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ISSUE 296 August 05 – September 02, 2022

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THREE HERITAGE LINES CARRY QUEEN'S BATON FOR COMMONWEALTH GAMES

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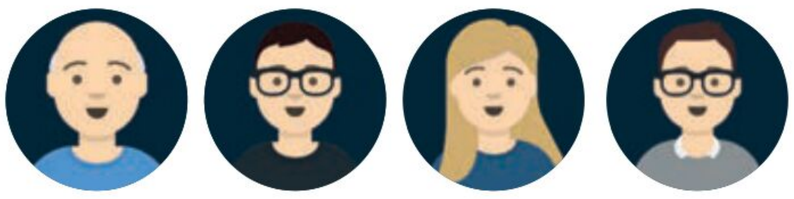

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SR Merchant Navy Pacific No. 35018 *British India Line* at Carlisle station with West Coast Railways' 'The Dalesman' from York on July 14. TONY WINWARD

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The right project at the right time

I was honoured to attend a VIP reception held by the Great Central Railway Rolling Stock Trust at Nottingham Transport Heritage Centre, Ruddington, on Saturday, July 23, at which a new appeal for funds and volunteer resources was launched with a view to having one of the group's three Edwardian classic Barnum coaches restored and running within three years.

The group has been the custodian of the trio for a considerable number of years, ensuring that they remain safe from the scrap man. However, there is a growing feeling that their time to shine again is now appearing on the horizon.

The Bridging the Gap project at Loughborough, which aims to link both heritage-era GCRs, continues to make progress in raising funds, and as reported in issue 293, the life-expired Bridge 236 spanning the A60 at Loughborough opposite the town's Brush Works is to be replaced in October at a cost of £1 million. Once the gap over the Midland Main Line is fully bridged, the Great Central Railway at Loughborough will have main line access for the first time.

In the meantime, attention is turning to rectification work needed to bridges on the Nottingham Heritage Railway, the heritage line formerly known as the GCR (Nottingham), which leads to the Ruddington site. The overall aim is to have services running from Ruddington through Loughborough to Leciester North and back.

Economic benefits

An inter-city heritage line of this calibre would quickly become a major tourist destination for the East Midlands, both by rail and car, and offer truly enormous potential for the local economy. However, how much more magnificent would it be if it could offer exclusive rides of a complete pre-Grouping train, comprised of a rake of Barnums, for instance?

During its 71 years of existence, the volunteer-led railway revival movement has too often been dismissed as the exclusive haunt of enthusiasts. Nothing could be now further from the truth.

The Stockton & Darlington Railway 200 celebrations in 2025 is poised to highlight how Britain opened up and reshaped the globe through its invention of the self-propelled railway locomotive; railway heritage is no less than an integral part of British history and its culture.

Living history

The Barnums are particularly special, in that they have a dedicated local relevancy to the GCR main line and its modern-day heritage manifestations. To support their restoration, both through public donations and local grant aid, and hopefully through skills training schemes, is to enhance awareness of history on our doorstep.

We are now approaching the centenary of the January 1, 1923 Grouping of Britain's railway companies into the Big Four, which marked the next big step forward in rail travel. The pre-Grouping coaches that survived in second-hand use as bungalows or farm buildings and have since been retrieved for restoration are priceless windows into our past, whether you are a rail fan or not.

One the first of the three Barnums, No. 228, is restored, and I cannot have been but extremely impressed with the craftsmanship and attention to historical detail that was in evidence or being planned. The methods employed will be used as a blueprint to tackle the other two. Not only will a Barnum train, maybe hauled by Robinson O4 2-8-0 No. 63601 after its second heritage-era overhaul, become a byword for preservation excellence and a tourist magnet, but also an invaluable educational resource. I eagerly look forward to the day I can ride in a Barnum carriage over all those bridges into Loughborough. If you share my vision, turn to News, page 24 to find out more.

Robin Jones Editor

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COVER: **Due to Network Rail's heatwave steam ban, the Railway Touring Company's July 23 'West Somerset Steam Express' from Paddington to Bishops Lydeard was diesel-hauled (News, pages 10-11). The only steam section of the tour ran on the West Somerset Railway between Bishops Lydeard and Minehead. WSR mogul No. 9351 and GWR 4-6-0 No. 7822 *Foxcote Manor* are seen double-heading the tour at Kentsford crossing.** MARTYN TATTAM

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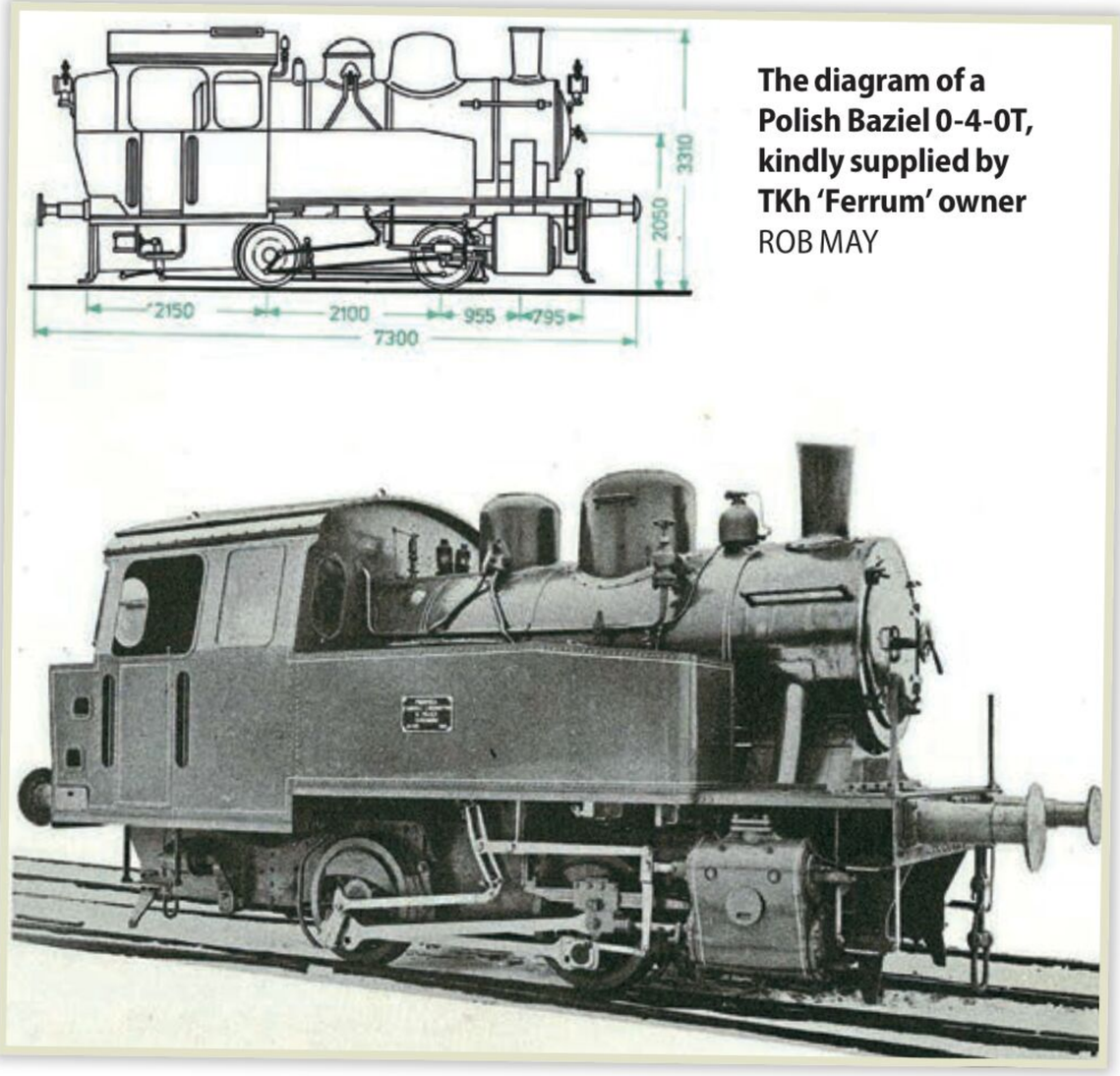
‘Forgotten’ Beyer Peacock tank discovered – in Ukraine!

Preserved 0-6-0T No. B-2137 in Lviv, which Ukrainian enthusiasts believe was built by Beyer Peacock. BILL PARKER



The diagram of a Polish Baziel 0-4-0T, kindly supplied by TKh ‘Ferrum’ owner ROB MAY

EXCLUSIVE

By Bill Parker

HAVING researched and written the story in *HR* 293 about the little Ukrainian 0-4-0T saved from invading Russians in April, I decided to go myself in July and see if there was anything practical that I could do to help.

Western Ukraine is relatively safe, and trains are still running. The trip was a huge success – at least for me! I found wonderful people, beautiful scenery through the Carpathians, and railways were very much in evidence, and clearly needed. I didn’t see one dual carriageway in three days!

Ukrainian railways play a very important role in keeping the country moving. I saw all kinds of freight trains, all with electric haulage, except for diesel shunters. I didn’t see any military equipment moving, perhaps because I came in from Hungary, whose leadership appears to have forgotten what the Russians did to them in 1956. I did see a railway bridge that had been hit by a cruise missile being repaired, although for obvious reasons I couldn’t take a photo of it in a country at war.

Crossing the Carpathians is heavy work, so some freights were double-headed or had bankers behind. The passenger carriages are positively enormous, built to the Russian loading gauge on 5ft gauge track, and seem very safe and stable. Indeed, the carriage in which I travelled back towards the border had a ‘babuska’ looking after the passengers and a samovar to make tea, just as when, aged 19, I travelled on the Trans-Siberian to Irkutsk 55 years ago! I succeeded in my mission to visit the railway museum at Korostiv, deep in the Carpathians. Here is a collection of vehicles on the site of an old forestry line going back to Austro-Hungarian days.

The following day I went on to find the abovementioned 2ft 7in gauge locomotive, No. 100, on an industrial site in Ternopil, a city almost totally destroyed at the end of the Second World War and thus almost entirely ‘Soviet’ in design and layout. No. 100’s its appearance indicates that the 80 years have been eventful and Barry engines look good by comparison. However, it is the only surviving narrow gauge 0-4-0 steam engine in Ukraine, so they have to make the most of it – hopefully with a little help from us Brits in the future.

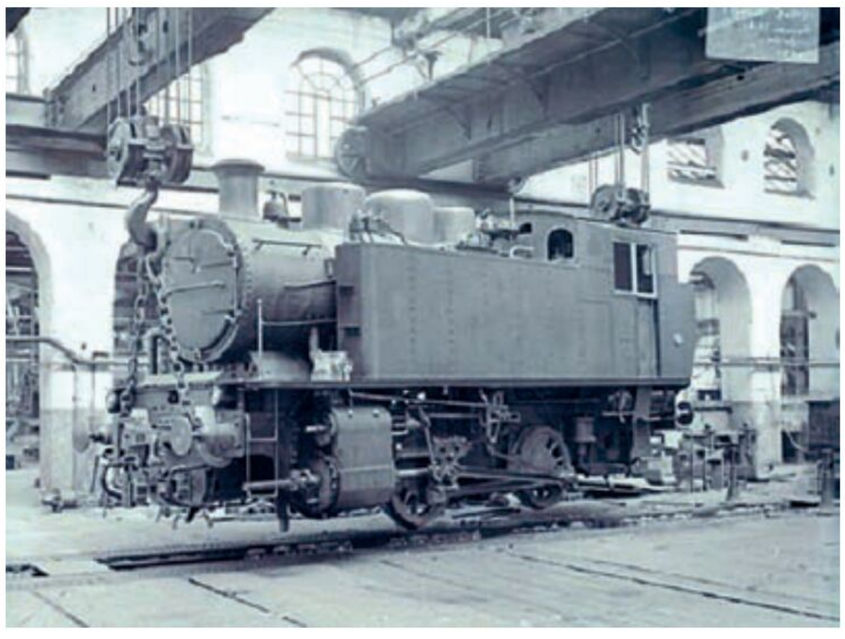
Arriving in Lviv (the largest city in western Ukraine that fortunately avoided major destruction during the Second World War) to spend the night before taking the train towards Hungary, we passed a small blue steam locomotive outside the suburban station. Having checked into the nearest hotel, my hosts took me back to see it. Preserved on a track adjoining the first platform, the tank engine, numbered B-2137, looked for all the world like a shorter version of a Polish TKh ‘Ferrum’ 0-6-0T, with the addition of the ultimate ‘greedy boards’, a hopper for coal over the cab, and a dubious blue paint scheme. In the 1990s we overhauled Rob May’s Avon Valley Railway-based TKh Karel at the Flour Mill, and the cylinders, motion and so on all looked very familiar.

My hosts claimed that it was British; more specifically, that it was a Beyer Peacock – what nonsense, I immediately thought! On closer inspection there was a brass plaque stating that it had been made in Poland, but my hosts persisted, saying that it was simply wrong. Worse, they produced on a mobile phone a photograph of a remarkably similar locomotive dangling from two cranes in what had to be Gorton Works!

Once I could access the internet, I discovered that Beyer Peacock had indeed supplied six locomotives of this design to the Soviet Union in 1932, and evidently this one ended up in Ukraine. But how did Beyer Peacock come up with this design? My assumption is that the firm built it to a European design which also was an ancestor of the Ferrums, given the similarities, but I look forward to finding out. Rob May tells me that there was a Polish Baziel (or Balziel) class that is certainly related to this one, but the internet suggests that they were not built until after the war. One thing is certain – Rob’s Karel had a lot of Whitworth nuts and bolts... another mysterious connection to Britain.

I went to Ukraine at war to help with their only surviving narrow-gauge 0-4-0 and stumbled across their only standard gauge 0-4-0 – and one built in Manchester!

Rear view of -0T No. B-2137 alongside the main line in Lviv. BILL PARKER



One of six 0-4-0Ts that were built for export to Russia in Beyer Peacock’s Gorton Works.

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A drone view of Class 35 Hymek D7018 passing Doniford Halt with the 10am Minehead to Bishops Lydeard service on the West Somerset Railway on June 3, with Doinford Bay in the background. DON BISHOP

West Somerset stops summer Friday trains to save coal

THE West Somerset Railway will not run any trains on Fridays during the peak summer season in a bid to save on coal consumption.

A statement from the railway said: "There is a national shortage of coal for steam engines and while the railway has a good supply, it is important that this is used for busy trains. The cost of other supplies to the railway is also rising fast, and the railway wants to avoid raising ticket prices if it possibly can."

General manager Kerry Noble added: "The planned changes for this August will help secure the long-term future of the railway.

"In the last couple of years, everyone (including our 800-plus volunteers) has worked hard to ensure the railway operates on a good commercial basis.

"This year continues to be a difficult trading environment and it is essential that we continue to monitor finances closely. A number of options were explored and we believe that this option has the least impact on our customers and that these changes will ensure that we continue to work on a sound basis."

On Tuesdays, Wednesdays, Thursdays, and Saturdays there will be five trains each way between Bishops Lydeard and Minehead, while on Mondays and Sundays there will be four. All of them will be hauled by steam, apart from one train each way on Tuesdays, Wednesdays, Thursdays, and Saturdays, the 11am from Bishops Lydeard and the 3.25pm return, which will either be diesel-hauled or comprise a DMU.

A special service will run on August 6/7 including trains to and from the Norton Fitzwarren showground for the West Somerset Railway Association's Steam and Vintage Rally.

Forthcoming special events will include the September 10/11 Forties Weekend and the autumn steam gala from September 29 to October 2. Regular services will continue in September and October, followed by the usual gap in early November before a full season of Winterlights Specials and Santa Express Trains runs from late November and right through the Christmas period. Booking can be made online at www.west-somerset-railway.co.uk

How *Tornado* is playing its part in curbing worldwide climate change!

By Robin Jones

FACED with soaring worldwide concern about climate change and CO2 emissions from burning fossil fuels like coal, the builder of A1 Peppercorn Pacific No. 60103 *Tornado* is turning over a new leaf.

The A1 Steam Locomotive Trust has been quietly running a carbon offset programme for many years with the aim of 'banking' carbon in British hardwood plantations in an ongoing environmentally-friendly process.

The first of these woodland projects was established in Herefordshire in 1995, encompassing 20 acres of new hardwood tree planting – when *Tornado* was little more than a set of frames. If it is assumed that an acre of broadleaved trees can absorb between two and two and a half tons of carbon per annum, these plantations are now locking up an estimated 50 tons of carbon a year and, since they were planted, they will have captured almost 1000 tons of carbon.

Since launching The Carbon Club, in 2021 the A1SLT has now received initial pledges to take these first 20 acres to more than 200.

Further pledges are coming in, and the target of 500 acres of sustainable hardwood forest is very likely to be met around the time the trust's biggest new-build project, Gresley P2 2-8-2 No. 2007 *Prince of Wales*, is fully up and running.

Therefore, the trust is not only acting on its own carbon emissions but is also driving forward a scheme that will have significant benefits to nature, too.

The heritage steam sector uses 26,000 tons of coal a year, producing 0.02% of the UK's CO2 emissions. While there are currently supply chain issues due to the war in Ukraine, as long as steel and concrete production continue in the UK, those industries will still require considerable amounts of coal – and that will either require a change in mindset to use the significant reserves in the UK or a higher carbon cost of bringing it in from overseas.

A trust statement said: "There has been much discussion recently about the Government's ambitious plans to reduce the UK's carbon emissions by 78% by 2035.

"Throughout the UK, railways are considering how this will affect the operation of our steam locomotives and potential mitigations.

"Parallel to consideration of offsetting and the like, there is ongoing research to find an alternative to coal for the heritage industry such as torrefied biomass, biocoal and subcoal. So far, this has not delivered a viable and affordable alternative but there is optimism that a potential solution is getting nearer. While the composition of coal can vary, calculations indicate that *Tornado*, which is currently over overhaul at Loughborough, produces roughly twice the weight CO2 as coal consumed. When considering offsetting, a hardwood tree needs to absorb two units of CO2 to lock up one unit of carbon. This means, in rough terms, the coal used needs to be balanced by an equal weight of carbon sequestered for the operation to remain carbon neutral."

Trustee Graham Langer said: "A carbon capture scheme must be quantifiable and accountable. Establishing these woodlands in the UK ensures that this is possible and that their value directly benefits the country's environment and the rural economy."

To support the trust's tree-planting carbon offset scheme, email enquiries@a1steam.com

Baton relay's worldwide journey sees triple heritage railway success

THREE UK heritage railways carried the Birmingham 2022 Queen's Baton Relay as part of its 294-day, 90,000-mile journey through 72 Commonwealth countries.

The relay is held prior to the beginning of the Commonwealth Games, which opened in Britain's second city on July 28. The baton carries a message from The Queen as head of the Commonwealth and, following tradition, began at Buckingham Palace on October 7, 2021, in London, when she entrusted it to the first relay runner.

Designed and manufactured in the West Midlands, the baton features a platinum strand along its length to commemorate The Queen's Platinum Jubilee. It has a camera, a heart-rate monitor, an atmospheric sensor, and lights that change each time the baton is passed from person to person.

It arrived in Wales on June 29 having completed its tour of the Commonwealth nations, and the next day visited Tywyn. A walking relay through the town ended at the Talyllyn Railway's Tywyn Wharf station, where 140 children from two primary schools, 16 police officers, 15 teachers, 12 VIPs, and the baton itself joined a train headed by Barclay 0-4-2T No.7 *Tom Rolt*.

Four on the footplate!

The baton was carried on the train by local councillor Beth Lawton, and initially started on the footplate of No.7. That proved a squeeze as the baton must always have a police officer with it, so four people fitted onto the footplate!

At each station or halt, the train stopped and the baton was moved to a different carriage for everyone to see. At Cynfal halt the train was met by a runner from the Race the Train event, which is held every year in August. The runner was joined by two police officers alongside the train, with the baton being passed to two other runners before rejoining the train at Rhydyronen. The train terminated at Abergynolwyn, from where the baton was taken into the village and welcomed by a silver band before resuming its journey into Ceredigion.

TR general manager Stuart Williams said: "We were delighted to be approached by Team Wales last year to be part of the baton's journey through Wales. We were able to work together with the town council to bring the whole community together for what was a fantastic event."

Chris Jenkins, chief executive officer of Team Wales, added: "I have never seen so many happy faces as the schools boarded the train with its Queens Baton Relay headboard for the journey to Abergynolwyn."

The Severn Valley Railway welcomed the relay to Kidderminster station on Saturday, July 23. Baton bearer Jess Benyon, 27, from Stourport-on-Severn, carried it inside the station building and through a guard of honour, comprising many of the line's volunteers.

'Amazing' experience

Jess is the West Midlands regional coordinator for the Dwarf Sports Association UK, and organises sports activities for people with dwarfism, including swimming, multi-sports and outdoor adventure activities.

She said: "It was amazing to carry the baton on the special Severn Valley Railway train. I am so proud to have been chosen for this role."

As the special baton relay train, hauled by the purple-liveried Bulleid West Country light Pacific No.70 *Elizabeth II* (aka No. 34027 *Taw Valley*) made its way to Bridgnorth, it slowed to walking pace as it passed each intermediate station. The platforms were crowded with spectators ready to witness this historic occasion.

SVR managing director Helen Smith said: "The atmosphere throughout the whole railway has been joyous. It has been a pleasure to welcome hundreds and hundreds of people here, and to have played our part in this wonderful community event. And what a fantastic opportunity it's been for our stunning purple locomotive to shine once again, alongside the baton bearers who carried out their duties so well."

The event heralded the start of the railway's summer holiday season, which, taking its theme from the Games, is hosting a Summer of Sport.

Railway visitors can take part in a host of fun sports and team activities at The Engine House museum and visitor centre at Highley alongside the SVR's summer crew. Tickets for trips on the railway and the events at Highley can be booked online at www.svr.co.uk

Carried to cheers

At Bridgnorth, Jess Benyon delivered the baton to Michelle Southall, 52, who took the first leg from the station into the town. Michelle was selected for her efforts in raising more than £100,000 for charity after her daughter Lucie died

With the Baton on board, Bulleid Pacific No. 70 *Queen Elizabeth II* departs Kidderminster Town on July 23, with visiting Class 20 No. 20189 in tow because of fire risk. JOHN TITLOW

Baton bearer Coun Beth Lawton with Talyllyn general manager Stuart Williams. PHIL TUGWELL/TR

The special headboard on No. 7 *Tom Rolt*. PHIL TUGWELL/TR

Jess Benyon with the baton at Kidderminster Town station on July 23. JOHN TITLOW

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Tywyn baton bearers assemble in front of No. 7 *Tom Rolt* at Wharf station on June 30. PHIL TUGWELL/TR

The Queen's Baton Relay passes through the booking hall at Kidderminster Town. JOHN TITLOW

Jean Childs alights at the cliff railway Bottom station. SEAN MCCARTHY/SHROPSHIRE COUNCIL

The Mayor of Bridgnorth, Coun Sarah Barlow, Dame Louise Martin, president of the Commonwealth Games Federation, baton bearer Michelle Southam, and Claire Brentnall, Deputy Lieutenant of Shropshire, with No. 70 at Bridgnorth station. SVR

The relay departs Bridgnorth station on its way across the footbridge into the town. DAN SHORTHOUSE

from leukaemia.

Cheered onto the platform, Michelle carried the baton out of the station through a guard of honour, again formed by SVR volunteers wearing overhauls and with raised shovels.

Another eight baton bearers carried it through the town as people lined the streets to cheer them on– flanked by a special team of police support runners. The baton was then handed on to local resident Jean Childs, who was given the honour of carrying it on a third railway – Bridgnorth Cliff Railway, England's oldest and steepest inland electric funicular line.

Mrs Childs, 71, was selected as a baton bearer for her role as a volunteer supporting swimming and a qualified British Swimming referee. She said: "To do this on the iconic cliff railway is amazing." From Bridgnorth, the baton went to Codsall and reached Birmingham on July 27.

South African wood-burner is moved to NRM at York to go on public display

THE wish of the late international wildlife artist David Shepherd to see a locomotive that he donated to the National Railway Museum displayed in its Great Hall at York has been granted.

On July 17, 3ft 6in gauge Cape Government Railway 4-8-0 No. 390 was moved by road from the Locomotion museum at Shildon to the NRM, where it is now on show for the first time.

The wood-burning locomotive with its eight wheel, double-bogie tender was built by Sharp Stewart & Co in Glasgow in 1896.

In 1910 the Cape Government Railway was absorbed into South Africa Railways and the locomotive was renumbered SAR No. 993.

In 1971 it was bought by Zambesi Sawmills Railway, where it operated until that railway ceased operations in 1973. The following year it was given to David.

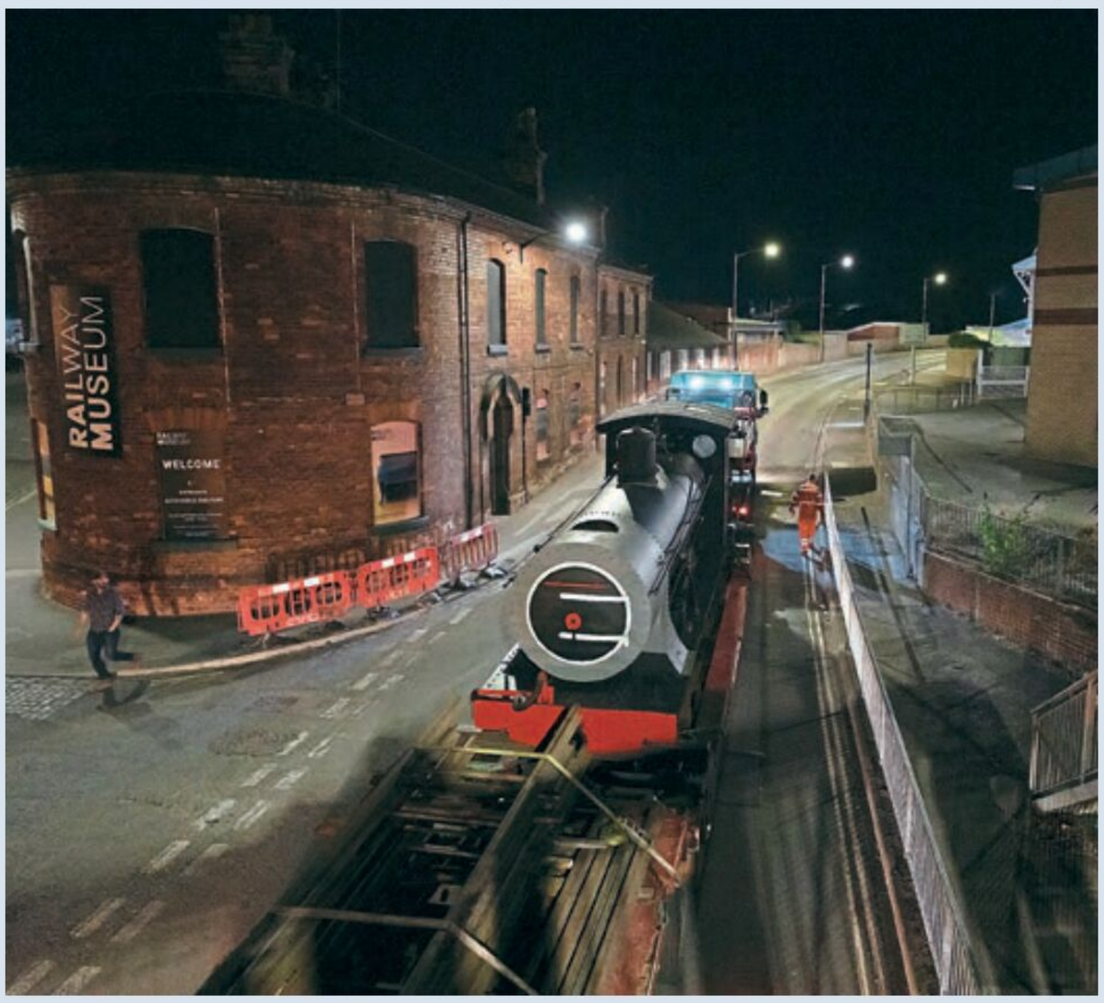
It arrived back in Britain at Salford Docks in March 1975, after which it was moved to the Whipsnade & Umfolozi Light Railway and later East Somerset Railway, which David had founded, and then the British Empire & Commonwealth Museum at Bristol in 2003.

In 2004, David donated the locomotive and a Rhodesian Railway coach to the NRM, and between 2008 and 2012 it was cosmetically restored at Tyseley before going on display at Locomotion.

On an occasion when David was shown around the museum, he expressed a wish to see the locomotive in the Great Hall.

"We are really pleased that this is something we've been able to achieve," said a museum spokesman.

The move is the latest in a series to have taken place as the museum prepares for its Vision 2025 masterplan. Other rail moves saw the arrival of LSWR Beattie well tank No. 30587 from Shildon and the re-display of the Skinkansen and Eurostar power cars.



No. 390 was moved by specialist contractor Allelys Heavy Haulage to the National Railway Museum at night to avoid disruption, as it involved the temporary closure of the Leeman Road tunnel. NRM

Record temperatures turned our railways into a firebox!

By Owen Hayward and Robin Jones

BRITAIN'S rail industry – including its heritage sector – was left counting the cost as the country blistered in record temperatures during July's unprecedented heatwave.

The East Coast Main Line between King's Cross, York and Leeds closed on the afternoon of July 19 as a new UK temperature record high of 40.3C was set at Coningsby in Lincolnshire, just eight miles from *Heritage Railway*'s editorial offices in Horncastle.

The freak weather buckled rails in several locations on the national network, as well as damaging overhead wires and signalling systems and igniting lineside fires due to baked-dry vegetation.

Network Rail issued a 'do not travel' warning, and many main line operators cancelled or reduced services. Likewise, heritage railways responsibly imposed steam bans to mitigate the risk of lineside fires, as well as taking into consideration the well-being of steam crews who already work in challenging conditions.

Modern-day ban

Starting on Saturday, July 16, just before the new temperature record was set, Network Rail imposed a ban on steam locomotives given the continuing exceptionally dry conditions in England and Wales after numerous fires broke out on the network. A spokesman said that the restriction of steam locomotive operation on the network would continue and be reviewed early in the last week of July.

"We are deeply sorry for the impact this is having on operators and their guests; this is a decision we were at pains to take," said the spokesman.

LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* was heading the Railway Touring Company's 'Cheshireman' from Chester to Euston when the tour was held at Lichfield for 15 minutes following reports of a lineside fire at Stafford. A decision was then made to initially use West Coast Railways' Class 47 No. 47813 at the rear of the train to propel the train forward to Nuneaton. On arrival at Nuneaton, the 47 ran round to lead the train on to Rugby, where No. 6233 was left in the carriage sidings. The tour itself was terminated at Watford Junction, 39 minutes down, with passengers using service trains onward to Euston and the empty coaching stock running direct to Southall.

As was the case with other tour operators, RTC replaced steam with diesel in response to the ban. On July 21, a diesel headed the 'Dorset Coast Express' from London to Weymouth, and modern traction replaced LMS Jubilee 4-6-0 No. 45596 *Bahamas* on the 'West Somerset Steam Express' from Paddington to Bishops Lydeard two days later.

The substitution scuppered plans to temporarily rename *Bahamas* as No. 45606 *Falkland Islands* in remembrance of the conflict with Argentina 40 years ago. Replica *Falklands Island* nameplates, which were cast from an original, were to be unveiled on the locomotive, along with the number 45606, at 4pm at Bishops Lydeard by Richard Overall and Jim Fairfield, who were both involved at the start of the conflict. Several other Falklands War veterans were also expected to attend.

This honour was to follow hot on the heels of *Bahamas* starring as No. 5596 in the Return of the Railway Children film (review, pages 96-97), which was released in cinemas on July 15.

The locomotive was set to carry the name as a tribute until it returns north in September. The nameplates will then be removed and one of them will be donated, along with a certificate of authenticity, to The Royal Marines Association – The

LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* passes Atherstone with the Railway Touring Company's 'Cheshireman' from Chester to Euston on July 16, when Network Rail introduced a steam ban. Its exploits ended early when a lineside fire was reported at Stafford. GRAHAM NUTTALL

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BR (W) pannier tank No. 7714 rests between footplate ride duties at Bridgnorth on July 15, offered to compensate visitors who turned up only to find that diesels had replaced steam on timetabled trains. JOHN TITLOW

The Bluebell Railway fell to the inevitable during the height of the heatwave and pushed its only serviceable diesel, Class 09 D4106, into frontline service. D4106 is seen waiting at Kingscote with the 11.30am Sheffield Park-East Grinstead service on July 18. DAVID STAINES

On Sunday, July 17, the Epping Ongar Railway ran a diesel-only train with Class 37 D6729 and Class 31. D6729 is seen at Ongar, having just run round its train as part of the Real Ale Weekend that was taking place. OWEN HAYWARD

Arriving into Bridgnorth station on July 21 during the Severn Valley Railway's steam ban is one of two hired Class 20s, No. 20189, as Ivatt 2-6-0 No. 43106 awaits custom for footplate rides. JOHN TITLOW

Royal Marines Charity for auction at its annual fundraiser.

The Bahamas Locomotive Society was hoping to rearrange the identity change for its next trip from Paddington to the West Somerset Railway on August 13.

New taskforce

As we closed for press, repair work was ongoing across network, and Network Rail said it had launched a new taskforce to investigate how it can become more resilient in similar future crises.

Meanwhile, the prolonged dry spell experienced since Easter but particularly during June and July saw several heritage lines already begin the implementation of service alterations in both the short and long term, not wishing to risk lineside fires.

The North Yorkshire Moors Railway was the first to announce changes to its advertised service on July 8, with the Somerset & Dorset Railway Heritage Trust at Midsomer Norton following just three days later.

The NYMR cancelled its Monday to Saturday 'Moors Explorer' trips and reduced Sunday services to mitigate the risks, while the SDRHT said that services for its Vintage Vehicle event on July 17 would be diesel-hauled.

NYMR's director of corporate services, Laura Strangeway, said: "It has been particularly dry since Easter. With the dry weather set to continue, we have made the decision to supplement our steam locomotive fleet with diesel engines assisting our trains to minimise the risk of further fires.

"We are committed to working with our local stakeholders including North York Moors National Park, gamekeepers, and North Yorkshire Fire and Rescue Service and Wildlife Group to minimise risk and add additional mitigations."

However, 10 days later, and after a spate of lineside fires, the decision was taken to replace steam with diesel until conditions improved.

Diesel takeover

During the week commencing July 11, several more railways followed suit, with some announcing changes to services for the remainder of the week and the following weekend of July 16/17, while others implemented long-term changes.

Falling in the former category was the Swanage Railway, which planned to revert to its blue timetable (with one train operating five round trips from Swanage) from its published green version (two trains running four trips each).

On July 12, the Severn Valley Railway announced it too would cease running steam until Tuesday, July 26. To compensate, it offered short footplate rides on a steam locomotive within the confines of Bridgnorth station to freedom-of-the-line ticket holders. After temperatures cooled, SVR steam services resumed on Wednesday, July 27.

The Avon Valley Railway also joined the fold by announcing its intention to move to diesel power, which came into effect the day after and for "the immediate future". The line apologised for the decision, stating that "we understand this will cause disappointment to those wanting to ride behind a steam locomotive", but that the railway is "committed to working with our local residents to minimise any risk from our steam engines."

The Ecclesbourne Valley implemented a full substitution of steam with diesel until further notice, maintaining its advertised timetable with just locomotive allocations changed, as did Churnet Valley Railway, which experienced a severe lineside blaze on July 10 that required multiple fire appliances to extinguish.

The Swindon & Cricklade Railway was the first line to announce it was suspending services altogether over July 16/17, including closing its café, although the Great Central also suspended all services on Tuesday, July 19.

The East Somerset Railway cancelled its July 17 dining services as its vintage carriages had no means of controlling the temperature inside.

Several other railways also cancelled services over the days when the UK recorded some of its highest temperatures ever.

The Welshpool & Llanfair Light Railway suspended services on July 19 for fear of high risk of fires.

The Mid Hants and Kent and East Sussex railways did same, with the MHR announcing that the services running thereafter would be diesel-hauled.

The KESR ran its Class 14 diesel and its Class 108 DMU over July 20/21.

Infrastructure issues

Following issues with its infrastructure in the heat on July 18, the Talyllyn Railway reduced its five round-trip service to three for the day after.

After also experiencing a lineside blaze near Smallbrook Stadium and Ashey Road on July 18, the Isle of Wight Railway reduced its timetabled service from a two-train service to just one, while the North Norfolk Railway took to reviewing the situation daily and replaced steam with diesel as appropriate.

Between July 17 and 19, the Bluebell Railway turned out its resident Class 09 D4106 for passenger duties. However, at the end of July 18, buckled rail was found at Sharpthorne Tunnel, leading to services being turned round at Horsted Keynes instead for the days following.

With the Met Office predicting that the UK could see these kinds of extreme weather conditions every three years or less as our atmosphere continues to heat up as a result of global warming, the possibility was being mooted that heritage railways could potentially one day end up needing to run steam seasonally to protect the landscapes through which they all operate.

Lottery £1.85m for Brunel Museum prior to bicentenary

By Robin Jones

THE Brunel Museum in Rotherhithe has been celebrating the award of a £1.85 million grant from The National Lottery Heritage Fund for a major development planned in advance of the bicentenary of the beginning of work on the world-beating Thames Tunnel.

The money will help fund the three-year Brunel Museum Reinvented project, which will restore the existing engine house to its original glory and see a new gallery created. Inside the gallery, an exhibition will highlight the ground-breaking work of Marc Brunel and his son Isambard, using new technology such as augmented reality.

The project will also see the creation of a new Welcome Pavilion in advance of the 200 year celebrations in 2025 to mark what was regarded at the time as the 'Eighth Wonder of the World.' It will have accessible facilities, a shop and cafe, enabling more people to visit and learn about the Brunels and their legacies.

A collection of 30 watercolours known as the Thames Tunnel Archive will be on display for the first time. These were painted by the Brunels throughout tunnel project and offer a unique insight into its creation.

Important collection

Considered exceptional for their beauty, artistic merit and technical detail, the drawings have been described as the most important Brunel collection ever to enter the public domain. They were buried in a family album for nearly 200 years but were acquired by the museum in 2017 and have been waiting to find their permanent home on the walls of the restored Engine House.

The popular Tunnel Shaft Garden and the adjacent piazza will be retained as an open space for community activities and will host free-entry events.

The museum will also go on tour to other local venues such as Surrey Quays and Millwall Football Club. A paid trainee role will be created for a young person from a disadvantaged background, and work experience will be organised through Lewisham Southwark College for young people with special needs.

The museum's Katherine McAlpine said: "We're thrilled to have received this support from the Heritage Fund. Thanks to National Lottery players, we're not only able to revolutionise the museum and its space but look at how we involve and interact with our local community and schools here in Southwark. Having this new space means that we can engage more with everyone and involve them in what the next 200 years will look like for us.

Educational focus

"The Thames Tunnel is where Isambard Kingdom Brunel learnt his trade from his father, so it is only fitting there's a big focus on education. We're thrilled to provide a traineeship and work experience and will also be working with primary school history and STEM (science, technology, engineering and maths) programmes.

"We're hoping by enabling more people to learn about the amazing story of the Brunels, we can inspire the next generation of engineers."

Stuart McLeod, director of England-London & South at The National Lottery Heritage Fund, said: "We are delighted to support the Brunel Museum to help it transform its spaces and experience for future visitors – whether from the local schools, the wider community or further afield. Not only will it restore historic buildings, but it will also create an accessible space where people can come to discover the stories of one of the most important historic families to revolutionise our cities. Investing in heritage such as this means that a wider range of people can be involved in heritage. This is an essential outcome for all of the projects we support.

"In recent years, museums have had to diversify and adapt to support their future. Thanks to National Lottery players, this new space will enable the Brunel Museum to have greater flexibility and futureproof its offer.

"As well as this, this historic building and the stories it tells will be protected for future generations. What a great legacy."

The Brunel Museum in Rotherhithe and the Thames Tunnel shaft. JODY KINGZETT/BRUNEL MUSEUM

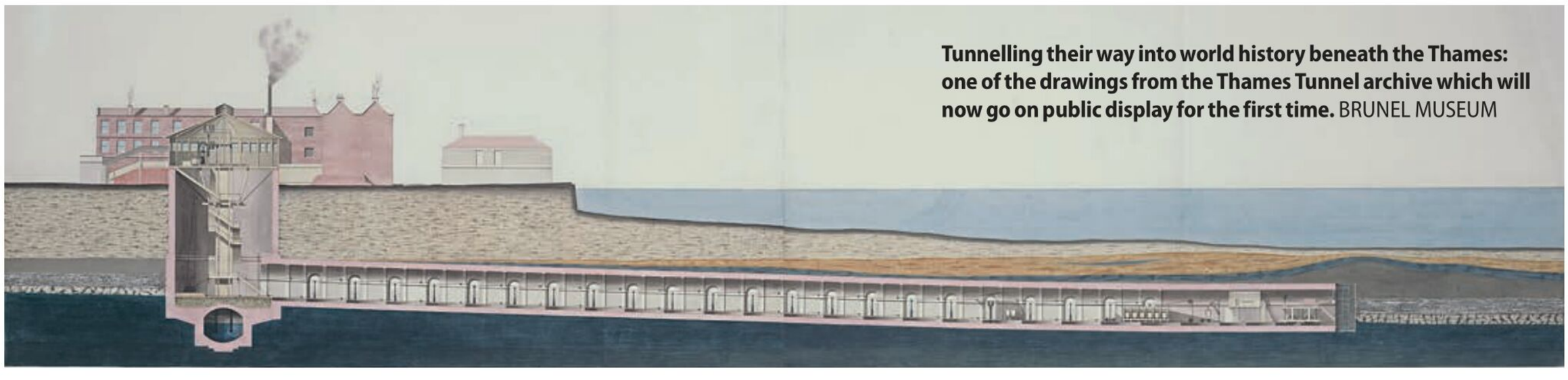
➜ The works of GWR engineer Isambard Brunel is again under sharp focus in Changing Trains – the Journey from Broad Gauge to Narrow Gauge, an exhibition which opened at the STEAM museum in Swindon on July 16.

