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Locomotion's new hall gets green light



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FOR GRESLEY P2**

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■ FIRST STEAM TRAIN INTO NEW CORWEN STATION ■ LEEK BACK ON TRACK FOR 2023
■ LNWR & L&Y MERGER CENTENARY CELEBRATIONS ■ WHEN THE COTSWOLDS
BECAME THE MENDIPS ■ TV'S CORONATION STREET KILLER TRAM FACES SCRAPPING

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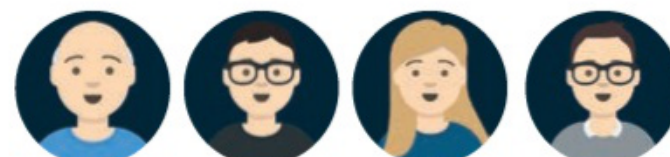
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During a photographic charter on Friday, June 17, the sole-surviving operational LNWR loco and three from the Lancashire & Yorkshire Railway locomotives lined up on shed at Bury on the East Lancashire Railway ahead of the weekend's celebratory gala for the centenary of the merging of the two companies in 1922. Left to right are: LNWR 0-6-2T Coal Tank No. 1054 from the Keighley & Worth Valley Railway, Class 27 0-6-0 No. 1300, 0-6-0ST No. 752, and 'Pug' 0-4-0ST No. 19. Special feature: Lancashire Glory, pages 80-82. LIAM BARNES

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Helping our sector survive can reap very rich dividends

AT A time when Britain is in the grip of a cost of living crisis, unprecedented in recent times, there will be few in the country who will not be looking at ways in which they must make savings on personal spending. Sadly, the home tourist market is likely to suffer in the wake of the massive hike in fuel costs.

Heritage railways now need our custom like never before. Already they are faced by the steam coal shortage issue, with soaring prices leading to the prudent pruning of services wherever possible; the Severn Valley Railway has, for instance, postponed its footplate experience courses as a fuel-saving measure.

Several venues have taken large hits through the cancellation of wartime weekends – a big annual earner for many – in an immediate response to public horror and outrage at Russia's invasion of Ukraine.

The whole sector fought magnificently against all odds in a bid to survive the Covid-19 pandemic over the past two years, but now, just a few months after the Government saw fit to lift remaining restrictions such as the harmless wearing of facemasks, official figures in the weeks leading up to *Heritage Railway* press day indicate that the virus, or a variant of it, is on the rise again.

It is now up to us, the general public, to again demonstrate our support for a sector that is not only a major earner for many a local economy, but one of the UK's biggest cultural and educational assets.

Many heritage venues are currently offering very reasonable discounts and bargain prices if you look on their websites. Heritage railways offer much more than an A-to-B journey, and their stations often act as gateways to very different local attractions, which greatly widen the family appeal.

I attended the Gloucestershire Warwickshire Railway's excellent Somerset & Dorset gala over The

Queen's Platinum Jubilee bank holiday weekend. Memories came flooding back of childhood days when our family would take Sunday drives out to the Cotswolds and delight in the multitude of attractions on offer, many free to visit – and that was well before a heritage railway would link much of them. Indeed, there was so much to see on and around the railway on my latest visit that it felt like a week's holiday squeezed into a day. Yes, cut back if you must, but heritage railways remain a prime choice destination, with much else to offer in the locality to suit all tastes.

In harsh times like the present, organisations that rely on volunteers to pay their way need and richly deserve our support. When buying gifts, for instance, consider what your favourite heritage railway shop might have to offer. If you can stretch to supporting one or more of the appeals for cash aid being run by several venues, often for locomotive restoration, so much the better.

There is much to look forward to in the times ahead. Next year we are on track to see the new GWR 4-6-0 No. 6880 *Betton Grange* in steam, and I will be delighted to take a Churnet Valley Railway service into Leek and a ride to the Llangollen Railway's new Corwen station.

The sector is poised in the coming year to reach a new zenith with the completion of what may well be its finest locomotive achievement yet – the building of Gresley P2 2-8-2 No. 20007 *Princes of Wales*. In a major first for our movement, its monobloc is now being assembled – see *Headline News*. The more who sign up for one or more of its builder's fundraising clubs, the quicker we will see the 'Mikado' in action and show the rest of the world that we are still the leaders in steam locomotive technology.

Robin Jones Editor

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Don Benn looks at some of the extraordinary locomotive performance during the last weeks of steam on the Southern in 1967.

CONTENTS: Rebuilt Bulleid West Country light Pacific No. 34027 *Taw Valley* has been making headlines after being temporarily repainted purple, renumbered 70, and renamed *Elizabeth II* on the Severn Valley Railway to celebrate The Queen's Platinum Jubilee, as highlighted on pages 84-89. Meanwhile, another Bulleid Pacific, Battle of Britain No. 34072 *257 Squadron*, hauled jubilee trips in its BR green livery on its home line, the Swanage Railway, and is seen leaving Corfe Castle, passing over the Victorian stone viaduct, over the Studland road, heading for Norden on June 3. ANDREW PM WRIGHT



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When the Cotswolds became the Mendips

The Gloucestershire Warwickshire Railway had to wait two years to hold its Somerset & Dorset Remembered-themed Cotswold Festival of Steam, but the three-day event over The Queen's Platinum Jubilee weekend was a resounding success, reports Robin Jones.



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TENDER FIRST: The 'Platinum Jubilee' headboard and union flags are moved to the rear of 257 Squadron for tender first running on June 3. Restored from Barry scrapyards condition in the 1980s, No. 34072 first ran at Swanage in November 1990. ANDREW PM WRIGHT

COVER: BR Standard Class 7 Pacific No 70000 *Britannia* with Class 47 D1924 on the rear is seen climbing Goodrington bank on the Dartmouth Steam Railway with Saphos Trains' 1Z60 Dorridge to Kingswear 'English Riviera Express' tour on June 11. The tour was originally scheduled to begin in Solihull, but the theft of cables in the area meant it had to start from Dorridge, two stations to the south, instead. The train came down as far as Taunton behind a pair of Locomotive Services Limited-owned Class 47s before *Britannia* took over for the leg to Kingswear. As previously reported, *Britannia* is spending the summer stabled on the West Somerset Railway to regularly haul the 'English Riviera'. COLIN WALLACE



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Churnet Valley: Leek back on line for next year!

Fifty-eight years after the last passenger trains left Leek, the Staffordshire town is set to welcome the first of a new generation of trains in 2023. Nicola Fox reports on the Churnet Valley Railway's rapidly progressing extension.

Jubilee weekend steams to success

The Queen's Platinum Jubilee four-day bank holiday weekend saw crowds flock to heritage lines throughout the country to join in with a rich variety of celebrations to thank Her Majesty for her 70 years of loyal service on the throne.

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Lancashire Glory

The centenary of the merging of two railway companies was marked with a celebratory gala weekend at the East Lancashire Railway, which saw LNWR Webb Coal Tank return to traffic from overhaul and operating alongside three L&YR engines. Owen Hayward reports.

From red squirrels to otters via steam train!

For animal lovers, the South Devon Railway is a must – with the Totnes Rare Breeds Farm at one end, Dartmoor Otter Sanctuary at the other, and a quintessential GWR country branch between. Vicky Jones reports in words and pictures.

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PECO and Heljan launch a new era TT:120 scale models with a line of track, building kits and stock, while Accurascale reveals new suburban carriage samples.

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Volunteers' outcry halts six-coach sale

SIX Mk.2 carriages were listed for sale by the Mid-Norfolk Railway Preservation Trust, including some from its award-winning blue-grey set – but were swiftly withdrawn when members voiced their objections and concerns.

Four of the vehicles being offered were air-braked only and represent several of the variations of the Mk.2 design (types a, e and f). Two further vehicles were vacuum-braked only but required complete restoration.

The decision to dispose of these caused much upset among the line's supporting volunteer workforce, with the blue-grey stock having been a key factor in the MNR's winning of the 2012 Heritage Railway Association Modern Traction Award, recognising the line's excellence in portraying the BR 1970s era with matching locomotives and stock for the period.

The sale of one of only two vacuum-braked vehicles – BSO No. 9409 – saw members raise concerns about having sufficient vehicles available for galas and events using locomotives only fitted with vacuum brakes, such as BR 2-6-4T 4MT No. 80078 that has recently returned from winter maintenance and a visit to Essex (see News, page 22).

Consulting membership

Days after the disposal list was published, the trust council withdrew all coaches from sale, along with the ex-Hitchin Ransome & Rapier 60ft turntable, acquired as part of the plans for Dereham station.

A statement said: "The coaches identified for sale was based on the operational needs of the railway and their likely future use in service, the need to free up siding space and reduce shunting operations.

"The cost of refurbishment and finally the time it will take to get some of the coaches back into service were the factors considered.

"It has however now become clear that the trust council had not fully appreciated the sentiment that some members have towards some of the coaches in particular, and as such, a consultation exercise that will allow members to express their views will be held."

Locomotion's vibrant new hall celebrating 'the town that changed the world'

By Owen Hayward

THE National Railway Museum's Locomotion 'outreach station' at Shildon has been granted planning permission for a new hall, allowing the venue to press ahead with the transformation planned for the site.

Approved by Durham County Council's planning committee at a meeting on June 23, this consent marks a key milestone in the museum's Vision 2025 development, and will help Locomotion in its aim to increase visitor numbers by 50,000 to reach its target of 250,000 people per year.

Housing more than 50 vehicles from the National Collection, Locomotion is now set to become the largest undercover collection of heritage rail vehicles in the world – a major accolade for both Shildon and County Durham, places so intimately connected to the origins of global railway history.

The new hall will draw on the aesthetic of engine sheds in a simple and elegant design that will occupy a footprint of 2100 square metres, with three pairs of tracks allowing visitors to easily walk between the exhibits to learn about their history and significance.

The design also incorporates high levels of insulation to reduce demand for heating and cooling, with limited glazing to reduce solar gain – all of which has been chosen to help Locomotion meet its goal of being carbon neutral by 2033.

It will be set in a landscape that will encourage biodiversity: existing trees will be retained wherever possible and the boundary fencing softened with hedgerow planting to provide a range of habitats. Current planting schemes will be extended to develop areas that replicate what is found next to many railway sites throughout the country.

Head of Locomotion, Sarah Price, said: "We are really pleased that the



Proposed interior view of the new collection building at Locomotion, for which planning permission has now been granted, demonstrating how exhibits will be displayed. AOC ARCHITECTURE WITH J&L GIBBONS LANDSCAPE

planning committee has approved these plans that now allows us to transform a disused piece of wasteland into a vibrant and inspiring new collection space for both existing and new visitors.

"We believe that it is both exciting and something to be proud of that Shildon and County Durham can be known as the home of the largest undercover collection of heritage railway vehicles anywhere in the world.

"The planning decision allows us to continue to be a central part of our community for years to come, alongside ensuring that the new building can be open in time for the Stockton & Darlington Railway 200 celebrations in 2025.

"The opportunity to see more icons of the railway age will, of course, be a draw, but New Hall will also allow us to tell richer stories of the rail industry from its earliest days in Shildon to the present, revealing how Shildon changed the world. We want to inspire the next generation of engineers and scientists."

The plans also allow Locomotion to engage with its audiences in new ways, such as being able to tell a more involved and coherent

story of the railway industry. The focus of this expansion will be the relationship of the railways with industry, from connections with early coal production to showcasing wagons produced in Shildon and the importance of freight. These will all complemented by the re-display of vehicles in the existing Main Hall to highlight rail innovation of the last two centuries, beginning with *Locomotion No.1* and exploring how locomotives of the future could be powered.

Scotsman centenary

The expansion will also act as an impetus to enhance activities already taking place on site. After its expected opening in the early autumn of 2023, Locomotion will host the national centenary commemorations of LNER Gresley A3 Pacific No. 4472 (BR 60103) *Flying Scotsman*.

"Without doubt the museum will be a major hub in the celebrations planned for the 200th anniversary of the opening of the Stockton and Darlington Railway in 2025," said Sarah. "Locomotion has always exceeded expectations, but New Hall and our wider plans mean that it will become a must-see for visitors to the area and a world-class museum for our community."

Work has already been carried out on the historic railway buildings that Locomotion maintains, and further stabilisation and repointing work is to take place on the coal drops with funds received from DCC's successful £20 million Levelling Up Fund bid.

As we closed for press, a tender process was under way to appoint a construction company to deliver the project. It is thought that construction could begin in October this year, with work taking about 12 months to complete.



Exterior view of the new Locomotion collection building and its surrounding landscape. AOC ARCHITECTURE WITH J&L GIBBONS LANDSCAPE



A startling new angle on the River Frome viaduct, half a mile south of Worgret Junction near Wareham, shows Class 33 D6515 *Lt Jenny Lewis RN* returning to the Swanage Railway with Class 50 No. 50026 in tow from Dereham. The 71A Locomotive Group's newly overhauled 33 was rededicated into service at Swanage station on the morning of Tuesday, June 21, with Jenny's father performing the poignant honours. There was also a Fleet Air Arm helicopter flypast over Swanage station in tribute to Jenny, a 25-years-old Royal Navy helicopter observer from Sherborne who died when the helicopter she was co-piloting in crashed into the Atlantic Ocean off the coast of Virginia in a training accident on June 12, 2002. ANDREW PM WRIGHT

A Great Western affair on first Corwen steam trial run

By Owen Hayward

HOT on the heels of the diesel test runs, as reported last issue, the Llangollen Railway has run its first steam train into Corwen Central station as the site takes another step closer to opening to the public.

It was an all-GWR affair when the officer's special ran using GWR 0-6-2T 5600 class No. 5619 (visiting from the Telford Railway for the summer) and 1948-built Hawksworth inspection/observation saloon No. 80975, which is privately owned but based on the line.

The trip was run to conduct further testing of the platforms and station facilities, and allow a very important person to be among the first to use the station – Llangollen Railway Trust founding member and president Bill Shakespeare MBE.

He has been involved with the railway since its creation as the Deeside and Flintshire Railway Preservation Society in the 1970s, giving a lifetime of dedicated service as a volunteer and serving as chairman of the trust between 1976 and 1998, for which he was awarded an MBE for services to the railway

upon his retirement from the position. He continues to support the trust in an honorary role as president despite being aged well in his 90s.

Current trust chairman Phil Coles said: "What an honour it is to be travelling with Bill in this wonderful inspection coach on our first officer's special to Corwen.

"If anyone deserves to be the first into the new station, then it is Bill. His contribution to the railway has been incredible, with many years of hard work and inspirational leadership."

Corwen station project manager Richard Dixon-Gough added: "Seeing the officer's special roll in with Bill on board is something that I and the small team of volunteers who have built the station have been looking forward to for a very long time.

"While this is still part of the testing phase, it's another big step forward.

Grant aid

"We have a fair bit more work to do in order to complete the platform buildings, with the roof to finish and canopy to erect.

"We have been delighted to receive a £163,721 Government Levelling Up grant to help us fund the canopy, and



Bill Shakespeare with his wife, Hazel, and their daughter on the Llangollen Railway's new Corwen Station platform alongside the officer's special, with a rather appropriate headboard worn by No. 5619. LR

we are about to place the order with a local steelwork supplier for it.

"All being well, the station will open for passengers early next year."

No. 5619 was crewed by long-standing LR volunteers Andy Maxwell, Iain Ross and Charlie Brook.

Both Andy and Iain are second generation-volunteers, with their respective fathers Bob and Graham also founding members of the railway, and who have sadly passed away.

Andy said: "Dad would have been so proud of what he helped to start

along with Bill and many others who are sadly no longer with us.

"Seeing trains running in to our brilliant new station is the perfect memorial to their vision and commitment to bring the railway back from nothing."

Four other previous trust chairmen were also invited onto the train as a thank-you for their service, with No.5619 donning a 'The William Shakespeare' headboard in recognition of its most special passenger.

Barrow Hill Roundhouse gala is back – two years late!

BARROW Hill Roundhouse has announced that it will hold its 150th anniversary gala on August 26-28.

The much-anticipated event, which has been delayed for two years because of the Covid-19 pandemic, will be a celebration of the BR-era open days that took place at the venue in the 1970s and early 1980s.

There will be a special line-up of locomotives in the roundhouse itself, and the yard will be opened up to allow cab visits to both visiting and resident engines. Train rides from the Roundhouse Halt platform up the Springwell branch will also run.

Historical enactments of roundhouse characters will celebrate the 150 years of the now-unique building, which will host a range of children's activities and trade and society stalls.

General manager Mervyn Allcock said: "This is a unique opportunity to not only celebrate 150+2 years of the roundhouse's existence, but also to celebrate the achievements since the building was saved from demolition in the 1990s and the site's growth over the last 30 years.

"We are delighted that so many of our commercial and heritage partners in the incredible success story of the roundhouse's renaissance will be involved in this celebration."

Premier site

Barrow Hill is the last-surviving railway roundhouse in the UK with an operational turntable.

Built in 1870, in 1991 it was threatened with demolition when the site was closed by BR, but it was saved by a group of dedicated volunteers who transformed it into a premier heritage railway and events venue. In March 2016 the roundhouse was awarded £1.2 million from the National Lottery Heritage Fund for its Moving Forward project, the aim of which was to broaden the venue's audience to include families, a range of learners, the local community, and corporate use.

More details of the gala will be announced in coming weeks. See www.barrowhill.org for updates.

Monobloc milestone passed in P2 project

By Robin Jones

BRITAIN'S railway heritage engineering sector has reached a new high point, with the three cylinders for new Gresley P2 2-8-2 No. 2007 *Prince of Wales* placed together for the first time prior to welding to create the locomotive's monobloc – a first since the 1940s.

Builder The A1 Steam Locomotive Trust has accordingly launched a £250,000 appeal to complete the construction of this unique component.

The cylinders have been placed together to check alignment and clearances, and to ensure that preparations are complete for welding. The cylinder block has been fabricated in three sections: the centre cylinder and the two outside cylinders. The mating faces have been machined to create a good fit and dowels added to control vertical and front to back movement. The assembly was strapped together so the dimensions could be measured with a Faro arm.

The cylinders have now been tack welded together, creating the first monobloc since the 1940s, which will weigh around five tons when complete.

Once the dimensions measure up as required, the next step is a two-week-long welding process, followed by up to a fortnight of being stress-relieved.

Hard work

The assembly of the monobloc was made possible after the project's engineering team completed the considerable amount of work involved in converting the original P2 monobloc casting into a welded fabrication. This included Finite Element Analysis to check for structural integrity, improving the layout of the valves to reduce the clearance volume which affects cylinder efficiency, re-routing



The three cylinders for P2 2-8-2 No. 2007 tack welded together at Howco for the first time, in advance of making the fitting permanent. A1SLT

the steam and exhaust passages to physically separate them to prevent incoming steam from heating the outgoing exhaust, increasing the size and improving internal streamlining of steam passages along Chapelon lines to increase maximum power and improve economy, and reduce the overall width of the cylinder block to provide *Prince of Wales* with the widest possible route availability on the national network.

Not only is the monobloc vital for the project to build a new example of Britain's most powerful express passenger locomotive, but the methods used in and experience gained from its construction will also be employed in the trust's next new-build project, LNER V4 2-6-2 No. 3403, an example of Sir Nigel Gresley's final design.

The techniques may be applied to other locomotives, such as the National Collection's LNER V2 2-6-2 No. 4771 *Green Arrow*, which has now been sidelined for several years because of repairs that are needed to its monobloc. Proving this method is obviously vital for the P2, but the

next build project – the V4 – will also require a fabricated monobloc cylinder. This method could too be applied to heritage locomotives such as the V2.

The Cylinder Club was launched in October 2017 to raise an initial £100,000 towards the design and construction of No. 2007's new cylinder block and hit the target within five months. Early last year, the trust approached five engineering companies with a Request for Quotation for Construction to manufacture the monobloc. The trust has commissioned Howco Group Plc to fabricate the new cylinder block, using steel castings supplied by William Cook Cast Products Ltd, with delivery scheduled for the coming months.

Club launch

At the same time, the trust aims to raise an initial target of £250,000 from 250 supporters each donating £1000 plus Gift Aid (in up to eight payments of £125) by joining The Monobloc Club.

All members of the club are invited to visit Howco and view the monobloc immediately after welding is complete.

With the design work for the extensively modified and improved cylinder block complete, attention has now turned to adapting the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design. Any surplus funds left over following the manufacture of the monobloc will be used for other components for the P2.

→ If you would like more details of the Monobloc Club and how to join, visit www.a1steam.com/prince-of-wales/support-us/clubs/the-monobloc-club or telephone 01325 460163.



Measuring the front of the monobloc with the Faro arm on June 8. A1SLT



1: The freshly overhauled tender from GWR No. 3814 now stands on one of the turntable roads at Tyseley Locomotive Works, ready to run behind the new Grange. QUENTIN MCGUINNESS/6880 BETTON GRANGE LTD

2: No. 6880 *Betton Grange* has now received its outside steam pipes, seen here inside Tyseley Locomotive Works on June 15. QUENTIN MCGUINNESS/6880 BETTON GRANGE LTD

Betton Grange now on the home straight

PROGRESS on the construction of new-build GWR 4-6-0 No. 6880 *Betton Grange* has stepped up as it approaches the date when it will move under its own steam later this year – bringing a conclusion to a project that has taken 24 years.

At Tyseley Locomotive Works, the outside steam pipes have now been fitted and work inside the smokebox is at an advanced stage, with work on the superheater header and blastpipe also progressing.

Much of the miles of pipework is complete, with a specialist at Tyseley bending and fitting lubrication and other copper piping.

The cab also now has most of its fittings and the condensing coil on the cab ceiling.

Several other jobs are to be done before the first test steaming can take place, but providing there are no serious problems with the Vintage Trains operating fleet, that might divert Tyseley engineers away from third party work, it is hopeful that its first steaming should take place by October.

Plans as to where *Betton Grange* will be run-in have not yet been finalised. The priority is to get it steaming at Tyseley first (class

members were once a regular sight on the Birmingham Snow Hill to Leamington line), although the owning group has received numerous requests from railways for it to make guest appearances.

A welcome boost has been the arrival of the on-hire tender from GWR No. 3814, the overhaul of which was started by the former Llangollen Railway Engineering Ltd and which has been completed by Northern Steam Engineering Services of Stockton-on-Tees.

Delivered to Tyseley in mid-June, it now stands on one of the turntable

roads and will be painted into BR lined Brunswick green at the same time as the locomotive. It will remain with No. 6880 during its initial period of steaming while society members construct a new Collett 3500-gallon tender as originally paired with the Granges. The new tender will be of a type that did not survive into preservation and will be given the number 2268, an original Collett 3500-gallon tender number and one with obvious Grange connotations.

An appeal for the estimated £150,000 needed to build it was launched last year and has so far raised £15,000. A suitable chassis has been secured to form the basis of the new-build.

Tender appeal

Rewards for donations of £1100 or more include a cast replica of the tender works plate No. 2268.

For £350, the range of benefits include a replica shed plate of the donor's choice or a 6880 replica smokebox plate.

Tender membership options start at £100, while smaller donation are gratefully received and will be individually recognised with a personalised thank-you card featuring an image of No. 6880 *Betton Grange*. For full details, visit www.6880.co.uk/tenderappeal

The Granges were in essence a smaller-wheeled version of the GWR Halls. The GWR also built a lighter version of the Granges, the 7800 or Manor class, which had smaller boilers.

The last of the 80 Granges, No. 6872 *Crawley Grange*, was withdrawn and scrapped in 1965. With none preserved, the 6880 Society was formed in 1998 with the aim of plugging a gap in the heritage-era GWR fleet.



On May 30, No. 6880 *Betton Grange* made a rare excursion outside the Tyseley workshop to have its chimney craned into position. It is pictured back inside on June 10. The almost-complete 4-6-0 is now on course to steam for the first time this autumn. OWEN HAYWARD

Tornado tours are cancelled due to overhaul running late

By Robin Jones

THE A1 Steam Locomotive Trust has cancelled its 'Aberdonian' services in July and August because of the over-running major overhaul of Peppercorn Pacific No. 60163 *Tornado*.

The overhaul had been planned for completion in June at Locomotive Maintenance Services, Loughborough. However, due to the impact of Covid-19 on industry and manufacturing in Germany, *Tornado's* boiler has been significantly delayed and will now arrive in the UK in the second half of July.

There has also been a delay due to congestion at the works fitting the

new driving wheel tyres to *Tornado*, in addition to which the crank axle wheels have required some minor remedial works before the new tyres are fitted.

The wheels are now scheduled for delivery in mid-July.

Complications

With all the components returned, reassembly of the locomotive will then take several weeks, to be followed by painting, testing, and certification.

The trust's revised forecast is that *Tornado* would not be ready to haul the 'Aberdonian' in at least July and August. Accordingly, the trips from Edinburgh to the Granite City via the Forth Bridge on July 21, 28 and

30 and August 20 have now been cancelled.

Delays to *Tornado* returning from overhaul are a key factor, but the situation is further complicated by the ongoing dispute involving the National Union of Rail, Maritime and Transport Workers and national rail strikes (see Main Line News, page 56).

A trust statement said: "At present there is no end in sight for this industrial action that could have a significant impact on the ability to run the tours."

"Due to the unpredictability of the current situation and the high possibility of the strikes continuing into July and beyond, our operators have shared concerns on running

the tours as there is no guarantee that the network will be able to run effectively. We are therefore unable to run the tour with an alternative locomotive.

Support

"We understand that this will be a significant disappointment – one that's shared by us all – but it is the only decision available to us at this time."

"The extended timescale and scope of the overhaul, plus the loss of intended earnings this summer, will impact the financial reserves of the trust," said the statement. "If you would like to contribute to *Tornado*, please see a1steam.com to donate or sign up as a covenantor."



LSWR T3 4-4-0 No. 563 back on its wheels inside the Flour Mill workshop at Bream in the Forest of Dean. The locomotive was once part of the National Collection but transferred to the Swanage Railway Trust in 2017. SR

T3 on its wheels – and steaming again in 2023?

THE overhaul of 1893-built LSWR T3 No. 563 at Bill Parker's Flour Mill workshops took a major step forward with the rewheeling of the frames to make a rolling chassis – a hugely significant milestone as the team undertaking the overhaul hope to finish the restoration in 2023, setting the stage to complete the boiler this year and enable the final assembly.

The reverser assembly has also now been fitted in the cab and connected with the expansion links to actuate the valve rods.

Both the Victorian locomotive experts at the Flour Mill and the 563 Locomotive Group remain confident that the unique survivor of the LSWR will be ready in time for the summer season next year. Visit www.563locomotivegroup.co.uk to donate.

Fintown back on track for 2022 season

THE 3ft gauge Fintown Railway reopened on a five-day-a-week basis on June 15. Trains run on Tuesdays, Wednesdays, Thursdays, Fridays and Sundays until mid-September, with County Donegal Railways railcar No. 18 in charge.

Gardner-engined No. 18, built by Walkers of Wigan and the Great Northern Railway of Ireland for the CDR in 1940, has been on loan to the railway by its owners, the North West of Ireland Railway Society, since Easter 2003 and will mark 20 years at Fintown in 2023.

The railway had been closed since last September due to staff being identified as close contacts during the pandemic.

Seamus McElwee, of Comlacht Traenach na Gaeltacht Lair, said: "We are delighted to be open again this year and are hoping for a good season as we were badly hit by the Covid lockdowns."

"Our local Credit Union has been very kind to us and that's allowed



Back on track for 2022: Railcar 18 arrives at Fintown with Lough Finn behind. HUGH DOUGHERTY

us to run again this summer, but we need as many people as possible to visit and ride in a genuine Donegal railcar over our three-mile section of the Glenties line, amid superb scenery, to bring in much-

needed revenue to ensure our future survival."

Fares are eight Euros for adults and five for children, with family fares on offer. Full details are at www.facebook.com/fintownrailway



Narrow and standard gauge trains stand side by side at Norden during the Swanage Railway's Roads to Rail event on June 26. To the left is the Purbeck Mineral and Mining Museum's 2ft gauge line with its two Ruston and Hornsby 48DL diesels. In front is newly-restored 1949-built No. 283871 and behind it is No. 392117 from 1955, which operated at Norden from 1961 to 1971 when the Purbeck narrow gauge system was demolished. Below on the right, rebuilt Bulleid West Country Pacific No. 34028 *Eddystone* runs into Norden station with a train from Swanage. ANDREW PM WRIGHT

Barclay 0-4-OST No. 1863 sets off from Bridge of Dun with the 11.35am service on the Caledonian Railway (Brechin) on June 5. TREVOR GREGG



Council blunder holds up crunch decision on NRM hall expansion

A DECISION on whether the National Railway Museum's new Central Hall development will get the go ahead has been delayed – because of an administrative blunder by City of York Council.

The local authority had recommended the scheme for approval despite receiving 119 objections from local residents, many of whom objected to the already-agreed stopping up of Leeman Road to make way for the new structure. To compensate, a walkway agreement has been drawn up to give pedestrians the right to walk through the museum on most days it is open as a result of the loss of the direct Leeman Road route to and from town.

Central Hall is the focal point of the NRM's Vision 2025 to be completed in time for its half centenary.

There were 13 letters of support for the scheme, and while

recommending approval, planning officers said that residents using the walkway could end up stuck in queues of visitors waiting to enter the museum.

A decision should have been made at the council's planning committee meeting on June 20. However, an administrative error meant that the meeting had to be postponed.

The council's director of environment, transport and planning, James Gilchrist, said: "We discovered that members of the public who made representations about the application to be considered had not been notified of the date and time of the meeting.

"In order to ensure that all those who want their points of view heard are given a chance to take part, rather than proceed with the meeting we have agreed with the chair of the planning committee that it will be rescheduled.

"We can only apologise to those affected. It is unclear why our system has failed on this occasion and we are investigating now with a view to making sure the problem is not repeated in future."

NRM director Judith McNicol said: "The proposals for Central Hall are a once-in-a-generation opportunity to create the 'world's railway museum' in York.

"Central Hall is a key part of our Vision 2025, which aims to inspire the next generation and offer many learning and education opportunities, as well as being a major boost to the City's economy.

"Our plans will enable the museum to be the cultural heart of York Central and significantly improve the environment around the museum, and complement other improvements around the station through this high-quality, sustainable development."

Survey opens in step towards future of the Elsecar Railway

A FORMAL survey has been launched for the future of the Elsecar Heritage Centre – including the currently-closed heritage railway there – following the receipt of a £3.93 million grant from the Cultural Development Fund.

Working with its partners, Barnsley Council is planning "exciting new changes" at Elsecar Heritage Centre, including those that will affect the railway offer in the village.

On its survey opening page, the council emphasises that it is "committed to making sure the village and its remarkable history have the most positive impact they can, both for local communities and for visitors to our region."

Questions relating to the railway in the survey include whether it would impact on how frequently people may visit the area.

To respond, visit surveys.barnsley.gov.uk/s/sy8veg

Teddy returns to its 'home'

PECKETT Yorktown class 0-4-OST No. 2012 of 1941 *Teddy* made a homecoming to the Battlefield Line at Shackerstone – a line where it was based in its early preservation days.

Teddy, built for the Ministry of Supply, took up residence at Shackerstone in 1972 following its acquisition by the Reverend ER 'Teddy' Boston, whose famous Cadeby Light Railway was just a short distance away.

It was here that the locomotive was returned to steam for the first time in preservation by members of the Lutterworth Railway Society.

By 1982, there was little work for the Peckett, which moved to Cadeby for static display. It remained there until 2005, when it was sold and moved to the Lavender Line at Isfield. Two years later it was back in steam but was sold again in 2011.

The move from its previous base at the Chasewater Railway brings it back to within a stone's throw of its current owner's home, which will facilitate an immediate overhaul. It is named in honour of the Rev Boston.

GWR visitor among others at big Poppy Line steam gala

GWR heavy freight 2-8-OT No. 4270 will be one of seven locomotives running at the North Norfolk Railway's August 27-29 bank holiday steam gala.

The 1919-built locomotive, visiting from the Gloucestershire Warwickshire Railway, will join the home fleet of Somerset & Dorset Joint Railway 7F 2-8-0 No. 53809, BR Standard 9F No. 92203 *Black Prince* and fellow 2-10-0 War

Department No. 90775 *The Royal Norfolk Regiment*, BR Standard 4MT No. 2-6-0 No. 76084 and GER Y14 0-6-0 No. 564.

It is hoped to book a second visiting locomotive for the event, which will feature a varied schedule of passenger services including double-heading, non-stop expresses and local workings, plus demonstration goods trips. The line's train of unique four and

six-wheeled carriages dating from Victorian times will run, along with the unique LNER Quad-Art teak set that has just undergone periodic maintenance including the revarnishing of all four carriages and specialist reprofiling of the wheels. Also running will be two sets in 1950s and 1960s livery, which will include on-board catering. More details are at www.nnrailway.co.uk

SVR postpones its footplate courses due to the coal crisis

STEAM footplate experience courses on the Severn Valley Railway have been postponed because of the rising cost and increasing scarcity of coal.

Last issue, we reported that the Ffos-y-Fran mine in South Wales had ended its suspension of supplies of the lump coal that the heritage sector needs.

However, the mine is due to close in November, and supply continues to be a major and increasing concern for the sector.

SVR head of visitor experience Michael Dunn said: "The SVR reluctantly took the decision to postpone steam footplate experiences, which would have taken place on Mondays and Tuesdays, when there are no public services.

"We are very mindful of those people who have pre-booked experiences. We are looking into ways of delivering these this season and we hope to make announcements soon."

New community arts project at Locomotion

MORE than 100 schoolchildren and groups from throughout the region visited Locomotion in June to participate in a new community arts project under the banner of Our Line Connections.

The project celebrates shared connections in the community, and involves artists and groups who live along the route of the Bishop Line, co-creating a songbook of original songs and artwork.

Organised by arts organisation Luxi with the Bishop Line Community Rail Partnership, and supported by the National Lottery's Jubilee Community Fund, the event saw the unveiling of the songbook and gave schools the chance to hear all the songs performed together for the first time.

Locomotion head Sarah Price said: "Locomotion is proud to play a role in supporting arts projects such as Our Line Connections which celebrate the role the railways play in bringing the local community together. We will continue to host a busy programme of events and activities as a way to champion arts in the region."

Seven Staffordshire-built engines steam into line for birthday celebrations

By Kenny Felstead

THE Amerton Railway's June 25/26 summer steam gala had seven Staffordshire-built locomotives running in an event that also doubled as a special birthday party for three of them.

Home-based Bagnall 0-4-OST No. 1491 *Isabel* turned 125 years old, having been built in 1897, while Amerton's Kerr Stuart Wren 0-4-OST No. 4250 *Lorna Doone* and visiting Wren No. 4256 *Peter Pan* from Graham Morris and the Leighton Buzzard Railway are both 100 years old this year.

Also in action were visiting Bagnall No. 2133 *Woto* from Alan Keef's workshop near Ross-on-Wye, Statfold Barn Railway-based Wren No. 3128 *Roger*, and residents Wren No. 3905 *Jennie* and Kerr Stuart Sirdar No. 1158 *Diana*.

While not operational, a third Bagnall was hidden away in the back of the locomotive shed. Very much a long-term project, 3ft gauge No. 1889 *No. 1* was visible and a stark contrast to the operational pair on the line.

Alongside the usual passenger service, two goods trains were run



Roger, Peter Pan, Lorna Doone and Jennie head the last train of the day.

featuring a selection of mixed wagons from the Amerton collection, each with an MoD theme. The event saw many locomotive combinations operating, with all of the Wrens taking it in turns to pair up with one another, while the two Bagnalls also had their chance to double-head.

The last train of the day was a quadruple header with the four Wrens. Finally, after the service had finished, the seven locomotives lined up at Amerton station for photographs, with the Wrens at the front in build date order.

Amerton financial director Peter Calvert said: "Despite the national

rail strikes our passenger numbers for the weekend were excellent, with more than 600 visitors. Saturday was particularly good. We've had very good feedback from both photographers and our normal customers – and it was our best Sunday in five or six years.

"We were also using smokeless fuel for the first time which, once we were used to how each locomotive dealt with it, worked well."

The railway's next big event will be its Everything Goes Weekend on September 17/18. All home-based steam and diesel locomotives will work passenger and goods trains.



Isabel on its first passenger train of the weekend.



Diana steaming towards Amerton with a passenger train.



The seven locomotives line up together at Amerton. ALL PHOTOS: KENNY FELSTEAD



Billie (centre) back at its Rhyl birthplace. RSPT

Billie joins four Barnes sisters at Rhyl

THE Rhyl Steam Preservation Trust has bought partially restored 1922-built Albert Barnes 4-4-2 *Billie* from Austin Moss, of the Windmill Farm Railway.

Billie, one of six built in Rhyl by Barnes for the Dreamland Miniature Railway in Margate, has not hauled public trains since 1983.

Now it will be reunited with four of its six sisters. *Joan* and *Railway Queen* are still in regular use on the Rhyl Miniature Railway, while *Michael* is being reassembled following boiler work. A fourth similar locomotive, *Billy*, is owned by Rhyl Town Council and is on display in the museum at

Central Station. When *Billie* arrived on June 28, it was a dream come true for trust chairman Les Hughes, who in 1980 first had the idea of reuniting all six Barnes locomotives. "This is a real achievement," he said.

Billie will now be returned to steam at its new home.

How Loughborough's new bridge will look

HIGH quality computer visualisations of the new bridge to carry the Great Central Railway over the A60 at Loughborough have been produced.

As reported in issue 293, an all-new bridge opposite the town's Brush Works is to be built in October at a cost of more than £1 million, replacing the 120-year-old life-expired current structure as part of the GCR's Reunification project. VolkerLaser is the lead contractor.

The Friends of the Great Central Main Line has sponsored the series of visualisations by HBPW of Retford, the consulting engineers for the scheme.

The new bridge has been part-funded by public donations of £220,000 with more coming in, and GCR-supporting registered charity the David Clarke Railway Trust. The reunification scheme will not only link the two heritage-era Great Central lines to provide an 18-mile railway between the outskirts of Nottingham and Leicester, but will also provide the 'southern' GCR at Loughborough



A computer-generated image of the new A60 bridge from road level. FGCM

with a main line connection for the first time.

Friends chairman Andy Fillingham said: "With costs of raw materials rising, we were delighted to receive such strong and timely support from so many people."

"The reunification project has captured imaginations. We said 2022 would see another piece of the jigsaw in place; the images show what it will look like! We hope that will inspire others to support this part

of the project or find out more the rest of the reunification scheme and contribute. The more of us getting behind the plan, the sooner it will be completed and we will unlock the economic benefits."

→ **Donations for the A60 bridge replacement can be made at www.gcrailway.co.uk/unify or via cheque sent through the post, made payable to the 'David Clarke Railway Trust', to: DCRT, Lovatt House, 3 Wharnccliffe Road, Loughborough LE11 1SL.**

Foxfield appeal after vandals smash Pacer windows

FOXFIELD Railway supporters are rallying round to raise cash to repair a recently-acquired Class 142 'Pacer' DMU which had 24 windows smashed in the third vandal attack in a week.

The intruders also broke signals and stole a CCTV camera after ripping it off a signalbox in the attack, which took place on June 10 between 6pm and 8pm, leaving damage that has been estimated at £25,000 to fix.

The line's film and social media manager, Ben Wiles, said it was the worst case of vandalism that the line has experienced: "Pacers are not made anymore, so any windows that need replacing will have to be made bespoke."

"We have got examples at the railway that are the only one of their kind in the world."

The line's officials are liaising with police on how to best step up security.

Meanwhile, as we closed for press, an appeal at www.justgiving.com/campaign/FoxfieldAppeal22 had raised more than £3200 towards its £10,000 target.

Anyone with information is asked to contact Staffordshire Police, quoting incident number 190 of 11/06/2022, or telephone 101. Alternatively, people can call Crimestoppers anonymously on 0800 555 111.

IN BRIEF

→ **THE North Yorkshire Moors Railway has announced its summer family tickets for £88 (two adults and two children). Individual adult tickets cost £43 each with accompanied children aged between four and 15 travelling for just £1. For more details, visit www.nymr.co.uk**

→ **A RAIL Operations Group Class 37 is to visit the Dean Forest Railway for its September 17/18 diesel gala. The locomotive will be one of six leased by ROG from Europhoenix.**

→ **AFTER a Covid-enforced break of two years, the Corris Railway Society's Model Railway Exhibition returns over the weekend of August 27/28, and will be held at Y Plas in Machynlleth.**

Organised by Bill Newton, 11 layouts ranging in scale from N to 16mm gauge will be on show, alongside static display models from the Mid Wales Gauge 1 Association. Visitors will also be able to try their hand at operating one of the layouts in attendance.

→ **THE Ffestiniog & Welsh Highland Railways is advertising for a maintenance fitter and a carriage joiner/woodworker for Boston Lodge Works. Both positions are permanent full-time roles offering an annual salary starting between £20,000 and £23,000. For full details, visit www.festrail.co.uk/jobs**

→ **THE Great Central Railway is to celebrate 100 years since the opening of bus operator Midland Red's first garage in Leicestershire with a special event at Quorn & Woodhouse station on August 20. Free heritage bus rides to Loughborough will be available.**

Class 66 set for Watercress gala

FREIGHTLINER is to send a Class 66 to the Mid-Hants Railway's July 15-17 diesel gala.

As reported in issue 294, the weekend will see the first public outing of the EPB Preservation Group's Class 419 motor luggage vans Nos. 9001 and 9002 – and Class 416 2EPB (electro pneumatic brake) No. 5759 – in several years. The electric theme, celebrating 85 years of electrification to Alton, continues with Class 33 No. 33111 added to the line-up, courtesy of the 33/1 Group, and London Underground's 4TC Class 438 unit.

From the home fleet, Class 47 No. 47579 *James Nightall* GC and Class 20s D8059 and D8188 will be in operation. Class 50 No. 5007 *Lion* was withdrawn after developing a generator earth fault.

To book tickets, visit www.watercressline.co.uk/diesel-gala

IN BRIEF

→ UK service and emergency services personnel can now get a third off Severn Valley Railway tickets for a year. Marking Armed Forces Day on June 25, a new offer for Blue Light Card and Defence Discount Service card holders was launched for members of the army, RAF, navy, and emergency services to get 33% off individual ticket prices when presenting their card at an SVR booking office. The offer will continue all year round, applying to standard services.

→ THE 10¼in gauge Bickington Steam Railway at Trago Mills Shopping Park near Newton Abbot will hold a summer steam gala on August 20/21, featuring resident 2-6-2 steam locomotive No.24 *Sandy River*, 4-4-2 No.750 *Blanche of Lancaster*, and Bo-Bo Baby Deltic replica D5910, alongside 2-6-0 *Alice*, returning to traffic after its recent heavy overhaul. There will also be a visiting locomotive and a display of miniature traction engines.

→ LADY Judy McAlpine, president of the National Transport Trust, is working with a TV company to make a series about the group's work, which covers all forms of transport, from boats to Concorde.

→ A TEAM led by Brixham Museum trustee Glen Gardner is working on plans to create a marked Brixham Heritage Railway Trail along part of the route of the two-mile former Brixham branch line that ran between 1868 and May 1963. The trail – with information boards, plaques and route markers – would run from the site of demolished Brixham station in Harbour View Close to Bridge Road bridge in Churston. A series of presentations will promote the plans.

→ STEAM – Museum of the Great Western Railway has passed the 400,000 mark for Covid-19 inoculations administered at its vaccination centre, which became the largest of its type in Swindon when the vaccine to combat coronavirus was approved in December 2020.

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Fleetwood branch rebuild passes yet another major hurdle

By Robin Jones

A SCHEME to reopen the mothballed Fleetwood Poulton branch to commuters is to receive funding from the Department for Transport, it has been announced.

