 01538 269948.

Running: Fris-Suns. Daily from July 18.

Rushden Transport Museum

Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.

Running: June 25.

Severn Valley Railway

Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.

Running: Weds-Suns.

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.

Toddington Narrow Gauge Railway

2ft gauge, ½ mile. Gloucestershire



The North Yorkshire Moors Railway is offering the chance to charter its opulent GWR-designed saloon carriage No. W80474W for memorable celebrations or events for up to 18 people for £1450. Ideal for both business and leisure, the 1948-built saloon – with two luxurious seating areas with fine furnishings and observation windows for guests to admire the Moorsline view – is available for hire on a Thursday, Saturday, or Sunday lunchtime from now until October. The charter experience includes an exclusive return journey from Grosmont to Pickering, a signalman's buffet lunch for guests with smoked salmon, cold meat platters, quiche and a selection of cheeses and desserts, and a dedicated member of staff to look after the party. NYMR CEO Chris Price said: "The Great Western Saloon is simply magnificent, and a unique experience and celebration for family, friends, or colleagues. It's great to be able to offer this to visitors who are looking for something a little different." For further information, visit www.nymr.co.uk/charters, email charters@nymr.co.uk or telephone 01751 472508. NYMR



Warwickshire Railway, Toddington.
Running: Suns.

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.

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: Daily.

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.

South Tynedale Railway

2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.

Running: W/Es.



The Weardale Railway's Class 122 DMU at Stanhope on May 28, when the line carried its first passengers for three years. For its reopening, the line welcomed Mrs Sue Snowdon, Lord Lieutenant of County Durham, and Richard Holden, MP for North West Durham, on the first return trip from Stanhope to Wolsingham since the railway was bought by The Auckland Project 2020, after which when a programme of inspections, network assessments, maintenance and repairs to the infrastructure has been undertaken. WR

Stainmore Railway

Standard gauge, ½ mile. Kirkby Stephen,
Cumbria. Tel: 01768 371700.

Open: Suns + June 18, July 16.

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 + July 27.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel
Steelworks, Scunthorpe.

Tel: 07889 297271.

Running: June 11, 18, 25, July 9, 23, 30.

Bowes Railway

Standard gauge, 1¾ miles. Springwell,
Tyne & Wear. Tel: 07850 916484.

Open: Thurs, Fris + 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. Daily from July 19.

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-Suns.

Lincolnshire Coast Light Railway

2ft gauge. Skegness, Lincs.
Tel: 07407 500884.

Running: July 16, 20, 23, 27, 30.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles. Ludborough,
Lincolnshire. Tel: 01507 363881.

**Running: June 19, July 2, Suns from July
3.**

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.

Railway Museums

Beamish

The Living Museum of the North, County
Durham. Open: Weds-Suns. Daily Apr
9-Oct 30.

Tel: 0191 370 4000.

Coleford GWR Museum

Coleford, Gloucestershire.
Open: Fris, Sats.

Tel: 01594 832032/833569.

Colonel Stephens Railway Museum

Tenterden station, KESR.
Open: 12.30pm to 4.30pm on KESR
operating days.

Tel: 01580 765155.

Crewe Heritage Centre

Vernon Way, Crewe.
Open: W/Es, B/Hs from Apr 2.

Tel: 01270 212130.

Donegal Railway Heritage Centre

Donegal. Open: Daily April-September.
Tel: 00353 (0) 749722655.

Head of Steam

North Road Station,
Darlington.
Open: Wed-Sun and Bank Holidays.
Tel: 01325 405060.

Irchester Narrow Gauge Railway Museum

Irchester, Northamptonshire.
Open: Suns.

Tel: 01604 675368.

Leeds Industrial Museum

Armley Mills, Leeds.
Open: Tues-Suns.

Tel: 0113 378 2097.

Locomotion: The National Railway Museum, Shildon

Co Durham.
Open: Weds-Suns.

Tel: 033 0058 0058.

London Transport Museum

Covent Garden.
Open: Daily.

Tel: 0343 222 5000.

Manchester Museum of Science & Industry

Castlefield, Manchester.
Open: Weds-Suns in term time, daily in
school holidays.

Tel: 033 0058 0058.

National Railway Museum

Leeman Road, York.
Open: Weds-Suns.

Tel: 033 0058 0058.

Penrhyn Castle Railway Museum

Bangor, Gwynedd.
Open: Daily.