The exhibition follows six different characters who witnessed the 'Battle of the gauges' and were impacted by the change from 7ft 0¼in to 4ft 8½in gauge.

The characters include Brunel himself as he fought to defend his broad gauge network, rail travellers of the time who endured the inconveniences of travel on two differing rail systems,along with the gangers who converted the lines to the narrower gauge.

STEAM collections and exhibitions officer Felicity Jones said: "Changing Trains features an array of fascinating images and objects from the STEAM collection. Particular highlights include lithographs published in the *Illustrated London News* in 1846 that fanned the flames of the gauge war and documents sent to a ganger working on the final 1892 conversion.

"Many items are on display at STEAM for the very first time."



Tunnelling their way into world history beneath the Thames: one of the drawings from the Thames Tunnel archive which will now go on public display for the first time. BRUNEL MUSEUM

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Swanage relaunches 1950s 'Royal Wessex' express

THE Swanage Railway has recreated the 'Royal Wessex' express train which once took holidaymakers from Waterloo to the Purbeck resort, thanks to volunteers who have restored a 1930s Maunsell carriage to original condition.

Members of the public can now book reserved seats to ride in carriage No. 1381 with a 'Royal Wessex' headboard carried on the front of the steam locomotive, recreating both main line and branch line railway history from between 1951 and 1962.

Swanage Railway Company chairman and volunteer porter Robert Patterson said: "We're very excited about this new opportunity. Our volunteers work hard to carefully and lovingly restore our heritage carriages which give the public an evocative taste of what it was like to travel by train on the Swanage branch line during the days of steam."

Maunsell carriages were used on trains from London to Swanage from the 1930s through to 1965 when they were withdrawn.

With portions for Swanage, Bournemouth West and Weymouth stations, the 'Royal Wessex' express train was introduced by BR as one of its new services carrying passengers to the forward-looking Festival of Britain near Waterloo station, which celebrated British industry, arts and science during the summer of 1951.

Operating Mondays to Saturdays, the 'Royal Wessex' train also carried holidaymakers from Waterloo station to Swanage, Bournemouth West and Weymouth as the country recovered from the deprivations and shortages of the Second World War. At Wareham, two carriages from the 'Royal Wessex' train were attached to the branch line train bound for Swanage. In 1951, the 'Royal Wessex' carriages bound for London Waterloo left Swanage at 7.38am and called at Corfe Castle at 7.49am before arriving at Wareham at 8.10am. On the return journey, the 'Royal Wessex' carriages arrived at Wareham at 7.21pm before calling at Corfe Castle at 7.42pm and arriving at Swanage at 7.52pm.

BR ceased the 'Royal Wessex' carriages for Swanage in the autumn of 1962.

'Royal Wessex' Maunsell carriage seats can be purchased online in advance at swanagerailway.co.uk or on the day at the Norden, Corfe Castle and Swanage station ticket offices.

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1: Bulleid Battle of Britain Pacific No. 34072 *257 Squadron* with Swanage Railway driver Toby Roberts (right) and fireman Martin Sheret carrying the headboards for the heritage line's new version of the 'Royal Wessex.'
2: The exterior of Maunsell coach No. 1381 at Swanage.
3: M7 0-4-4T No. 30108 takes the Swanage portion of the 'Royal Wessex' from Wareham in July 1960.
ALL PICS – ANDREW P M WRIGHT COLLECTION

➜ The Swanage Railway welcomes new volunteers, who can contact SR volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk

Poppy Line turning round fortunes from pandemic loss back into profit

THE North Norfolk Railway is back in the black following the loss-making year of lockdowns.

Shareholders attending the NNR plc's annual meeting on July 16 heard the line had achieved a surplus of £195,062 for the full year ending on January 31 – a marked recovery from the pandemic-induced loss of £148,120 the previous year.

Chairman Steve Allen told the meeting 2021 had been a challenging year with lockdowns forcing the line to close until mid-April, meaning key trading periods such as February half-term and the Easter holidays were lost.

He paid tribute to the line's volunteers and staff who, when operations were able to resume, had rallied round to ensure the line's steam and heritage diesel services ran and also helped reintroduce a limited programme of special events regardless.

He said that recent accolades had shown the input of the line's volunteers is recognised and valued beyond the railway and congratulated the volunteer team on receiving the Queen's Award for Voluntary Service, which was announced at the Platinum Jubilee weekend – as reported in issue 294. He also revealed the railway had been assessed by Visit England and accredited as a quality assured visitor attraction: The assessor's report highlighting the excellent staff and volunteers with a score of 98% in that section.

In his address to shareholders, managing director Hugh Harkett said after a difficult start 2021 had been outstanding. The £397,000 Culture Recovery Fund grant from the Department for Culture, Media & Sport kept the business afloat during lockdown. Following that, a strategy of survive-recover-sustain had been implemented with the first two parts being achieved during the year. Furthermore, progress has been made on sustaining the railway with healthy passenger numbers for the first part of 2022.

The North Norfolk Railway's flagship BR Standard 9F 2-10-0 No. 92203 *Black Prince* passes Sheringham West signalbox. LEIGH CAUDWELL/NNR

Hugh said generating cash surpluses is vital to allow the railway to invest in repairs and renewals. Trackwork to replace points at Weybourne is likely to cost £250,000 and it important to build up reserves to cover locomotive and carriage overhauls, he said.

The line was reaching a position to look at future improvements such as reinstating the buildings on Platform 2 at Sheringham, but it would be necessary to launch an appeal for this project, he added.

Moorsline launches second Love Your Railway campaign

By Robin Jones

MORE than 70 UK heritage railway organisations have joined the second Love Your Railway campaign, aimed at promoting awareness of the sector as a major tourist destination, a national cultural asset, and a source of employment.

The six-week campaign, founded by the North Yorkshire Moors Railway, Britain's leading heritage line for many years in terms of passenger numbers, was officially launched on July 25 and runs until September 4.

Among the organisations that have signed up so far are the Heritage Railway Association, National Railway Museum, and modelmaker Hornby.

Weekly themes cover history, conservation, partnerships, family, volunteers and education, conservation, education and research.

NYMR general manager Chris Price said: "Last year we were completely blown away by the response to Love Your Railway.

"To have more than 50 heritage railways taking part in the campaign's first year shows the incredible support and solidarity running through the sector.

Among the organisations taking part in the second Love Your Railway campaign is the Ravenglass & Eskdale Railway. Here, 2-6-2 *Northern Rock* heads into the sunset at Barrow Marsh on October 15, 2020. MARK FIELDING/CUMBRIA TOURISM

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

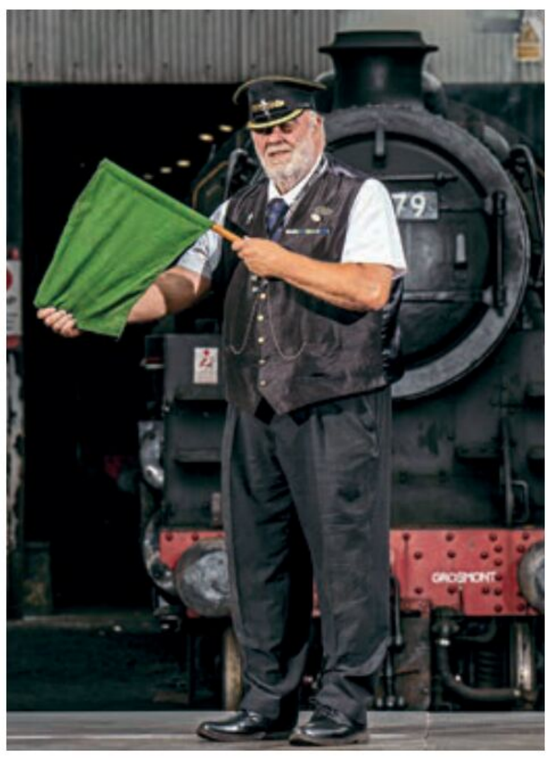
"The aim is simple. There are more than 150 operational heritage railways which protect, conserve and bring to life part of the nation's rich cultural heritage, giving enjoyment and learning to thousands of people every year. We want to do all we can to raise awareness of every heritage railway throughout the country."

The Mid-Hants Railway has called on knitters, crochet enthusiasts, and crafters to create a fleet of mini trains and engines inspired by the Watercress Line's fleet and stations for use in a 3D yarnscape.

The railway also wants to gather memories from people who remember the line in its operating days, and will display these alongside the yarnscape in September. To take part, email education@watercressline.co.uk

HRA chief executive Stephen Oates said: "In 2021, Love Your Railway secured collaborations from as far afield as Cornwall, Suffolk, North Wales, north east Scotland, and Northern Ireland, with more than 50 heritage railway organisations taking part. We are really proud to back this campaign and look forward to seeing many more rail organisations get involved."

UK heritage railways carry more than 13 million passengers each year over 560 miles of track, and contribute £400 million in economic impact. A total of 22,000 volunteers and more than 4000 paid employees keep the UK's heritage railways on track, highlighting the significant role railways played through the industrial revolution.



North Yorkshire Moors Railway guard Bob Howitt signals the start of what looks set to be a second successful Love Your Railway campaign. CHARLOTTE GRAHAM/NYMR

Amberley Museum, which has signed up for the 2022 Love Your Railway campaign, welcomed Bagnall 0-4-0ST No. 2067 of 1918 *Peter* back into traffic at its annual gala over the weekend of July 23/24. As reported last issue, *Peter* has undergone a £40,000 overhaul, including boiler repairs. It is seen departing from Amberley on the Sunday. NICK GILLIAM

→ As we closed for press, the following organisations had joined the 2022 campaign: 1066 Country (Hastings Borough Council); Amberley Museum & Heritage Centre; Avon Valley Railway; Bahamas Locomotive Society; Bala Lake Railway; Bodmin & Wenford Railway; Bredgar & Wormshill Light Railway; Buckinghamshire Railway Centre; Bure Valley Railway; Cambrian Heritage Railways; Central Tramway Scarborough; Colne Valley Railway; Crich Tramway Village; Dean Forest Railway; Didcot Railway Centre; East Anglian Railway Museum; East Kent Railway; East Lancashire Railway; East Somerset Railway; Ffestiniog & Welsh Highland Railways; Foxfield Railway; Gloucestershire Warwickshire Railway; Great Laxey Mine Railway; Head of Steam Museum, Darlington; Headhunters Railway Museum; Heaton Park Tramway; Hornby; Heritage Railway Association; Invergarry & Fort Augustus Railway Museum; Isle of Man Steam Railway; Isle of Wight Steam Railway; Keith & Dufftown Railway; Kent & East Sussex Railway; Lappa Valley Railway; Leighton Buzzard Railway; Lincolnshire Wolds Railway; Llangollen Railway; Lynton & Barnstaple Railway; Middleton Railway; Mid-Hants Railway; Mid Norfolk Railway; Mid Suffolk Light Railway; Moors Valley Railway; National Railway Museum; Nene Valley Railway; Northampton & Lamport Railway; North Dorset Railway; North Yorkshire Moors Railway; Plym Valley Railway; Rail Riders; Railway Preservation Society of Ireland; Ravenglass & Eskdale Railway; Romney Hythe & Dymchurch Railway; Scottish Railway Preservation Society; Severn Valley Railway; Sittingbourne & Kemsley Light Railway; Snowdon Mountain Railway; Somerset & Dorset Joint Railway; St Albans Signal Box Preservation Trust; Stainmore Railway Company; Stephenson Railway Museum; Straffan Steam Museum; Swanage Railway; Telford Steam Railway; The Auckland Project; The Postal Museum; Threlkeld Quarry Railway; Vale of Rheidol Railway; West Somerset Railway; Whitwell & Reepham Railway; Yeovil Railway Centre; and Yorkshire Wolds Railway.

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A4 owner is set to host special dining events at Bury museum

JOHN Cameron, the owner of LNER A4 Pacific No. 60009 *Union of South Africa*, is to host a series of fine dining events at the East Lancashire Railway's Bury Transport Museum where his locomotive is currently on display.

The fundraising evenings include a three-course meal complemented by champagne, in the presence of the 1937-built locomotive that John bought from BR in 1966.

The events will be completed with a talk and question-and-answer session with John.

ELR chairman Mike Kelly said: "We have enjoyed, over several years, seeing and riding behind this icon of the rails.

"Now we are delighted to extend this opportunity to our visitors to have an insight into the steam legend, speaking to the man who has been looking after it for more than 50 years.

"This is truly a unique experience and we are looking forward to welcoming guests into the museum to visit the displays in the day and also attend our exclusive evening events with John Cameron.

"All the funds raised will go towards our Buckley Wells Rail Depot improvements."

John has played a key part in the British railway industry. Having been the chairman of ScotRail, a member of the British Railways board, and even having operated his own heritage railway, the Lochty Private Railway, John has experience as both a driver and a fireman and owns several locomotives, including No. 60009 *Union of South Africa*.

Inside the cab of LNER A4 4-6-2 No. 60009 *Union of South Africa* in Bury Transport Museum. ELR

Sharing the magic

He said: "I am really looking forward to meeting some local rail enthusiasts and sharing my experience with *Union of South Africa*, and also telling them about my experience in the magical world of British steam.

"There is so much more to it than seeing the locomotives, which is why we wanted to put these nights on – to allow guests to become fully immersed in the magic of the legends of steam."

Guests will get to enjoy a specially curated menu, including South African puff puff bites to start with, followed by Cape Malays-influenced coconut chicken with yellow rice. For dessert, the chef has kept on theme again, with a Cape Town tipsy tart with fresh cream, dates, pecan nuts and brandy.

The special evenings will run on August 12, September 9 and October 14. Tickets cost £60 per person. To buy tickets or for more details, visit www.eastlancsrailway.org.uk/summer-holidays-at-the-east-lancashire-railway/ or telephone 0333 3202830.

Hagley Hall moves to Kidderminster for painting

By John Titlow

DUE to the Severn Valley Railway's fire risk ban, further running in tests with the line's flagship GWR 4-6-0 No. 4930 *Hagley Hall* were cancelled, so the decision was made to move it to Kidderminster earlier than expected for repainting following the successful conclusion of its overhaul.

In the afternoon of July 14, No. 4930 was towed in light steam to keep the lubrication moving from Bridgnorth to Kidderminster behind Class 14 D9551. It was shunted into the Traction Maintenance Depot shed where final painting will take place.

Since then, the chimney cowl and safety valve bonnet have been fitted in place and it now resembles a Great Western locomotive.

At present, the paintwork is being rubbed down before gloss and varnish can be applied. This is expected to take up to six weeks.

The painting will be carried out by Ronan O'Brien, who made an excellent job of the relivery of Bulleid West Country light Pacific No. 34067 *Taw Valley* into purple as No. 70 *Queen Elizabeth II* (see Headline News, pages 8 and 9).

Once completed, further test runs and running-in will take place.

It is hoped that No. 4930, which last ran in 1986, will appear in the line's September 15-19 autumn steam gala.

Following the export of classmate No. 4920 *Dumbleton Hall* to Tokyo in December 2021 for static display at a Warner Bros Studio Tour representing the Harry Potter Hogwarts Castle, when returned to traffic, No. 4930, which was built in 1929, will be both the oldest Hall operating and the oldest based in the UK.

Incidentally, Kidderminster TMD is off limits to the general public and special permission was granted for the visit for the photograph.

***Hagley Hall* inside the Traction Maintenance Depot shed at Kidderminster on July 23 for repainting.** JOHN TITLOW

Main line 'Polar Express' returns

VINTAGE Trains is to again run its 'Polar Express' trips over the main line from Birmingham Moor Street during the coming festive season.

Headed by a steam locomotive, the trains will run at 45-60mph to the North Pole (a point near Tyseley Locomotive Works) in an hour-long trip.

Based on the 2004 American computer-animated adventure film of the 1985 children's book of the same name by Chris Van Allsburg, the characters are theatrically recreated by actors on board.

Passengers will have the opportunity to take selfies with some of the cast in front of the locomotive.

The train runs on November 26/27 and December 1-4, 8-13, 15-18, and 20-23.

More details are available at https://vintagetrains.co.uk or by telephoning 0121 7084960.

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Unseen railway art on display at annual GRA exhibition in August

By Geoff Courtney

UP to 60 previously unseen paintings by members of the prestigious Guild of Railway Artists will be unveiled in an eagerly-awaited exhibition that opens at Kidderminster Railway Museum on August 20.

They will form Railart 2022, the guild's annual event featuring the work of some of the world's leading railway artists, including guild fellows John Austin, Philip Hawkins and Malcolm Root.

It will be the second exhibition put on by the guild this year, the first having been held in the spring in memory of Frank Hodges, the highly respected co-founder of the organisation who died in February at the age of 79.

Anna Bastin, Frank's successor as the guild's exhibition manager, said Railart 2022 would not display paintings included in the spring event. "Members were asked not to submit the same paintings, so it will be interesting to see what they come up with," she said. "I suspect the paint may not be quite dry on some of them!

"Some of those artists who didn't submit work for the spring exhibition may well offer a painting for Railart 2022, as this is recognised as our main exhibition of the year and is a highlight of the railway art calendar.

"As always, we will have an interesting cross-section of railway art to show people."

She said there was a great passion for railway art, but that it was rare to see it in mainstream art galleries: "To see original railway paintings in the lovely surroundings of Kidderminster Railway Museum exhibition room is special, and we hope they bring a little welcome escapism and joy to visitors."

Royal connection: Watched by the local postman and two companions, LMS Princess Royal Pacific No. 46201 *Princess Elizabeth* travels at 70mph on the WCML at Low Borrowbridge, south of Tebay, in a painting by Malcolm Root, a fellow of the Guild of Railway Artists. The work, which is titled 'Princess Elizabeth at 70', was painted in recognition of The Queen's platinum jubilee celebration earlier this year and will make its debut at the guild's Railart 2022 exhibition which opens at Kidderminster Railway Museum on August 20.

Royal unveiling

One of the paintings to be unveiled is by guild fellow Malcolm Root and recalls The Queen's Platinum Jubilee celebrations in June.

Titled 'Princess Elizabeth at 70', it depicts LMS Princess Royal Pacific No. 46201 *Princess Elizabeth* travelling at 70mph on the West Coast Main Line at Low Borrowbridge, south of Tebay.

"My wife and I love the Cumbrian fells and I have wanted for some while to paint a railway scene at this location," said Malcolm, as he gave *Heritage Railway* an exclusive preview of the painting. "With The Queen's Platinum Jubilee celebrations in mind, I thought of *Princess Elizabeth*, which was of course named after our current queen.

"I thought it would be something different, and with the country celebrating the monarch's 70 years on the throne, I decided to depict the train running at 70mph. I am pleased with the way the whole idea came together, although it was close-run thing as I didn't finish the work until a month before the exhibition was to open."

The exhibition will be open daily 10am-5pm from August 20 to October 2, and admission is free. Events at the adjacent Severn Valley Railway during its run include steam and diesel galas and a model railway exhibition.

Horses are in training as Douglas trams get set to run again after three years

THE Isle of Man's Douglas horse tramway has resumed operations after three years.

Kerry Sharpe, a Member of the Legislative Council, said that newly-laid tram tracks had been approved by the Inspector of Railways at the bottom of Broadway and that training of horses was underway.

The trams last ran in 2019 before the line was closed to allow the refurbishment of the promenade to take place, including the laying of the new tracks at a cost of £1.2 million.

Kerry Sharpe told the Manx parliament Tynwald that it was envisaged that the horse tram season would launch during the July 27-31 transport festival.

At the outset, the trams will run along a shortened line between the Derby Castle Terminus and Broadway.

Asked whether the tracks would eventually be relaid from the war memorial to the sea terminal, she agreed that there was "no point in having half a tram track".

Although approved in the original scheme, which was backed by Tynwald in 2017, the extension was delayed last year after the money earmarked for it was allocated to another part of the promenade refurbishment.

Meanwhile, electric signals were installed on the tramway on July 13 at the new crossing at Castlemona Avenue.

There is now an added tram signal underneath the traditional red, amber and green lights for motorists.

The street tram signals work in conjunction with traffic signals but look completely different to avoid confusion for motorists and other road users.

While Blackpool and Manchester have such signals, this is a first for the Isle of Man.

A circle means 'stop unless it is unsafe to do so'; a horizontal line, forming a signal not unlike a no entry sign, means 'stop'; and a vertical line means 'proceed ahead'.

Also, UK company Vossloh has been removing rust and pitting from the tramlines to reduce the noise generated from the rails as the trams pass over them.

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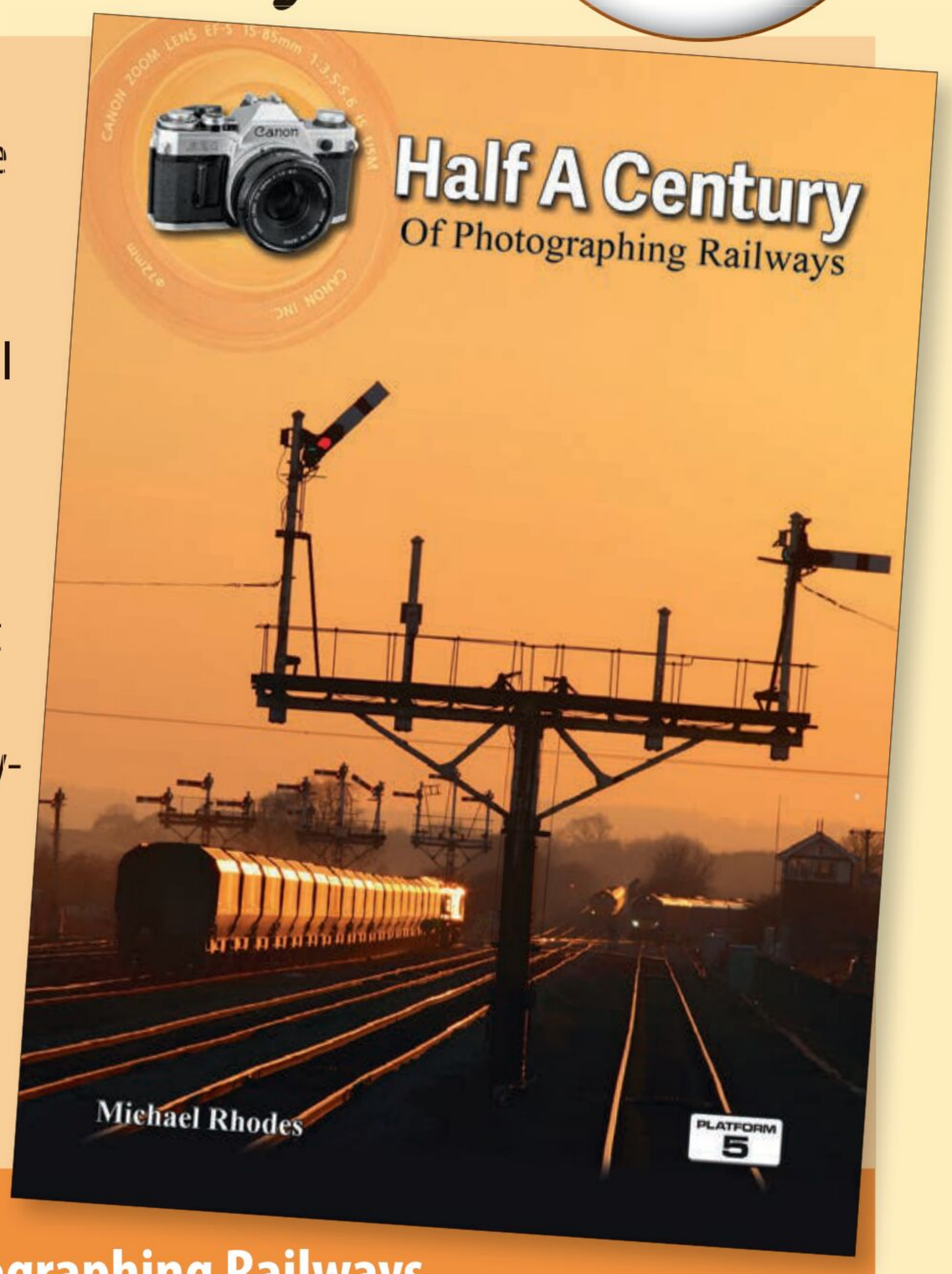

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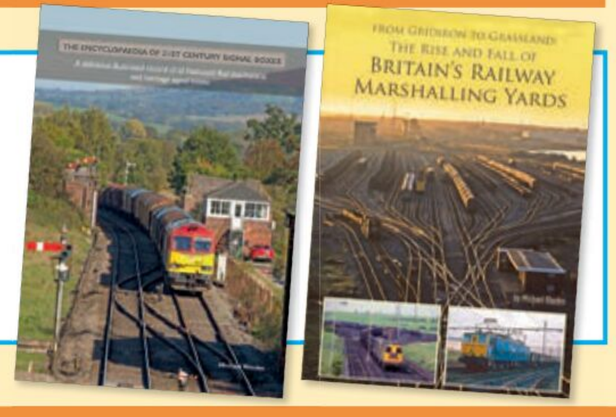

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COAL CRISIS:

Minister embarks on fact-finding tour of the UK's heritage lines

By Robin Jones

A GOVERNMENT minister will visit steam railways this summer as the campaign to secure the future of the sector against the background of diminishing coal supplies takes another major step forward.

Two high-level meetings with ministers from the Department for Digital, Culture, Media and Sport on consecutive days in late June have secured vital support for heritage lines in the fight to secure their long-term future, said a statement from the Heritage Railway Association.

Representatives from the heritage sector met Parliamentary Under-Secretary of State for Arts, Lord Parkinson of Whitley Bay, in Westminster on June 28. Spearheaded by HRA president Lord Faulkner of Worcester, the meeting was the direct result of debate in the House of Lords about the perilous state of steam coal supply to the heritage sector caused by the end of UK mining and the war in Ukraine.

Critical to tourism

The meeting, attended by HRA chief executive Steve Oates, James Hervey-Bathurst, chairman of the Heritage Fuels Alliance, and Heritage Rail all-party parliamentary group secretary Chris Austin, highlighted the substantial economic and tourism benefits that heritage steam delivers.

Heritage railways generate more than £600 million for the UK economy each year and are critical to the tourism economy of many areas. The UK sector has more than 170 heritage railways, attracts more than 13 million visitors annually, directly employs 4000 people, and is supported by a 22,000 volunteers.

Steam railways produce less than 0.02% of UK carbon emissions.

Government officials are now set to co-ordinate a meeting between DCMS and the other departments with an interest in the supply of coal to the heritage steam sector – the Department for Business, Energy and Industrial Strategy, and the Department for the Environment, Food and Rural Affairs.

The HRA was also arranging several visits to heritage railways during the coming months to give Lord Parkinson opportunities to learn more about the sector and its challenges.

The following day, Liz Saville-Roberts MP, group leader of Plaid Cymru in the House of Commons and co-chairman of the Heritage Rail All-Party Parliamentary Group, joined Lord Faulkner in a meeting with DCMS Under-Secretary of State for Sport, Tourism, Heritage and Civil Society, Nigel Huddleston MP. His department is responsible for the planned Stockton & Darlington Railway 200th anniversary celebrations in 2025, in which the part played by steam power in the development of Britain's railways will feature strongly.

Mr Huddleston indicated that funding sources may be available to aid research and development into longer-term alternatives to coal for locomotives.

Lord Faulkner said: "The solution to the need to establish a long-term, reliable supply of fuel for steam locomotives is not going be found quickly but these meetings are yet further evidence that progress is being made and I am encouraged by the positive responses of both DCMS ministers we met.

"It is clear that they understand the importance of heritage rail to the cultural and economic prosperity of the country – and how vital the supply of steam locomotive fuel is to that."

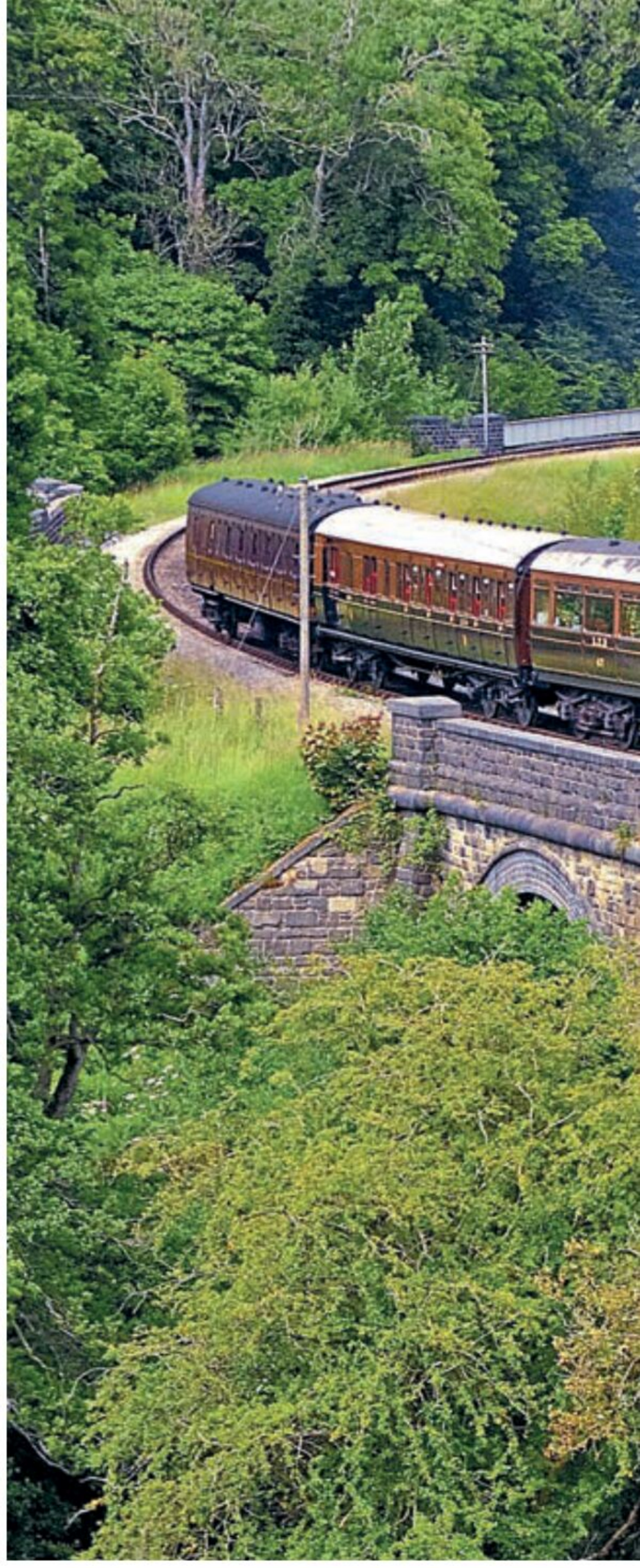
Liz Saville Roberts said: "The future of heritage railways is vital, particularly in constituencies like mine in Dwyfor Meirionydd, where the Great Little Trains of Wales are a mainstay of the economy. We have worked hard to bring those involved together to look at alternative supplies and alternatives to coal to keep the trains running."

'Solid progress'

Steve Oates said: "These meetings represent solid progress, but they are also important incremental steps to achieving what the heritage railway sector needs – stability and long-term security of steam locomotive operation for generations to come.

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

The entire heritage steam sector in the UK – including traction engines, steamboats, and stationary engines – use around 35,000 tons of coal each year. By comparison, about 5,000,000 tonnes of coal is still used annually in the UK by industries like steel and cement – in addition to a resurgent demand for power generation following Government announcements that coal-fuelled power stations would be asked to extend their operations beyond autumn.



Nameplates are in focus at Barrow Hill's 150 gala

TWO nameplates from Gresley B17/4 Footballer 4-6-0s are to be officially unveiled during the August 26-28 Barrow Hill Roundhouse 150th anniversary gala.

As part of a special Railway Correspondence & Travel Society day on Saturday, August 27, the nameplates from Nos. 61649 *Sheffield United* and 61661 *Sheffield Wednesday*, which are both owned by the group and mounted on the wall of Barrow Hill's new café, will form part of an RCTS members' day, at which all enthusiasts are welcome. Group members and their families will enjoy half-price concessionary admission.

Diesel namesake Class 66 No. 66726 *Sheffield Wednesday* will be part of the gala display and another diesel will be named at the event. The recently-loaned nameplate from LNWR Precursor 4-4-0 No. 54297 *Sirocco* will also be on display.

There will be an RCTS-sponsored photographic competition, open to all, with a cash prize for the best photograph taken on the day.

Visitors joining the RCTS during the gala will be offered extended membership until the end of 2023 at half of the price of one year's normal subscription rate.

As reported last issue, the gala is being held two years late because of the Covid-19 pandemic.

Lord Parkinson of Whitley Bay.

Liz Saville Roberts, MP for Dwyfor Meirionnydd.

Mid-Worcestershire MP Nigel Huddleston, Under-Secretary of State for Sport, Tourism, Heritage and Civil Society.

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On Sunday, July 3, L&YR 0-6-0 Class 25 'Ironclad' No. 52044 hauled the Keighley & Worth Valley Railway's vintage train, which comprised four L&YR carriages (plus a BR Mk.1 suburban brake). The combined age of the L&YR vehicles was more than 500 years. The day also saw the premiere of the new The Railway Children Return film. DAVID MOGG

B1 moves to Ruddington for next overhaul

By Robin Jones

LNER Thompson B1 4-6-0 No. 1264 is to move from the North Yorkshire Moors Railway, its home of the past 10 years, to the Nottingham Heritage Railway to begin its next overhaul.

No. 1264 last ran on the NYMR in 2019 but was withdrawn from traffic in March 2020 following the discovery of cracks in the firebox. These will need to be rectified as part of the overhaul, and the work is likely to include an entirely new inner firebox and attention to the axleboxes and hornguides, a new tender tank, and new tyres.

The move to the heritage line formerly known as the Great Central Railway (Nottingham) is in many ways a return to its spiritual home, as No. 1264 (as 61264) ended its BR career when it was withdrawn from nearby Colwick depot in 1967, having spent time acting as a stationary boiler. The NHR base is also historically appropriate because B1s, including No. 1264, were regular performers on the Great Central main line.

NER Thompson B1 4-6-0 No. 1264, to be overhauled on the Nottingham Heritage Railway. TB1LT

The locomotive has had two lengthy periods in traffic, from 1997 to 2008 and from 2012 to 2019, the latter being worked almost exclusively at the NYMR. Throughout those periods the loco has been main line-registered and has travelled across the network. It fulfilled duties of West Coast Railways' summer 'Jacobite' operation and participated in the Railway Touring Company's 'Great Britain' railtours in 2018 and 2019.

Custodians since it was rescued from scrap in 1976, The Thompson B1 Locomotive Trust intends to keep the B1 main line-registered. The NHR's soon-to-be restored connection to the main line was another factor in the trust's decision to move it to Ruddington.

Trust secretary Dave Horton said: "We are very grateful to have had the opportunity to operate at the NYMR over the last decade and we have made many friends there.

"However, it has been a struggle to support the locomotive from such a distance and because many of our members and in particular our engineers are based in the Midlands, it is time to bring the loco closer to home. We are committed to keeping the locomotive available for both heritage railway and main line work."

NYMR general manager Chris Price said: "The B1 has been a popular and dependable performer on a line to which it is ideally suited, so we are sorry to see it leave. We wish the trust well with the funding of the next overhaul and the locomotive's early return to service".

The trust wants to encourage new members to join, stressing that there will plenty of opportunities to get involved with the overhaul at Ruddington. To sign up, visit https://membermojo.co.uk/thompsonb1

Donations towards the overhaul are being invited at www.thompsonb1.org/donate/

Travellers' Choice award for Talyllyn

THE Talyllyn Railway has been recognised by TripAdvisor as a 2022 Traveller's Choice award winner for attractions – celebrating businesses that have received great reviews from travellers around the world on the site over the last 12 months. Despite the challenges of the last year, the TR stood out by consistently delivering positive experiences.

General manager Stuart Williams said: "We are delighted to be awarded the prestigious Travellers' Choice award, which is testament to the efforts of our volunteers and staff in welcoming visitors. We are the highest-rated heritage railway in the UK on TripAdvisor and the number one attraction in North Wales by traveller ranking, and we work hard to maintain that quality."

TripAdvisor chief commercial officer Kanika Soni told the line: "Ranking among the Travellers' Choice winners is always tough but never more so than this year as we emerge from the pandemic. You've adapted brilliantly in the face of adversity."

Open day to showcase progress by Cumbrian railway station revivalists

By Geoff Courtney

A RAILWAY heritage project that has seen the rebirth of a Cumbrian station located within stunning scenery on the edge of the Yorkshire Dales National Park is to hold an open day on August 13 to showcase the progress made since its reopening gala 11 years ago.

The station is Kirkby Stephen East, which was opened by the South Durham & Lancashire Union Railway on the line from Barnard Castle in August 1861. By the mid-1930s it had become a busy railway centre despite its rural location, with a four-road locomotive depot, a carriage shed, six sidings, a goods shed and cattle pens, while one of the station's features was a broad central platform incorporating a bay platform with two train sheds either side whose roofs were each 166 feet long.

Young and old: With the day of the photograph, June 13, 1954, being a Sunday, Kirkby Stephen shed and its yard are full of locomotives. On the left is Standard 2MT 2-6-0 No. 78016, then just three months old, beside is another 2-6-0, LMS Class 2 No. 46481, and far right is a representative of the Victorian era, NER J21 class 0-6-0 No. 65047, then 65 years old and just six months from withdrawal. Behind No. 46481 is No. 78019, also built three months previously. Tucked away in the shed in the centre is an unidentifiable engine, probably another LMS Class 2. TRANSPORT TREASURY/NEVILLE STEAD

Roof loss

Inevitably the rise in car usage during the 1950s affected passenger numbers, and a sign of what lay ahead was that one of the train shed roofs was dismantled, although there were reports at the time that the one in better condition was removed rather than the other one.

By the early 1960s the end was nigh and the engine shed (coded 12D) was closed in November 1961 and the station, with the line, two months later. The station was subsequently used by a bobbin mill, but this closed in 1992, and the yard space and goods shed, which still stands today, were converted into a caravan park and campsite.

The site's revival for railway use started in 1997 when the newly-formed Stainmore Properties Ltd purchased the derelict station and 6½ acres of surrounding land, on which it planned to establish a heritage centre. Three years later a second business, Stainmore Railway Co, was founded to help with the site's restoration, this work initially comprising repairs to the station and remaining train shed roof, restoration of a number of rooms, and laying a short section of track.

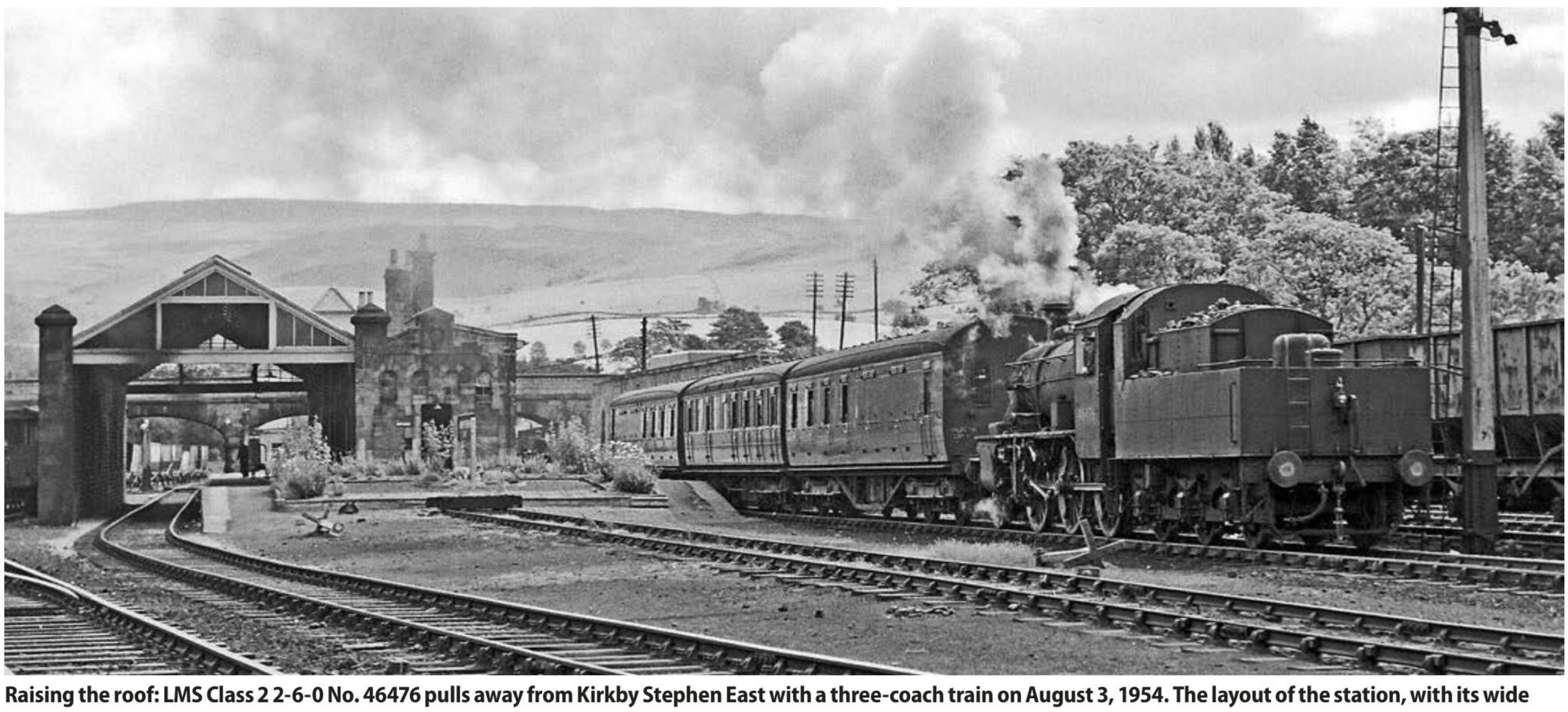
The railway launched its first full operating season in 2012, a year after its reopening gala, and in 2017 another landmark was reached when a joint venture was announced with the Locomotive Conservation and Learning Trust to restore the trust's preserved J21 class 0-6-0 No. 65033, built by the North Eastern Railway at Gateshead Works in March 1889, and its 120-year-old NER stores van No. 2.