The DfT said the plan to reopen the 4 ¾-mile line is moving to the next stage as part of the Restoring Your Railway Fund. In June, it was listed in the latest DfT report as one of those progressing past a Strategic Outline Business Case (SOBC) and is therefore being supported to develop further. The SOBC was prepared by Atkins on behalf of Lancashire County Council and submitted in June 2021.

The Poulton & Wyre Railway Society has been at the forefront of the campaign to reopen the line since its formation in 2006, and had also drawn up proposals to use part of it as a heritage line.

The line was originally opened in 1840. Fleetwood station closed in 1966, after which Wyre Dock station became the terminus. In 1970 passenger services were curtailed as far as Poulton-le-Fylde, but the branch continued as a freight route to access the ICI plant at Burn Naze Halt until 1999, when all traffic on the line ceased.

Ambitions

Network Rail granted the society a licence to clear the line and repair or replace the broken fences and what remains of the infrastructure. The society completed a full restoration of Thornton-and-Cleveleys station as its headquarters, after taking out a three-year lease on it, and then started work to clear vegetation from the disused platform at Burn Naze halt, two miles to the north, as part of its heritage railway ambition.

During the 2019 general election campaign, the society hosted Boris Johnson, who said that if his party won, he would provide it with £100,000 towards a feasibility study. On January 28, 2020, Transport Secretary Grant Shapps visited Fleetwood and officially confirmed support for the scheme.

March 2020 saw a Class 108 DMU, comprising power car No. M51937 and trailer No. M56484, delivered to the society for restoration which has progressed ever since.

Welcoming the latest DfT announcement, Blackpool North



The overgrown branch line near ICI Thornton.

DAVID DIXON/CREATIVE COMMONS

"This is fantastic news for Wyre and takes this much-needed improvement to local transport one step closer to being delivered."

and Cleveleys Conservative MP Paul Maynard said: "It's been talked for as long as anyone can remember, because no one quite understood why it was closed in the first place.

"Whether you're a heritage railway enthusiast or someone who believes in a heavy rail option – or, as I do, a tram-train option – I think everyone has agreed that there must be some use that this rail can be put to.

"It gives Fleetwood a chance to directly connect to the main rail network. It could be a real, sizeable change to how the local area works and interacts.

"I look forward to talking to the likes of Network Rail to understand when the trains are going to hit the ground."

Wyre Borough Council chief executive Garry Payne said: "This is fantastic news for Wyre and takes this much-needed improvement to local transport one step closer to being delivered.

"Restoring the rail connection from Poulton to Fleetwood is key to providing increased employment opportunities, links to further and higher education for young people, boosting Wyre's visitor economy, and for the overall regeneration of the area."

Leader Coun David Henderson described the announcement as

"superb news", while Lancaster and Fleetwood Labour MP said she was "delighted."

Society president Eddie Fisher said: "At the moment, young people in Fleetwood and Thornton have real difficulty accessing education. This would make a massive difference."

The society believes there is room for a short heritage railway, museum, and workshop, dedicated to preserving the history of the Preston & Wyre Railway and operating alongside the new commuter line, while its volunteers could also form the basis of a North Fylde Community Rail Users Association and promote use of the new railway.

However, the same DfT report also said that schemes to reinstate lines on the Isle of Wight, from Newport to Ryde, and from Shanklin to Ventnor, under the restoring Your Railways programme have been dropped. The island's Conservative MP, Bob Seely, who sought the original feasibility study, said he was disappointed but recognised that there were several logistical issues too challenging to overcome.

He said he was now keen to explore with the Isle of Wight Steam Railway whether its ambitions to extend to Ryde St Johns could now be progressed, bearing in mind that the Island Line's passing loop has moved to Brading, leaving a spare platform at Ryde.

Support

Elsewhere, members of Torridge District Council have backed a plan to reinstate the Bideford to Barnstaple line that closed to passengers in 1965.

In April, Tim Steer, director of the Bideford Railway Heritage Centre, gave a presentation to the councillors as to why the line should be reinstated, taking into account the success of the recent reopening of the Okehampton line.

Speaking at a full council meeting on June 13, its vice chairman, Coun Peter Christie, said that North Devon Council, Torridge MP Geoffrey Cox, and transport secretary Grant Shapps had all indicated their support, and that £5500 has also been raised to pay a consultant to draw up details.

Torridge councillors then supported a motion for the reopening to be included in the authority's Local Plan.

The Northampton and Lamport Railway held a successful Father's Day event on June 19, with several trains sold out and an additional morning service added to the schedule. Former Associated Portland Cement Hawthorn Leslie 0-4-0ST No. 3718 of 1928 Swanscombe No. 4 arrives at Pitsford & Brampton station with the first train of the day. STUART CHAPMAN

Sad farewell to popular new-build powerhouse Chris

TRIBUTES have been paid to new-build locomotive trustee and fundraiser Chris Proudfoot, who was found dead at Holyhead station in May.

Chris, 71, who had trained as a teacher and taught languages, lived locally. He was a director of the 82045 Steam Locomotive Trust, which is completing an example of the extinct BR Standard 3MT 2-6-2T at Bridgnorth on the Severn Valley Railway.

In a special June edition of the trust's monthly newsletter, a statement from longtime friend Neil Taylor said: "After a battle with mental illness, Chris took his own life on Tuesday, May 24.

"His family are devastated by the loss, and I would include his 82045 family who are still reeling from the news. I think I can speak for all of us, who will find Chris irreplaceable.

"For the 82045 group he was part of the glue that binds folk together and for our financial health he was an inspirational fundraiser. Sadly we will now have to make our way without him.

"We have already had some preliminary discussions and we have a trustees meeting to plan our way forward. I am also working on a project by which we can contribute to the memory of Chris."

Working together

The project started life in the late 1990s under South Devon Railway fireman John Besley, who in 2003 handed control of the project to Cheshire-based SVR footplatemen driver Tony Massau and fireman Chris.

Tony, who met Chris more than 40 years ago when he started volunteering at Bridgnorth shed, worked with him on the restoration of LMS 2-6-0 No. 42968, with both of them later joining the Stanier Mogul Fund committee.

He said: "Chris wrote various imaginative articles about No. 82045 for the railway press and was responsible for appeal leaflets, all of which paid off handsomely in the support that No. 82045 received, resulting in such good progress

being made with the construction of the locomotive.

"He was the friendly face at our outdoor work site at Bridgnorth during SVR galas, ever ready to talk to visitors and explain what we were doing. Although he had fairly recently decided to retire from firing, he was nonetheless looking forward to an opportunity to pick up a shovel and put a round on No. 82045's fire. Sadly, this pleasure has now gone."

Another friend, Rod Derry, said: "I first met Chris in the mid-1990s when I acted as a footplate rider on the loco he was firing. Our paths crossed only occasionally until 2008, when Chris asked if I would act as driver for the SMF footplate experiences, on which he was the fireman. We worked together for several happy years on this duty, and again it was noticeable how he had such a relaxed manner with the (anxious) participants.

"Chris suffered from bouts of deep depression, which he kept well hidden. Losses of family members and close friends in recent years fuelled

the demons that tormented him, and tragically, that torment drove him to the path he eventually chose."

Inquest opened

British Transport Police and paramedics attended in response to reports of a body on the track, and Chris was pronounced dead at the scene. All Avanti West Coast and Transport for Wales services between Holyhead and Bangor were suspended at the time.

Police said they were not treating his death as suspicious. At a subsequent inquest at Caernarfon, a provisional cause of death following a post mortem examination was given as a catastrophic injury.

North West Wales assistant coroner Sarah Rile said: "The investigation into Christopher David Proudfoot's death remains ongoing and while the inquest has now been formally opened, it will be adjourned pending further investigations."

Chris's funeral was held at the Vale Royal Crematorium in Northwich on June 15.

Lighting up Moorsline this autumn

TICKETS are now on sale for the North Yorkshire Moors Railway annual Light Spectacular autumn event.

The hugely popular audio and visual sensory experience will depart from Pickering station every evening during the October 22-30 half term at 6pm and 7.45pm for an hour-long illuminated experience to Levisham station.

NYMR's compere, Voice Over Man, will create a party atmosphere on board, and passengers also become

part of the show with synchronised flashing wristbands to wear for the duration of the journey. The carriages will also be adorned with 17,000 LEDs.

The demand for the tickets, which went on sale on June 21 at www.nymr.co.uk/light-spectacular, is already proving to be high.

Tickets cost £30 each, but specially discounted rates for groups of 20 people or more can be booked by emailing info@nymr.co.uk

BR Standard 9F No. 92134 is seen heading the Train of Lights on October 19, 2021. CHARLOTTE GRAHAM/NYMR



Coronation Street 'killer' tram risks scrapping unless new home is found

By Owen Hayward

THE Fleetwood Heritage Leisure Trust is disposing of its trams as its Wyre Dock storage site is set for development – but Balloon Car No. 710 could be dismantled for scrap or spares if a home cannot be found for it soon.

Famous for being the vehicle that killed off the character Alan Bradley (played by Mark Eden) in ITV soap *Coronation Street*, the tram is one of several seeking a new home but is the only one in the collection not to have received a firm commitment to date.

FHLT acquired a fleet of trams – including several sold by Blackpool Transport in 2011 – with the aid of Associated British Ports, which also provided the land overlooking the River Wyre for storage, with a view to create a tram exhibition as part of the regeneration of Wyre Dock in Fleetwood. Unfortunately this was not to be; bereft of meaningful support or interest from the local authority, the group decided to dispose of the trams for further social and leisure schemes elsewhere.

Built in 1934 by English Electric at Strand Road, Preston, No. 710 was originally constructed as an open-top tramcar and unusually retains its chrome handrails and door fittings, swing-over seating and half-drop windows, with the top deck's curved corner glazing remaining unaltered from its wartime enclosed conversion.

On December 8, 1986, it was seen by more than 11 million viewers on



Car 710 could be dismantled for scrap unless a firm offer of a new home is received for it soon. JOHN WOODMAN/FHLT

Coronation Street when it killed the main antagonist Alan Bradley as he pursued Rita Sullivan along the seafront in one of the long-running soap's most famous moments.

The heritage depot at Blackpool Tramway's Rigby Road has a surplus of this design in various forms and as such the FHLT has not pursued that option, hoping that there may be a solution forthcoming from elsewhere in the country, even if not of a heritage transport profile.

Two other vehicles in the collection – Brush car No. 290 and motor unit No. 678 – have been transferred to the East Anglian Transport Museum at Carlton Colville in Lowestoft, to which FHLT has also donated track it received from Blundell Street Depot to aid the museum's expanding site, which includes a new two-track depot as part of the extension to the running line. A third car has been taken by a local school for use as a special classroom.

Trustee John Woodman is working to ensure that the remaining collection is dispersed during 2022. This includes a sub-station control panel section from the 1920s, used to control power over the tramroad between Cleveleys and Fleetwood Ferry.

To express interest or for further information, contact John Woodman by completing the contact form online at www.tramtalk.co.uk/contact

Two new Patriot driving wheels cast

THE first two of six replacement driving wheels for new LMS Patriot 4-6-0 No. 5551 *The Unknown Warrior* have been cast by William Cook Cast Products in Sheffield.

A small amount of repair work on the wooden pattern was undertaken before casting could take place. The pattern was loaned again by Tyseley Locomotive Works, which originally had the



The new Patriot driving wheel castings. COOK CAST PRODUCTS/ LMS-PATRIOT PROJECT

pattern made for Jubilee 4-6-0 No. 45699 *Galatea*.

The Patriot needs the six new wheels after cracks were found in the original castings.

The two new driving wheel pan castings are now being prepared for testing and inspection. Once these have passed satisfactorily, the remaining castings will be produced and tested, until six good castings are available. The next stage will be proof machining of the castings.

Orders have also been placed for the supply of six driving wheel tyres and the machining and assembly of the new driving wheel sets.

→ Donations to help fund the new driving wheels can be made via www.lms-patriot.org.uk or cheques can be sent to: The LMS-Patriot Company, The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

Quarry building rediscovered – with hopes to rehome it

WHEN Rocks by Rail: The Living Ironstone Museum in Rutland received an email from a local resident offering the Cottesmore venue a garden shed, it was subsequently revealed that this was no normal domestic outbuilding. It was found that a structure was formerly sited at the Colsterworth Ironstone Quarry, near Grantham.

Believed to date from the 1950s, it would have been used for administrative purposes for the quarry until closure in 1973. The building was subsequently dismantled and acquired by the previous resident of the property in the village near to the museum, with the current owner looking to remove it to allow landscaping of the garden.

The building was inspected by three museum trustees, who found it to be "fair in condition for its age, but will require of bit of TLC and a repaint."



The rediscovered quarry shed now bound for Rocks by Rail. RBR

Plans for the dismantling and transfer of the building were being prepared, but re-erection on the museum site will require planning permission from the local council. It is proposed to rehome the structure at the start of the site's Quarry Trail.

Volunteers and donations for the project are sought. For further information, email curator@rocks-by-rail.org or call 01572 868415.



Met 1 Appeal

Quainton Railway Society hopes to raise £70,000 to get Metropolitan No.1 back on the rails for her 125th birthday



Help us get this graceful lady back up and running for her 125th birthday in 2023! To donate to the appeal:

- Visit the donations page on our website: bucksrailcentre.org
- Make a payment over the phone on 01296 655720.
- Send us a cheque for Quainton Railway Society Ltd, quoting 'Met 1 Appeal' on the envelope, to the address below.

All funds received will be held in a protected account and only used on returning this unique locomotive to working order.

Donations can be made easily at: www.bucksrailcentre.org
Buckinghamshire Railway Centre, Station Rd, Quainton HP22 4BY

61673 Spirit of Sandringham is getting Ready to Roll

Join us to complete the Rolling Chassis and Beyond

B17 locomotives were the only 4-6-0 locomotives designed by Gresley. In preservation; they are the missing link of GER / LNER 4-6-0 locomotive design, sitting between the B12 and B1 in locomotive evolution.

The B17 Steam Locomotive Trust is creating a new-build B17 locomotive to operate on the national network and Heritage Railway Centres to fill this void.

As a charity, the Trust is delivering public benefit by providing education and training opportunities in Science and Engineering subjects from GCSE to Degree level courses.



Progress and Plans

2019: Static Chassis completed and passed for main line use.

2020: Project relocated to Sheffield, City of Steel, home of several major suppliers to the project.

2021: The first cast components for the Rolling Chassis were completed.

2022:

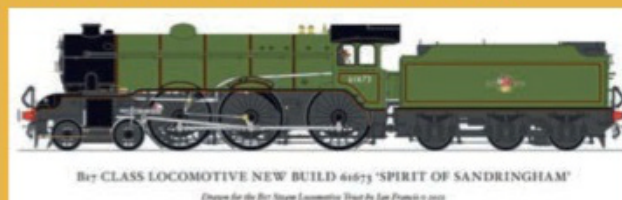
- All driving wheels cast.
- Major components - tyres, driving and bogie axles, associated bearings and housings ordered.
- Detail design work started on the bogie wheels and frame, and cylinders.
- Smokebox design, will incorporate improvements resulting from research collaboration with Sheffield University.

2023:

- Assemble the completed rolling chassis components and fit them to the static frame.
- Fabricate smokebox, bogie frame, cast bogie wheels and assemble the complete bogie.



For further information on the current status of our new build project, visit our website - www.b17steamloco.co.uk



VOLUNTEERING

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iwanttovolunteer@swanagerailway.co.uk

Schoolchildren admire *Poplar* as 'Terrier' returns to its Poplar roots

By Geoff Courtney

PROUDLY wearing a livery it had not carried for more than 120 years, A1X 'Terrier' No. 70 *Poplar*, currently the oldest operational former BR steam

locomotive in preservation, returned to its roots on June 15 – in Poplar, the east London district after which it was named 150 years ago.

The 0-6-0T emerged from the LBSCR's Brighton Works in

December 1872 as No. 70 *Poplar*, so continuing the company's practice of naming its locomotives after places it served. After spending 29 years on London suburban trains it was sold in 1901 for £650 to the then newly-opened Rother Valley Railway, which changed it to No. 3 and renamed it *Bodiam*.

The RVR became the Kent & East Sussex Railway in 1904, and the 'Terrier' remained there until 1954, when the line was closed by BR to passenger traffic. It was transferred to St Leonards (74E) and operated as No. 32670 on the Hayling Island branch line until withdrawal in November 1963.

Saved and preserved

Rather than meeting an ignominious end in a scrapyard, however, the 91-year-old was saved for preservation and within five months had returned to the Kent & East Sussex Railway, which was being reborn as a heritage line and where it had previously worked for more than half a century.

It re-entered service in 1974 when the line was partially reopened by preservationists and in 2017 was withdrawn on the expiry of its boiler certificate. Its joint owners, the Terrier Trust and KESR, decided the overhaul would include returning the little engine in LBSCR 'improved engine green' as No. 70 *Poplar*, in which guise it had been built in 1872 and was last seen in 1901, and to have it back in service this year for its 150th birthday.

And so it was that, as reported in last month's issue, the 'Terrier' was ceremoniously unveiled at Tenterden Town station on May 31 and re-entered traffic two days later. That, though, wasn't the end of the

A1X being the centre of attention, for within two weeks it was on its way to London's East End, an area of the capital in which it spent its first 29 years on suburban traffic.

Lottery grant

The reason for the move from Kent to the Docklands Light Railway depot in Poplar was that the 0-6-0T had become part of an educational programme for primary schools, backed by Tower Hamlets Council, Global Learning London, and the National Lottery Heritage Fund with a £33,000 grant.

No. 70 went on display at the DLR depot on June 15, when a class of schoolchildren participated in educational activities based around the 'Terrier' and also undertook a naming ceremony. It remained there until June 22, during which time it was viewed by more than 700 primary-age children during six schooldays and by members of the public over the weekend of June 18/19.

The educational programme covers history – such as how railways transformed the way people live – geography, science, art, and English.

Steve Nyakatawa, Tower Hamlets' director of education, told *Heritage Railway*: "It explored the history of steam locomotives in their area and strengthened their sense of place in the community."

"After much work in the classroom, it was exciting for the children and reinforced their learning by being able to visit the actual steam engine that travelled through their city 150 years ago."

Tom Page, general manager of the DLR, said the visit of No. 70 was "a thrilling chance to engage schoolchildren" and spoke of his



Little and large: Overlooked by the 45-storey HSBC building at Canary Wharf and with a Docklands Light Railway train running behind, former LBSCR 'Terrier' No. 70 *Poplar* is ready for its audience at the DLR depot in Poplar on June 15. CHRIS DAVEY/KESR

Severn Valley now has a new Monopoly on games

THE Severn Valley Railway is branching out into the family games market with its own versions of Monopoly and Top Trumps.

The games have been adapted to feature iconic locations like Victoria Bridge and Falling Sands Viaduct, and locomotives associated with the heritage line.

Players of SVR Monopoly can buy, sell, dream, and steam their way to riches as they make their way around the board. Pick up a chance or community chest card and you might find yourself paying a fine because your locomotive is blocking the line, or collecting a bonus because your pre-

departure checks are complete!

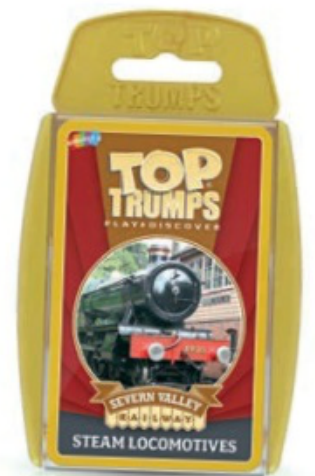
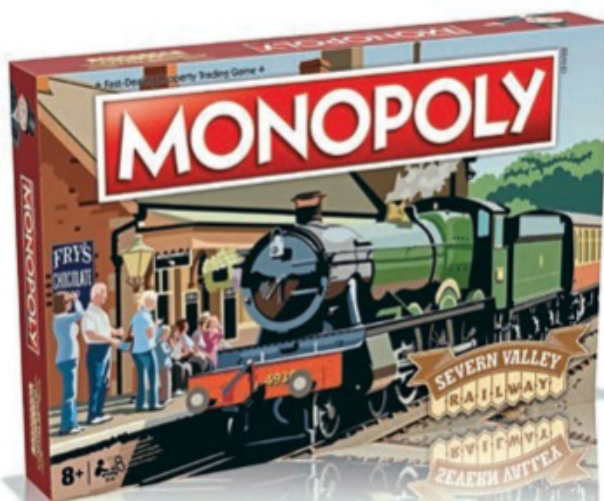
The specially-commissioned SVR Top Trumps game features 30 steam locomotives with close associations to the railway. Each one comes with a fact file and all-important and competitive statistics that players can use to beat their opponent, as well as to build up heritage steam knowledge.

SVR managing director Helen Smith said: "We've been working hard behind the scenes to create these very special games."

"We are expecting a huge demand as these are completely unique products and will only be available through our online shop at svrshop.co.uk or at our on-site shops.

"Monopoly and Top Trumps are household names from world-renowned brands. Our exclusive versions will make perfect birthday or Christmas gifts and are set to become collectors' items in the future."

The SVR's Monopoly and Top Trumps are available to pre-order now, and will be delivered in the autumn.





School days: Watched by the footplate crew of driver Ian Scarlett (left) and fireman Nathan Tutty, children from Marner Primary School in Bow, east London, crowd around 'Terrier' No. 70 *Poplar* after its informal naming ceremony at the Poplar depot of the Docklands Light Railway on June 15. CHRIS DAVEY/KESR



Learner driver: Arisa, a 10-year-old pupil at Marner Primary School in Bow, tries her hand on the regulator on June 15 during the visit of the 'Terrier' to the Poplar depot of the Docklands Light Railway. A relaxed-looking Ian Scarlett, driver, looks on. CHRIS DAVEY/KESR



Back to the past: Ex-LBSCR A1X 'Terrier' No. 70 *Poplar* pauses at the Kent & East Sussex Railway station of Tenterden Town on May 31 after an overhaul that has seen the 0-6-0T return to a livery, name and number last seen in 1901. HORNBY

pride in everyone who had helped to make it happen, while Tom White, chairman of the Terrier Trust, said: "Thanks to National Lottery players we were able to create

this ground-breaking education project centred on Poplar, dating from 1872, the year of the first FA Cup final."

KESR trustee Robin White added:

"The railway has run 'Terrier' locomotives for 120 years and loves to share them with visitors.

"It was a privilege and pleasure to bring Poplar to the capital."

'Terrier' Newport to visit Bluebell for Fenchurch 150th event

THE Isle of Wight Steam Railway's 0-6-0T A1X Terrier locomotive No. W11 *Newport* will be making a rare foray away from its home turf when it pays a visit to the Bluebell Railway this summer.

As part of the Terrier 150 celebrations this year, the Sussex line will be marking its own Terrier No. 672 *Fenchurch's* birthday over the weekend of July 29 to 31.

No. 672 is believed to have been the first 'Terrier' to enter service in 1872, thus making it the oldest-surviving member of the class. When it arrived on the Bluebell in 1964, it was also famed as being the oldest working locomotive on BR.

Fenchurch was rapidly approaching the end of its overhaul as this edition went to press. After spending several decades in LBSCR livery, it is to return wearing Stroudley's improved engine green for the first time in preservation.

Also set to appear at the event is No. 70 *Poplar* from the Kent & East Sussex Railway, which is also wearing improved engine green. The July event will see vintage vehicles on display to mark transport history over the years since No. 672 was built. Friday and Saturday will see a dog show put on, including a special class for 'terrier' breeds, while the Sunday will see the annual Toy and Collectors Fair return to Horsted Keynes. Hands-on activities for families will also be available.

Visit www.bluebell-railway.com to find out more.

Horsted Keynes drinks licence has been extended

THE Bluebell Railway has been granted an extension to its licence at Horsted Keynes to serve alcohol and stage entertainment.

The application was approved by Mid Sussex District Council's liquor licensing committee on May 26.

The extended licence will allow the railway to serve alcohol and lay on recorded and live entertainment, indoors and out, between 10am and 11pm every day – but not the 8am start that the railway asked for.

In addition, events must finish at 10.30pm on Sundays unless the following day is a bank holiday or public one.

The committee also stipulated that the railway must give its neighbours four weeks' notice of all events expected to be attended by up to 500 people.

Help secure rare parts for new 'first' Ivatt diesel recreation initiative

THE IVATT Diesel Recreation Society has issued an appeal for £30,000 to buy unique parts for its project to recreate LMS No. 10000, Britain's first successful main line diesel.

Before the Covid-19 pandemic began, the society launched the President's Centenary Appeal to establish a fund to buy key components as and when they became available. So far, supporters have donated £58,000.

Engine spares, traction motors, manganese liners and bogie parts are needed to complete the rolling chassis

A statement said: "The designs are all about 70 years old, so parts are extremely scarce.

"Some of these unique spares are set to become available this summer and £30,000 is

required to ensure that the society can obtain them at short notice and transport them to our base at Winkworth.

"We urgently need this additional money to avoid missing the opportunity to obtain these, otherwise unavailable parts. We have been advised that some of these critical parts are about to become available; most are in the UK while some are located in The Netherlands."

The chassis of Class 58 No. 58022 has been stripped and will be modified as the basis of the new No. 10000, the original having been scrapped in 1968.

→ **Donations may be made by bank transfer to Ivatt Diesel Recreation Society (sort code: 30-94-77; account: 50405860).**

Britain's all-new heritage railway is officially launched

By Robin Jones

IT HAS been six years in the planning and making – now, Britain's latest all-new heritage railway has opened. On May 27, the Lord Lieutenant of

Lincolnshire, Toby Dennis, unveiled a plaque to formally open the Ropsley Heath Light Railway before driving *Nimrod*, the line's first steam locomotive, through a ribbon in front of a party of invited guests, including

Heywood Society members.

From his childhood days, Robert Holland has been an avid enthusiast. He began by making models, and in his adult life became a funeral director in Grantham before moving

to the five-acre Glebe Farm, outside the nearby village of Ropsley.

Having partially retired, Robert suddenly realised that the space around his new home would easily be sufficient to build a railway – but one that would be somewhat bigger than the train sets of his boyhood.

In 2017, he drew up plans for a circular half-mile 10 ¼in gauge track and began building it the following year, with the help of enthusiast friends and about 20 volunteers.

A growing fleet

He then commissioned No. 1 *Nimrod*, the line's first locomotive, a half-size replica of a Welsh quarry saddle tank but with a tender.

Equipped with a marine-style stayless all-welded boiler, it was built by Station Road Steam of Metheringham, also in Lincolnshire, and entered service in autumn 2019 carrying the name *Nimrod* – a work by the composer Elgar, a Greek god, and, most poignantly, Robert's father's pet name for him. Its two 3 ½in cylinders make it ideal for hauling heavy loads.

The next locomotive would be a Ruston lookalike four-wheeled diesel, *Belvoir Castle*. Built by renowned local engineer Gav Motley, it is powered by a three-cylinder Kubota engine.

Then came *Stuart*, an electric tram commissioned in June last year and also built by Gav. It is easy to drive, especially for beginners.

It is named after Stuart Ravell, who in 1985 became known after building his own 10 ¼in gauge railway around his home in an old watermill in Kirkby Green near Sleaford. It was Stuart and his Kirkby



Under the watchful guidance of owner Robert Holland, who learned the skills of a fireman on the North Yorkshire Moors Railway, the Lord Lieutenant of Lincolnshire, Toby Dennis, drives *Nimrod* through the ribbon to formally open the Ropsley Heath Light Railway. RICHARD HALL PHOTOGRAPHY



The turntable at Ropsley Heath station. ROBIN JONES



Tony Dennis, the Lord Lieutenant of Lincolnshire, unveils a plaque to mark the official opening of the railway on May 27. RICHARD HALL PHOTOGRAPHY



Diesel Belvoir Castle prepares to head a train of guests from the Grantham Twinning Association, including visitors from Grantham's twin town of Sankt Augustin in Germany on June 17. ROBIN JONES

Green Light Railway – a 1½-mile private line which is also open by invitation only – that inspired Robert to design and build a line of his own.

A fourth locomotive is now under construction in the form of *Lincolnshire Yeomanry*, a half-size replica of Ffestiniog Railway Hunslet 2-4-0STT *Linda* being built by Adrian Grimmett, of Engineers Emporium in Nuneaton.

About 900 tons of ballast were used on which to lay the track, and the 107ft long Glebe Tunnel was created by burying using 8ft diameter motorway drainage pipes with portal stonework matching Robert's house. Points were produced by Tony Martin of Anglesey.

A set of electronically-operated traditional-style level crossing gates provide an entrance to the farm across the railway, and an engine shed containing a workshop stands alongside Ropsley Heath station.

'Priceless'

Progress on completing the railway was hampered by the Covid-19 pandemic, and a carriage shed to house to newly-built coaching stock was completed just before the formal opening of the line. The first of the carriages were delivered in late 2020, and the venue also has a 60ft long G scale garden railway.

Father-of-one Robert, who lives at the farm with his partner Wendy, said: "I've always said a family house is not a family house without a train set. As a boy, I was fascinated by railways and general model-making. Now, here I am with my own railway track in my back garden.

"I couldn't estimate how much it's worth either, but it's priceless to me."

The opening ceremony was attended by Coun Helen Crawford, the chairman of South Kesteven District Council, the Mayor and Mayoress of Grantham, Mr and Mrs Graham Jeal, the vicar of Ropsley, Dr Anna Sorensen, and Lady Sarah



No. 1 Nimrod being prepared at Ropsley Heath station for service. ROBIN JONES



Belvoir Castle and its train emerges from Glebe Tunnel. ROBIN JONES

McCorquodale, an elder sister of the late Diana, Princess of Wales.

Proceedings were accompanied by music from the Sleaford Concert Band.

The private railway, which is run and maintained by volunteers, is open to visits by invited groups. More details can be found at <http://rhlr.epizy.com>



Reflecting owner Robert Holland's business as a funeral director, he is seen here with a special hearse wagon constructed to run on his railway, echoing somewhat the London Necropolis Railway which, from November 1854 until its Waterloo terminus was badly damaged in an air raid in April 1941, carried the deceased and mourners 27 miles to Brookwood Cemetery. ROBIN JONES



Lineside vegetation pruning carried out aboard electric tram Stuart. ROBIN JONES



Glebe Summit: Its 280 feet is mountainous by the standards of much of Lincolnshire. ROBIN JONES



The station nameboard. ROBIN JONES

Mid-Norfolk runs first passenger service trains north of Dereham

By Robin Jones

THE Mid-Norfolk Railway has relaunched its 2022 running season with the first passenger service to run north of Dereham since BR closed the line in October 1964.

The new service will see two trains travel north each day to Hoe Crossing as part of the green DMU timetable.

Meanwhile, all other trains are running a shorter distance south – five miles to Thuxton station instead of to Wymondham Abbey station – while engineering works on the line are completed.

The running season additionally sees a new orange diesel-hauled timetable featuring the line's resident Class 14, Class 33, and, on occasions, one of the Class 47s.

The railway has also found a coal supplier, allowing the blue steam service timetable to continue.

Its trains will be hauled either by resident BR Standard 4MT 2-6-4T No. 80078, which returned to the line on June 15 following loan spells at the Swanage railway and more recently the Epping-Ongar Railway (see News, pages 36-37), or 1956-built Hunslet Austerity 0-6-0ST No. 22, which is on hire from the Appleby-Frodingham Railway Preservation Society for the season.

Mid-Norfolk chairman Charlie Robinson said: "After the disappointment and uncertainty of our postponed reopening caused by longstanding engineering issues that the railway faces and the impact of lost income from the



BR Standard 4MT 2-6-4T No. 80078 over the inspection pit at Dereham following its return to the line on July 15. It will be rostered to haul trains from Dereham to Wymondham Abbey station once the current trackwork is completed by July, and the blue steam timetable will run on most weekends during the school holidays. MNR vice president and engine owner Stewart Robinson said: "I am pleased to see 80078 back after its recent travels. Together with the rest of the railway's steam crews, we are all looking forward to once again working the engine during this summer's steam service." MNR

cancelled 'Polar Express' service last Christmas, the railway has decided to relaunch its running season as a consolidation exercise.

'Small step'

"The MNR expects to restart services to Wymondham Abbey in time for the school holidays in July. Despite this delay, however, we have still been able to start a new regular service running north from Dereham, which marks an important point in the railway's history and is another small step towards the eventual return to County School."

The reopening of the line south of Thuxton for passenger service will follow the completion of the relaying of a section of track between Thuxton and Hardingham, which will see the worn-out wooden sleepers lifted and replaced.

In the meantime, No. 80078 will go back into service on the current route to Thuxton and return, a 10-mile round trip that gives passengers the opportunity to see the new station buildings nearing completion and the signalbox. As part of the current works, a section

of the track near Bridge 1675 over the River Tiffey will have the track realigned to remove the excessive curves that BR introduced when the line was singled and one of the two parallel metal single bridge spans was removed.

During the singling process, much of the surviving Down line was retained for freight use by BR, but near Bridge 1675, the Up line was retained.

In 1983, when the Up line bridge span was removed for re-use elsewhere, the line had to be slewed to allow the remaining Down line bridge span to be used. This solution created the tight curves that cause excessive wear to both the track and wheel sets which are now being addressed.

Both track issues have been long known about, but they have had to wait to be resolved until now as higher priorities were addressed in recent years.

Kids go free

Throughout the 2022 season, the railway will once again be running the popular steam-hauled 'Breckland Fryer' fish and chip trains in the evenings and afternoon cream tea trains on selected running days.

The railway will continue to run the Kids Go Free family tickets that were successfully introduced in 2021 on all standard running days, but not on special events or special trains.

The MNR shop at Dereham station now offers lines of merchandise and clothing that feature the railway's new 'Heart of Norfolk' logo.



Bound for the temporary southern terminus of Thuxton, Class 33 No. 33202 departs Dereham in May. MNR

Project has turned a Toad into a luggage brake

VINTAGE Train Project volunteers at the Swindon & Cricklade Railway have now finished luggage brake No. 422.

The vehicle is a conversion from a standard Toad open veranda goods brake van and is intended to run with the already-restored Taff Vale Railway coach No. 73.

No. 73 is a single four-wheel vintage carriage with no guard's facilities, and does not provide a viable passenger train. However, with No. 422 providing guards' accommodation, and with the ability to accommodate wheelchairs, the running of a complete – albeit small – vintage train is possible.

The conversion is intended to convey the spirit of a 19th-century vehicle once common on smaller railways. The style is that of builders of the time, such as Ashbury, thereby in keeping with the lines of No. 73. As well as disabled access, the vehicle will offer an interpretation of the range of traffic carried on rural railway backwaters before Grouping.

Completing No. 422 has taken longer than expected, partly because of engineering complications. Existing faults had to be rectified and safety issues regarding converting a goods vehicle to a passenger carriage had to be addressed. Because it had been stored outside, some of the external



Luggage brake No. 422 has been converted from a Toad brake van. VTP

panels had deteriorated, so some remedial bodywork was also required.

The group is continuing to restore its other coaches, Cambrian Railways Nos. 104 and 110, and North London Railway No. 111, none of which have chassis. However, the group has a suitable chassis for No. 111, although it needs much attention, and a donor CCT van will provide a chassis for 110.

The group is currently housed in a polytunnel at Blunsdon, which is now showing its age and will not be tall enough to house the bodies once mounted on chassis. Volunteers are therefore planning to construct a steel-framed building so work can continue on completing the current projects and gradually increase the length of the vintage train.

→ Anyone who would like to join the volunteers in restoring these coaches is invited to email swindonvtp@gmail.com. Donations towards the cost of the new shed are welcome. Cash or cheques can be dropped into the polytunnel or posted to: The Treasurer, Swindon & Cricklade Railway, Blunsdon station, Tadpole Lane, Swindon SN25 2DA, marked for VTP.



Inside the converted Toad. VTP

New £150k appeal to restore Cawledge Viaduct is launched

A NEW £150,000 Bricks and Pieces appeal to fund the second phase of repairs to the Aln Valley Railway's Cawledge Viaduct has been launched.

The 172-year-old seven-arch structure, which was designed by Robert Stephenson to carry the Alnwick branch over the gorge of the Cawledge Burn, is said to be the world's oldest masonry viaduct on a heritage line.

The first stage of the repairs involved waterproofing the deck, for which supporters raised £100,000 in just six months, enabling the work to be carried out at the end of last year.

The second phase centres on repairs to the damaged archways beneath the viaduct.

The railway is inviting supporters to sponsor sections of the viaduct in a series of packages ranging from £50 to £1000.

AVR trustee Gemma Maughan said: "As we launch this appeal, we are very much aware



The 172-years-old Cawledge Viaduct which carries the Aln Valley Railway. RUSSEL WILLS/ CREATIVE COMMONS

that there is currently a cost of living crisis that is affecting our supporters. It also affects the railway.

"We are all tightening our belts, which is why we recognise the value and importance of any donation which people can make even more than ever."

→ To donate to the Bricks and Pieces appeal, visit www.alnvalleyrailway.co.uk

Chris Austin becomes WSR trust president

CAREER railwayman Chris Austin has been appointed as honorary president of the West Somerset Railway Heritage Trust.

Chris, a WSR volunteer for 35 years and a trust member for the past 14, is currently secretary of the All-Party Parliamentary Group on Heritage Rail,



Chris Austin OBE. WSR past chairman of the Heritage Trust, and a former West Somerset Railway Plc chairman. He is a member and past president of the Retired Railway Officers' Society and a member of the Avocet Line Rail User Group in Devon.

He retired in February 2009 as head of public affairs for the Association of Train Operating Companies (ATOC) after a career of 42 years – 30 with BR, finishing as the board's director of policy and parliamentary affairs.

He has also been an executive director with the Strategic Rail Authority, responsible for producing the Government's policy on Community Rail Development. In retirement he was a board member of the Association of Community Rail Partnerships until March 2016.

Chris holds a Master of Arts degree from Cambridge University, is a Fellow of the Chartered Institute of Logistics and Transport, and was awarded the OBE in 2006 for services to the railway industry. Together with Lord Richard Faulkner of Worcester, he has written two books on the social and political history of rail closures, *Holding The Line* (2012) and *Disconnected! Broken Links in Britain's Rail Policy* (2015).

Lifetime of achievements

In 2017 he was given a special contribution award by the West Somerset Railway on completing 30 years as a volunteer, and in 2018 was presented with a lifetime achievement award by the Association of Community Rail Partnerships.

As trust president, Chris succeeds Lady Elizabeth Gass, who has stepped down from the role on health grounds. He said: "It is an honour to take over the mantle from Lady Gass, whose great great grandfather was the founder and first chairman of the railway.

"I am excited to be taking on the role at the time when the trust has become more effective in its support for the West Somerset Railway, reaching out to schools and families, providing a museum worthy of the railway, and making a start on the huge task of restoring its historic coaches.

"I shall continue as a museum steward and with carriage restoration, working with the great group of volunteers who, together with the trustees, provide a better experience for the railways visitors".

Trust chairman Mike Thompson said: "We are delighted that Chris has agreed to become our next president and thank Lady Gass, as our outgoing president, for her invaluable support of the trust over many years.

"Chris's nomination received overwhelming support from the board, and he comes with a huge pedigree in the railway heritage world. He is widely respected across the WSR and the wider railway community, even reaching into parliamentary circles with his participation in the All-Party Group.

"His work and influence supporting the trust over many years is probably unparalleled in our history. I know he will continue to bring huge credibility and respect to the charity as our next president."

West Somerset diesel gala remembers Fab Four with a trip back to the 1960s



Above: Class 17 D8568 rounding the curve over the cliffs at Doniford Bay with a Minehead to Norton Fitzwarren working on June 10. DON BISHOP

Inset: During the visit from The Beatles in March 1964, excited crowds turned out to watch their five-coach special train pass. It stopped at Crowcombe Heathfield to shoot a scene where the band ran along the platform shouting, and Ringo and George grabbed bikes to ride. The purpose of the train journey was to film the first 20 minutes of the movie showing the events of a typical day-and-a-half in the life of the group. During the visit, Ringo came up with the title *A Hard Day's Night*, recalling a tough all-night session in a recording studio. WSR.ORG.UK

By Robin Jones

BEATLEMANIA returned to Somerset in June – 58 years on.

The West Somerset Railway's June 9-11 diesel gala celebrated 1960s services on the branch and included a Beatles Special. It was in 1964 that the Fab Four travelled on a special train from Paddington to film sequences on the branch line for their first movie, *A*

Hard Day's Night, playing out scenes at both Crowcombe Heathfield and Minehead.

During the gala, both stations, displayed photographs and memorabilia, with Class 35 Hymek D7018 heading a 'Beatles Special' carrying the same headcode, 1Z46, as that in the film.

The worldwide smash-hit was nominated for two Academy Awards,

but The Beatles split up seven years later, around the same time that the Minehead branch line was axed by BR.

On the Saturday, tribute band the Liverpool Beatles, the Estrellas, and Helen Pearson were booked for an evening dance on Minehead station platform.

An intensive service of up to 12 trains each way a day featured the home diesel fleet, including Hymeks

D7017 and D7018 and Class 33s D6566 and D6575, alongside visitors including South Devon Railway-based Class 25 D7612, and the Diesel Traction Group's Class 17 D8568 – the last of its kind making its first visit to Minehead, which is based on the Chinnor & Princes Risborough Railway and had just visited the Severn Valley Railway. Sadly, D7017 failed on the Thursday afternoon with a suspected cylinder head gasket failure and associated oil leak. Some adjustments were accordingly made to the locomotive roster and the event continued as planned.

On Saturday, June 26, Paul McCartney made a return visit to Somerset just after his 80th birthday when he topped the bill at the Glastonbury Festival, playing a 36-song set.

→ The group's one-off trip to West Somerset is recalled in a feature online at www.wsr.org.uk



Visiting Class 25 D7612 approaches Stogumber en route to Minehead on June 10. DON BISHOP



Diesel & Electric Preservation Group-owned Hymek D7018 passes Leigh Woods with a Minehead-bound train on June 10. DON BISHOP

Free train for would-be volunteers aims to fill vacant roles on West Somerset

THE West Somerset Railway will be running a special volunteer recruitment train on Sunday, July 24.

There are vacancies in all departments, and the train will highlight what volunteering on the

line involves and the benefits to be gained.

Over-18s can travel free of charge on the 10am service from Minehead to Bishops Lydeard or the 12.30pm service from

Bishops Lydeard to Minehead and meet some of the volunteers.

Refreshments will be supplied, and would-be volunteers will be free to travel back on any scheduled service. Jobs on offer

range from staffing the booking office, platforms, retail and catering departments and the information office at Minehead to gardening and travelling ticket inspectors. Any training needed will be provided.

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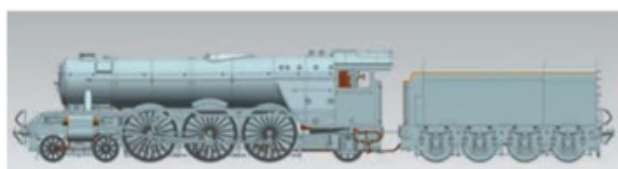
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The LNER A3

The world famous "Flying Scotsman" is probably the name that most readily comes to mind out of the 78 A3's that saw service on Britain's railways.

All locomotives received double chimneys by 1960 and subsequently most were fitted with German style "trough" smoke deflectors following complaints from drivers in respect to poor visibility. 4472 was the first steam locomotive to be officially recorded at 100 mph. The A3's saw service over most parts of the LNER system. The final locomotive, 60052 was withdrawn in 1966. Before the war the A3's were painted in LNER green livery, but carried unlined black 1939-45. They were re-painted in LNER green following the war. A majority of locomotives then carried BR blue livery before all were re-painted in BR brunswick green with orange/black lining. Early, or later, lion crests were carried according to period.