Tel: 01258 353084.

Rail Story

Ingrow, West Yorks.
Open: Carriage Works daily, Engine Shed
Tues-Suns.

Tel: 01535 690739 or 01535 680425.

Railworld Wildlife Haven

Peterborough.
Open: W/Es, Weds + sch hols.

Tel: 01733 344420.

Riverside Museum

Glasgow.
Open: Daily.
Tel: 0141 287 2720.

STEAM – Museum of the GWR

Swindon.
Open: Daily.

Tel: 01793 466637.

Tiverton Museum

Tiverton, Devon.
Open: Weds-Sats.

Tel: 01884 256295.

West Cumberland Railway Museum

St Bees, Cumbria.
Open one week per month
or by appointment for special
interest groups – contact

Ulster Folk & Transport Museum

Cultra, Co. Down.
Open: Tues-Suns.

Tel: +44 (0)28 9042 8428.

Tel: 0191 277 7135.

Running: June 12, 19, 26 then TBA.

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.

Weardale Railway

Standard gauge, 18 miles. Stanhope, Co. Durham.

Running: Sats until July 2 then TBA.

Wensleydale Railway

Standard gauge, 22 miles. Leeming Bar, North Yorkshire.

Tel: 01677 425805.

Running: Tues, Weds, W/Es.

Whistlestop Valley Railway (Kirklees)

15in gauge, four miles. Huddersfield, West Yorks. Tel: 01484 865727.

Running: Fris-Mons (except July 15).

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. Daily from July 1.

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 + Suns from July 3.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: Tues-Thurs, W/Es. Daily from July 19.

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.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Daily.



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Running: June 25, July 16, 30.

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Standard gauge, 10 miles. Llangollen, Denbighshire.

Tel: 01978 860979.

Running: Tues-Suns.

Pontypool & Blaenavon Railway

Standard gauge, 3½ miles. Blaenavon, Torfaen. Tel: 01495 792263.

Running: W/Es.

Rhyl Miniature Railway

15in gauge. Rhyl, North Wales.

Tel: 01352 759109.

Running: Fris-Suns. Daily from July 15.

Snowdon Mountain Railway

800mm gauge, 4½ miles. Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talylllyn 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: W/Es.

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: W/Es + June 14-16. Daily from June 28.

Welsh Highland Railway

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Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Daily.

Welshpool & Llanfair Light Railway

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Running: Tues-Thurs, W/Es. Daily from July 19.

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Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.

Running: Tues, W/Es + Weds from July 6.

Caledonian Railway

Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.

Running: W/Es.

Doon Valley Railway

Standard gauge. Dunaskin, Ayrshire.

Running: June 19, 26. Suns from July 3

Keith & Dufftown Railway

Standard gauge, 11 miles.

Dufftown, Banffshire.

Tel: 01340 821181.

Running: Fris-Suns.

Lathalmond Railway Museum

Standard gauge, ½ mile. Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline. Tel: 07379 914801.

Open: Suns.

Leadhills & Wanlockhead Railway

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Leadhills, South Lanarkshire.

Running: TBA.

Royal Deeside Railway

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Running: June 12, 19 then TBA.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.

Running: Thurs-Mons until July 3. Tues-Sun from July 5.

IRELAND

Downpatrick & County Down Railway

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Running: TBA.