2024 return

The £1.6 million project attracted a National Lottery Heritage Fund grant of £954,000, and the work on the J21 is being carried out by Locomotive Maintenance Services at Loughborough. It is expected to return to steam at Kirkby Stephen East in the first half of 2024, when it will reappear in NER green carrying its original No. 876, while the store van's restoration has been undertaken on site by Stainmore Railway volunteers.

Meanwhile, a 300ft-long two-road carriage shed was opened in 2018, and the railway's locomotive stock register now includes the National Collection's NER 901 class 2-4-0 No. 910 of 1875 on display, two Peckett 0-4-0STs built in 1948 – ex-Courtaulds' *F C Tingey* and former Blackpool Gasworks' *Lytham St. Anne's* – a former NCB 0-6-0ST built by Hunslet in 1954 numbered 68009, and ex-quarry 1962-built Hibberd 0-4-0DM *Elizabeth*.

Stainmore Railway Co director Alan Gunston said the open day on August 13 would include railwayana stalls, tours of the carriage shed, and public train rides over the centre's half-mile demonstration line headed by *Lytham St. Anne's* hauling Gresley teak carriage BTK No. 3669 and BR Mk.1 TSO No. 5049, while *Elizabeth* will also be in operation. Admission is free. Visit www.kirkbystepheneast.co.uk



Raising the roof: LMS Class 2 2-6-0 No. 46476 pulls away from Kirkby Stephen East with a three-coach train on August 3, 1954. The layout of the station, with its wide central platform, is clearly visible, although by this date the trainshed roof on the right had been removed. TRANSPORT TREASURY/NEVILLE STEAD

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New boiler arrives at Didcot for *Glamorgan*

A MILESTONE has been passed in the project to create the 31st Hawksworth County 4-6-0, No. 1014 *County of Glamorgan*, with the delivery of its boiler to the Great Western Society site at Didcot Railway Centre.

The boiler arrived from Heritage Boiler Steam Services Ltd, where it is being constructed, on July 7 for trial fitting to No. 1014's rolling chassis.

While at Didcot, the new smokebox and safety valves will be trial fitted and the boiler installed in the frames prior to a visit from HBSS staff. They will ensure that everything is properly lined up and to bolt the smokebox to the barrel.

The opportunity to sort out some critical plumbing issues will be taken at Didcot prior to it returning to Liverpool for completion.

No. 1014 has yet to have the new tubeplate fitted, and the tubes, header, grate and ashpan are still to be manufactured.

A project statement said: "It's a long time since we've seen a Standard 15 boiler and here it is.

"This is such a massive achievement and goes a long way towards filling the hole of the remaining parts to have a Hawksworth County back in existence."

The boiler for new GWR 4-6-0 No. 1014 *County of Glamorgan* arrives at Didcot on July 7. 1014

Providing that there are no hitches, a supporters' day will be held in the late autumn, where the opportunity will be taken to fit the double chimney from No. 1006 *County of Cornwall* and the safety valve bonnet, originally from No. 6868 *Penrhos Grange,* and attach the newly completed Hawksworth flat-sided tender.

It is estimated that £100,000 is needed to complete the locomotive. Anyone wishing to donate is invited to telephone 01235 817200 or visit www.county1014.org

Operational Class 56 and spares are on the market from Ruddington

NOTTINGHAM Heritage Railway-based Class 56 No. 56097 is being offered for sale, along with support vehicles and spares.

Bought from EWS in 2002 in a heavily-stripped state, it was moved to Ruddington on the line formerly known as the Great Central Railway (Nottingham).

During the subsequent restoration, the engine and turbos were professionally overhauled by North Lincs Engineering Ltd, while Brush Traction installed the overhauled power unit and carried out a bogie swap. The power unit was then tested and run in on a hired load bank at Ruddington and restored to working order by 2008, when it hauled its first trains in preservation. It has been in traffic ever since and has visited other heritage lines.

The NHR last ran trains in early 2020 and is not currently operational. When services resume, they are expected to be scaled down and therefore the line's board decided in April that No. 56097 is no longer required.

Since passenger operations were halted on the line, No. 56097 was stored in a serviceable condition and has been started occasionally to prove that systems remain operational. The engine oil, oil filters and fuel filters were changed just as the line's operations ceased.

A sizeable collection of Class 56 and Ruston engine spares is also for sale, along with an incomplete spare power unit, a spare alternator set and two spare bogies with large tyres. A few traction motors are available.

Two support vehicles are also on the market: a Mk.3 SLEP converted for use as a stores and workshop vehicle, with a roller shutter door at one end and all but two sleeper berths removed to create an open plan workshop, and a Mk.1 'Super BG' which has also been used as a stores vehicle. Some brake components and ETS cabling are missing.

Interested parties should email 56097sale@gmail.com. The deadline for offers is noon on August 31. Successful bidders will be required to pay in full within 14 days of bid acceptance and to remove the items from the site within 28 days.

Items will not necessarily be sold to the highest bidder and preference may be given to genuine preservationists in some instances.

Development work has commenced at the Abergwili Junction southern terminus. GWILI RAILWAY

Gwili commences its southern terminus development work

MONDAY, July 18 marked an important day for the Gwili Railway as it commenced development work at its Abergwili Junction southern terminus.

The first phase will see the laying of a new car park and access road off of the A485, along with the foundations for the railway's Dan Do Shed that is set to provide covered accommodation for some of the line's operational BR Mk.1 coaches and vintage carriage fleet.

The shed itself will follow in the spring of next year.

The project has been aided by a £150,000 Community Asset Development Grant, a European Regional Development Fund Grant awarded via the Welsh Government. Further funds have been provided by the Gwili Railway Company, Gwili Railway Preservation Society, and the Welsh Railway Trust, which have in turn collected funds for this from numerous individuals.

Equally, the 'in kind' time of key people working on the design stage has saved further vital funding that can now be reinvested in the physical construction phase.

Future phases will additionally see the construction of a second platform and the relocation of the line's café and toilet block to the improved station.

Gwili chairman Matt Bowen said: "We are very excited to be commencing the development of the site at Abergwili Junction, which will provide new and enhanced facilities for the railway, our visitors, and the local community.

"We look forward to working with a contractor in executing the works, with the aim of starting all trains from Abergwili Junction by Easter 2023."

When 2022 arrived in July!

2022 has well and truly just arrived at Midsomer Norton – in the guise of a BR Class 03 shunter.

The afternoon of July 13 saw the 0-6-0DM shunter (TOPS No. 03022) move from its normal base at the Swindon & Cricklade Railway to the Somerset and Dorset Heritage Trust at Midsomer Norton where it will reside for a period of time, and where it will temporarily replace fellow class 03 D2128, which has departed for some maintenance work off-site but is expected to return later this year.

No. 2022 made its service debut on Sunday, July 17 for the railway's Vintage Vehicle day, operating alongside resident BR Class 08 D4095.

Class 03 D2022 on test at Midsomer Norton station. SDRHT

Russell is back on the Welsh Highland Railway main line

By Owen Hayward

WELSH Highland Railway flagship and narrow gauge icon Hunslet 2-6-2T No. 901 of 1906 *Russell* completed a test run in preparation for the line's July 30/31 special event, which marked the centenary of passenger services on the original WHR.

July 9 saw *Russell* make a rare excursion off its Welsh Highland Heritage Railway home line and onto the main Welsh Highland route for the test run.

The sole-surviving WHR steam locomotive, *Russell*'s previous venture on the main line was in 2019 for a series of shuttles between Pen-y-Mount and Beddgelert. For the centenary event this year, as highlighted in issue 295, it was set to operate shuttles between Dinas and Rhyd Ddu with the aid of England 0-4-0STT No. 4 *Palmerston*.

The test run saw *Russell* depart from Gelert's Farm and join the WHR at Pen-y-mount Junction before venturing all the way to Beddgelert with a four-coach rake in tow.

Brake and gradient test

The run was undertaken to test *Russell* and some of the stock's braking on the 1-in-40 gradient through the Aberglaslyn Pass approach to Beddgelert, though the inclines on the Dinas to Rhyd Ddu route are much easier.

A pause was made at Bryn-y-felin, one of the tighter curves on the railway, to check the locomotive ran through it smoothly. This particular curve had been relaid over the winter after a derailment at Sheepfold Cutting just before Christmas. After taking water at Beddgelert and running round the stock, *Russell* returned to Pont Croesor, where Hunslet Barclay diesel LD9346/94 *Emma* – which had been stationed there as emergency rescue locomotive – was attached to the front and piloted the move across the junction onto WHHR metals.

In addition to the shuttle services, the centenary weekend event saw model railways, photographic exhibitions, a pre-1939 vintage car display and more at Dinas station. A former Whiteway bus shuttle ran from Dinas to three sites along the line ahead of the trains – Plas y Nant, Rhyd Ddu, and Waunfawr – to allow for photographic opportunities. An evening charter took place on the Saturday evening which saw *Russell* booked to travel between Dinas and Waunfawr, with an additional photographic stop at the old signalbox site at Tryfan Junction.

Russell was ordered new by the Portmadoc, Beddgelert & South Snowdon Railway Company before its line was ready (and was never completed) and set to work for the North Wales Narrow Gauge Railways Company until that concern, together with the PB&SSR Company, merged to become the Welsh Highland Railway in 1922. It was this centenary that was marked at the end of July.

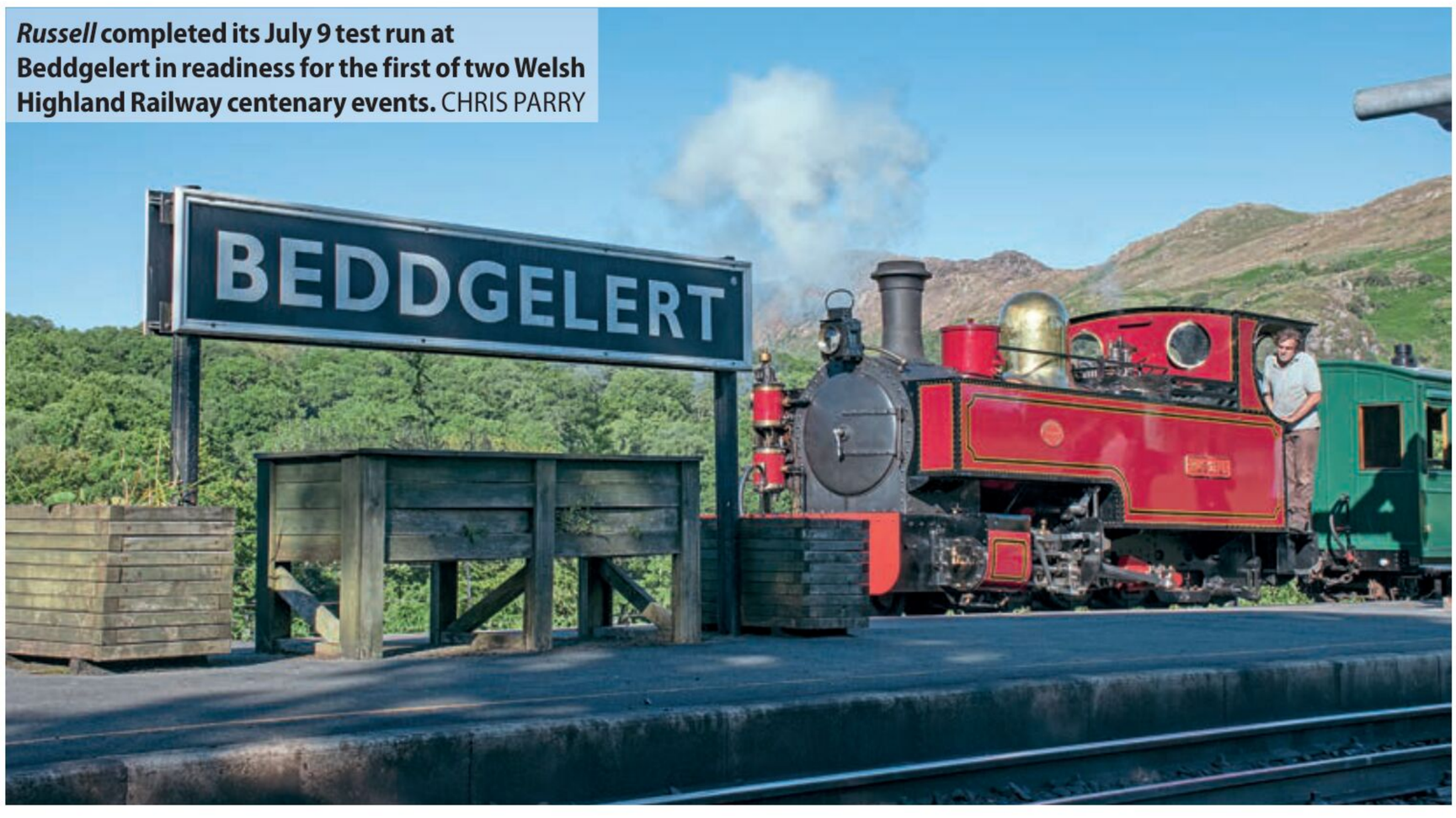
In 1923, to allow through running over both the WHR and the adjoining Ffestiniog Railway, *Russell* had its cab and boiler fittings cut down to suit the latter's restricted loading gauge. This move proved unsuccessful: afterwards, *Russell* was still too large and never worked through to Blaenau Ffestiniog. Following the closure of the line, *Russell* was requisitioned for the war effort in 1942 and to work on an opencast ironstone site near Hook Norton in Oxfordshire.

Hunslet 2-6-2T back in its element, hauling a test train on the Welsh Highland Railway on July 9. CHRIS PARRY

Poor track

After the war, *Russell* was sold by the Ministry of Supply to work in the clay mines at Norden on the Isle of Purbeck, but came to grief because of the poor track standards. It had its pony and trailing trucks removed in a vain bid to stop the derailments, but following severe damage to an axle in 1953, the locomotive was laid up.

It was bought by the Birmingham Locomotive Society and transferred to the Talyllyn Railway at Towyn. Hunslet repaired the damage for free and it eventually found its way to Gelert's Farm. *Russell* got a new boiler in 1967, and its restoration was completed in 1987. Out of service again in 2003, it underwent another overhaul and on August 2, 2014, it hauled its first WHHR passenger train for 11 years.



***Russell* completed its July 9 test run at Beddgelert in readiness for the first of two Welsh Highland Railway centenary events.** CHRIS PARRY

➜ As previously reported, a competition sponsored by *Heritage Railway* and its sister publication *The Railway Magazine*, with a £500 prize, is being run to celebrate a second centenary, that of the opening of the WHR to Porthmadog over June 23-25 next year. The competition is inviting the best piece of original research on the history of the WHR and its predecessor NWNGR, including the personalities and customers involved. 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. The winner will be announced during the centenary event. Full details of the competition's rules may be obtained from nick.booker@welshhighlandheritage.co.uk

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All three working George England 0-4-0STTs, No.4 *Palmerston*, No.5 *Welsh Pony* and No.2 *Prince*, headed a special PTG Tours charter on a complete round trip of the Ffestiniog & Welsh Highland Railways on June 6, following The Queen's Platinum Jubilee weekend. Starting at Harbour station in Porthmadog, the charter made a short run across the Cob for a guided tour of Boston Lodge Works and then ran over the WHR to Caernarfon and back to Porthmadog, followed by a trip on the Ffestiniog Railway to Blaenau Ffestiniog, before returning to Porthmadog. ROGER DIMMICK/WHR

'A time of great change' – Ffestiniog GM

By Owen Hayward

FFESTINIOG & Welsh Highland Railways general manager Paul Lewin described the current challenges being faced by the two lines as a "time of really significant change" in a summer briefing issued through the railway's YouTube channel.

In his presentation, Paul explained that at the start of 2022 the railway had a two-year deal in place for the supply of Welsh coal, and was still having to plan services around Covid-19 restrictions that were still in place in Wales. Both situations have changed since then, although Covid is still impacting to a degree, with it being "not unusual to find for or five people from our staff affected at any one time" during June as an example, he said.

"Who would have thought we'd end up in a position where the number of people available to work defined the number of trains we were running, not the number of passengers around or trains we had?" Paul said. "Through April and May, we probably ran between 60 and 80 trains less than we would have expected. But we filled them well, so we managed to save costs."

Regarding the ongoing national rail strikes, Paul emphasised that the F&WHR was working closely with Network Rail, which controls access over the main line crossing point at Porthmadog, to keep the railway operating. However, the railway remains nervous that it will be affected as industrial action continues.

Uncertain summer

Looking ahead to the summer months, the railway was not yet sure how things would pan out as the cost of living crisis firmly grips household budgets, with shifts in the markets starting to be noticed; in April and May, traffic was particularly low. Compared to what was "cautiously expected", over Easter it was found there was a "very low number of visitors to the area", something that repeated itself over the May bank holidays. The result was that, at the end of those two months, the railway ran about 8% below budget on traffic figures. Paul added that "June has bounced back" and that the first half of the year was to end "on budget for traffic figures".

In terms of visitors, it was the mature couples market that was seen to be both able and willing to spend – a market "arriving at our door in considerable numbers" – with families searching for cheap deals and the worry that summer passenger numbers may reflect the earlier spring bank holidays.

"There's a real polarisation of the marketplace where families are expecting to try and spend the minimum yet still enjoy themselves, whereas mature couples are more likely to say 'let's do it, let's go out and spend on attractions'," said Paul.

For the summer, a maximum of four of the shorter trips will be run (down from the current five). This alteration is enabling a short train to move to Dinas for a new Cwellyn service running out of Caernarfon to Rhyd Ddu and back on busy weekdays, giving an extra departure from this station but also an experience priced at a slightly lower level than the other trips on offer.

On the flip side, it is hoped to benefit from ongoing airport chaos, with hopes for a growth in staycations that could see a boost to visitor numbers. "However, when the price of a litre of diesel has a two at the beginning of it, I think that all of us think long and hard before embarking on any journeys, and that includes the customers that are visiting our railways."

Another factor that has the potential to drastically change things is the staffing shortage in the hospitality sector, with a survey by VisitWales showing that 63% of all businesses in tourism in Wales are struggling to find enough staff to operate.

'Getting worse, not better'

"They tell me that the position is more pronounced in North Wales and we can really feel it" Paul continued. "We expect during the summer that this situation will get worse rather than better.

"It's certainly deteriorated since the beginning of 2022 when we thought we were probably at a low point in the number of people available to us, but actually we weren't."

Moving focus on to Welsh Highland Railway services, departures from Caernarfon have been found to be very light in loading.

"Possibly because it's a higher cost offer, but if I'm honest we don't fully understand what is going on there" Paul said, "and so we are considering carefully how we boost traffic figures from Caernarfon."

He was encouraged to see that demand for full line services on the Welsh Highland route has been growing again, and it is planned to operate more of those starting from the autumn.

This factor has maybe led to services not having the level of "clarity and certainty that we would all like" said Paul, emphasising that although "we all want to see a clear timetable and clear number of trains" published, the flexibility of the service over the last few months has meant that costs have been able to be kept down, keeping the business in good shape financially.

"However, we probably will try to be a little bit firmer on what we plan to operate in the summer peak when it's more important to all of us.

"We're used to change, but I think we're used to one or two things changing at a time," said Paul. "At the moment, everything is changing, all at once. Success will look like us getting to the end of this year having made money, not lost money, and having made sure we can carry on with our essential winter maintenance."

New £50k appeal to restore GCR Edwardian classic is launched

By Robin Jones

A £50,000 appeal has been launched to complete the restoration of one of three now-unique Edwardian Great Central Railway coaches in time for the 125th anniversary of the 1899 opening of the London Extension.

Its owner, the GCR Rolling Stock Trust, wants help to fast-track the restoration of 1910-built 'Barnum' carriage No.228 which, it is planned, will eventually run on the 'Greater GCR' between the outskirts of Nottingham and Leicester, once the Bridging the Gap scheme at Loughborough is complete.

No. 228 is one of the last four surviving Barnum carriages, all but one of which are awaiting restoration at the Nottingham Transport Heritage Centre in Ruddington.

A third-class open saloon for 64 people in two compartments, it was built by GCR at the then-new Dukinfield Manchester works to the design of John G Robinson to meet the burgeoning Edwardian pre-war excursion boom to East Coast seaside resorts and events such as the Wembley cup finals.

The carriage design reveals a heavy American influence, similar to the touring Barnum & Bailey circus train, with fully-compensated patented bogies and landscape windows, setting a new standard in passenger comfort.

Unusual use

No. 228 was last used in Hull Docks as an engineers' support vehicle until it was taken out of service in the 1970s and adopted with three stoves inserted as a tomato-growing hothouse!

The trust has launched The Barnum Restoration Club to raise the appeal target and supplement the capital already set aside. The first 64 donors of £100 will be the first to travel in No.228, but supporters can also buy their seat for £500 or sponsor a set of four with their own table and a massive landscape window view at £2000 for their family each time they travel.

The trust's Chief Mechanical Engineer, Pat Sumner, said: "We are already a long way down the restoration road with this massive vehicle, with much more than half of the work done. Special thanks to Nemesis Rail at Burton-on-Trent for the very heavy overhaul of the two bogies, which are ready to be reinstalled. We are well on our way to producing a very comfortable and impressive classic carriage but we are appealing for help with skills and cash.

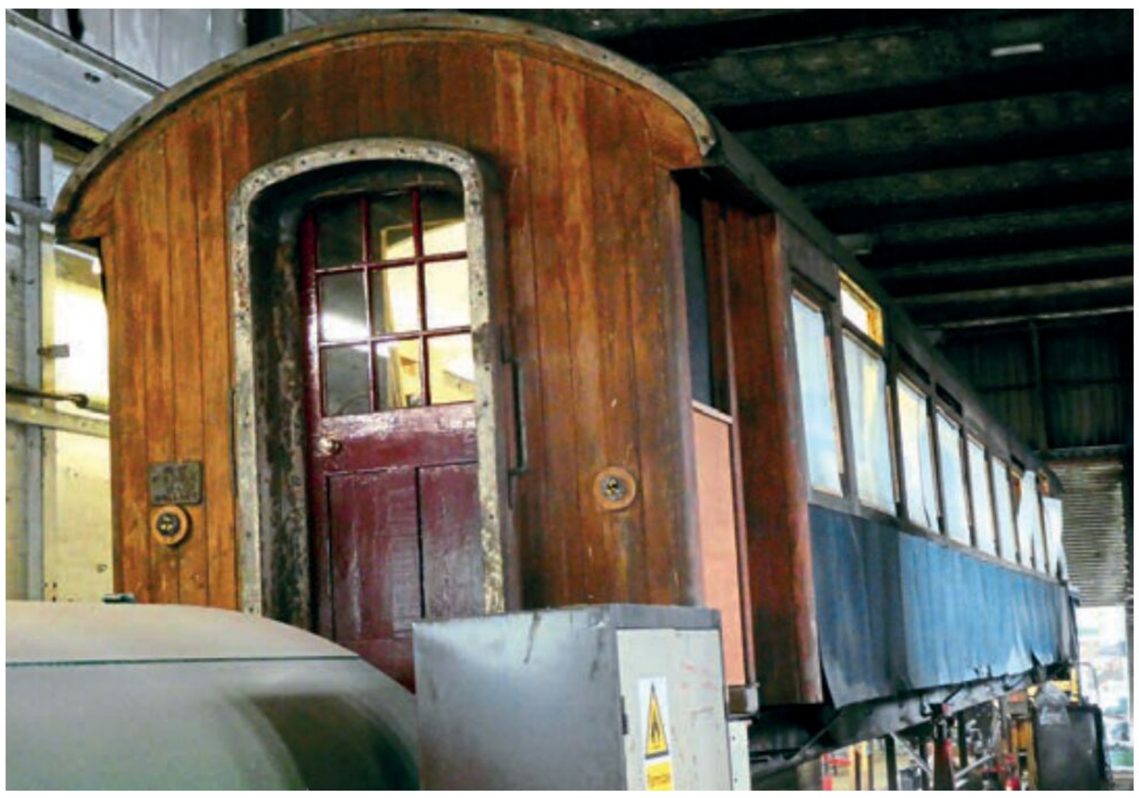
"We have had some big decisions to consider and there is no easy way forward.

"We still need all those key woodworking and mechanical engineering skills. We must continue and increase our drive for funding – the GCR legacy in our hands is just so vulnerable.

"On the Barnum we have an interesting 'manufacturing' prospect as we have three near-identical Barnum units requiring very much the same requirements in restoration.

Matching the original

"With the aid of TAS Engineering, we have new-manufactured water tanks, and after leading in-depth six-month research and computer design work, we have had Kreativ Joinery work up the prototype to supply the bases of the 160 seats – all to the same design, but still matching the original GCR build in 1910. Effectively, each seating unit is to be built up in easy fashion from a now-common kit of parts, all computer-aided manufacturing produced.



Its sides and windows covered by protective sheeting, GCR Barnum coach No. 228 undergoes restoration under cover in the Ruddington workshops. ROBIN JONES

"As with so many smaller heritage group restorers, we are at a crucial point. Those who set up the trust are gradually stepping down, and the whole of the heritage movement has been affected by having donations curtailed. To make progress we have increasingly had to buy in what we used to do with in-house skills. We are aiming to speed up our progress."

The trust has an established track record with the 20-year restoration of 1888-built Manchester, Sheffield & Lincolnshire Railway six-wheeler No. 946. It has just has its brake system fitted, and has been displayed at Nunckley Hill Rail Museum for the past three years. Trustee Mike Lang said: "We have the elements and the basis of a compelling case for seeking external grant funding to deliver the ultimate goal of three Barnums – 160 seats – as one passenger carrying unit, but we are concentrating on this one vehicle first."

➜ Visit https://gcr-rollingstocktrust.co.uk/donate/ and reference donations as the 'Barnum Restoration Club.'

Above: Devised by Steve Billings, of Kreativ Joinery, this prototype four-seat back-to-back unit has been now trial fitted into Barnum No. 228 with absolute precision. ROBIN JONES

Right: Just what can be achieved – the restoration of the GCR Rolling Stock Trust's 1888-built six-wheeler from dereliction to pristine condition, seen at Ruddington three years ago. GCRRST

Discover much more about 'hidden' Shepherd's Bush station on new tour

LONDON Transport Museum has launched a new Hidden London tour of Shepherd's Bush Underground station, the original western terminus of the railway that would later become the Central Line. Ticketholders will be able to explore historic sections of the original station dating back to 1900 that lie concealed behind unassuming doorways and grilles of the modern-day station.

Stepping through these secret gateways, visitors will see examples of early Central Line design features, such as corridors and lift shafts lined with the station's original white glass tiles. Expert guides will impart stories about London's third oldest deep-level railway.

The tours will run from October 5 to October 30, with more dates set to be announced. Tickets are now on sale online via ltmuseum.co.uk/hidden-london.

In-person tours of disused sections of other Underground stations are also available through the Hidden London programme.

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Standard 4MT to visit Spa Valley for silver jubilee celebrations

By Geoff Courtney

HERITAGE lines enjoy anniversaries – they provide a good reason for a gala, a trip down memory lane as well as a look to the future, the satisfaction of a job well done, and even a cautious celebratory glass or two. The Spa Valley Railway is no exception, and on the August 26-29 bank holiday weekend, the Tunbridge Wells-based line will mark its 25th anniversary with up to eight steam and diesel locomotives in operation, including BR Standard 4MT 4-6-0 No. 75069.

In late 1996 and from March to August 1997, revivalists ran a shuttle train three quarters of a mile from Tunbridge Wells West station, which had been closed by BR in June 1985 – at which time it still had gas lighting – to Cold Bath Bridge. But the railway considers its rebirth came on August 23 that year, exactly 25 years ago, when the line reopened to Groombridge station, a distance of 3½ miles.

Silver jubilee: Robert Stephenson & Hawthorns ex-power station 0-6-0T No. 3 *North Downs* brings the first Spa Valley Railway public passenger train in preservation from Tunbridge Wells West into Groombridge on August 23, 1997, exactly 25 years ago. DAVID STAINES

Line extensions

In 2004 the line was extended to Birchden Junction and in March 2011 to Eridge, a major milestone as that station is on the national network with services to central London and East Croydon, Oxted and Uckfield, thus providing the preserved line with a vast new catchment area.

Since its reopening the Spa Valley has become Tunbridge Wells' biggest tourist attraction, an accolade achieved by many heritage lines in various towns throughout the country, and with its growing confidence it has built up an impressive line-up of locomotives, including Southern Railway Battle of Britain Pacific No. 34053 *Sir Keith Park*. It has also gained an ability to attract visiting steam locomotives, and three of them, Severn Valley Railway-based No. 75069, Caledonian Railway 0-6-0 No. 828 (BR No. 57566), and Hunslet Austerity 0-6-0ST No. 2890, will be operating over the silver jubilee weekend.

This trio will be joined by Class 24 D5054 *Phil Southern*, Class 25 D7535, Class 31 No. 31430 *Sister Dora* (formerly D5695), and Class 33 No. 33063 *R.J.Mitchell* (D6583), and by up to two Class 73 electro-diesels, including No. 73140 formerly E6047. Another attraction for railway enthusiasts will be DEMU 'Thumper' No. 1317, the only surviving unit from BR Class 207/0.

Spa Valley commercial manager Jonnie Pay said: "We want everyone to come and enjoy all the special events we have planned and the wonderful range of locomotives operating an intensive timetable the entire weekend."

Shed visits and more

The special events to which Jonnie referred will include the railway's LBSCR engine shed at Tunbridge Wells West (coded 75F by BR) being open with a model railway, and at Groombridge a classic car rally, jazz band, barbecue, brake van rides behind Drewry/Vulcan 0-4-0DM shunter No. 2591 *Southerham*, and on August 26/27 a miniature cinema van. There will also be evening dining trains on August 26/27.

Tunbridge Wells West station was opened by the LBSCR in October 1866 and provided direct trains to such destinations as London Victoria, Brighton, and Eastbourne. The 'West' suffix was added by the Southern Railway in August 1923, while the town's other station became Tunbridge Wells Central.

With its imposing two-storey building, West station became dubbed the 'St Pancras of the Weald,' and this nickname was reinforced when the main building was granted Grade II-listed status in 1986, a year after passenger services ceased. It is now in use as a hotel and restaurant.

A four-road engine shed replaced an earlier depot in 1891 and survives today as the line's motive power base, making it the only former LBSCR shed still in railway use.

Watching brief: The driver of Class L 4-4-0 No. 31760 eyes the photographer as he pauses at Tunbridge Wells West in the mid-1950s. The imposing Grade II-listed station building is now a hotel and restaurant, 37 years after passenger services ceased. TRANSPORT TREASURY/NEVILLE STEAD

Ancient and modern: Standard class 4MT 2-6-4T No. 80144 brings a modern touch to the Victorian-era Tunbridge Wells West station and ageing rolling stock with an Up service on April 2, 1960. The location is now home to the Spa Valley Railway heritage line, which this month celebrates its 25th anniversary. TRANSPORT TREASURY/DAVE CLARK

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Another first for Bodmin clay train

THE Bodmin & Wenford Railway has chalked up another first with its three-wagon china clay 'hood' train.

As reported in issue 294, the train became the first clay hood rake to operate in the heritage sector when it featured in a freight driver experience course on May 17.

On July 2, the rake and its brake van again made history by being hauled by a Class 50 diesel, No. 50042 *Triumph* – which was almost as long and twice as heavy! Class 50s, which were originally built for express passenger trains, initially saw service on the West Coast Main Line north of Crewe before that section was electrified.

They then moved south and for many years during the decades of the 1970s and 1980s were the mainstay of Paddington to Plymouth and Penzance expresses – but certainly not local freight workings on a small Cornish branch line with tight curves and steep gradients.

A BWR spokesman said: "It was indeed an incongruous sight trundling along a 6½-mile branch line!"

The china clay hood train behind Class 50 No. 50042 *Triumph* at Bodmin General. BWR

Corris Railway Falcon gains a tank

CORRIS Railway new-build 0-4-2T No. 10 *Falcon* has taken a step closer to its targeted steaming date of September 24 with the assembly of the saddle tank and completed cab.

Cut by Optimised Metal Fabrications of Rochester, the steel for the tank was delivered to Barnshaws Plate and Section rollers in Wolverhampton for shaping.

Once this had been undertaken, the complete tank was able to be assembled by Corris volunteers in the East Midlands at the start of July, after which it was then taken to the Alan Keef Ltd workshops to join the rest of the locomotive coming together there.

Using the CR's volunteer workforce to assemble the tank resulted in a saving in expenditure, but the cost of the tank was still £2500.

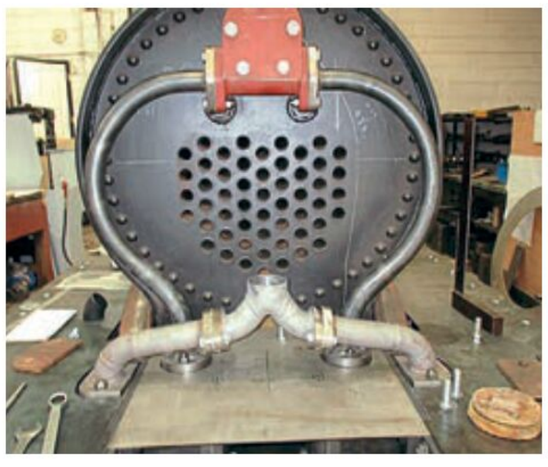
Meanwhile, the cab – the plating for all four sides of which had previously been trial assembled and fitted to No.10 – finally gained the roof panel.

Assembly of the smokebox interior began in late June with the steam and blast pipes fitted; CR volunteers paid a visit to the Talyllyn Railway to inspect No. 3 Sir Haydn (the design for which *Falcon* uses) to compare details.

A mechanical lubricator has been purchased and delivered and the firebox door assembly, which had been produced by a CR volunteer, is in place on the backhead.

The September target date is only for the engine to be in a position where it can be steamed for testing.

It is hoped that the locomotive will be ready for the 140th anniversary of introduction of steam services to the Corris, which takes place in 2023.



A view of what will be inside the smokebox of the new Corris No.10. CR

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Another delay for NRM's Central Hall go-ahead

THE National Railway Museum's planning application for a new Central Hall to link both sides of the venue has again been deferred.

A decision on the bid – which has attracted 119 objections, many from local residents and councillors who object to the already-agreed blocking up of Leeman Road – was postponed at City of York Council's planning committee on June 20 because of an administrative blunder by the local authority, as reported in the last issue of *Heritage Railway*. Council officers again recommended that the plans should be approved.

Access needs

However, the decision was again deferred by the committee after a five-hour meeting on July 7, this time because councillors queried whether access needs for disabled people had been factored into the plans for providing alternative walkway routes.

Jane Burton, of York Disability Rights Forum, said: "There is no evidence of any equalities impact assessment on the alternative routes provided. They are too long, potentially unsafe, and one [the riverside path] is liable to flooding."

Coun Michael Pavlovic said: "The authority has failed to evidence that it has taken into account the needs of people with disabilities."

NRM director Judith McNichol said: "We are naturally disappointed that the application for Central Hall was deferred by the planning committee. While council officers confirmed that they had considered the equalities impacts of Central Hall, the committee has asked council officers to provide a formal Equalities Impact Assessment Report.

"We will work with City of York Council to bring this specific area back to the planning committee as soon as possible.

'100% committed'

"At the NRM, we are committed to being 'Open for All' which means providing a welcoming, inclusive environment to all of our visitors and colleagues. This value is embedded in our plans for Central Hall – with extensive detail provided in our application and by our accessibility consultant at the committee – and in our wider transformation, Vision 2025.

"We remain 100% committed to delivering the many benefits that the project can deliver to the museum and the city. The proposals for Central Hall are a once-in-a-generation opportunity for the museum to realise its potential as the 'world's railway museum' by improving our offer, welcoming more visitors to the city, and helping us to inspire the next generation of engineers and problem-solvers."

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

Steam is back on Manx Electric to mark its double anniversary year

A YEAR'S notice has been given for those wishing to join the celebrations planned across the two Isle of Man railways that are both marking landmark anniversaries in 2023.

July next year will see the 150th anniversary of the Isle of Man Steam Railway's opening of the Douglas to Peel route, which took place on Tuesday July 1, 1873. On the same date in 2023, which falls on a Saturday, the railway will operate a special timetable, with some guests to be confirmed to join in with the celebrations.

Port Erin station will also host a vintage fayre, with a special exhibition in the museum held for the occasion.

In addition, between Sundays July 23 and 30 the annual Summer Transport Festival on the island will also celebrate both this anniversary and the 130th anniversary of the Manx Electric Railways, the exact anniversary of which falls on Thursday, September 7, with an event planned for Sunday, September 10.

A plethora of events and activities are planned that will include a cavalcade on both lines and steam running on the MER. It will see the first steam on the MER since IOMSR Beyer Peacock No.1 2-4-0T *Sutherland* visited in 1998.

Manx Northern Railway 0-6-0T No. 4 *Caledonia*, which has recently returned to service on the IOMSR following axlebox and other associated work, will also be 'on tour' and is expected to be running on the MER during the eight-day extravaganza.

The Douglas Bay Horse Tramway will also be involved, with further details and events for the festival set to be confirmed in due course.

GCR's managing director to depart

A REVIEW of the senior management structure at the Great Central Railway has ended with the disappearance of the managing director position currently held by Michael Gough, it being replaced by the new role of general manager.

Michael is to leave the railway's employment shortly, but a spokesman said that no date for his departure has yet been set and neither has a successor been appointed.

A board statement said the review was carried out to ensure that the management structure is best aligned with the railway's needs over the coming years. It said that the new post is the norm for heritage railways generally, and makes for sound governance and better day-to-day management.

Close involvement

The new general manager will report to the board of the GCR plc, although not be a member themselves, and be expected to be closely involved with the day-to-day operations and be able to work well with all those involved there.

In addition, the board will become increasingly supported by sub-committees so that timely, frequent and detailed discussions can take place where necessary.

The board said it would "like to place on record its appreciation of the role played by Michael Gough during his five-year association with the railway. In particular, this period has included navigation of some two years of Covid lockdowns and their inevitable impact on the railway's operations."

Hunslet *Hastings* fails in KESR running-in trials

A RETURN to service was just in sight for Hunslet 0-6-0ST No. 15 *Hastings* – until a piston rod and crosshead coupling rod joint failure led to serious damage to the front cylinder cover and piston.

Hastings had been undergoing running-in trials with both a rake of Mk.1 and vintage carriages on the Kent & East Sussex Railway following its arrival there in late May.

However, during a final trial run on May 31, the locomotive came to a stand on the return run to Tenterden.

Repairs

A decision was therefore made to return *Hastings* to Statfold Engineering Ltd as the most expeditious means of getting the repairs done.

It is hoped that No. 15 will return to the KESR once repairs have been completed.

Brush battery trio reunited at Hythe after 102 years

By Alan Titheridge

VISITORS to the Hythe Pier Heritage Association Centenary Celebration for the Hythe Pier Railway over the weekend of July 23/24 had the first opportunity in decades to see three First World War Brush locomotives together.

Built in 1917 by Brush as battery locomotives Nos. 16302 and 16307, which have been trundling along Hythe Pier since they were introduced, were reunited with No. 16303, which is currently housed at Amberley Museum in West Sussex, for the first time since June 1920.

When Thomas Percy introduced the 2ft gauge railway to the pier in July 1922, it was operated using any two from the three he had purchased from a War Office redundant plant catalogue two years earlier, specifically for the purpose of transporting passengers in subsequently procured bespoke carriages to his ferry boats at the end of the 700-yard pier. He had paid £787 and 10 shillings for Nos. 16302, 16304, and 16307.

Railway engineer Gerald Yorke, who was engaged to get the new railway in place, recommended to Mr Percy that he should dispose of the locomotives and replace them with more modern equipment. That was in 1935, when No. 16304 was broken up for spares for the remaining two that operate to this day.