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 - Safety valves
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 - Bronze cylinders with stainless steel pistons and valves
 - Sprung axle boxes with needle roller bearings
 - Piston valves
 - Mechanical lubricator
 - Outside Walschaerts valve gear
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Victory in the fight to reverse heritage bridge infilling

By Robin Jones

CAMPAIGNERS have been celebrating victory in their battle to have hundreds of tons of infilling concrete removed from below a disused Victorian bridge on a route which has been earmarked for a link between two heritage railways.

At its meeting on June 16, Eden District Council's planning committee refused retrospective planning permission to Government road agency National Highways for

the infilling project at the 1862-built bridge at Great Musgrave in Cumbria.

The bridge spans a vacant trackbed that could one day be used for a connection between the Eden Valley Railway and the Stainmore Railway at Kirkby Stephen East.

Celebration

The HRE Group is an alliance of engineers, sustainable transport advocates and greenway developers that sees the Historical Railways

Estate's 3100 disused structures (managed by National Highways on the nation's behalf) as a strategic asset.

It said it was delighted by the council's decision.

Although many of the structures in the portfolio are needed for future transport schemes, hundreds have been threatened with infilling or demolition.

The nationwide outcry over the infilling scheme prompted the Government to pause the agency's plans to infill or demolish dozens of other historic railway bridges elsewhere in the UK.

The bridge arch was infilled by 1,644 tonnes of gravel and concrete at a cost of £124,000. National Highways offered the council £450,000 to repair other structures on another section of the trackbed if it would allow the infill to remain.

'Kick in the teeth'

A statement by the HRE Group before the meeting said: "Infilling kicked the volunteers of two heritage railways firmly in the teeth.

"Their longstanding aspiration of unification – to boost the local economy – involved relaying a track beneath the structure which needed perhaps £20,000 of modest repairs to carry vehicles of 40 tonnes.

"Now, according to National Highways, rehabilitating it for rail traffic could cost £431,000 on top of the £124,000 frittered away on infill.

"National Highways has said it will remove the infill when it becomes the last obstacle to the railways'

reconnection, but this has no legal standing and offers no basis for enforcement."

After the meeting, a council spokesman said: "Eden District Council's planning committee has voted unanimously to refuse the retrospective planning application at Great Musgrave Bridge.

"The council will look to serve an enforcement order for the removal of the infill at the earliest opportunity."

No plans to appeal

HRE Group member Graeme Bickerdike, who spoke against the application, said afterwards that the bridge must now be allowed to return to its role as a valued heritage asset with a potentially useful future.

National Highways' head of the Historical Railways Estate programme, Hélène Rossiter, said: "We respect Eden District Council's decision regarding our planning application to retain the works at Great Musgrave and will not be appealing.

"We have listened to the feedback on this issue and earlier this year amended our processes to ensure full planning permission is sought before carrying out work like this in the future.

"Our new process of managing the estate, which has full stakeholder engagement, means we will review each structure against a range of criteria, not only for repurposing but also for heritage or ecological value.

"We will also no longer consider the infilling of any structures unless there is absolutely no alternative."



The infilled bridge at Great Musgrave, from which National Highways must now remove the concrete. HRE GROUP

The Railway Children Return – arriving at your local cinema now

THE world premiere of the new feature film *The Railway Children Return* was scheduled to take place at Oakworth station on the Keighley & Worth Valley Railway on July 3.

Invited to attend the premiere were cast members Jenny Agutter, Sheridan Smith, Tom Courtenay, John Bradley, Beau Gadson, KJ Aikens, Austin Haynes, Eden Hamilton and Zac Cudby, along with director Morgan Matthews, producer Jemma Rodgers and writer Danny Brocklehurst.

Afterwards, a special train headed by USATC S160 2-8-0 No. 5820 *Big Jim* was booked to head a special service to Keighley at 11.15am for a screening of the film at The

Picture House Cinema, Keighley. The London film premiere will be held on July 10 and will the film will arrive in cinemas on July 15.

New life

Set in 1944, three evacuee children are sent by their mother from Salford to Oakworth.

There to meet them on the platform are Bobbie Waterbury (Jenny Agutter, reprising her iconic role in the original film), her daughter Annie (Sheridan Smith), and grandson Thomas (Austin Haynes). With their help, the evacuees are soon settling into their new life in the countryside. When the children discover and



Sheridan Smith and Jenny Agutter starring in *The Railway Children Return*. JAAP BUITENDIJK/ STUDIOCANAL

befriend injured American soldier Abe (KJ Aikens) hiding on Oakworth yard, they are out to help him. The 1970 movie has been credited with

giving both the KWVR and the still-embryonic railway heritage sector a major publicity boost at a key stage in their histories.

Erlestoke Manor to go Cornish after overhaul

WR 4-6-0 Manor class No. 7812 *Erlestoke Manor* will be returning with a Cornish flavour from its current overhaul, being turned out in BR lined green with a Truro shedcode to represent its September 1959/1960 allocation to the West Country.

Recent work at Tyseley Locomotive Works has seen the boiler lagged and cladding fitted to both this and the firebox area, with painting progressing at a rapid pace. Cab pipework and a new steel floor has been fitted, with lining applied to the number and nameplates as well as the cab side.

The 3500 gallon tender No. T2334, which had been stored at the works since 2019, was also undergoing recommissioning, with a full examination carried out, light repairs undertaken, and a partial repaint where required. Fresh bitumen was applied to protect the surfaces of the coal space.

The Erlestoke Manor Fund also owns and is overhauling fellow class

member No. 7802 *Bradley Manor* at Tyseley. The original cylinder block suffered damage after a piston rod failure in 2019, and this has now been removed from the frames. The boiler was being prepared for examination and non-destructive testing to ascertain any work required while it is out of the frames.

The leading bogie will undergo some refurbishment too.

Large prairie No. 5164, another member of the fleet, is taking steps towards its own overhaul starting. Although it won't begin until after completion of No. 7802, the fund has been prudent in allocating budget to acquire some of the necessary components before material costs rise too steeply. Some of these orders have already materialised and been placed in storage, such as a pair of new springs for the radial truck.

An appeal is set to be launched for No. 5164 in the coming months; it is currently on display at Barrow Hill Roundhouse.



Conservation assistant Chris Binks (now retired) works on Queen Victoria's LNWR saloon. CHRIS WARREN

TV stardom for NRM 'cleaners'

THE National Railway Museum is to star in a new TV series on More4 this summer.

Cleaning Britain's Greatest Treasures will follow the museum's conservation team as they clean and maintain the 1906-built NER/LNER Dynamometer Car and Queen Victoria's 1869-built silk-laden LNWR saloon carriage.

Narrated by Sheridan Smith, the new series, produced by Whitworth Media, highlights the role of some of Britain's army of dedicated conservation cleaners who look after our national treasures. Other locations to feature in the series include stately homes, historic churches, and museums.

The programme aims to demonstrate the techniques and tricks of the trade used to clean and preserve historical artefacts, and each episode follows the cleaners at three locations around the UK, also including Beatrix Potter's Hilltop farmhouse in the Lake District, and a London church with fragile Portland limestone carvings.

The episode featuring the NRM is set to be broadcast in July. The museum has a dedicated conservation team which is supplemented by volunteers who work to ensure the collection looks its best for visitors. In the first episode,

retired conservation assistant Chris Binks returns to supervise trainee conservator Shoun Obana as they clean the Dynamometer Car.

It is crammed with antique analogue recording equipment that was used to record A4 Pacific No. 4468 *Mallard's* world speed record run in 1938.

The episode provides a snapshot inside the space that can normally only be viewed by museum visitors through the windows.

NRM conservation and collection care manager Emma Hogarth said: "Programmes such as this can be an important way to let people know about the conservation and cleaning work that goes on behind the scenes to help look after the National Collection."

As reported in the last issue of *Heritage Railway* magazine, the York museum is running a temporary exhibition in the Great Hall called *Royals on Rails* that explores the monarchy's love of railway travel. Visit www.railwaymuseum.org.uk/whats-on/royals-rails for more information.

Meanwhile, a new exhibition at York highlighting the future of the railway will run until summer 2024. Autonomous Technology looks at driverless transport and how it could take passengers to and from stations.



GWR 4-6-0 No. 7812 *Erlestoke Manor* is progressing rapidly inside Tyseley Locomotive Works on June 11. OWEN HAYWARD

Irish museum scores a first for steam loco cab simulator

By Hugh Dougherty

THE first steam locomotive cab simulator in Ireland is to be built at Donegal Railway Heritage Centre thanks to a E17,695 grant from The Heritage Council.

The cash will allow the heritage centre to build the cab which will incorporate digitally-operated controls visuals and authentic sounds and gauges, giving visitors the chance to see what it was really like to be in control of a Donegal railway steam locomotive.

Centre manager Niall McCaughan came up with the idea when he

visited the Railway Tavern, Fahan, housed in the former Londonderry & Lough Swilly Railway station on the Derry-Buncrana line, and saw the railway-themed restaurant's firebox grill, designed to resemble the cab of a Swilly locomotive.

"I was there with director Jim McBride for a launch of our Lough Swilly book and saw the firebox," he said.

"It got me thinking as to why we couldn't have a replica cab, with all the controls, to allow visitors to experience actually driving a steam loco over the railways through hills of Donegal.

"It will allow us to offer that experience until the day comes we have our own, *Drumboe*, back in steam. We're grateful to The Heritage Council for supporting us, and work is now underway on the design and build of the interactive cab, which will be the first of its kind in Ireland when it's complete later this year."

The idea for the simulator cab was fired up by Niall McCaughan's visit to the Railway Tavern, in Fahan, where a replica Lough Swilly Railway locomotive cab houses the restaurant's grill. DONEGAL RAILWAY HERITAGE CENTRE





Above: DHR Sharp Stewart 0-4-OST No. 19 (3518/1889) heads towards the balloon loop on Statfold Barn's main line during a 30742 charters event on June 7.
GRAHAM NUTTALL



Right: Davenport 0-4-0 No. 1586 of 1917 and Krauss 0-4-2T No. 4045 of 1899 *Sragi No.1* waiting to leave the balloon loop and take the goods train back up the line.
MATTHEW DITCH

Indian summer comes early at the Statfold Barn Railway

By Robin Jones

CLASSIC British-built steam that once served on India's legendary hill railways took pride of place at the Statfold Barn Railway's June 11/12 enthusiasts' weekend. Sweet Indian Steam brought the railways of the great subcontinent into focus, held to mark the 100th birthday of Statfold resident Hudswell Clarke 0-6-0PT No. 1172 of 1922 *Alpha*.

The 2ft gauge 12-ton P class locomotive, one of only five members of the class, was originally

ordered in 1915 for a customer in Rhodesia who subsequently cancelled. It was nine years before the locomotive left the Leeds works. Light railway specialist Robert Hudson, who was also based in the city, supplied it to Begg, Sutherland & Co for use at an Indian sugar mill.

Shipped from Birkenhead to Calcutta, *Alpha* was repatriated by Statfold from the Ryam Sugar Mill in India in May 2013, along with Davenport 0-4-0 No. 1586 of 1917 *Ryam Sugar Company No.1*.

Davenport, like other North American locomotive builders of the day, supplied engines to US-owned mills in Cuba and the Philippines. However, bucking the trend, No. 1586 was supplied to India.

No pressure

In 1917, UK manufacturing would have been committed to supplying the needs of the War Office, but when No. 1586 was ordered, there was no similar pressure on resources across the Atlantic as the USA had not yet entered the

First World War. When No.1586 arrived at Statfold from the Bihar State Sugar factory, it included the remains of a large tree that had grown through its motion.

Nonetheless, Statfold's workshops again carried out a first-class restoration and No. 1586 appeared in traffic in March 2015. *Alpha* made its UK debut a year later in March 2016.

The star guest at the locomotive was former Chiltern Railways chairman Adrian Shooter's 1889-built Darjeeling Himalayan Railway Sharp Stewart B 0-4-OST

Suitably dressed for the occasion, centenarian *Alpha* is seen departing Statfold Junction. GRAHAM LIGHTFOOT/SBR





Draped with Indian regalia, B class No. 19 stands at Statfold Junction on June 12, opposite another British-built sugar mill veteran, Hudswell Clarke 0-4-0ST No. 1056 of 1914 *Lautoka* No. 19, which was repatriated from Fiji. JOEY EVANS/SBR

No. 19 (later 778). A total of 34 class members were supplied to the DHR, but No. 19 is the only one that ever left India, let alone returned to the UK, and the sole example with a tender.

It served the DHR until 1962, after which US enthusiast Elliott Donnelley bought it. When he died, it was moved to the Hesston Steam Museum in LaPorte County, Indiana.

A devastating fire at the museum on May 26, 1985, damaged most of its railway equipment, including No. 19. When Adrian heard about this, he offered to buy No. 19 and transport it to his home near Bicester, where he built the mile-long 2ft gauge Beeches Light Railway in his garden.

Replicas built

The figure-of-eight line's station is named Ringkingpong, after a road in Darjeeling, while the locomotive shed is a replica of the DHR's at Kurseong. Adrian obtained two DHR coaches to run behind No. 19 and had two replicas built.

The private Beeches Light Railway is occasionally opened to invited



Tasmania Beyer Garratt 0-4-4-0T No. K1, on loan from the Ffestiniog & Welsh Highland Railways, passes Davenport 0-4-0 as it approaches Coogan Halt, which was renamed *Darjeeling* for the event. MATTHEW DITCH

guests and parties, and No. 19 has visited other venues.

Sweet Indian Steam, which was jointly organised by Statfold Barn and the Darjeeling Himalayan Railway Society, saw 11 locomotives in steam on the Saturday and 10 on the Sunday. An Indian bazaar took over Oak Tree station, which was

converted to Sukna station, with samosas and chai tea were sold to passengers arriving and departing.

The 16mm gauge Indian Hill Railway was also in attendance, along with various Indian narrow gauge locomotive models from The Steam Workshop. Free bus rides were provided by the Transport Museum

at Wythall, whose miniature railway was featured in issue 293.

The event was declared a great success and attracted about 2000 visitors.

*Statfold's biggest event of the year, Road, Rail and Ale 2022, will take place on September 11/12: details are at www.statfold.com



Another sugar cane veteran, Hudswell Clarke 0-6-0 No. 972 of 1912 *Lautoka* No.11 *Fiji*, heads past the Burton & Ashby tram station. MATTHEW DITCH



Glasgow-built DHR B class No. 19 heads a passenger working out of Statfold Junction on June 12. JOEY EVANS/SBR

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Bulleid Battle of Britain Pacific No. 34081 92 Squadron crosses over the River Nene as it arrives at Wansford during an evening freight photo charter on the Nene Valley Railway on Friday, June 17.
OWEN HAYWARD



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Visit GCR's 'odd station out' where no trains run

A SPECIAL open day is being held at the Nottingham Heritage Railway's Rushcliffe Halt – even though no services will be running.

The event at the under-restoration halt on the heritage line formerly known as the Great Central Railway (Nottingham) will take place on July 31, featuring exhibitions and tours.

The simple concrete halt was opened in 1911 to serve the neighbouring golf club. Built to a traditional station layout rather than the typical GCR island platform style and still remarkably intact, it has been described as the 'odd station out' on the heritage line.

Phil Sharpe, a member of the volunteer team restoring the station, said: "Rushcliffe Halt is a wonderfully atmospheric railway location even though it was never a grand station.

"Platforms and buildings have seen comings and goings that include the whole railway closing and being revived. Somehow it's survived and has quite a story to tell.

"Its rural location meant it stood and watched while famous Great Central express trains roared past but was never bothered with a frequent service!"

As parking is very limited at the halt and trains are not currently running to the station, a vintage bus service will connect it with the Nottingham Transport Heritage Centre three miles away. Refreshments will be available.

Phil added: "This could be the busiest the station has ever been in its life.

"We are looking forward to introducing ourselves to enthusiasts and the nearby and ever expanding community of East Leake. We may be a small station but we've got big ideas."

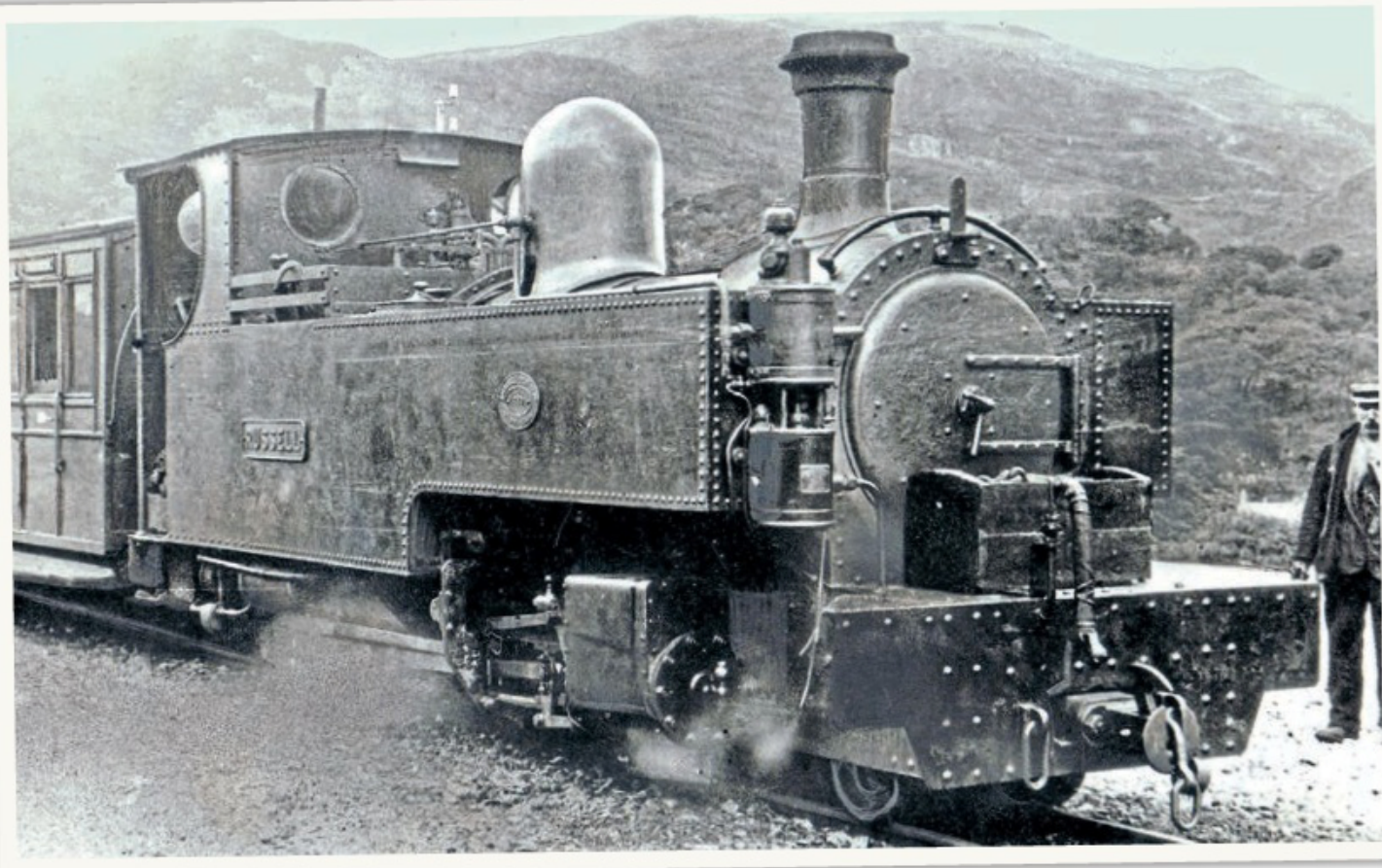
The station is also home to 1947-built Hotchley Hill signalbox, the brick and concrete 'postwar austerity' design of which has become iconic for railway modellers.

Volunteers have begun to equip the box with vintage signalling equipment and it is hoped that visits will be allowed during the open day.

Find out more about the railway online at www.gcrn.co.uk



Rushcliffe Halt will be open to visitors on July 31, even though no trains will be running. NHR



An icon's early days: Hunslet 1906-built Russell simmers at the West Highland Railway's Beddgelert station in 1923, shortly after the line had opened in its entirety from Dinas to Porthmadog. Driver W H Williams is standing beside the now preserved 2-6-2T, which is expected to star later this month in the railway's centenary event marking the line reopening to passenger trains after being closed during the First World War. LOCOMOTIVE & GENERAL RAILWAY PHOTOGRAPHS

Russell is set for starring role in WHR's centenary milestone celebrations

By Geoff Courtney

AS plans for next year's Welsh Highland Railway centenary celebrations and competition gather pace, a programme of activities later this month to mark another 100-year milestone have been unveiled by Nick Booker, chairman of the railway's heritage group.

The 1ft 11½in gauge line was opened in stages by North Wales Narrow Gauge Railways from Dinas Junction to Rhyd Ddu between 1877 and 1881, but, with the country in the midst of a world war, passenger services ceased in 1916.

In 1920, NWNHR was bought by the Aluminium Corporation of Dolgarrog, which two years later incorporated it into the Welsh Highland Railway and brought back passenger trains, and it is this centenary that is being celebrated on July 30/31.

It is hoped that *Russell* will operate trains over the weekend, a highlight that would appeal to enthusiasts and the public alike. This 2-6-2T is the only surviving original WHR steam locomotive and as such has gained iconic status that attracts attention whenever it runs.

Nick said that *Russell*, which was built by Hunslet Engine Co in 1906, would steam from its Boston Lodge shed in Porthmadog to Dinas, where it would be turned by low loader to face south, so replicating the way it worked after passenger trains were reintroduced in 1922.

He said the weekend's festivities would also include period rolling

stock, a display of vintage motor vehicles at Dinas, and even a vintage coach for photographers to 'chase the trains' as they run the nine miles between Dinas and Rhyd Ddu.

Ambition fulfilled

Following the return of passenger trains between Dinas and Rhyd Ddu in 1922, the Aluminium Corporation opened a southern extension from Rhyd Ddu to Porthmadog in June 1923, thus completing the entire 22-mile Dinas-Porthmadog line, which had been an ambition of the local slate industry in particular for decades.

Next year's competition, which is being sponsored by *Heritage Railway* and its sister publication *The Railway Magazine*, is being run to celebrate the centenary of that landmark opening, and Nick reports that a number of enthusiasts and scholars have already registered interest in entering the competition, which carries a cash prize of £500.

He also hopes that someone will have a 'light bulb moment' over photographs of the railway's development in the early 1920s.

"Despite the considerable scale of the extension project at that time, few photographs of the construction have emerged, and investigations into various archives continue," he said.

"Perhaps someone will have a 'light bulb moment' and remember where a suitable cache of old photographs is stored."

Even more elusive, he added, are contemporary movie films of

the work which may exist, as it was known that at least one major newsreel company visited the railway in the 1920s.

On announcing the competition earlier this year in *Heritage Railway* and *The Railway Magazine*, Nick said that the judges – Dr Dafydd Gwyn, who was awarded an OBE in the Queen's Birthday Honours for services to archaeology and history in Wales, and Gareth Haulfryn Williams – would be looking for the best piece of original research on the history of the WHR and its predecessor NWNHR, including the personalities and customers involved.

In addition to the two magazines, both of which are in Mortons Media Group, the competition is being supported by the WHR Society, the Welsh Highland Heritage Railway, and the Ffestiniog Railway. It is currently open for the registration of interest to submit an entry of between 3500 and 10,000 words, with a deadline of February 28 next year.

The winner will be announced during the celebration of the centenary of the 2023 opening through to Porthmadog over the weekend of June 23-25. Plans for this event have yet to be finalised, but Nick said it would be based at the southern end of the line at Porthmadog.

➔ Full details of the competition's rules, including the criteria on which the two judges will base their decision, may be obtained from nick.booker@welshhighlandheritage.co.uk

Crich crisis sparks overhead inspections

By Hugh Dougherty

THE crisis at Crich Tramway Village – that saw services suspended from May 18 at the popular working museum following the issue of a prohibition notice by the Office of Rail & Road inspectors who detected dangerous traction poles at two locations, as reported last issue – has sparked awareness of the need for ageing overhead equipment and traction poles to be inspected on heritage tramways throughout the country.

Summerlee Industrial Museum has taken the Crich issues to heart; some of its traction pole bases are 110 years old, originating from the electrification of the 3ft 6in gauge, Rothesay Tramways in 1902.

Museum manager Lu McNair said: “We follow ORR guidelines and, like other heritage tramways, have ongoing challenges with maintenance and repairs of our tramway’s overhead line infrastructure. Safe operations are our priority at all times.”

Also commenting on the effect of the Crich findings on heritage tramways using equipment mostly recovered from first-generation tramways and trolleybus systems that generally range from 50 to 80 years old, with some coming to museums after years of service with its original operators, is Alan Bertram, East Anglia Transport Museum trustee.

Reviewing and learning

He said: “Our overhead lines and traction poles for trams and trolley vehicles have been and are being regularly maintained and inspected.

“Naturally, in the light of the Crich situation, we will review our procedures in due course to see if any changes are necessary.”

Crich, which has ordered new traction poles to replace the ones supporting overhead span and trolley wires at its depot fan, and condemned by the ORR, was already addressing the challenge of using life-expired equipment before the inspection took place.

In early May, Crich general manager Dr Mike Gayler spoke of the balance that must be struck between safe operations, future-proofing heritage tramways and railways, and authenticity by combing modern equipment and materials with old.

“We were already assessing the use of modern, composite material span wires, such as used on a modern system such as Sheffield, which don’t corrode and can be used to replace original ones, without looking out of place,” he said.

“It’s a challenge that all heritage tramway and railway operators will recognise, but if we can’t



Traction pole bases like these at Summerlee came from the Rothesay Tramways and date from the electrification of the island system in 1902. Glasgow tram 1017 drops a school party at the museum’s mine cottages. HUGH DOUGHERTY



Left: The trolley reverser at Crich is made up of first generation tram and trolleybus span wires, hangers, ears and frogs, all of which are over the half-century. HUGH DOUGHERTY



Modern overhead wire construction on Crich’s near neighbour, the Sheffield Supertram, as tram 119 approaches Cathedral. Can modern equipment such as this be used in a museum setting? HUGH DOUGHERTY

operate, we don’t bring in revenue, and that would mean an end to authentic restoration of our historic tram fleet, so there’s little choice about blending modern materials, whether overhead line or track, into our operations.

“Done sensitively, there’s no reason why it won’t satisfy everyone, including the purists, while allowing safe and efficient operations to take

place using heritage trams for many decades to come.”

Due to safety issues around its tram depots, Crich was unable to run trams or permit access to the exhibition hall and indoor play area, and was open at weekends only during June 11/12.

For updates on the situation, visit www.tramway.co.uk/plan-your-visit/tickets/



The Severn Valley Railway team at the Visit England Awards. Left to right are: Michelle Bevon, Helen Smith, Mike Ball and Shelagh Paterson. SVR

Severn Valley is awarded top tourism accolade

THE Severn Valley Railway has been named as the winner of VisitEngland’s bronze award for Resilience and Innovation, beating off tough competition from hundreds of visitor attractions throughout England.

Chairman Mike Ball, managing director Helen Smith, Shelagh Paterson, of the SVR’s Charitable Trust, and Michelle Bevon, of the SVR Company Ltd, attended a ceremony at the Library of Birmingham, alongside representatives from other tourist attractions, hosted by broadcaster Clare Balding.

The VisitEngland Awards for Excellence champion the very best of the country’s tourism industry, celebrating quality, innovation, and best practice.

Helen said: “To have received this recognition at a national level for resilience and innovation is something that every single one of us at the SVR should be proud of.

“Since those first days of lockdown, we’ve faced countless difficulties in getting the railway through the devastating impacts of the Covid pandemic. We’ve proved ourselves capable of more than we’d ever thought and this award acknowledges that achievement.”

Mike added: “We’ve shown bravery, agility, resourcefulness and sheer determination. We’ve overcome each and every difficulty that’s been thrown at us.

“Huge congratulations to our more-than 1600 volunteers who, along with members of paid staff, have shown the SVR true resilience and innovation.”

In an earlier stage of the competition, the SVR won the county-level Visit Worcestershire award for the same category. The judges then were impressed by the improvements the SVR made in its virtual experience, digital PR, collaborations, wider tourism support, and business diversification, calling the organisation “an inspiration to others”, and also highlighted the railway’s apprenticeship scheme.

One in, one out as Amberley museum plans steam gala

By Geoff Courtney

AMBERLEY Museum's annual railway gala on July 23/24 will see the return of a crowd-pulling Bagnall 0-4-0ST and a temporary farewell to another favourite due to the expiry of its 10-year boiler certificate.

The returning locomotive is *Peter*, which was built in 3ft gauge by W G Bagnall in 1918 (works No. 2067) for the Ministry of Munitions.

It was subsequently converted to 2ft gauge, then sold to Cliffe Hill Granite Co in Leicestershire, whose internal railway connected with the LMS Leicester to Coalville line near Bardon Hill station.

It was bought by the Narrow Gauge Railway Society in 1954 and arrived at Amberley as part of the Brockham Collection in 1982, returning to steam in 1994 after a lengthy restoration to become a regular on the museum's 2ft gauge 'main line', which runs for half a mile and has three stations.

After becoming a popular attraction over a number of years, the saddle tank was taken out of service four years ago for a £40,000 overhaul that included boiler repairs by Andy Bennett's company in



Smart work: Amberley's refurbished RAF Fauld bogie coach. AMBERLEY MUSEUM

Highbridge, Somerset, and other work by volunteers at the West Sussex museum.

That work has now been completed, and on July 23 it will return to the limelight in a ceremony at the museum's Brockham station prior to being put to work on passenger trains over the two-day gala.

Sharing duties with *Peter* will be *Polar Bear*, another favourite with young and old alike that after the gala is over will have reached the end of its boiler ticket and so taken out of service for the required inspection.

"*Polar Bear* is very popular with our visitors, especially the younger ones,

probably because of its bright yellow livery. It is hoped that the work will not take too long," said Joe Meacher, the museum's marketing officer.

This 2-4-0T is another Bagnall locomotive, having been built in 1905 (works No. 1781) for the Groudle Glen Railway near Douglas on the Isle of Man, and was bought by Brockham Museum Association in 1967 following the line's closure. It too arrived at Amberley in 1982.

Staff and volunteers at the museum, which is located on a 36-acre former chalk pits site near Arundel, will have another cause for celebration on July 23 when a plaque will be unveiled on a special

item of rolling stock, an ex-RAF bogie coach that has been refurbished and will provide improved access for wheelchair users.

Work on the coach has included new wheelsets, a mechanical overhaul and a repaint funded by a grant from the Sussex Industrial Archaeology Society. A plaque recording the donation will be unveiled in a ceremony.

The society's chairman, John Blackwell, said: "The carriage, which looks resplendent and is a credit to all involved, will give wheelchair users and others with impaired mobility easier access to the train."

The coach was formerly used on the 2ft gauge internal railway system at RAF Fauld, an underground munitions storage depot near Tutbury in Staffordshire that opened in 1939 and was closed in 1973.

Amberley's collection of more than 30 steam, diesel, petrol, and battery-driven locomotives is the most comprehensive of its type in the country, and represents 13 different gauges from 1ft 6in to 5ft 3in.

In addition to these being available for public viewing, the gala will include demonstration industrial trains and a model railway exhibition.



Return ticket: 1918-built Bagnall *Peter* heads a train on Amberley Museum's 2ft gauge line on April 1, 2018, prior to its withdrawal for overhaul. The popular 0-4-0ST will once again be the centre of attention when it returns to service on July 23. AMBERLEY MUSEUM

‘Yankee Tank’ will steam – but under new ownership

USA Dock Tank No. 30064 (WD 1959) has been sold by its Bluebell Railway home to an as-yet undisclosed new owner as part of a move to secure its long-term survival and allow it to return to steam.

In a letter to the membership on behalf of both society and PLC boards, society chairman Paul Churchman wrote: “The railway has received an offer to sell 30064 to a private individual who wishes to restore it and have it running in the next five to six years.

“As you know, like many heritage railways we have so much rolling stock and locomotives we simply will never be able to restore them all, let alone maintain everything that we have running now.”

As reported in *Heritage Railway* issue 292, several items of stock from the carriage and wagon fleet have been put up for disposal, with some already having left for pastures new.

The ‘Yankee Tank’ was used as a Southampton Docks shunter but moved from Eastleigh Works to the Bluebell in 1971 and was last operational in 1984. It requires not only extensive boiler work, but also the removal of asbestos, with the latter issue forecast to cost circa £40,000 alone!

“That will just deal with that problem and the loco will still be sat

there,” Paul’s letter continues. “There is no slot within the next 20 years to get it into the works as we have structured an overhaul plan to suit the current and future needs of the operation of the railway... while also looking at what are the most cost and time-effective overhauls for the money and resources available to us.”

For several years, the ‘Yankee’ has been stored in the open at Horsted Keynes station (with the deterioration clear for all to see) and is something Paul says the railway must take responsibility for. Long-term, there is a desire to get much more of the collection under cover, with many voicing concerns over the future of Manning Wardle K class No.641 *Sharphorn* – of particular historic significance as it was used by the contractor who built the part of the original line – and North London Dock Tank No.76, also both currently stored in the sidings at Horsted Keynes, although contrary to rumours, it has been confirmed that neither of these are leaving the railway.

Although he acknowledges the decision will no doubt cause much upset, Paul stresses that “this approach is something that we must take; as part of the true preservationist movement we must not allow something to sit and rot if



Keeping the daises company: No. 30064, as seen on May 30, will be leaving the Bluebell imminently for overhaul under new ownership. OWEN HAYWARD

there is someone else willing to take it on and restore it to its glory. This way we will hopefully be welcoming this locomotive back on to our rails to operate in the next five to six years – something we won’t see if we leave it sat there.”

It is expected that No. 30064 will return to the Bluebell for its first period of running once overhauled, with the funds from the sale to be ringfenced purely for further locomotive restorations.

Slumbering giant

With the ‘Yankee’ set to depart imminently, another resident of the Horsted Keynes sidings is BR 9F No. 92240, which has been confirmed as the next large locomotive to be entering the Sheffield Park workshops

for overhaul.

It is due to be towed from its current resting place to the engine sheds in September, when dismantling work will commence to allow the boiler to be fully assessed and costed before it properly enters the workshops sometime during 2023.

Project fundraiser Andy Taylor explained: “No. 92240 needs somewhere in the region of £250,000-£350,000 worth of work. This will be funded through the ‘Awake the Giant’ appeal, the Bluebell Railway PLC, and one other source we are looking into.”

Among the components in need of replacing are the front tube plate, with a new smokebox also potentially required. To donate towards the overhaul cost, visit www.bluebell-railway.com/brps/awake-the-giant

Last Hetton Railway steam engine returns for 200th anniversary

By Robin Jones

THE last steam locomotive to run on the Hetton Railway returned to the route of the line for a special event to mark its 200th anniversary.

The eight-mile Hetton Colliery Railway was opened in 1822 by the Hetton Coal Company at Hetton Lyons in County Durham – the first in the world to be designed from the start to be operated without animal power.

It was the first entirely new line to be developed by George Stephenson, and linked Hetton Colliery to a staiths on the River Wear, from where coal was shipped by boat. When it closed in 1959, it was recognised as being the UK’s oldest mineral railway.

On June 9, the Friends of Hetton Lyons Country Park marked the bicentenary of the sinking of Hetton Colliery and the opening of the railway with a celebration and unveiling of new heritage locomotive artwork, welcome notices, and a heritage trail, all financed by the group’s fundraising activities.

A miners’ parade took place around the park, and the event featured more than 180 children from local

schools having an educational activity day during which they learned how coal was formed millions of years ago.

Sadly, the next day, the group turned up to find that the signs had been vandalised, and police were notified. The sculpture and signs were intended to provide an extra visitor attraction during the Hetton Colliery Railway 200 Bicentennial celebrations at the 2022 Hetton Carnival on June 18/19, for which several related vehicles and artefacts were returned to Hetton, including parts from the Warden Law stationary engine and a restored replica Chaldron wagon.

The big attraction was Hawthorn Leslie 0-4-0ST No. 3059 of 1914, which was loaned for the occasion by the Tanfield Railway, where it is stored. It was delivered new to the Lambton & Hetton Collieries Ltd, to run on the railway as No/ 14. In November 1924, the company became the Lambton, Hetton & Joicey Collieries Ltd and 14 was still at Hetton when the National Coal Board took over in January 1947.

Upon entering preservation, it was the last Lambton Railway steam locomotive on site.



Hawthorn Leslie 0-4-0ST No. 3059 of 1914 No. 14, the last steam locomotive to run on the Hetton Colliery Railway, displayed in Hetton Lyons Country Park for the line’s 200th anniversary. MATTHEW DITCH



Left: Restored Hetton Railway replica chaldron wagon on display for the anniversary. MATTHEW DITCH



The people who made it happen: Just some of the EOR's volunteer and staff workforce with No. 4953 *Pitchford Hall*. On the front are Roger Wright, partner Wendy, and special guest Tim Dunn. OWEN HAYWARD

Four-day gala marks Epping Ongar's decade anniversary

By Owen Hayward

THE Queen's Platinum Jubilee bank holiday saw celebrations for quite a different reason in Essex – as the Epping Ongar Railway marked its 10th anniversary with a four-day extravaganza.

Originally set to take place between May 27 and 29 but delayed due to a local sporting event closing

roads in the area, the occasion saw resident steam and diesel locomotives operating alongside two visitors.

The first of these was BR Standard 4MT 4-6-0 No. 75069, courtesy of the Severn Valley Railway. WR Hawksworth pannier No. 9466 was replaced at short notice by another BR 4MT, in the shape of Stuart Robinson's 2-6-4T No. 80078,

providing a rare pairing of both tender and tank engine versions of the class working together.

The event kicked off at 10.15am on June 2 as flagship GWR 4-6-0 No. 4953 *Pitchford Hall* made a ceremonial entry into the station, reminiscent of that from the opening day in May 2012. Welcomed by a crowd comprising of EOR staff, volunteers, and the public, managing

director Roger Wright subsequently made a speech highlighting the achievements of the last decade.

Special guest historian and television presenter Tim Dunn then paid tribute to the railway's volunteers before the train, top-and-tailed by Nos. 4953 and 75069, departed for Ongar.

Tim's posts on social media during his visit led to a healthy boost in passenger numbers for the subsequent days, with advance ticket sales doubling overnight Thursday into Friday. His visit also coincided with the EOR's appearance on *Secrets of the Underground*, broadcast on the Yesterday channel that evening, on which co-presenter Siddie Holloway visited Blake Hall and Ongar stations, the former being famed as the least-used station on the network before closure and the latter remaining as the starting point for all distance measurements on the Underground. Passenger numbers for the event totalled 1759.

Masterminded by *Heritage Railway's* Owen Hayward, the event



Class 31 No. 31438 rumbles into the cutting and towards the foot crossing after passing beneath the Blake Hall Road bridge. OWEN HAYWARD



On June 3, Bill Parker's GWR small prairie No. L150 heads the line's engineering goods train towards Bilsden's Farm footpath crossing. ANDREW SMITH



Above: Historian and TV presenter Tim Dunn gave a speech in which he recognised the efforts of the countless hours given by the volunteers over the last decade. OWEN HAYWARD

Right: GWR 4-6-0 No.4953 Pitchford Hall pilots BR 4MT No.75069 through the privately-owned Blake Hall station on June 4. ROB BATTY



No. 75069 leads No. 80078 into North Weald on June 2. The tank engine was undergoing a fitness-to-run test and the opportunity was taken to double-head the tender and tank examples of the Standard 4MT class together for a rare sight. OWEN HAYWARD

saw non-stop runs, double-headers, and freight workings, with the goods set bolstered by the hire of SR 'Pillbox' brake van No. 56506 from the Mid-Hants Railway, reducing the amount of shunting that would otherwise have been required for resident Shark brake No. DB993856 to change ends. June 4 also saw a real ale and fish and chip diner train run into the evening. June 2 and 5 saw resident diesels Class 31 No. 31438 and Class 37 D6729 in service, while Class 03 No. 03170 undertook brake van ride operations across all four days as well as shunting the freight set Friday to Sunday. On June 4, No. 31438 also deputised for GWR 2-6-2T Small Prairie No. L150 (5521) after that

failed on the Friday evening with dropped firebars. The line's Hawthorn Leslie 0-6-0ST No. 3437 *Isabel* was close to returning to service in time for the celebrations following recent axlebox repair work, but its steam test planned for May 31 was delayed when the boiler inspector was unable to attend. Rolling stock manager Tony Goulding said: "It's been an amazing gala, and I'd like to thank the staff and volunteers who have worked very hard to put on a fantastic show." General manager Dean Walton added: "What a wonderful four days. Once the dust has settled, we're making plans for our next big steam event in October – our London Transport Weekend."



BR Class 4MT No. 80078 emerges from beneath Pensons Lane road bridge with a morning service bound for North Weald on June 4. OWEN HAYWARD



Left: BR Standard 4MT No. 75069 dons a 'The Elizabethan' headboard during the gala in a nod to The Queen's Platinum Jubilee. The train, formerly called the 'Capitals Limited', ran on the East Coast main line between King's Cross and Edinburgh and was named to celebrate the coronation of our monarch. OWEN HAYWARD

Watercress Line receives Queen's Award

THE Mid-Hants Railway has been honoured by receiving The Queen's Award for Voluntary Service.

The award was made in recognition of the contribution by the railway's dedicated volunteers to local communities over nearly 50 years. It is the highest honour that a voluntary group can receive in the UK, equivalent to an MBE that can be bestowed upon an individual.

A reported last issue, the North Norfolk Railway has also won the award.

Mid-Hants president Richard Lacey said: "Everybody at the Watercress Line is truly honoured and thrilled that our efforts have been recognised by this award."

"Since 1974, our wonderful volunteers, working with our small core of paid staff, have driven the restoration of the railway and reconnected Alresford to Alton by rail."

Commitment

"Their skills, dedication, and sheer hard work in restoring, operating and maintaining the railway, and in delivering ground-breaking special events such as our Steam Illuminations, has brought huge benefits to local communities."

Representatives of the Watercress Line will receive the award crystal and certificate from the Lord Lieutenant for Hampshire, Nigel Atkinson, later this summer. In addition, two volunteers will attend a garden party at Buckingham Palace in May 2023, along with other recipients of the year's award.

Richard added: "I would like to send a huge thank-you to all our volunteers, past and present, for all their contributions to our thriving enterprise."

"I hope that this award may tempt many more people to volunteer with us and benefit from what we have to offer."

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GREAT RATES SEE PAGE 30

Co-authors reveal the challenges of landmark station signs publication

EXCLUSIVE

By Geoff Courtney

A 352-page publication that is set to be the definitive history of one of the enduring features of the steam era has been described by its co-author as "by far the most difficult and complex book I have ever been involved with."

Richard Furness, who has written 16 previous books, was speaking of British Railways Station Totems – The Complete Guide, a coffee-table style tome that he and former BR driver Dave Brennand have worked on for three years.

The statistics of this example of literary art give an indication of the scale of their joint enterprise. Within its covers are a whisker under 90,000 words, 2662 pictures (of which 1856 are of totems) 88 database pages and 43 maps. Of the six BR regions, the Scottish and London Midland each comprises 34 pages, the Eastern and Western each 26, the Southern 24, and the North Eastern 16.