Railway Preservation Society of Ireland

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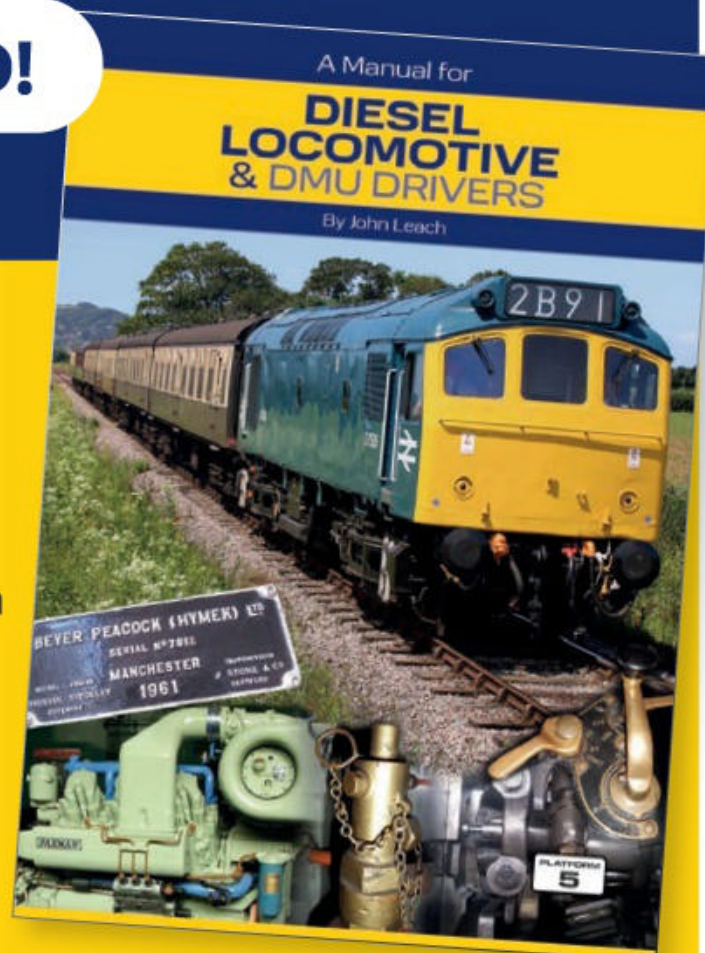
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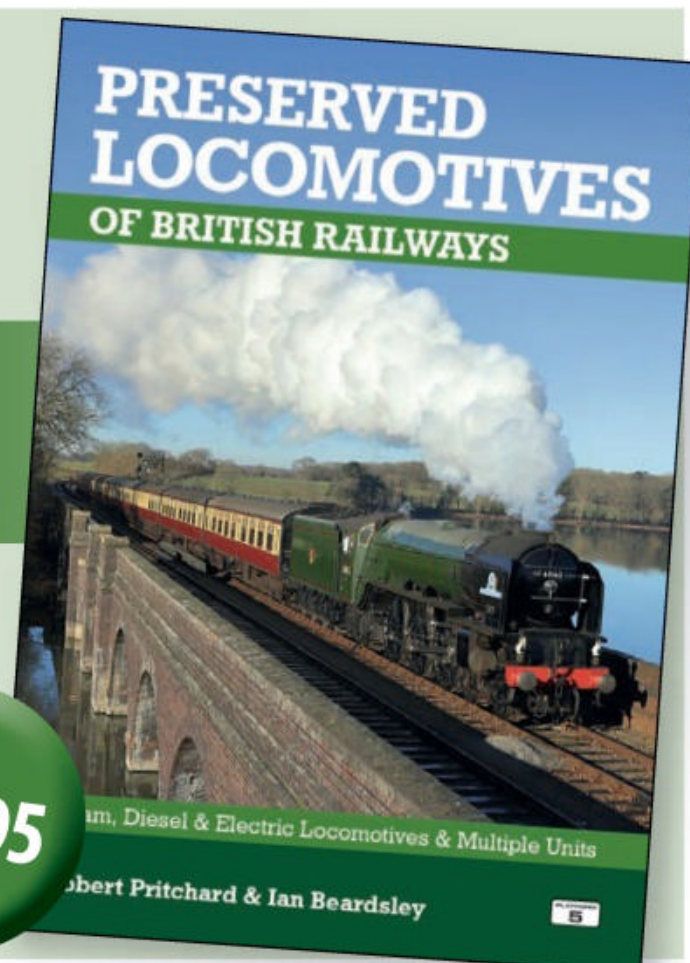
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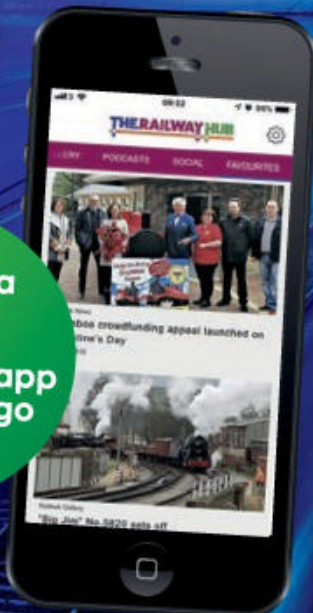
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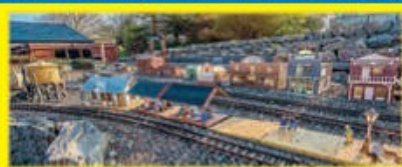
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VOL 239 WALES & THE MARCHES - A STEAM MISCELLANY