After decades of working a slate quarry in North Wales, No. 16303 found its way into private ownership in 1981. It was acquired in 1998 by Peter Smith and moved to Amberley Museum. Peter subsequently painstakingly restored it to its original configuration, running on batteries. By contrast, the Hythe locomotives had converted to operate on 250V DC from a third rail before entering service on Hythe Pier.

Hythe Pier Brush locomotive No. 16307 *Gerald York* at Hythe Pier shore station. It is named in honour of the engineer who oversaw the introduction of the pier railway between 1920 and 1922, serving as a consultant until 1949. DAVE CARSON

When the centenary celebrations were being planned a year ago, Peter was immediately excited at the prospect of the reunion.

Brute force

No. 16303 arrived at Hythe on a towed trailer during the early afternoon of Friday, July 22.

Getting the trailer into position for a direct transfer to the siding was restricted, but with precision manoeuvring by means of the trailer winch and some brute force from seconded members of the Hythe (Men's) Shed (at the pier) and Blue Funnel Ferries staff, No. 16303 was grounded just an inch or so from the sunken rails. Once railed, it was started up and driven beyond the points for subsequent access to the Hythe Pier shore station.

The uniqueness of bringing together the trio for the first time in 102 years generated excitement among the organisers, those who had been involved with the unloading, and the passers-by who were witnessing something really special.

The following day, Peter and his son James, both dressed in bib and braces, spoke with the many hundreds of visitors keen to share the occasion.

Peter said: "What an honour it was for Brush No. 16303 to be invited to be part of the celebration of 100 years of electric traction on Hythe Pier – such a wonderful day made only the better by an incredible band of dedicated volunteers. Sibling locomotives reunited after 102 years!"

A very happy birthday

As the railway was in full operational mode throughout the day, giving free rides to visitors as well as transporting the ferry traffic to the boats at the end of Hythe Pier from a temporary platform 50 yards seaward from the regular platform owing to work being carried out at the station end of the track, with the third rail shut down No. 16303 was able to be battery-operated on the temporarily decommissioned section. Visitors, including New Forest East MP Dr Julian Lewis, were able to take its controls.

A short ceremony was conducted at noon by HPHA chairman Anthony Smith, during which No. 16307 arrived and was brought to a standstill no more than an inch from its visiting sibling.

A birthday cake was cut to a rendition of 'Happy Birthday.'

Long-lost sisters reunited: Hythe Pier Brush No. 16307 and Amberley Museum-based No. 16303 just four yards – but 102 years – apart. ANNE DRUMMOND

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Class 55 Deltic No 55019 *Royal Highland Fusilier* is unloaded at Toddington on July 19 in readiness for the Gloucestershire Warwickshire Railway's July 29-31 diesel gala. While Deltics were the mainstay of express services on the East Coast Main Line between King's Cross and Edinburgh from 1961 to 1981, this is the first time in history that one has worked over any part of the former Stratford-upon-Avon to Cheltenham line. JACK BOSKETT

Campaigner saves Bridge 234 number plate at auction

By Robin Jones

CAMPAIGNERS who lost their battle to keep the Midland & Great Northern Joint Railway's Victorian Bridge 234 in Bourne, Lincolnshire, from being demolished are celebrating after a key artefact from it was saved.

Barrister and campaign supporter Marc Maitland – who lives in Rippingale station which served the GNR's Bourne to Sleaford line and who has been establishing a by-invitation-only visitor centre in the goods shed, as highlighted in issue 288 – was delighted to see by chance one of the original metal number plates from the classic three-arch overbridge bridge listed in Talisman Auctions' sale at Newark-on-Trent on July 2.

He attended the auction, where his £260 bid plus 15% commission and VAT for the number plate was successful. It will now take pride of place in his visitor centre, which includes an OO gauge model of Bourne station and a representation of Bridge 234.

Sad farewell

Meanwhile, local people saddened by the imminent loss of the bridge as part of their town's heritage took part in a peaceful farewell march to a public vantage point near the site on the evening of Friday, July 22.

About 30 people marched from the Red Hall in Bourne, the Elizabethan mansion that the Bourne & Essendine Railway decided not to demolish when it opened its line to the market town in 1860 and co-opted it as the ticket office instead.

They walked along public footpaths through new housing estates including those at Elsea Park, where Bridge 234 now stands isolated in the middle of Abbey View, a new 373-home development under construction by Bellway Homes Ltd (Eastern Counties).

The march ended in Musselburgh Way, in front of locked steel security barriers across a road leading into the construction site, but which afforded views of the bridge through its railings.

As reported is issue 294, in late May the Planning Inspectorate upheld an appeal by Bellway against South Kesteven District Council's planning committee's decision on September 16 last year to refuse permission for a 'pocket park' and children's play area on the site of the bridge, on the grounds that the plans did not go far enough to recognise the heritage of the site

The councillors had voted 8-1 against the advice of a planning officer to approve the scheme.

Gateway to Bourne

Since it was built in 1892, Bridge 234 had served as a landmark gateway to Bourne for rail passengers, many of whom were travelling from the East Midlands to the Norfolk coast for summer holidays. The closure of Bourne station to passengers on March 2, 1959, along with the line from Saxby to King's Lynn, marked the first time that BR had closed a complete system, that of the M&GNJR, as opposed to individual lines, and sent ominous reverberations through the UK rail industry about worse to follow. Following the piecemeal demolition of all other significant, publicly-accessible railway-built structures in town, Bourne History Group has for five years spearheaded moves to save Bridge 234. Group's founder Steve Guilliari who took part in the march, said: "'It was a good turnout. For a good few, this was their first time seeing the bridge, which is something they will cherish forever.

"I sincerely want to thank everyone for their continuous and unwavering support.'

As *Heritage Railway* closed for press, Bridge 234 was still standing. However, Bellway staff have said that it will be taken down brick by brick, possibly in August, with the bricks sent to be cleaned and reused to create a piazza in the proposed pocket park, for which the firm now has full permission.

The end of the road: the July 22 farewell march to a public vantage point from where Bourne's Bridge 234 can be seen (in the background) behind security barriers. BOURNE HISTORY GROUP **Inset: The number plate from Bourne's Bridge 234.**

Churchward County boiler is moved to Tyseley Works

ANOTHER milestone in the construction of GWR 4-4-0 No. 3840 *County of Montgomery* was reached over July 4/5 when its boiler and 3500-gallon tender chassis moved from Didcot Railway Centre to Tyseley Locomotive Works, where the new Churchward County is being constructed.

Both the boiler and tender have been donated to the Churchward County Trust by the Great Western Society, which removed the Standard No. 4 boiler from donor GWR 2-8-0T No. 5227 just a few days before the transfer. A preliminary boiler inspection is expected to take place in due course, but early indications are encouraging.

The trust is seeking volunteers to get involved with the project in a hands-on way, to clean the boiler and tender and undertake lighter engineering work on site at Tyseley. Contact David Bradshaw on bradshaw.md@gmx.com

The boiler for the new Churchward County arriving at Tyseley Locomotive Works on July 5. KEITH CAINEY/CCT

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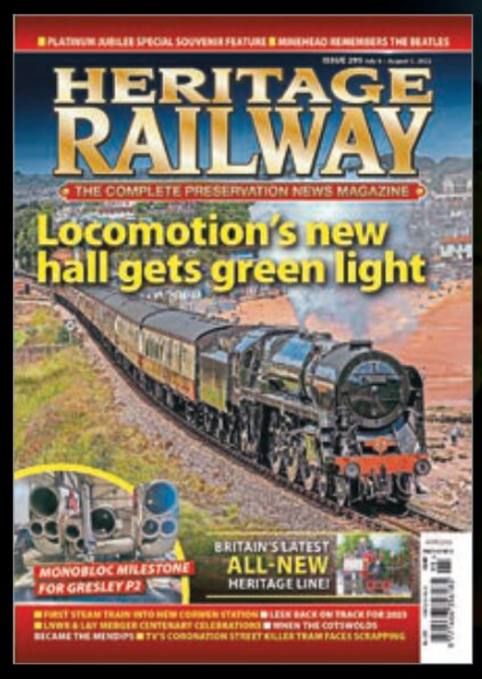

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Carrying a headboard commemorating the end of steam on the Southern Region on July 9, the exact 55th anniversary, Bulleid Battle of Britain Pacific No. 34072 *257 Squadron* heads north of medieval Corfe Castle on the Swanage Railway.
ANDREW PM WRIGHT

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Steam fans flock to railway museum for the best of British engineering

By Geoff Courtney

Giant of the track: Garratt Class AD60 No. 6029 makes light work of its shuttle train during NSW Rail Museum's annual Festival of Steam on June 25/26. The giant 4-8-4+4-8-4, built by Beyer Peacock of Manchester in 1953, has been described by a leading Australian railway engineer as "one of the best examples of British railway engineering." THNSW/STEVE BURROWS

THOUSANDS of steam fans, families and photographers flocked to Australia's leading railway museum to see three UK-built locomotives, including a massive 4-8-4+4-8-4 Garratt, star in a spectacular two-day gala.

The annual Festival of Steam was held at New South Wales Rail Museum at Thirlmere, 55 miles south-west of the state capital Sydney, over the weekend of June 25/26. A record 8500 visitors came through the doors to savour the sight and sound of six steam locomotives in action, including the British trio of Beyer-Garratt No. 6029, another Beyer engine, veteran 4-6-0 No. 3265, and Hunslet 2-6-0 No. 2705.

Steam shuttle services operated from the museum to neighbouring Picton and Buxton, and other highlights included a vintage car display, street parade, market stalls, and tours of the museum itself. NSW minister for Transport David Elliott was among the visitors, and the event attracted wide media coverage, including one state television channel filming from a helicopter.

David Bennett, head of engagement at Transport Heritage NSW, which manages the museum and its large collection of operational and display steam, diesel and other rolling stock, told *Heritage Railway*: "No fewer than 8500 people visited the festival over the two days, beating the previous record attendance by thousands. It was a just reward for our volunteers, who worked 1400 hours across 155 shifts in the two days."

Comments tweeted by some of those who attended included: "A huge shout-out to all the volunteers who made the event so successful," and "thank you to all the team and volunteers for keeping these magical machines alive and well. The sound of these engines and whistles never gets old… love it."

One Thirlmere resident enthused: "All I could hear was loud steam train whistles all weekend. We had people parked all around in their cars and it was difficult to get out of our suburb, but how fantastic it was. So great for the museum, the community, and so many happy smiling faces."

Admiring fans

Of the British locomotives at the core of the festival, Beyer-Garratt No. 6029, which boasts a tractive effort of 63,016lb-ft, drew many admiring fans. This AD60 class, 109ft-long, 264-ton giant was built in Manchester in 1953 for NSW Government Railways and after 18 years working heavy coal trains was saved for preservation following withdrawal in 1972.

In May this year the locomotive – the largest and most powerful operational UK-built steam engine in world preservation and once described by a leading Australian railway engineer as "one of the best examples of British railway engineering" – was bought by the NSW state government from a private syndicate for a reported £85,000 and added to the museum's fleet.

No. 3265 was outshopped by Beyer Peacock in 1901 (works No. 4221), entered service with NSWGR in January the following year as P6 class No. P584, and was subsequently named *Hunter*. After reclassification to C32 in 1924, it was renumbered 3265 and withdrawn for preservation in October 1968 with nearly 1.85 million miles on the clock.

The 4-6-0 class was one of the most successful in Australia's steam history and became the backbone of the state's passenger fleet, with 191 being built up to 1911 and most surviving into the 1960s.

No. 2705 was a 2-6-0 built by Hunslet of Leeds in 1913 (works No. 1115) for the NSW Department of Public Works and entered traffic as PWD5, but in 1917 became NSWGR G1204 class No.1208, only to be renumbered again to 2705 when the class changed to Z27 in 1924. Withdrawals started in 1957, but No. 2705 avoided being cut up and entered preservation in the early 1960s.

Due to the pandemic, bush fires, and severe weather, this was the first Thirlmere Festival of Steam, which is a major annual highlight for many steam enthusiasts down under, for three years, and the first in which THNSW has worked in tandem with the local council, its previous partner being Picton Rotary Club.

"Now this 2022 event has been successfully delivered, the council has indicated it wishes to continue the partnership," said Mr Bennett.

"This will no doubt ensure that it continues to be enjoyed by the community and visitors for generations to come."

Those were the days: In a scene that could be a British locomotive depot in the 1950s, No. 2705, a 2-6-0 built by Hunslet Engine Co. of Leeds in 1913, shares space in NSW Rail Museum's shed yard at Thirlmere over the weekend of June 25/26 with Class C36 4-6-0 No. 3642 and streamlined Class C38 Pacific No. 3801, both of which were built by Clyde Engineering of Sydney in 1926 and 1943 respectively. THNSW/STEVE BURROWS

Smoke screen: 4-6-0 No. 3265, built by Beyer Peacock of Manchester in 1901, makes its presence felt in the NSW Rail Museum's shed yard at Thirlmere during the annual Festival of Steam. THNSW/STEVE BURROWS

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Talyllyn looks to the future with major developments

By Owen Hayward

Changing sight: The Pendre north shed (left) will be demolished and replaced by a new single-road dedicated restoration and overhaul workshop shed. On the right, the original locomotive shed and south shed (behind the wooden doors) will become more for daily servicing and light running repair work. NATHAN SPENCE

MAJOR development and building works are planned for the Talyllyn Railway in the coming few years, with the first phase of the proposals set to commence this November.

As part of its plan to remove the original Victorian-era coaches from regular passenger service (thereby preserving the materials and frames that remain on them) a new shed – which will be termed the Heritage Shed – is set to be constructed at Tywyn Wharf station, with the foundations due to be laid this winter and construction completed next year.

The building will also be used to store some of the out-of-use rolling wagons and carriages while offering better access to them for the public and provide better interpretation. It will also provide a dry covered space for events such as the annual beer festivals or potential model railway shows.

Once this first phase is completed, attention will then focus on the redevelopment and improvement of the Pendre site, the TR's main shed and engineering hub. At present, running locomotives and rolling stock share shed space with overhaul and repair projects in the original engine shed and the two carriage sheds (north and south). The new plans will segregate these to improve working conditions.

The existing dual-road north shed will first be demolished and replaced with a single-track building to cater for the locomotive and vehicle overhaul in a dedicated working space, with all equipment and materials in close proximity. A machine shop will be constructed on the north side, with improved welfare facilities and an office.

Old orchard, new shed

On the west side of the site, the TR has acquired a former orchard plot which will be cleared and levelled for a new west shed to be built on it. This will include a storage road for a running rake, complete with a full-length inspection pit to improve maintenance access. On the side of this will also be a dedicated carriage repair and wheeldrop road.

The paint shop will be relocated from west shed to another extension within this new facility. The space vacated in south shed will then be opened up for more operational carriage storage.

The 1867 engine shed and wooden 'south shed' extension off this will then be freed up to focus more on daily and light running repair jobs.

A light refurbishment will retain the character of the structure, with a visitor 'experience' reception at the east end enabling that too to be interpreted better, along the lines of a working museum, with improved access in and around it potentially opening up the option of guided tours.

Meanwhile, back at Wharf, other changes are also on the agenda for the main station building and volunteer accommodation.

To the south of the main station site is the late Edward Thomas' former house, Trefri, which the TR purchased several years ago. Recognising the need for additional and more flexible volunteer accommodation, this is set to be partially turned into additional rooms to compliment the current Llechfan hostel sited opposite the main station building and will include an accessible room for non-ambulatory volunteers.

The second phase of this particular project will see office space created, which will relocate the main railway office out of the top floor of the station building. In its place, it is envisioned that a new entrance, booking office and shop will be created, bringing those up to street level from their current position at platform level.

The current ticket office will then become a much roomier space for the railway's control staff to use, with the shop space being considered for use as either an extension of the café or as a function/meeting room space.

"An awful lot of this work is dependent on external grants," said general manager Stuart Williams. "The current spiralling increases in costs is a worry, and the value of any grant awarded will decrease quickly in relation to these."

A submission has been made to the National Lottery Heritage Fund, for which the TR expects to hear back from in September.

It goes without saying that the target date to complete this work is therefore in a constant state of flux, though it is hoped to at least complete the Pendre development by about 2025.

Heritage project

Meanwhile, following completion of the Ty Dwr watering point, the heritage group is looking at its next project – the reconstruction of the Abergynolwyn village incline winding house, which has been selected following the TR becoming part of a UNESCO World Heritage site.

The original building was demolished in 1968 to allow for the extension to Nant Gwernol to be opened, which required some slewing of the track to ease curves for passenger services to run. The original cable drum still remains at the site and will be restored as part of project, which will improve understanding of how wagons were transferred from the quarry above to the line and village below.

The original Abergynolwyn village incline drum can still be seen from passing trains where the building once stood. It will be restored and refitted as part of the reconstruction of this lost piece of history. NATHAN SPENCE

Exbury Gardens marks 21st birthday with new foreman and visitor surge

By Robin Jones

Dave Giles at the controls of Exmoor Steam Railway-built 2-6-0 *Mariloo* in the American Garden. EXBURY

MODEL engineering enthusiast Dave Giles has just landed his dream job – as the new railway foreman at Exbury Gardens.

The Exbury Gardens Steam Railway is marking its 21st birthday this year with exceptional passenger figures. With Exbury's 200 acres already seeing the best spring flowering season in living memory, a bumper number of visitors have passed through its gates, most of who are now taking a ride on the railway that runs through the leafy Summer Lane Garden.

Dave, from Blackfield, near Fawley, Southampton, ran his own business for 33 years and was involved in model engineering in his spare time. Thanks to his new day job, he is now handling engines of a slightly larger scale at the 12¼in gauge New Forest railway.

"This is a bit of a dream job for me," he said. "I'd helped on the railway on and off over the years and to be appointed foreman is brilliant.

"It's great to see how happy visitors of all ages are when they ride on the train. Steam trains just make people smile.

"We also give them a short history of the gardens during the journey, so visitors learn interesting facts and anecdotes about Exbury, and when they get off the train they always tell us how friendly and knowledgeable the staff are."

Exbury Gardens' head of operations Robin Savill said: "Visitors love getting the chance to experience the sights and sounds of a working steam railway and it's wonderful that after 21 years it's proving more popular than ever."

The railway has three engines and 10 carriages, all named after members of the Rothschild family. Trains run from Exbury Central station, a replica of Aviemore station in Scotland, and pass through a curved tunnel modelled on the famous Gothic folly, the Clayton Tunnel, in West Sussex. The railway is dog-friendly, so well-behaved dogs on short leads can ride in a carriage with their owners.

The line was the brainchild of the late Leo de Rothschild, who was passionate about railways. He oversaw its construction and tightened the last coach screw on the track on August 3, 2001. Steam engine trials were then carried out and in May 2002, on Leo's 75th birthday, the railway was officially launched.

It proved such a success that in 2017 it was extended from 1¼ miles to 1½ miles.

Steam railway events for 2022 include a Halloween Ghost Train from October 24-30 and Christmas weekends in December.

Summer of steam – trains are back at Foxfield

AFTER an extended period of closure for track maintenance, trains started running once more on the Foxfield Railway in Stoke-on-Trent.

The railway fully reopened on July 17 and is now operating on Wednesdays and Sundays throughout the school holidays, with special services including the operation of the heritage Knotty Train and Afternoon Tea trains, and special events including a Dinosaur Academy and Classic Vehicle Rally forming part of the calendar for the remainder of 2022.

Kerr Stuart 0-4-0ST No. 4388 of 1926 has also returned to service following the completion of its restoration by Jack Dibnah. It underwent its first test runs on July 9 and is set to star at the railway's Made in Stoke event, which (as reported in *HR* 294) will celebrate North Staffordshire's railway history.

The event will give particular focus to the Kerr Stuart locomotive builders, who were also based in Stoke-on-Trent. Volunteers in period costume will enhance the atmosphere of the event, which will see the heritage Knotty Train operating on an hourly service with two steam locomotives working turn-and-turn-about.

The first purpose-built standard gauge diesel locomotive – 6Wdm No. 4421 *Rom River* of 1929, also built by Kerr Stuart – will also be in operation.

To book tickets for the event, or for more information about the line, visit www.foxfieldrailway.co.uk

Back in steam after 23 years is Kerr Stuart 0-4-0ST No. 4388 of 1926. It will appear at the September Made in Stoke celebration event. JOHN EASTWOOD/FR

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Trains running again at County School!

By Robin Jones

TRAIN rides are being offered at the Mid-Norfolk Railway's isolated County School outpost every Sunday until the end of August.

In 2019, the MNR entered an agreement with the North Norfolk Model Engineering Club, which was looking to relocate its miniature railway from the North Norfolk Railway's Holt terminus.

The end result is the Wensum Valley Miniature Railway, which runs on dual 3½in and 5in gauge track.

Club chairman Gordon Ford said: "We are grateful to the NNR for giving us a home for 17 years, but we are all excited as we begin a new chapter in our story here at County School station. The move was agreed in 2019 but we paused the project during the Covid-19 pandemic until last year, when work could begin.

"Members are all looking forward to once again being able to run our trains and begin a regular passenger service here at County School."

The MNR's County School stationmaster, Richard Cullen, said: "It will be a while yet before the MNR is able to run trains from Dereham to County School station, but while we wait for that day to arrive, lots of work is being done here to create an attraction worthy of a visit.

"The way we have planned this track means that it will not interfere with the full-sized track when that is eventually laid. As from now therefore we have another attraction to add to the popular nature walks, museum, and cafe we already run here."

A passenger train on the new Wensum Valley Miniature Railway. MNR

Opened in 1886, County School station closed to freight on July 13, 1964 and to passengers on October 5 that year. It is now the northerly end of the MNR-owned trackbed and its cafe and museum are open, weather permitting, from noon to 3pm on Fridays, Saturdays, and Sundays until September. MNR working members meet on Wednesdays and Sundays to maintain facilities and prepare for the eventual reinstatement of the line south to North Elmham that will allow a regular service to once again run. Volunteers are invited; more details can be found at www.midnorfolkrailway.co.uk/volunteering

The NNMEC holds regular meeting at High Kelling village hall on the first Friday of the month, and has a working party at County School on most Thursdays and when not running on Sundays as well. More details can be found on the club's Facebook page.

Morwellham Quay's mine tramway resumes running

THE 2ft gauge mine tramway at Devon's Morwellham Quay museum is set to resume passenger services after a long break due to the coronavirus pandemic.

Opened in 1718, the George and Charlotte copper mines, named in 1760 when George II and his consort Charlotte ascended the throne, were near the thriving River Tamar port of Morwellham Quay.

Founded by the monks of nearby Tavistock Abbey, Morwellham Quay was once the busiest copper port in Queen Victoria's empire. It went into decline and at the start of the 20th century, when the mines were abandoned and the village became derelict.

The Morwellham Quay and Tamar Valley Trust opened the Living History Museum in the 1970s. It was decided to construct a tramway ride into the deep adit, and its shafts and the tunnel needed to be increased in size to accommodate the train.

In the 1980s, fresh tunnelling created a new exit so that the ride formed a loop with passengers enjoying views of the Tamar on the return of the 40-minute journey.

However, visitor numbers dwindled from 150,000 to 50,000 and in 2009 the museum closed after it ran into financial difficulties and was offered for sale for £1.1 million. It was purchased and saved by Simon and Valerie Lister, who have since invested considerably in improvements to the museum, both financially and in terms of time and labour.

Joint museum owner Simon Lister continues the educational aspect of the tramway ride as passengers enjoy the sweeping views over the River Tamar and the mining landscape that straddles the boundary between Devon and Cornwall. JAMES HAMILTON

The couple received a grant aid package which specified that it must be used for the tramway.

During the period of closure, improvements have accordingly been made to the ride experience and the rolling stock storage facilities. Contractors completed their work in June this year.

The tramway has been running already this year to test the improved sounds and visuals of the experience. It was hoped to have it fully reopen in time for the school summer holidays.

The modern rolling stock comprised battery locomotives built by Alan Keef Ltd of Ross on Wye. No.67 of 2002 and No. 111 of 2021 top-and-tail the cage carriages.

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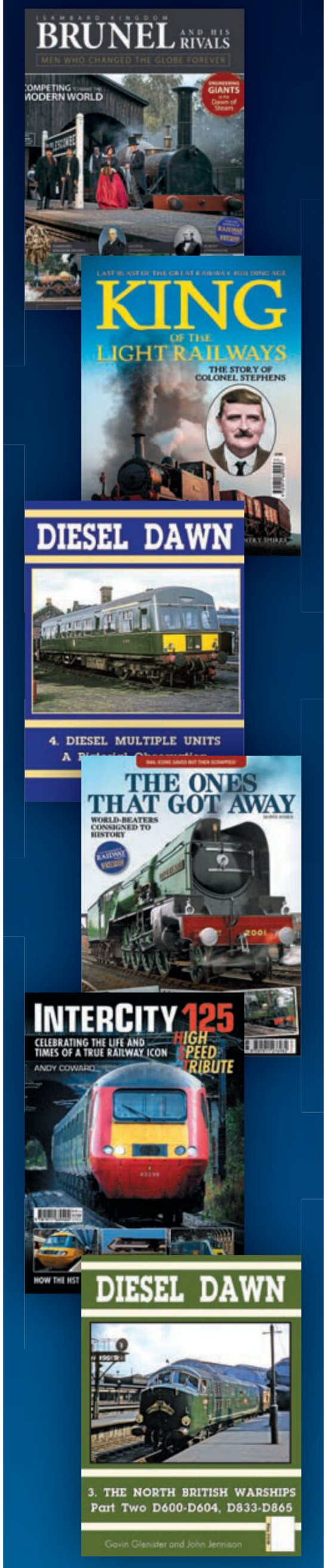

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Alan Keef open day to return after four years

ENGINERING firm Alan Keef Ltd is to mark its 50th anniversary by holding a special open day at its Ross-on-Wye works on Saturday, September 24.

The event is set to see the first public test steaming of the new-build Corris Railway No.10 *Falcon* 0-4-2T (see separate story, News, page 27) and De Winton replica 0-4-0VBT *Taffy*, built by Keef in 1990, in steam for the first time in more than 12 years.

The firm held its last steam-up four years ago, the last two open days being cancelled because of the Covid-19 pandemic.

Also in steam will be Bagnall 0-4-0ST *Woto,* while Graham Morris will be bringing his Kerr Stuart 0-4-0ST *Peter Pan* from the Leighton Buzzard Railway.

Both of the extensively restored carriages from the derelict Dalmunzie estate railway in Scotland that were acquired by the firm along with the locomotive in 2016 will be in use.

Also visiting will be *The Trotter of Coleford*, a one-ton steam roller that attended the last event in 2018.

A walk-through-time display of five decades of Alan Keef Ltd will form a central point of the open day, the firm's 30th, offering a fascinating insight into the company's history.

The event will run from 11am to 4.30pm. Admission is £7.50 for adults and £3 for children. Money raised will go towards Lea's village church.

Clan *Hengist* progress on public view

THE Standard Steam Locomotive Company, builder of new Clan Pacific No. 72010 *Hengist*, is to hold a public open day at the premises of CTL Seal, in Butterthwaite Lane, Sheffield, from 9am to 4pm on September 17.

Visitors will be able to inspect *Hengist*'s frames including the newly-riveted front buffer beam, and progress on the front bogie. Tours of the works in the afternoon will be offered subject to guides being available.

Admission is £3 or free for members of the B17 Project.

To the rescue following Crich Village shutdown

By Hugh Dougherty

From left to right are: Crich Tramway Village general manager Dr Mike Galer; Phillip Terry, from Nottingham Trams Limited; Graeme Wigglesworth, engineering manager at Crich Tramway Village; Trevor Stocker, head of operations at NTL; and Glenn Oakes, from NTL. One of the new masts can be seen behind the tram, Blackpool 167. CRICH TRAMWAY VILLAGE

NOTTINGHAM Trams Limited and railway maintenance contractor Pod-Trak came to the rescue of Crich Tramway Village to replace two corroded traction poles, allowing the tram service to restart on Saturday, July 2 following a seven-week closure.

As reported last issue, following a visit on May 17, Office of Rail and Road inspectors condemned the depot fan area poles and ordered an immediate shutdown. The move followed several weeks during which trams have been restricted to 4mph because of overhead line concerns.

Two traction poles, which hold up the overhead line in the depot area, had become corroded and were deemed to be a safety risk, hence the tram depots, main exhibition hall, and children's soft play area were cordoned off.

Nottingham Trams Limited donated the two modern traction poles, complete with all necessary paperwork, to allow Pod-Trak Limited to install them.

Pod-Trak, which has previously carried out renewal work for Seaton Tramway and Heaton Park Tramway, said it was delighted to be involved in getting the popular heritage attraction back on track. Overhead line engineering construction manager John McAlinden said: "I personally supervised the work and it was a real privilege to be involved in combining the modern with the vintage to get the trams running again at this superb working museum.

"As part of the £25,000 contract, we replaced the original poles with modern ones that are bolted down on to a concrete base; the original poles were, as was the custom in first-generation tramways, simply put into a pre-dug hole and concreted in.

"Today's poles are much stronger. We did everything we could to help the new poles blend in by painting them green, and the museum even came up with heritage finials to complete the picture. The clamps and fittings are, of course, modern, but the overall effect blends in well. Crucially, the new poles allow the museum to start running trams again."

Crich Tramway Village's general manager, Dr Mike Galer, said: "We are very grateful to Nottingham Trams Limited and we are now offering all NET employees free museum admission to say thanks.

"We have some NET staff members who already volunteer with us and enjoy an excellent relationship with our 21st century tramway near-neighbour.

"Pod-Trak was fantastic and came as soon as it could, completing the job to our entire satisfaction. We have had one or two adverse remarks about the modern traction poles but without them the museum would not be running.

"We hope to make up for lost revenue over the summer, especially as Pod-Trak completed the work to ensure we would be open for the main holiday season. Trams are now operating at normal line speed and we have provided the ORR with full documentation, including Pod-Trak signing off the job."

Dr Galer added that the museum is now instituting a full survey of each one of its 67 traction poles on its running line and will be mapping out a rolling replacement programme over five and 10-year periods.

"The lesson in all of this, and it applies to heritage railways too, is that we need to future-proof our assets by recognising that materials which may, in some cases, be 60 or 70 years old, and well-used before we obtained them, do have limited life spans," he said.

"We must be able to demonstrate that we have robust assessment and replacement regimes in place.

"It's about running in the 21st century with 20th century and even 19th century equipment and rolling stock, but recognising that today's inspection standards are much more process-driven than in the past, and complying with that level of scrutiny."

Full details of Crich's summer opening and special events are online at www.tramway.co.uk

Left: Pod-Trak overhead line engineers use modern plant machinery to tension wires around the newly-installed traction poles. CRICH TRAMWAY VILLAGE

Right: Trams are now running again at Crich, as seen on July 14. DR MIKE GALER

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The first few movements of No. 4277 around Churston, as seen on June 28. GEORGE WAKELY/DSR

No. 4277 back in steam after overhaul

By Robin Jones

GWR 2-8-0 No. 4277 has steamed again following an extensive overhaul at Churston Works on the Dartmouth Steam Railway.

The boiler certificate expired in February 2018 and the locomotive was taken out of service after running at the Churnet Valley Railway gala that month. The boiler returned from specialist repairer Riley & Son Ltd in Heywood on May 19 following a major overhaul that included the renewal of the boiler barrel sections, front tubeplate, throatplate, doorplate and both side sheets.

It had already been hydraulics tested and steamed several times at Riley but having been transported and to satisfy DSR staff, the boiler was placed onto a wagon for another steam test before they commenced the final assembly, when it would have been too late to access much of the boiler should a fault appear.

The rest of the locomotive already had an equally extensive overhaul carried out in-house at Churston.

The frames had been ready to accept the return of the boiler so the opportunity was taken to fully paint the tanks, cladding and cab roof prior to final assembly with the aim of making this last process as slick as possible – and this work paid off, with the locomotive complete and steaming in just a month after the boiler returned.

No. 4277 was built at Swindon in 1920 and spent most of its working life in South Wales on freight trains. It was withdrawn in 1964 from Aberbeeg Shed after 44 years of service.

It was rescued from Barry scrapyard in 1986 and restored to steam over 10 years by Pete Best, before being acquired by the DSR in 2008 and named *Hercules*, outshopped in authentic early BR black livery, initially without its heritage-era nameplates.

Initial reports from running-in trials were very good, with No. 4277 clocking up the miles and proving that all is well before being returned to regular service for the peak season.

Above: The Churston team applying the final touches with the paint brushes. ART SPICER/DSR

Right: A Herculean effort completed, the very proud Churston restoration team stand in front of No. 4277. JEM SPICER/DSR

Take a trip back in time on the Watercress Line

THE Mid-Hants Railway will celebrate the 1950s and 1960s during this year's August 27-29 bank holiday weekend with a programme featuring jive dancing and live music, traditional fete fun, vintage vehicle displays and more.

Highlights include performances by singer Stephanie Belle and the Super Jets and Miss Holiday Swing at Ropley, with dancing from That's Jive at Alresford.

Visitors are encouraged to dress in period costume and soak up the atmosphere as they experience the thrill of steam locomotives running throughout the weekend. There will be unlimited train rides, and passengers can hop on and off to explore all four heritage stations.

The Railway Museum at Alresford will have a collection of vintage toys on show.

Tickets can be booked at https://watercressline.co.uk/50s-60s-weekend/

Vandals attack Bo'ness station

POLICE are hunting vandals who smashed windows in a 1959-built Mk.1 carriage and Bo'ness station on the Bo'ness & Kinneil Railway.

The railway said that it has good quality CCTV footage of the incident on June 29.

Amanda Kilburn, business development director at the Scottish Railway Preservation Society, said: "We are all really sad about this needless vandalism.

"So many hours of mainly volunteer labour have got us to where we are today."

An appeal for donations towards the cost of repairing the damage has been set up. Contribute online at https://cafdonate.cafonline.org/20941#!/DonationDetails

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GREAT RATES – SEE PAGE 30

IN BRIEF

➜ **BARCLAY 0-4-0ST No. 1398 of 1915 *Lord Fisher* bowed out of service after 10 years at the Yeovil Railway Centre's July 17 gala.**

➜ JULY saw the official unveiling by the Mayor of Crewe, Coun Nan Walton, of the Transport Trust's Red Wheel plaque outside the North Junction Signalbox entrance at Crewe Heritage Centre, recognising the last remaining section of the 18in gauge tramway that once transported materials around Crewe Works.

➜ **POLICE were investigating an incident in which a group of youths aged 13-17 danced on the tracks in front of an oncoming diesel-hauled passenger train on Chasewater Railway on July 9 before verbally abusing a volunteer who asked them to move on.**

➜ A PANEL of personalities will be coming to Swindon's STEAM Museum to record an episode of BBC Radio 4's Any Questions programme on August 12. Members of the audience will be able to ask questions submitted in advance during the live broadcast between 8pm and 9pm.

➜ **THE Ffestiniog and Welsh Highland Railway is looking for a Welsh-speaking part-time work placement officer to support the skills strand of the Interpretation & Boston Lodge Project, supporting three trainees within the project, organising work placements for the project and within the wider organisation, and developing and maintaining training plans. More details are at https://nlhfproject.festrail.co.uk and applications should be sent to nlhfapplications@ffwhr.com**

➜ ON page 86 of HR 295, we carried the wrong caption for David Gilbert's photograph of BR 9F No. 92214 *City of Leicester* and LMS Stanier 8F No. 58305 making a double-headed departure from Quorn & Woodhouse during the Great Central Railway's Platinum Jubilee Celebration on June. We regret the error.

Cambrian half centenary marked by tree planting

By Gareth Evans

Some of the early Cambrian Railways Society members with the newly-planted Holm Oak tree at Weston Wharf on July 10 – note the plaque. CHR

CAMBRIAN Heritage Railways has paid a green tribute to its 50th anniversary this year.

The first preservation group to set its sights on reviving the Oswestry branch was the Cambrian Railways Society, which was founded on July 12, 1972.

With Oswestry passenger station closing in 1966, BR was in the process of removing redundant track and buildings in the town and reducing the multiple tracks to a single line for local stone traffic through the former Cambrian Railway headquarters site.

This move prompted a group of enthusiasts to attempt to save whatever they could of the town's proud railway heritage. As with most preservation groups, membership was varied, and teachers, civil servants, local government officers, journalists, farmers, engineers, accountants, architects, business people and others answered the call. There was also a significant number of railwaymen, both serving and retired, including several locomotive men who had been transferred to the then still active nearby sheds at Croes Newydd (Wrexham) and Shrewsbury.

Saved!

The group had to move quickly and surprised even itself when sufficient money was raised in one evening to purchase the rails in the former Oswald Road coal yard and the cattle sidings before the cutting torches moved in. A tenancy of the site and two buildings, the original Oswestry and Newtown Railway goods shed and Oswestry South signalbox, was agreed, thus saving them from the bulldozer!

Work began on securing artefacts for the group's museum, acquiring locomotives and rolling stock, and building a workshop and engine shed. Having to pay a commercial rent on a prime town centre site and not being allowed to use the BR-owned main line severely restricted progress but the society was later able to purchase a second goods shed at Weston Wharf, therefore establishing both ends of today's CHR operation.

Inevitably, many of the original members are no longer with us, while others have left the area or found other interests. Those who do remain, however, felt that the golden jubilee of such an important event should not be forgotten.

This year has been significant in the development of the heritage railway, with the opening of the line from Oswestry to Weston Wharf. However, bearing in mind the suggestion from the Prince of Wales that a 'green canopy' be planted for The Queen's Platinum Jubilee, a decision was made to plant a tree to commemorate three anniversaries: her long reign, the centenary of the Grouping in which the original Cambrian Railways became part of the GWR, and the society's golden jubilee.

A group of founder members of the society, including Peter Miller, the original vice chairman, left Oswestry on the 11am train for Weston on Sunday, July 10, where they were formally welcomed by CHR secretary Jenny Pickstock.

Commemoration

A plaque was unveiled by Lionel Price, one of the event organisers, and everyone present was invited to place a shovel full of earth around the roots of the tree – a Quercus ilex (Holm Oak).

A short dedication service was led by Glyn Evans, a former CHR director and Church in Wales lay reader, before the event concluded with a buffet and the inevitable exchange of memories and funny anecdotes.

Guests were able to toast both the past and the future with the appropriately named Cambrian Gold ale brewed just yards away in the Stonehouse brewery – literally just over the fence!

Downpatrick back on track

TRAINS made a triumphal return to the Downpatrick & County Down Railway, Ireland's only 5ft 3in gauge heritage line, on Saturday, July 16. The line's Northern Ireland Railways 450 Class railcar set operated the first services in two-and-a-half years, a gap caused by Covid-19, delayed maintenance, and an ongoing dispute with Newry, Mourne and Down Council which is preventing volunteers and passengers accessing the main station building at Downpatrick.

DCDR vice chairman Mike Beckett said: "We are delighted to be back running again after such a gap in operations and special days, including our Super Train, and Jurassic Park-themed events have been sell-outs. We are running diesel only at this stage as steam engine overhauls were delayed because of the Covid shutdown and, especially, by the sad death in February of Bob Edwards, our vice president and steam engine supremo.

"We do hope, however, to have steam back in action for our Christmas Lapland Expresses later this year."

The BR Engineering-built Class 450 diesel, which starred in an episode of TV's Derry Girls earlier this year (as reported in *Heritage Railway*), will be in action every Saturday until September 3, with the possibility of the line's NIR 80 Class multiple unit also coming into service towards the end of the season.

Attempts to break the impasse with the council were continuing to allow full access to all buildings at Downpatrick station.

The first train of 2022 – and the first for two-and-a-half years – waits for the off at Downpatrick station on July 16. D&CDR

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Four traction engines attending the 47th Historic Vehicle Gathering at Powderham Castle near Exeter leave the show site late in the afternoon of July 9 to line up in a lane parallel to the main line as it runs beside the Exe estuary. The engines were there to salute the passing of 1951-built BR Standard 4-6-2 No.70000 *Britannia* with Saphos Trains' 'The English Riviera Express'. At the front of the line-up was 1899-built Burrell traction engine *Betsy*, and behind was an even older Burrell, *Billie* of 1895. JAMES HAMILTON

Glasgow Blue Train back after decades

By Robin Jones

VOLUNTEERS restoring Class 311 EMU No. 311103 at Summerlee Museum of Scottish Industrial Life have begun repainting it into Caledonian blue livery.

Class 303s and 311s were nicknamed the 'Blue Trains' due the Caledonian blue livery that the Class 303s were painted in when they were first introduced in 1960.

The name stuck even when they were painted BR blue and Strathclyde red.

By the time the class 311s were built in 1966, the Caledonian blue had been replaced with BR blue.

Therefore, no Class 311 ever carried Caledonian blue: No. 311103 carried only four liveries in main line service – BR blue, blue grey will full yellow ends, blue grey with black window surrounds, and Railtrack colours. No. 311103 will not have the yellow warning panel when repainted.

Externally, 303s and 311s looked almost identical, the only minor differences being the extra grill on the motor coach and a plate on the front end.

Painting No. 311103 Caledonian blue is not authentic for a class 311 but it will recreate the look of a Glasgow Blue train, something not seen since No. 303048 was scrapped in the late 1990s.

It is the first time since 1991 that Caledonian blue has been applied

The Class 311 EMU under restoration at Summerlee Heritage Centre at Coatbridge. JAMES FRASER/CLASS 311 GROUP

to a blue train and the first time that Caledonian blue with no yellow warning panel has been seen in public since about 1964. No. 303048 was painted in a similar manner in 1991 but the yellow warning panel was then added before it was seen in public.