With a palpable sense of relief that the book had at last hit the shelves, 75-year-old Richard told *Heritage Railway*: "This is by far the most difficult and complex book I have ever been involved with. I was living in the Canary Islands until recently, while Dave lives in the UK, but it wasn't the 1500 miles that separated us. Rather, it was placing the 2660-plus images into the right order and then writing a narrative to present a complete story in a clear and concise way. As we went along new discoveries appeared, and some sections had to be rewritten seven or eight times."

"Dave and I are immensely proud of what has been achieved, thanks to a



A draft cover: Richard Furness with the draft manuscript he has co-authored with Dave Brennand. Richard, a lifelong steam railway enthusiast, is displaying a cover designed by him and Dave, but which was not adopted as the final version.

JUDI FURNESS

small team of experts and like-minded friends guiding us all the way."

Lifelong steam railway enthusiast Richard is a retired award-winning international expert on water technology and a former United Nations consultant on the subject. He was the author of an acclaimed series of railway Poster to Poster books launched in 2009, but it is clear this latest publication was a rollercoaster ride on a scale he had

never previously experienced in his publishing career.

Step up

Co-author Dave is a retired railwayman who began his 40-year career at Stratford in 1973 as a 16-year-old engine cleaner, and within five years was driving diesels.

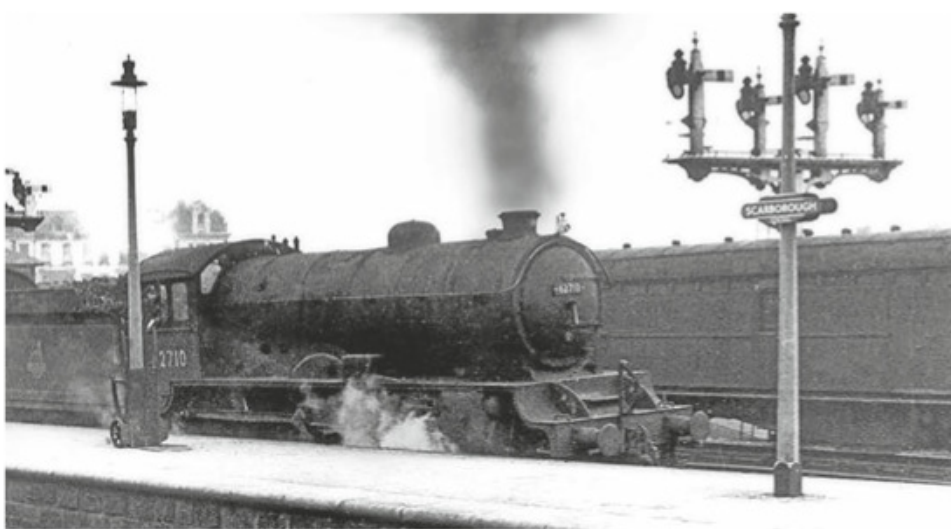
This is the second book on totem signs he has written with Richard. He is at pains, however, to emphasise



Memory lane: Dave Brennand, who has co-authored a major station totems book with Richard Furness, is on the far right at Mangapps Railway Museum in Essex, where he is a volunteer, during a reunion of former Stratford drivers that he organised last September. DAVE BRENNAND



The train now arriving: A sailor and young schoolboys are among the passengers watching the arrival of their train at the London, Tilbury & Southend Railway station of Tilbury Riverside in the mid-1950s. At the head of the train is Standard Class 4MT 2-6-4T No. 80079, which worked the line from new in March 1954 until 1962, when the route was electrified. It was withdrawn from Wrexham's Croes Newydd shed (6C) in July 1965 and is now preserved on the Severn Valley Railway. The photograph, in which a Tilbury Riverside totem sign can be seen above the waiting passengers on the right, is from the new book of station totem signs co-authored by Richard Furness and Dave Brennand.



Watching brief: The footplate crew of ex-LNER D49 class No. 62710 *Lincolnshire* awaits the signalman's permission to proceed at Scarborough Central station in February 1957. Ahead of the 4-4-0, a Darlington February 1928 product that was withdrawn from Hull Dairycoates (53A) in October 1960, is a signal gantry bearing a Scarborough Central totem sign that is featured in the new book.

that this new publication is a significant step up from that 2002 book.

"Richard and I have produced a vastly superior guide," he said with pride. "The majority of totem collectors will be completely unaware of the problems we have encountered on our journey, but we are not the first authors to have faced such challenges and we will not be the last."

For 20 years, Dave kept a master copy of the 2002 book to enable him to compile a written record of every new totem discovery, appearance of signs at auctions, and detail differences that have been unearthed.

"That's well over 1200 entries at the last count," he said. "It has been a mammoth undertaking, but also very rewarding, as I have forged some great friendships through collecting."

Dave has written a number of books, including a series on the railways of east London and on the Great Eastern Railway main line. An early memory of totems is from 1977, when he saw a pile of discarded Stratford signs on the platform.

"The young Brennand walked straight past them, being more intent on getting home after a shift at the depot," he reminisced. "Regrets? 'I have a few' comes to mind."

He started collecting station totem signs two years later when he found one discarded by the trackside during a holiday in the West Country. "From then I was hooked," he said.

Richard endorsed Dave's sense of achievement with their latest publication: "It has been 20 years in the making and three years in preparation, and is a considerable upgrade on our 2002 book, which itself has stood the test of time."

Railwayana is full of esoteric subjects that attract the interest of a select few collectors, but while not being in the category of nameplates or other high-profile categories, totem station signs have an enormous following that, from the experience of recent auctions, is growing significantly.

This impressive publication can only boost that trend even further, while also having significant appeal to the many enthusiasts who may not collect them but remember them with affection from their BR trainspotting days.

→ **British Railways Station Totems – The Complete Guide** is published by Crécy Publishing (ISBN 978-1-800351-41-7, £30). Geoff Courtney's full review of the book will be published in next month's issue of *Heritage Railway*.

M&GN Society moves a step closer to LNER set

THE Midland and Great Northern Society (M&GN) has purchased Gresley Brake Third Open No. 43556 / E16631E from the Epping Ongar Railway, made possible by a large legacy from the estate of late society member Keith Anthony Porter.

Built in 1938 by Cravens to diagram D196, it is believed to be the only 48-seat brake remaining in existence, with other preserved Gresley-designed brake thirds having larger guard and luggage areas and less passenger seating.

When withdrawn it ended up as an office in a shipbreakers yard on the Isle of Sheppey before being privately purchased and extracted from there in 1975.

The acquisition of the six-bay open saloon carriage will complete the society's vision of creating a five-coach LNER main line set on the North Norfolk Railway, and is set to become the first full rake of LNER stock to be preserved externally in its later BR condition, painted crimson and cream.

The legacy also means that No. 43556 will be restored by LS

Engineering at the Ecclesbourne Valley Railway. It will remain at the EOR until later in the year, when it is expected that workshop space will become available.

The proposed rake will eventually be formed with the BTO and three other Gresley-designed coaches: tourist third open E13548E (stored undercover awaiting restoration); restaurant buffet E9128E (restored and operational); corridor third E12493E (in static use at Sheringham, awaiting restoration).

In addition, they will be bolstered by Thompson brake corridor third E1866E, which is currently undergoing restoration and conversion to a brake saloon first with wheelchair access.

The two remaining unrestored vehicles on the NNR are also to benefit from contracted restoration, provided the required large legacies or donations can be attracted.

Although in the early stages of realisation, the prospect of seeing three of the five coaches running together in the very near future will no doubt excite many.



The BTO as it was seen at the East Anglian Railway Museum in 1987. M&GNS



The current interior condition of the coach, including the passenger saloon. The station benches will be put to use on one of the NNR's platforms. M&GNS



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GREAT RATES SEE PAGE 30



‘Middy’ builds upon its triple anniversary by doubling length

By Robin Jones

THE Mid-Suffolk Light Railway is aiming to open the extension that will more than double the length of its running line next year.

The railway hopes to complete the 550-yard extension from Dovebrook to a new station, Aspoll Halt, during the winter, after signing a new agreement with Colchester-based rail infrastructure contractor TES2000, which works extensively with Network Rail throughout the region.

Laying the new track near Wetheringsett will give TES2000 the opportunity of training staff on how to operate rail equipment.

Stalled by Covid

The biggest project in the history of the standard gauge heritage line has been underway since January 2017, when planning permission was granted by Mid-Suffolk District Council.

TES2000 first laid the ballast for the new track at the end of 2018. The company was due to lay the track in 2020, but the Covid-19 pandemic halted work. Now, tracklaying is

scheduled to recommence in January and could take as little as three weeks, depending on the weather.

MSLR marketing manager John Reeve said: “With our small team it would take far too long to lay 400 sleepers and the track – each sleeper needs six bolts, so you can imagine how long that would take a small team of volunteers.”

The railway also needs to apply for a Transport and Works Order because the extension crosses a public footpath. When completed, the running line will be 1200 yards long.

Sunday, July 31 will see a special Anniversaries Day event at Brockford & Wetheringsett station, marking three seminal events in the line’s history. It will be 70 years since the line closed, 30 years since the revivalists found their museum, and 20 years since the heritage line ran its first steam trains.

In passenger service will be Hudswell Clarke 0-6-0ST No. 1700 of 1938 *Wissington*, while Cockerill 0-4-0VBT tram No. 2525 of 1906 or the award-winning 1934-built Fowler 0-4-0DM *Shredded Wheat Company* locomotive, winner of the Heritage

Railway Association Morgan Preservation Award 2021, will be shunting. The day will feature singer Kitty Collins performing music from the 1950s, the local Crazy Ladies group will be re-enacting in their 1950s gear, and there will be Punch and Judy for children.

Before then, on July 20, a new Steam Railway Day will be held, which will see the East Anglian Traction Engine Society Rally call at the station as dozens of road steam locomotives travel from Bressingham to Woolpit. A steam-hauled train service will be running.

Miniature marvels

On July 24, the station will host a return visit by the Norfolk & Suffolk Narrow Gauge Modellers group. Layouts will be in operation in the restoration shed, museum rooms, and workshop, and there will also be a display by the Halesworth to Southwold Narrow Gauge Railway Society.

The Mid-Suffolk Light Railway was built to open up an agricultural area of central Suffolk, under the Light Railways Act 1896.



The Mid-Suffolk Light Railway’s extension to Aspoll Halt. MSLR

Originally intended as a 50-mile network, it opened 19 miles of route from Haughley to Laxfield in 1904 to goods traffic only, and poor levels of income led to the company entering receivership in 1906. Passenger trains were started in 1908, but there was comparatively little uptake. The line was absorbed into the LNER in 1924.

In 1990, a group of enthusiasts formed a company to recreate the Middy Line at the site of Brockford & Wetheringsett railway station.

→ Platform, pages 94-95.

Return to waterworks for railway locomotive in 80 years – but in miniature!

ON June 11, a Metropolitan Water Board locomotive returned to Hampton Waterworks for the first time in nearly 80 years – although the 0-4-2TT in question was a 7 1/4in gauge miniature version.

As reported in last issue’s Next Stop column, the miniature version of the original 2ft gauge Kerr Stuart works No. 2367 *Kempton* is owned by enthusiast Alex Alder, who also owns 16in Hunslet 0-6-0T No. 1589 *Newstead* on the Spa Valley Railway, and is based on one of the locomotives that originally ran the private works’ railway until 1947.

The visit was arranged as part of the gala day – the line’s first in three years – that took place at the Hampton and Kempton Waterworks Railway, which saw the line’s 0-4-0ST Andrew Barclay No.984 *Darent* operate alongside diesels Hunslet No. 52 *Spelthorne* and Hibberd No. 3787 *Planet*.

There were also model railways, live miniature steam displays, and guided tours of the carriage shed.

Kempton ran with ex-Ber Heights Light Railway carriage No.18 *Aries* giving rides along a short stretch of temporary track



Volunteer crew Danny Sizmur and Ruben Pearce, with *Kempton*, prepare for another departure. ALEX ALDER

outside the main waterworks building.

Organiser Josh Webb said: “The HKWR’s first gala for three years went very successfully.

“We started off the day with double-headed diesels before switching to *Planet* running solo

– these were the first passenger services it has hauled – before switching to *Darent* at lunchtime.

“Our new carriage shed was open with model railways displayed in it, and our six-ton Ransom and Rapier crane was also on display.”

A new-build project is currently underway to construct a replica of the original 2ft gauge locomotive design to run on the museum railway.

For more information on this project, visit www.webblocos.co.uk

On June 22, flagship GWR Hall class No. 4930 Hagley Hall made its first test runs along the Severn Valle, the first time it had been out on the line under its own steam since 1986. Seen on Eardington bank, No. 2999 Lady of Legend was attached for insurance on the first run to Hampton Loade. FOHH/SVR



More testing for *Hagley Hall* at Bridgnorth

SEVERN Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* was in steam for the second time in Bridgnorth since its overhaul was completed, undergoing more testing on June 7.

It was brought up to full pressure for the first time with the boiler in the frames and completed several movements up and down the shed yard.

This test was to discover outstanding works required to get No. 4930 – which has not run for 36 years – into full working order and back hauling trains. Only minor works were needed, such as the nipping up of the steam pipe glands, bogie lubrication pipes, connecting the steam heating pipes between the loco and tender, the ash pan spray system, and a general tighten up throughout. The weighing is completed apart from some minor adjustments to the tender.

The insurance assessor visited on June 22, signing the loco off for testing, before *Hagley Hall* was passed for running on the main SVR line.

Following the successful examination in the morning, and attention to a minor brake issue, No. 4930 then underwent running trials between Bridgnorth and Hampton Loade, first with visiting Saint class No. 2999 *Lady of Legend* for insurance before later running light engine. These were its first trips down the Valley since 1986, also taking place just over fifteen years to the day that it returned SVR (on June 8, 2007) after an eight year stint on display at the Swindon Outlet Centre.

The outcome of the tests was favourable, with only a couple of minor teething snags to be followed up. Further testing will take place in due course.



GWR 4-6-0 No. 4930 *Hagley Hall* prepares to return light engine to Bridgnorth from Hampton Loade on another running-in test. FOHH/SVR

Final fitting out and painting will take place at the Kidderminster diesel depot. The steam pipe covers, chimney cap, safety valve bonnet,

name, and number plates will be fitted last.

No date has yet been set for its return to public service.

Metal signs stolen from Ropley

THIEVES struck at Ropley station on the Mid-Hants Railway on June 4, making off with several vintage metal signs displayed around the site.

The authentic advertisements were representative of the type commonly displayed around Britain's railways. As well as being moderately valuable in their own right, the signs' value to the Mid-Hants Railway is much greater as they form an important part of the line's heritage and educational experience.

Acting managing director Alison Houghton said: "It is very upsetting that someone has mindlessly stolen the signs as they form part of our visitor experience. They also feature

in our education package, as we compare historic advertising with more modern approaches.

"Direct replacements may possibly be found for some of the signs, but that is not guaranteed. Others are available to buy but they are expensive, and like many other visitor attractions, we are still feeling the financial impacts of the pandemic."

Members of the public are asked to contact the MHR should they see any such signs appear for sale.

"They are distinctive" Alison added, "and we are carefully monitoring selling platforms and bespoke auction sites in case they are offered for sale."



Left of the signalbox are the metals signs that were stolen from Ropley. MHR

"Mostly, however, I would like to appeal to whoever took the signs to find the empathy to return them."

➔ If you see any of the missing signs for sale, contact the MHR by emailing info@watercressline.co.uk

Brunel's SS Great Western in Bristol £20m tourism rebuild

A REPLICA of Isambard Kingdom Brunel's pioneering transatlantic paddle steamer *SS Great Western* is to be built from scratch as the focal point of a new £20 million tourist attraction in Bristol alongside the *SS Great Britain*.

The National Lottery Heritage Fund has awarded an initial grant of £600,000 to develop the project, which will be based in the Grade II-listed Albion Dockyard, the dry dock next to the *SS Great Britain*. The dockyard will be conserved while maintaining it as a working dry dock and reinstating the original clock tower.

The wooden-hulled paddle-wheeled *SS Great Western* was constructed in 1838 as the first steamship purpose-built for crossing the Atlantic, and was the initial unit of the Great Western Steamship Company, which Brunel, his friend Thomas Guppy, and a group of Bristol investors had formed two years earlier to build vessels for the Bristol to New York route – effectively continuing the journey on Brunel's broad gauge GWR from Paddington onwards across the ocean.

'World-class'

SS Great Britain Trust chief executive Matthew Tanner said: "The trust is setting out plans for a world-class heritage experience that will protect and transform the Albion Dockyard while providing far-reaching benefits for the harbour and the whole region, growing the tourism economy and maritime and shipbuilding industries."

The project is backed by Bristol City Council and the West of England Combined Authority. It has been estimated that it will bring at least £8.1 million of additional spend into the West of England economy every year, while providing 189 new jobs.

Patricia Yates, chief executive of VisitBritain, said: "The exciting expansion of the visitor experience over two historic dockyards will boost the West of England's appeal to visitors and tour operators alike. It will create a world-leading maritime museum and living history experience transforming a thriving harbour."

Firm appointed to design and construct new £35m Railway Heritage Quarter

By Robin Jones

CONTRACTOR Willmott Dixon has been appointed by Darlington Borough Council to deliver its £35 million Railway Heritage Quarter.

The project will transform the Head of Steam museum in North Road, which includes the goods shed and carriage works, as a major visitor attraction for both UK and overseas tourists in time for the bicentennial celebrations of the Stockton & Darlington Railway in 2025.

The contract is for the design and build of a new Railway Heritage Quarter museum, including the refurbishment of Grade II-listed buildings, a new live engineering shed, and an immersive experience building featuring holograms of trains and static displays, a café and shop, a new public realm, parking provision, and a railway-themed children's play area.

The project is being supported by £20 million of funding from the Tees Valley Mayor and Combined Authority, as reported.

Council leader Jonathan Dulston said: "This is a once-in-a-lifetime opportunity for us to relaunch Darlington as the birthplace of the railways, the town that financially supported the initial idea of the passenger railway."



An artist's impression of what the interior of one of the halls inside the new Railway Heritage Quarter museum could look like. DBC

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

'Ambitious'

Tees Valley Mayor Ben Houchen said: "This top-quality scheme will include attractions never seen before in our region."

"This ambitious attraction will tell the story of how we helped shape the world through our rail heritage and innovation for generations."

Based in Letchworth Garden City, Willmott Dixon won The Queen's Award for Enterprise in 2014, 2018 and 2019. The Railway Heritage Quarter is its 25th project in the Tees Valley since 2010. Anthony Dillon, the company's Northern operations managing director, said: "We are delighted to be once again working in partnership with Darlington Borough Council to showcase Darlington's proud railway heritage that transformed the local area nearly 200 years ago."

As reported in issue 291, previous council leader Coun Heather Scott cut the first turf on March 3 to mark the start of construction of the project.

County of Montgomery's second cylinder cast

THE second cylinder for new-build 4-4-0 No. 3840 *County of Montgomery* has been cast by Hargreaves Foundry in Halifax.

Pouring for the second cylinder took place for the 18in by 30in cylinder in mid-April using a sacrificial polystyrene pattern produced by specialist patternmaker Premier Patterns to designs by Churchward Country Trust design engineer Elliot Powick. After cooling and cleaning, the cylinder was inspected for and approved by the trust in late May.

No. 3840's cylinders are the first GWR type with inside steam pipes to be cast using the polystyrene method. The locomotive's first cylinder was cast last autumn.

Both will now be taken to Roach Precision Engineering in Brierley Hill and allowed to naturally destress over a period of up to nine months. They will then be machined in tandem with No. 3840's extension frames, which are already on site in the same works.

The patterns and casting have been financed by the trust's Cylinders

Club, which was established to raise the necessary £40,000 to cast and machine the cylinders, and which is now halfway towards its target figure.

Trust chairman Gary Boyd-Hope said: "Having both cylinders successfully cast is a fantastic achievement, and our thanks go to everyone who had supported the Cylinders Club so far. We are now tantalising close to having the cylinders fitted to No. 3840's frames at Tyseley but cannot do so until they have been machined."



No. 3840's two cylinders at Hargreaves Foundry in Halifax. MIKE SOLLOWAY

"With the locomotive's boiler soon to move to Tyseley, the coupled wheels currently being machined and all steel work for the running plates, splashers and cab now on order, the prospect of seeing a County 4-4-0 is just around the corner."

Gary appealed for more supporters to join the Cylinder Club in order to complete the machining stage.

The club aims to attract 40 supporters to each donate £1000, either as a one-off sum or in instalments over up to 40 months.

Members receive incentives that include an invitation to the launch of *County of Montgomery* and a seat on the locomotive's first train.

The completed locomotive is expected to join the Gloucestershire Warwickshire Railway fleet.

Full details of the appeal can be found online at www.churchwardcounty.org.uk or by writing to: The Treasurer, Churchward County Trust Ltd, c/o 4 Green End Barns, Ramsey Road, St Ives, Cambridgeshire PE27 5RH.

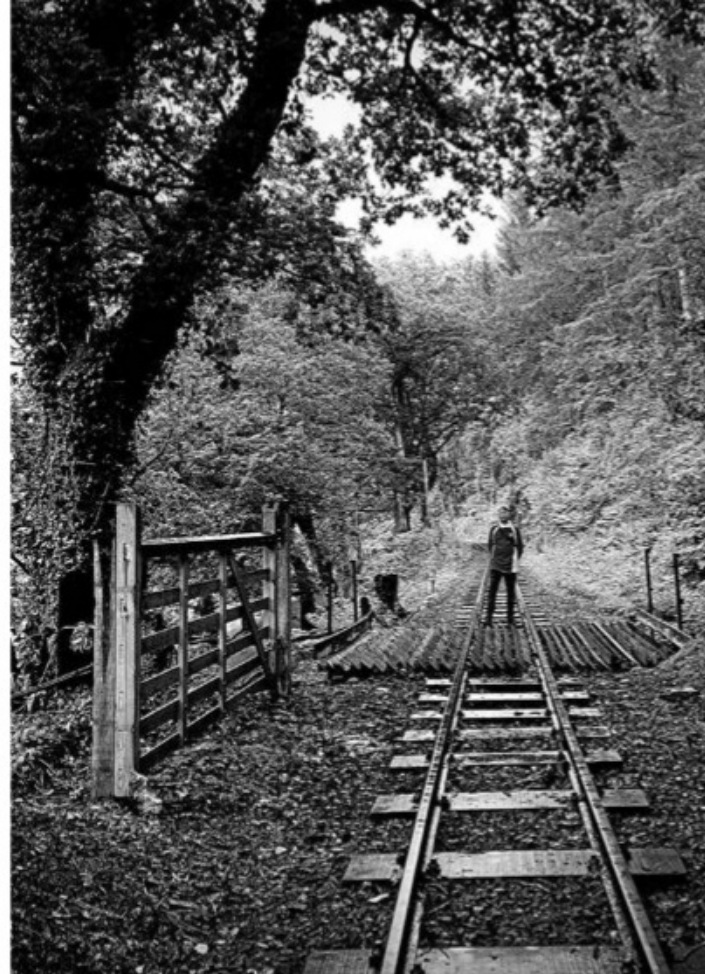
Talyllyn's Tracksiders celebrate their own jubilee

WHILE the nation celebrated The Queen's Platinum Jubilee, a group of Talyllyn Railway volunteers marked their own silver jubilee.

The Talyllyn Tracksiders allows family groups to work together on the line in mid-Wales, and since the first working party was held in May 1997, more than 4200 individual shifts have been worked by under-14s.

The 25th anniversary programme included lineside vegetation management, fence painting, footpath maintenance, and preparing the incline at Nant Gwernol for a forthcoming interpretive display.

Tracksiders also spent one day helping the sister 2ft 3in gauge Corris Railway and its works at Maespoeth, and there was the usual mix of social activities in the form of a picnic, a beach night, an annual putting competition, and a celebratory barbecue. The special barbecue train took water at the recently recreated water column at Ty Dwr before the group recreated the iconic 'road to



The 'gateway to adventure' picture that formed the frontispiece to Talyllyn Railway saviour Tom Rolt's book, *Railway Adventure*, as recreated by the Talyllyn Tracksiders. TR ARCHIVES/NATHAN SPENCE/TR

adventure' picture that appeared as a frontispiece in Tom Rolt's seminal book, *Railway Adventure*.

Tracksiders project leader Ian Evans said: "It has been a delight for 25 years to see our youngest volunteers flourish, learning new skills and building long term friendships. Many have progressed to operating duties on the Talyllyn and it was great that a Tracksiders alumnus was able to drive our barbecue special – one of

three ex- Tracksiders now qualified to drive steam locomotives on the railway. We thank the railway, its staff, and fellow volunteers for the support they give and for the opportunities they provide."

Talyllyn general manager Stuart Williams said: "The Tracksiders group has been the conduit to young people joining the railway for 25 years, and the success is demonstrated by the number of

people who began their volunteering careers in the scheme.

"We have recently expanded our young person's volunteer schemes, and have developed a training programme for the 14 to 15-years-old which provides a springboard for young people to become full-fledged volunteers when they reach the age of 16."

Visit www.talyllyn.co.uk to find out more about the group.



The 'Tracksiders' engine board displayed on 0-4-2ST No. 7 on the Corris Railway. IAN EVANS/TR



Tracksiders at Nant Gwernol during the jubilee bank holiday weekend. JAMES ARCHER/TR

A Decade Of Steam The Settle to Carlisle Railway

Re-live the last decade of steam hauled charters over the famous Settle & Carlisle Railway, our new 2-disc DVD / Blu-Ray features over 20 steam locomotives and over 2 hours of footage.

The Settle & Carlisle Railway runs for a total of 73-miles in the North West of England, passing the picturesque scenery of North Yorkshire and Cumbria. Locomotives have to work hard, with inclines travelling in both directions to Ais Gill Summit, 1,169ft above sea level.

Disc 1 features northbound services, including locomotives working hard on 'The Long Drag'. Disc 2 features southbound services, including many locations on the climb to Ais Gill Summit. In total, this DVD / Blu-Ray runs for 129 minutes.

Copies are available in DVD & Blu-Ray formats:
 DVD = £14.95 £13.45
 Blu-Ray = £17.95 £16.15

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Swanage coach exchange at Margate site

PULLMAN observation saloon Car No. 14 has returned to the Swanage Railway from storage at Jeremy Hosking's Locomotive Storage site at Margate, in the former Hornby warehouse buildings which will be converted into the new 1:1 Museum.

Car No.14 moved from Swanage for storage at the site in 2021 as its configuration meant it could not be adapted for Covid-19 safe operations.

It will undergo maintenance work before being returned to service on the Purbeck line this summer.

In its place, Bulleid semi-open brake third coach No.4365 has moved to Margate for storage as it awaits its turn in the workshop queue for work to be carried out on it.

Six months more for SVR's Churchward

GWR Churchward heavy freight 2-8-0 No. 2857 has been granted a six-month extension to its boiler certificate, meaning it can see out the rest of the season on its home line of the Severn Valley Railway.

A statement issued by the 2857 Society said: "As per normal, the usual conditions of subject to availability applies but we hope to see it out on regular SVR services, the autumn gala, and Santa services before this extension to its ticket expires."

"We are going to make plans for an 'End of Ticket' special train and then look towards the next overhaul plans."

Darjeeling revenue on rise

INDIA'S British-built Darjeeling Himalayan Railway (DHR) has recorded its highest-ever monthly revenue generation.

The 141-year-old mountain line connecting New Jalpaiguri and Darjeeling in West Bengal is run by the Northeast Frontier Railway, who reported that takings were 54% up on the previous best figure, in May 2018, and which had fallen wake of the pandemic.

Confession from leading railway historian and author at book launch

By Hugh Dougherty

A LEADING Irish railway author and historian made a public confession at a launch of a new book on the County Donegal Railways – that it was his late father who caused the first part of the 3ft gauge system to close in 1947.

Speaking at the launch of *The County Donegal Railway Remembered*, by Jim McBride, at the Donegal Railway Heritage Centre on June 18, John Beaumont said: "I've never made this public before, but it was my late father Henry Beaumont who, as a railway civil engineer, was asked by the CDR manager Bernard Curran to inspect the condition of the Glenties line in 1947.

"My father, who never exaggerated anything, reported that the track was in a dreadful condition, with sleepers rotten and drainage so bad that the rails were literally floating in water in some places, and recommended that the line be either completely relaid or closed."

With no money for relaying, the CDR decided to close the 24-mile line that ran from Stranorlar to Glenties, the first part of its 124-mile system to go, and replace the trains with buses and lorries, just as it did with the rest of its lines when they closed on December 31, 1959.

'Premature end'

"Much has been made about the CDR's manager, Henry Forbes, who made economic working and cost savings his watchword during his time in office from 1910 to 1943, but it seems to have stopped him approaching the two owners of system, the Great Northern Railway of Ireland and the LMS, for funds to relay track and renew structures in the 1920s and 1930s.

"Funds would have been forthcoming, and it was that lack of renewal which led, as with the Glenties line, to the premature end of the railway," added Jonathan, who helped with the production of the new book, which includes pictures taken by his late father.

Author Jim McBride said: "We have sought out mostly unpublished pictures from many sources, with the result that the book features 50 colour and 200 black-and-white pictures covering every aspect of this wonderful railway, with a colour cover from acclaimed Irish railway artist George Hannan.

"I've been amazed at just how many pictures of the CDR are still out



Recently restored CDR 2-6-4T *Drumboe* on display at the Donegal Railway Heritage Centre. Proceeds from the book will go towards getting the locomotive up and running on a restored section of the railway. HUGH DOUGHERTY



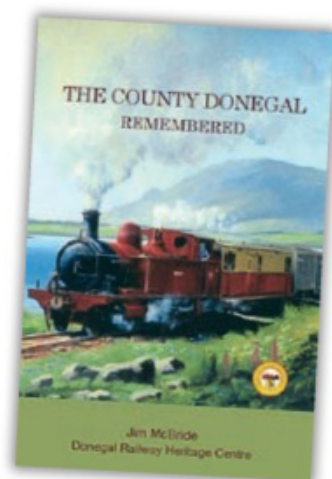
Henry Beaumont (pictured left) at the launch of *The County Donegal Railway Remembered*, with, left to right: sponsor Peter Leach, author Jim McBride, heritage centre chairman Mark McDaid and centre manager Niall McCaughan. HUGH DOUGHERTY

there and it's been an education and pleasure to select and include them."

Also attending the launch was Somerset-based printer and heritage railway fan Peter Leach, who has sponsored the printing and publication of the book. All proceeds will go towards further developing the railway heritage centre and working towards the goal of reopening part of the Donegal Railway as a heritage line, using recently restored CDR Class 5 2-6-4T *Drumboe*, now displayed at Donegal Town, and which was inspected and admired by those attending the launch.

The County Donegal Railway Remembered, which retails at 20 euros plus four

The George Hannan painting shows 2-6-4T No.6 Columbkille heading a goods train between Donegal and Stranorlar in the scenic Barnesmore Gap.



euros postage, is available from Donegal Railway Heritage Centre at www.donegalrailway.com (sterling equivalent and postage also available).

LMS 10000

Building the rolling chassis



10001 passing London Road box, Derby, 1951. 'CIKF Photo Archive'



Above, we see the fuel tank in transit. Below, the class 58 chassis looks increasingly bare. One of the cabs has been sold and is seen awaiting collection at Centenary Works. Of note, a section of the 58's roof is now being used to protect exposed sections of a bogie. Photos by Mark Langley, Steve Clark & IDRS Collection.

£30,000 needed to secure unique parts

The Ivatt Diesel Re-creation Society is constructing the third class D16/1 locomotive as a living legacy for Britain's first successful diesel, the LMS's 10000, built in 1947 and scrapped in 1968.

We are currently working toward creating the rolling chassis. In June there was much visible progress. One cab, the fuel tank and the electrical cubicle were removed from 58022.

Once stripped, the chassis will be lifted off the bogies, inverted and placed onto a wagon, then prepared to fit the former EM2 bogies. This will create the rolling chassis for the new class D16/1, 10000.

Back before the pandemic, we set up the President's Centenary Appeal in order to raise a fund from which we could buy essential and unique parts as soon as they became available. This includes engine spares, traction motors, manganese liners and bogie parts. The designs are all around 70 years old and so parts are extremely scarce.

Some of these unique spares are set to become available this summer and £30,000 is required to ensure the Society can obtain them at short notice.

Thanks to our loyal supporters, a sum of £58,000 has been already donated toward that objective, some of which has already been used to obtain and transport rare parts. But we urgently need a further £30,000 to avoid missing the opportunity to obtain *at short notice* these otherwise unavailable parts, .

We have been advised that these critical parts are about to become available. Most are in the UK while some are in the Netherlands.

Please consider making a donation or loan toward this essential appeal and let us finish this unique rolling chassis and re-create Britain's first successful mainline diesel, 10000.

Donors are kept informed of monthly progress via our Ivatt Informer email and all donations count toward our 'Benefits for donors' offer, explained on our website. But most importantly, you will have made a real difference toward seeing a re-created 10000, running again.

www.LMS10000.co.uk



How to donate

- ♦ **Cheques** - made out to the "Ivatt Diesel Recreation Society" post to IDRS, 46 Biddick Village Centre, Washington, NE38 7NP
- ♦ **Online banking** - donations to Lloyds 30-94-77 50405860
- ♦ **Paypal Giving Fund** via our website: LMS10000.co.uk

Please also offer Gift Aid if you can.

Contact & Details

Ivatt Diesel Re-creation Society
info@LMS10000.co.uk

Charity no: 1147032
0755 162 1685

Set your own Membership rate!

All donors of £24 or more per year are entitled to be members of the Society at no extra cost.

Membership forms are available via the website www.LMS10000.co.uk or can be posted to you.

Successful relaunch for 'new' Doon Valley Railway services

By Robin Jones and Hugh Dougherty

FORMERLY known as the Scottish Industrial Railway Centre, the Doon Valley Railway has opened to the public for the first time under its new name.

The relaunch had been planned for spring 2020, but the Covid-19 lockdown scuppered it, leaving the Ayrshire venue with more than two years of no public running and virtually no earned income.

However, the reopening on Easter Monday, April 18, exceeded all expectations of the line's officials, helped by a combination of the last day of the school holidays and the presence of the Easter Bunny on site.

Sixteen scheduled trains were not enough to meet demand, with two others being added. In total, about 540 visitors turned up, giving a substantial boost to the line's finances.

"Given that our train currently consists of one former LMS inspection saloon with seats for 30 passengers and that our café seats about 50 people, it will be understood that we were rather overwhelmed," said a statement from the venue's operator, the Ayrshire Railway Preservation Group.

"However, our volunteer workforce took it in their stride with unfailing good humour. Every visitor got a ride in the train and everyone who wanted to eat was able to do so."

Steam to return

The railway's only working steam locomotive, Barclay 0-4-OST No. 2244 of 1948, *NCB Ayrshire Area No. 10*, is nearing the end of its 10-yearly overhaul and hopefully will be back in traffic by the end of July. In the meantime, trains were being operated by ex-War Department Barclay 0-4-ODM *Powfoot No. 1* of 1941.

Barclay fireless locomotive No. 1952 of 1928, *Shell Ardrossan Refinery No. 8*, is normally steamed on the last Sunday of each operating month. The 0-4-0 is currently the only fireless locomotive in full working order in the UK, and takes its steam charge from No. 10.

Meanwhile, the DVR is bucking the trend in diminishing coal stocks



Barclay 0-4-ODM *Powfoot No. 1* hauls the Doon Valley Railway's LMS inspection saloon. ARPG



Barclay 0-4-OST No. 2244 of 1948, seen in action at Dunaskin in 2019, is due back shortly from its 10-yearly overhaul and will rejoin the Doon Valley operational fleet for the high summer. ARPG



Barclay 0-4-OF No. 1952 of 1928, currently the sole working fireless locomotive in the UK. ARPG

for heritage steam thanks to the line being situated in the heart of the former Ayrshire coalfield, both deep mine and opencast.

The line had a delivery of 13 tons in summer 2019 from Hargreaves and, thanks to the impact of the Covid pandemic, very little of it was used.

"We still have the bulk of that," said chairman Gavin Steel. "We also, wisely, ordered a further 10 tons in late February, again from Hargreaves, and that was delivered in March,

a week before they sold the last of the Garleffan trebles at Killoch. That means we will have plenty of coal to run steam in the summer."

Extending services

The railway has now been given permission by the private owners to operate over the 2 1/3-mile disused former NCB line between Dunaskin and Minnivey.

At present, only the first mile is in a suitable condition for passenger

running and the train operates on a push-pull basis. Work will be beginning soon to upgrade the remainder of the line. Plans are also in hand to build a new shed adjacent to the existing Dunaskin locoshed, which will allow the DVR to bring back its BR Mk.1 coaches that are currently out on loan elsewhere. Regular running over the whole line will then be possible.

The DVR will now run every Sunday until the end of September.

Welshpool poised to get Taiwanese diesel locomotive from sister line

THE Welshpool & Llanfair Light Railway is negotiating with sister line the Alishan Forest Railway in Taiwan to take a diesel locomotive on loan. It has been offered DL-34, a 25-ton 520hp diesel built specially for the Taiwanese line by Mitsubishi in 1972.

WLLR chairman Steve Clews said: "We are most grateful to the Alishan Forest Railway and Taiwan's Forestry Bureau for their most generous offer.

"DL-34 will be a welcome and valuable addition to our roster.

"We hope that once the pandemic has receded sufficiently, Taiwanese visitors will be able to come and see the loco in action here for themselves."

It is hoped that the locomotive can be delivered by December.



Maam Cross signal cabin rises again above the platform, the cabin's second rebuild in a century. JIM DEEGAN



Back to the future! Narrow gauge tracks being used to transport broad gauge track panels, just as contractors might have done building the line in 1895. JIM DEEGAN

Cabin rebuild signals progress at Maam Cross as lost time is made up

THE rebuild of Maam Cross signal cabin is nearing completion – signalling significant progress for the Connemara Railway Project, which aims to restore the station as the centrepiece of a working Irish rural railway station.

Chairman Jim Deegan said that progress on all fronts has been rapid and that ground lost during the Covid shutdown has been largely regained, and plans to run 3ft gauge diesel trains later this summer, with broad gauge trains taking to the tracks in 2023.

Jim said: "We are delighted with progress on the signal cabin, which has been funded by tourism body

Failte Ireland. It's being built on its original brick base; the second time it has been rebuilt as it was damaged during the Civil War exactly 100 years ago. We are installing a 13-lever frame from Ennis to control the points and signals, and we plan to build a second cabin, Maam Cross West, at the opposite end of the station loop."

The railway has been turning the clock back to the days of contractors using narrow gauge tracks to build standard gauge lines, with the temporary 3ft gauge track being used to transport 5ft 3in gauge track panels to allow the Irish broad

gauge track to be laid on site. Work involves moving track panels on narrow gauge wagons, with one of the line's Bord na Mona diesels providing the motive power.

On the Midland Great Western Railway's Galway-Clifden line, opened in 1895 and closed in 1935, the Connemara Railway Project was founded in 2017 by Jim. Work began in earnest on the surprisingly intact station site in 2019; 3ft gauge track has been laid to allow trains to run as a statement of intent, and permission is being sought from the Commission for Rail Regulation to operate trains.

Bagnalls are on the market and looking for new homes

TWO industrial Bagnall 0-4-0STs were listed for sale in June.

No. 2565 is currently stored on the Mid-Suffolk Light Railway, its home since 2014. Built in 1936, it spent its working life at the Central Electricity Generating Board's Hardingstone Road Power Station in Northampton before being bought by a private owner.

It returned to steam after overhaul in 2014, initially at the Northampton & Lamport Railway, but moved to the 'Middy' initially for a gala, only to become a resident immediately after.

Last run in December 2021, it now requires a boiler overhaul but is described as "complete and in good order, with vacuum brakes fitted."

Interested parties should contact Martyn Ashworth on martynhts@btinternet.com, 01509 219725, or 07798 916115.

The second Bagnall listed is Devonport Dockyard No. 19 (works No. 2962), which is currently stored on the Bodmin & Wenford Railway.

Withdrawn from the dockyard in 1965, it was used as a mobile boiler for the supply of steam to warships until 1968, after which it

was bought and moved to Bodmin General in 1969.

It was a stalwart of the early Bodmin heritage railway operations but is not big enough for the steeply-graded line.

Described as in good mechanical order and complete, the boiler requires extensive repairs. Stored under cover, it is for sale "as seen and lying" by sealed bid. Following the sale, it will be required to leave Bodmin within two calendar months. Interested parties should contact Phil Hawke by email at phil.hawke@hotmail.co.uk

Pylons pose electric threat to Bressingham steam

A PROPOSAL for a new 112-mile high voltage power line to run between Norwich, Suffolk, and Essex is causing concern for the future of Bressingham Steam Museum in Diss, Norfolk, which said that a "significant proportion" of its site would be affected by new pylons.

Curator Phil Rooke said: "The proposed route of the pylons will cross two of the museum's railways.

"There would be serious implications for the future sustainability of the museum if a pylon was to be erected directly on or next to our railway lines.

"We do not own the surrounding lands and therefore would be unable to reroute the railways, which are an important part of steam preservation and Norfolk heritage."

United in objections

He added that the museum would work with other nearby groups to campaign against the "disruptive, potentially disastrous scheme."

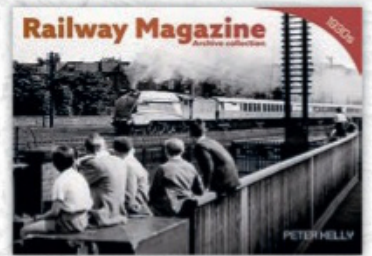
The pylons, part of a proposed new transmission line, are said to be needed to carry electricity from offshore wind turbines.

A National Grid spokesperson said: "We are governed by a number of licenses and regulatory obligations and we have been carrying out assessments and studies to find the most appropriate way to achieve this in East Anglia and in other parts of the country. We feel these proposals best meet our obligations."

They added that National Grid was carrying out assessments to find "the most appropriate way" to run the line and that it wanted to work with communities and business to develop the project.

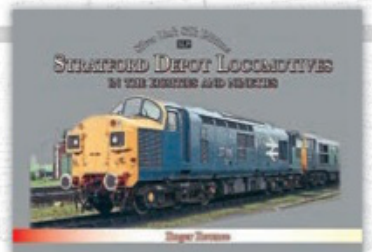
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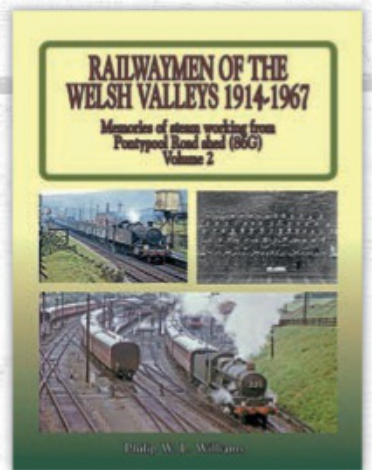
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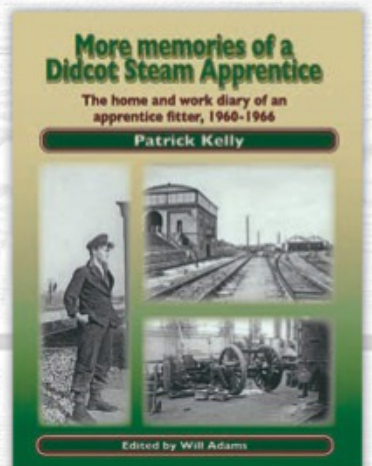
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WHEN THE COTSWOLDS BECAME THE MENDIPS

The Gloucestershire Warwickshire Railway had to wait two years to hold its Somerset & Dorset Remembered-themed Cotswold Festival of Steam, but the three-day event over the platinum jubilee weekend was a resounding success, reports Robin Jones.