Wales & The Marches A Steam Miscellany has been compiled largely from previously unseen footage entirely taken by the late Ellis James-Robertson from Worcester. We begin at Bangor on 7 April 1961 before a move to South Wales for a visit to the Swansea & Mumbles Railway; the first passenger carrying railway in the World with both colour and monochrome film. Ellis travelled on the SLS 'Farewell to the Cambrian Railways' rail tour that ran on 17 January 1965. Then continuing along the Central Wales route from Swansea Victoria via Gowerton South, Pontardulais, Llandovery, Cynghordy Viaduct, Builth Road, Llandrindod Wells, and Knuckles Viaduct to Craven Arms. There is also excellent coverage; filmed from 7 April 1964, of the freight-only 14xx-worked branch from Leominster to Kington and Presteigne; Ellis travelling on the locomotive to and from Presteigne. Great Western enthusiasts will thoroughly enjoy this. We visit the old Carnarvonshire Railway north from Afon Wen with all-steam action at Chwilog, Liangybi, Ynys, and Brynkir including double-headed summertime specials. Ellis also filmed the last inbound freight train to Lydbrook Junction from Gloucester via Ross-On-Wye and Kerne Bridge. The time period for the majority of the film is between about 1960 and 1966. Motive powers includes: 14xx, 2251, 28xx, 57xx, Hall, 78xx, 94xx, MR 0-4-0 Dock Tank, 412xx, Fairburn 2-6-4T, Black 5, 465xx, Royal Scot, 48xx, 73xx, 75xx, 80xx, and 82xx. Filmed mostly in colour, a commentary plus sound track complement this nostalgic look at the last years of steam across Wales and The Marches.

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KITTIWAKE

Bird tales are a real hoot – and so too an LNER doorplate

THE light-hearted articles in last month's Next Stop column about the steam whistle mimicking game birds and a train-dodging lineside pheasant were a real hoot, writes Geoff Courtney.

Continuing the theme this month, news has arrived that there will be two seabird connections in GW Railwayana's live online auction on July 9, comprising the smokebox numberplate from A4 No. 60032 *Gannet* and nameplate *Kittiwake* from Peppercorn A1 No. 60120. Both these Pacifics were built at Doncaster, the former in May 1938 and the A1 by BR in December 1948, and were withdrawn within three months of each, in October 1963 and January 1964. I wonder if another seabird nameplate, from No. 60033 *Seagull*, will break cover soon and fly into an auction saleroom?

Unintended connection

And talking of auctions, one of the lots in Talisman Railwayana's July 2 sale at Newark should raise a smile on the faces of steam-era – and later – trainspotters. It is an LNER 'Number takers' cast iron doorplate. Talisman's Roger Phipps explained that he believed railway number takers logged wagons numbers as they were an important part of day-to-day wagon movements involving different companies' vehicles.

He readily acknowledged the unintended connection with trainspotting, saying: "With its more modern interpretation, the title conveys the locospotting hobby, which is why the vendor had it." He must have been tempted to say that, following our Next Stop theme, he expected it to fly away to a new home.



Kerr Stuart double take at Mizens

A VISIT to Mizens Railway, home of the Woking Miniature Railway Society, on May 14 would have led you to be seeing double, writes Owen Hayward

For the society's Visiting Engine Day, two 7 1/4in Kerr Stuart-based 0-4-2Ts were paired up and ran together on the dog bone circuit of track, with both locomotives based on real-life examples that once operated the Metropolitan Water Board's 2ft-gauge Hampton coal wharf and pumping station railway.

The MWB was keen to design all aspects of its railway to ensure it met its specific needs. As a result, even the locomotives were designed in-house, with construction put to tender and awarded to Kerr Stuart in 1914. Three were built – Nos. 2366 *Hampton*, 2367 *Kempton* and 2368 *Sudbury* – and lasted in service until 1947. The 7 1/4in replicas are of *Kempton* (owned by WMRS member Alex Alder) and *Hampton* (owned by Alain Foote and visiting from Rainsbrook Valley Railway). The society also welcomed Josh Webb from the Hampton



Seeing double: *Hampton* and *Kempton* emerge from the tunnel on a double-headed run on the Mizens Railway. OWEN HAYWARD

& Kempton Waterworks Railway (H&KWR). Josh is team leader of Webb Locos, which is spearheading a new-build project of a locomotive to the original MWB design.