Class 311 group chairman Darrel Hendrie said: "Some people may complain that 311s never carried Caledonian blue but it is the most loved livery carried by the blue trains.

"It looks visually stunning; it is the livery that gave them their name. It's the only way to see the livery in 2022. Most of the visitors to the museum won't know the difference, though obviously enthusiasts will.

"However at the end of the day it's only paint – it doesn't have to be permanent – and at least it's almost authentic. Just enjoy the sight of a Caledonian blue train for the first time in many years.

"For the last few years we have been doing a lot of work on the inside of the train which has not been obvious from the outside. This repaint will help show that the unit has a long term future and it is being cared for. We do still have a lot of hard work ahead of us."

➜ **Anyone who wishes to become involved with the group is invited to visit www.facebook.com/bluetrain311/**

Kayaks bring Manx Electric trams to a stop

WATER transport brought the Manx Electric Railway grinding to a halt.

On July 20, a road recovery vehicle carrying a Land Rover with several kayaks stacked high was believed to have brought down several overhead power lines and poles between in Baldrine.

Isle of Man Transport closed the line between Derby Castle in Douglas and Laxey while its engineering team assessed the work needed to reinstate the power lines and poles. A shuttle bus was laid on to cover the closed section of line.

Meanwhile, timetabled services between Laxey and Ramsey continued, and Snaefell Mountain Railway services were unaffected.

However, the next night, more than 200 yards of the power cables were stolen after being left by the roadside between Liverpool Arms and Baldrine. Police were investigating.

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2 EPB EMU No. 5759 and Class 33 No. 33111 at Alresford. STEPHEN MORLEY

MLVs Nos. 68001 and 68002, Class 66 No. 66415 *You Are Never Alone* and D3462 at Alresford. STEPHEN MORLEY

The diesel gala that turned into a battery-powered one!

By Owen Hayward

IT WAS advertised as a diesel gala, but it was battery electric traction that stole the show at the Mid Hants Railway over the weekend of July 15-17.

A lack of available guest locomotives for various reasons, combined with the failure of resident Class 50 No. 50027 *Lion*, threatened the event's usual success.

Home fleet locomotives in the forms of Class 47 No. 47579 *James Nightall GC*, Class 20s D8059 and D8188 working in tandem, and shunters Class 08 D3462 and No. 08288 *Phoenix*, and Class 11 No. 12082 looked like they would have their work cut out for them.

The first guests secured were something unusual – Class 419 motor luggage vans Nos. 9001 and 9002, along with BR Class 416 2EPB unit No. 5759, courtesy of the EPB Preservation Group.

Unexpected star

These went on to steal the show, with the set running trips under power from the MLVs up the Arlesford station headshunt in the early afternoon before an afternoon jaunt to Alton aided by another visitor – Class 33 No. 33111 courtesy of the 33/1 Preservation Group and making its first visit away from the Swanage Railway in 14 years.

The set returned to Medstead & Four Marks station before No. 33111 detached, allowing the MLVs and 2EPB to return to Alresford again under power from the MLVs.

The weekend was the first since 2015 that unit No. 5759 had carried passengers, having been stored at Southall since and last making a public appearance at the Ramsgate open day in June 2019.

In addition to the 2EPB, London Transport's 4TC Class 438 unit was also hired in for the event.

As well as running with the Class 33 for a trip, it spent the majority of the event paired with Class 66 No. 66415 *You Are Never Alone* which was visiting from Freightliner and named in partnership with the Samaritans. The gala was its first ever passenger-carrying allocation, with the 'Shed' usually confined to main line freight duties, though some have operated on heritage lines before.

The resident three shunting locomotives each ran a return brake van shuttle between Alresford and Ropley, where in addition to *Lion*, two West Coast Railways Class 33s were on show in the yard, having stabled there after towing in either the 4TC or MLV and 2EPB units from West Ruislip or Southall depots respectively.

Lion was open for cab visits, with the sales stand attending to fundraise for the repairs of the main generator.

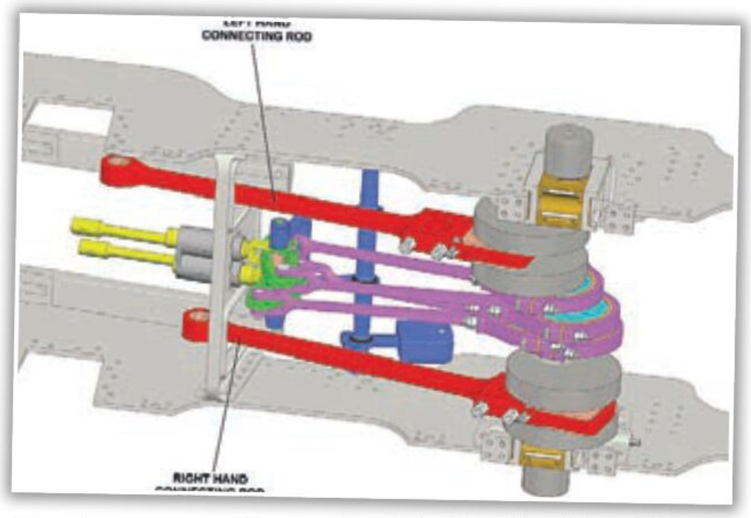
Ale options

On both the Friday and Saturday evenings, the MHR's 'Barn Owl' also returned to Ropley with real ales and cider available from the station's Beer Junction outlet and trains running into the evening.

The timing of the event worked out well, with the gloriously hot and sunny weather curtailing steam services on other railways across the same weekend.

A lull in the intensive Mid-Hants Railway diesel gala on July 15 found this quiet Southern cameo. Powered by Class 419 Motor Luggage Van No. 68001, 2EPB EMU No. 5759 arrives at Alresford on a passenger working from the western direction seemingly forming an arrival from Winchester. The EPB Preservation Group's rolling stock had a rare spell of passenger usage at the event away from their usual private base at Southall. Utilising MLV battery traction, the opportunity had been taken between timetabled trains to run a 'rare track' working west from Alresford to the sidings headshunt and back. DAVID STAINES

Daniela Filova measuring the new G5's cylinder studs. CGLCL



The two connecting rods subject of the Class G5 Locomotive Company Ltd appeal. CGLCL

Appeal launched to help G5 team raise £25k for connectxing rods and links

BUILDERS of new LNER G5 0-4-4T No. 1759 have launched a £25,000 appeal to cover the cost of two connecting rods and two straps to link the pistons to the crank axle.

The Get Connected appeal has the aim of asking for individual contributions of £180, either as a single payment or in instalments.

Contributions can be made as a donation or, for those giving £100 or more, taken as shares in the Class G5 Locomotive Company Ltd, which is making rapid prºgress with building the locomotive at its unit in Hackworth Industrial Park, Shildon.

Daniela Filová, the former assistant mechanical engineer of The A1 Steam Locomotive Trust, has set up a machining business in the same industrial estate, and the G5 company has commissioned her for several machining jobs.

Daniela has started the machining of the two cylinder covers and the valve chest covers, and has completed the manufacturing of a full set of studs, for when the sets of covers are fitted.

Drawings of the tanks by Alan Parkin are being reviewed and the company was looking to finalise discussions with potential suppliers before choosing a fabricator.

The eccentric sheaves drawings are complete and company secretary Tim Taylor is in discussion with potential suppliers regarding costings and lead times for the patterns and castings.

Project engineer David Elliott recently visited for a construction meeting with Tim and company chairman Mike Wood, to approve progress so far, as well as work required for the future including planning the position of the pipework while the frame is accessible.

The company holds open days on the first Saturday of each month from 10am to 1pm. It is involved with the Friends of Stockton & Darlington Railway which is organising events for the 2025 bicentenary.

➜ Details of how to support the project can be found at www.g5locomotiveltd.co.uk and at www.facebook.com/G5Loco

George back at Mid-Norfolk

Mid-Norfolk Railway Preservation Trust general manager George Saville is back at work after seven months of treatment for a heart problem.

George said: "Due to a serious health condition that resulted in a stay in Norfolk & Norwich University Hospital, I was diagnosed with a heart condition. Thanks to the truly excellent work of the cardiac team I have made a tremendous recovery and I am now looking forward to returning to work where I will once again be able to carry out my duties as general manager.

"I am very aware that the railway has continued to face a challenging time and will therefore be concentrating my efforts on working with the rest of the railway's staff to fully reopen the line for the enjoyment of all.

"I would just like to thank the railway's deputy general manager Steph Garthwaite for all of the outstanding work she has done around her full-time job while I have been ill."

Survey backs commuter proposal that 'would close East Lancashire Railway'

By Robin Jones

A PROPOSED new rail commuter link between Rawtenstall and Manchester city centre would risk the closure of one of Britain's top heritage lines, its chairman has reiterated.

East Lancashire Railway chairman Mike Kelly spoke after a new survey carried out by Rossendale Borough Council showed that 86% of local residents who completed it backed the return of regular Rawtenstall to Bury rail services. The railway closed to passengers in 1972 and freight in 1980, but was reopened in stages as a heritage line from 1987.

Rejuvenating the line for commuters and shoppers could offer 45-minute trips to the city and cut car journeys on nearby roads by three million, planners believe. About 55% of working-age residents in Rossendale commute to work on a daily basis.

An example of the Class 230 DMU that could provide commuter services over what is now the East Lancashire Railway. VIVA PR

Rossendale Borough Council's campaign logo for its bid to reintroduce regular public services between Rawtenstall and Manchester. VIVIA PR

'Vital' link

Options for the project include building an integrated train shuttle service connecting to Metrolink trams at a new interchanged station at Buckley Wells or a direct train to Manchester Victoria via Heywood. Both options would create stations at Rawtenstall, Ewood Bridge, with a park-and-ride for Haslingden, Stubbins, Ramsbottom and Bury.

Council leader Alyson Barnes and local MPs Jake Berry and Sara Britcliffe said the survey results gave the campaign a real head of steam.

"I have always championed the Rossendale rail link," said Coun Barnes. "It is vital to our continued sustainable growth.

"We are the only borough in Lancashire without a rail link and we cannot afford to miss out any longer."

Mr Berry said he was pleased with the results of the survey, adding: "I will be speaking to the Department of Transport to push for this to be considered further. I would urge the ELR to engage with talks, as without them this plan will fall at the next stage."

However, Mike Kelly said: "While we understand the desire for greater connectivity between Rossendale and Manchester, imposing a commuter service to run on the heritage railway is not the way to go about it.

"This will be the fourth such study in nine years, many of which have concluded that this proposed commuter line isn't economically viable and would require enormous capital investment and annual subsidies.

'Threatening growth'

"The development would, at best, threaten the efficient and effective operations of the heritage railway line operated by the East Lancashire Railway and, at worst force its complete closure, thus threatening the growth plans in Bury town centre, Ramsbottom, and for Rochdale at Heywood and Castleton.

"The ELR is a leading tourist attraction in the region, hosts important educational visits, creates jobs, and contributes £8 million annually into local economies. The award-winning railway, rescued from dereliction by volunteers, is a unique 'living history' experience that hundreds of thousands of visitors attend every year and if remodelled in the modern form, those important heritage features will be lost forever.

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

As reported in issue 287 of *Heritage Railway*, the council has already been awarded £50,000 under the Government's Restoring Your Railways scheme, plus £100,000 from Lancashire County Council to create an outline business case for the scheme. The proposals include the use of Vivarail Class 230 DMUs recycled from London Underground tube stock.

Key components worth £50k stolen from Bulleid *Boscastle* site raid

THIEVES made off with parts worth up to £50,000 during a raid of the Great Central Railway's locomotive repair facility.

Between 11.30pm and 3.30am on Friday, July 1, a storage container at the facility in Warners Way, Loughborough, was broken into and number of copper pipes, boiler fittings, and other components were stolen.

Many of the stolen items were from Bulleid West Country light Pacific No. 34039 *Boscastle,* which is being overhauled in the railway's workshops, and were said to have little value as scrap metal.

"The team carrying out the restoration are devastated with the theft after all the long hours they have put in manufacturing the parts," said GCR's marketing manager, Mike Stokes.

"If anyone has any information, we are hoping to be able to offer a reward for anything that will help us to catch the thieves and retrieve the parts."

Anyone with information is asked to contact Mike on 07710 934788.

West Country 4-6-2 *Boscastle* under overhaul at Loughborough. GCR

Kerr Stuart Brazil 0-4-0ST No. 886 *Premier* runs round its train at Kemsley Down on the Sittingbourne & Kemsley Light Railway. OWEN HAYWARD

Premier all set to visit Wales for Welshpool's annual gala

THE Welshpool and Llanfair Light Railway will be welcoming Kerr Stuart Brazil 0-4-0ST No. 886 *Premier* for the line's September 2-4 gala weekend.

The gala is an annual celebration of all things transport, with an intense timetable operating, vintage cars and buses, traction engines, and more planned to be on show. It is expected that a flypast will take place on September 3, with the precise aircraft details to be confirmed nearer the time.

In the display sheds at Welshpool Raven Square station will be a wide range of model railway layouts, spanning a variety of scales, eras, and prototypes.

Alongside the service trains, *Premier* will also operate a series of short shuttle services from Llanfair Caereinion, which will be available to travel on for an additional supplement to the gala day rover fares.

Having undergone a £120,000 overhaul, this will be *Premier*'s first visit away from its home of Sittingbourne & Kemsley Light Railway home since returning to steam in May this year.

For further information, visit the website www.wllr.org.uk/annual-gala-2022

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Barclay 0-4-0ST *Albert* with Robey tandem steam roller No.4219 *Bullet,* which all railway staff enjoyed a ride behind at the end of the day. JAMES HAMILTON

Back on track at Plym Valley Transport Weekend

By James Hamilton

FOUR locomotives were in operation during the Plym Valley Railway's successful July 2/3 Transport Weekend.

Most trains were headed by Barclay 0-4-0ST No. 2248 *Albert* of 1948, which worked for the British Sugar Corporation at its Worcester and Somerset plants.

A small mechanical issue with Class 08 D13002, the third of the class to be built, at Derby in 1952, meant that on the Saturday and the Sunday morning, its usual role at the rear of the train was taken by Ruston Hornsby 0-6-0DH shunter *River Annan*. Formerly a Ministry of Defence locomotive and numbered 429, it is normally based at the Avon Valley although recently it has been at the Elsecar Railway. It has been hired by the Plym Valley Railway to cover during the 08's routine maintenance periods.

Joining in on Sunday afternoon was Shrewsbury-built Sentinel 0-4-0DH No.1077 of 1961. The locomotive worked for a Tarmac quarry in County Durham and since entering preservation has had several homes, including the Locomotion museum at Shildon. Bought by a private owner, it has been at the Plym Valley since 2015.

The railway ran an hourly service. The last train of the day contained all four locomotives, with *Albert* leading the Sentinel and four coaches, with the Ruston Hornsby and the 08 at the rear. The line is steeply graded, with a section at 1-in-50, and slightly steeper approaching Plym Bridge Halt. Given the lion's share of the work, the sound of *Albert* echoed through the river valley woodland.

Adding its support to the event was the Robey Trust of Tavistock with its 1924-built six-ton tandem steam roller No.42129 *Bullet*. It offered 15-minute trailer rides to passengers alighting at Marsh Mills station. The roller had been supplied new to contractor R Dingle & Sons of Stoke Climsand.

The heritage line is a surviving part of what was the 1859-built South Devon & Tavistock Railway's Plymouth to Tavistock branch. Closed in 1962, the 1-½-mile section from Marsh Mills to Plym Bridge was saved and reopened in the early 1980s by the Plym & Tamar Valleys Railway Association. The remainder of the route is a popular Sustrans cycleway.

The last train of the transport weekend ran with all four operational locomotives. Seen at Marsh Mills station at the front was the unusual pairing of Andrew Barclay 0-4-0ST No.2248 *Albert* and Sentinel 0-4-0DH No.1077. JAMES HAMILTON

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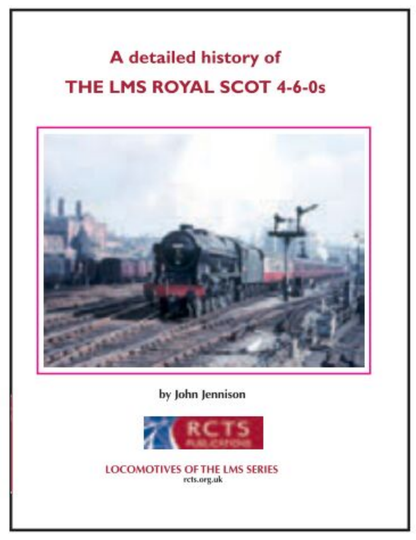

The Society is pleased to announce the publication of the latest volume in its Locomotive of the LMS series. This is on the Royal Scot locomotives. It has been written by well-known railway author John Jennison. Presented in the normal RCTS style of chapters covering Design, Construction, Boilers, Tenders, Work, Modifications, Operations etc; this work runs to 264 pages.

There are also chapters on the experimental high-pressure locomotive *Fury* and its rebuilding as *British Legion*. The text is accompanied by 144 black and white images from construction through to work in the mid-1960s, with all eras covered. Extensive tables are included covering allocations, liveries and works visits.

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Expanding horizons as new Seaton Tramway halts open

By Robin Jones

Tram 9, which was built in 2004 and based on design elements from Plymouth and Blackburn tramcars, stops at the new Wetlands Halt on July 2. SEATON TRAMWAY

THE Seaton Tramway has officially opened two new halts.

Seaton Wetlands Halt and Riverside Halt came on line on August 1, bringing the total number of stops from three to five along the three-mile tramway that opened 52 years ago along the trackbed of the LSWR Seaton branch.

The project creating these new stops began as early as 2019, with construction of Riverside Halt starting before the Covid-19 pandemic, and finishing the day before the first lockdown in March 2020. The tramway's Riverside Depot will now be accessible via a new 400sq m deck constructed above the tidal River Axe estuary. Not only will it allow a view inside the depot and a chance to see the shunting of trams and engineering, but it is also a superb vantage point to view the renowned wildlife of the estuary.

Journey breaks

A new interactive exhibit explains how electricity is delivered to the line and the trams. The halt is also fitted with picnic tables for visitors to enjoy their lunch or a takeaway from the Tramstop Café in Colyton. They can also to look around the estuary using a new telescope fitted on the deck.

Seaton Wetlands Halt allows access by passengers to the nature reserves and nearly three miles of trails and the wildlife that inhabits them. The halt is situated on what has been known as Swan's Nest Loop, named after the many swans that nest every spring in this area.

The swans partly delayed the construction of the halt. It was originally scheduled to open in spring 2020, in time for the tramway's 50th year of operation, but swans nesting on the access path, combined with wet weather and the pandemic, meant that the project has been delayed until now.

The Wetlands Halt, sponsored by a donation from the Fine Family Foundation, links a new 300-yard boardwalk from the trams onto the wetlands and across to the Wetlands Discovery Hut. Trams will arrive at the stop every 20 minutes from 10.12am to 5.22pm. Seaton Wetlands remains a dog-free nature reserve in order to protect wildlife.

Tramway chief executive Jenny Nunn said: "After many years in the planning, together with our partners at East Devon District Council's countryside team, we have finally managed to complete the last piece of the jigsaw by creating a circular link via the Tramway to Seaton and the amazing Seaton Wetlands for all to enjoy.

"This is a unique project which also opens up an area by the River Axe for the first time, offering an innovative insight into the history of not only the former railway branch line but also the general history, tourism and wildlife of the area."

Station installations

The halts have been constructed in conjunction with the tramway's Travels Through the Axe Valley & Heritage project, which is part-funded by the National Lottery Heritage Fund and the tramway. As part of this, new interpretation was developed and designed to be introduced along the entire tramway route and stations. A giant LED screen has been installed at Seaton station to play a short video before each departure, showing guests the history of the branch and where it operates in East Devon and on the Jurassic Coast. At Colyton station, the old 'Milk Churn' has been converted into a small interpretation room which includes a history of Gilbert Cowd, the former stationmaster, as well as a video explaining the development of the branch line and Colyton's history. Postcards now sit along Colyton's platform that tell real-life stories from Seaton, and which can be enjoyed while watching the trams arrive and depart.

Seaton Tramway is also introducing Gilbert's Trail, an interactive, fact-filled booklet for families to enjoy together as they explore. Children are tasked to collect stamps which are positioned along the five stops.

Each new halt is completely step-free and the tramway operates low floor accessible trams every day at least once an hour.

More details can be found at www.tram.co.uk/accessibility

First fire is lit in Severn Valley mogul No. 13268 after nine-year hiatus

THE restoration of 1934-built Stanier mogul No. 13268 took a major step forward when a fire was lit inside its firebox on July 7 for the first time since its boiler ticket expired in January 2013.

A further fire was lit two days later, paving the way for the boiler's formal steam test and its reunification with its chassis.

The locomotive, later numbered 2968 and 42968, had covered 713,561 miles for the LMS and BR by the end of 1960, when records ceased. Its last recorded working was on December 14, 1966 with the 6.35pm parcels train from Liverpool Lime Street station.

Withdrawn from Wigan Springs branch on New Year's Eve 1966, the locomotive was towed to the Woodham Brothers scrapyard in Barry.

As the sole survivor of Stanier's first design of locomotive, its historical importance was recognised by enthusiasts hoping to save engines from the scrapyard and the Stanier Mogul Fund was founded. It raised the £3,575 to buy the locomotive and took ownership on August 31, 1973.

It arrived at the SVR's Bewdley site in December that year and was moved to the line's main engineering centre at Bridgnorth in July 1974. Following restoration, it moved under its own power for the first time on November 12, 1990.

Its first use on a passenger train came on a special on April 13, 1991, and it formally entered SVR traffic seven days later.

In addition to visits to other heritage lines, it has also undertaken 14 main line runs since first restored.

Stanier Mogul No. 13268's boiler warming through at Bridgnorth. JOHN OATES

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Some 425 of these locomotives were manufactured between 1924 and 1931. Mainly allocated to shunting and station pilot duties they also undertook occasional branch line work. The "Jinties" were frequently used for banking duties with up to three at a time seen assisting express passenger trains up the Lickey Incline on the Bristol-Birmingham line near Bromsgrove. They were frequently seen banking trains out of London Euston up to Camden - a particularly demanding task!

Designed by Sir Henry Fowler for the London, Midland and Scottish Railway they were based on earlier designs by S&W. Johnson.

Some of the locomotives were loaned to the War Department in WWII, providing welcome logistical support to the allied war effort.

A majority of locomotives enjoyed long service with the final "Jinty" withdrawn in 1967, right at the end of the steam era. The locomotives were always painted in un-lined black livery. Before nationalisation in 1948 LMS initials were carried on the tank sides. In BR service either lion crest was carried according to period.

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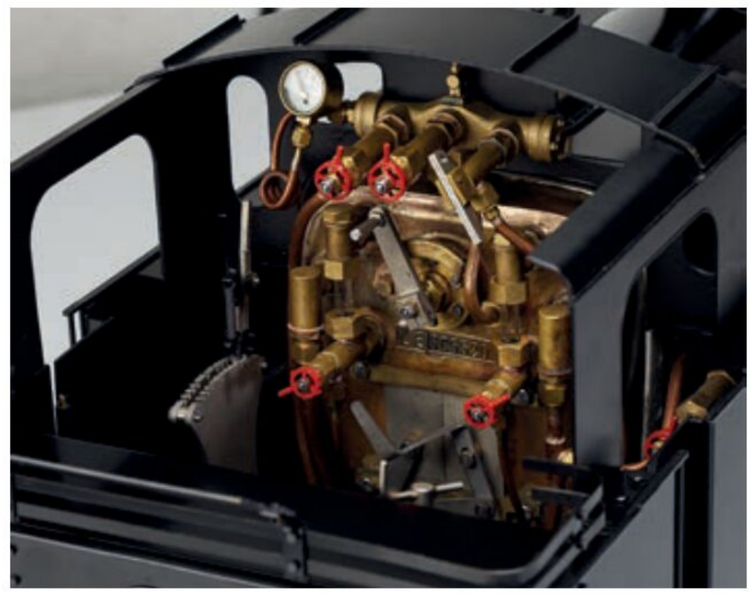

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Bridgnorth shed's travelling crane takes big leap forward

By John Titlow

PROGRESS on the installation of the travelling crane inside the Severn Valley Railway's Bridgnorth shed took a huge leap forward on July 13 when the lifting gantry was installed onto its running rails.

Over the last two months, all the footings have been pile driven and set into their concrete bases and the upright gantry supports bolted in place. Completion of the crane works on July 26 saw final alignment, levelling, and loaded tests undertaken. Bought second-hand from AG Cranes Limited of Redditch, the crane, which has a five-ton lifting capacity, will reduce the time taken moving heavy parts around the shed and bring the locomotive works up to a high standard.

The roof is now weathertight and the insulation fitted. All the scaffolding has been removed, enabling the fitting of the wall cladding. The wall cladding is complete on the eastern side facing Bridgnorth station and the gable end. Preparations are being made for the fitting of wall cladding on the western sides.

The electrical installation has started, with the roof extract fans fitted.

State-of-the-art

IST Lighting donated the technology and supplied the £24,000 lighting system, which will form two rows of high-level and side floodlights, together with floodlights for the external yard.

The system uses low energy and low voltage lights that can be individually controlled and remotely monitored to vary the amount of light.

The new roof and cladding lights have made a considerable improvement to the amount of natural light internally.

The programme is running to time, with a projected moving-in date of the week beginning August 8. Once back inside, the wheeldrop will have to be re-commissioned, which could be difficult due to its age.

The view inside Bridgnorth shed, with the travelling crane in the final stages of completion, on July 14. JOHN TITLOW

Meanwhile, the SVR Charitable Trust has expressed thanks to everyone who donated to its major appeal to support the restoration of Bridgnorth locomotive yard, which since being launched in June has already received more than £55,000 in donations. Trust executive director Shelagh Paterson said: "Thanks to such strong support from donors during the early stage of the appeal, we are delighted that we are now able to begin the detailed and comprehensive process of submitting grant applications to provide further funds for the desperately-needed repairs to Bridgnorth locomotive yard."

Donations can be made online at www.svrtrust.org.uk/bridgnorth-yard-appeal

Brechin line fails in its multi-million bid to secure Government funding

THE Caledonian Railway at Brechin has expressed disappointment that its £9.6 million bid for grant aid from the Government's Levelling Up Fund has not been approved by Angus Council.

The £4.8 billion fund was set up to support local authorities, with aims to boost productivity, pay, jobs, and living standards by growing the private sector, particularly in areas where these lag behind the rest of the country. It also aims to reduce geographic inequality in terms of available funding.

A total of £120 million was available to the Angus region.

Despite halving its original bid for funding, the railway's attempt to convince councillors to reverse a earlier decision not to ask the Government for the requested grant aid failed at a special Angus Council meeting on July 21.

Angus Provost Brian Boyd ruled that there had not been a material change in the circumstances of the railway's bid for it to be reconsidered.

The railway had proposed several projects that would have used the skills and expertise of its volunteers to support council objectives. They included an active travel route to improve public transport links through Angus and within Brechin, the reinstatement of Brechin turntable, the creation of event space and a museum inside Brechin steam shed, a Brechin-based bus/coach facility to boost tourism, plus maintenance, training, and green energy development facilities.

The funding would have covered the replacement of the Bog Road overbridge, which has been subject to a weight restriction for many years and which is said to be in need of replacement.

A statement from the railway said: "These would have provided immediate community benefit at a time when residents are suffering from one of the worst increases in the cost of living, resulting in increased local deprivation.

"Conservative estimates, based on Government models, expected this to bring a further £20 million per year into Angus, as well as securing and creating immediate employment in the area.

"We are not giving up and are continuing to try and find ways to deliver these projects."

Appeal for London's newest heritage line's engine repairs

By Robin Jones

THE Royal Arsenal Narrow Gauge (RANG) Railway at Crossness Engines Trust, Abbeywood, London, has launched an emergency £10,000 appeal to fund essential repairs to its only operational locomotive.

Bazalgette, a 1986-built Severn-Lamb steam outline diesel, needs repairs to both the front and rear hydraulic drive motors and an overhaul of the primary pump before it can run again.

A RANG statement said: "The train ride has become a 'little gem' in Abbeywood, with many compliments from passengers about their amazement that a train track such as this exists on their doorstep, right beside the River Thames.

"We now desperately need your help to ensure the four-plus years that the enthusiastic volunteers have spent restoring and constructing have not been in vain."

More than £5000 had been raised for *Bazalgette* as we closed for press, and there is a range of incentives for donors. To donate to the appeal, visit www.crowdfunder.co.uk/p/rangrailway

Severn-Lamb steam outline diesel *Bazalgette* urgently needs repairs before it can run again. RANG

Pre-order Issue 297: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

This knight needs a new petticoat!

SR N15 4-6-0 No. 30777 *Sir Lamiel* in malachite green livery at No. 777 sits outside Loughborough shed in June 2016. ROBIN JONES

THE Great Central Railway-based 5305 Locomotive Association has launched a £2000 appeal to buy a new petticoat for SR N15 4-6-0 No. 30777 *Sir Lamiel,* which is being overhauled at Loughborough with the aim of returning it to steam in 2023. The petticoat, the component which forms part of the smokebox furniture at the front end of the boiler to aid steaming, has now reached the end of its life due to the wastage through years of exposure to hot gases, steam and ash.

The appeal, launched in mid-July, has raised nearly £250 as we closed for press. A statement from the association said: "The sooner we can raise our appeal target of £2000, the sooner we can place the order for this vital component and another step towards the completion of *Sir Lamiel*'s overhaul can be reached."

Part of the National Collection but in the association's care, *Sir Lamiel* is the sole-surviving member of the King Arthur class. Withdrawn in 2017, it is being overhauled to main line standards.

➜ To donate to the appeal online, visit www.facebook.com/donate/448630503484603 Alternatively, you can support the locomotive's overhaul by becoming a member of the Knights of the Round Table by visiting the web pages www.sirlamiel.org.uk and www.5305la.org.uk

The Swedish Steam Explorer

Friday 12th May to Sunday 21st May 2023

Join this vibrant tour to Swedish Lapland and discover wild landscapes, local cuisine and indigenous culture on an epic rail journey through the land of the midnight sun.

- Journey through Sweden behind steam. Experiencing a rare opportunity of travelling over the 'Malmbanan' The Iron Ore Line, a 398-kilometre railway between Riksgränsen and Boden in Norrbotten County, Sweden.
- Sightsee and stay in Sweden's capital Stockholm before travelling to Ostersund to join the Inlandsbanan.
- Travel past deep forests, vast waterways and stunning gorges north to Storuman
- Enter Lapland steam-hauled on a journey to Arvidsjaur, the world's largest and best-preserved Sami (Laplander) town, dating from the 18th century.
- Steam even further north to Gallivare, 70 kilometres above the Arctic Circle.
- Leave the Inlandsbanan for a trip to Kiruna, the northernmost town in Sweden.
- Return to Stockholm from Kiruna via Riksgransen and Umea along the stunning Swedish coast, taking in landscapes replete with reindeer, moose and the occasional bear.

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Against a wild sky at 11.55pm on July 2, No. R 976 departs Kiruna Yard into the midnight sun.

STEAM-HAULED HEAVY FREIGHT AT MIDNIGHT... BUT IN BROAD DAYLIGHT!

John Titlow travelled to Lapland to capture what is likely to be the last-ever steam-hauled iron ore train in the land of the midnight sun.

Just after Midsummer's Eve in July, an extraordinary event took place in Lapland, high up inside the Arctic Circle in northern Sweden. It was exclusively reported in *Heritage Railway* issue 291 No. R 976, an 0-10-0 built by Nydqvist & Holm AB in 1909 and restored in 2006 but little used since then, was to return to the line it was designed and built for – to once again haul an iron ore train on the main line for the last time. The R Class were essential for working this steeply graded railway in Northern Sweden.

Starting at 11.55pm on July 2, the train ran through the day/night until nearly 9am – not as daft as it sounds, because at this latitude during the longest days of the year, the sun never sets.

The event was linked with the northern town of Kiruna's midsummer festival which ran between June 30 and July 3. Midsummer is a huge celebration in Sweden, equal to Christmas.

Coincidently, it was also the 120th anniversary of the northern section of the iron ore line which runs around 300 miles between the ports of Lulea in Sweden on the Baltic and the ice-free North Sea port of Narvik in Norway. Narvik is the most northerly standard gauge station in the world.

Just to confuse, the line has two names. In Sweden it's the Malmbanan and in Norway the Ofotbanen, and a major part of it runs inside the Arctic Circle. In 2006 the section between Lake Torneträsk and Riksgränsen was recognised as Sweden's most beautiful railway and it is clear to see why.

Construction began between 1882 and 1887 by an English company, and as with most railways it took several years before it was finally opened throughout in 1902. In 1891, during this period of construction, the line was nationalised by Swedish State Railways, Statens Järnvägar or SJ for short. It is single line throughout, with regular passing loops. Now, stations along the route are unmanned and resemble bus shelters.

Ore trains by nature are extremely heavy so motive power must be powerful. Initially M class 2-8-0s were built for the line but when trains became heavier, the new R class 0-10-0s took over on the steepest part between Abisko-Riksgränsen. A total of five were built in 1909 and were SJ's most powerful steam locomotives at the time. It was the sole survivor of these that returned to its home stomping ground for one last time.

Electrification of the line started very early in 1915 when the section between Kiruna

At five minutes past midnight, Nydqvist & Holm AB 0-10-0 No. R976 departs Kiruna on July 3.

At 12.49am on July 3, No. R976 departs Kiruna, crossing the Vastra Rautasalven.

The midnight sun is about to appear at Stenbacken station at 1.50am on July 3.

At about 3am on July 3, No. R976 climbs through Stenbacken station, 1250 feet above sea level and 915 miles from Stockholm.

No. R 976 climbs between Stenbacken and Abisko at 4.06am on July 3.

and Riksgränsen became the first electrified standard gauge railway in Sweden, and the project was completed throughout in 1923. Once electrification was finished, it displaced the R class, which was transferred to the northern main line from Norra Stambanan.

The ore comes from mines in Kiruna and Malmberget. Kiruna is dominated financially and scenically by mining company LKAB, a partly private and part state-owned firm and the major employer; the iron ore mine is the largest and most modern in the world.

Due to mining beneath the town over many years, subsidence is occurring and also in the surrounding area. The town's relocation is taking place over a projected period of 30 years: buildings are being demolished and a completely new ones constructed 5km away. Historic buildings are being taken apart and reconstructed elsewhere.

The railway has not escaped this. Kiruna station has been rebuilt at a different location, resembling a bus shelter, and the approaching railway now enters on a completely different alignment, and all ballast, embankments and rails in the area are new. The station is on a spur so trains arrive and leave from the same direction via an avoiding triangle immediately outside.

Why was it staged?

The reason for doing this was because the Swedish Transport Administration is installing a new ERTMS (ECTS) signalling system, where optical signals are removed and information ends up on a control panel in the cab. This was the last time such an event could take place with steam locomotive R 976; the cost of installing ERTMS is about £1.2 million for each new class of locomotive and is therefore prohibitive at present.

Negotiations for this unique occasion began in late 2019 between the Swedish Railway Museum and LKAB. The museum wanted to run genuine ore trains on the northern section of the line with its locomotives one more time before re-signalling takes place.

Getting the locomotives and rolling stock to Kiruna was not simple. Movements started back in May when electric locomotive No. Dm3 1246-1247-1248 *Oskar* pulled No. R 976 cold with its main coupling rods off over the 664 miles from the Swedish Railway Museum's base at Gävle. The journey took three days at 25mph. During the afternoon of June 27, electric locomotive Rc1 No. 1021 followed the same route to Kiruna, with the museum stock and staff arriving the following afternoon. Then the historic electric locomotives were positioned alongside the main line and exhibited outside Kiruna station so people could visit the cabs.

These electric locomotives also originally worked the line. They are Da No. 888 from 1955, No. 1021 from 1967 and the Dm3, which, when built in 1970, was the most powerful electric in its day, at 9750hp. This is one of the last type of main line electric locomotives to be built with coupling rods, a system used in Sweden for many years.

Over three days, four circular tours took place around the lake in Kiruna behind No. R 976, which hauled four carriages, although it was built for freight and not passenger use. Part of the line was on Trafikverkets tracks

At 1.11am on July 3, No. R 976 approaches Tornetrask. The high fences are to stop deer straying onto the railway.

No. R 976 runs a circular tour around Kiruna on July 1.

(Network Rail) and most of it through the extensive sidings belonging to LKAB.

There was no pre-booking and the trains ran on a turn-up-and-ride basis. Departures were 10.20am, 11am, 12.05pm and 1pm, and all trips around the lake were free of charge, all sponsored by LKAB. The first train on the Friday was cancelled due to a late-running overnight sleeper from Stockholm.

The morning and afternoon dining trains ran to two destinations. The morning train departed Kiruna at 9.43am to Abisko Östra, arriving at 11.14-11.44am and returning at 2.15pm. The afternoon train departed Kiruna at 4.30pm, arriving at Björkliden between 6.29pm and 7.08pm, returning in Kiruna at 10.06pm. One day's diner was cancelled due to a lack of bookings.

The train was made up of first class carriages from the 1950s, including restaurant and bar carriages. Lunch was freshly cooked on board and served on white linen tablecloths. The cost was about £35 for the morning and £50 for the evening.

Coupled to all this activity and taking advantage of the locomotives in Kiruna was a special train run by the Svenska Järnvägsklubben (Swedish Railway Club), departing Stockholm on June 30 at 6.40am, overnighting at Umea on route to Kiruna, and arriving during the evening of July 1.

The main event

It's hard to believe that a genuine steam-hauled iron ore train can run on the main line in the 21st century, but that is exactly what happened. It had to run at night because traffic is minimal and trackwork was to take place the following day on the Norwegian section of the iron ore line.

The Swedish Railway Museum wanted to show that its historic locomotives can do what they were once built to do – haul iron ore at full wagon weight.

The R class was built for the demanding Abisko Östra to Riksgränsen line near the Norwegian border, and the event was in effect a homecoming for No. R 976, especially as they were originally shedded at Abisko Östra.

After the steam-hauled morning trips around the lake it was a long wait for the departure at 11.30pm, when No. R 976 coupled to the freight set back from Kiruna station sidings into LKAB's extensive sidings in preparation for the run to Vassijaure near the Norwegian border.

At precisely 11.55pm on July 2 it set off on its memorable journey from LKAB's Sjöbangården yard at Kiruna with 10 fully-loaded and four empty modern ore wagons weighing about 1298 tons. A coupler wagon was used at either end to connect the steam locomotive's screw coupling to the wagon's automatic couplings; the original design was a six-wheeler. Stops for staff changes, watering, and coal took place at Torneträsk and Abisko

Above: At 5.02am on July 3, No. R 976 runs into Obisko, where the class was once shedded.

Left: With spoil tips in the background, No. R 976 runs through the extensive mine sidings approaching Kiruna station on July 1.

Above: Electric locomotive No. Rc 1021 sits in the siding at Kiruna with the museum train on July 2.

Left: No. R 976 hauls the empty stock out of Kiruna sidings into the station on July 2.

Östra, and arrival in Vassijaure was at about 9am.

An additional ore train followed, with the Dm3 hauling 4554 tons. At Vassijaure both loaded trains combined for the run to Narvik in Norway – the highest latitude standard gauge station in the world – behind a LKAB Iore class modern electric loco to complete the journey, making it an authentic iron ore freight train, carrying out the museum's original intention of running a real ore train one last time.

It is difficult to comprehend 24-hour sunshine, let alone the opportunity to photograph a train throughout the so-called night. Two photographers' buses entered into the spirit of the chase by 'following' the train, and many cars too. Despite its northerly location and time, people came from Norway, Finland, Denmark and Germany especially for the event. High fences alongside the line to prevent deer from straying onto the railway made photography difficult in places but must be there for safety.

The weather was not as kind as it could have been, either, but the region was suffering from a severe heatwave at the time, with temperatures in the high 30s... which brought the mosquitoes out in their millions. It was decidedly uncomfortable throughout the night and skin exposure was dangerous; holding a camera up for even a minute was horrible.

The sun broke through the clouds at about 3am but was short-lived because rain set in, and reminiscences of the Settle and Carlisle line on a bad day came to mind. Despite it being midsummer, snow remained on the mountain tops and in gullies; the water run-off and the waterfalls were incredible, with the rivers in full force.

Other special workings took place on July 3 from Abisko Östra to Vassijaure late in the evening, with No. R 976 and the Dm3 on the return. A connecting service returned passengers to Kiruna afterwards.

The Swedish Railway Club returned from Kiruna to Stockholm over two days, starting on the morning of July 4. On July 4 an Rc1 electric locomotive returned the stock and staff from Abisko Östra to Gävle arriving the evening of July 5. No. R 976 (minus its rods) was towed by the Dm3 for its three-day return journey back to the museum in Gävle, arriving on July 8. This event may turn out to be the most northerly steam working in the world this year. It was the major tour of the year for the museum, which is considering running another event to Kiruna and over the Malmbanan next year but with a different steam locomotive; freight will now be impossible.

If you want to visit....

Sweden is easy to get to, with direct flights from London's Heathrow and other airports

With one of the many circular trips and the ski slope in the background, No. R 976 departs Kiruna on July 2.

Electric locomotive No. Da 888, built in 1955, is seen departing Kiruna with the museum train on July 1.

to Stockholm costing about £160. Kiruna is expensive to fly to, especially when taking into account a hotel stay. There is an overnight sleeper train from Stockholm, taking 14 hours, which saves on the hotel. Train travel – if booked in advance through https://www.sj.se/en/#/ – is reasonable.