Organising a three-day gala that not only coincided with The Queen's Platinum Jubilee as well as a major pop festival at Cheltenham Racecourse was always going to be a challenge for the Gloucestershire Warwickshire Railway.

However, the small team behind the June 3-5 Cotswold Festival of Steam pulled out all of the stops to deliver a spectacular show – the first major event of its type on the railway since 2019 due to the coronavirus pandemic.

Given the circumstances, to say nothing of the current economic constraints, cost of living rises, and coal cost and supply issues, the festival was considered to be an outstanding success, with more than 3000 passenger tickets sold – an outcome that significantly added to the railway's Covid-19 recovery income.

Bold statement of return

The theme, Somerset & Dorset Remembered, was to be the Cotswold Festival of Steam event in May 2020, but when it should have taken place, the GW/R, like every other UK heritage railway, was silent with the nation in lockdown. However, if ever a railway needed a bold statement that it is back up and running, then this event was it. The festival saw nine locomotives in steam, not counting those on the Toddington Narrow Gauge Railway.

Both the Mendips and the Cotswolds are part of the great limestone backbone of England that stretches up through Northamptonshire to the Lincolnshire Wolds, even though the former is of the carboniferous type and the latter is of the oolitic variety.

However, geological finer points aside, the festival saw the Mendips successfully transplanted to the Cotswolds and the five visiting locomotives were universally welcomed – BR Standard 9F 2-10-0 No. 92203 *Black Prince*, a former resident of the GW/R which was away from its present home at the North Norfolk Railway for the first time and returning to Toddington for the first time in 10 years, and Bulleid West Country light Pacific 34028 *Eddystone*. Both are veterans of the legendary and lamented Somerset & Dorset Joint Railway main line.

To add to the atmosphere, Sentinel No. 47109 *Joyce* represented a type of locomotive which once ran on the S&DJR.

In 1929, Sentinel built two small vertical-boilered chain-driven steam locomotives for the S&DJR, numbered 101 and 102. Replacing three older Highbridge-built saddle tanks, they were used for shunting coal wagons on the colliery branch lines around Radstock.

They were built to a reduced loading gauge as they had to pass under the Tynning Arch which →



At Winchcombe, visiting Sentinel 0-4-0 VBG *Joyce* carried out shunting displays during the gala.

ROBIN JONES





Visiting Ivatt 2-6-2T No. 41312 heads a freight train, on which visitors were allowed to ride in the brake van. ROBIN JONES



Visiting Bulleid West Country light Pacific No. 34028 *Eddystone* passes through Tuddington en route to Cheltenham Racecourse with the most famous Somerset & Dorset named train of all, the 'Pines Express,' on June 5. ROBIN JONES

Right: WR 4-6-0 No. 7820 *Dinmore Manor* arrives at Toddington with a freight working on July 5.
ROBIN JONES

had just 10ft 10in clearance. Taken into LMS stock in 1930, they became Nos. 7190-7191, and later Nos. 47190-47191 under BR.

As a young child I was fascinated by their very distinctive bell-shaped appearance when perusing the Ian Allan locospotters books belonging to my older brother, but we never had the chance to see them because No. 47191 was withdrawn in 1959 from Bath Green Park and 47190 in 1961 from Bristol (Barrow Road), and both were scrapped.

Industrial opportunity

However, several examples had been supplied to industrial concerns, and Croydon Gasworks No. 37 *Joyce* (No. 7109 of 1927 (works No. 7109) was restored under the ownership of Andy Chapman at the Somerset & Dorset Railway Heritage Trust at Midsomer Norton station, a short hop from the original pair's Radstock home.

During the GW/R festival, *Joyce* headed an early-morning passenger service from Toddington to Winchcombe – the longest passenger service ever hauled by this quirky locomotive.

However, it was the named train that proved to be the headline-grabbing showstopper – the 'Pines Express.' The GW/R version was headed either by No. 92203 or *Eddystone*, both of which had headed the real 'Pines Express' in the steam era.

The festival also featured double-heading with two Bulleid Pacifics or a Bulleid and the 9F as well as other combinations, an evening train, and a goods train offering brake van



rides – which may have been the first heritage-era freight train to run into Broadway. Visiting from the Mid-Hants Railway, Ivatt 2-6-2T No. 41312, representative of a class which worked on the SDJR system, headed a 'local' – which could have come from Templecombe. And one visitor that had nothing to do with the S&DJR was Ivatt 2-6-0 No. 46521, which is on long-term loan from the Great Central Railway.

The home fleet included Bulleid Merchant Navy Pacific No. 35006 *Peninsular & Oriental*

SN Co, WR 4-6-0s Nos. 7903 *Foremarke Hall* and *Dinmore Manor*, and GWR 2-8-0T No. 4270.

The gala provided a contrast to events being held on heritage lines elsewhere to mark The Queen's Platinum Jubilee over the four-day bank holiday weekend, as featured on pages 84-89. Yes, there was bunting loyally draped around several stations and their entrances, but here the keynote SDJR theme dominated proceedings.

BR Standard 9F No. 92203 *Black Prince* passing Hayles Abbey during a 30742 Charters evening on June 2. MARTIN CREESE





GWR 2-8-0T No. 4270 approaches Greet Tunnel with the 2.48pm freight from Cheltenham Racecourse on June 4. NICK GILLIAM

Forty years evolving

For the family visitor, the event provided an ideal opportunity to see how the GW/R has evolved over the past four decades into a mainstay of the local tourist market, running like a necklace along the northern edge of the Cotswold scarp and linking many of its gems.

The line was originally part of the GWR's main line from Birmingham Snow Hill to Cheltenham which was built between 1900 and 1906.

Post-Nationalisation, it was run down over the years, with stations closing – Broadway lost its BR passenger services in 1960 and was demolished three years later.

A freight derailment near Winchcombe in 1976 led to BR deciding to close the double-track route and began lifting the line in 1979.

The closure instigated the formation of the GW/R by revivalists who, unlike BR, could see the potential of the route in the modern age rather than its drawbacks.

The GWR ran its first steam train operations at Toddington in 1984 over 700 yards of relaid track and by 1987 had restored a single track to Winchcombe, where the station was reconstructed using the former Monmouth Troy station building.

Fast-forward to today and one of the biggest armies of volunteers in the heritage sector has restored 14 miles of the line, from Broadway to Cheltenham Racecourse, with aspirations of a northern push to Honeybourne station, where a platform is already waiting for a main line connection. Imagine the phenomenal benefits to the tourist economy, with incoming charters

bringing 500 visitors at a time to spend their money in the towns along the route.

One of the minus points of the GWR route as built – and also that of the North Warwickshire Line from Tyseley to Stratford-upon-Avon – was, being built fairly late in the railway age, stations were often a considerable distance from the towns they purported to serve. The GWR's primary focus had been the long-distance services over the line from Birmingham to Bristol, the West Country, and South Wales, and local trains were considered very much incidental to this.

More than a train ride

However, the heritage line has thrown up many new possibilities to the visitor to this beautiful Area of Outstanding Natural Beauty, whereby a train trip can easily dovetail with a major attraction.

One of the line's most popular services is the 10am from Cheltenham Racecourse to Broadway, which gives travellers plenty of time for the 15-minute walk into this historic and popular yellowstone village to enjoy all that it offers, including excellent tea shops, pubs and restaurants. Businesses say that the railway has made a difference; the staff at one tea shop make a point of checking for customers wishing to catch the last train back to Cheltenham to make sure they are served in good time for the stroll back to the station. Others say they know when a train has arrived because of the influx of customers!

Award-winning Broadway station itself (which boasts an attractive café in the station building) is well worth spending time admiring. It opened at Easter 2018



Could this be Masbury summit on the S&D as it was six decades ago? No – it is Didbrook during a 30741 Charters run with visiting BR Standard 9F 2-10-0 No. 92203 on June 2. MARTIN CREESE



WR 4-6-0 No. 7820 *Dinmore Manor* departing Toddington on the goods train as No. 7903 *Foremarke Hall* drops onto the back of a Broadway-bound working on June 5. MARTIN CREESE



Dignity and impudence: Ex-Croydon Gat Works Sentinel No. 7109 *Joyce* is passed by No. 35006 *Peninsular & Oriental SN Co.* at Winchcombe. MARTIN CREESE

and is redolent of the 1903-built original. It was constructed entirely by volunteers, incorporating features of the original that was demolished in 1963, including moulded bricks, fully riveted canopy, and a wonderful glazed canopy extension that reaches the covered footbridge. The building and platforms may be longer than the original, but a traveller from the last century would immediately recognise it.

It is also filled with historic detail such as delightful tiled floors and period ticket barriers, clock, and posters – and a timetable giving train times and connections to all parts of the GWR network.

A fixed-price minibus service can be summoned from Broadway station to the village – and the driver would also offer a price for a trip to Broadway Tower, atop the

Cotswold escarpment, which can be spied from the railway.

Connections

A Caravan Club site sits on the location of the former Broadway goods yard, where the goods shed still stands. It is extremely popular, and a pitch will need to be booked well in advance, especially at the height of the season, but it is a wonderful base from which to explore the surrounding countryside and take a trip on the railway.

Visitors can use the new car park at Broadway station, which has four electric car charging points, and take the 09.55am service to Cheltenham, arriving 55 minutes later. The walk into Cheltenham town is extremely pleasant, taking a good half hour, passing through the racecourse grounds and

delightful Pittville Park and lake. Alternatively, a 10-minute walk leads to the Racecourse Park & Ride, from where there is a very frequent bus service into the town's bustling and enjoyable centre with its wide range of shops and attractions.

So what about the intermediate stations? If you alight at Gotherington Halt, a network of footpaths lead you to the top of Cleeve Hill, the highest point of the Cotswolds. There are also paths that enable the energetic traveller to start from Winchcombe, say, to Gotherington and catch the train back.

Winchcombe station is the administrative headquarters of the railway and the home of the Carriage & Wagon Department, based in and around the former goods shed.

This was open to visitors over the gala weekend, and on view was the immaculately

At Toddington, Bala Lake Railway Trust chairman Julian Birley displayed his Bentley Mk. 6 car, once owned by the celebrated railway photographer Ivo Peters who was renowned for his images of the SDJR. It is seen lined up alongside old friends Bulleid Pacific No. 34028 *Eddystone* and BR Standard 9F No. 92203 *Black Prince* at Toddington on June 2. MARTIN CREESE





Double Bulleids: Nos. 34028 Eddystone and 35006 Peninsular & Oriental SN Co. leave Gotherington with the 10.40am from Broadway on June 4. NICK GILLIAM

restored Class 37 D6948 and 1959-built Class 26 D5343, both of which are undergoing overhaul.

The station has an extensive picnic area, the volunteer-run Coffee Pot Café, and Discovery Coach, which puts the railway and its history into context. On some days a former TPO, which houses an interesting model railway, is open.

During the gala, the station housed an exhibition by the Somerset & Dorset Railway Trust, which was until recently based at Washford on the West Somerset Railway.

Royal links

The station itself is in the village of Greet – Winchcombe being a little over a mile distant. It is a pleasant walk there or you can summon a taxi that will take you to the historic village centre.

Sudeley Castle, with its royal connections, is also nearby. The chapel in the grounds houses the tomb of Henry VIII's sixth wife Queen Katherine Parr, who lived and died at the castle.

Because of an acute lack of available accommodation during the bank holiday, partially due to the gala, I stayed at Barbara Scudamore's excellent and atmospheric Sudeley Hill Farm bed and breakfast, which offers sweeping views of Winchcombe.

Hayles Abbey Halt is only open on blue timetable days at present. It was opened – and misspelled – by the GWR in 1928 to coincide with the opening of a new museum at the nearby ruined Cistercian Hailes Abbey.

It closed with the rest of the intermediate stations on the line in March 1960 but has been rebuilt by volunteers as close to the original as possible, reopening in 2017.

Hailes Abbey, a pleasant stroll from the halt, was founded in 1246 and dissolved in 1539. It is now in the ownership of the National Trust and managed by English Heritage.

Toddington station, once an important fruit and vegetable transshipment centre, is the engineering headquarters of the railway where locomotives are maintained, overhauled and restored. About a mile from here is the Jacobean manor of Stanway House and Gardens, which includes the spectacular 300ft single-jet gravity fountain – the highest fountain in the UK and the second-highest in Europe, and believed to be the highest gravity-fed fountain in the world. The present owner is Lord Niedpath, the 13th Earl of

Wemyss and March. The Scottish Wemyss family possessed the lands of Wemyss in Fife since the 12th century, and in 1881 the family financed the construction of what became the Wemyss Private Railway that served the East Fife coalfield.

It was one of the few private railways that were not absorbed or nationalised, finally closing completely in 1970 as the mines in the area were shut down.

Apart from these attractions near the railway, there are many places to visit throughout the Cotswolds which can be combined with a trip on the GWSR.

It makes for a wonderful day – or, ideally, two or three days, exploring the region's rich history, its stunningly beautiful yellowstone towns and villages, and seemingly limitless range of attractions for all the family, of all ages. **HR**



Hunslet 0-4-2T No. 2075 of 1940 Chaka's Kraal No. 6 gets set to depart on the Toddington Narrow Gauge Railway. ROBIN JONES



A miniature traction engine going through its paces in the car park at Toddington station. ROBIN JONES

HERITAGE RAILWAY

• THE COMPLETE PRESERVATION NEWS MAGAZINE •

Beneath an azure sky, LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* appears to be heading a tour past masses of vibrant luscious spring greenery in a typical English countryside setting. Appearances can be deceptive, however, for in reality, No. 6233 was taking Vintage Trains' June 17 'The White Rose' to York from Tyseley through Bordesley Junction in the heart of very urban inner-city Birmingham, where Mother Nature now seems to be reclaiming much of the territory lost before the Industrial Revolution and the railway age. ALAN CORFIELD





Rail charter programmes fall victim to national rail strikes

By Robin Jones

HERITAGE charter trains and services were among the victims of the three days of strike action by the National Union of Rail, Maritime and Transport Workers which paralysed much of the country's network on June 21, 23, and 25.

RMT members opted for action in support of attention to their union's demands for increased pay in line with inflation. Britain's annual inflation rate reached 9% in April, a 40-year high.

Only a fifth of scheduled main line services ran and half of the lines were closed during the three days. Passengers were warned by rail operators that they should only travel by train if necessary and to check their journeys in advance.

Called off

In the heritage sector, West Coast Railways cancelled its morning and afternoon 'Jacobite' services between Fort William and Mallaig on all three days due to the absence of Network Rail staff to operate the West Highland Extension. The Carnforth operator also redated its 'Dalesman' trip from York to Carlisle and back from June 23 to June 28 and subsequently cancelled it.

The Railway Touring Company's June 25 'Scarborough Flyer' from Manchester Victoria to Scarborough and the 'Cumbrian Mountain Express' from Euston to Carlisle were also both cancelled.

The Midland Pullman's 'Yorkshire Coast & Jorvik Pullman' from Eastleigh to Scarborough, due to run on June 25, was redated to August 27.

Steam Dreams cancelled its June 23 tour from London Victoria to Bournemouth and Weymouth.

The June 25 Vintage Trains trip behind a pair of Class 20 diesels to the Weston Air Show and Bishops Lydeard on the West Somerset Railway was also called off.

The 'Settle and Carlisle Steam Special' operated by Northern Belle from Coventry to Carlisle and involving Battle of Britain Pacific No. 34067 *Tangmere* between Carnforth, Carlisle and Preston on June 25 was cancelled.

'The Mazey Day Cornishman' from Solihull to Penzance via Oxford by Pathfinder Tours on June 25 was called off too.

Because of the threat of strike action, Saphos Trains redated its June 22 'Welsh Marches Express'

from Birmingham International via Oxford, Swindon, Bath and Bristol to Shrewsbury to August 10.

The North Yorkshire Moors Railway had to suspend its services into Whitby due to the closure of signalboxes on the Esk Valley Line between Middlesbrough and the coast, including the Nunthorpe 'box' that gives access to Whitby station.

During the strike days, the NYMR added a rail replacement coach service between Grosmont and Whitby for passengers travelling on either the 'Seaside Special' or 'Yorkshire Express' services.

The scheduled timetable went ahead as planned but capacity was reduced in order to be able to transfer passengers onto road transport to Whitby.

Capacity was increased on the 'Moors Explorer' services between Pickering and Grosmont.

NYMR's director of corporate services, Laura Strangeway, said: "As a registered charity navigating its way through unprecedented times post Covid-19, we ask passengers to come and support the railway by travelling along the heritage line. Unfortunately, the disruption to our Whitby services

was out of our control, but the NYMR is committed to do all it can to minimise the impact of strike action for our passengers."

Safety

Meanwhile, the Spa Valley Railway was unable to operate services to Eridge on June 25.

The line between Birchden Junction and Eridge is Network Rail infrastructure, requiring liaison with Oxted signalbox for operation beyond the boundary gate. The 'box' also controls the safety of both the heritage and main Southern-operated Uxbridge lines.

The line's service alteration saw trains run as far as Groombridge, where they ran round in the loop ready to return to Tunbridge Wells, with four return steam trips and one diesel in the middle of the day operated.

RMT general secretary Mick Lynch said on June 25 that further industrial action had not been ruled out as there was no sign of a breakthrough in discussions between the union and rail operators, but no more dates for strike action had been announced as we closed for press.



Hauling a rake of Mk.3 coaches, LMS 4-6-0 No. 46100 *Royal Scot* crosses the river at Helwith Bridge with the peak of Pen-y-ghent in the background following its afternoon departure from Hellifield with the steam leg of the Steam Dreams King's Cross to Edinburgh trip on June 16. ANDREW DENNISON



The Midland Pullman comprising HST Class 43 power cars Nos. 43046 and 43049 at Oban with the 'West Highland Pullman' charter from Darlington on June 18. TONY WINDWARD

Saphos adds more Pacific power with *Duchess* heading the 'Coronation Scot'

By John Titlow

LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* will be hauling the Saphos Trains September 24-26 'Coronation Scot' tour rather than motive power from the Locomotive Services Limited pool.

Inaugurated in 1937, the 'Coronation Scot' was the premier train of the LMS and the tour follows the majority of its route.

The tour, which will use the Saphos carmine and cream rake of carriages, departs Euston on Saturday, September 24 at 7am behind a Class 40 diesel, picking up en route to Crewe. The *Duchess* then takes over for a run over Shap and Beattock to Glasgow, arriving at about 7pm.

Sunday is a free day to explore the area, with Monday's return over Beattock and the Settle and Carlisle route to Crewe, where locomotives are changed for a return to Euston at 9.30pm.

No overnight accommodation is included, giving choice to the passengers. The Saphos office has a list of recommended hotels and staff are happy to help.

On June 8, the Saphos 'Welsh Marches Whistler' started at Preston behind diesel power and BR Standard Class 7 Pacific No. 70000 *Britannia* took over for the run from Crewe to Bristol, routed through Shrewsbury. Timekeeping was generally good, with a seven-minute late arrival at Preston.

The 'English Riviera Express' season started on June 11 with a fully-booked train to Kingswear via the Dartmouth Steam Railway. This train was due to start from Solihull but was switched to Dorridge two stations to the south because of cable theft, leaving 34 minutes late.

At Fairwater Yard outside Taunton

the diesel was exchanged for *Britannia*, leaving six minutes late; again, time fluctuated but even after steady running, arrival at Kingswear was 17 minutes down. The return trip was a different matter, being only minutes late throughout and just five down on return at Solihull.

The rest of the season, the 'Riviera' follows a similar pattern of diesel haulage to Taunton where steam takes over.

Britannia is kept at Bishops Lydeard on the West Somerset Railway, where it was joined on June 17 by Bulleid West Country light Pacific No. 34046 *Braunton* to share the duties.

As previously reported, the WSR has agreed to provide stabling facilities for *Britannia* and its support coach at Bishops Lydeard until September 13. The WSR will also provide conductor-driver services for the section between Bishops Lydeard and Norton Fitzwarren Junction, where No. 70000 will be turned on the triangle at the beginning of each trip.

LSL managing director Tony Bush said: "We are very grateful to the WSR for its hospitality during our 2022 West Country operations and we look forward to building a lasting relationship with the team there."

WSR chairman Jon Jones- Pratt said: "We are confident that we can provide this strategic operating benefit to the national network for Train Operating Companies looking to operate both steam and diesel to the West Country."

"This innovation is all part of our continued business recovery and development plan, and for us it is another milestone to celebrate."

'Riviera' departures will be from various stations to widen the market: July 2 from Poole; limited places are available on July 9 from High Wycombe; July 16, Cardiff, July 30, Kettering; August 6, Wolverhampton;

August 20, Ely; September 3 from the home base at Crewe; and September 10, Shrewsbury.

On June 15, the 'Fellsman' ran from Crewe to Chester behind a diesel; 34046 *Braunton* took over for a run over the Settle to Carlisle line. The return run was the same as the outward, with very minor delays. A repeat will take place on July 20 and August 24.

After LSL's takeover of Steam Dreams, as reported last issue, LMS 4-6-0 No. 46100 *Royal Scot* filled in running between Hellifield and Edinburgh on the 'Capital Express', which originated from King's Cross on June 16.

The following day, June 17, two Fife and Forth circle tours ran Edinburgh-Dunfermline-Edinburgh with the *Scot*. The tour returned to the Cross on Sunday, June 19, departing Edinburgh a minute late at 9.17am, running down the East Coast Main Line to at York six minutes early at 3.32pm. A diesel took the train onward to King's Cross, arriving on time at 8.35pm. After an overnight stop at York, No. 46100 returned to Crewe the following day.

The 'Golden Hind' starts at Slough, diesel-hauled to Taunton, on July 13, where double-headed steam takes on the South Devon banks beyond Newton Abbott to Plymouth. Motive power was expected to be *Braunton* and *Britannia*. The 'William Shakespeare' on August 3 heads to Stratford-upon-Avon from Carnforth, exchanging its diesel for steam at Crewe. Following the recent acquisition of B1 4-6-0 No. 61306 *Mayflower* from David Buck, along with Steam Dreams, the locomotive has gone straight into works to have an air pump fitted as it was only vacuum brake fitted. The work was likely to take 12 weeks.

Sir Nigel Gresley sidelined to fix steam problem

LNER A4 Pacific No. 60007 *Sir Nigel Gresley* has been withdrawn from service after an intermittent problem was reported in which steam appeared to be passing the regulator.

The locomotive, which underwent running-in on the Severn Valley Railway following its £1 million overhaul, successfully completed its first full passenger-carrying comeback tour on May 21 running from Crew to Carlisle, as reported last issue.

However, the problem was highlighted during the Sir Nigel Gresley Locomotive Trust's assessment of the A4's performances.

Cause traced

A trust statement said: "The root cause of the issue has now been traced to the joint between the main steam pipe and the front tubeplate or possibly the tubeplate end of the steam pipe itself. Although this should be relatively easy to remedy, the work requires a significant amount of disassembly in the smokebox. The necessary work is already underway, however, as a result, the locomotive will not be available for further operation until later this summer."

The statement said that the work was not expected to impact on the locomotive's planned visit to the North Yorkshire Moors Railway where it is booked to appear at the September 22-25 autumn steam gala.

Repaint delayed

However, its repaint from wartime black into BR blue has been postponed. "Timing of this will be reassessed in due course and a decision taken based on the speed of progress with the repair and operational requirements," said the statement.

"The trust expects *Sir Nigel Gresley* to be in traffic later in the summer as in every other respect the locomotive has performed superbly during trials and on the inaugural tour. We will advise plans for railtours in due course."



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Clun Castle replays landmark trip from half a century ago

By Owen Hayward

ON Saturday, June 11, 1972, after an absence of four years, steam returned to British Rail's main line network as BR(W) 4-6-0 No. 7029 *Clun Castle* hauled the first public excursion following the lifting of the steam ban. Fifty years to the date after that crucial turning point in history, the same locomotive marked the occasion with a 300-plus mile trip between Birmingham Snow Hill and Cardiff central stations.

When main line steam ended in August 1968, BR imposed a ban on all steam locomotives on the network with the exception of LNER A3 Pacific

No. 4472 *Flying Scotsman*, although despite having permission to run on the network until 1971, it did not do so after May 1968 as it first underwent overhaul before being taken for a tour of the United States in 1969.

The return of steam was no easy task, with BR chairman Henry Johnson and board member Philip Shirley (the latter largely accountable for the introduction of the ban in the first place) firmly against such activities until their retirements in 1971.

By this point, Peter Prior, director of Bulmer's Cider in Hereford, had taken custodianship of and paid for the overhaul of GWR King class No. 6000

King George V and was keen to see it back on the main line.

A chance meeting came on March 8, 1971 with the new BR deputy chairman Willie Thorpe, after the Leicester Square premiere of the film *Love Story*, at which Prior came to the aid of Thorpe's wife after she fainted.

Thorpe thanked Prior with the fateful words: "Do let me know if there is anything I can do for you in return" – which ultimately led the way for discussions that convinced Richard Marsh, the new BR chairman, to allow a trial trip on October 2 between Hereford and Tyseley. The success of this unlocked the door for

further routes being made available, leading to the first Return to Steam trip, departing Birmingham Snow Hill for Didcot on June 11 the following year. It continued on to Hereford with diesel power.

The anniversary trip was planned by Vintage Trains' Richard Cadge, who observed: "It was a stroke of luck that despite being 50 years apart, we were able to run on the same date."

Attempted cable theft the night before scuppered the signalling system in the area, meaning the outward journey was delayed before it even began. Network Rail engineers worked tirelessly from the early hours to enable the empty coaching stock to depart Tyseley Locomotive Works only approximately 30 minutes late – not to be sniffed at when service trains in the area were all cancelled until much later in the morning.

A stop at Tyseley main line and Widney Manor stations for pick-ups was followed by a spirited run all the way to the water stop at Oxford, with the journey as far as Didcot retracing the route of the original trip.

Steam haulage carried right on through Swindon, Bristol, and into the four-mile-long Severn Tunnel. Upon reaching Maindee, the train was reversed over the triangle junction allowing the diesel – Class 47 No. 47773 – to take over for the final stretch to Cardiff central, arriving just 34 minutes late. The turn at Maindee also allowed for the afternoon return to be steam-hauled throughout.

The homeward trip was blessed with a clear run throughout, arriving



Delayed due to signal cable theft, *Clun Castle* drifts into a quiet Tyseley main line station. OWEN HAYWARD

Historic Dartmouth now added to national rail map

By Robin Jones

HISTORICALLY famous as the town that lacks a station with trains, Dartmouth has now been added to the UK's national rail map.

Modern-day operator First Greater Western Limited, trading as Great Western Railway, is inviting passengers to travel to the South Devon port this summer via its regular service to Paignton, change to a Dartmouth Steam Railway service to Kingswear, and then take a foot ferry to Dartmouth.

GWR commercial director Phil Delaney said: "We are proud to serve some truly breathtaking destinations on our network and I'm delighted we can now add Dartmouth to that list with this wonderful through ticket."

"It's great that we've been able to put this partnership in place

with Dartmouth Steam Railway & River Boat Company. I believe our customers will love this unique opportunity to travel by GWR train, steam railway, and boat to one of the most picturesque spots the south west has to offer.

"Purchasing your ticket couldn't be simpler, either online or through the GWR app. Just remember to input Kingswear (for Dartmouth) in the journey planner, and the following day you could be experiencing a truly memorable day out."

The new ticket was championed by Totnes MP Anthony Mangnall, who worked closely with GWR and DSRRB to make sure it was on sale in time for the summer holidays.

He said: "This new link and cooperation between GWR and the DSRRB offers a romantic and unique way of arriving in South Devon.

"I hope residents, visitors and tourists alike will make full use of the throughfare ticket to Dartmouth via Kingswear.

"This partnership has long been an ambition of mine and I am incredibly pleased to see it come to fruition."

DSRRB managing director John Jones added: "This is a great opportunity for the Dartmouth Steam Railway – it is very exciting to be able to link up with GWR to offer visitors from far and wide the opportunity to enjoy a trip on our steam trains and boats. Passengers are sure to enjoy both the fantastic views and, fingers crossed, the amazing weather! I'd like to say a really big thank-you to both Anthony Mangnall and GWR for getting this new venture up and running."

Tickets must be purchased in advance, and will remain on sale until

Sunday, October 30, when the steam service ceases for the winter.

Bookings close at 11.59pm the day before travel, and reservations are mandatory.

In the 19th century, the Dartmouth & Torbay Railway was refused permission to build a rail bridge across the River Dart, so ended its line at Kingswear and used a ferry to complete the journey.

Dartmouth station, which therefore never had rails laid into it, opened in 1864. It is now a restaurant and café.

The stationmaster at Dartmouth was paid more than his counterpart at Kingswear because of the extra prestige of serving the Britannia Royal Naval College.

→ For more information, visit www.gwr.com/stations-and-destinations/travel-inspiration/heritage-railways/dartmouth-through-ticket



Celebrating 50 years of the return of steam to the UK national network, WR 4-6-0 No. 7029 *Clun Castle* runs through Leamington Spa on June 11. JOHN TITLOW

back at Snow Hill four minutes ahead of schedule.

VT chairman Michael Whitehouse, who was also on the original train in 1972, said: "That train 50 years ago was a fantastic experience. We travelled 80 miles at 60mph, so how better to mark the anniversary than by doing over 300 miles at 75mph?"

He was also proud to add that the train was in the hands of several younger crew members, with train manager Will Stevenson just 24 years of age, and the outward journey fired by 27-year-old trainee fireman Sam Perry.

In addition to its regular excursions, VT's attention also now looks to 2023, which will be the centenary of the introduction of the GWR Castle class.



Crowds swarm to see *Clun Castle* after its arrival at Cardiff Central on June 11. OWEN HAYWARD

'Royal' *Britannia* trip raises £60k for struggling railway workers' charity fund

ON Friday, June 3, the Railway Benefit Fund's "most exciting fundraiser to date" took 250 passengers from Crewe to Windsor behind BR Standard Class 7 4-6-2 No. 70000 *Britannia* to celebrate The Queen's Platinum Jubilee – and raised £60,000 for the Crewe-based charity.

'The Royal Charter' utilised Saphos Trains' luxury coaching stock on the tour organised in aid of the RBF.

Founded in 1858, it is a benevolent charity set up to help current, former and retired railway personnel who find themselves in financial difficulties, offering support by way of grants of up to £3000 and financial and debt advice.

The charity does not limit itself to just national rail employees, but also supports those who work in the heritage sector.

Treated to a luxury day of fine dining were some of the RBF's Heart of Gold winners, including the Arriva Rail London Hatch End Station Team and staff from Avanti West Coast and Southeastern. These much-loved awards celebrate the hard

work of people in the rail industry, recognising those who have gone above and beyond to help their communities, passengers, and colleagues.

Some RBF ambassadors were also treated to a day out as a thank-you for their hard work volunteering, spreading awareness of the work



***Britannia* formed the backdrop for a surprise proposal from Paul Kwasniewski to Isla Mansell, whose grandfather helped build the locomotive. TONY MILES PHOTOGRAPHY/RBF**

of the charity, and signposting their colleagues in need.

As the charity's flagship fundraising event, the day was well-attended by representatives from across the rail industry, including Abellio Ancillary Services, Caledonian Sleeper, Furrer and Frey, Freightliner, Avanti West Coast, Arriva TrainCare, Health Shield, and RBF's president, pop mogul Pete Waterman OBE.

CEO Claire Houghton said: "We were absolutely delighted to have raised more than £60,000 and our thanks go to Locomotive Services Limited and Saphos Trains for making this wonderful event happen, as well as the Branch Line Society for hosting the ticketing."

The trip also saw a surprise proposal for Clitheroe couple Paul Kwasniewski and girlfriend Isla Mansell, whose grandfather was involved in the building of *Britannia*, with congratulations issued when Isla said yes.

The two train headboards used on the trip were put up for auction, achieving £700 each.

New company to run Dublin tour to Cavan & Leitrim line

TÁILTE Tours is to run a two-day railtour which will include the Cavan & Leitrim Railway.

A new voluntary-led committee that seeks to raise funds and awareness for Ireland's smaller railway heritage groups, its first event is a two-day railtour weekend over August 20/21.

Loco-hauled rarity

On Saturday, August 20, the 'Premier Rose' will provide a rare opportunity to travel on a locomotive-hauled train on the scenic Kerry branch line to Killarney and Tralee. It will comprise Iarnród Éireann Mk.IV coaching stock that normally only operates on Dublin to Cork services.

The tour departs Dublin Connolly at 10am and will offer passengers the option of almost five hours in Killarney or three hours in Tralee, in the opening weekend of its famous Rose of Tralee festival.

Motive power will be provided by a General Motors Class 201 diesel. Since the takeover of most long-distance Iarnród Éireann services by Intercity Railcars in the late 2000s, these locomotives have generally only seen passenger use on Dublin to Belfast and a portion of Dublin to Cork services, while their use on railtours is also uncommon. The tour will provide a rare chance to travel behind a 201 on a branch line.

Opportunities

On August 21, the 'Wild Rose' will include a trip to the Cavan & Leitrim Railway at Dromod, where there will be the opportunity to ride behind restored Avonside 0-6-0T No. 3024 of 1908 *Nancy* in its first season of operation. Former Bord na Móna 1954-built Ruston & Hornsby 4wDH No. LM114 *Joe St. Ledger* will also be available for haulage opportunities.

For more details, visit www.tailtours.com



LMS Jubilee 4-6-0 No. 45596 *Bahamas* ready to leave Buxton with the Railway Touring Company's 'Jubilee Buxton Spa Express' on June 6. RON WILSON

Jubilee hauls twice-delayed 'Jubilee' trip!

By Ron Wilson

TWICE postponed due to Covid-19, the Railway Touring Company finally ran a London-to-Buxton trip during The Queen's Platinum Jubilee weekend on Saturday, June 4 – with an LMS Jubilee!

Originally planned to use A1 Pacific No. 60163 *Tornado* throughout, it was always going to be ambitious. However, changed circumstances nevertheless produced an unusual and entertaining day for both a sold-out train and onlookers (of which there were many).

The 'Jubilee Buxton Spa Express' was diesel-hauled from Ealing Broadway, giving way to steam at Barrow Hill just north of Chesterfield, where Jubilee No.45596 *Bahamas*, which had earlier in the morning run south from its home base at Ingrow on the Keighley & Worth Valley Railway, took over for a spirited run via Sheffield, the Hope Valley, and Peak Forest to Buxton.

It was in the capable hands of West Coast Railways driver Mick Rawling and firemen brothers Charlie and Nigel Barber, their father having been a footplate man at Hasland shed and

who had worked over the routes many times in steam days.

A reduced-frequency service on the former LNWR route out of Buxton via Whaley Bridge meant the return journey ran via Stockport and Denton, before retracing its steps via the Hope Valley, Dore west-to-south curve, and the Midland Main Line to London. No. 45596 left the train at Leicester before running to the Nene Valley Railway for stabling until the next RTC job to York a week later.

The tour was also significant for *Bahamas* and the Bahamas Locomotive Society in several ways. The trip was almost exactly 49

years since No. 5596 (as it then was, painted in an 'interesting' shade of LMS maroon that was hardly 'crimson lake!') made its only preservation run until now over the Hope Valley, in June 1973, between Guide Bridge and Sheffield, stabling and servicing at Grindleford in between.

It was also just over 54 years since its last visit to Buxton, which occurred somewhat covertly (and apparently unphotographed) in March 1968 as a running-in turn after axlebox repairs. The by-then preserved No. 5596 had run hot on the delivery journey from overhaul at the Hunslet Engine Co in Leeds to its last BR home of Stockport Edgeley shed (9B), the repair being effected with the use of Longsight shed's wheeldrop. Due deference was paid on the locomotive's whistle as the tour passed the site of Edgeley shed and Stockport station itself.

Being the jubilee bank holiday weekend, the tour attracted many photographers and general onlookers, filling platforms, bridges and other vantage points. It is pleasing to report that there were no incidences of trespass or other irresponsible behaviour.



Firemen brothers Nigel (left) and Charlie Barber on No. 45596 at Buxton. RON WILSON

An unexpected end to Hastings Diesels tour

HASTINGS Diesels Ltd's 'Jolly Fisherman' railtour was cut short at Tunbridge Wells due to a fire alarm activation in motor coach No. 60116 *Mountfield*.

The tour on Saturday, June 18, was on the outward journey from Hastings to Skegness when an engine-room fire alarm was

triggered, resulting in the activation of the CO2 fire-suppression system within the engine compartment.

This fault meant that the tour was curtailed at Tunbridge Wells and the train returned to Hastings, setting down passengers at their pick-up stations along the way. While no equipment was damaged within

Mountfield, HDL was working to establish what caused the fault.

HDL hopes to be able to repeat this tour as soon as possible, but a statement from the company said that this was likely to be next year.

The next scheduled tour is a south-east itinerary taking in Minster, in Kent, and Brighton on August 20.

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GREAT RATES – SEE PAGE 30.

Pathfinder announces another double-headed charter for autumn

By John Titlow

A NEW tour behind a Class 47 and two Class 33s with Riviera's Mk1 coaching set has been recently added to the Pathfinder Tours programme.

On September 24, the WCR 47 will start from Burton upon Trent, picking up in the Birmingham suburbs before heading via Worcester Parkway, Cheltenham Spa and Sapperton and joining the Great Western Main Line towards London.

At Willesden, the Class 33s take over running the tour through London before crossing the River Thames towards their destination at Canterbury and Margate.

The return will be via a different route to Willesden for the locomotive change before following the outward journey to Burton upon Trent

Bookings are still coming in for the redated July 23 'Hadrian Hoover', starting in the Midlands behind two Class 50s courtesy of the Class 50 Alliance. Departing Tame Bridge Parkway at 6.05am, it will pick up at Birmingham New Street, Tamworth, Burton upon Trent, Derby,

Chesterfield, Sheffield and York. From there, the tour heads up the East Coast Main Line and from Newcastle takes the Tyne Valley Line to Carlisle for a two-hour afternoon break, before returning via the Settle and Carlisle line. The stock will again be Mk.1 Riviera coaches.

1960s memories

The August 6 'Dorset Coast Explorer' from Burton to Weymouth and return, rekindling memories of 1960s trains prior to electrification hauled by two WCR Class 33s, is now not only fully booked but has a waiting list. The appeal of the 33s and Mk.1 coaches on their old stomping ground between Bournemouth and Weymouth was a great attraction, travelling via New Street, Kidderminster, Worcester Shrub Hill, Cheltenham Spa and Swindon, returning via Bristol before picking up the outward route at Cheltenham Spa. The tour is Pathfinders' first with Class 33s since 2008.

September 3 sees the 'Cumbrian Fells Express' behind Bulleid Battle of Britain Pacific No. 34067 *Tangmere*. Originating at Bristol Temple Meads,



Dual identity Class 50 No..50007 Hercules/50034 Furious approaches Axminster at Abbey Gate working UK Railtours'; returning 1251 'Devon Pullman' from Exeter St Davids to London Victoria on June 18. This excursion ran outbound to Exeter via Reading, Westbury and Taunton with the return via Axminster, Yeovil Junction and Salisbury. STEPHEN GINN

it picks up at Bristol Parkway, Cam & Dursley, Cheltenham Spa, Worcester Parkway, Birmingham New Street, Stafford, Crewe and Preston.

At Carnforth, *Tangmere* takes over for a run northbound over Shap to Carlisle, returning via the Settle & Carlisle to Preston where a diesel returns the train to Bristol. An extra first-class coach and a premier dining coach have been added, and places are still available.

Booking is still available for the 'Cambrian Coast Express' on September 9. Starting from Cardiff at 7am, it runs via Newport over the Welsh Marches behind a DB Cargo diesel outward and return, picking up on route to Shrewsbury. After Shrewsbury, two Network Rail Class

97/3s (ERTMS-fitted 37s) take over to Barmouth for a run over Talerddig to Machynlleth.

Options are available to alight at Minffordd & Portmeirion, Porthmadog and Pwllheli, after crossing the wooden viaduct over the Afon Mawddach estuary at Barmouth.

Tractors over the S&C

The Settle and Carlisle features again on October 15 but this time behind two West Coast Railways Class 37s. South Wales again provides the starting point in Newport at 5.45am, picking up at Bristol Parkway, Cam & Dursley, Cheltenham Spa, Worcester Parkway, Bromsgrove, Birmingham New Street, and Stafford, and returning to Newport at 11.30pm.

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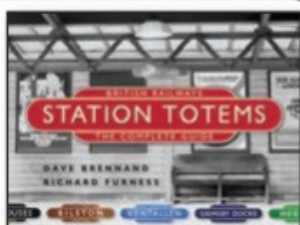
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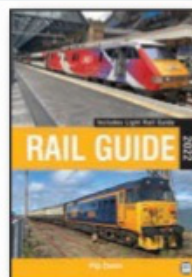


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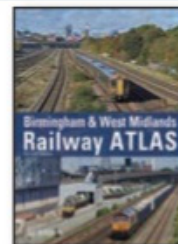


Birmingham & West Midlands Railway Atlas 2nd Edition

Joe Brown

Much has changed since publication in 2016 of the first edition, including confirmation of the route of HS2 and the extensions to the West Midlands Metro. Intricate, finely drawn maps shows track layouts for all lines, both open and closed. In addition to dealing with the complex railway system that served the area, the entire historic passenger tramway network is mapped with opening and closing dates provided.

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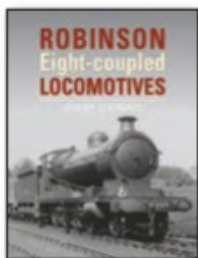


Robinson Eight-coupled Locomotives

Jeremy Clements

Starting in 1902 with three 0-8-0s for the Great Central Railway, J G Robinson's heavy freight locomotive fleet grew rapidly. This book surveys a large, complex locomotive family that saw service on four continents up to the early 1970s. It covers the signature 2-8-0s, the original 0-8-0s, the unusual 0-8-4Ts and 2-8-2T derivatives as well as the various modifications and rebuilding undertaken by Gresley and Thompson.

ISBN 9781910809686, Hardback, over 170 photos, 252 pages **£25.00**



Acquired Wagons of British Railways

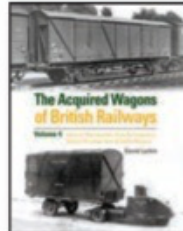
Volume 4

General Merchandise Vans & Containers,
Special Purpose Vans & Cattle Wagons

David Larkin

This volume tackles one of the biggest categories inherited by British Railways in 1948. It includes the various types of fully-enclosed vans, used both for general and specific types of traffic. Also included are vehicles used for container traffic, both the wagons and their demountable containers. Two other significant types of wagons covered in this volume are the early fully-enclosed hopper wagons and cattle wagons.