"I have always had a passion for steam railways and as a child hoped to one day get involved with one," Josh said.

"After joining the MWB Railway Society in 2016 and then learning

that 87 drawings for their engines still survived at the Statfold Barn Railway, I realised there was a possibility of recreating one."

To date, the wheel centres, tyres and two axles of MWB No.4 have been manufactured, and the frame sides and stretchers cut ready for drilling.

Josh added: "Our ambition is to complete the project by 2047 – the 100th anniversary of the closure of the MWB railway and scrapping of the three original engines.

"Once complete, the new engine would be based at the H&KWR but be available for operation at any 2ft-gauge line that wants to hire it."

For more information and to support the new-build project, visit www.webblocos.co.uk

The H&KWR will be running a gala day on June 11, at which the 7 1/4-inch version of *Kempton* will be attending. For further information, visit hamptonkemptonrailway.org.uk



These two miniature engines are based on 2ft gauge locomotives built for the Metropolitan Water Board. OWEN HAYWARD

A right royal whiter shade of pale?

THE undoubted flagship locomotive for The Queen's Platinum Jubilee celebrations as far as the heritage sector is concerned is No. 34067 dressed up as No. 70 *Elizabeth II*, by agreement with Buckingham Palace via the Cabinet Office.

However, the striking livery has prompted a wide range of

comments from observers, mainly due to its tinge. Is it purple – or a dark pink, it has been asked, depending on the angle of the sun?

However, during a specially-arranged viewing in May, Phil Marsh may have spotted the answer in a tiny piece of graffiti on the tender buffer beam. "It's lilac!" it reads.



NEXT ISSUE

Issue 295 out July 8

In a special souvenir feature, we bring you highlights from The Queen's Platinum Jubilee bank holiday action.

PLUS

DESTINATION: LEEK!

Nicky Fox finds out how work is progressing on the Churnet Valley's extension and what's planned for the future.



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Wed 2 Mar	Railways of Saudi Arabia	Thu 1 Sep	Anne's Scotland
Fri 4 Mar	South West Spain	Fri 2 Sep	Vintage Slovenia
Wed 23 Mar	Rail and Ancient Wonders of Israel (Culture)	Thu 8 Sep	Vintage Southern France
Sat 26 Mar	The Railways of Israel (Enthusiast)	Tue 13 Sep	Hidden Slovenia
Mon 28 Mar	Springtime in Sicily	Sept TBC	Spanish ALCo 7
Sun 3 Apr	Rail and Ancient Wonders of Jordan	Fri 16 Sep	Portmeirion and the Railways of Snowdonia
Sun 24 Apr	Classic Montenegro and Serbia	Fri 16 Sep	Classic Baltics
Sat 30 Apr	Italian Vintage	Fri 16 Sep	Rail Wonders of the Balkans
Mon 2 May	The Hungary Vampire (Enthusiast)	Thu 22 Sep	Vintage Port 43
Sat 6 May	Central Wales - Trains, Ales and Gardens	Sat 24 Sep	Trains and Treasures of the Western States
Sun 7 May	Vintage Loire Valley	Fri 30 Sep	A Royal Douro Cruise
Thu 19 May	Railway Ramble - Sabot e Fafe	Thu 6 Oct	Rail and Ancient Wonders of Mexico
Thu 19 May	Rotterdam and the Dordt Steam Festival	Wed 12 Oct	The Magical Minho
Thu 2 June	Slovenia and Croatia (Enthusiast) - 3 days	Fri 14 Oct	Railways Around Bilbao
Fri 3 Jun	Portmeirion and the Railways of Snowdonia	Sat 15 Oct	Classic Montenegro and Serbia
Sat 4 Jun	Gorgeous Georgia	Oct TBC	Berlin and the Harz Mountains
Mon 6 Jun	PTG WHR/FR Customer Day (FOC to customers)	October	Spectacular New England in the Fall
Wed 8 Jun	David's Scotland	Sat 4 Nov	Portugal - The Return (Enthusiast)
Thu 9 Jun	Classic Belgium	Fri 4 Nov	The Old Patagonian Express
Fri 10 Jun	Central Wales - Trains, Ales and Gardens	Sun 6 Nov	Sri Lanka on the Viceroy Special
Tue 21 Jun	Classic Bulgaria and the Lavender Festival	December TBC	Bruges Christmas Market
Thu 30 Jun	Vintage Central Portugal		
Wed 6 Jul	By Train to the Midnight Sun		
Thu 7 Jul	Douro - Rail, River and Wine		
Fri 8 Jul	Vintage Slovakia and Into Poland		
July TBC	The Yamal Peninsula Express		
Mon 22 Aug	Rail and Natural Wonders of Alaska		
Sat 27 Aug	The Little Trains of the Dolomites		
Mon 29 Aug	Rail Wonders of Sardinia, Pisa and Corsica		