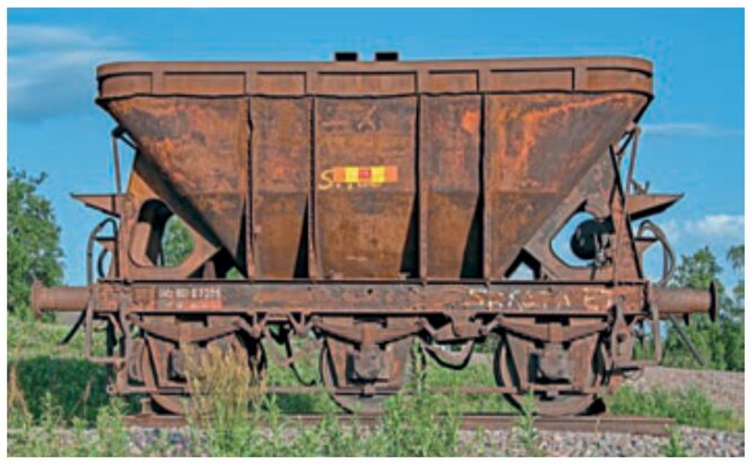
There is not much to see in Kiruna scenically and accommodation is generally expensive, but savings can be made by using the full cooking facilities available in most places to reduce eating out. Language is no barrier because English is widely spoken; it is taught at an early stage in all schools. Alcohol is expensive and most beer, wines and spirits are not available in supermarkets apart from low-alcohol beer.

If you want beer stronger than 3.5% you have to go to the government-owned shop Systembolaget, where spirits costs about £25 and a bottle and wine £15 – a hangover of many years!

Car hire is also expensive but considerable searching on the internet can produce some reasonable results, with £250 for six days. Speed limits are very low, with most main country roads at 80kph (50mph). Regular speed cameras could catch you out but there are warning signs before the cameras. General hazards on the road are reindeer, who amble across without fear!

Travelling between Abisko Östra and Kiruna by road is nearly 60 miles through stunning scenery – but there's just one shop, a fuel station, and no cafes, so be prepared.

The Swedes are knowledgeable regarding railways. A comparison was made with No. R 976 and 'Big Bertha' on the Lickey Incline. The locomotive is similar certainly in wheel arrangement. Thanks must go to the Swedish Railway Museum in having the foresight to organise such an incredible event, LKAB for sponsoring it, and tour organiser Henrik Reuterdahl, of the railway museum, who was on hand at Kiruna station to assist with operations. HR



Above: One of the old iron ore wagons preserved outside Kiruna station.

Right: A red fox is perfectly at home on the railway in Kiruna on July 2.

Dm3 Nos. 1246, 1247 and 1248 *Oskar* were all built in 1970, seen here at Kiruna on July 1, 2022.

HERITAGE RAILWAY
THE COMPLETE PRESERVATION NEWS MAGAZINE

Bulleid West Country light Pacific No. 34092 *City of Wells* heads the 7.30pm Bury to Rawtenstall dining train across Brooksbottom Viaduct on the East Lancashire Railway, captured by a drone on July 2. TOM McATEE

Flying Scotsman's comeback is postponed as overhaul delayed

By Robin Jones

THE National Railway Museum said that A3 Pacific No. 60103 *Flying Scotsman* will be back in traffic for its centenary in 2023 despite its planned forthcoming summer appearance at the Bluebell Railway being postponed by its overhaul being extended.

The world's most famous steam locomotive was due to visit the Bluebell between August 17 and September 5 following the completion of its current overhaul at Riley & Son (E) at Heywood. The visit was scheduled to include hauling passenger trains between Sheffield Park and East Grinstead during August 24-29, in between periods on static display between August 17 and 24 and August 30-September 5.

No. 60103's last main line trip this year was a Steam Dreams trip from London Victoria to Salisbury on March 24 before it was withdrawn for overhaul.

A NRM statement issued on July 22 said: "We can confirm that *Flying Scotsman*'s scheduled appearance at Bluebell Railway has been postponed.

"During the overhaul, it was discovered that *Flying Scotsman*'s piston rings had failed inside the cylinder and were in need of replacement.

"This unforeseen additional work means that new components have to be manufactured, delivered and fitted – delaying the overhaul by approximately four to six weeks.

"We apologise for the inconvenience to those affected and will work with Riley & Son (E) to rearrange the visit next year.

"The overhaul will continue and we are confident that *Flying Scotsman* will be ready for the start of the centenary celebrations."

Bluebell chairman Geoff Mee said: "We are disappointed for everyone that *Flying Scotsman* will not be appearing at the railway as planned this August.

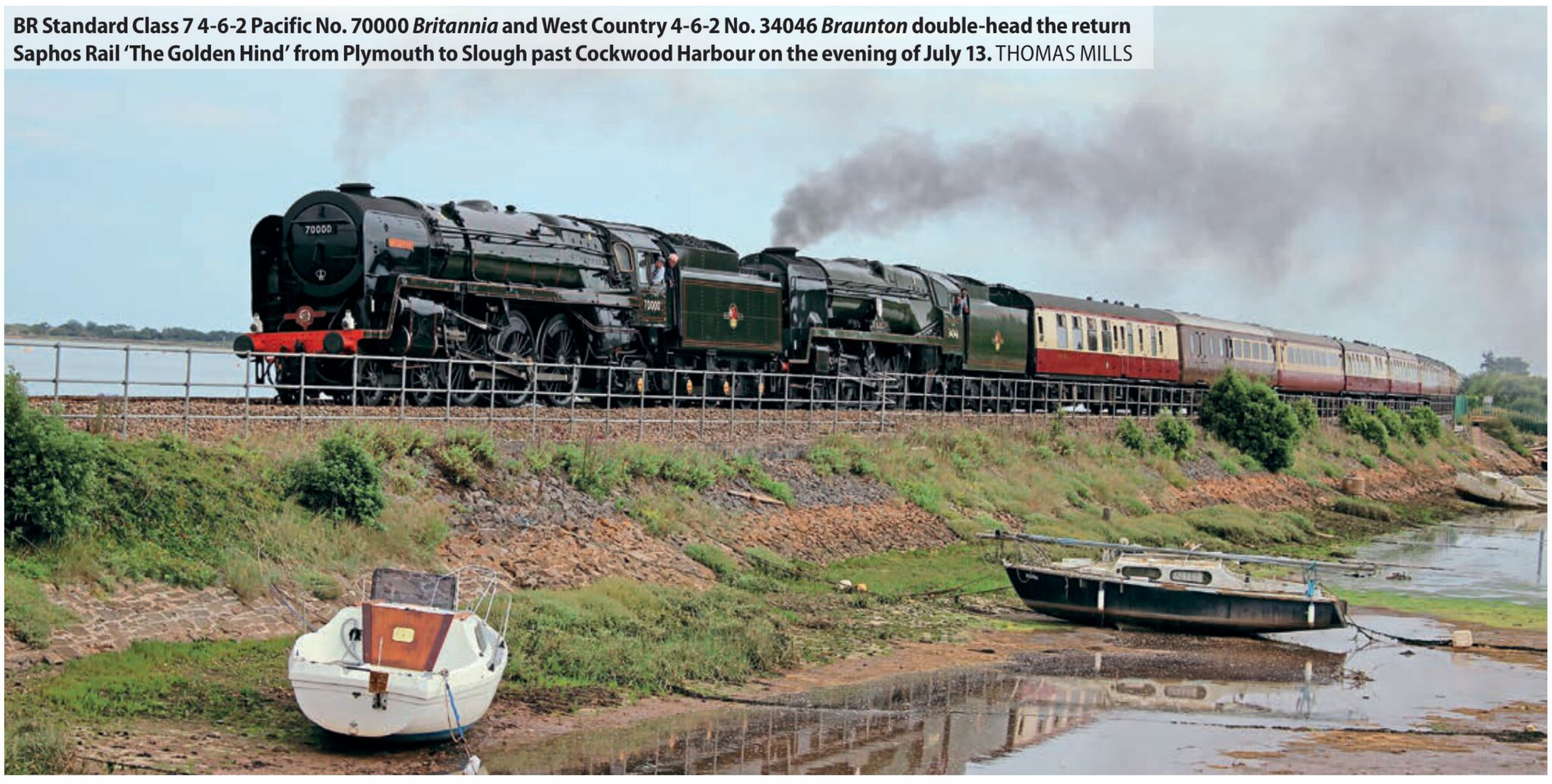
"We know how much people were looking forward to seeing this legendary locomotive as it approaches its centenary year and we were hoping for a successful visit just as we had when it last visited in 2017."

Everyone who has booked for the visit will be contacted and offered the chance to hold onto their tickets until next year's event, which will be honoured at the face value regardless of any price increases associated with next year's event, said a statement from the railway.

The main focus of the year-long centenary celebrations for *Flying Scotsman* are set to take place in the Locomotion museum in Shildon in the autumn of 2023. However, the locomotive will visit other locations around the country, including the NRM at York.

The first centenary project to have been announced was *Flying Scotsman*: 100 Years, 100 Voices – a new exhibition and film that will capture the human stories behind the legend, with members of the public sharing their memories of No. 60103 through personal records, letters, photographs, or film clips.

BR Standard Class 7 4-6-2 Pacific No. 70000 *Britannia* and West Country 4-6-2 No. 34046 *Braunton* double-head the return Saphos Rail 'The Golden Hind' from Plymouth to Slough past Cockwood Harbour on the evening of July 13. THOMAS MILLS



New Mk.1 coach for SRPS fleet

THE Scottish Railway Preservation Society has bought another Mk.1 First Open Coach to bolster its main line fleet for the 2023 season.

The coach, No. 3112, built between 1961 and 1963 at Swindon Works under Lot No. 697, was purchased by SRPS from Riviera Trains at Eastleigh and moved to Bo'ness in April.

Currently in the diesel shed, it has already been stripped down and will receive extensive repairs to the body as a result of corrosion to the soleplate, crash pillars, and floor.

The SRPS has already raised £48,000 towards the project, which will see No. 3112 updated to modern main line standards. A further £10,000 is estimated to be required to complete the rebuild, with online donation available at http://cafdonate.cafonline.org/20942

Hoping to be completed in time for the 2023 running season, the coach will join three other first class coaches in the SRPS rake for use on the Bo'ness & Kinneil Railway dining trains and main line railtours.

➜ **The next SRPS tour is on Saturday, August 20, to Chester and Llandudno. For further details, visit www.srps.org.uk/railtours/rt-220820.htm**

Another Mk.1 First Open Coach has now joined the Scottish Railway Preservation Society fleet. SRPS

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Climb the Forth Bridge at new £24m visitor centre

By Robin Jones

THE green light has been given for a major new £24 million tourist attraction at the Forth Bridge.

Planning permission for the Forth Bridge Experience was first approved by City of Edinburgh Council on January 29. The attraction is expected to welcome 85,000 visitors annually and create 40 jobs, while also boosting the local economy.

Network Rail plans to allow members of the public to take guided walks on the iconic structure, a UNESCO World Heritage Site, for the first time.

A scheme to create a single-storey reception hub and 56-space car park in the development site at South Queensferry has now been approved.

Superb views

As part of the plans, the design of the reception hub will minimise the impact on the surrounding environment while offering visitors stunning views of the bridge.

The hub will be used for preparing those heading out on the bridge walk, as well as providing an access point to the structure.

Groups of between 12 and 15 people will don safety harnesses before being led out onto the bridge's south cantilever, walking up to a 367ft-high viewing point at the top using walkways built into the structure.

The new walkways required along the top member of the bridge will be visually unobtrusive and largely contained within the line of the existing steelwork, according to a report to the council.

The tours will last around two and a half hours.

'Exciting design'

Network Rail Scotland's director of engineering and asset management, Alan Ross, said: "It is great to see our plans for the Forth Bridge Experience moving forward.

"The team has worked hard to create this exciting design and we are looking forward to working with the successful contractor to bring these plans to life."

Network Rail has also begun the process of appointing a main contractor to build the reception hub and car park, with contractors being invited to tender for the project

An artist's impression of the visitor hub at the new Forth Bridge Experience at South Queensferry. NETWORK RAIL

In one of the last charters on Network Rail before the steam ban was bought in as a response to the July heatwave (see News, pages 10 and 11), LMS 4-6-0 No. 46115 *Scots Guardsman* crosses Whalley Viaduct with the Railway Touring Company's 'Cumbrian Mountain Express' on July 16. EDDIE BOBROWSKI

Fifties cambox designer approves *Duke of Gloucester* refinements

By Tim Hobman

THE BR Class 8 Steam Locomotive Trust has been visited by No. 70000 *Duke of Gloucester*'s joint cambox designer from the 1950s – John Slater – to see progress being made on the restoration of the three unique camboxes at Tyseley Locomotive Works.

John, who worked for Associated Locomotive Equipment Ltd in the 1950s, had played a part with Tom Daniels during the designing of the camboxes.

He was delighted to see the refurbished units, which have incorporated some fine-tuning with the assistance of modern advancements in technology since they were first manufactured. This has resulted in a further improvement of the performance of the camboxes to include a smoother transition of the profiles, leading to an improved operation of the poppet valves.

The fine-tuning of the camboxes is in line with the trust's objective of returning the *Duke* to the main line in the condition that it believes Riddles, the locomotive designer, would have achieved following the initial running of his prototype of what was planned as being the final development of BR Express steam locomotives.

Further progress means that all three axles will be at Tyseley by the end of July, and work to turn the tyres on the crank axle and reassemble the two remaining axles into the frame will start in earnest. Once the locomotive is rewheeled with the three axles, and as the three cylinders have already been boxed up, connections will then be made to the coupled driving wheels – a major step forward in the rebuilding of the locomotive.

Due to the reduced availability of specialist materials and their significant cost increases as a result of the pandemic, the trust has accepted, in discussion with Tyseley, that the *Duke*'s availability for main line hiring is pushed back to mid-2023. However, it is still expected that the boiler will be steamed by the end of 2022.

John Slater (right) enjoying a chat with Dave Oliver, the BR Class 8 Steam Locomotive Trust's engineering principal. BC8SLT

Clan Line misses out on special tour because of siphon cracks discovery

MERCHANT Navy Pacific No. 35028 *Clan Line* was pulled out of the July 22 Belmond British Pullman 'The Golden Age of Travel by Steam' lunchtime circular tour from London Victoria after minor cracks were found in the thermic syphons, which are part of the firebox. After talks with the boiler insurers, it was agreed that remedial work was necessary before No. 35028 could return to traffic.

A statement from the Merchant Navy Locomotive Preservation Society read that it was "with great regret" that *Clan Line* had to be removed from the Belmond train.

"We have been in touch with the boiler inspector and our suppliers and have worked out a way forward, but there is a lot to do and we won't be able to get the repairs and testing done in a couple of days," it said.

"We apologise to Belmond and its customers for the disappointment caused."

UK Railtours pairs with Hastings Diesels for new southern railtour

By Tim Hobman

UK Railtours has announced 'The Vectis Venturer', a new railtour from Tonbridge to Portsmouth in partnership with Hastings Diesels Limited, to run on September 3.

This is the first time for several years that UK Railtours has made use of the DEMU No. 1001, and it has been designed as a more affordable option at £59.99 per person as the operator continues to diversify its products.

It is hoped that more tours of this type will be made available in 2023 to keep main line railtours affordable for all in a time of rising living costs.

The tour will make its way along the DEMU's original stomping ground to Bromley South and Kensington Olympia, before heading to Waterloo. After leaving London, the tour is planned to head for Guildford and through the South Downs to Portsmouth Harbour.

On arrival at Portsmouth, passengers will have more than six hours to explore, or the option to enjoy one of two organised trips: to the Isle of Wight Steam Railway for a £40 supplement, which includes the ferry to the island and train travel once there; or, at a £20 supplement, a tour of the naval dockyard from the water aboard the Wight Scene, followed by a visit to the Spinnaker Tower.

The return journey will then follow the same route, dropping off passengers along the way, with arrival back in Tonbridge at 22.00.

Further details can be found at www.ukrailtours.com/product/the-vectis-venturer/

Festive season

Meanwhile, UK Railtours has announced the first tour in its Christmas programme – a circular tour with Merchant Navy Pacific No. 35028 *Clan Line* heading the Belmond British Pullman on November 26.

The train, decorated to reflect the festive season, climbs out of London Victoria and takes an unusual route through Streatham to gain the Brighton Main Line at Selhurst and continues southwards to Redhill.

There it joins the former South Eastern Main Line and heads for Tonbridge, just after which it makes stop on 'rare' track in the former (now closed) Post Office platform where No. 35028 takes water.

From here it continues to Paddock Wood and passes Maidstone en route to the Strood tunnels and crosses flat, marshy land while heading towards Gravesend and on through Dartford and Bexley towards Lewisham, passing Nunhead, Denmark Hill and Brixton, and back over Grosvenor Bridge to Victoria.

Prices start at £399 per reserved Pullman seat. The price includes a five-course lunch and a choice of table wine.

Appeal is made for new Dorset station group volunteers

VOLUNTEERS to adopt Dorchester's main station are being sought.

The Purbeck Community Rail Partnership, which includes South Western Railway and the Swanage Railway among its members, is aiming to set up a Friends of Dorchester South station (FODSS) group following the success of similar schemes at Wool and Wareham.

The UK has more than 1000 station adoption groups under the umbrella of the Community Rail Network, aiming to add value to communities by making stations a welcoming and attractive focal point, to encourage rail travel, and to instil a sense of civic pride by involving local schools, volunteer groups and businesses.

Volunteer recruitment officer Jonathan Evans said: "As the newest addition to the Purbeck Community Rail Partnership, we are incredibly keen to find volunteers who are as passionate about Dorchester and rail travel as we are.

"It is not necessary to start as a fully-formed group, as it just takes one or two people with the vision and passion for the group to grow from there."

➜ Anyone interested in setting up a FODSS group is invited to email volunteer@purbeckcrp.prg.uk

Government £95m for Temple Meads project

BRISTOL Temple Meads station is to get three new entrances as part of the first phase of the city's biggest-ever regeneration project.

On June 10, Levelling Up Minister Neil O'Brien MP announced £95 million in Government funding for the project, designed to create 2500 new homes by 2032 and supporting about 2200 jobs, around the GWR terminus.

The Bristol Temple Quarter partnership between the West of England Combined Authority, Bristol City Council, Network Rail and Homes England will regenerate approximately 130 hectares of brownfield land around the station.

The funding will allow the creation of three new or significantly improved station entrances to the north, south and east.

The new entrances will mean that the station no longer severs the connections between neighbouring areas but connects them instead. The new eastern entrance to Bristol Temple Meads will make it much easier to reach the station from surrounding neighbourhoods and creates a link to the new University of Bristol Temple Quarter Enterprise campus.

An artist's impression of the planned new approach to Bristol Temple Meads. NR

There will also be a multi-storey car park and a new transport hub which will link up the railway with connections for pedestrians, cyclists, and the local and citywide bus network, making it easier to travel around the city and to/from the region. The funding follows in the wake of last summer's £132 million track and signalling upgrade at Bristol East Junction and the ongoing renovation of the station's historic train shed roof.

Opened on August 31, 1840, and extensively rebuilt between 1871 and 1878, Temple Meads replaced Isambard Kingdom Brunel's original terminus.

BR two-tone green Class 47s D1935 *Roger Hosking MA 1925-2013* and D1944 *Craftsman* double-heading the down 1Z45 4.57am Derby to Penzance 'Cornish Riviera Statesman' as it emerges from Kennaway Tunnel and passes Coryton Cove on the Dawlish seawall on the morning of July 23. THOMAS MILLS

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Bulleid Merchant Navy Pacific No. 35018 *British India Line* with West Coast Railways' Carlisle-York 'The Dalesman' at Birkett Common on July 14. DAVE WILSON

Farewell to 'Grids' in September railtour to Barrow Hill

By Tim Hobman

FANS can bid farewell to Class 56s with the UK Railtours outing to Barrow Hill behind a GB Railfreight 'Grid' on Saturday, September 17.

Built between 1976 and 1984 at Doncaster, Crewe, and in Romania, the 56s were designed for heavy freight work. With a Rushton-Paxman power unit, 135 examples of the class entered traffic and proved comfortable with heavy traffic, being less prone to wheelslip.

However, maintenance costs proved to be high compared with other locomotives, such as the Class 58. Due to these costs, GB Railfreight announced in April 2019 that the 16 locomotives it owns would be rebuilt with new engines and various other modifications to the controls.

The rebuild is so extensive that the locomotives coming out of the works will be known as Class 69s, with the first having entered service in early 2021. The remaining locomotives are expected to enter the conversion programme at the end of 2022 and so this could be the last opportunity on the main line to travel behind the nicknamed 'Gridiron' locomotive or 'Grid', after the grid-like cover over the horn on the cab end.

UK Railtours, in association with GBRf, has planned a tour beginning at Finsbury Park behind a Class 66 on route to Leicester, where the locomotive will be exchanged for a Class 56. The tour will then continue north via Trent, Lenton Curve, Radford Junction, Trowell Junction, and along the Erewash Valley Route, where the 56 will get a chance to stretch its legs on the journey to Barrow Hill Roundhouse.

There will be a short break at Barrow Hill to experience the last operational roundhouse, historic locomotives and museum space.

On departing Barrow Hill, the tour heads north on a circular route around the Doncaster avoiding lines towards Hull Docks, taking in the Walton Street goods branch and the Anlaby Curve towards Selby. Heading back towards Doncaster after passing Castleford and Pontefract, the 56 heads south to Peterborough along the East Coast Main Line, where it is detached and a Class 66 takes over for the journey home.

Further details are at ukrailtours.com/product/the-class-56-farewell/

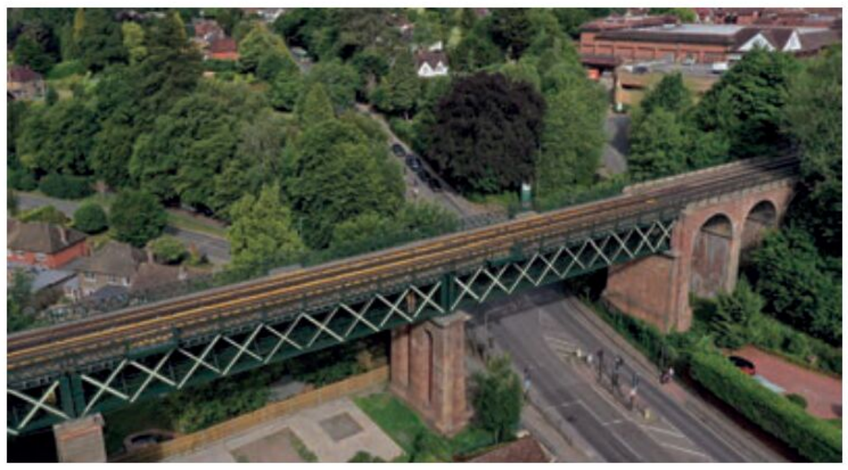
Two historic viaducts are refurbished and refreshed

TWO classic Victorian viaducts on Network Rail's South Croydon to Uckfield line have undergone major refurbishments.

Engineers have been working around the clock since the summer of 2020 to repair and strengthen 1881-built Oxted Viaduct at a cost of £10.5 million.

Twelve roller bearings, which support the viaduct's weight and allow the bridge to expand in the heat of summer and contract in the cold of winter, have been replaced. This part of the refurbishment involved lifting the viaduct's supporting columns, each weighing up to 175 tonnes, before sliding the bearings into place.

Repairs have been made to the brickwork on the supporting columns and arches. Steelwork has been cleaned back to the bare metal, treated, and then repainted using 12,000 litres of protective paint. The old timber bridge deck was also replaced with new easier to maintain materials.



An aerial view of the refurbished Oxted Viaduct. NR

Work underway on Ashurst viaduct. NR

The line was opened jointly by the LBSCR and the SER, and the viaduct spans the A25 road and the River Eden.

Network Rail's Sussex route director Katie Frost said: "Oxted Viaduct is one of the most iconic railway structures in the south of England. Working on it and protecting such an important part of railway heritage has been a real honour. It also remains a vital piece of the operational railway today, so while it was great to protect our heritage, it was also essential to keep lines open and trains running safely and reliably.

Chris Fowler, customer services director for Southern, added: "This is good news for our customers and for the many admirers of this iconic Victorian viaduct."

Further south, minor disruption over the months of July and August saw work carried out to safeguard the future of historic Mill Stream Viaduct at Ashurst station near Tunbridge Wells.

The viaduct was built in 1888 to carry the railway over the stream at the north end of the station platform.

The works involved the structure being repaired and repainted, with the decking replaced and the track lifted and replaced to keep trains using it for at least the next 50 years.

Steam Dreams withdraws 'Royal Windsor Steam Express' for 2022

By Tim Hobman

FOLLOWING the acquisition of Steam Dreams by the Locomotive Services Group on June 1, the combined company has been reviewing the best way forward to integrate the busy Guildford-based railtour firm's schedule with the commitments of the wider LSG operating programme.

As a consequence, the remainder of the 2022 'Royal Windsor Steam Express' and some selected 'Sunset Steam Express' services will not run this season.

The rest of the Steam Dreams calendar will run as planned, followed by a full 2023 schedule.

This move has been made to ensure that the passenger experience Steam Dreams is renowned for is maintained in the long term while maintaining other combined commitments for both Steam Dreams and LSG during a short period of adjustment for the combined businesses.

A LSG spokesman said: "We have taken the difficult decision to withdraw some selected Steam Dreams operations over the next few weeks. Although this will be disappointing for Steam Dreams customers, we feel that it is vital to communicate such decisions as early as possible."

More to come

"A full programme of services will resume from October 1, 2022 and we are looking forward to launching our new and exciting Steam Dreams product from that date," the spokesman added.

The final 'Sunset Steam Express' leaves from London Victoria on the evening of Tuesday, August 9, taking a round circular trip via Guildford and the Surrey Hills before returning to the capital.

The remainder of the Steam Dreams summer programme includes: London Victoria to Canterbury on Thursday, August 11''White Cliffs Tour' from Canterbury on Thursday, August 11 (see separate story); London to Portsmouth and the Isle of Wight on Saturday, August 20; South Coast tour from Portsmouth on Saturday, August 20; Southend to Portsmouth on Tuesday, September 6; London to Chichester and Goodwood Revival on Sunday, September 18; and Sussex Coast Afternoon Tour on Sunday, September 18.

B1 No. 61306 *Mayflower* heads the 'Royal Windsor Steam Express' on June 5, 2021. Like Steam Dreams, the locomotive is now in the ownership of Locomotive Services Ltd. STEAM DREAMS

Steam Dreams adds No. 34046 *Braunton* to its roster ahead of tour in memory of driver and inspector

By Tim Hobman

STEAM Dreams has recently announced the addition of Bullied light Pacific No. 34046 *Braunton* to its locomotive roster.

The rebuilt West Country 4-6-2 is rostered for the 'White Cliffs Tour' on August 11, from Canterbury.

That tour will now be renamed 'The Colin Kerswill Memorial Tour' as a way of honouring Colin Kerswill, who passed away on April 13 at the age of 86.

Colin was a long-serving steam driver and traction inspector who drove the first ever 'Cathedrals Express' tour to Canterbury in June 2000.

He was much respected throughout the steam movement, and it is anticipated that many passengers on board the train will want to reminisce with stories of Colin. Steam Dreams will also be hosting Colin's family on the tour as its guests.

It will be the first time in some years that No. 34046 will be hauling a train around the Kent coast, following the route which Colin loved to work around Dover and the White Cliffs.

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Blue Peter enters next phase of long-running overhaul

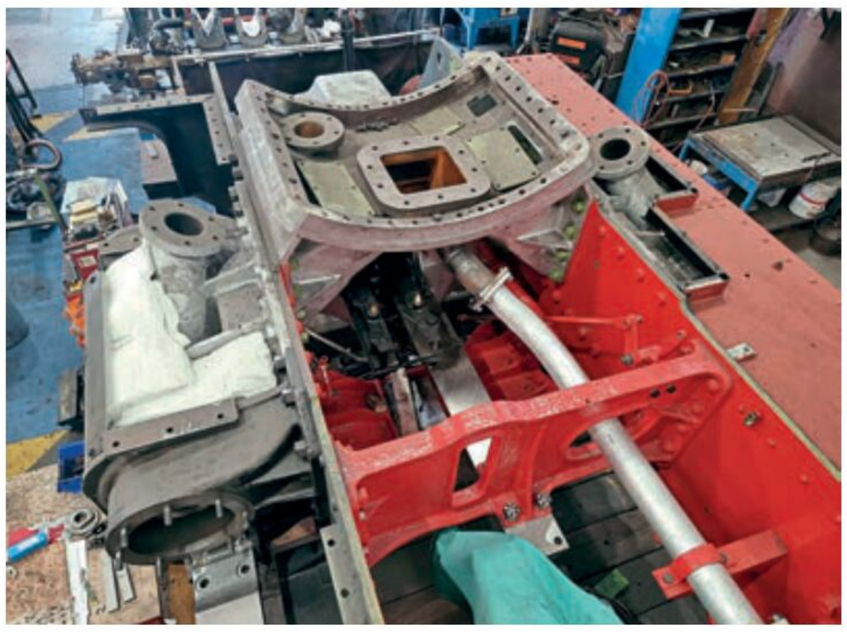
By Owen Hayward

THE long-running overhaul of LNER A2 4-6-2 A2 No. 60532 *Blue Peter* has now reached the stage where many newly-manufactured components are being assembled and fitted.

Locomotive Services Group, which is undertaking the work at Crewe on behalf of Jeremy Hosking and the Royal Scot Locomotive and General Trust, highlighted that "progress of an overhaul of this nature can appear to be quite slow", citing the need to manufacture, repair, and machine various small parts, but added that "we are moving into the visual production stage where all of the fiddly little jobs to get a kit of parts together suddenly get reassembled."

The horn guides have had cracks repaired and are now fitted into the frames (which have been aligned ready to fit the axle boxes) with new bolts made on the firm's CNC lathe.

The middle cylinder had significant cracking and was replaced with a new casting; all three cylinders are now mounted and secured on the frames, with valve and cylinder liners all being renewed. The valve gear has been overhauled, which has included new valve heads and spindles, and valve crossheads metaled and machined to fit the aligned valve guides.



All three cylinders are now mounted on the frames and the smokebox saddle is fitted. ADRIANNA WASILEWSKA/LSG

The new tender tank that has been fabricated in the workshops has now been mounted on the tender frames. ADRIANNA WASILEWSKA/LSG

The front bogie centre casting was found to be beyond repair, so a replacement has been cast and machined. Smaller components had all been manufactured and were ready for reassembly once the new casting had been received.

New buffers, draw hooks and shackles have also been produced. All new tyres have been fitted across all axles, with the main driver receiving new crank pins. One-piece pistons have been forged and are currently being machined; once received at Crewe, the crossheads, which have been white metaled, can then be machined.

The Melesco multiple valve regulator has been weld repaired and awaits machining. A new set of valves are currently stored ready to fit to this.

A new tender tank has also been fabricated and is now fitted to the tender frames.

No set date has yet been given for *Blue Peter*'s return to steam.

The 1948-built locomotive was bought from BR by Geoff Drury in 1968 and became the focus of a campaign by BBC TV's children's programme Blue Peter for its restoration. First moved to the former Dinting Railway Centre, it was later placed in the charge of the North Eastern Locomotive Preservation Group and underwent running-in on the North Yorkshire Moors Railway before getting its main line certificate in 1992.

On October 1, 1994, during the first run of a preserved steam locomotive from Edinburgh to Newcastle, No. 60532 suffered a catastrophic uncontrolled wheelslip that led to extensive cylinder and motion damage.

This led to 18 months of repairs before it returned to the main line in November 1996.

Its boiler certificate expired at the end of 2002.

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Pathfinders Tours' redated 'The Hadrian Hoover' excursion passes Settle Junction under gloomy skies on July 23, with Nos. 50007 *Hercules* and 50049 *Defiance* at the helm. CHRIS GEE

August

6 Birmingham Balti Express
Birmingham Snow Hill, Stratford-upon-Avon and return.
Loco: 7029 *Clun Castle* VT

6 Cumbrian Mountain Express
London Euston, Carlisle and return. Electric-hauled between Euston and Carnforth, then Preston and Euston.
Locos: Electric: 86259 *Les Ros*. Steam: TBA. RTC

6 English Riviera Express
Wolverhampton, Kingswear and return. Diesel-hauled between Wolverhampton and Taunton.
Loco: TBA. ST

6 Settle & Carlisle Steam Special
Leeds, Carlisle and return. Diesel-hauled between Leeds and Carnforth, then Preston and Leeds.
Loco: 34067 *Tangmere*. NB

7 The Shakespeare Express
Birmingham Snow Hill, Stratford-upon-Avon and return. Steam-hauled throughout.
Loco: TBA. VT

7 The Waverley
York, Carlisle and return. Diesel-hauled between York and Hellifield.
Loco: 45690 *Leander*. RTC

10 Welsh Marches Express
Birmingham International, Shrewsbury and return. Diesel-hauled between BI and Bristol.
Loco: TBA. ST

11 The Dalesman
York, Carlisle and return. Diesel-hauled between York and Hellifield.
Loco: TBA. WCR

11 London Victoria to Canterbury
London Victoria, Canterbury and return.
Loco: 34046 *Braunton*. SD

11 White Cliffs Circular Tour
Circular tour from Canterbury West.
Loco: 34046 *Braunton*. SD

13 The Cornish Coastal Pullman
Eastleigh, Penzance and return.
Locos: 43406 + 43055 (HST). MP

13 The West Somerset Steam Express
London Paddington, Bishops Lydeard and return. Hauled by WSR locomotive to Minehead.
Locos: 45596 *Bahamas*. RTC

14 The Shakespeare Express
Birmingham Snow Hill, Stratford-upon-Avon and return. Steam-hauled throughout.
Loco: TBA. VT

14 The Waverly
York, Carlisle and return. Steam-hauled between Hellifield and Carlisle.
Loco: 45960 *Leander*. RTC

17 Welsh Marches Express
Slough, Shrewsbury and return. Steam-hauled between Bristol Temple Meads and Shrewsbury.
Loco: TBA. ST

18 Dorset Coast Express
London Victoria, Weymouth and return.
Loco: 45596 *Bahamas*, 31806. RTC

20 Northern Belle Steam Special
Lincoln, Carlisle and return. Diesel-hauled Lincoln to Carnforth and Preston to Lincoln.
Loco: 34067 *Tangmere*. NB

20 The English Riviera
Ely, Kingswear and return. Steam-hauled between Taunton and Kingswear.
Loco: TBA. ST

20 South Coast & Isle of Wight Tour
London Victoria, Portsmouth Harbour and return.
Loco: 34046 *Braunton*. SD

21 Shakespeare Express
Birmingham Snow Hill, Stratford-upon-Avon and return. Steam-hauled throughout.
Loco: TBA. VT

21 The Waverly
York, Carlisle and return. Steam-hauled between Hellifield and Carlisle.
Loco: 45960 *Leander*. RTC

21 The Royal Duchy
Bristol Temple Meads, Par and return. Diesel-hauled Plymouth to Par.
Loco: 6233 *Duchess of Sutherland*. RTC

23 The Pendle Dalesman
Lancaster, Carlisle and return.
Loco: 35018 *British India Line*. WCR

24 The Settle & Carlisle Fellsman
Crewe, Carlisle and return. Steam-hauled between Chester and Carlisle.
Loco: 34046 *Braunton*. ST

26 The Deltic Delight
Wolverhampton, Newcastle and return.
Loco: Class 55 Deltic TBA. IC

27 Cotswold Venturer
London Victoria, Worcester Shrub Hill and return.
Loco: 35028 *Clan Line*. RTC

27 Cumbrian Mountain Express
Crewe, Carlisle and return. Diesel-hauled Crewe to Carnforth and Preston to Crewe.
Loco: TBA. RTC

28 The Shakespeare Express
Birmingham Snow Hill, Stratford-upon-Avon and return. Steam-hauled throughout.
Loco: TBA. VT

29 Scarborough Spa Ramble
Crewe, Scarborough and return.
Loco: Class 20 TBA. IC

September

01 Scarborough Spa Express
Carnforth, Scarborough and return.
Loco: 46115 *Scots Guardsman*. WCR

01 Dorset Coast Express
London Victoria, Weymouth and return.
Locos: 45596 *Bahamas*, 31806. RTC

01 The Aberdonian
Edinburgh Waverly, Aberdeen and return.
Loco: 60163 *Tornado*. A1SLT

03 The Cheshireman
Norwich, Chester and return.
Loco: 6233 *Duchess of Sutherland*. RTC

03 English Riviera Express
Crewe, Kingswear and return. Diesel-hauled between Crewe and Taunton.
Loco: TBA. ST

04 The Shakespeare Express
Birmingham Snow Hill, Stratford-upon-Avon and return. Steam-hauled throughout.
Loco: TBA. VT

04 The Waverly
York, Carlisle and return. Steam-hauled between Hellifield and Carlisle.
Loco: 45960 *Leander*. RTC

Regular Steam

Daily The Jacobite
Fort William, Mallaig and return.
Loco: 44871, 45212 or 45407 *The Lancashire Fusilier*. WCR

Tuesdays until August 30 The Sunset Steam Express.
Circular Tour from London Victoria.
Loco: 45231 *The Sherwood Forester*. 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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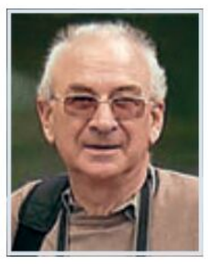

Don Benn looks at the July 9 Railway Touring Company's 55th Anniversary trip to Yeovil Junction and Weymouth with Bulleid Merchant Navy Pacific No. 35028 *Clan Line*, followed by some good train running on the July 2 'Atlantic Coast Express' with the same locomotive.

THE 55th anniversary of the end of steam on the Southern is marked each year by a day out with a Southern Pacific. Often this has been to Yeovil Junction, returning from Weymouth, and in recent years has always taken a diesel loco along to take the train from Yeovil Junction to Weymouth, and this was the case on July 9 this year. It wasn't always so, as a look-back confirms. On July 9, 2011, No. 34067 *Tangmere*, driven by Dave Hewson, worked a 7.55am Waterloo to Weymouth. With 10 coaches, it was given a special path non-stop to Southampton Goods Loop in 88 minutes for the 79.75 miles, accomplished in 87 minutes and 29 seconds despite temporary speed restrictions to 25mph at Wimbledon and 43mph under the aqueduct at Deepcut, plus signal checks in from Eastleigh. There was some very fine running with 79mph at Hersham and Byfleet and a minimum of 61 at Wootton after no more than 65 through Basingstoke. Dave entered into the spirit of the occasion by reminding us of what used to happen down Roundwood bank, but no doubt he wanted to keep out of the way of the Weymouth EMU behind us! We continued in good style to Weymouth.

From there, LMS Class 2-8-0 No. 48151 took us up to Yeovil Pen Mill and then down to Yeovil Junction, where Pete Roberts awaited us with *Tangmere* to take us back to Waterloo. As you would expect with an ex-Nine Elms man, he took us back with some very good running, returning a net time of 80 minutes for the 83.70 miles from Salisbury to Waterloo. Highlights were a sustained 50 up Porton bank, 79 through Andover, and 35 minutes 27 seconds to pass Worting Junction despite a temporary speed restriction to 51mph at Oakley. I have always maintained that the old 34-minute booking of the ACE to pass Worting Junction was the most difficult to keep and we weren't far off that. Pete then kept the Bulleid in the 70s everywhere he could, with maxima of just under 80 after Winchfield and at Byfleet interrupted by signal checks at Farnborough and, of course, Woking. My notebook states: "A wonderful day."

> "To pass Woking unchecked at 76mph was the highlight of this flight and there is a spine-tingling video on YouTube."

Maybe the best of all was on July 9, 2012, when No. 35028 *Clan Line* on 11 coaches took us down to Yeovil Junction and diesel 66070 continued to Weymouth. On the return, the 66 was on the back as far as Poole and had to help on Upway bank as the Bulleid primed. From Poole, with the 66 left behind and Wayne Thompson driving, the 11-coach, 425-ton train climbed Parkstone bank at a minimum of 31½mph after no more than 40 on the restart. My notebook says: "Is there a bank here?"