ISBN 9781800351400, Hardback, over 250 photos, 144 pages **£25.00**



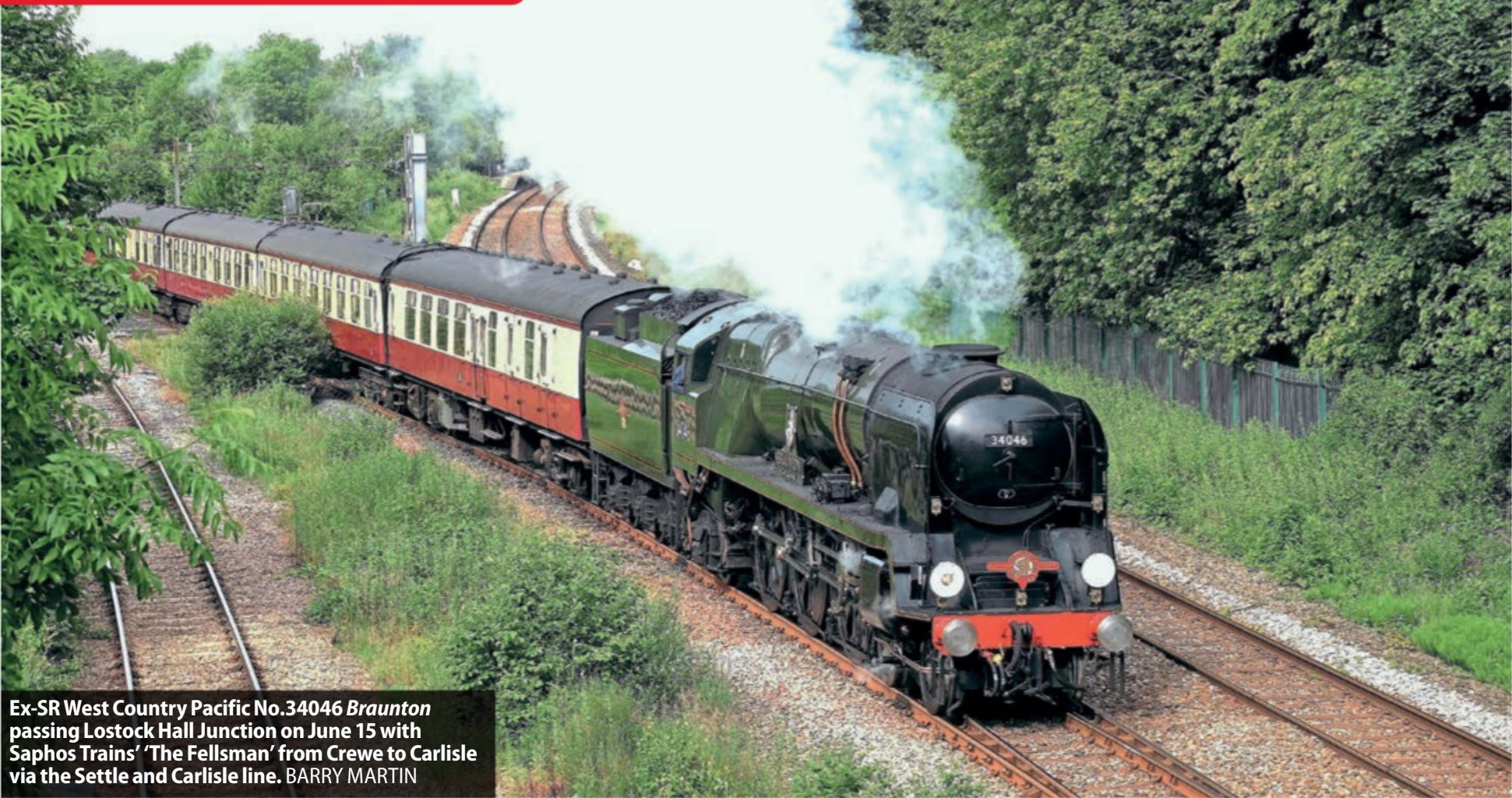
British Railways Mark 1 and Mark 2 Coaching Stock

Hugh Longworth

This is a fully revised and updated edition of the definitive work on BR Mk1 and Mk2 coaches. Continued research has brought to light much additional information, particularly from the 1960s, which is included. The content has been completely reviewed for this new edition and all known errors corrected. Fully updated, colour photos have been added and all the diagrams have been redrawn to an even higher standard.

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Ex-SR West Country Pacific No.34046 *Branton* passing Lostock Hall Junction on June 15 with Saphos Trains' 'The Fellsman' from Crewe to Carlisle via the Settle and Carlisle line. BARRY MARTIN

July

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

9 The Chester Venturer

Birmingham Snow Hill, Chester and return.

Locos: 2x Class 20s TBA. VT

10 The Waverly

York, Carlisle and return. Diesel-hauled York-Hellifield.

Loco: TBA. RTC

12 The Pendle Dalesman

Lancaster, Carlisle and return. Steam-

hauled throughout.

Loco: 35018 British India Line. 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.

14 The Dalesman 2022

York, Carlisle and return.

Loco: 46115 Scots Guardsman. WCR

14 Hampshire Countryside Tour

Circular tour from Salisbury.

Loco: 61306 Mayflower. SD

16 The Cheshireman

London Euston, Chester and return.

Loco: 6233 Duchess of Sutherland. 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 between Cardiff and Taunton.

Loco: TBA. ST.

17 The North Wales Coast Express

Warrington Bank Quay, Holyhead and return. Diesel-hauled WBQ-Liverpool Lime Street.

Loco: TBA. RTC

17 The Shakespeare Express

Birmingham Snow Hill, Stratford-upon-Avon and return.

Loco: TBA. VT

19 The Welsh Mountaineer

Preston, Blaenau Ffestiniog and return. Steam-hauled throughout.

Loco: TBA. RTC

20 The Torbay Riviera Pullman

Doncaster, Paignton and return.

Locos: 43046 + 43055 (HST) MP

20 Settle & Carlisle Fellsman

Crewe, Carlisle and return. Diesel-hauled between Crewe and Chester.

Loco: 34046 Branton. ST

21 The Aberdonian

Edinburgh Waverly, Aberdeen and return.

Loco: No. 60163 Tornado. A1SLT

21 Dorset Coast Express

London Victoria, Weymouth and return.

Locos: 45596 Bahamas, 31806. RTC

22 The Golden Age of Travel by Steam

Circular tour from London Victoria

Loco: 35028 Clan Line. BEL

23 Hadrian Hoovers

Tame Bridge Parkway, Carlisle and return.

Locos: 2x Class 50 TBA. PT

23 The West Somerset Steam Express

London Paddington, Minehead and return.

Loco: 45596 Bahamas. RTC

23 The Highland Clansman Pullman

Crewe, Aviemore and return.

Locos: 43046, 43055 (HST). MP

24 The Shakespeare Express

Birmingham Snow Hill, Stratford-upon-Avon and return. Steam-hauled throughout.

Loco: TBA. VT

26 The Dalesman 2022

Chester, Carlisle and return. Diesel-hauled Chester-Hellifield.

Loco: 35018 British India Line. WCR

27 The Ayrliner

Crewe, Ayr, Stranraer and return.

Locos: TBA Electric-hauled to Carlisle, loco TBA. 20096, 20107 and 1x Class 47 TBA. IC

28 The Aberdonian

Edinburgh Waverly, Aberdeen and return.

Loco: No. 60163 Tornado. A1SLT

30 The Aberdonian

Edinburgh Waverly, Aberdeen and return.

Loco: No. 60163 Tornado. A1SLT

30 Jorvik Pullman

Dundee, York and return.

Locos: 43046, 43055 (HST). MP

30 The English Riviera Express

Kettering, Kingswear and return. Diesel-hauled between Kettering and Taunton.

Loco: TBA. ST.

30 Settle & Carlisle Special

Coventry, Carlisle and return. Diesel hauled between Coventry and Carnforth.

Loco: TBA. NB

30 The Stratford-Upon-Avon Pullman

London Victoria, Leamington Spa and

return.

Loco: 35028 Clan Line. RTC

31 The Royal Duchy

Bristol Temple Meads, Par and return. Diesel hauled Plymouth – Par.

Loco: 6233 Duchess of Sutherland. RTC

31 The Shakespeare Express

Birmingham Snow Hill, Stratford-upon-Avon and return. Steam hauled throughout.

Loco: TBA. VT

August

Loco: 61306 Mayflower. SD

2 The Pendle Dalesman

Lancaster, Carlisle and return.

Loco: 35018 British India Line. WCR

3 The William Shakespeare

Carnforth, Stratford-Upon-Avon and return. Diesel hauled between Carnforth and Crewe.

Loco: TBA. ST

4 The Kentish Belle

London Victoria, Faversham and return.

Loco: 45596 Bahamas. RTC.

4 Scarborough Spa Express 2022

Carnforth, Scarborough and return.

Loco: TBA. WCR

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

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.

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 0772 222
IC	Intercity 0800 038 5364
MP	Midland Pullman midlandpullman.com
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



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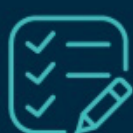
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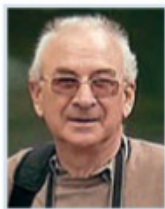
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Don Benn looks at some of the extraordinary locomotive performance during the last weeks of steam on the Southern in 1967, with such locomotives as Bulleid Merchant Navy Pacific No. 35028 *Clan Line*, and also with this same locomotive in 2017, the 50th anniversary of the end of steam.

THIS issue of *Heritage Railway* is published on July 8, which happens to be the 55th anniversary of the last Saturday of steam on the Southern and one day before the very last day of steam in normal service. Therefore, I have picked a few of the best runs in those last weeks, and also include two very good runs with rebuilt Merchant Navy Pacific No. 35028 *Clan Line* from 2017.

The first has been set out in Table One, alongside a high-speed run with the same engine in 1967. On Tuesday, November 18, 2017, UK Railtours ran a circular trip at 10.12am from Victoria via Staines, Woking, Andover, Grateley Romsey, Southampton, Basingstoke, Woking, and Staines, back to Victoria. The train paused at Grateley from 12.41pm to 12.56pm for water, and I have shown the section from Basingstoke to Woking. The load was a heavy one of 13 coaches for 510 tons gross, and in charge were Rob Binstead and Paul Major with Traction Inspector Geoff Ewans. I spoke to the crew at Basingstoke and did a bit of stirring in that I asked if they might be able to reach Woking in 23 minutes, even with the big load and a 75 mph speed limit. It seemed to do the trick and the start with such a load was quite superb, with much Bulleid thrash. To pass Hook, 5.59 miles in seven minutes and 21

seconds at 71mph was outstanding, and Rob let the engine run until well up to the limit before easing for Farnborough, where I suspect adverse signals were sighted in the distance.

We were on the slow line and had caught a train in front, which resulted in signal checks culminating in a crawl in the platform stop at Woking. The net time was indeed 23 minutes for the 23.46 miles and we arrived on time after leaving Basingstoke two minutes late.

High-speed Bulleids

The run in November 2017 was with an engine in superb condition, being maintained by the engineers at the Merchant Navy Locomotive Preservation Society and so it was able to produce a performance up to the very best with heavy loads in the 1960s, but some of the Merchant Navy pacifics at the end of steam, despite being run down, gave some almost unbelievable high-speed performances, albeit with light loads. The same engine as November 2017, No. 35028 *Clan Line*, features next in the table and the third run, this time with No. 35003 *Royal Mail*, shows the highest-known speed with Southern steam – 106mph. Both runs were with very light loads.

The week beginning June 26 was the penultimate week of steam and it saw some quite remarkable performances – not for hauling power but for sheer speed. These exploits have been discounted in some quarters, even by a few of the more respected observers as being exaggerated or timed from misplaced mileposts, but all I can say is that I can fully vouch for those I timed, all having detailed support of pass-to-pass averages and most of which were timed by a number of other experienced enthusiasts. In most cases, also, the maximum speeds were agreed on exactly. Three of the best runs were on the last up Weymouth, all with light loads, and two of them produced speeds in excess of 100mph.

On June 26, I went down with a REP and TC combination on the 5.30pm to return as far as Woking behind No. 34060 on the up Channel Islands express. With 12 for 425 tons, the Eastleigh crew did no more than keep time to Woking, where I transferred to the down side to pick up the 6.54pm from Waterloo that had No. 35013 *Blue Funnel* on 345 tons and ran well enough to keep time to Basingstoke. Here I caught Hants unit 1104 to Winchester to join the last Weymouth service. This

On September 23, 2017, No. 35028 arrives at Basingstoke with the 7.13am ACE from Victoria to Exeter. Inset: Wayne Thompson on *Clan Line* at Salisbury. DON BENN



TABLE ONE: BASINGSTOKE TO WOKING

Date	Saturday, November 18, 2017					Tuesday, June 27, 1967					Monday, June 26, 1967			
Train	12.56pm Grateley to Victoria					6.15pm Weymouth to Waterloo					6.15pm Weymouth to Waterloo			
Loco	Rblt MN class 4-6-2 No. 35028 <i>Clan Line</i>					Rblt MN class 4-6-2 No. 35028 <i>Clan Line</i>					Rblt MN class 4-6-2 No. 35003 <i>Royal Mail</i>			
Load	13 coaches, 468 tons tare 510 tons gross					Three coaches and four vans, 205½ tons tare 220 tons gross					Three coaches and two vans, 164 tons tare 180 tons gross			
Crew	Rob Binstead and Paul Major, TI Geoff Ewans					Fed Burridge and Robert Symon, Nine Elms shed					Fred Burridge and Robert Symon, Nine Elms shed			
Recorder	Don Benn from second coach					Don Benn					Don Benn			
Weather	Damp					Damp with wet rails					Damp			
	miles	sched	mins	secs	speed	sched	mins	secs	speed		sched	mins	secs	speed
Basingstoke	0.00	0.00	00	00	2 late	0.00	00	00	6½ late		0.00	00	00	R/T
MP 46	1.75		03	53	56½		02	47	64			02	47	68
MP 45	2.75		04	54	63½		03	41	74½			03	36	79½
MP 44	3.75		05	48	67½		04	27	78			04	21	82
Newnham Siding	4.05		06	03	68		04	42	80			04	36	84
MP 43	4.75		06	41	67½		05	13	80½			05	04	86
Hook	5.59		07	21	71		05	48	83			05	37	90
MP 41	6.75		08	22	73		06	37	87½			06	25	94
Winchfield	7.92		09	20	75½		07	26	90			07	09	98
MP 39	8.75		09	58	78		07	58	91			07	38	100
MP 38	9.75		10	43	79½		08	37	93/95			08	13	103/106
MP 37	10.75		11	29	79		09	15	94			08	47	105
Fleet	11.27		11	51	78½		09	35	96			09	05	100/102
MP 35	12.75		13	01	75		10	32	92			09	59	98
Farnborough	14.55	16.00	14	29	70		11	45	82			11	07	72*
Sturt Lane Jct	15.60		15	25	71½		12	33	70½/59*tsr			12	02	70*/68*tsr
MP 31	16.75		16	26	70½		13	44	64½			13	03	74½
Pirbright Jct	18.26		17	52	37*sigs		14	52	80			14	03	90
MP 29	18.75		19	00	46		15	18	83			14	27	95
Brookwood	19.76		20	10	52½/59		16	00	88½			15	06	91
MP 26	21.75		22	26	44*sigs		17	27	74*			16	37	70½*sigs
Woking Jct	23.00		25	38	17*sigs		18	34	53*			17	52	51*
Woking	23.46	30.00	27	52	R/T	26.00	19	24			26.00	18	48	7 early
average speed MP 39 to 35 : 78.7 mph net time 23 minutes * brakes or speed restriction						start to stop average: 72.56 mph average speed MP 39 to 35: 93.5 mph net time 18¾ minutes * brakes or speed restriction						start to stop average : 74.87 mph average speed MP 39 to 35: 102.1 mph net time 17 minutes and 24 seconds: 80.9 mph * brakes or speed restriction		

had a light load of only three coaches and two vans for 180 tons, and was headed by that wheezing, clanking, rundown Merchant No.35003 *Royal Mail*. In charge were Fred Burridge and Robert Symon.

With such a light load we weren't all that surprised at the 76mph at Roundwood summit. It was from Basingstoke that the fireworks were experienced. Nobody had expected what followed as Burridge was known to be a 'limit' man and so the debate as to who should have the footplate ride was easily resolved: it was given to my younger brother, Bryan, one of the juniors of our group, to the regret of others with the benefit of hindsight. For that evening we were to record the highest-known speed with Southern steam, 106mph, just after the foot of Winchfield bank, and average 102.28mph over the five miles between mileposts 39 and 35.

The locomotive was not thrashed to achieve this; indeed, at Winchfield Burridge it was only using about 160lb of steam of the 240 available and increased this to 180 lbs to get the speed up to 106mph. Twenty per cent cut-off was used throughout. Proceedings were interrupted by the long-standing temporary speed restriction after Sturt Lane, but 95mph after Pirbright ensured an actual start-to-stop average of just under 75mph from Basingstoke to Woking. I have calculated that the net time would have been 17 minutes 24 seconds or 80.9 mph, never before achieved on the Southern and not often done with trains today. On the Wednesday evening, the running was similar, with a maximum speed of 105mph and exactly the same average speed between mileposts 39 and 35 and another 80mph net average start-to-stop speed.

On June 27, Burridge had No. 35028 *Clan Line* with a slightly heavier load of 220 tons, and on a wet evening 'only' managed 96mph at Fleet, though the engine was slipping at high speed and there was some concern among the group leading the

KNOWN 100MPH RUNS WITH BULLEID PACIFICS 1965-1967

Engine	Train	Date	Load	Crew	Details
34008 <i>Padstow</i>	2.45am Waterloo to Bournemouth	? .8.1966	?	Matthews, Nine Elms	100mph at Weston
34013 <i>Okehampton</i>	6pm Waterloo to Salisbury	01.12.1965	215 tons	Matthews and Davis, Nine Elms	100mph at Hurstbourne
34013 <i>Okehampton</i>	6.49am Salisbury to Waterloo	17.12.1966	135 tons	West, Nine Elms	100mph at Hersham
34042 <i>Dorchester</i>	2.45am Waterloo to Bournemouth	14.04.1965	270 tons	Hooper and Daley, Nine Elms	102mph at Winchester Jct
34102 <i>Lapford</i>	6.38pm Salisbury to Waterloo	14.06.1967	235 tons	Gaffney and Lee, Nine Elms	100mph at Bramshot
35003 <i>Royal Mail</i>	6.38pm Salisbury to Waterloo	19.04.1967	215 tons	Enticknapp and Gaffney Nine Elms	100mph before Fleet
35003 <i>Royal Mail</i>	6.38pm Salisbury to Waterloo	27.04.1967	245 tons	Chapman and Symon, Nine Elms	100mph before Fleet 101mph at Bramshot 100mph before Brookwood
35003 <i>Royal Mail</i>	6.15pm Weymouth to Waterloo	26.06.1967	180 tons	Burridge and Symon, Nine Elms	106mph before Fleet
35003 <i>Royal Mail</i>	6.15pm Weymouth to Waterloo	28.06.1967	180 tons	Burridge and Roscoe	105mph before Fleet
35005 <i>Canadian Pacific</i>	9.20pm Waterloo to Bournemouth	15.05.1965	355 tons	Hooper and Wilson Nine Elms	105mph before Winchester Jct
35007 <i>Aberdeen Commonwealth</i>	5.30pm Weymouth to Waterloo	15.11.1966	375 tons	Porter	102mph after Winchfield
35008 <i>Orient Line</i>	6.38pm Salisbury to Waterloo	05.07.1967		De'Ath Basingstoke	102mph after Grateley
35023 <i>Holland Africa Line</i>	Spl Waterloo to Salisbury	15.10.1966	280 tons	Hooker and Dedman, Nine Elms	101mph at Andover
35028 <i>Clan Line</i>	5.30pm Weymouth to Waterloo	12.12.1966	375 tons	Porter and Lee, Nine Elms	103mph before Fleet

bid to take the engine into preservation that there shouldn't be damage. The time from Basingstoke to Woking was, however, only 19 minutes 24 seconds, or about 18½ minutes net. Fred Burridge had a rest day on the 29th and driver Walker and fireman Pack had No.34001 *Exeter* that evening, putting up a good show with 245 tons and a seven minute early arrival at Waterloo. On the 30th, Fred Burridge had No. 34021 and achieved no less than 80mph at Roundwood with 205 tons and 98mph after Winchfield. This was, in fact, one of the best Basingstoke-to-Woking sprints and possibly the fastest actual and net time by a light pacific. What a week!

At this point, it's worth remembering just how many 100mph runs there were in the last few years. The table shows there were 16, including six with No. 35003 and an extraordinary all-out effort by Unmodified Light pacific No. 34102 *Lapford*, which John Gaffney coaxed to touch 100mph at Bramshot with 235 tons. The engine was worked

in full regulator and 40% cut-off, and the noise was incredible.
Next, in Table Two, is another run from 2017 with *Clan Line*, this time on the Atlantic Coast Express 0713 from Victoria, which I joined at Basingstoke at 8.59am. In charge was Wayne Thompson driving, with Steve Rodenhurst firing and Don Clarke (ex-Nine Elms) as Traction Inspector. Wayne knows exactly how to handle *Clan Line* in damp conditions and with a heavy load; 12 for 465 tons in this case. He almost never uses full regular, and the excellent climb to Grateley, minimum 68mph, was done with 200-210 lb of steam and 27 to 30% cut-off.
A beautifully judged effort gave us an even time run at 60.58mph start-to-stop, gaining nearly nine minutes on the schedule. Most of the way from after the summit at milepost 53½ to Andover, the engine had to be restrained to keep the speed to the limit. Wouldn't it be wonderful to have just one last run when the engine is allowed to run freely, and to dash down through Andover in the 90s and clearing ➡



No. 35028 at Salisbury after taking water on September 23, 2017. DON BENN

Grateley in the 70s? It won't happen, of course, but one can dream.

And so to the last week of steam. After two years of ever-frantic efforts by the fraternity to capture the performances of their beloved engines, it came down to this, with very few steam-hauled trains left and just 72 locomotives still on the books. I was content to be on some of the trains with known 'thrash' men and to say farewell to my favourite drivers rather than to rush about trying to maximise steam haulage as others did. I called it a day on Saturday, July 8, even though this meant missing the last steam-hauled train into Waterloo the following day.

I started by being at Waterloo in time to see the last Weymouth arrive behind No.34095 *Brentor*, our engine for the 2.45am down. The last 'Club Train' had been No. 34013 *Okehampton*, a fine engine, one of the 100mph light Pacifics and still going strong and the last 6.38pm from Salisbury was No. 73029. Nos. 41319 and 82019 were on empty stock and the three coaches and six vans for our train were in the platform soon after midnight. By the time we left, I counted 129 passengers, mostly enthusiasts hoping for a good run as Gordon Porter was driving. It was raining and we weren't banked out of Waterloo, so the start was slow and nothing special was noted to Woking except for a lively 75 after Raynes Park. From Woking though, still raining, we ran well to Basingstoke, reaching 75mph at milepost 31 and 90mph after Fleet, where steam pressure was down to 130lb. Even so, we ran from Woking inside even

time and then gave me my fastest actual time from Basingstoke to Winchester of 18 minutes 13 seconds for the 18.80 miles, with a nice spell in the 90s down the bank. We were eight minutes early at Winchester and during that time, word came that Gordon Porter requested my presence up front, so, for the last time on that damp and misty morning, I rode on the footplate of an engine on the main line, with my favourite driver as well. It could hardly have been any better. Details are shown in Table Three.

Quite a few of us got off at Southampton to return to Waterloo for No.35023 *Holland Afrika Line* on the 8.30am down, which was booked fast to Winchester and on which I had arranged to meet my wife-to-be. But then disaster as the Hants unit taking us to Basingstoke expired at Winchester and we had to wait there for the next train, which wouldn't get us back to Waterloo in time to catch the 8.30am service. Panic set in, after explaining the problem, the station supervisor promised to speak to train control to see if the 8.30am down could be stopped at Woking to collect us. I also asked him if an announcement could be made at Waterloo telling my fiancé what was happening so she should board that service and be at the front of the train. At Woking, we went to the station office and much to our relief were assured that everything was arranged. Imagine trying to get something like that done today!

On what was now a fine hot day, *Holland Afrika Line* rolled in on 11 coaches, very full for 405 tons, and I duly found my girlfriend in the corridor of the



Holland Afrika Line on the 8.30am from Waterloo on July 8, 1967. JOHN TILEY

TABLE TWO: BASINGSTOKE TO SALISBURY

Date	Saturday, September 23, 2017					
Train	07.13am Victoria to Exeter St Davids					
Loco	Rblt MN class 4-6-2 No. 35028 <i>Clan Line</i>					
Load	12 coaches, 429 tons tare 465 tons full					
Driver	Wayne Thompson					
Fireman	Steve Rodenhurst					
Traction Inspector	Don Clarke					
Recorder	Don Benn from 11th coach					
Weather	Cloudy and damp					
	miles	sched	mins	secs	speed	
Basingstoke	0.00	0.00	00	00	2¾ late	
MP 49	1.25		03	39	40	
Worting Junction	2.49	3.30	05	22	48½	
MP 51	3.25		06	16	52	
Oakley	4.60		07	37	60½/62	
MP 53½	5.75		08	50	61½	
Overton	7.74		10	38	70½	
MP 58	10.25		12	40	76	
Whitchurch	11.36		13	32	78½/75	
Hurstbourne	13.25		15	08	77½	
MP 62½	14.75		16	15	75	
MP 64	16.25		17	24	76½/78½	
Andover	18.51	20.30	19	05	77½	
Red Post Jct	19.82		20	12	72½	
MP 68¾	21.00		21	10	77½	
MP 70	22.25		22	08	75	
MP 71	23.25		22	56	72½	
MP 72	24.25		23	48	69½	
Grateley	24.86		24	17	69	
MP 73¼	25.50		24	54	68	
Allington	27.75		26	42	77	
Porton	30.25		28	41	78	
MP 80	32.25		30	12	76½	
Tunnel Junction	34.65	40.00	32	37	47*	
Salisbury	35.79	44.00	35	27	6 early	
start to stop average: 60.58 mph						
*brakes or speed restriction						

front coach, not much amused. The engine was filthy and had the words 'The End' and 'The Last One' chalked on the smoke box but was obviously still in good nick. What a fine run down to Bournemouth that was, though – fitting for the occasion. Bill Hughes and Alan Newman took No. 35023 along in fine style, whistling at the linesiders and storming along after an initial signal stop before Woking Junction. Speed was kept in the 80s along the racing stretch and reached 95mph down the bank; enough to produce a final even time run. The start-to-stop

TABLE THREE: WINCHESTER TO EASTLEIGH

Date	Saturday, July 8, 1967									
Train	2.45am Waterloo to Bournemouth									
Loco	Rebuilt West Country class 4-6-2 No. 34095 <i>Brentor</i>									
Load	Three coaches and four vans, 178 tons tare 190 tons gross									
Crew	Driver Gordon Porter and Fireman Randall, Nine Elms shed									
Weather	Damp and misty									
Recorder	Don Benn from footplate									
	miles	sched	mins	secs	speed	regulator	cut off	boiler	steam chest	
							%	lbs	lbs	
Winchester	0.00	0.00	00	00		¼	50	230	50	
St Cross Box	1.23		02	14	59/60	full	40	200	190	
			tsr		46*	shut	22	210	0	
Shawford Jct	2.47		03	30	44*	½	25	200	160	
Shawford	3.12		04	21	60½	¾	25	200	180	
MP 70	3.55		04	42	68	¾	25	205	190	
MP 71	4.55		05	32	78	full	25	210	200	
			sigs		35*	shut	25	230	0	
Allbrook Box	6.06		07	26	40	1/3	25	215	140	
Eastleigh	6.96	11.00	09	08						
net time 8 minutes										



July 8, 1967 sees No. 35023 Holland Afrika Line passing Farnborough at 71mph with the 8.30am Waterloo to Weymouth. PAUL COOPER/WRL ARCHIVE

average from the signal stop was 65.48mph and we averaged 76.48mph over the 31.09 miles from Farnborough to Winchester Junction, including slowing for the Basingstoke restriction. The running on to Southampton and Bournemouth was equally good; the time of one second under 30 minutes to Bournemouth was one of the fastest recorded and my best. It was good enough to get us in more than seven minutes early. I recently asked the fireman, Alan Newman, for his recollections of this splendid run: "My last firing turn at Nine Elms was on July 8, 1967. My regular driver was Bill Hughes and we were in the Top No. 1 link. Our roster was to work the Brush (type 47) hauled 08.30am Waterloo-Weymouth as far as Bournemouth. We were told on the Wednesday by the roster clerk that we would be required to sign on duty at 6.45am Saturday due to the late arrangement for the train to be steam-hauled. No. 35023 was allocated to Spl 1 duty; the engine was in the new shed.

"I started to prepare the loco and Dave Snelling, the spare fireman on the day, helped me make up the fire. Bill was busy oiling the motion and checking all the running gear. We moved back to the turntable and were put on No. 1 pit road, where we filled up the tender with water prior to going under the coal hopper. We departed Nine Elms at 7.55am, running tender first to Waterloo.

"On arrival there, I coupled up to our train, which consisted of 11 coaches. We were booked to work as far as Bournemouth, calling at Winchester, Southampton Central. Just before departure time, we were given a Special Stop Order for Woking. We were told that a large group of passengers who were returning from Southampton, having been on the 2.45am Waterloo-Bournemouth paper train, were running late and would not reach Waterloo in time for our departure.

"We left Waterloo spot on time and No. 35023 was steaming well. Once past New Malden, Bill really pushed her along cut-off 27%. At Woking, Bill gave

me the regulator and he had a go on the shovel. I expected this to be the very last time to drive a Merchant Navy. We left Woking, only to get stopped at Woking Junction for an Up Portsmouth electric service to cross in front, but such was our progress to Woking that we still passed Woking Junction 3 minutes early! We had a good run down. I worked the engine 25% cut-off with 200lb psi in the steam chest; Bill kept the boiler pressure around 240lb psi.

"I changed sides at Roundwood with Bill driving. He shortened the cut-off to 18% and we managed 96mph before braking for the Winchester stop, arriving several minutes early. We put the pipe in to refill the water and Bill shovelled coal forward. Bill still in charge, with me on the shovel, I had no problem keeping the boiler pressure at about 245lb psi. Bill working with a full open regulator and 25% cut-off, we had an excellent run to Southampton on to Bournemouth, arriving ahead of schedule."

Before concluding, Dave Wilson, fireman on so many good runs with Bulleid's pacifics, has asked me to correct something I wrote in my book *Twilight of Southern Steam*, published by Pen & Sword in 2017.

Referring to the fantastic run behind No. 35005 *Canadian Pacific* on the 5.30pm from Waterloo on Monday, June 7, 1965 (page 108), I stated that Alan Roe had just replaced Dave Wilson as Eric (Sooty) Saunders' regular fireman, but it appears that both were on the footplate on the Monday and maybe for the whole week.

Dave wrote recently to tell me that: "'Kipper' Rowe was not, at any time, on the footplate and the only person other than Sooty and me during those four days was on the run with No. 35019, when Brian Smith was with us. He worked the doors as we went up to MP31." I am happy to correct this for Dave.

So, another anniversary is with us, and though many great enginemen such as Fred Burridge, Gordon Porter and John Gaffney have signed off permanently, their exploits will not be forgotten.



No. 34095 Brentor on the 2.45am Waterloo to Bournemouth leaving Southampton July 8, 1967. Gordon Porter is driving. DON BENN

TABLE FOUR: WOKING TO SOUTHAMPTON					
Date	Saturday, July 8, 1967				
Train	8.30am Waterloo to Weymouth				
Loco	Rblt MN class 4-6-2 No. 35023 Holland Afrika Line				
Load	11 coaches, 368 tons tare 405 tons gross				
Crew	Bill Hughes and Alan Newman, Nine Elms shed				
Weather	Hot and sunny				
Recorder	Don Benn, standing in corridor of first coach				
	miles	sched**	mins	secs	speed
Woking	24.29	0.00	00	00	1¼ late
					sigs stop
MP 24½	0.21		01	57	0*
			02	45	
Woking Jct	0.46		03	45	15
Brookwood	3.70		09	07	51
Pirbright Jct	5.20		10	57	56
MP 31	6.71		12	23	58½
Sturt Lane Jct	7.86		13	32	66
Farnborough	8.91		14	27	71
MP 35	10.71		15	53	75
Fleet	12.19		17	03	77½
MP 38	13.71		18	12	82
Winchfield	15.54		19	32	80½
MP 41	16.71		21	27	80
Hook	17.87		21	19	81
MP 43	18.71		21	57	80
Newnham Siding	19.41		22	27	82/83
MP 45	20.71		23	25	82
Basingstoke	23.46		25	32	74½
Worting Jct	25.97	26.30	27	42	64½*/62½
Wootton Box	28.21		29	50	65
Steventon Box	29.66		31	08	68½
Waltham Box	30.81		32	09	70½
Roundwood Box	31.91		33	07	72
MP 57	32.81		33	48	75
Micheldever	33.76		34	35	80
MP 59	34.81		35	18	82½
Weston Box	35.91		36	09	85
MP 61	36.81		36	43	87
Wallers Ash Box	37.41		37	11	88½
MP 63	38.81		38	03	92
MP 64	39.81		38	41	95
Winchester Jct Box	40.00		38	57	93
MP 65	40.81		39	20	90
Winchester City	42.26	45.00	41	17	2½ early
	0.00	0.00	00	00	R/T
St Cross Box	1.23		02	47	53/48* tsr
Shawford Jct	2.47		04	03	52½
Shawford	3.12		04	52	59
MP 71	4.58		06	10	68
Allbrook Box	6.06		07	31	74
Eastleigh	6.96		08	10	75½
Southampton Airport	8.35		09	17	78
Swaythling	9.22		09	57	74
St Denys	10.63		11	12	63*
Northam Jct	11.71	16.00	12	21	16*/30
Southampton Central	12.75	19.00	15	20	3¾ early
** from passing Woking net time Woking to Winchester: 38 minutes start to stop average Woking to Winchester: 61.42 mph start to stop average sigs stop to Winchester: 65.48 mph average speed Farnborough to Winchester Jct: 76.14 mph					



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African nameplates and Longmoor worksplates added to GWRA line-up

NAMEPLATES from east and west Africa, Longmoor Military Railway steam locomotive worksplates, and a GWR Castle class smokebox numberplate are among the late arrivals at GW Railwayana's auction on July 9. As reported in last month's column, the live online sale will feature 13 Big Four and BR nameplates, and these have now been joined by *Mount Eburu* and *River Mungo* from a pair of UK-built engines.

The former, which will be sold with its numberplate and tender brass lettering, is from East African Railways' 59 class 4-8-2+2-8-4 Garratt No. 5924, built by Beyer Peacock of Manchester in 1955, and the latter is from Nigerian Railways' River class No. 129, a 2-8-2 that was outshopped

by North British of Glasgow in 1949. The Longmoor worksplates are 1945 Vulcan Foundry works No. 5193 from WD 2-8-0 No. 401 *Major General McMullen*, one of whose nameplates was sold by GWRA in March, and 1944 American Locomotive Co works No. 71512 from USATC S160 class 2-8-0 No. 700 *Maj-Gen Carl R Gray Jr*, while the GWR smokebox

numberplate comes from No. 4090 *Dorchester Castle*.

In addition to the Longmoor worksplates, there are heritage modern traction plates from Class 44 'Peak' D7/44007 *Ingleborough*, and Class 50 duo D415/50015 *Valiant* and D421/50021 *Rodney*, the first built at Derby in 1959 and the Class 50s by English Electric in 1967.

Among the 84 station totem signs in the auction that are recent arrivals are BR(E) Brundall Gardens Halt, BR(W) Pilning (High Level), and BR(M) Betws-y-Coed (with that name it is tempting to regard it as a Western Region station), and from



the pre-Grouping era comes a Great Central Railway D-plate from a 12-ton coal wagon.

The auction starts at 9.30am, and on the previous day, July 8, GWRA boss Simon Turner is holding a 350-lot sale of shedplates, posters and other items, starting at 10am.



March of the enamels is a sure sign of the times

ALL four of the highest realisations in Railwayana Sales' May 23-29 email and telephone auction were station enamel signs, thus ensuring that the relentless march of this high-flying category continued unabated.

At their head with a hammer price of £2650 was a BR(S) direction sign to London Road (Guildford) station, ably supported by a duo of totems, comprising BR(NE) Huddersfield (£1650) and BR Southern Region Herne Bay (£1250), and by SR target sign Folkestone Junction, which went for £1050.

The last of the four-figure successes at exactly £1000 was the smokebox numberplate from LMS Jubilee No. 45726 *Vindictive*, and then it was back to the enamel signs, including BR(W) totem duo Bromsgrove (£750) and Didcot (£640), sandwiching a BR(Sc) Enquiries doorplate that fetched £660.

The three Class 47 diesel nameplates in the auction – *Restive* (D1603), *Isle of Iona* with badge (D1674), and *Duke of Edinburgh's Award* from D1951 – failed to sell, but a second smokebox numberplate that did go to a new home was 32471 from a SR E4 class 0-6-2T (£640). Prices exclude buyer's premium of 10%.



Heritage Class 50s and Deltics are top dogs ahead of overseas steam

HERITAGE modern traction jostled with overseas steam for the leading railway realisations in a Justaclickago online auction of photographs, slides, and negatives that ran from May 23-29. Class 50 diesels from the 1980s and 1990s emerged the winner at £490, with 520 colour slides of the West Country, London and other locations.

The mighty Class 55 'Deltics' came next, when 250 colour slides taken in the early 1980s in BR service and in the preservation era sold for £430, followed by two lots at £410 apiece, comprising overseas traction and UK infrastructure.

The overseas selection consisted of 425 colour slides of steam, diesel, electric, and railcars in the 1980s and 1990s covering such European and further afield countries as Austria, Germany, Belgium, Italy, France, Holland, India, Hong Kong and Australia.

Stations, junctions, rolling stock, signalling, and other subjects were included in the infrastructure collection, which comprised 245 colour slides taken in 1966 and 1968, some from trains or the footplate. Among locations in England and Wales were Aberystwyth, Shrewsbury, Bolton, Carlisle, and Retford. Prices exclude buyer's premium of 18%.

Auction houses mull over whether to return to live in-person sales

WITH Talisman Railwayana having returned to live saleroom sales and Great Northern announcing its intention to do so, two more mainstream auction houses – GW Railwayana and Great Central – are mulling over the decision of whether to follow suit.

Of the two, GWRA is currently the most upbeat about the possibility, with boss Simon Turner saying that his auction in July next year would be a saleroom sale that would also include live online bidding, subject to his usual Pershore High School venue being available.

"Many collectors are comfortable with live online only sales, but also many would welcome the return of saleroom auctions, and so I think it is important to hold a mix of saleroom with live online bidding and live online only throughout the year," he said. Great Central's Mike Soden

said that the auction house had two main sales remaining for this year, in September and December, neither of which would be held in the saleroom, adding: "The matter is under constant review, but currently there are no definite plans to reopen our saleroom doors."

'Founding father' Ian Wright to retire

IAN Wright, widely regarded as a 'founding father' of the railwayana auction scene and one of its most influential personalities for more than three decades, is to hang up his gavel in October.

Revealing that his final auction on the dais would be a Great Northern sale at Poynton Leisure Centre on October 1, the 79-year-old told *Heritage Railway*: "I am proud of what I have achieved and am feeling fine but the time has come to retire, although I will remain as an advisor to Great Northern's Dave Robinson."

Ian organised his first auction in 1987 and three years later founded Sheffield Railwayana, which he sold to Brian Moakes, who now runs the Paperchase transport paperwork and collectables auction house, and the late Chris Dickerson, in 2005.

It was during his 15 years at the SRA helm that his influence on the railwayana scene was at its height, making him the go-to specialist for many buyers, sellers, and collectors generally.

Of the current scene, he said: "Obviously the more modern traction railwayana is making good money, but what also interests me is the extent that station totem signs are going up in price and being bought by people who don't even remember steam."

Great Northern boss Dave Robinson, whose sale on October 1 will be Ian's valedictory appearance as a railwayana auctioneer, said: "Ian has been a part of GNRA since its conception in 2012 as auctioneer and guiding light with his vast experience of the railwayana scene."

"His knowledge and attention to detail are second-to-none."

"He is a very good friend, and I will not be alone in saying that railwayana collectors owe him a great vote of gratitude and that he will be missed. He is responsible for many people getting involved in the hobby, including me back in 1990, and to quote a famous boxer, he is 'Simply the best.'"

Despite becoming an octogenarian next year, Ian, a former school deputy headteacher, has no plans to put on his slippers, light a pipe, and relax in his favourite chair. One of his enduring hobbies is pool, which he started playing at university and still does – with such enthusiasm that he drives many thousands of miles a year to his favourite venue for a game.

Victory for SR's Eastleigh drawing office in colossal GCRA auction

A MAMMOTH Great Central five-week online ephemera auction of 1750 lots that had taken many months of planning ended with victory for a Southern Railway drawing office publication ahead of a 111-year-old Isle of Wight timetable.

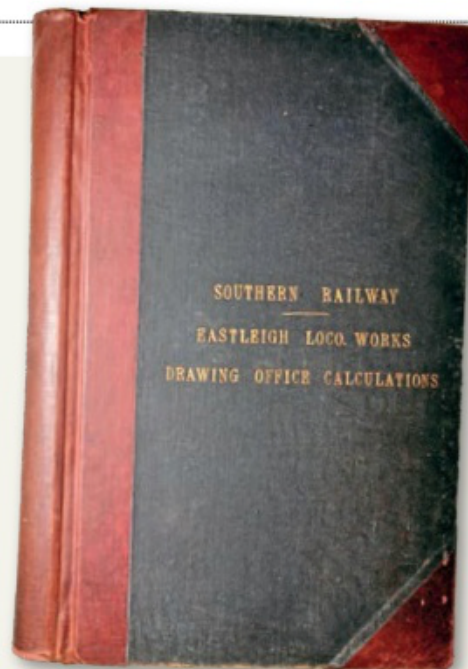
The winning SR lot was a gilt-titled volume of calculations compiled in copperplate script writing by Eastleigh Locomotive Works, containing diagrams, drawings and details of a variety of steam locomotive classes including King Arthur and Merchant Navy. It comprised 96 pages and went for £1050.

The IoW publication, which sold for £920, dated from 1911

and featured the timetables of three of the island's railways: the Central, the Freshwater Yarmouth & Newport, and the Newport Godshill & St Lawrence.

At £600 was a circa 1860 Macaulay's map of London's Metropolitan Railway, and just behind at £550 came a selection of 300 album-mounted GWR parcel stamps. A Railway Clearing House Airey's railway diagram map of London and its suburbs went for £540. Prices exclude buyer's premium of 15% (+ VAT).

Great Central director and auctioneer Mike Soden said: "It was one of our largest ever auctions



and took a considerable amount of planning. We were delighted how it went, but it is not yet decided whether there will be another one of such magnitude."

The Mound reaches saleroom heights

STATION signs from either end of the country starred in an advertising and transport auction held by Tooveys of Washington, West Sussex, on June 9. The leader of the pack at £3600 was a BR(Sc) totem from The Mound, a station on the Inverness to Wick and Thurso far north line that opened in 1868, closed in 1960, and was the junction for the branch line of nearly eight miles to Dornoch.

More than 650 miles to the south is the Sussex town of St Leonards,

and SR target signs from two of its stations, West Marina and Warrior Square, sold for £1900 and £1500 respectively. A BR(S) direction sign to Hampden Park – no, not the football stadium in Glasgow, but a station in the suburbs of Eastbourne – realised £1200.

Two SR locomotive smokebox numberplates also went under the hammer, comprising 31631 (£650) and 32525 (£460). The former was

from a Class U 2-6-0 built at Ashford in March 1931 and withdrawn from Guildford (70C) in September 1963, and the latter from a C2X class 0-6-0 that gave more than six decades of service, having been outshopped by Vulcan Foundry in September 1900 and ending its days in February 1962 when allocated to Three Bridges (75E). Prices exclude buyer's premium of 24½% (+ VAT).

Most of the railwayana in the 163-lot auction, which also included automobilia and advertising signs, came from the estate of a deceased Hastings collector, said auctioneer Will Rowsell. "His family attended the auction, and after the early success of the Hampden Park sign the excitement increased. We were all delighted with the results."