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Rail Holidays of the World

Eclectic Rail Escapes to Appeal to All this Autumn

Rural Romania ~

Departs 1 September 2022 - 12 Days from £2,585pp

This tour takes you back to a bygone age where rural life and working the land still thrives. Experience this traditional way of life during the harvest season and enjoy stays in family run homestays and eat meals from locally grown produce. This tour takes you off the beaten tourist track and travels through remote and stunning mountain and forest scenery - yet we still managed to find three wonderful narrow gauge steam railways to ride along the way!

Black Forest Discovery ~

Departs 8 September 2022 - 8 Days from £1,965pp

Take the train to Germany's beautiful Black Forest and stay in the charming resort of Hinterzarten, an ideal base to explore the region by train and on foot. This tour includes steam travel on the Pig's Tail Railway, journeys in the Kander Valley and a highly scenic ride on the Scharzwaldbahn. Enjoy unlimited travel with a Konus Travel Card enabling some independent sightseeing as well as escorted excursions.



Ffestiniog & Welsh Highland Railways – Behind the Scenes ~

Departs 14 October 2022 - 5 Days from £840pp

A second chance this year to go behind the scenes of the Ffestiniog & Welsh Highland Railways following a successful tour in April. You will encounter unparalleled access to these heritage railways including Boston Lodge, a private, special steam-hauled train, visits to sections of track not normally open to the public and great run past photo opportunities. Not only will you learn about the rich history of these railways but also the maritime town of Caernarfon.

Rhine Sea to Source ~

Departs 6 October 2022 - 14 Days from £3,095pp

This rail tour follows the mighty River Rhine from its mouth in the North Sea to its source in the Swiss Alps. Along this scenic rail journey there will be many opportunities to enjoy the river, on a cruise, a visit to the beautiful Rhine Falls and a sail on Lake Constance to visit colourful Insel Mainau (Flower Island). We follow the river into the Swiss Alps and enjoy world-renowned journeys on board the Glacier and Bernina Express trains and take a narrow gauge train to the summit of the Oberalp Pass.



Transylvania Traverse ~

Departs 11 October 2022 - 11 Days from £2,550pp

This tour travels through forests, passes remote villages and crosses the Carpathian Mountains by train. Even the road journeys follow old narrow gauge railways that didn't survive the fall of Communism. Visit Saxon towns and villages steeped in history, including Viscari, where Prince Charles famously has a house. Encounter local people and a traditional way of life well away from the well-trodden tourist path.

Florence, Lake Garda & Swiss Alps ~

Departs 12 September 2022 - 15 Days from £2,630pp

A classic European rail tour that offers an abundance of culture, scenery and unforgettable mountain rail journeys. By train to Florence to indulge in city life and explore its many artistic highlights and a day excursion to Pisa. We stop in Genoa to ride the 25km scenic rail route through the Scrivia Valley before spending a relaxing few days on Lake Garda. In Switzerland we stay in Chur and Interlaken to explore the beautiful surrounding regions by train including journeys on both the Bernina and Glacier Express trains.



Magical Morocco ~

Departs 10 November 2022 - 14 Days from £2,095pp

Indulge your senses as you explore the alleyways and souks of Morocco's cities, discover the historic centres on guided medina tours and let the slow train journey showcase the country's scenic landscapes. If you are ready to travel further afield this tour will provide a cultural overload as we tour by train and enjoy time in Marrakesh, Fes, Rabat and Tangier as well as day trips to enchanting Essaouira on the shores of the Atlantic and a steep rail ride to the Medieval town of Taza

Visit our website to see all our 2022 tours in full

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