What followed from Eastleigh was a revelation. Don and Jim Clarke plus Paul Major were now up front and showed just what could be done within the constraints of steam on the main line. We left on the slow line right behind a Cross Country train and were stopped before Shawford and checked again at St Cross before getting a clear road until

On July 5, 2017, No. 35028 passes Eastleigh with the Bournemouth Belle. DON BENN

TABLE ONE: BASINGSTOKE TO WOKING

Date	Saturday, July 9, 2022						Sunday, June 20, 1965				
Train	17.09 Weymouth to Waterloo						09.49 am Weymouth to Waterloo				
Loco	Rblt MN Class 4-6-2 No. 35028 *Clan Line*						West Country class 4-6-2 No. 34019 *Bideford*				
Load	10 coaches, 357 tons tare plus 47613 not working						13 coaches and one van, 458 tons tare, 500 tons gross				
	Total weight 469 tons tare, 500 tons gross										
Driver	Bob Baines						Jim Sullivan				
Fireman	Chris Birmingham						Alan Roe				
Weather	Fine and hot						Fine				
Recorder	John Clifford						Don Benn				
	miles	**sched**	**mins**	**secs**	**speed**		**sched**	**mins**	**secs**	**speed**	
Basingstoke	0.00	0.00	00	00		17½ late	0.00	00	00		17½ mins late
Newnham Siding	4.10		P4 to fast line					05	54	64½	slow line
Hook	5.59		08	26	69			07	14	68½	
Winchfield	7.92		10	28	75			09	17	73	
Fleet	11.27		12	59	78/79			11	57	76/77	
Farnborough	14.55	14.00	15	31	74			14	34	70*	
Sturt Lane Junction	15.60		16	19	77			15	28	68½	
MP 31	16.75		17	10	76/81			16	32	66½	
Pirbright Junction	18.26							17	44	71½	
Brookwood	19.76		19	37	80			19	03	74½	
Woking Jct	23.00	21.00	22	29	42*			22	23	* sigs	
								sigs stop			
24.70 miles	23.05							22	35	0*	sigs stop
								23	15		
Woking	23.46	22.00	23	34		19 late	35.00	25	05		7½ mins late

TABLE TWO: BASINGSTOKE TO SALISBURY

Date	Saturday, July 2, 2022
Train	07.52 Waterloo to Exeter St Davids
Loco	Rblt MN class 4-6-2 No. 35028 *Clan Line*
Load	10 coaches, 359 tons tare 390 tons gross
Driver	Bill Monteich
Fireman	Andy Christie
Recorder	David Sprackland from front of third coach
Weather	Showers, strong SW wind

	miles	**sched**	**mins**	**secs**	**speed**
Basingstoke	0.00	0.00	00	00	
Worting Junction	2.49	8.30	05	40	45
Oakley	4.60		08	09	59½
Overton	7.74		11	09	71½
Whitchurch	11.36		14	04	74
Hurstbourne	13.25		15	35	76
MP 62½	14.75		16	48	73/76
Andover	18.51	25.00	19	48	67/66* sigs
Red Post Jct	19.82		21	10	65½
Monxton Viaduct	20.60		21	50	71
Grateley	24.86		25	25	64
MP 73¼	25.50		26	02	63
Porton	30.25		30	09	74
Tunnel Junction	34.65	41.00	35	58	29*/6* sigs
Salisbury	35.79	43.00	39	32	

net time 38 minutes
*brakes or speed restriction

Clapham Junction. We averaged 70.73mph over the 60.91 miles from Winchester to Earlsfield, an unprecedented dash since the end of Southern steam. Roundwood bank was topped at 68½mph (which no doubt would have been the desired 70 had it not been for the signal checks) and we then ran the 23.46 miles from Basingstoke to Woking at a shade under 75. To pass Woking unchecked at 76mph was the highlight of this flight and there is a spine-tingling video on YouTube (which is in My Favourites). The signal stop after Clapham Junction was reached after a previous check and a crawl to the stop in 67 minutes 53 seconds for the 67.66 miles.

Clan Line on July 9, 2022

Despite what could be done, no doubt at extra cost or maybe even without as 2012 showed, the July 9 trip this year took a diesel loco (No. 47813) all day and so not many of the group of 'old timers' were on it. However, my old friend John Clifford was and he has given me some details. The train operated from Victoria at 8.43am via Staines, Woking, Basingstoke, and Salisbury to Yeovil Junction. It had a water stop at Winchfield and I photographed it passing Hook at 52mph, with the 47 showing no signs of life either in my still shot or video clip. It appears that the use of the 47 all day was minimal, according to reports. The train left Basingstoke four late and ran to Salisbury in 41 minutes 28 seconds, maximum speed 72 mph at Andover, 56 minimum at Grateley. Driver Dave Hewson and fireman Chris Yates, load 10 for 390 tons plus the 112 ton 47813. Yeovil Junction was reached just a couple of minutes late at 1.24pm and the 47 took the empty stock to Weymouth, while No. 35028 was serviced to follow later with its support coach. Unfortunately Weymouth was suffering signalling problems which simply added to the problems earlier in the day. These continued for most of the afternoon, with most service trains running very late or cancelled. Perversely, this may have actually helped on a day when Weymouth was host to no less than three excursions. I had earlier photographed 47614

No. 34067 at Waterloo on July 9, 2011 with the 7.55am to Weymouth. DON BENN

TABLE THREE: CHARD JUNCTION TO HONITON

Date	Saturday, July 2, 2022
Train	07.52 Waterloo to Exeter St Davids
Loco	Rblt MN class 4-6-2 No. 35028 *Clan Line*
Load	10 coaches, 359 tons tare 390 tons gross
Driver	Bill Monteich
Fireman	Andy Christie
Recorder	Peter Thrussell from seat E12F in fifth coach
Weather	Showers, strong SW wind

	miles	**sched**	**mins**	**secs**	**speed**
Chard Junction	0.00	0.00	00	00	
Broome LC	1.56		04	23	49½/54
MP 143¾	4.14		07	24	49½*
Axminster	4.89	10.00	08	12	60
MP 146¼	6.64		09	44	75
Seaton Jct	8.20		11	03	67
MP 148½	8.89		11	41	63½
MP 149	9.39		12	10	59
MP 149½	9.89		12	41	56½
MP 150	10.39		13	14	52½
MP 150½	10.89		13	50	48½
MP 151	11.39		14	28	45
MP 151½	11.89		15	09	43
MP 152	12.39		15	52	41
MP 152½	12.89		16	36	40/43
Honiton Tnl W	13.71		17	51	35½
MP 153½	13.89		18	09	33/29½
MP 154	14.39		19	07	33½/*
Honiton	15.08	28.00	23	45	

*brakes or speed restriction

Dave Hewson on *Tangmere* at Wareham, working the 7.55am Waterloo to Weymouth, July 9, 2011. DON BENN

Right: No. 35028 at Salisbury on the return ACE to Waterloo on July 2, 2022. ALISTAIR WALTON

TABLE FOUR: EXETER TO BRISTOL

Date	Saturday, July 2, 2022
Train	16.40 Exeter St Davids to Waterloo
Loco	Rblt MN class 4-6-2 No. 35028 *Clan Line*
Load	10 coaches, 369 tons tare 390 tons gross
Driver	Andy Taylor
Fireman	Craig Stinchcombe
Recorder	Peter Thrussell from seat E12F in fifth coach
Weather	Cloudy, strong SW wind

	miles	sched	mins	secs	speed
Exeter St Davids	0.00	0.00	00	00	2¼ mins late
Cowley Bridge Jct	1.25	4.00	03	47	36½
Stoke Canon LC	3.71		07	05	52½/51½
Silverton OB	7.15		10	53	56½
Hele LC	8.40		12	09	62½
MP 182	11.91		15	24	66½
Summit OB	14.30		17	38	60/66½
Tiverton Parkway	16.59	20.00	19	46	65½
Burlescombe	19.16		22	18	54½
Whiteball Summit	19.91	24.30	23	09	51½
MP 172½	21.41		24	37	71½/77½/73*
MP 171	22.91		25	49	77/80/* brakes
Wellington	23.71		26	26	74½/77
Bradford LC	26.26		28	27	76½/78
Norton Fitzwarren	28.90	32.30	30	30	77½/74½
Taunton	30.75	34.00	31	57	76½/79
Creech St Michael	33.66		34	13	75
Cogload Junction	35.51	39.00	35	44	71½/76½
MP 155	38.91		38	28	75½
River Parret UB	41.50		40	35	71
Bridgwater	42.33	45.30	41	16	73½/73
MP 148	45.91		44	11	75
Highbridge	48.64		46	22	74½
MP 144	49.91		47	24	73½
Wick Lane OB	52.38		49	21	77/72½
Uphill Junction	55.85	58.30	52	09	73½/72½
Worle Junction	58.79	61.30	54	33	74½
Puxton & Worle LC	59.93		55	28	74½/75½
Yatton	63.60		58	24	75/76
Nailsea	67.50		61	33	71
Flax Bourton	69.64		63	25	67
MP 123	70.91		64	37	60½/64
Parson Street	73.74	79.30	67	28	46½*
Bedminster	74.59		68	42	32/6½* sigs
Bristol Temple Meads	75.34	84.00	71	08	

Distance to stopping point with two coaches on platform
* brakes or speed restriction
net time 70 minutes
average start to stop speed: 63.55 mph
average speed MP 171 to Yatton: 74.93 mph

(853) and 47805 passing Hook on the 6.09am Norwich Statesman to Weymouth and then caught the 12.48pm Basingstoke to Southampton, a very full train, which was delayed by 62 minutes at Winchester due to a medical emergency on board, then terminated at Bournemouth. There was also an 8.23am Northern Belle from Birmingham to Weymouth with 47804 and 47826. These left Weymouth to return 43 late and on time respectively, while the steam special left 48 late at 5.57pm.

Leaving Weymouth, Radipole was passed in three minutes exactly at 29mph, Upwey in four minutes 58 seconds at 21mph, and Upwey Wishing Well halt in eight minutes 22 seconds at 16mph. John Clifford told me that the diesel driver was asked not to assist and the evidence is that it may not have done. Alan Rawlings summed it up as follows:

"We know about *Tangmere* plus 11 with Pete Roberts in 2009 and we also know about *Clan Line* plus 11 plus a Class 66 on July 9, 2012 (what's that – 14/15 equivalent?) that we will all remember because of the run in from Eastleigh with the Clarkes. That had 538 tare and on the 1-in-74 approaching Upwey we were down to a pretty steady 16/17mph. This was before the next mile of 1-in-50 that will definitely have taken us down progressively. And then *Clan Line* primed – game over. Without a conversation with the driver on the diesel, we can only guess at what actually happened last Saturday. What we do know is that it was a concerted effort from the crew on *Clan Line,* unlike when No. 35018 chuffed up with assistance last year. And we also know that the diesel provided a start off the platform. Almost certainly the diesel then cut back, but my money is on what I believe is called notch one, as that's what West Coast does on a good day (especially with Class 5s) so why change the habit of a lifetime? Either way it was a good day and the support crew says that *Clan Line* was on song, but the Polish coal they are using really needs a draught under the fire, it seems. Back damper open and front damper cracked open." He later added that "someone in the MNLPS has now spoken to the driver of the

No. 35028 at Weymouth on the 5.38pm to Waterloo on July 9, 2012. DON BENN

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No. 35028 passing Hook on July 9, 2022, with the 8.43am Victoria to Weymouth. DON BENN

Class 47 coming home last Saturday. He says the train was banked out of Weymouth – i.e., along the platform – and for the rest of the journey the controller was set to 'on'. That was it."

The train ran non-stop to the Southampton up goods loop in 100 minutes for the approximately 65 miles, recovering 18 minutes of the late start, and then passed Worting Junction in 39 minutes 22 seconds, 37 minutes 30 seconds from passing Southampton Central, all but keeping the old two-hour train schedule. Speed was 40 at St Denys (four mins 19 secs), 59 at Eastleigh (nine mins 40 secs), 62 at Allbrook, 58 at Shawford (13 mins 31 secs), and then checked to 33 approaching Winchester, (17 mins 13 secs) and 50 at Roundwood. All times from Southampton Central.

Last time I published an even time net run from Basingstoke to Woking with *Clan Line* on 510 tons and Table One shows how the same engine did on July 9. Just a fraction outside even time after a slow start from Platform 4, over to the fast line and the rare privilege of a fast, clear run into the Woking stop after the engine was eased at Pirbright. Set against this is a fine run from June 1965 when a Bulleid Pacific in original condition, No. 34019 *Bideford,* had an unusually heavy 14-bogie, 500-ton train and produced even time without exceeding 77mph, including due deference to the slow line curve at Farnborough. Finally, on July 9 this year No. 35028 ran up to Waterloo in 31 minutes, about 14 minutes late. The end of another fine day with *Clan Line,* which I should not have missed!

Clan Line to Exeter

The week before, on July 2, No. 35028 worked the 7.52am Waterloo to Exeter, returning via Bristol, Westbury and Salisbury. I could not be on this due to family commitments but my correspondents David Sprackand and Peter Thrussell have sent some details.

Table Two sets out the section from Basingstoke to Salisbury, timed standing up at the front of the third coach. David told me that this wasn't easy as the day was blustery, with rain showers (difficult to believe it will ever rain again as we are in a heatwave as I write; the outside temperature is 32 degrees in the shade).

The crew were West Coast men Bill Monteith and Andy Christie and the load was a modest one of 10 for 390 tons. The running was good, though interrupted by adverse signals at Andover and outside Salisbury. To achieve the net time of 38 minutes for the 35.79 miles, the big Bulleid would not need to have been unduly extended. However, the climb of Honiton bank (shown in Table Three) was a different matter and the 40mph minimum compares well with anything on the ACE where the average 11-coach load would have been about the same weight as the recent run and mid-30s would have been about par for the course.

The details in Table Four were also sent to me by Peter Thrussell and show an even time run from Exeter St Davids to Bristol Temple Meads: 75.34 miles in 71 minutes and eight seconds. The crew were Andy Taylor and Craig Stinchcombe, who didn't need to work *Clan Line* very hard anywhere but had the luxury of a clear road throughout until approaching Bristol. The flying average of a shade under 75mph from below Whiteball tunnel to Yatton shows masterly enginemanship.

Finally, I have set out the details of the run from Woking to Waterloo sent to me by David Sprackland. Bob Baines driving now and Craig still firing. It was unusual to get runs direct up the main line to Waterloo at all, let alone two Saturdays running. The net time of 28 minutes would have been common in the days of steam and it was good to see even time reached by Wimbledon.

I am very grateful for all the hard work and patience of my correspondents, without whom this column could not have been written. HR

TABLE FIVE: WOKING TO WATERLOO

Date	Saturday, July 2, 2022
Train	16.40 Exeter St Davids to Waterloo
Loco	Rblt MN class 4-6-2 No. 35028 *Clan Line*
Load	10 coaches, 359 tons tare 390 tons gross
Driver	Bob Baines
Fireman	Craig Stinchcombe
Recorder	David Sprackland from front of third coach
Weather	Cloudy, SW wind

	miles	sched	mins	secs	speed
Woking	0.00	0.00	00	00	
West Byfleet	2.65		04	54	60½
Byfleet	3.93		06	03	68
Weybridge	5.18		07	13	67½
Walton	7.25		08	58	76½
Hersham	8.33		09	49	77½
Esher	9.94		11	03	77
Hampton Ct Jct	10.99	12.30	11	53	75½
Surbiton	12.33	14.00	12	59	72½
Berrylands	13.33		13	51	72
New Malden	14.58	16.30	14	51	72½
Raynes Park	15.58		15	44	72½
Wimbledon	17.09	19.00	17	01	64
Earlsfield	18.75		18	40	55/1½* sigs
Clapham Junction	20.40	24.30	25	02	5*/52
Vauxhall	22.97		29	06	49
Waterloo	24.25	32.00	33	45	

net time 28 minutes
*brakes or speed restriction

"...It was a good day and the support crew says that *Clan Line* was on song but the Polish coal they are using really needs a draught under the fire, it seems."

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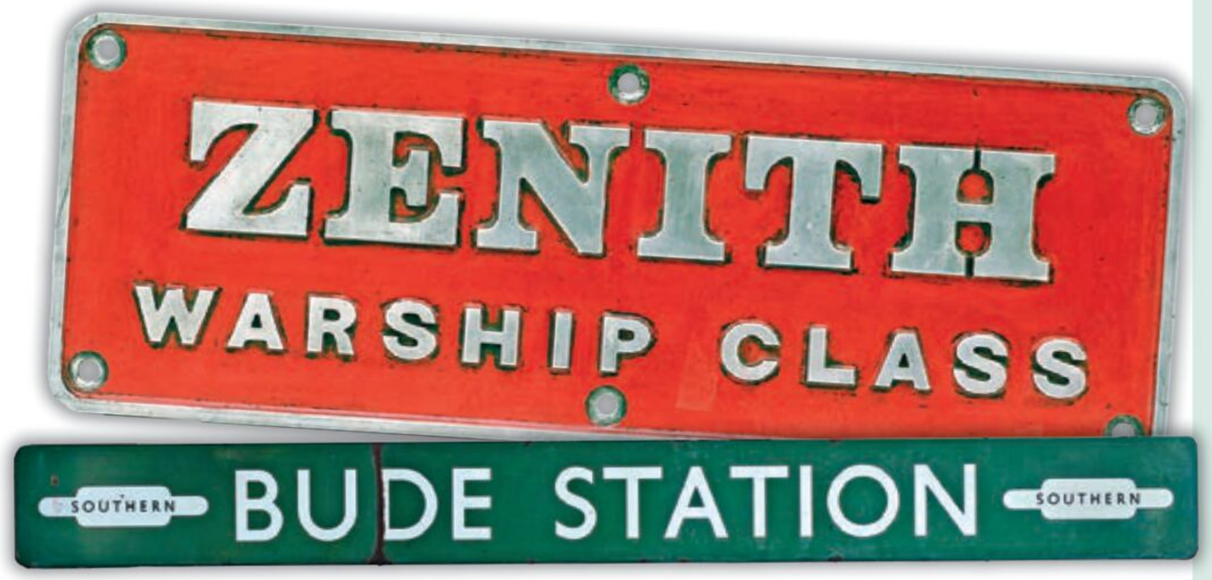
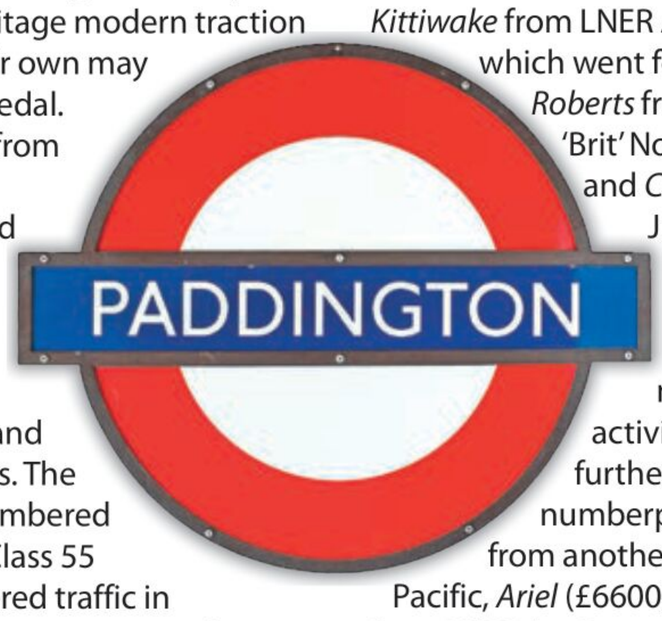
Diesel mounts a challenge, but steam fights its corner



IF ANYONE within the steam heartland of the railwayana movement has any doubts about the increasing influence and involvement of the new generation, in terms of both collectors and locomotives, then GW Railwayana's July 9 auction would surely have challenged their perception.

Yes, the traditionalists can rightly point to the highest realisation being way ahead of anything the modern era could throw at it, but behind came a trio of diesel prices that may have raised an eyebrow or two.

First, to the steam victor – a nameplate from GWR No. 7012 *Barry Castle* that went under Simon Turner's hammer for £20,500, a result that put paid to any thoughts held by the shadowing heritage modern traction that one of their own may win the gold medal.



However, far from daunted, the diesels snatched second, third and fourth place, with a flamecut diesel cabside and two nameplates. The cabside was numbered 55013, from a Class 55 Deltic that entered traffic in September 1961 as D9013 and was named *The Black Watch* in January 1963, whose price of £12,000 just pipped the first of the auction's diesel nameplates, *Invincible* from Class 50 D425/50025 (£11,500), which was followed at £8600 by *Zenith* from Class 42 diesel-hydraulic 'Warship' D867.

Steam then made a comeback thanks to a cabside numberplate from GWR No. 1013 *County of Dorset* (£8500) and a 1922/rebuilt 1945 Great Northern Railway worksplate from A1(A3) No. 1470/LNER No.4470/BR No. 60113 Pacific *Great Northern* (£8100).

By this point steam nameplates were also regathering, their sheer weight of numbers putting the modern upstarts on the defensive. This closely-matched six-strong contingent comprised *Hereford Castle* from GWR No. 7022 (£7600), *The Oakley* (LNER D49 No. 62769 – £7500), *Tretower Castle* and cabside numberplate from GWR No. 5094 (£7300 and £3600 respectively), *Kittiwake* from LNER A1 No. 60120, which went for £7000, *Lord Roberts* from Standard 'Brit' No. 70042 – £6800), and *Comet* (LMS Jubilee No. 45735 – £6700).

Following this flurry of nameplate activity came two further smokebox numberplates, 70016 from another Britannia Pacific, *Ariel* (£6600), and 60032 from LNER A4 *Gannet* (£6100), after which the leading totem station sign out of a selection of 84 made an appearance, BR(NE) Scarborough Central, at £5700, others in the category including BR(Sc) Fort William (£4100), BR(M) Betws-y-Coed (£3900), and a second Scottish Region example, Pitlochry (£3700).

Steam, electric, and diesel nameplates and worksplates threw their hats into the ring either side of the £5000 realisation threshold, providing an eclectic line-up that included *Oakley Grange* from GWR No. 6823 and its cabside (£5200 and £3400), a 1960 English Electric worksplate from Class 83 E3029/83006 (£5000), *Bedfordshire* from LNER D49 No. 62724 (£4700), another English Electric worksplate, from 1967-built Class 50 D421/50021 *Rodney* (£4500), a 1959 Derby worksplate from Class 44 D7/44007 *Ingleborough* also at £4500, and finally at £4400 each, *Peterston Grange* from GWR No. 6867 and *Sir Geraint* from SR King Arthur No. 30766.

A London Underground platform roundel sign from Paddington went for £4200, and the final BR main line steam nameplates to find new homes were *Haydon Hall* carried by GWR No. 5932, which fetched £4000, and *Edstone Hall* from GWR No. 7921 (£3250).

A BR(S) Bude station fascia enamel sign went under the hammer for £3600, a price matched by an LSWR Wadebridge-Padstow Tyer's No. 6 single line tablet, and other category winners were SR station target sign Hilsea Halt (£3000), NER signalbox nameboard Robin Hoods Bay (£2300), and LMS hawkeye Mangotsfield (£1900).

On the day preceding the auction, July 8, Simon Turner held a sale of shedplates, posters, clocks, advertising signs and other memorabilia, in which the leading railway items were a 72C Yeovil shedplate (72C) that went for £2300, an LSWR circa 1870 ex-Waterloo station 12in dial clock (£2100), and a painting by Don Breckon of GWR No. 5018 *St Mawes Castle* on a West Country viaduct, which sold for £1900. Prices exclude buyer's premium of 15% (exc VAT).

After putting 815 lots under the hammer over the two days, Simon said: "Overall everything went very smoothly.

"Totems have gone bonkers – we sold all but one of the 84 in the the auction, some at really strong prices. They are definitely the hottest thing at the moment."

Preservation nameplate tops the GCRA Bloxham charts

A NAMEPLATE that was carried by an LMS express locomotive for 24 years after being saved for preservation was the top seller at £1550 in a Great Central Bloxham-style sale on June 25.

It was from No. 45596 *Bahamas*, a Jubilee built by North British of Glasgow in January 1935 and withdrawn from Stockport Edgeley (9B) in July 1966, following which it was saved for preservation by the Bahamas Locomotive Society.

In 1968 the 4-6-0 was fitted with replacement plates and carried them until 1992, during which it covered more than 9000 miles on railtours, and it was one of these that went under the hammer on June 25.

Runner-up was a London & North Western Railway Fletcher's receiving train describer that included such destinations as Curzon St Goods and Saltley Loco Shed (£1300), behind which came four BR wagonplates dated between 1949-62 (£940) and an SR/BR(S) running-in enamel board from the Hampshire station of Fareham (£880).

Another nameboard, albeit one comprising cast letters on wood, was from the LMS signalbox Longbridge East, located at the former Austin car works in Birmingham (£680). Prices exclude buyer's premium of 15% (+ VAT).

Great Central's Bloxham-style auctions, so named after their original location but now being held live online, sell general railwayana with no telephone bidding and few reserves.

Mike Soden, who shared auctioneering duties with colleague Martin Quartermain, said after the final item of the 535 lots went under the hammer: "It went well, and another is already in preparation, which I expect to be later in the summer or early autumn."

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Totem first past the post in TRA single collection sale

A totem station sign was first past the post at £5500 in a single collection auction of Lincolnshire and neighbouring counties memorabilia held by Talisman Railwayana at Navenby, south of Lincoln, on July 2, although a 12in dial wall clock provided stern opposition by selling for £5300.

The totem, from Woodhall Junction, headed a line-up of other Eastern Region signs that included Lincoln St Marks, which went for £3600, Spalding Town (£3100), Peterborough North (£2700), Sleaford (£2100), and at £2000 each, Wainfleet and Peterborough East, while the clock was a Midland & Great Northern Joint Railway ex-Wisbech example (LNER No. 11634) from circa 1890 that featured on the front cover of an authoritative book on railway clocks.

Signalbox nameboards that also spent time under the spotlight included Sutton Bridge in its original wooden frame, Cowbit Bank, and Bourne East at £3100, £2300 and £2200 respectively, while a selection of more than 100 handlamps was led by a Manchester Sheffield & Lincolnshire Railway ex-Grimsby example (£3000), supported by another from the same railway plated Moortown (£1750) and an MGNJR ex-Sutton Bridge lamp that fetched £1700.

An LNER Skegness station direction sign went under the hammer for £1950, a selection of seatbacks was headed by Boston (£1650) and Grantham (£1550), and worksplates by a 1922 Great Central Railway Gorton plate from D11 class 4-4-0 No. 62669 *Ypres* (£1650) that on Nationalisation on 1948 was allocated to the Lincolnshire shed of Immingham (40B). Second in this category at £1500 was an LNER Stratford plate from Wisbech & Upwell Tramway Class J70 No. 68223.

In addition to the signalbox nameboards, signalling included an MGNJR single line wooden staff engraved Long Sutton and Sutton Bridge that went to a new home for £1550, and from the same railway at just below four figures was a booking office opening times enamel notice (£920). Prices exclude buyer's premium of 15% (+ VAT).

Talisman's Roger Phipps said: "The prices were buoyant, and were topped off by the Lancaster from the Battle of Britain Memorial Flight flying over us. We have had many good wishes, as everyone is grateful that we have gone back live."

Too many auctions, just right, or too few?

ONE of the impacts of the Covid pandemic on active railwayana collectors was the end of the tried and trusted auction scene that had been the backbone of the movement for decades.

Almost in an instant, saleroom sales ceased and the internet became the fulcrum around which buying and selling revolved.

Those who weren't online, or were but were unable to cope with its intricacies, struggled with the new order, and felt distanced from the heart of a hobby they loved.

Another major aspect of the change was that some of the time-consuming financial and logistical elements the auction houses faced with saleroom sales disappeared at a stroke. No more venue hiring costs, no more porters and other staff manning the auctions, no more setting-up of displays for viewing, and in some cases, no more expensive colour catalogues.

In addition – and here was the rub for some collectors – no more calendars set in stone months, or even years, ahead, but rather a flexibility that has resulted in a plethora of sales, some posted online at the last minute, which can be difficult to keep tabs on.

The result, say some of the – perhaps more traditional – collectors is that there are simply too many auctions, which leads to depressed prices, some very average items going under the hammer, and a calendar that is well-nigh impossible to follow.

Happy buyers

Those collectors who are enjoying the new order have a compelling argument in response.

Catalogues online allow just as much time to peruse as the printed versions, vendors who want a quick sale can have their items added to an auction at a late stage rather than having to wait maybe months for the next available slot, more auctions mean more variety and choices, and if the prices are lower – and that is debatable – vendors may be hit but buyers are surely happy.

Then there is the change welcomed by many within the movement that internet-based selling has introduced a new, younger, IT-savvy audience that in many cases has deep pockets and a thirst for railwayana. No businesses can stand still if they are to survive, but have to adapt to changing circumstances, and the claim that saleroom auctions are as much social occasions as a business is challenged by many.

One high-profile railwayana auction house principal told me recently: "I love selling to a saleroom full of collectors and enjoy the buzz, but without wishing to sound dismissive to anyone who enjoys those occasions, I am not in business to organise, and pay for, social events."

So, the more auctions the merrier, or too much of a good thing? The jury's out on that one, and may be for quite a while.

Railwayana Auction Calendar

- **August 19**
  Vectis *(model trains)*
- **August 22-28**
  Justaclickago *(photographs, negatives and slides)*
- **August 26**
  Lacy Scott & Knight *(railwayana and model trains)*
- **September 3**
  Great Central Railwayana

Battle of the gauges sees A4 outsell opposition

THREE different gauges dominated the model train category in an auction of toys and collectables held by Lacy Scott & Knight of Bury St Edmunds on June 24, headed by a gas-powered live steam A4 No. 60019 *Bittern* made by Bowande of China in G-scale that sold for £1500.

Another gas-powered model, by Roundhouse of Doncaster in Gauge 1, of an unidentified 0-6-0T in dark red and yellow-lined livery, went for £1150, and in third place at £1100 was a 1938 O-gauge Hornby LMS Princess Royal class Pacific No. 6201 *Princess Elizabeth*.

A second gas-powered Roundhouse model, of an 0-4-0T carrying the No. 1 and named Comet, went under the hammer for £920, and not far behind at £850 the modern era had a say in proceedings with a 5in gauge battery-operated Class 31 (D)5618. Prices exclude buyer's premium of 22½% (+ VAT).

➜ GERMAN model maker Bockholt took the plaudits in a 'Glorious trains' two-day sale held by Special Auction Services of Newbury on June 14/15, thanks to three of the Dassendorf-based company's Deutsche Bundesbahn Gauge 1 models each selling for £5500. The trio comprised 08 class 2-8-2 No. 081001, 52 class 2-10-0 No. 52001, and a member of the 2-8-4T 65 class, No. 65016, while close behind came another Bockholt Gauge 1 DB representative, 23 class 2-6-2 No. 23105, which realised £5000. Prices exclude buyer's premium of 20% (+ VAT).

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Victorian veterans set for head-to-head with LNWR and Big Four

TWO Victorian old-timers will be taking on more modern machinery in the nameplate category of Great Central's quarterly live online sale on September 3.

They are *Shanklin* from an 1892-built 0-4-4T and *Cornubia* from a 4-4-0 that entered traffic three years later, and they will share the spotlight with an LNWR 4-4-0, a quartet of Big Four express locomotives built in the 1930s, and another Big Four representative outshopped in 1945.

The tank engine's nameplate is from SR O2 class W20, which was withdrawn from the Isle of Wight shed of Ryde (70H) in December 1966 after nearly 75 years' service with the LSWR, SR and BR, while *Cornubia* – the ancient Latin name for Cornwall – was carried by a GWR Duke class engine numbered chronologically 3255, 3254, and finally 9054 prior to withdrawal from Machynlleth (89C) in June 1950.

The LNWR contender is *Saddleback* from George the Fifth class 4-4-0 No. 845/LMS No. 5391 that emerged from Crewe in March 1913, withdrawn in February 1936, and named after a 2848ft high Lake District mountain.

From the 1930s come *Malvern* from SR Schools class 4-4-0 No. 30929, a July 1934 Eastleigh product that ended its days at Brighton (75A) in December 1962, and a trio of GWR Swindon-built 4-6-0s, *Corfe Castle*, *Harrington Hall* and *Hopton Grange*.

The first is from No. 5034, built in May 1935 and withdrawn from Old Oak Common (81A) in September 1962, the Hall from No. 5982, which entered traffic in October 1938 and also taken out of service in September 1962 when shedded at Reading (81D), and the last from No. 6865 that was outshopped in March 1939 and withdrawn from the Bristol shed of St Philip's Marsh (82B) in May 1962.

Finally there is a nameplate, town badge and West Country Class scroll from SR Pacific No. 34006 *Bude*, a product of Brighton Works that entered traffic in August 1945 and was pensioned off in March 1967 when a resident of Salisbury (70E).

Named locomotives that feature in the smokebox numberplate category are GWR Nos. 1028 *County of Warwick*, 6005 *King George II*, and 7824 *Iford Manor*, SR King Arthur No. 30766 *Sir Geraint*, LMS Princess Coronation No. 46241 *City of Edinburgh*, and LNER A2 No. 60513 *Dante*.

The selection of cabside numberplates includes 4022 from a GWR Star 4-6-0 named successively *King William*, *The Belgian Monarch*, *Belgian Monarch* and ultimately unnamed, 6901 from GWR *Arley Hall*, and 2426 from an LNWR Claughton class 4-6-0, while memories of a fondly-remembered train will be evoked by a 'Cambrian Coast Express' headboard.

Remembered too is the Lynton & Barnstaple Railway, and a running-in board from one of the stations on the 1ft 11½in gauge line, Snapper Halt, will be going under the hammer. The station, two miles from Barnstaple, opened in 1903, closed with the line in September 1935, and was named after a nearby inn.

There are also 'The Mid-Day Scot', 'Ocean Liner Express' and London-Pwllheli carriageboards, and two First World War rolls of honour from two small railway companies, the Midland & South Western Junction and Stratford-upon-Avon & Midland Junction. The auction starts at 10am.

Station signs mix and match with GWR in London sale

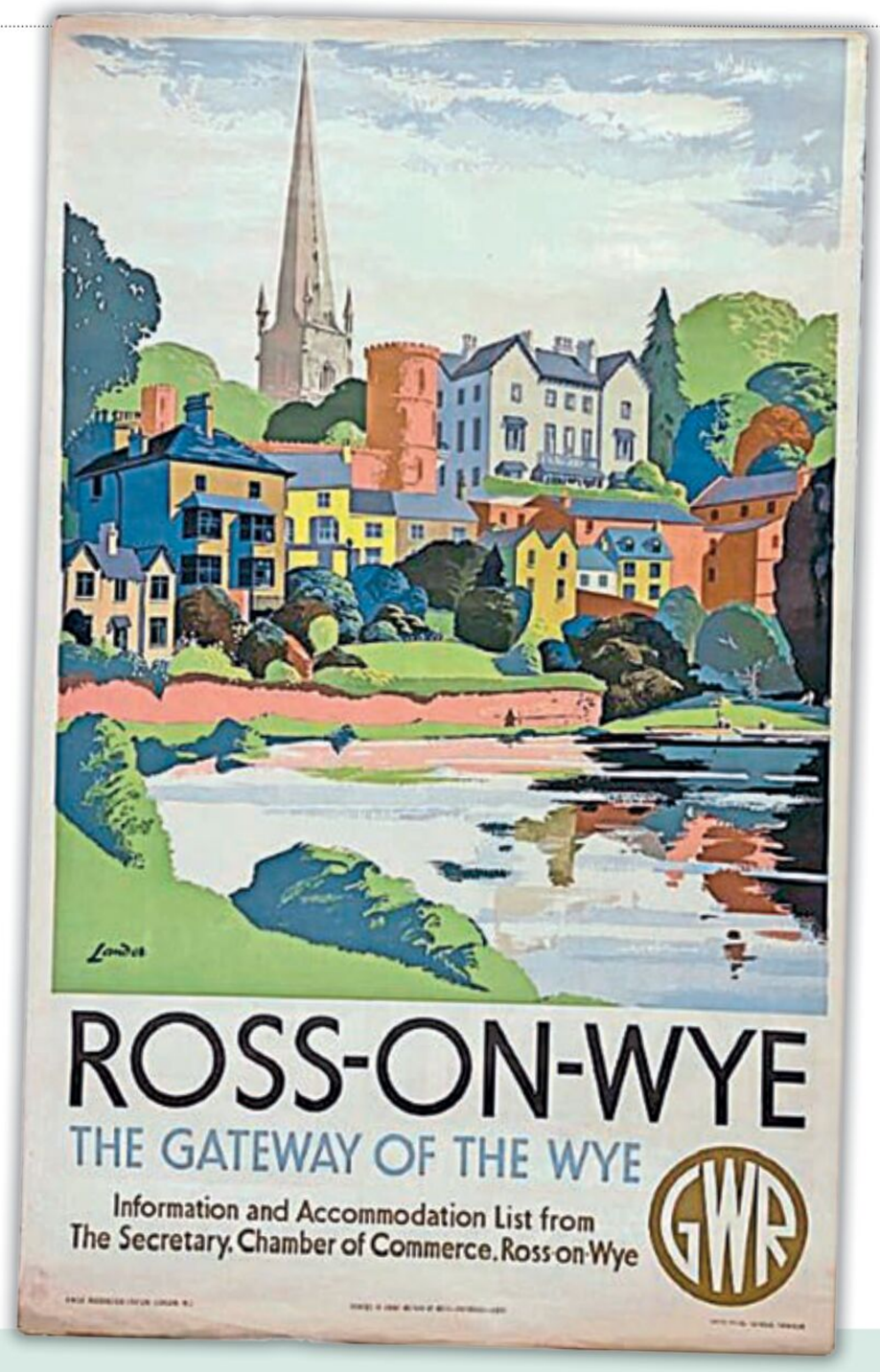
STATION enamel signs, an assortment of GWR items and a colourful GWR poster, comprised the leading Big Four and BR railwayana realisations in a Transport Auctions of London sale on June 25.

Top enamels were a BR(NE) totem from Percy Main, which went for £1600, a BR(M) footpath direction sign to Walton Junction station (£850), and a second totem, from the Southern Region station of Three Bridges (£800). The last price was matched by 25 GWR glasses, five items of silverware, and a ganger's horn and a look-out armband, all sold as a single lot.

Still with the GWR, a cabside numberplate from 0-6-0PT No. 7711, which became London Transport No. L90 on its withdrawal by BR in 1956, fetched £650, while a bid of £500 secured a GWR Ross-on-Wye poster by Reginald Lander (1913-80), who also produced work for the LNER, BR and the Post Office.

On the London Underground front, a 1947 poster map designed by Harry Beck, who created the landmark diagrammatic map of the system first issued in January 1933, went under the hammer for £1600, another from the same year, although with postwar updates, for £950, and an Earl's Court station platform roundel for £850. Prices exclude buyer's premium of 15% (+ VAT).

TAL director Michael Wickham said that, although the current economic situation appeared to be leading to buyers' caution, he was able to report that nearly 98% of the lots sold, a record for his auction house.



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ANYTHING GOES

Owen Hayward pays a visit to the Talyllyn for the weekend where all the toys come out of the box, witnesses truly how anyone is welcome no matter their background, and how the TR is helping its volunteers in these financially-challenging times.

Over the weekend of July 2/3, the Talyllyn Railway ran what has become something of a fixture in its calendar – the Anything Goes gala, where all the operational locomotives come out to play, with other oddities and plant (such as the line's self-propelled flailing machine) on show. It truly is a weekend that lives up to its name, with unusual carriage and locomotive combinations working to an intensive timetable.

Ex-National Coal Board 0-4-0DM No.9 *Alf*, built by the Hunslet Engine Company in 1950, kicked off each day with a rare passenger working up the line. On the Saturday it ran with four of the line's original five Victorian-era coaching stock (Nos.1-3, plus guard's van 5; No.4 is awaiting repairs to a spring), while on the Sunday it was paired with the line's three open coaches – another rare sight as these are normally split between the main passenger rakes.

Alf is rarely used on passenger workings, averaging a top speed of 9mph. Although on the Sunday, the starter motor failed to engage and start the engine after the tea break at Abergynolwyn, in true TR style the crew persevered and managed to get it going again without causing too much of a delay to the rest of the service.

Also out over the weekend were the two Baguley Drewry locomotives – Nos.11 *Trecwn* and 12 *St. Cadfan* were purchased from RNAD Trecwn in South Wales in 2008, along with a third locomotive that was cannibalised for spares. Originally 2ft 6in gauge, they were regauged for the TR and entered service in 2014. *Trecwn* was in charge of a goods train on the Saturday, and ran on the following day with the two former Glyn Valley tramway coaches on a passenger working. *St Cadfan* only operated on the Sunday, taking over the goods train turn.

The four operational steam engines were all out too, with 0-4-2ST ex-Corris Railway No.3 *Sir Haydn* also operating a goods train on the Saturday afternoon.

On the Saturday evening, all four were lined up at Tywyn Wharf for the traditional locomotive cavalcade, running 'light engines' to the sheds at Pendre, before No.7 *Tom Rolt* (an 0-4-2T rebuilt from an a 3ft gauge 0-4-0WT Andrew Barclay locomotive bought from the Irish turf board) returned to haul a final evening train.

Two notable absentees were the line's original Fletcher Jennings locomotives. 0-4-2T No.1 *Talyllyn* and 0-4-0WT No.2 *Dolgoch* are both undergoing overhaul – the first time since the late 1950s that the preservation-era pioneering railway has been without both its old ladies at the same time. No.1 is currently spread across the UK, with the chassis at a private site near Pendre, the tanks and cab stored at Quarry Siding, and the boiler all the way down at the boiler workshops at Ropley on the Mid-Hants Railway. Sadly, it will be a little while yet before we see it back: the boiler is ready for tubing, but the chassis still needs completing first so as to enable a quick reassembly when the new

Although the ongoing overhaul of No.2 *Dolgoch* meant it wasn't able to join in the event, a 5in gauge miniature version was on display and even went for a ride on the freight train to its namesake station. OWEN HAYWARD

Ex-Corris Railway 0-4-2T Kerr Stuart No.4 *Edward Thomas* pauses in the afternoon sun at the line's tea-stop destination of Abergynolwyn. OWEN HAYWARD

Back in pre-preservation days, the TR was offered an Eva class 0-4-2T by Hunslet, which was turned down. During the talks of building *Tom Rolt*, the Eva design came up but was ultimately not adopted. This 'what if' of the proposed locomotive, named *Cader Idris,* was running on the Llechfan Garden Railway on the evening of July 3. OWEN HAYWARD

A curiosity in and of itself, 0-4-0DM No.9 *Alf* approaches Pendre with a short train that included the railway's three open coaches. OWEN HAYWARD

On the evening of July 2, the traditional locomotive cavalcade ran with the four operational steam locomotives, seen here in Wharf Cutting on its way to Pendre. NATHAN SPENCE

No.7 *Tom Rolt* crosses the iconic Dolgoch Viaduct with the vintage set on Saturday, July 2 as the railway's media creator Luke Ryan watches on, filming for one of the TR's regular media releases. NATHAN SPENCE

A scene synonymous with the Talyllyn Railway is a locomotive filling up at the original slate water column at Dolgoch station. On this occasion, it is 0-4-2ST No.3 *Sir Haydn*. Driver Chris Price, CEO of the North Yorkshire Moors Railway, watches on as cleaner Tom Allmark lines up the water trough. OWEN HAYWARD

The second of the line's Baguley shunters, No. 12 *St Cadfan* passes Rhydyronen with the Sunday freight working. NATHAN SPENCE

boiler ticket begins, reducing wasted time. The ambition is to complete it before Kerr Stuart 0-4-0ST No.4 *Edward Thomas* leaves traffic next year but that is, as always, dependent on a plethora of outside factors.