Railwayana Auction Calendar

■ July 8/9

GW Railwayana

■ July 22

Vectis (model trains)

■ July 25-31

Railwayana Sales (photographs)

Models from around the world head up the pack

MODEL makers from the UK, Germany, and Japan were the dominant force in the Vectis monthly sale of railwayana and model trains on May 27. Leading the pack was Aster of Japan, with a gauge 1 live steam LMS Princess Coronation No. 6233 *Duchess of Sutherland*, one of just 230 produced by the company (£1400).

Hornby followed with an electric O-gauge model of another LMS Pacific, Princess Royal class No. 6201 *Princess Elizabeth*, that went for £750, ahead of a pair at £500 each, a Marklin of Germany gauge 1 Deutsche Reichsbahn Class 96 articulated 0-8-8-0T No. 96 001, and an Ace Trains of London LMS Class 8F 2-8-0 No. 8624 in O-gauge. Prices exclude buyer's premium of 25% (+VAT).

→ AN album of railway medallions took the top spot in a Thirsk Railwayana auction on June 11 with a realisation of £820, followed by two lots at £500 each, one of which was a BR(M) totem sign from the Cumbrian station of Aspatia, which opened in April 1841 and is still open 181 years later.

The second was a plan for Enthorpe station dated March 1890, a month before it was opened by Scarborough Bridlington & West Riding Junction Railway on the Market Weighton to Driffield line. Prices exclude buyer's premium of 12% (+ VAT).

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LEEK BACK ON LINE FOR NEXT YEAR!

Fifty-eight years after the last passenger trains left Leek, the Staffordshire town is set to welcome the first of a new generation of trains in 2023. **Nicola Fox** reports on the Churnet Valley Railway's rapidly progressing extension.

In issue 254, *Heritage Railway* highlighted the Churnet Valley Railway as it geared up to begin its long-hoped-for extension to Leek. The European Agriculture Fund for Rural Development had provided £1,427,906.83 of funding and the first 200 yards of track was being laid thanks to a grant from Staffordshire Moorlands District Council, with the majority of the work expected to commence in 2020.

Fast-forward to June 2022 and the work has yet to be completed, although the reason for the delay needs no explanation. Not once, but twice, the CVR was all set to begin construction when nationwide lockdowns put the brakes on and the whole process was halted.

Work finally commenced in earnest in January and is on track to be finished by

November, thanks to a profitable Polar Express season last year and the receipt of some sizeable donations. The CVR is using local contractor Moss Civil Engineering, from nearby Newcastle-under-Lyme.

The extension is part of the district council's regeneration plans and will be part of a big development that sees rundown factories (and a sprawling area of land currently used as a resting place for skips and unwanted industrial equipment) replaced with houses, a new Leek station building for the CVR, and an accompanying car park. A Morrisons supermarket now sits atop the original Leek station site, but the replacement terminus will be only a quarter of a mile away.

Leek's wealth of independent shops, markets, and award-winning cafés made the decision to extend a no-brainer, and the railway hopes

that it will increase visitor numbers while also offering visitors a rare thing on a heritage railway – the option to travel along different routes on the line.

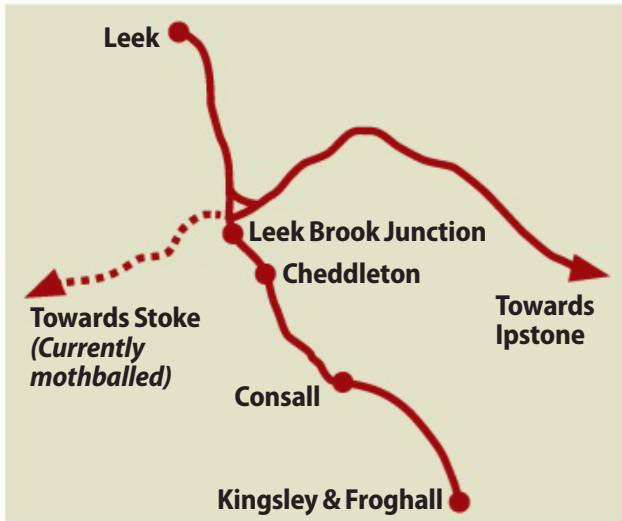
The Knotty

The CVR was originally part of the North Staffordshire Railway or the Knotty (so named because of the knot across the NSR crest), and was part of a local network constructed in the mid-1800s. The CVR largely followed the course of the River Churnet and ran from Macclesfield to Uttoxeter, carrying passenger and freight traffic.

In 1923 it fell under the auspices of the LMS and flourished until several years after nationalisation in 1948. Tired from extensive use during the Second World War, and out-competed by road transportation, the line fell

First 21st-century train towards Leek: USATC S160 2-8-0 No. 5197 stands with its special train at the furthest extend of the new extension on October 11, 2019. THREE LITTLE BIRDS PR





The solid lines mark the Churnet Valley Railway routes that will be open after the extension is completed. The dotted line is a future possibility. NICOLA FOX

into decline throughout the 1950s and was selected for closure by the Beeching Report in 1963, traffic ceasing in 1966. A small portion of the line survived to serve the local quarries, but by 1988 their closures led to the line being mothballed.

The NSR opened its station in Leek in 1849. Stoke-on-Trent services were withdrawn in 1956 and the remaining passenger services to Uttoxeter in 1965. Freight workings to Leek continued until 1970.

Now, 26 years after the first section of the line was reopened by preservationists, the CVR is tantalisingly close to reaching Leek, a prize goal that the revivalists had in mind since before many of the younger volunteers were even born.

Opposition and resolution

This goal has not met with approval from all of the locals, however. Work required to clear the disused trackbed has been extensive, and in addition to tree clearing, ground preparation works, ballasting, and the eventual laying of track, the railway has also had to install a concessionary footpath for walkers who lost their route when the railway moved back in.

This smart new footpath currently runs alongside the line, at times on a level with the trackbed, at times below the embankment, and while it has served its purpose in placating walkers (with the exception of a vocal minority), it also provides some stunning locations for photographers, trainspotters, and daytrippers to stand and experience trains passing. For instance, the path through Birchall Tunnel, while not the most aesthetically pleasing thanks to the necessary



Ballast laid on the east end of the north-to-east section of triangle looking towards Ipstones. The fence dividing the construction area from where the next track will join the existing rails to Leek can be seen in the distance. NICOLA FOX



The extension trackbed before vegetation and tree clearance. DAVE GIBSON

safety fence dividing the path and the trackbed, will provide an exciting opportunity to stand at track level and experience the thunderous power of a steam locomotive reverberating around the beautiful architecture of a high-ceilinged Victorian tunnel.

The railway was not required to lay this footpath but opted to do so as a gesture of goodwill to those who felt the loss of their walking route. However, this only adds to the pulling power of the CVR's extension rather than diminishing it.

Aside from being a solid example of Victorian architecture, requiring virtually no attention to prepare for the extension, Birchall Tunnel has reportedly been used as the location for a celebratory meal to commemorate the opening of the line!

Triangular appeal

As originally planned, the CVR is also reinstating the triangle at Leek Brook Junction, which will allow the turning of both locomotives and complete trains, creating what is believed to be the first original operational triangle offering three different destinations in UK preservation.

Prior to work commencing, the only existing part of the triangle was the line to Ipstones, which travelled from Leek Brook Junction in the south, heading north east up an impressive 1-in-40 gradient. The other sides of the triangle will be formed by a north-south section connecting Leek with Leek Brook Junction (and on to Cheddleton, Consall and Kingsley & Froghall) and a north-to-east section, taking the line from Leek towards Ipstones.

The north-to-south section of the triangle,



The road crossing with BR-era rails still embedded in the asphalt. Birchall Tunnel can be seen in the distance. NICOLA FOX



Birchall Tunnel in the sunshine with the track cleared and the concessionary footpath in place. NICOLA FOX

which connects the extension to Leek with the existing railway, was the first part of the new line to be laid, formerly opened in October 2019, as reported in issue 260. Part of the Rails to Leek event, this was an official declaration of determination and intent: the CVR was now on the road to Leek and would not be stopped!

This section of line has a fairly flat 1-in-377 gradient and currently does not see traffic, as there are no passenger facilities at the terminus. Beyond the existing rails is a road crossing.

The old rails are still embedded in the asphalt and although there is currently no intent to run double-track to Leek, when the crossing is laid it will be double-tracked to future-proof the crossing. Should the CVR decide to make use of the double-width trackbed, it would at least have no need of the high expense of digging up the road again.

At the time of *Heritage Railway's* latest visit, over the road on the other side of the fence contractors were hard at work getting the ballast down and impacted, ready to receive sleepers and rails.

Railway archaeology

The land adjacent to the south end of this north-south section of the triangle used to be a marshalling yard. When construction began and the topsoil was excavated, BR-era ballast was found underneath! The CVR theorised that moving it was too much effort for BR, so simply didn't bother.

When the CVR laid the first 659 feet of rail for the extension (an impressive achievement accomplished in 48 hours!), it was on top of much of this BR ballast, which was still in



Looking towards Birchall Tunnel, here is where the north-to-south and the north-to-east section of the triangle will meet. NICOLA FOX

perfectly useable condition even after years of disuse.

Currently this area acts as a ballast dock/storage, but there is talk in the future of accessing the potential of this large space to build a visitor centre... once the extension is completed, of course!

Preparing the trackbed for the north to east (Leek to Ipstones) section of the triangle also unearthed further traces of NSR history, including bricks that formed the base for the old water column, which served a double-tracked engine shed. Nearby was a goods shed and houses built for workers on the railway. Unusually, the front doors of the houses were built looking out onto the railway, so workers could step straight out of the front door and be at work!

When one steep climb just isn't enough...

The CVR already has one challenging climb – the 1-in-40 round the curve towards Ipstones. The section of line that forms the north-to-east section of the triangle used to be double-tracked, and this wide trackbed has allowed the railway to ease out the curve somewhat, to make hauling seven-coach trains up this stretch of line easier. Alas, this means the railway will not have another 1-in-40 gradient; instead, the addition of a mere 1-in-50 will have to suffice, providing an exciting aural experience for passengers and a particular treat for enthusiasts.

The trackbed has been cleared ready for the reinstatement of the triangle and walking along it, it's not hard to imagine one of the CVR's USATC S160 2-8-0s powering up the curving gradient, and with part of the footpath following the northeastern face of the triangle, this is another example of location that visitors can experience both from the train and on the ground, eyes level with the wheels and motion as trains power past.

The triangle is being constructed on a large piece of land owned by the CVR. While some of it has been earmarked for a potential visitor centre in the future, a sizeable portion of this has been set aside for wilding purposes, allowing wildlife to thrive. The CVR is lucky enough to have seen sightings of willow tits, a shy and endangered bird, on its land – yet another incentive for visitors when planning their day out.

North to Leek

Leaving the triangle behind, the line heads north to Leek, and the two lines will merge at points shortly before Birchall Tunnel, near to the site of a long-demolished signalbox.



Installing the concessionary footpath and high fence to protect walkers from golf balls. DAVE GIBSON

The foundations of this particular box, Leek Brook South, were discovered intact on the left-hand side of the track as the line approaches Birchall Tunnel.

There are no plans to reinstate it, but for those interested, the location can be identified by a small hump in the land between the road crossing and the tunnel, visible from the safety of the footpath.

Pre-preservation, several signalboxes operated in the area. However, under the CVR this new section of track will all be controlled from Leek Brook, which is believed to be the oldest original signalbox still in use in its original location. The box will be responsible for signalling north to Ipstones, east to Cheddleton, west to Leek, and perhaps one day south to Stoke... but let's not get ahead of ourselves!

From Birchall Tunnel the line proceeds for half a mile up to Leek station at a fairly gentle gradient of 1-in-133, providing beautiful views over the Staffordshire countryside and a peek through the trees at a golf course (part of the funds for the extension went to installing a high fence to protect the footpath from stray balls).

“We know S160s like the back of our hand, so why have two when you can have three? We need big engines than can handle our gradients.”

The new Leek station

In Leek, the CVR is planning to build a platform that will accommodate eight coaches and a run-round loop long enough for 12 coaches.

The site intended for the platform is raised on an embankment, but the requirement of a loop leaves insufficient space for the construction of a platform. The heritage line is overcoming this hurdle by emulating the platform design at Consall, where the Up platform overhangs the canal. At Leek, the platform will be built to overhang the embankment, allowing space for the running line and the loop.

The CVR owns the land on which the platform will be built. Subject to a Section 102 agreement, the station building will be built on land due to be gifted to the railway which is currently being used as a storage/



The new Leek station platform will be sited on the left overhanging the embankment. NICOLA FOX

dumping ground, so the placement of a handsome station building will certainly be an improvement! The railway also intends to relocate its office space to the new building; presently it is operating out of portable buildings at Cheddleton.

The deadline for finishing the work by November is immovable due to funding conditions, so after all of the finishing touches are completed we can expect to see trains pulling into Leek in early 2023.

Many irons in the fire

The CVR also recently took the decision to take on a major buildings project – refurbishing its stations so each one reflects a different period in the line's history.

Cheddleton boasts the only original station building on the line, so was chosen to represent the NSR, with appropriate signage. The team at Churnet found itself surprised by how much blue appeared in the original station signs and have been reproducing them faithfully.

Consall has been chosen to represent the LMS, and Kingsley & Froghall (commonly referred to as simply Froghall) BR. The current station building at Froghall was built in 2004 and sympathetically designed to blend in with the period nature of the railway. In order to accurately represent the BR era, the CVR opted to essentially gut out the station interiors and start again. The choice of Froghall to represent BR is amusing, as following closure in 1965, it was BR which opted to demolish the original station building.

The carriage fleet has also been in receipt of much attention and a certain level of standardisation of spec, particularly during the period when the railway was closed due to the Covid-19 pandemic. Seeing which way the wind was blowing, a group of volunteers made the decision to move in together, meaning that when restrictions came into place they were able to continue working together on a coach project without violating the rules or putting anyone at risk.

The coach in question was E3809, a BR TSO that arrived on the CVR in lamentable condition having suffered water damage after patch repairs, and outside storage having led to water ingress. The coach had to be completely stripped back and in addition to reinstalling in all internal fixtures and fittings, the team was required to replace framework and several roof sections. The project took 18 months and is one of the railway's Covid success stories, although when asked about the projects, one of the volunteers joked that its success was down to the fact that “we chose the railway over our families!”



End of the line: The footpath continues to Morrisons but the railway will terminate here. To the left of the railings, sleepers await installation close to the site of what will be the station building. NICOLA FOX



The CVR is clearly very proud of its carriages and several refurbishments are currently nearing completion. This includes standardising the specifications for the coaches so that all CVR stock includes a system to deliver automated announcements offering facts on the railway, as well as safety information.

The pre-programmed system runs off SD cards and can also be used for playing music for private hire parties, while still leaving the option to add personalised announcements.

The carriages also have subtle LED lighting strips which blend in until switched on to help add to the party mood! The guards' compartments now have a telephone USB charger as standard to ensure that lines of communication are always open.

Diana is one such coach that is nearing the end of a refurbishment. Named in honour of a popular volunteer whose legacy helped return the coach to its former glory several years prior, this BR RFO has recently received LED lights, new heating elements, and new lighter panelling to brighten up the carriage interior. It will be finished as a first class dining carriage and return to join the railway's very successful dining trains.

Base metal into gold

There are numerous examples of heritage railways adapting to the challenges of the coronavirus pandemic and find better working practice in the process – and the CVR's approach to dining trains certainly fits that bill.

In order to work safely during Government-imposed restrictions, the storage and facilities for their services was moved to Cheddleton station and expanded. This in turn allowed the CVR to double the capacity and the menu available, adding breakfast trains to the products.



Above: Very much unrestored BR TSO No. E3809 arrives in March 2020.
DAVE GIBSON

Left: The completed interior of restored No. E3809 as seen in May. NICOLA FOX

Assistant general manager Jack Ilczyszyn said: "We returned to running dining trains as soon as we safely could in 2020 and have really upped the service we offer. I'm very pleased with where we've come from to what we've got now."

With all these successes under the belt and as work continues to progress according to plan on the extension, the CVR is now planning how to make sure it can run the new line once it opens.

Offering different destinations for passengers means a potential increase in the required number of available locomotives and rolling stock.

Passenger accommodation is clearly well in hand, but how is the CVR fixed for motive power? Well, while the choices made may not please everyone, there will certainly be no

shortage. Until recently the fleet consisted of Polish *Hotspur* and S160s No. 5197 and 6046. Also in the yard awaiting restoration is a second Tkh, No. 2871, which has largely been used as spares for *Hotspur*, and Midland 4F 0-6-0 No. 44422, the CVR's first resident locomotive, which is awaiting restoration.

In addition to these, the CVR recently became the home for a third S160, No. 3278 *Franklin D Roosevelt*, which is currently undergoing overhaul so it will be ready to help support the increased service that the extension will bring. No. 3278's boiler is currently off the frames and receiving attention.

When asked why the railway chose to add yet another S160 to its fleet, Jack said: "We know S160s like the back of our hand, so why have two when you can have three? We need big engines than can handle our gradients."

In addition to bolstering the increased services to Leek, No. 3278 will also play a starring role in the CVR's future Polar Express Christmas events, something the railway has become known for.

But steam isn't the only traction that matters to the CVR – diesels are also proving very useful, especially given the current coal trouble faced by all heritage railways throughout the UK. The CVR recently released a statement acknowledging the situation and its continuing commitment to running steam, while also outlining the plans for diesel-only days.

The available diesel traction is Class 33s No. 33021 *Eastleigh* and No. 33102 *Sophie* or Class 47 No. 47292, which has arrived from the Nottingham Heritage Railway for an initial loan period of five years.

For the first time in several years, a scheduled diesel service will operate on Saturdays in July and August. The 10.30am service will operate a full round trip from Kingsley & Froghall to Ipstones.

Furthermore, the railway is building its own steam heat van to enable such operations to occur during the winter months, while also giving more flexibility when a steam locomotive fails.

Volunteer power

With the stations and the physical trains taken care of, the only missing link now is the volunteers to run and maintain them.

Back in 2018, Jack Ilczyszyn was formulating plans for how to increase the volunteer pool available. Those plans have since been put into place and – despite a trend for diminishing volunteer numbers sector-wide – the results so far have been encouraging.

Placing the focus on online recruitment, the team built a series of web pages to showcase all the available volunteer roles and invite people to apply. The opening page of the CVR website also has a prominent link to volunteering, and following that link takes the user to a video, called 'Where to volunteer with the Churnet Valley', which highlights the full spectrum of roles available, as well as focussing on the sense of community and friendship involved – plus the all-important contact form. Since going live in November 2020, the investment put into



Class 47 No. 47292 recently joined the Churnet Valley diesel fleet. Built at Crewe as D1994 in 1966, it entered service on April 16 that year. It retired from the main line on New Year's Eve 2003 and entered preservation on June 12, 2007. CVR

designing the pages has already paid for itself. A wealth of enquiries has translated into 35 new volunteers for the railway.

For a line like the CVR, dependent on a small core team of unpaid people, the influx of 35 new ones is a real boost and a huge increase on the previous numbers of approximately five per year.

Finding their feet

Jack is taking no chances with this precious resource, acting as liaison with the new recruits and their departments to make sure that no one slips through the cracks, implementing a buddy system to ensure that the new volunteers settle in happily and find their feet.

He is keen to emphasise that if working in one department isn't right for any volunteer, they can move around the railway to find what does work for them.

He is also hopeful that the success of the extension project will draw more members

and volunteers to the line. "The aim for us is to keep going," he said. "We're not there yet but we're moving in the right direction to fulfil extension volunteer requirements."

"Historically we saw an increase in membership when the last extension project was carried out, so we're hoping this one will be a draw for new volunteers."

Certainly, the project is now reaching an exciting point. With the trackbed thoroughly cleared, progress should be noticeable in the following weeks and months.

November is less than half a year away, tantalisingly close, and one thing's for sure – after decades of dreaming about it, the CVR is well and truly on its way to Leek.

We have said it before, but there is now every reason to believe that the Churnet Valley Railway can do for Leek what the Gloucestershire Warwickshire Railway has done for the places on its route, including the tourist honeypot of Broadway, as featured on pages 48-53. **HR**

USATC S160 2-8-0 No. 3278 Franklin D. Roosevelt's Boiler receives volunteer attention in the yard at Cheddleton. NICOLA FOX



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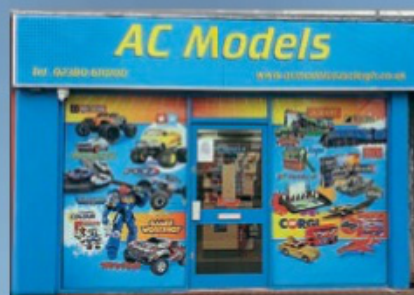


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The return of TT 1:120 scale models

PECO paved the way for several manufacturer announcements after it revealed it was launching a new range of TT:120 scale products, starting off with streamline flexible track, medium radius turnouts, and a selection of building kits.

TT was an historic acronym for table-top and a scale designed to meet the demands of true scale modelling within space restrictions that many modellers encountered when building their layouts. The reintroduction of this 1:120 scale sees PECO factor in all the detail of larger scales, with the smaller scale assembly benefits of

moderate spaces and scale. TT also provides an accurate scale-to-gauge ratio for British outline models compared to other commercially available scales on the UK market.

'Gap in the market'

Managing director Ben Arnolds said: "I've always wanted us to offer a true 1:120/2.54mm scale 12mm gauge track and accessories to fill this gap in the market and bring back the true-to-scale format. As we have our own UK-based manufacturing operation, we are able to do this to the highest standards that we require and within a relatively short space of time."

The first range of products were due to hit shelves imminently.

In the days following this announcement, Heljan followed up by announcing the first ready-to-run British outline locomotive for the scale in the form of the BR Class 31 locomotive, with CAD work completed and the move to tooling expected soon.

Six different liveries were planned, with a DCC sound option for each. The models will be consistent in



scale, unlike previous ready-to-run TT models that saw 1:100 scale bodies on 12mm gauge track, negating any need to convert models to finescale to achieve the correct look.

Prices for standard models have a SRP of £199.00, with delivery anticipated towards the end of 2023.

Heljan also confirmed it was looking at producing the Hunslet Austerity 0-6-0ST steam and BR Class 08 0-6-0 diesel locomotives as future models, with more information expected soon.



Bexley toy and train fair comeback

THE Association of Bexley Charities '78 will be holding its next Toy and Train Fair at the Falconwood Community Centre, in Welling, Kent, on Thursday, August 25.

The association, originally formed in 1962 and reformed in 1965 when Bexley became a London borough, is a group of nine charities incorporating organisations from the area alongside local branches of national charities.

The scheme was set up to share fundraising abilities between those that may not have had the ability to run events by themselves.

August's fair will see sales stands offering many second-hand model railway items, as well as spare parts, books, stamps, die-cast vehicles and more.

Refreshments will be available at the venue, which offers free level parking.

The fair will run from 5.30pm to 9.30pm. Adult entry is a modest £1.50, with accompanied children admitted for free.

For further information, visit bexleych.wix.com/bexley-charities-78 or contact John Salt at mail@johnsalt.plus.com or 02083 105018.

Accurascale heads for the suburbs

JOINING its 'Moving Britain' range of coaching stock, Accurascale not only announced production but also revealed tooling samples of its BR 56ft 11inch Suburban coaches for OO gauge.

Tackling "the star of wishlists across the land", Accurascale's models boast exquisite detail, with removable roofs revealing a wealth of interior features, from luggage racks to toilets. The six variations of the design have all been catered for, including patches where repair work to correct corrosion was carried out post-1965.

A die-cast chassis for weight, the plastic body has also been designed to avoid moulding ejection marks and pips. Further separately fitted parts such as hand rails, lamp brackets, pipework and more promise to raise this model to the highest standards possible.

BR carmine and blue-era models make up the first run, with maroon set to follow later. Multiple running numbers are being produced for



each coach, with prices set at £64.95 per model. Those purchasing direct from the manufacturer will also benefit from 10% off when ordering two or more models, with free UK P&P. A six-month payment plan is offered to help spread the cost.

For further information, visit www.accurascale.com



International N Gauge Show makes a return to Warwickshire this September

THIS hugely popular specialist exhibition will take place at the Warwickshire Event Centre over the weekend of September 10/11.

More than 30 specialist suppliers are expected to attend, showcasing all the latest models and products,

making it THE place to visit and stock up on all the items any model rail enthusiast could ever need. A full range of modern image, steam, continental, and American layouts will be on show, along with society displays and demonstrations.

Tickets are on sale now, to be purchased in advance online. Although it is hoped to have tickets available on the door, this currently cannot be guaranteed.

For more information and to book, visit www.ngaugeshow.co.uk



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LANCASHIRE GLORY

The centenary of the merging of two railway companies was marked with a celebratory gala weekend at the East Lancashire Railway, Owen Hayward reports.

The weekend of June 18/19 saw the East Lancashire Railway mark the centenary of the merging of the Lancashire & Yorkshire Railway and the London North Western Railway companies with a gala that saw the sole-operating LNWR locomotive – Webb Coal Tank No. 1054 – return to service following completion of its most recent overhaul.

On January 1, 1922, the LNWR and L&YR merged under the first railway modernisation plan, adopting the LNWR name and bringing together the world-class traffic and train management experience of the LNWR with the advanced steam locomotive designs of the L&YR.

The celebratory weekend saw four locomotives from these two merger companies operating together – three from the L&YR and one from the LNWR – with each being more than a century old and turned out in unlined black, adopting one of their original operating company liveries for the occasion. It was the first time in preservation that such a combination of locomotives had operated together on passenger services.

L&YR 0-6-0ST No. 752 (LMS No. 11456) was the oldest in the line-up, dating from 1881 but looking slightly different compared to then. Originally a tender locomotive, it was rebuilt in 1896 with a saddle tank to fill a need for shunting locomotives.

No. 1300 (LMS No. 12322) was built in December 1895 at Horwich works, entering service the following year and remained in service until withdrawn in 1960. Owned by Andy Booth, the prolonged closure of railways caused by the Covid-19 pandemic saw it undergo an early boiler overhaul before the end of the last certificate (which was due expire this year).

Stars among stars

Pug No. 19 was the final locomotive representing the L&YR. As reported in *Heritage Railway* issue 293, in April the diminutive shunter steamed for the first time in over half a century after overhaul at Bury. It was employed on shunting demonstrations around Bury Bolton Street and Castlecroft Yard, outside the Transport Museum, with a rake of recently repainted wagons – the first time since the 1920s that a L&YR goods

train has been seen operating through the station. Completing the line-up was National Trust-owned 0-6-2T Webb Coal Tank No. 1054 (LMS No. 7796), which had returned to service just days before. Normally based on the Keighley and Worth Valley, it had been undergoing overhaul at Ingrow with the Bahamas Locomotive Society (its current custodian) since 2019. With steam tests carried out on May 19, it moved to Bury on June 14 and underwent testing the following day. On the Saturday of the event, it was officially launched back into traffic in a ceremony at Bury Bolton Street.

In addition to its shunting duties, Pug No. 19 also made two return trips to Ramsbottom with a short rake of coaches on Saturday, June 18 – its first passenger-carrying trips in preservation – as well as one journey to Heywood on the Sunday, with No. 752 assisting to help climb the steep ‘ski jump’ gradients out of Bury Bolton Street.

Double-headers took place each day, pairing the two L&YR 0-6-0s together each day; a planned double-header with Nos. 1300 and 1054 for the Saturday afternoon was changed after GWR 5600 class 0-6-2T No. 5643, which

Stars of the show: From left to right, Nos. 1054, 1300, 752 and 19 line up on shed during a 3P20 Parcels Group charter on June 17. ROB BATTY



On June 19, Pug No. 19 scampers out of Bury Bolton Street and into Castlecroft yard during a shunting demonstration move, with the L&YR wagons in tow. OWEN HAYWARD



Above: L&YR Class 27 No. 1300 nears Summerseat with a delayed Saturday afternoon service for Rawtenstall. OWEN HAYWARD

Left: The two L&YR engines emerge from the Bury north tunnel on a double-headed departure for Rawtenstall on June 19. JOHN SAGAR

Right: Keith Whitmore and Cllr Ann-Marie Humphreys cut the ribbon at Bury Bolton Street to officially launch No. 1054 back into traffic on Saturday, June 18. PETE SKELLON/BLS





Webb Coal Tank No. 1054 departs from Burrs Country Park halt with its first public passenger service following completion of overhaul. The Waterman saloon was attached to the rear for a charter by the Lancashire & Yorkshire Railway Society. The wreath on the smokebox door was in memory of John Bennett, a volunteer of 53 years with the Bahamas Locomotive Society and former chairman of the 71000 Duke of Gloucester Locomotive Trust. OWEN HAYWARD

was running an additional service set, faced steaming issues. The train in question was hauled by No. 1300 alone, with Nos. 1054 and 752 paired up to take over from the western region tank engine on the subsequent departure instead.

Kevin Whitmore, chairman of the Bahamas Locomotive Society and an ELR director, said: “The event was one of the best galas we have been involved in, with a tremendous spirit among both organisers and visitors alike, many of whom said they had never enjoyed an enthusiast day so much.

Icing on the cake

“The coal tank being there was very much the icing on the cake as the only operational LNWR loco. Much midnight oil was burned and much dedication put in by our team to get it ready to be at the event. We even had some apprentices from the Hope Cement Works – where our Hudswell Clarke *Nunlow* used to work – come to Ingrow and help.

“Richard Pennington represented the National Trust at the launch event and said how right they were in the early 1970s to place the loco under our care.”

Callum Porter, who headed the team that restored No. 19, commented: “As for the Pug, it performed faultlessly all weekend. It was incredibly well-received and racked up 24 passenger miles, even managing to do both shuttles on Saturday solo after No. 752 was taken off to cover for another engine.”

It was announced during the weekend that Andy Booth’s L&Y Class 27 No. 1300 (BR No. 52322) will be visiting the Embsay and Bolton Abbey Railway over the summer. Exact dates were to be confirmed as this issue went to press. No. 52322 previously visited the line in 2013. **HR**



Above: LNWR No. 1054 double-heads with L&YR No. 752 over Brooksbottom viaduct on June 18. The pair were substituting for WR No. 5643, which had failed and presented the unexpected outcome of an opportunity for the two tank engines to work together. OWEN HAYWARD

Right: The Pug approaches Chest Wheel foot crossing with its second public passenger-carrying service on the Saturday afternoon. DAVID MOGG



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PLATINUM JUBILEE STEAMS TO SUCCESS

The Queen's Platinum Jubilee four-day bank holiday weekend saw crowds flock to heritage lines throughout the country in the sunshine to join in with a rich variety of celebrations to thank Her Majesty for her 70 years of loyal service on the throne, reports **John Titlow, Robin Jones and Rodney Towers.**

HERITAGE railways big and small and museums throughout Britain celebrated The Queen's Platinum Jubilee in right royal fashion during the June 2-5 bank holiday weekend.

Locomotives carried specially crafted headboards and stations, and their approaches were decked out in bunting as a real party atmosphere got in the swing.

However, the sector's flagship locomotive for the event had to be Bulleid West Country light pacific No. 34027, which, as previously reported, has been temporarily repainted purple and renumbered 70 at its Severn

Valley Railway home with permission of Buckingham Palace to mark The Queen's seven decades on the throne.

Despite all our misgivings as enthusiasts regarding a purple Bullied, our doubts and cries of 'it's not an authentic livery', let alone 'how could they!', the relivery has been a tremendous success as far as the general public is concerned, and has drawn many people to the SVR who would never normally visit a heritage line. The controversial and brave decision to paint it purple has been vindicated hands down financially. In these troubled times, with fuel costs rocketing, the

public flocked to the SVR to ride and see the purple locomotive pulling its packed train of eight carmine and cream Mk.1 carriages.

All stations along the route were decorated with bunting and Union flags, including locomotives that were sidelined, freight wagons, and exhibits inside the Engine House at Highley; if it was stationary, it was decorated. Displays of vintage vehicles graced the car parks, too. After the first two trains left from Kidderminster on June 2, No. 70 moved to Platform One minus its nameplates for the unveiling ceremony. The proceedings began with a speech by SVR Holdings

Bulleid Pacific No. 70 Elizabeth II departs Highley on June 3. JOHN TITLOW





The nameplate for No. 70 is finally revealed at Kidderminster on June 2. JOHN TITLOW



Nigel Barnes, of Taw Valley Limited, lets the champagne fly as the nameplate of the celebrity purple locomotive is revealed. JOHN TITLOW

chairman Mike Ball, who paid special tribute to carriage and wagon staff member Ronan O'Brien, who led the team with the painting. Speeches followed from managing director Helen Smith, Viscount Cobham of nearby Hagley Hall, and Mark Younger, director of Taw Valley Limited, who unveiled the *Elizabeth II* nameplate.



Inside the decorated Engine House at Highley on June 3 are WD 2-10-0 No. AD600 Gordon and GWR prairie No. 4566. JOHN TITLOW

Fellow director Nigel Barnes christened the locomotive with champagne to the sound of the whistle. In celebration, a purple wreath made by the National Arboretum was carried most days, and the carriage destination boards were all repainted to match. The publicity generated was excellent and beyond anyone's expectations. It made the

local TV news and, better still, a picture of No. 70 was in the background during BBC1's prime time *The One Show* when one of the presenters was on camera. The weather helped for the first three days but it rained on the Sunday, though this did not dampen the party – it just meant that people stayed on board the train to keep dry. ➡

A Lancaster Bomber and steam train pass at Victoria Bridge on the Severn Valley Railway on June 3. KEITH WILKINSON





Above: Highley station staff and Selina Graham, the High Sheriff of Shropshire, on June 4. JOHN TITLOW

Left: Class 52 D1040 *Western Queen* is ready to depart from Kidderminster on June 2. JOHN TITLOW

Four other locomotives were used during the event: visiting GWR Saint 4-6-0 No. 2999 *Lady of Legend*; GWR 2-8-0 No. 2857; Class 50 No. 50035 *Ark Royal*; and D1062 *Western Courier*, which was renamed D1040 *Western Queen*. About 2500 passengers pre-booked, with the first day's trains packed to the gunnels. Ticket sales exceeded all expectations, with nearly 5000 sold, way exceeding the budget, and secondary spending was also up. People dressed in their finest, and lots of smiling faces were seen.

Surveys took place after the visits and 71% of people came purely to see the purple locomotive, with 41% having never visited the SVR previously.

One of the only two Lancaster bombers in existence that are capable of flying made an appearance, flying low over the valley. Sadly, the windy weather was not conducive for it to fly on the Saturday or Sunday.

SVR managing director Helen Smith said: "This was a different type of event to what's normally on offer and we've been delighted with the response to it. We have clearly struck a chord with many people, and it was wonderful to learn that a large proportion of these were visiting us for the first time ever.

"It's all down to successfully 'capturing' their attention and, to be honest, a purple-

liveried Bullied is not something that's easy to ignore!"

The SVR is now looking ahead to the Commonwealth Games being held in late July and early August in Birmingham. As reported last issue, No. 70 is rostered for very special duties on Saturday, July 23, when it will carry The Queen's Baton Relay from Kidderminster to Bridgnorth as part of the final build-up to the games. Family days out on the railway throughout the summer will have a strong sporting theme, with opportunities to get involved in interactive activities.

Taw Valley is scheduled to be returned to its authentic BR green later in the year – or will it be extended after its resounding success?

High Sheriff visit

During the jubilee celebrations, the Severn Valley Railway was visited by the High Sheriff of Shropshire, Selina Graham. This role has evolved over centuries: nowadays, they back the crown and judiciary, plus lend support to crime prevention agencies, emergency services, and to the voluntary sector, receiving no remuneration from the public purse.

Selina is passionate about volunteering, hence her visit to the SVR, and is no stranger to volunteering herself, having worked one night a week in a homeless shelter at

King's Cross while aged in her early 20s.

As High Sheriff, she has chosen to focus on volunteering and highlighting organisations with a strong volunteer base, such as the SVR. Travelling by train, appropriately hauled by Bulleid Pacific No. 70, *Elizabeth II*, she visited several stations within Shropshire, talking to volunteer staff. She was accompanied by managing director Helen Smith and volunteer liaison officer Barry Moreton.

"I so enjoyed meeting all the uniformed station and booking office staff, the signalmen and women, and learning a little of their historic and current vital roles," said Selina. "The loco crew, guards, and ticket inspectors all looked and talked the part so well. Their enthusiasm was infectious, and the combined years of service as volunteers simply staggering.

"The SVR is a real jewel in Shropshire's crown, and the purple train is the icing on the cake for The Queen's Platinum Jubilee celebrations. It was a privilege to share them."

A Royal Train ran at Embsay!

The Embsay & Bolton Abbey Steam Railway, in cooperation with Stately Trains of Harrogate, marked the jubilee by running a steam-hauled five-coach Royal Train each day between Embsay and Bolton Abbey.

The Dartmouth Steam Railway's GWR 2-8-0T No. 5239 was decked out in bunting for the jubilee. John Jones, managing director of the Dartmouth Steam Railway and Riverboat Company, said: "Our Platinum Jubilee Days were a great success, really recapturing the past when I was six years old, remembering the celebrations in 1977 for The Queen's Silver Jubilee." AJ PHOTOGRAPHY/DSRRBC





Above: Hunslet 0-6-OST No. 2705 of 1945 *Beatrice* departing Bolton Abbey with the 3.45pm five-coach Royal Train to Embsay on June 3. The end carriage is LSWR No.17, Queen Victoria's jubilee saloon. RODNEY TOWERS

Right: Queen Victoria herself, still on board in her jubilee saloon car, during The Queen's Platinum Jubilee on June 3. RODNEY TOWERS



Royal Trains always create curiosity, but when a heritage railway can assemble one comprising five preserved vintage carriages – all of which are more than 100 years old and together totalling 640 years, it is an amazing, distinctive, and outstanding achievement.

Over the past 30 years, Stately Trains has established one of the finest collections of preserved and operational vintage railway carriages in the UK – because of the passion, vision, enthusiasm, dedication and careful management of Stephen Middleton, the principal proprietor.

The five-coach Royal Train comprised: Lancashire & Yorkshire Railway Directors Saloon No.1, built in 1906; Great North of Scotland Railway No.34, a six-wheeler First Class Saloon built in 1894 and the only GNoSR preserved coach operating in England; GER six-wheeler family saloon No.37 built in 1897 and the only survivor of a once-large class of carriage and later converted for the use of Queen Victoria's granddaughter, Princess Alice; and No.14, another GER six-wheeler built 1889 for the District Engineer and the first GER carriage to have electric lighting installed from new. This carriage is and will remain a very special saloon for Stephen, as it was his first purchase ➡



The Dartmouth Steam Railway's GWR 2-8-0T No. 5239 was decked out in patriotic bunting. AJ PHOTOGRAPHY/DSRRBC



Left: A royal tribute on a line that once served kings and queens: Former Aberdeen Gas Works Barclay 0-4-OST No. 807 of 1897 *Bon Accord* stands at Milton of Crathes station on the Royal Deeside Railway prior to departing with the second train of the day on June 3. Built between 1853 and 1856 by the Deeside Railway Company, the line was regularly patronised by the royal family and other VIP visitors to Balmoral, only to be closed by BR in 1966 due to declining passenger numbers. TREVOR GREGG



The South Devon Railway celebrated the jubilee with a garden party-style event at Staverton that included a beer festival, running an intensive train service all day to bring people to the station. On the Thursday, a special train was operated for the community of Buckfastleigh, giving rides to people from voluntary groups in the town. On the Friday, there was a similar train for the people of Ashburton, which the heritage line still ran to in its early years and hopes one day to do so again. Aboard the Ashburton train was the town's portreeve, Sean Wilson, seen here on the footplate of GWR 2-6-2T No. 5526. "We were delighted to be able to help some of our neighbours with their jubilee events and hope we can work with them further in the future," said SDR general manager Ernest Elsworth-Wilson. SDR

and restoration project from 'wreck' to as-built condition. The fifth carriage, LSWR Saloon No.17, has become the jewel in the crown of the Stately Trains collection. Built in 1885 for the LSWR Royal Train, it became Queen Victoria's personal saloon for her trips between London and the Isle of Wight, and she used this carriage during both her 1887 golden and 1897 diamond jubilees.

The superb elegance of the restoration has to be seen to be fully appreciated. It is a regal gem and worth stepping inside to see for yourself – or better still, splash out on a once-in-a-lifetime treat of being served the delicacies of a royal afternoon tea and glass of champagne, served immaculately while on the move by Stephen's wife, Qiuying. It was not surprising to find Queen Victoria herself sitting in a corner of this remarkable carriage for more of the same during the celebrations!

While it would be near-impossible to run such a vintage train on any main line today because of modern safety requirements, this is an instance where heritage lines have their own distinctive advantage. They have proved over time that they can still safely operate such trains within a less rigorously regulated environment. By so doing, they are playing an important part in keeping our railway heritage alive and operating. Another point to remember is that preservation work on vintage carriages is just as important as that of

preserving old locomotives. While carriages will only rarely have the same emotional attraction as a preserved steam locomotive, without the carriages there would be no heritage trains!

Queen Mary coach carries first-ever fare-paying passengers

The Lincolnshire Coast Light Railway's carriage nicknamed *Queen Mary* carried fare-paying passengers for the first time in a century during the line's celebrations.

The carriage was the only one ever to run on the 23-mile Nocton Estates Railway in the Lincolnshire Fens, where potatoes were grown to be turned into Smiths Potato Crisps.

Having bought surplus rolling stock from the Wear Department after the First World War, the estate converted a Class D bogie freight wagon into a passenger saloon to transport shooting party guests around the estate. Comfortable armchairs were equipped with drinks holders, and a box van – a First World War rail ambulance – carried trophies from the day's shooting. The somewhat haughty manner of those guests, who were never asked to pay a fare, prompted the estate workers to call the carriage the *Queen Mary*.

The estate's railway mostly closed towards the end of the 1950s, and the old carriage was stripped of its wheels and bogies and became a taxi company's waiting room and later the

For the Dartmouth Steam Railway & Riverboat Company's jubilee celebrations, BR standard 4MT 4-6-0 No. 75014 *Braveheart* was fitted with a 'The Elizabethan' headboard, loaned by Ivan Rumbelow, who adapted it by adding a crown and the number 70, and painted it mauve to celebrate the occasion, for which the railway expressed grateful thanks. AJ PHOTOGRAPHY/DSRRBC





In the far south-eastern extremity of The Queen's realm, flag-carrying Greenly Pacific No. 2 *Northern Chief* is overshadowed by Dungeness nuclear power station as it departs with the 10.20am to Hythe on the Romney, Hythe & Dymchurch Railway on June 3. GRAHAM NUTTALL

office of a scrap dealer – but was rescued by the LCLR more than 40 years ago and remained unrestored until now.

The complex and difficult job of restoring the coach adapting it for public trains was undertaken by volunteers throughout the winter and spring closed season. Tests were carried out prior to the jubilee celebrations and on June 2, the *Queen Mary* was decorated with bunting (as was the LCLR's Walls Lane station) and the carriage was coupled to First World War veteran No. 2572 for

public services. Both carriages are equipped for disabled access and can carry people in wheelchairs. Such was the interest in the coach's entry into service that one railway enthusiast, Dean Walker, set off from his home in Nottingham to ensure that he would be the first person to buy a ticket to do so – and succeeded, despite the LCLR having to start services early to cope with the crowds.

He told the train crew: "I was always interested in the Nocton carriage. When I saw it was going to be used for the jubilee, I set off

to make sure I was first on board."

The growing demand for seats on the second day of services led to a third carriage, Ashover Light Railway No. 2, being added to the set. It was the first time that a three-carriage train was operated on the LCLR since reopening in the Skegness Water Leisure Park in 2009.

Flagship Peckett 0-6-0ST No. 1008 of 1903 *Jurassic* was decorated with a commemorative headboard made and painted by traditional signwriter Tim Fry, from Martin Dales, near Woodhall Spa. **HR**



Above: The special crown-shaped headboard carried by *Jurassic* for the event. LCLR

Right: Peckett *Jurassic* hauls the Lincolnshire Coast Light Railway's special three-coach platinum jubilee train, with the *Queen Mary* coach at the rear. LCLR



Romney, Hythe & Dymchurch Railway Greenly Pacific No. 1 *Green Goddess* rounds the curve into Dungeness with the 12pm from Hythe, complete with an oversized Jubilee Limited headboard on June 3. GRAHAM NUTTALL



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FROM RED SQUIRRELS TO OTTERS VIA STEAM TRAIN!

A South Devon Railway adventure

For animal lovers, the South Devon Railway is a must – visit the Totnes Rare Breeds Farm at one end, then jump on a train that takes you along a quintessential GWR country branch line to the Buckfast Butterfly Farm and Dartmoor Otter Sanctuary at the other. **Vicky Jones** reports in words and pictures.

If you love the idea of hopping on a steam train to explore the River Dart valley and meet some fascinating creatures along the way, then the South Devon Railway has the perfect day out for you! Suitable for all the family, this offers a peaceful haven away from the hustle and bustle of modern life.

Our journey started by taking a short walk down to Totnes Riverside station, where we admired the rolling Devonshire hills bursting with springtime vitality as we crossed the footbridge link. We were warmly welcomed at the ticket office by friendly staff who guided us through the timings of the day.

The station itself is lovingly preserved and cared for. All station buildings, fixtures, and fittings are in keeping with the traditions of a GWR branch – even though in the days of steam there was nothing here but a muddy field.

As highlighted in issue 200, the heritage line's eastern terminus was carefully constructed using genuine components of closed GWR stations elsewhere and reassembled a lifesize jigsaw. The main station

building came from Toller in Dorset, the corrugated iron stores hut from Bovey Tracey, the platform canopy from Axbridge, the water column from Leominster, and the signalbox from Cradley Heath. Yet, if you did not know otherwise, the station looks every bit like it has been here since the line opened 150 years ago! Indeed, the creation of an authentic 'new' old station won the Heritage Railway Association's Interpretation award 2016.

Vintage fun

Here is much opportunity for nostalgia seekers. Check out the GWR 'Monster' carriage, built in 1918 that originally operated as a Scenery Van, transporting theatre and circus equipment. Today it contains a wide selection of railway artefacts including a small Thomas the Tank Engine, as well as magazines and books available for purchase.

Totnes Rare Breeds Farm, located on the other side of the track, is an ideal place to while away an hour or two before boarding your train. The farm boasts an exciting array of creatures, from red squirrels and exquisite



If you love animals and classic GWR steam, you really 'otter' come on this trip and see us!

owl species to cheeky pygmy goats and cheerful alpacas.

There are plenty of chances to get up close to feed and pet the animals, to the delight of children and adults alike. Our personal favourites were the Mediterranean miniature donkeys, but Wizard the European Eagle owl was a real show-stopper! He joined us on the platform before we boarded the train, posing for photographs and showing off his beautiful wings.

We journeyed straight to Buckfastleigh behind GWR prairie No. 5526, but you can also stop off at Staverton, where there are many superb walking routes to discover.

The seven-mile journey by train takes about 30 minutes and there is a buffet car on board. Children are issued with a novelty paper ticket to get them into the spirit of the past – a small touch that adds to the overall magic of the day.

Plenty on offer

At Buckfastleigh there is lots to see and do, including award-winning gardens, a



Above: The inhabitants of the Dartmoor Otter Sanctuary take a breather between feeding times.

Left: After running round its train at Tones Riverside, GWR 2-6-2T No. 5526 prepares to depart for Buckfastleigh.

→ Both the rare breeds and otter and butterfly farm are open daily from 10am to 5pm (last entry 4.30pm) until the end of the summer steam running season on October 30. More details can be obtained, and tickets booked in advance, by visiting www.southdevonrailway.co.uk, phoning 01364 644370 or emailing trains@southdevonrailway.co.uk



GWR prairie No. 5526 arrives at Totnes Riverside on May 14.

museum, workshop, and viewing gallery, and the railway's gifts and models shop. There is also a refreshments room offering delicious lunches, drinks, and snacks.

The ultimate highlight of our day was the Buckfast Butterfly Farm and Dartmoor Otter Sanctuary.

We arrived just in time for the otters being fed, and learned many fun facts about our new furry friends. All three species were adorable and happy little show-offs that provided us with plenty of entertainment.

The ensemble of activities left us feeling joyful and safe in the knowledge that this trip certainly wouldn't be our last. The South Devon Railway simply cannot stay our treasured secret for long. **HR**



A red squirrel relaxes in its enclosure at Totnes Rare Breeds Farm.



This colourful iguana is among the Buckfastleigh residents.



Residents of the Dartmoor Otter Sanctuary soak up the sunshine at Buckfastleigh.



This great grey owl can be seen at the Totnes Rare Breeds Farm.

STAR LETTER

HRA has not banned or cancelled wartime events, says chairman

YOUR Star Letters in the last two issues have been on the subject of 1940s events, and the letter in your last issue contained a direct criticism of the Heritage Railway Association. I am therefore responding to address the continued misrepresentations about the HRA's advice on wartime recreations.

Whether by lack of understanding or deliberate attempts to create controversy, the position of both the HRA and member railways has been wrongly portrayed significantly in some quarters. Firstly, it must be made absolutely clear that the HRA has not 'cancelled' or 'banned' anything. We are a trade support organisation, not a regulator. Anyone who knows the HRA well will understand that we are an organisation that functions on collaboration and cooperation. We do not, nor would ever want to be, in the position to instruct members what to do on things like special events.

We provide guidance, created by our network of heritage railway experts through the many committees that we operate as well as our board – which itself is made up of experienced heritage railway GMs, chairmen, and other active hands-on personnel. Therefore, I hope you can understand that when the HRA provides guidance, many railways do consider it seriously. When we publish a guidance note, it's not something we do lightly – whether that be on locomotive boiler maintenance or anything else.

During our annual general meeting in York, a discussion was instigated by a former HRA chairman, no less, in which the 100-plus attendees from member railways considered the impact of the war in Ukraine on heritage railways. We formally recognised our solidarity with

colleagues on heritage railways in Ukraine and looked at how we in the UK should react. The HRA is certainly not the arbiter of public opinion, but whatever the reasons, general feelings relating to the war in Ukraine have been very clear – and perhaps more so than many other tragic conflicts around the world.

In subsequently preparing our guidance note to members, we were very careful that we did not overstep the mark. At no point have we ever expressed the view that 1940s recreation events shouldn't take place. What we have done is suggest that member railways might need to think about the content of such events carefully. I think it's highly unlikely that an event focused on the fashions, music, and life at home in the 1940s would cause upset to anyone. The sacrifices that people were making in the UK at the time are a matter of record – I'm immediately thinking of the Home Guard, Land Girls, and many others who went above and beyond.

Where the HRA board all thought that sensitivity was required is with the kind of mock battles and staged fights that wartime-themed events sometimes feature. Several people have pointed out to me that although horrendous fighting did take place during both world wars, it thankfully did not happen to any great extent in mainland Britain. As almost all of our members focus on the history of railways in mainland Britain, such battles are not such an essential part of the living history-style recreation that most of our railways look to achieve.

One senior employee at a heritage railway well-known for its wartime recreations put things very succinctly. He asked: "How can I have a wartime



The Mid-Suffolk Light Railway's Middy in the 1940s event on May 28/29 was less to do with war and featured more scenes from the home front, although there was much military memorabilia on show. "We felt this was in sympathy with the HRA point of view," said MSLR marketing manager John Reeve. Attendances on the Saturday were up on the previous 2019 event. Pictured is a Home Guard recreation at Brockford & Wetheringsett station. MSLR

weekend with guns and explosions when I know there are 300 Ukrainian refugee families in the area? What would that feel like to them?"

Some of our members have considered all of the factors (not just HRA guidance) and have come to the conclusion that their 'wartime' events weren't right for them at the moment, while others have progressed with 'toned-down' 1940s events. I can only reiterate that these are decisions that each organisation has come to individually and for reasons as diverse as the railways themselves.

I've heard some, mainly from the re-enactment world admittedly, decry the lost revenue from these events. But as I've stated earlier, a good number of railways have decided simply to slightly rejig the content of their event to reflect current public feelings, and nobody has yet told me that their income has suffered as a result.

Equally, anyone who has been involved with re-enactment events and wants to continue supporting their favourite heritage railways can still do so. I'm pretty confident that anyone with event organisation experience would be welcomed with open arms and could easily find a number of ways that they could put their skills to use. Indeed, in a world where we're seeing increasing costs, innovation in special events is essential.

The HRA not only supports members in their quest to look for additional activities to bring in more revenue, but I would go so far as to say we'd positively encourage railways up and down the country to look at how they can diversify their revenue streams, attract new audiences, and secure their future for generations to come.

I've got no doubt that some will

already be labelling the thought process I've laid out here as 'woke'. It's a very fashionable term in some quarters at the moment, but I often find that many people who make that accusation haven't fully understood what the word actually means.

The dictionary tells us that to be woke is to be keen to make adjustments to ensure that groups of people aren't offended or upset. Frankly my view is that, in these specific circumstances, that's exactly what we should be doing. These are people who are fleeing horrendous war in Europe. Surely we would all want to be making them feel as safe and comfortable as possible? That is, after all, what happened to people who fled to Britain during World War Two.

From my many dealings with senior railway personnel at lines up and down the country, I think they've all understood the reasons we provided the guidance we did. Some have even been in touch to say that they thought it was well-timed and exactly what they were looking for to provide some context to their own thought processes.

I absolutely want to make it 100% clear that I do not want to decry the work of the many living history groups that give up their time to recreate their chosen eras either, though. I have said before that heritage railways provide an excellent platform to educate and inform people from all sorts of backgrounds on various eras in our history, and nobody at the HRA wants to see that change. Just like many other challenges in the world right now, we are much stronger if we work together as a wider heritage sector than if we look for things that could divide us.

Steve Oates, HRA chairman



The visiting locomotive for the Middy in the 1940s weekend was Beyer Peacock 0-4-0ST No. 1827 from the Foxfield Railway, making it the oldest locomotive ever to run on the on the heritage line. In superb condition following thorough overhaul, it also hauled trains on the Sunday, June 5 platinum jubilee event. Seen in the cab is Land Girl Rose Weller, the railway's events manager. MSLR

Why I found Great Central first class

I FELT compelled to respond to the letter sent in by Graham R Pearson in issue 293 about visiting heritage railways on ordinary service days.

I couldn't agree more with his sentiments following a recent visit to the Great Central Railway on Wednesday, May 18. I can honestly say it was one of the best visits I have had to this wonderful double-track main line.

There were two trains in operation, one steam and a diesel railcar, providing a regular service with lots of opportunities for changing trains and visiting each station.

A beautiful, warm day with blue and sunny skies, I took the opportunity to sit at Rothley in the sunshine for 45 minutes with a cup of tea from the station cafe and just took in the awesome

atmosphere of the place – birds singing and a peacefulness like I have not experienced before.

The trains were not full but there were a good amount of people about, which made the day perfect. Not too busy and a really happy atmosphere.

I spent four hours or so on the railway and can't praise the railway, staff, and volunteers enough – such a happy, lovely place to be, made even more enjoyable by the lack of crowds.

I will be definitely off for more days like this supporting our railways and enjoying a far less crowded experience – which allows a much better experience of the railway.

A first-class day indeed.

*Gareth Leslie,
Eastbourne, East Sussex*

On the hunt for Metro-Cammell pins

AS is well known, Metro-Cammell was mainly involved with the railway industry from its beginnings in 1845, when a new factory opened in Saltley, Birmingham.

In 1932 it formed a joint sales company with Weymann's of Addlestone to build bus bodies on steel frames. This move led to a very successful partnership, lasting over 50 years.

As a final step, Metro-Cammell-Weymann (MCW) moved into building its own complete buses,

called 'Metrobuses', in 1977. Several thousand of these were sold.

I am seeking to purchase a metal, lapel/buttonhole badge for either Metro-Cammell or MCW to complete a collection.

These badges exist and examples are known, but none have come onto the market, or on Ebay, for the last few years. If you have one, or know of one, please get in touch by email at ian@@ihmsl.com

*Ian Williamson,
Stratford-upon-Avon*

Back to pre-Grouping in East Anglia

THE HOLDEN F5 GER 2-4-2T is making good progress, being assembled at Tyseley, hoping soon to have a rolling frame. At the same time the Southwold Railway has taken delivery of its 2-4-0T in steam. East Anglia is at last creating its lost railway history, not forgetting that

the North Norfolk has its GER Y14 0-6-0T and an intention to retain the B12 in its original LNER apple green, at last breaking away from everything in BR black... heritage railways taking back their history.

*Derrick Martin,
Hornchurch, Essex*

Let's bring back Made in Britain... big time!

HAVING been a trainspotter in the 1960s and worked on a number of preservation projects in more recent years, I always find the letters page interesting and informative. Issue 295 was no exception and I was left wishing that railway enthusiasts were running the country, as they seem to have more common sense than most of the 650 elected people in Westminster.

Chris Smith's letter echoes my thoughts on our rush to zero carbon. Fake environmentalists preach on issues including the mining of coal in the UK, then fly off on holiday or – even worse – use internal flights to get from one UK city to another.

He is also spot-on with his observation that we Brits seem to be the least patriotic population, certainly in Western Europe. When my job took me to towns in France, Italy, Germany etc., it was evident that most council-owned vehicles were those built in that country. Here we scoff at vehicles built in Britain in favour of anything imported.

The same goes for just about everything, from white goods to fashion. I bought a well-known British brand of kettle but when I turned it upside down it came as no surprise to find that it was made in China, like my mower, my pressure washer... If we really want to be 'green' we have to start making things here and speak of them with pride. It seems that every country in Europe can build trains except one – the one that gave the world railways in the first place. We're just good at buying them.

In the same issue, Isabel White has a great solution to finding a new use for the redundant sleeping carriages

at the Bluebell. She sensibly mentions people enjoying a drink with a meal not wanting to drive home afterwards; even more useful to people living a long way from the Bluebell who would love to combine a fabulous dining experience with a night in a sleeping coach. For those who get it right, hospitality is still a very profitable industry and the Bluebell would get it right I'm sure, looking at everything else its done.

Successful events

Lastly, Clive Thompson points out that cancelling our plans for wartime weekends is another win for Putin. These wartime events are not really my scene but they have proven highly successful and profitable for some railways and as Clive says, these railways never needed those profits more than they do now!

I often head to the letters page first and the editor's choice ensures it's a great read. I'm sure it will continue to be so.

If I could add an observation of my own, I worry at the way our Government runs railways and scraps perfectly serviceable trains in order, it seems, to replace them at enormous cost with new and imported ones that we don't need.

We are currently scrapping perfectly serviceable Class 365 electric trains that never got old enough to become 'heritage stock' simply because our Train Operating Companies are awash with too many new trains. It's obvious that the money is going to run out soon and the old motto 'waste not want not' will once again be apparent.

*Gerald Creed,
Bristol*

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As reported in *HR* 293, the new-build Holden F5 locomotive is set to be on its wheels before the end of 2022. Visit www.holdenf5.co.uk for more information.



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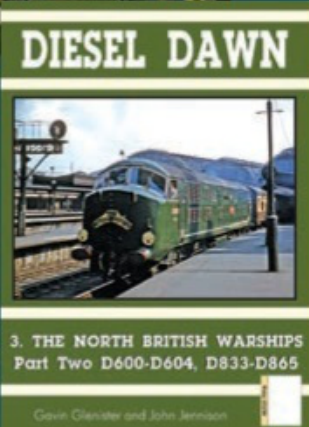
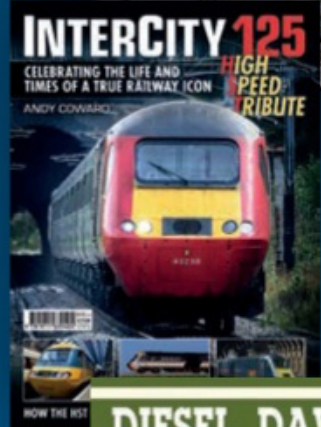
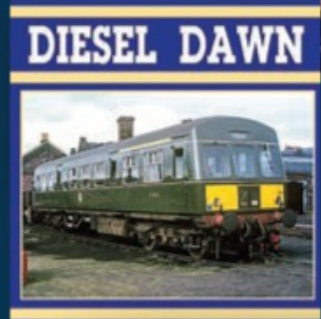
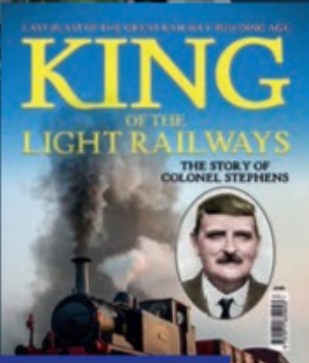
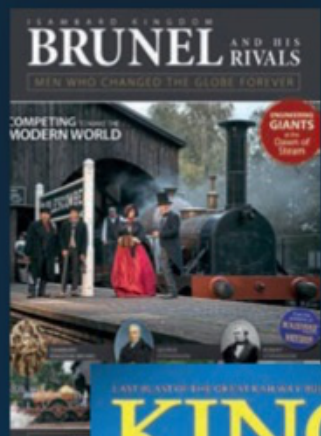
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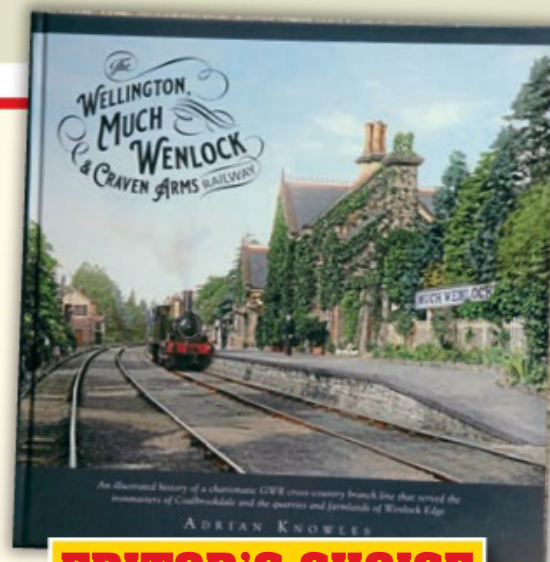
By Adrian Knowles (hardback, Lightmoor Press, 308pp, £50, ISBN 9781911038993).

MANY hail today's South Devon Railway as perfect an example as you might reasonably expect of a quintessential GWR country branch line today. This stunning volume opens a new window of what would once have been a contender for the same accolade – almost a parallel to the Severn Valley before the heritage era, but without the river! It would have been a sheer delight to have travelled on this route, the first section of which was opened in 1854, with the complete line following 13 years later.

The dramatic contrasts it offered are highlighted in this volume. While it passed through rolling Shropshire pastures and the market town of Much Wenlock, it also served Coalbrookdale, where iron ore was first smelted by Abraham Darby, laying the foundations of the Industrial Revolution. Passenger services south of Much Wenlock ceased

as early as 1951 and ended altogether in 1962. The author, a director of the Great Western Society at Didcot and editor of its quarterly magazine, *Great Western Echo*, was not lucky enough to have ridden over the line, but during meticulous research he has interviewed many who worked on the line, collecting their memories for posterity. Also drawing on a wealth of archive photographs and drawings, the volume deals with the origin of the railway through five companies, its operation prior to the takeover of local lines by the GWR in 1896, the Swindon empire's experiment with steam railmotor services, a description of a journey over the complete route, a photographic survey of all the stations, and the years of decline and final closure under BR.

A final chapter looks at what survived on the route since 1964, such as coal supplies to



EDITOR'S CHOICE

Ironbridge power station and its demolition in 2012, special charters along the remaining route from Madeley Junction towards or into Coalbrookdale, and a visit to today's Telford Steam Railway.

Among the appendices are lists of locomotives allocated to Wellington and Much Wenlock in 1902-47.

Here is not only a definitive and fascinating history of this very scenic route, but a superbly presented and inspiring volume that will immerse the reader on a near-escapist journey into the now-distant past when such railways still played an integral part in the life of rural shires.

MAGNIFICENT PORTRAIT OF GWR AT ITS RURAL BEST

East and North Eastern Steam: Former LNER Territory 1947-1958: The Railway Photographs of Andrew Grant Forsyth

By Brian J Dickson (paperback, The History Press, 120pp, £19.99, ISBN 9780750998543).

ANDREW Grant Forsyth's previously unpublished catalogue of photographs portrays the work of locomotives of all parts of the former LNER territories from 1947 through to 1958.

Taken at sheds and locations throughout the region, his photography captures not just the workhorses commonly associated with the LNER but also the often forgotten or overlooked designs that once graced the rails for work just as important as the long-haul trains. How many of us remember the B8 and N5 classes over the more iconic A3 and B1 locomotives?

Andrew, born in Barnet in 1923, was a lifelong enthusiast and his following of all things LNER is clear to see, with his visits to all parts of the territory including Newcastle, Doncaster, Darlington, and the branches of East Anglia documented here.



The transition of the years is also noticeably prominent, progressing from LNER letter and numbering through the early 'BRITISH RAILWAYS' lettering era and right into the late-logo period, presenting a mix of grimy and clean locomotives.

Author Brian has compiled an interesting selection of Andrew's images that could also perhaps serve as a record of the variety of traction that worked the Eastern Region in this last period of main line steam, in addition to a unique insight into the changing scene of locomotive power.

HOMAGE TO EASTERN REGION STEAM

Reconnecting Robertsbridge 25 years of the RVRSA

(Rother Valley Railway Supporters Association, email: griffithss@rvr.org.uk 24pp, £5, all proceeds to the railway).

THE story of the Kent & East Sussex Railway – and how volunteers fought to preserve it – is well-known. Enthusiasts will also remember the railway coming back to life as it was rebuilt and opened to Wittersham Road station in 1977, to Northiam station in 1990, and then on to Bodiam station in 2000. This revival did not stop here: even before reaching Bodiam, work was underway to attempt to reach Robertsbridge, with the Rother Valley Railway project

being launched in 1991. The revivalists soon managed to lease former BR land beside the main line station car park, while the official supporters' association was formed later in 1997.

The RVR developed a two-pronged plan – extending from Robertsbridge towards Bodiam, and from Bodiam towards Robertsbridge.

The 25 years since then has seen many obstacles overcome and this booklet looks at what has been achieved by RVR, its supporters, and its volunteers.

There is a chronological survey with maps and a complete rolling stock list, and photographs show the achievements to date which include track reinstated at both ends of the route, vital bridges rebuilt, a new station with platform at Robertsbridge (Robertsbridge Junction), and more recently a turntable fitted.

The revivalists have come so far, yet need to finance a lot more to meet their goal, so reach for your wallet – the modest purchase price will be going to help with the final leg of restoring the Rother Valley Railway, and then we can all see the phoenix fully rise from the flames.

SUCCEEDING AGAINST MANY ODDS





Robert Stephenson & Hawthorns 0-4-0ST No. 7063 of 1942 CEBG No. 15 *Eustace Forth* heads a Peak Rail service past Church Lane, crossing at Darley Dale on June 12. A comparatively idyllic Derbyshire Dales scene today, back in the late 1950s the route would have seen regular use by the likes of Britannia Pacifics hauling named trains like 'The Palatine', when loadings on the Manchester Central to St Pancras route increased during electrification of the West Coast Main Line, completed in 1959.

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. Daily from July 12.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.

Running: Weds + Aug 6, 7.

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: Suns.

Isle of Wight Steam Railway

Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204.

Running: Daily.

Kent & East Sussex Railway

Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.

Running: Tues-Thurs, W/Es.

Lavender Line

Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515.

Open: TBA.

Mid-Hants Railway

Standard gauge, 10 miles. Alresford, Hants SO24 9JG.

Tel: 01962 733810.

Running: Tues-Thurs, W/Es + July 15.

Daily from July 23.

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 + Weds from July 27.

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.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, Bodmin, Cornwall.

Tel: 01208 73555.

Running: Tues-Suns.

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: Weds-Sun.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Running: W/Es, Weds & July 28 + Thurs from Aug 4.

Gartell Light Railway

2ft gauge, one mile. Yenston, Templecombe, Somerset.

Tel: 01963 370752.

Running: 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-Weds + Thurs from Aug 4.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.

Running: W/Es, Tues-Thurs. Daily from July 23.

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,

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

Plymouth. Tel: 01752 345078.

Running: Suns & July 2, 16, 30 + Sats & Thurs from Aug 4.

Seaton Tramway

2ft 9in gauge, three miles. Harbour Road, Seaton, Devon.

Tel: 01297 20375.

Running: Daily.

Somerset & Dorset Railway

Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY.

Tel: 01761 411221

Running: Suns & July 2, 16, 25, 27 + 29 + Mons, Weds & Fris from Aug 1.

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. Daily from July 23.

Yeovil Railway Centre

Standard gauge, ¾ mile. Yeovil Junction station, Somerset.

Tel: 01935 410420.

Open: Suns. **Trains:** July 17, 26, 30, 31, Aug 2, 7, 9, 16.

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 + Sats, Weds & Thurs from July 23.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Open: W/Es & Weds.

Running: July 10, 27, 31, Aug 3, 7, 10, 14.

Ferry Meadows Railway

10¼in gauge, ½ mile. Peterborough, Cambs. Tel: 01733 398 889.

Running: Daily.

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, Thurs, W/Es.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.

Running: Suns, B/Hs.

Nene Valley Railway

Standard gauge, 7½ miles. Wansford, Peterborough, Cambs.

Tel: 01780 784444.

Running: W/E + Weds & Thurs from July 27..

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 + July 16, 23 & Thurs from 28.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067

Running: TBA.

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, and Fris from July 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.

Leighton Buzzard Railway

2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888

Running: Suns + Weds & Thurs from July 27.

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: Tues.

Amerton Railway

2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.

Running: W/Es + Weds from July 27.

It just cannot stay away: Making its third loan visit to the Battlefield Line this year is Bo'ness & Kinneil Railway-based Caledonian Railway McIntosh Class 439 0-4-4T No. 419, seen passing under a farm occupation bridge at Congerstone with the 11am to Shenton on June 19. No. 419 is also rostered for action on the line on July 23/24 and August 6/7.
GRAHAM NUTTALL

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 22 & Weds from July 20.

Cambrian Heritage Railways

Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llyncllys).

Oswestry and Llyncllys, 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 + Weds from Aug 10.

Churnet Valley Railway

Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.

Running: Tues, Weds, W/Es.

Crich Tramway Village

Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321

Running: W/Es.

Dean Forest Railway

Standard gauge, 4½ miles. Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: Weds, W/Es + Tues from July 26.

Ecclesbourne Valley Railway

Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.

Running: Fris & W/Es + Tues from July 19 & Thurs from July 28.

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: July 17, Aug 3, 7, 10, 14.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.

Running: Tues-Thurs, W/Es + July 29.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. www.gcrailway.co.uk

Running: Tues-Thurs & W/Es.

Midland Railway – Butterley

Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.

Running: W/Es + Tues-Thurs from July 26.

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: W/Es + Weds from July 20.

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: July 17, 31, Aug 7, 14.

Leek & Rudyard Railway

10¼in gauge, 1½ miles. Leek, Staffs.

Tel: 01538 269948.

Running: Fri-Sun, Daily from July 15.

Rushden Transport Museum

Standard gauge, ½ mile. Rushden, Northants. Tel: 0300 3023 150.

Running: Aug 7.

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: July 23.

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.



Visiting from Peak Rail, the Waterman Railway Heritage Trust's newly restored 1966-built Class 25 D7659 will haul two return trips on July 17 and 22 before making its final North Norfolk Railway appearance at the line's July 23/24 Sixties Weekend, when it is scheduled to work alongside Class 37 D6732 and BR Standard 9F No. 92203 *Black Prince* and BR Standard 4MT 2-6-0 No. 76084. D7659, the final locomotive built by Beyer Peacock at Gorton Works, is pictured at Weybourne on June 17. S SQUIRES/NNR

OPERATIONAL HERITAGE LINES AND MUSEUMS

Toddington Narrow Gauge Railway

2ft gauge, ½ mile. Gloucestershire 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 + Tues & Weds from July 19.

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 + July 30.

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, 4¼ miles. Alston, Cumbria.

Tel: 01434 338212.

Running: W/Es.

Stainmore Railway

Standard gauge, ½ mile.

Kirkby Stephen, Cumbria.

Tel: 01768 371700.

Open: Suns + July 16, 31.

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 + Weds from July 27.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.

Tel: 07889 297271.

Running: July 23, 30, Aug 13, 20.

Bowes Railway

Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.

Open: Thurs, Fris + July 30, 31.

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.

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. Daily from July 20.

Lincolnshire Coast Light Railway

2ft gauge. Skegness, Lincs.

Tel: 07407 500884.

Running: July 16, 20, 23, 27, 30, Aug 3, 6, 8.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.

Running: Suns + Weds in Aug.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0845 680 1758.

Running: W/Es + Weds in Aug.

North Tyneside Railway

Standard gauge, two miles. North Shields.
Tel: 0191 277 7135.

Running: TBA.



Ravenglass & Eskdale Railway 0-4-2 *Bonnie Dundee* is one of two guest locomotives booked for the Evesham Vale Light Railway's July 9/10 steam gala, which celebrates 20 years of the 15in gauge Worcestershire Line. On long-term loan to the Cleethorpes Coast Light Railway, the 1901-built locomotive has recently been overhauled by John Fowler Engineering at Old Hall Farm in Bouth. The other visitor is *Powys* from the Rhiw Valley Railway in central Wales, a 1972-built sister to the EVLR's Severn Lamb 0-6-2T *Dougal*. *Powys* has never left the Rhiw Valley before. EVLR

Railway Museums

Beamish

The Living Museum of the North, County Durham. Open: Weds-Suns. Daily Apr 9-Oct 30.
Tel: 0191 370 4000.

Coleford GWR Museum

Coleford, Gloucestershire.
Open: Fris, Sats.
Tel: 01594 832032/833569.

Colonel Stephens Railway Museum

Tenterden station, KESR.
Open: 12.30pm to 4.30pm on KESR operating days.
Tel: 01580 765155.

Crewe Heritage Centre

Vernon Way, Crewe.
Open: W/Es, B/Hs from Apr 2.
Tel: 01270 212130.

Donegal Railway Heritage Centre

Donegal. Open: Daily April-September.
Tel: 00353 (0) 749722655.

Head of Steam

North Road Station, Darlington.
Open: Wed-Sun and Bank Holidays.
Tel: 01325 405060.

Irchester Narrow Gauge Railway Museum

Irchester, Northamptonshire.
Open: Suns.
Tel: 01604 675368.

Leeds Industrial Museum

Armley Mills, Leeds.
Open: Tues-Suns.
Tel: 0113 378 2097.

Locomotion: The National Railway Museum, Shildon

Co Durham.
Open: Weds-Suns.
Tel: 033 0058 0058.

London Transport Museum

Covent Garden.
Open: Daily.
Tel: 0343 222 5000.

Manchester Museum of Science & Industry

Castlefield, Manchester.
Open: Weds-Suns in term time, daily in school holidays.
Tel: 033 0058 0058.

National Railway Museum

Leeman Road, York.
Open: Weds-Suns.
Tel: 033 0058 0058.

Penrhyn Castle Railway Museum

Bangor, Gwynedd.
Open: Daily.
Tel: 01258 353084.

Rail Story

Ingrow, West Yorks.
Open: Carriage Works daily, Engine Shed Tues-Suns.
Tel: 01535 690739 or 01535 680425.

Railworld Wildlife Haven

Peterborough.
Open: W/Es, Weds + sch hols.
Tel: 01733 344420.

Riverside Museum

Glasgow.
Open: Daily.
Tel: 0141 287 2720.

STEAM – Museum of the GWR

Swindon.
Open: Daily.
Tel: 01793 466637.

Tiverton Museum

Tiverton, Devon.
Open: Weds-Sats.
Tel: 01884 256295.

West Cumberland Railway Museum

St Bees, Cumbria.
Open one week per month or by appointment for special interest groups – contact petergrooke@btinternet.com

Ulster Folk & Transport Museum

Cultra, Co. Down.
Open: Tues-Suns.
Tel: +44 (0)28 9042 8428.



SR S15 4-6-0 No. 825 hauls the 'North Yorkshire Pullman', comprising the 7.15pm 'Passage to India Curry Train' at Grosmont on the North Yorkshire Moors Railway on June 17. HAYDEN SHEPPARD

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.
Wensleydale Railway
Standard gauge, 22 miles. Leeming Bar, North Yorkshire.
Tel: 01677 425805.
Running: Tues, Weds, W/Es + Thurs from July 28.
Whistlestop Valley Railway (Kirklees)
15in gauge, four miles. Huddersfield, West Yorks. Tel: 01484 865727.
Running: Sats-Mons. Daily from July 22.
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.
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: W/Es.
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 + Tues from Aug 2.
Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Daily.
Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile. Cynheidre, Carmarthenshire. Tel: 07956 082305.
Running: June 25, July 16, 30.
Llangollen Railway
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 + Weds from July 27.

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.
Talyllyn Railway
2ft 3in gauge, 7½ miles. Tywyn, Gwynedd. Tel: 01654 710472.
Running: Daily.
Teifi Valley Railway
2ft gauge, ½ mile. Henllan, Ceredigion, SA44 5TD. Tel: 01559 371077.
Running: July 9, 10. Sats to Thurs from July 15.
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: Daily.
Welsh Highland Railway
2ft gauge, 26 miles. Caernarfon, Gwynedd. Tel: 01766 516000.
Running: Daily.
Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles. Llanfair Caereinion, Powys. Tel: 01938 810441.
Running: Tues-Thurs, W/Es. Daily from July 19.

SCOTLAND

Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.
Running: Tues, Weds, W/Es, + July 15, Daily Aug 1-17.

Caledonian Railway
Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.
Running: W/Es.
Doon Valley Railway
Standard gauge. Dunaskin, Ayrshire.
Running: Suns.
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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Running: Suns.
Royal Deeside Railway
Standard gauge, 1¼ miles. Banchory, Kincardineshire. Tel: 01330 844416.
Running: Suns + July 16.
Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.
Running: Tues-Suns.

IRELAND

Downpatrick & County Down Railway
5ft 3in gauge. Downpatrick, Co. Down. Tel: 028 4461 5779.
Running: TBA.
Railway Preservation Society of Ireland
5ft 3in gauge. Whitehead, Co. Antrim. Tel: +44 28 9358 6200.
Open: Museum open Thurs to Sat.
Running: Sats + July 15, 22.



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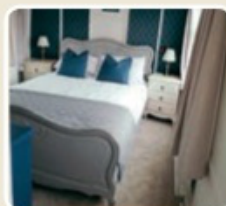
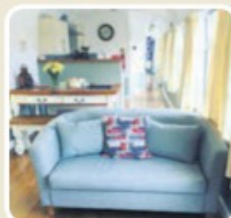
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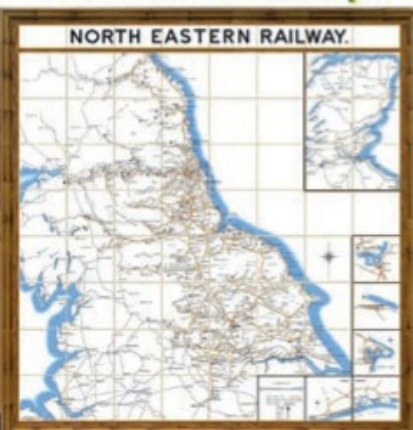
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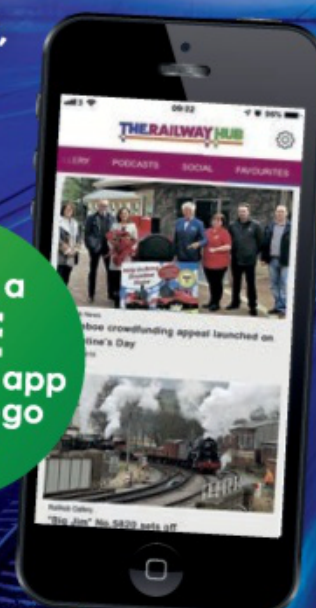
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Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be of interest, please email staff writer Owen Hayward on ohayward@mortons.co.uk

Is Mother Nature entering the coal market?

ONE of the biggest issues in the heritage railway sector at the moment is coal – or a shortage of it.

Fears of global warming have led to the Government refusing permission for new mines to be opened, and this has led to steam coal for our heritage lines having to be shipped to the UK from Kazakhstan, Colombia, or even Australia – where possible.

As we reported last issue, the Fros-Y-Fran mine in South Wales, which is set to close in November, has pulled the plug on its earlier decision to stop supplying lump coal in the meantime.

The Heritage Railway Association approached both the English and Welsh governments to see if a way ahead can be found for the production of UK coal for heritage use, bearing in mind scientific evidence that the amount of carbon emissions from both rail and road steam locomotives is negligible – inviting a comparison with total emissions from garden barbecues nationwide.

While the green debate rages on and alternative sources of fuel for steam engines are investigated, has Mother Nature set out her stall here?



Nesting on the top of the Carnforth coal heap. DAVID MOGG

With two hours to spare before photographing A4 Pacific No. 60007 *Sir Nigel Gresley* on the return journey from Carlisle to Crewe down the West Coast Main Line near Milnthorpe on the afternoon of May 21, reader David Mogg stopped at Carnforth station, where Platform 2 provides clear views of the former steam depot and yard, now the base of West Coast Railways.

Opposite the northern end of the platform in the WCR yard was a very large pile of coal. Looking more closely, David noticed a bird sitting on a nest on the top of the pile. "For me," he says, "this was an example of wildlife taking advantage of a built environment structure. Gulls often nest on roofs in urban areas, but in

this case a temporary one, while giving it an unrivalled bird's eye view over the activities of the WCR yard and depot."

Meanwhile, waiting for a train to depart from Ropsley Heath station on the private Ropsley Heath Light Railway, near Grantham (as featured in *News*, pages 20/21), *Heritage Railway* editor Robin Jones was standing next to a bunker filled with Fros-Y-Fran coal. A few lumps were on the lid and a colony of what we think are bright red spider mites were crawling over them.

The current shortage has sent the price of steam coal soaring in the UK, and has the natural world sent in its loss adjusters to reassess the value and argue for an ever-higher price?



Red spider mites investigate the finer qualities of Fros-Y-Fran coal at the Ropsley Heath stations bunker. ROBIN JONES

Help regenerate 'Dr Who' police box at Crich

CRICH Tramway Village has appealed for funds to help restore a rare Metropolitan Police telephone box of a type that was once a common sight on the streets of London but is now universally far better known as Doctor Who's time and space travelling machine.

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The Grade II-listed box, the last-known survivor of this particular Mk.2 type, arrived at Crich in 1983 after being donated to the National Tramway Museum by the Met, and for nearly 40 years it has been part of the period street that its trams operate on.

Despite repairs carried out in the past, the concrete body has been deteriorating over the last few years. Unlike the version the long-running BBC science fantasy series, this particular blue box does not have a built-in regeneration circuit or force field to protect it from errant daleks, cybermen, and Sontarans – and now

urgently requires specialist repairs from an experienced contractor to prevent it weakening further.

The museum in Matlock Road has received a grant from Arts Council England towards the cost of the restoration, and museum officials are also seeking contributions from supporters and visitors towards the cost of more than £4000 it must fund itself to send the box back in time to as-built condition. And no, it is not bigger on the inside than out.

Donations can be made at www.tramway.co.uk/contact/make-a-donation/



The Metropolitan Police telephone box at Crich. CTV

NEXT ISSUE

Issue 296 out Aug 5

With *The Railway Children* Return movie out, we look at the overhaul of Manning Wardle *Sir Berkeley*, star of the 1960's BBC serialisation.

PLUS

BY SOUTHERN TO PADSTOW

Andrew Johnston reflects on the rich variety of the 1950s railway scene as he retraces a summer holiday by train from Brighton to Padstow.



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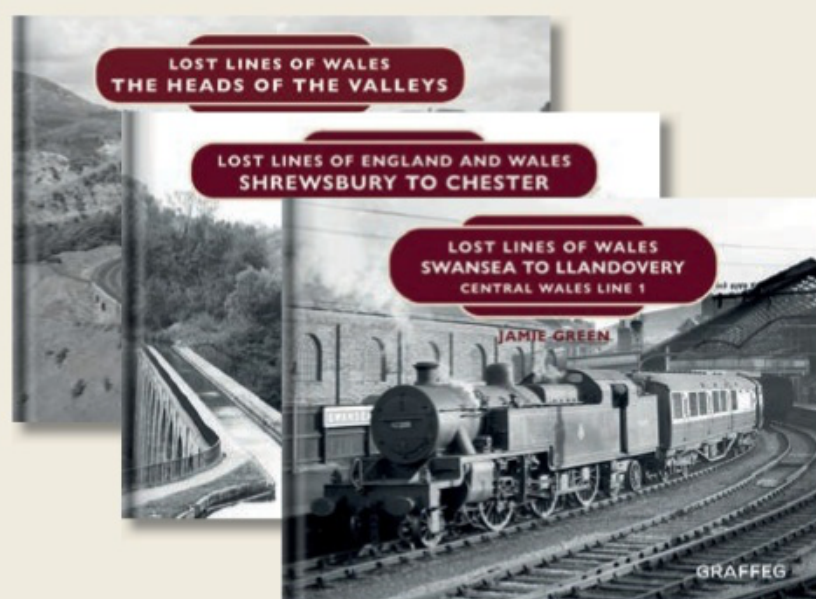
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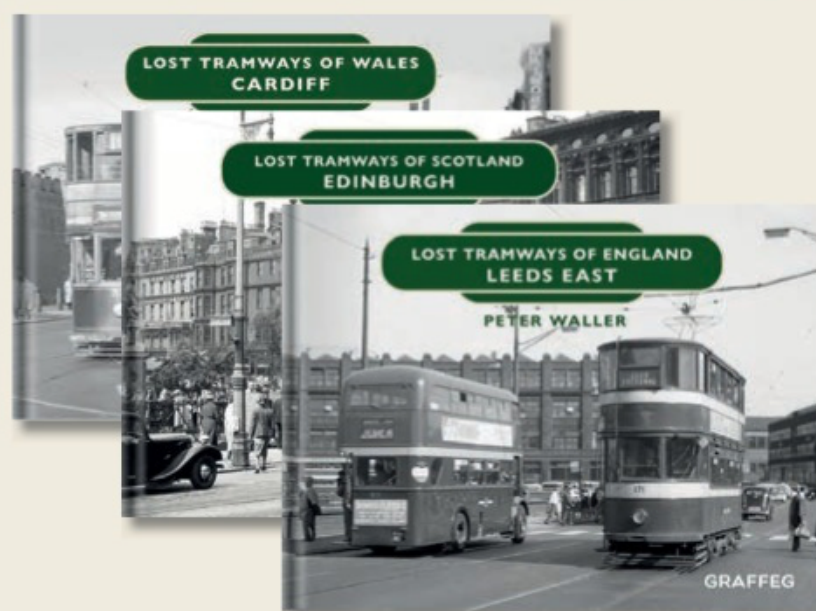
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