No.2 is much closer to home in more ways than one – all the parts are at Pendre and painting is well underway into the TR's bronze green livery. It had been hoped to complete the work in time for the event, but running repairs to the operational fleet have put that back (which in turn puts back the overhaul of No.1). The new target is for September, but as ever is not set in stone.

More than a ride

Over the same weekend was the first of this year's beer festivals, which started on Friday, July 1. Held at Tywyn Wharf, up to 20 different draught beer and ciders, and further bottled varieties, were on offer, with live music on the Saturday night and hot food available from the station's King's Café. The festival proved immensely popular, to the extent that by Sunday morning there was nothing left and it had to close up early, subsequently being described as the "busiest festival ever!"

One area at Wharf that many might not realise exists is the Llechfan Garden Railway. Tucked away behind the volunteer hostel that sits directly opposite the station building is a large outdoor 16mm gauge line, with two circuits weaving their way over and round model buildings and bridges. Normally only open to invited guests and TR volunteers, on a few occasions each year it is opened up for all to come and see, and those who wish to run their models are allowed to do so (subject to certain conditions for insurance and safety purposes).

A scaled-down affair this year, normally this weekend would also play host to the annual garden railway weekend with traders and operators from around the UK descending upon Tywyn and miniature steam engines giving rides on temporary track laid across the yard at Wharf station. It is hoped that next year the event will return – bigger and better!

Inclusive atmosphere

With the recent Heritage Railway Association news publication (issue 165, www.hra.uk.com/hra-news-magazines) drawing attention to the importance of inclusivity, it is reassuring to find positive cases on the TR that reflect this.

The garden railway weekend is normally arranged by Kes Jones. Although diagnosed with myalgic encephalomyelitis (ME, otherwise known as chronic fatigue syndrome), she hasn't let this hinder her enjoyment of the railway she's been with since 2009.

The Llechfan Garden Railway has a family connection for Kes, too. After a visit to the TR many moons ago, her father was inspired to build his own garden railway, which he named Compton Down. After he passed away in 2009, she offered the buildings and trains to the TR and they were accepted. The existing circuit at Llechfan gradually grew to what it is today.

"My dad built many of the buildings that sit alongside the tracks," Kes explained. "At this point, some of them are perhaps nearly 50 years old."

It was here that she also met her partner, Stephen Thorpe, who is another of the railway's core paid staff and works across a number of departments.

The TR's resident Baguley Drewry locomotives were out on rare passenger workings. No.11 *Trecwn* departs Dolgoch station with the Glyn Valley Tramway coaches on Sunday, July 3 with a train for Nant Gwernol. OWEN HAYWARD

Left: A regular museum guide and shop attendant, Kes can sometimes be spotted wearing one of her many eye-catching period outfits. OWEN HAYWARD

Right: Andrew Barclay 0-4-0WT No.6 *Douglas* prepares to depart Brynglas loop. NATHAN SPENCE

Kes also regularly works in the shop and as a tour guide in the museum. Regular visitors to the line will no doubt recognise her, and when she dresses in one of her period outfits it's certainly hard to miss her.

Another volunteer with ME is 20-year-old Keira Thompson, who works in the locomotive department as a cleaner. She started in 2019, and is transgender.

"I started on the railway weeks before I began the transition process," she said. "All the paperwork had my old name, which I used when I signed up, but I was always introduced here as Keira. The volunteer liaison officer, Jack Evans, came to me and asked if I wanted my details changed on all the paperwork without even being prompted and with no fuss.

"Everyone has been very accepting – it's wonderful. Here it doesn't matter who you are, as you will never find a more inclusive team. In fact, the best thing about here is the people.

"I'd never met another person with ME until coming here, either, and if I have a day when I can't make a turn, it's always 'are you okay?' rather than being reprimanded. I've not had a bad experience since coming here."

These are just two examples of a workforce encompassing people from all walks of life, and shows just how welcoming a place this railway is.

Appreciation

Although it is connections to the famous Railway Series stories by the Reverend Wilbert Awdry that may account for some of the new faces, another draw for the TR is definitely the care and respect for volunteers.

As mentioned, the Llechfan volunteer hostel is at Tywyn Wharf, allowing those who travel from the UK and around the world to stay somewhere both extremely affordable and in close proximity to where their duties take place.

Such is its demand that for the main 2022 season the TR has hired additional accommodation a few minutes' walk away – and already both venues are filled to the brim for certain weeks.

Usually, there is a nominal charge for the use of these two residences to cover cleaning and other bills, but with the cost of living having risen sharply in the recent weeks alone, and the TR's dependency on 'holiday working' visits (many people will come for weeks at a time to volunteer for duties as their annual holiday), the railway management has further shown its gratitude by making stays free (with the option of donating what you can to cover the bills) so long as you volunteer for a certain percentage of the days you stay. The hostel has been a boon for attracting younger volunteers, for who many have their first away-from-home experiences thanks to this facility.

"This may be why we have perhaps the largest youth group of any heritage railway in the UK," media creator and volunteer co-ordinator Luke Ryan said. "People start with the Tracksiders, the TR's family volunteer working group for introducing those under 14 to volunteering with their parents or guardians, before moving up from there. We have had days where the entire railway has been operated by people aged in their 20s!" One of the railway's full-time staff, 24-year-old Luke secured a permanent job after developing the Narrow Gauge Museum and TR's online presence, and organising last year's Awdry Extravaganza, celebrating the line's ties with the late author and his beloved stories. The busiest weekend in five years, a second event took place over the weekend of July 23/24 this year. HR

➜ **The Talyllyn Railway's major remodelling plans for Pendre and more – see News, pages 32-33.**

Peco releases Snailbeach hoppers

SOLE-SURVIVING Snailbeach District Railway four-wheel hopper wagon No. 32 has been recreated in miniature by PECO in the firm's latest OO9 scale release of rolling stock.

Built to carry lead ore from Stiperstones to the Great Western Railway connection at Pontesbury, a fleet of hopper wagons was built to the 2ft 4inch gauge and used until the line closed in 1959.

In addition to the model of the preserved example, two plain liveried variants are also available and are perfect for the many freelance modellers in the scale. The models also have PECO's new metal-rimmed wheels as opposed to the previous all-plastic versions fitted to past OO9 rolling stock.

Models are sold singularly, with an RRP of £24 per wagon.

Hornby meat van returns

AFTER an absence of nearly two decades, Hornby has re-released its BR 10-ton ventilated meat van, of which just one example survives, based on the Mid-Hants Railway.

Though the artwork shows the old D style couplings, the model itself has been updated to incorporate NEM couplings. The bauxite livery van's running number is B870063 and comes with an RRP of £23.49.

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New build, new model

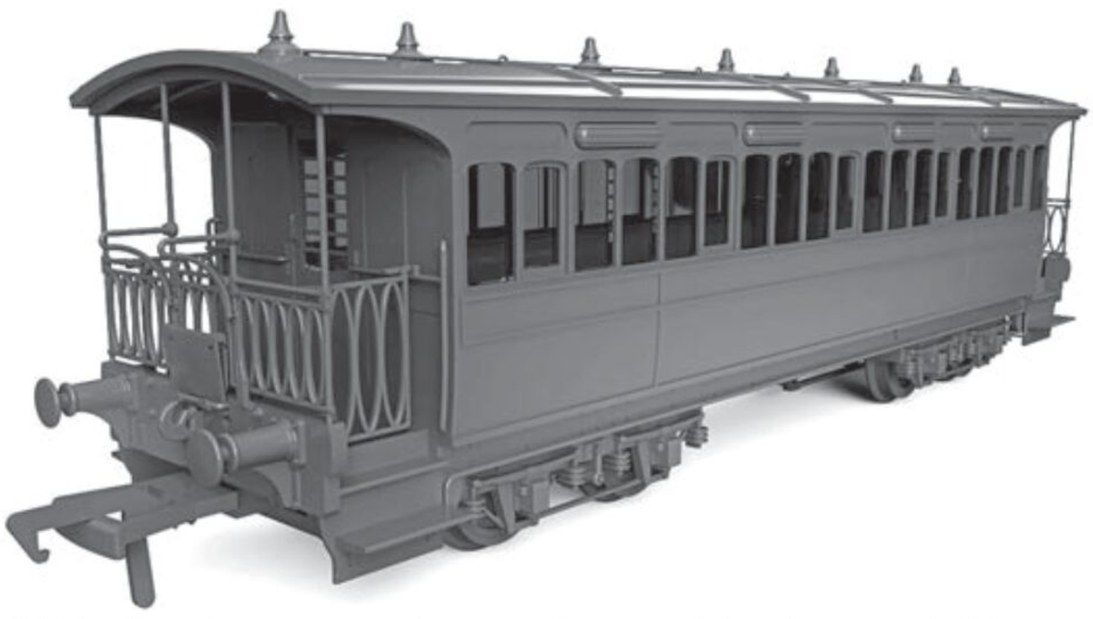
YOU will very soon be able to see new-build NER 0-4-4 class G5 No. 1759 running – in OO! The Model Centre has now received decorated samples of its exclusive models of the class, with eight different running numbers offered, including that being constructed by The Class G5 Locomotive Company in Shildon.

Turned out in NER green, it reflects how No. 1759 will appear once construction is completed, and a donation of £10 from the sale of each model of this will go towards the project.

Manufacture is being undertaken by Bachmann, with delivery not expected to be until Q2 2023. Prices will be set closer to delivery.

To order or for more details, visit www.themodelcentre.com or call 01947 899125.

Rapido's 'Titfield' tramcar CAD is revealed



AN exciting time for fans of the Titfield Thunderbolt and modellers of the Wisbech and Upwell tramway as Rapido showed off the 3D rendering of its carriage that forms part of the planned train pack of the aforementioned film's stars.

Nos. 7 and 8 were a pair built for the W&UT in 1884, their distinctive looks a result of regulations that governed the roadside railway.

Accounts as to which vehicle it was that starred in the hit Ealing Studios film vary, but one has been preserved at the North Norfolk Railway where it has been fully restored. The Rapido CADs show the bar area inside the model clearly and as it appeared in the beloved film, but Rapido has teased that it intends to produce non-Titfield versions of the coach and its scrapped sister in GER, LNER, and BR guises, with further information to come in the near future.

It has also advised that the previously planned tramcar and toad rolling stock pack SKU922003 has been modified as it has been discovered that the second of the two toad brake vans used in the film (which was to be included in the pack) is of a different design to that which Rapido is modelling, so it will be just the Buffet car included.

Tooling for the coach is already underway, with all products from this line due in stock by 2023, the 70th anniversary year of the movie's release.

Lord of the Manors

AFTER it went exploring the postal system, Accurascale's decorated sample of WR 4-6-0 No. 7820 *Dinmore Manor* in BR lined black was finally shown to the world, completing the latest preview of its next OO scale release.

Some improvements will be required before it is approved for production, including crankpin fitting, firebox flicker improvements, and rerouting the wiring for a cleaner and more reliable solution, but it is clear to see that the production quality of these models matches the manufacture of other models, including it's recent sold-out Class 55 Deltic models.

In addition to No. 7820, other preserved examples planned for release include No. 7808 *Cookham Manor* in plain GWR green, No. 7812 *Erlestoke Manor* in BR lined green, and No. 7819 *Hinton Manor* in plain GWR green. Several examples are already sold out at Accurascale, with retailers also reporting strong advanced order sales.

Prices start at RRP £169.99 for a DCC-ready model.

Send your model news to staff writer **Owen Hayward** on **OHayward@mortons.co.uk@mortons.co.uk**

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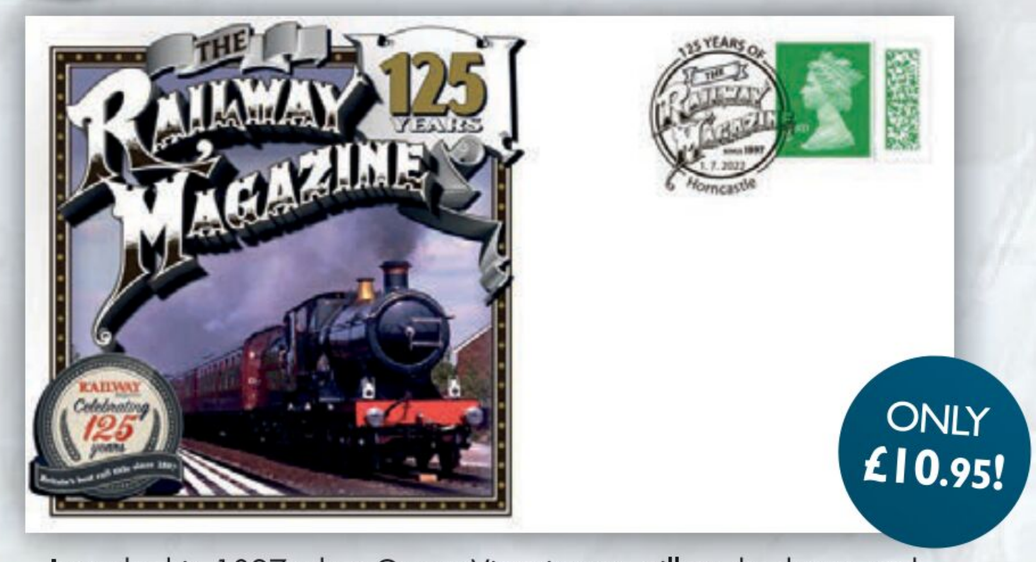

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Launched in 1897 when Queen Victoria was still on the throne and Robert Gascoyne-Cecil was Prime Minister, the magazine has been the journal of record for all railway matters since then.

Britain's railways have seen significant change since those Victorian times, and The Railway Magazine has set the standard as the authority on reporting events, from the Golden Age of travel in the early 1900s, though the 'Big Four' Grouping of the 1920s, the creation of British Railways in the 1940s, modernisation in the 1960s, Privatisation in the 1990s, and the 21st Century renaissance in passenger and freight use.

This exclusive cover design features iconic steam locomotive No. 3440 City of Truro, which was built by the Great Western Railway in 1903 and a year later was claimed to be the world's first to reach a speed of 100mph during a run from Plymouth to London Paddington.

The design also includes The Railway Magazine's 'Issue 1' magazine branding, while its modern day equivalent is included as part of their celebratory laurel-leaf logo.

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EXPRESS STEAM TO THE SURF COAST

The Cornish fishing port of Padstow has taken off as a resort for the well-to-do with record property prices – yet this western outpost of the Southern Railway has not seen a passenger train for 55 years. **Andrew Johnston** recalls his boyhood holidays in the 1950s by 'Atlantic Coast Express' from Brighton to the sand and surf in the far west.

"Go west, young man" was the advice given by the editor of the *New York Times* to young Americans in the 19th century, as the frontier advanced across the great planes and mountain ranges to reach the Pacific. In the 1950s, the journey west to the Atlantic coast of Cornwall did not involve quite the same level of pioneering spirit and unknown danger, but to a small boy in love with railways, it still felt like an epic adventure. For weeks I would be counting the days with mounting excitement until the moment finally arrived, the cases were packed, and we were off at last.

The modern traveller might well ask what could possibly be so special about a long and tedious rail trip when the main reason for taking it was probably to avoid the even more tedious drive? Surely nobody in their right mind would choose to spend their day in an uncomfortable train when they could be doing something more rewarding? I will attempt to answer that question.

My childhood home was in Sussex and EMUs were the norm when travelling by train. Anything that ran on rails appealed to me, but they were the same at both ends and had no locomotive at the front, so not particularly exciting to a child whose favourite toy was his Hornby train set, complete with clockwork steam engine.

However, summer holidays were different. They involved making the long trip to the Cornish coast by steam. After a short bus ride to Hassocks station with quantities of luggage, including the family cat in its basket, we caught the familiar electric train to Brighton.

The adventure begins...

There was a mounting sense of excitement as we passed the engine sheds with their lines of steam locomotives ready for service. As we drew into the terminus, there waiting for us under its impressive overall roof was the cross-country service to Plymouth, and sitting at the head of a long line of coaches would be a magnificent green express locomotive. This was nothing like the anonymous EMUs. For a start it had a name: either stirring stuff like *Fighter Pilot* and *Spitfire*, commemorating the Battle of Britain, or romantic-sounding West Country locations like *Torrington* and *Tintagel*.

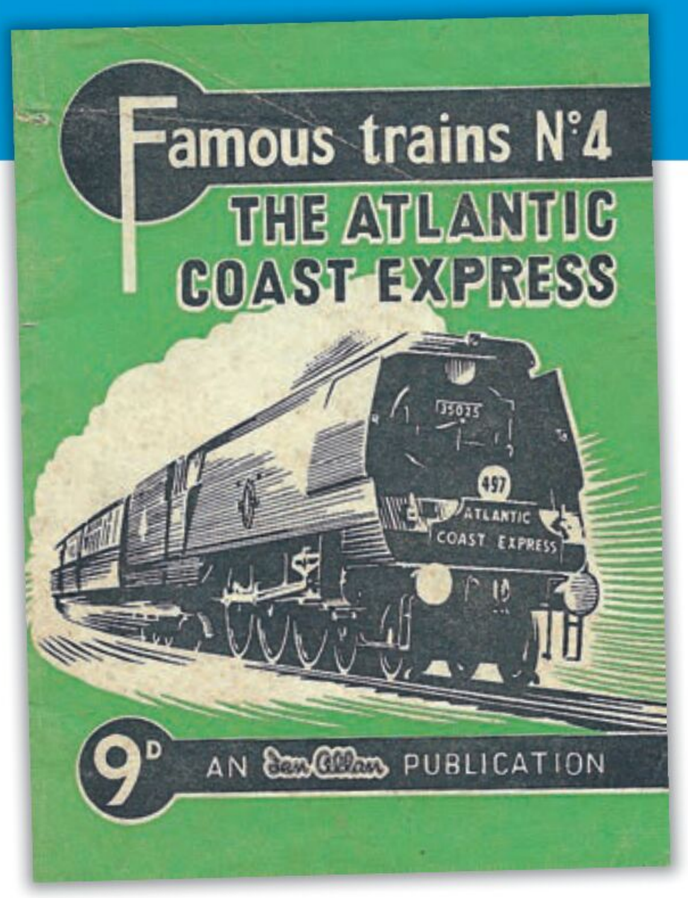
These were the light Pacifics designed by the Southern Railway's unconventional Chief Mechanical Engineer Oliver Bulleid. In those days they were still seen as the latest thing in rail travel and were maintained well, with gleaming paintwork and polished nameplates.

The electric trains had a motorman's cab at the front, containing little more than a handle to control the speed, and another to operate the brake – but the nerve centre of the steam engine was very different. Here was the forbidden world of the footplate, with its roaring fire, mysterious controls, and brass fittings – a place that a small boy could only dream of entering. Around it wafted a cloud of steam with a distinctive and elusive aroma of hot oil and coal smoke.

I would gaze up in wonder at the magnificent beast that was poised to take us on holiday and had to be dragged away to board the train in case it suddenly left without me. After much slamming of doors – a sound now forgotten in an age of power operation – and blasts from the guard's whistle urging the last few passengers to get on board, he finally waved his green flag to give the locomotive crew the right away, and almost imperceptibly we began to move. The adventure had begun!

Our destination was Padstow on the north

In a typical scene from 1954, Bulleid West Country light Pacific No. 34016 *Bodmin*, now preserved, enters Padstow with the Down 'Atlantic Coast Express' in 1954; LSWR T9 'Greyhound' No.30717 has an Up local ready to leave. COLOURRAIL.CO.UK



The Ian Allan guide to the route of the 'Atlantic Coast Express', with an unrebuilt Merchant Navy Pacific on its cover, that Andrew remembers studying in detail as he headed west.

Cornish coast and the journey took most of the day. Today the town is best-known for its up-market restaurants including the establishments run by celebrity chef Rick Stein and increasingly inflated property prices, changing an unpretentious fishing port into a playground for the rich. Padstow grew in importance when the railway arrived in 1899, bringing in holidaymakers and shipping out its catch of fish to a nationwide market. In its heyday the line offered a direct daily service to Waterloo on the 'Atlantic Coast Express'. However, the railway that once brought prosperity to the town is long gone thanks to a growing belief in the 1960s that the loss-making trains were as obsolete as the canal system and that the future lay with roads.

All change

Government funds were poured into creating a network of motorways, and civil engineering companies like Marples Ridgeway were keen to join the party. Its former boss, Ernest Marples, was Conservative Minister of Transport and he enthusiastically set about the task of cutting the competition down to size.

Terms like 'conflicts of interest' and 'sleeze' were barely mentioned in those more deferential times, and he was given a free hand to do pretty much what he wanted. Yet a third party was needed to give some appearance of objectivity to the operation, while also deflecting and absorbing the inevitable outcry, so he appointed an extremely well-paid number-cruncher from the chemical industry to do the job.

Dr Richard Beeching appeared to know comparatively little about railways but could read a balance sheet and set out to identify the loss-making parts of the network. Published on March 27, 1963, his report, The Reshaping of British Railways, signed the death warrant for many thousands of miles of track, along with countless stations and an army of railway staff. His 'hit list' included the entire Southern railway system west of Okehampton, including the line to Padstow, and in 1966 most of it was unceremoniously closed and torn up. The last passenger train out of Padstow departed on January 30, 1967.

Today, as concerns about pollution and road congestion continue to mount, many of the Beeching closures are seen as major errors of judgement. Railways are hailed as a green alternative to road traffic, and there is much talk of regeneration and even of relaying lost lines. But successive Governments failed to protect the hard-won rights of way and restoring places like Padstow back on to the railway map is now almost impossible, with housing developments, supermarkets, industrial estates, and road schemes sprawling across the former routes.

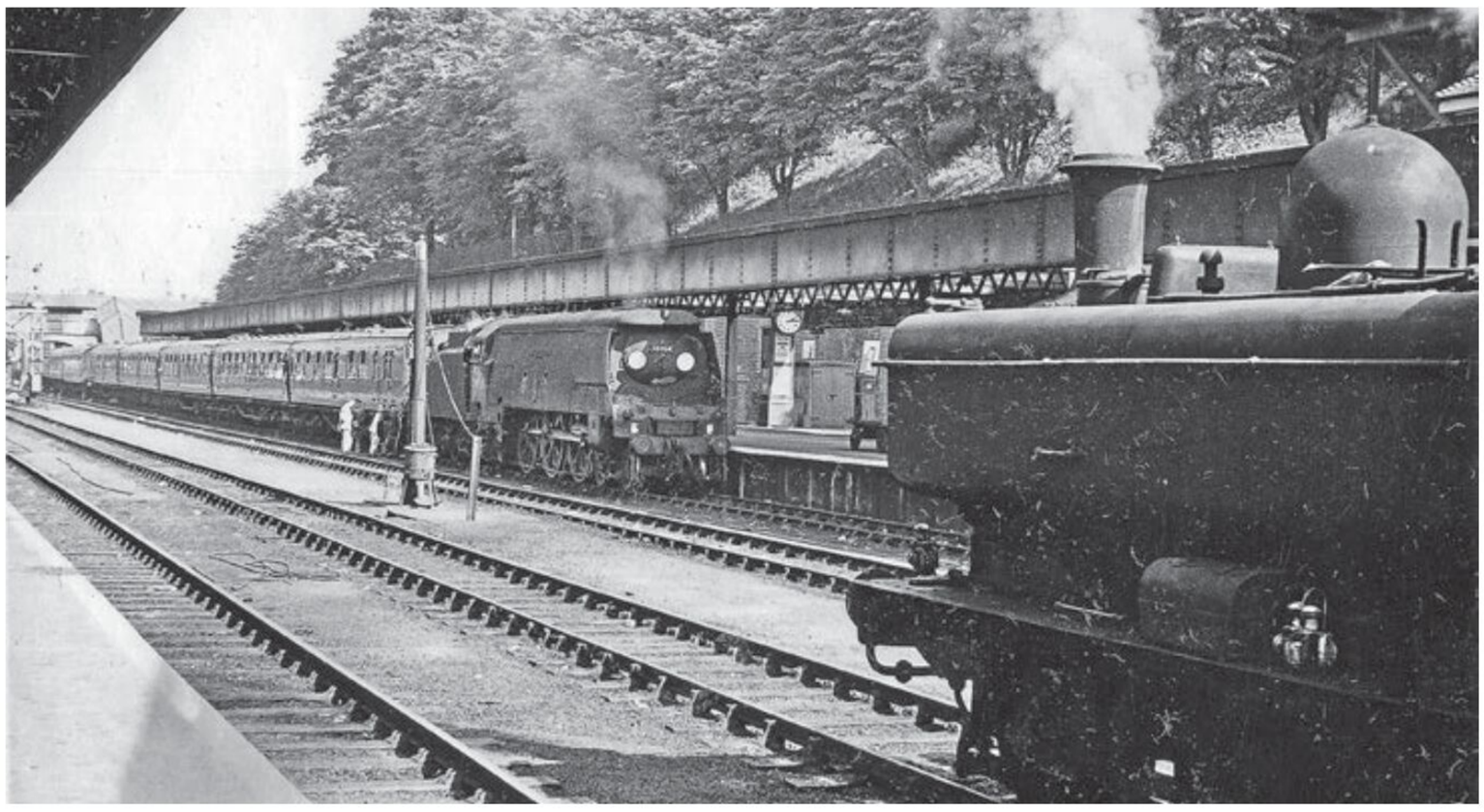
There is no denying that the modern railway is cleaner, safer, and more efficient than it was in the days of steam. It moves the maximum number of people with the minimum amount of equipment, but train travel has developed a uniformity that makes it very short on romance.

Seat with a view

Looking at what survives of the network today, it is easy to forget how stripped-down and featureless it has become, with very little variety to be seen through the window of your air-conditioned coach as it swishes along on welded rails with no joints to beat out the rhythm. Goods trains have all but vanished from most routes in southern England and the all-conquering juggernauts now carry the loads. Much like those Southern

A rebuilt Bulleid Pacific at speed on the main line to Exeter, captured by Ivo Peters in 1964. JULIAN PETERS

Merchant Navy Pacific No. 35008 *Orient Line* heads the Up 'Atlantic Coast Express' leaving Salisbury on August 9, 1958. S CREER/RAILWAY MAGAZINE ARCHIVE



Battle of Britain Pacific No. 34054 *Lord Beaverbrook* leaves Exeter Central with the Padstow portion of the 'Atlantic Coast Express' with a GWR pannier tank on banking duties. JOHN H BIRD/RAILWAY MAGAZINE ARCHIVE

electrics, there is no locomotive at the front of a modern multiple unit and both ends look identical. The steam age was very different and the excitement rarely let up if you were an enthusiast. Some coaches had open-plan seating, with four seats grouped around a table on which we could spread our picnic and look out of the big picture window. There was never the irritation of finding yourself stuck in a seat next to a window pillar with no view, as often happens today. And a good view was what I wanted most of all, for everywhere there were goods yards and shunting engines, locomotive depots and sidings packed with long lines of wagons and coaches.

Every so often a passenger train would flash past on the opposite track in a blur of green, wreathed in smoke and steam. Goods trains would slowly clank by, with black engines hauling a strange assortment of wagons and a guard's van at the end. Some wagons still carried reminders of their pre-Nationalisation owners and I remember wondering what the letters LMS meant.

Rhythm of the railway

There were ornate signalboxes, keeping the line safe and operating the semaphore signals and points with their primitive but reliable system of levers and rods, wires and pulleys. And always the hypnotic rise and fall of the trackside telephone wires, the drifting steam outside the window, and the regular de-dum-de-dum of the wheels on the rail joints as we steadily headed westwards.

I remember eye-catching trackside billboards with two painters carrying a large plank inscribed with Hall's Distemper, and another for a brewery that featured a picture of a Pacific-hauled train and proclaimed 'You're approaching the Strong Country'. I had no idea what it meant, but it sounded exciting and added to the feeling that heading west was an adventure.

Technical advances have improved the ride quality of modern trains and soundproofing can make them almost eerily quiet, but above floor level there has been a steady erosion of passenger facilities. Air conditioning and fluorescent lighting create a 'one size fits all' environment, which the passenger is powerless to alter. The plastic trim is easy to keep clean but feels clinical, and the airline-style seating with its wafer-thin upholstery is generally cramped and unyielding. Back in the 1950s, we could travel in a coach with compartments, enjoying the same uninterrupted view and with much more space to spread out in if we were lucky enough to get one to ourselves. It became our own private room on wheels and the facilities it offered were lavish, even in what was then known as third class. The coach would either be one designed by Bulleid to match his fleet of Pacifics or a BR Standard Mk.1.

Both designs contained a wealth of features that the present-day traveller can only dream of. For a start, their seats were not a thin layer of foam on a moulded plastic shell but deep, internally-sprung cushions. Some had folding armrests, meaning that three people could sit in armchair comfort on each side of the compartment. A sliding door excluded drafts from the side corridor and there were window blinds to pull down if you wanted privacy. Sliding vents could be opened to let in fresh air and a radiator under the seat, heated by steam from the engine, could be controlled by a lever. There was also a mirror, and individually switched reading lamps. You could even dim the overhead lighting at night if you wanted to sleep.

As long as the occupants of a compartment could agree on the settings, the passengers could control the heating, lighting and

Maunsell N 2-6-0 No. 31856 at Molesworth Street crossing in Wadebridge with the 12.58pm Padstow-Okehampton train on May 16, 1964.
FW CRUDASS/RAILWAY MAGAZINE ARCHIVE

A summer Saturday at Exeter Central saw LSWR M7 0-4-4T No. 30667 on an empty coaching stock working, with Merchant Navy Pacific No. 35026 *Lamport & Holt Line* on a portion of the 'Atlantic Coast Express' while West Country light Pacific No. 34030 *Watersmeet* arrives with 8.30am from Padstow.
AA SELLMAN /RAILWAY MAGAZINE ARCHIVE

Maunsell N 2-6-0 No. 31856 prepares to leave Padstow on April 30, 1964. G F BLOXHAM/COLOURRAIL.CO.UK

ventilation themselves.

The interior walls were panelled in various wood veneers, often with small labels telling you what kind of trees they had come from.

Now, in a world where compartments have been abolished and first class accommodation can be no more than a screened-off section of standard seats with an antimacassar on the headrest, such luxuries are hard to imagine.

Fortunately, these well-appointed carriages still survive in large numbers on many heritage railways – and, remarkably, no less than 20 of Bulleid's light Pacifics also escaped the scrap man.

A simple pleasure, now denied to most train travellers in the modern world, was the ability to open a window. Leaning out was officially frowned on for safety reasons and a sign warned you not to do it, but it was possible 'at your own risk'.

The penalty could easily be a smut in the eye if you were near the locomotive, but the rewards included the exhilarating sensation of the air rushing by, the roaring of the wheels on the track, and the dramatic sound of the locomotive at work. I tried to imagine the thrill of being on the footplate, controlling all that power and feeding its ferocious appetite for coal.

Looking for landmarks

The journey west was punctuated by significant things to look out for, like the towering spires of Chichester and Salisbury cathedrals. At Southampton Docks there might be a glimpse of one of the great Cunard liners, *Queen Mary* or *Queen Elizabeth*, while at various points there were large engine sheds filled with more of the Bulleid Pacifics I so admired. Some were slab-sided as originally built and known to the railwaymen as Spam Cans. Others were the rebuilt version, equally impressive but with a more conventional outline. I remember being fascinated by their disc wheels, with holes in place of the normal spokes.

There would also be the occasional sighting of the heavier and more powerful Merchant Navy Pacifics or the earlier Lord Nelson and King Arthur classes. I remember my mother, who was brought up on Arthurian legends, pointing out her favourite character, *Sir Lancelot*. But I preferred the bigger and more commanding Bulleid Pacifics, always trying to spot a familiar name like *Axminster*, *Exeter, Camelford* or *Wadebridge* – all stations we would be passing through.

At Salisbury our train joined the main line from London to Exeter and there was an extended stop. When working a heavy train, a West Country Pacific could burn its way through more than a ton of coal every 60 miles. Preparations before the start could easily consume another ton, meaning that the 200-mile run to Plymouth would be near the limit of its range, as its tender only carried five tons. So, the Brighton engine and its crew came off at Salisbury and worked back to its home depot while a fresh engine with a full tender took over for the run to Plymouth.

Eventually we left Salisbury and now the train could really start to fly. This was the route of the 'Atlantic Coast Express' and my Ian Allan guide gave a detailed account of everything that was passing outside the window.

Much of this switchback line is straight and drivers needed a good run at the hills in steam days, meaning that impressively high speeds were often reached. All those sidings, goods loops and branch lines meant endless points to negotiate. With leaf springs and none of today's sophisticated suspension dampers, the ride could be very lively. Many a drink was spilled as coaches bucked and swayed through the various junctions.

High-speed drama

At high speed the exhaust beat of the engine became a blur, punctuated by the occasional wild shriek from the whistle as the rhythm of the rail joints reached a crescendo. Today's heritage railways do a wonderful job of recreating the steam age but they can never recapture the drama of high-speed running.

Colour also played an important role in the performance – a pageant of different shades of green, the preferred colour for transport liveries in the south and a far cry from the gaudy stick-on stripes of today. The Southdown bus to the station wore an elegant spring green, with cream bands. The electric train to Brighton was all-green, but a darker shade with a hint of blue in it. The coaches of our Plymouth train were the same colour, apart from the odd surviving sample of the old Southern Railway's colder and less attractive (to me) 'malachite green', or the brash early BR carmine and cream that was soon replaced.

The engine was in Brunswick green, a much more imposing and distinguished colour

with a hint of olive. At Exeter we crossed the former territory of the GWR, offering glimpses of main line coaches in their distinctive livery of chocolate and cream, while secondary services were maroon. Finally, at the end of the trip, the bus from Padstow station would be another variant of dark green, with a cream band.

Arrival at Exeter Central station involved another extended stop, this time to take on water. With a new crew at the controls, the train finally set off and made the short and steep descent into Exeter St David's on the Great Western main line from Paddington to Penzance.

The Southern was always regarded as an interloper by the mighty GWR but was allowed to call briefly at its station before departing on the Up line to London – in what felt like entirely the wrong direction for Cornwall! But the train soon swung away to the left onto its own track and began heading west again, climbing steadily on its journey round North Devon.

The run to Padstow involved a change of train at Okehampton, on the windswept fringes of Dartmoor. Here we piled all the luggage off the Plymouth train and crossed the platform to enter another and much earlier chapter of railway history. At the head of a few coaches dating from the 1930s would be a black painted T9 4-4-0. These were once the crack express engines of the London South Western Railway, known as Greyhounds, now living out their final years on the branch to Padstow and the Atlantic coast. Dating from the turn of the century, they were roughly half the weight of a West Country and their Spartan cabs, tall chimneys, and graceful sweeping lines belonged to a more basic, but perhaps more elegant, age of rail travel.

The coaches were built to a traditional design, with an outside door to each compartment, containing a droplight that could be raised and lowered with a leather strap. We generally had one to ourselves and I remember liberating the cat from its basket and placing it in the luggage rack, where it remained contentedly curled up for the rest of the trip.

Passing the huge Meldon Quarry, I was always intrigued by the rows of large ballast wagons inscribed with strange names like Whale and Dogfish. After crossing the spindly Meldon viaduct, towering above its valley, we left the main line to Plymouth and swung away to the right on the long and winding single track branch to Padstow.

By now the line had climbed to nearly 1000ft above sea level and I remember the sound of the engine working hard as it tackled the gradients, flinging red hot embers from the chimney as the sharp bark of the exhaust echoed back from the cutting sides.

Hugging the hillsides, the line twisted its way through North Devon and entered Cornwall at Launceston. Progress was slow as we stopped at every wayside station, with strange Cornish names and few passengers. The poet John Betjeman knew the line well and captured its flavour in his autobiography, Summoned by Bells: "The emptying train, wind in the ventilators, puffs out of Egloskerry to Tresmeer. Can it really be that this same carriage came from Waterloo? On Wadebridge station what a breath of sea scented the Camel Valley. Cornish air, soft Cornish rain and silence after steam."

Last stop

On one trip we made out of season, darkness fell as we neared our destination. I remember the varnished woodwork gleaming in the warm glow of the reading lamps and the pictures mounted in frames above the seat backs. They held out a promise of what was to come, with an idealised impression of a picturesque Cornish fishing village or a view of golden sands with the message go by train.

Nearing its destination, the engine seemed to relax at last and almost coasted the last few miles down to sea level at Wadebridge and along the estuary of the River Camel.

Rattling over the three-span curved girder bridge spanning Little Petherick Creek, it finally came to a stop in Padstow station, 260 miles from London and our final destination, after a very long day on the move.

Reaching our holiday accommodation at last, the distinctive tang of sea air replaced the wafts of smoke and the smell of hot oil, while the distant roar of the Atlantic surf contrasted with the rhythmic sounds of the journey.

Unseen out there in the darkness, the waves were rolling in across the sands of Mawgan Porth and, with the echoes of the railway still ringing in my ears, I drifted off to sleep. Tomorrow the holiday would really begin, but I was already missing the train. HR

Pictured on May 1, Padstow station, once the westernmost point of the Southern Railway empire, is now home to the town's museum, which contains many railway photographs and memorabilia, and its council offices. ROBIN JONES

A typical third class compartment in a Bulleid coach, complete with comfortable seating, sliding ventilators, and reading lamps. ANDREW JOHNSTON

The approach to Padstow via the curved three-span Little Petherick Bridge, as seen on a Southern Railway poster. The bridge now forms part of the 18-mile Camel Trail footpath and cycleway, which attracts about 350,000 users annually. Refurbished for the purpose, a full-width deck has been installed.

This preserved milepost – which has long been displayed the Shipwright's Arms on Padstow's North Quay – indicates the distance from the port to Waterloo. ROBIN JONES

The main building of Wadebridge station, which last saw a passenger train in January 1967, was restored as the John Betjeman Centre community hub and opened on April 1, 1989. In 2018 it underwent a £450,000 major refurbishment, including a complete restoration of the canopy. The Bodmnin & Wenford Railway hopes to extend to Wadebridge but will have a new terminus on the trackbed to the south of the town. ROBIN JONES

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WELSHPOOL – A TRUE HOME FROM HOME

Jack Gregory first visited the Welshpool & Llanfair Light Railway while on a trip to another line – and became hooked. He passed out as a fireman aged 21, and is now blazing a trail for all would-be young volunteers on heritage lines everywhere, showing just what can be achieved, reports **John Titlow** in words and pictures.

When visiting the Welshpool & Llanfair Light Railway I met Jack Gregory, who was on the footplate of Beyer Peacock 0-6-0T No. 822 *The Earl* at Welshpool. He was then a trainee fireman but two weeks later became a passed fireman – no mean feat for a 21-year-old.

Chatting to several younger crew members at Llanfair Caereinion later in the day, I was struck by the young age of many of the volunteers holding a variety of roles. It became clear that something different must be happening on the WLLR to attract younger people and get them involved in our sector.

Having visited many heritage lines over the years, I found it refreshing to see people in their late teens and early 20s giving up their free time to get their hands dirty, doing jobs most would not want to do.

As Jack, now aged 22, had just become a fireman, this seemed a good opportunity talk with him about his experience, training, and reasons why.

Q: Jack, you are too young to remember steam apart from on heritage lines. What was the attraction and where does your interest come from?
A: My interest in railways goes back to when I was little and my mum kept her horse at a stables that backed onto the Bluebell Railway. Every time I visited there I was taken to wave at the trains that went by.

Eventually I was taken for a day out there and became hooked. I love the history behind railways and the fact that every engine has its own story to tell.

Q: You are not local to the WLLR. Where do you come from and how often do you travel to it?
A: No, I'm not local to Welshpool – I come all the way up from West Sussex, not far from the Bluebell, where I still volunteer as part of the goods division in the carriage and wagon department. I try to make it up to the WLLR once a month, although after they allowed trainees back onto the footplate, which was prevented during Covid-19, I went up as often as I could sensibly do.

Q: How long is the journey and how long do you stay?
A: The journey can take anything from four to six hours, dependant on how kind the traffic is on the M25 and M6. I usually go up for weekends, travelling back on the Monday, although I prefer it when I'm able to spend a longer period there.

Q: Tell us more about your background. Are there any family connections to railways?
A: I've lived in Sussex my whole life and spent a good portion of my childhood in the countryside helping around animals before I started working at the Bluebell.

My only connection to the railway is my great grandfather, who worked for the GWR at Newbury joining as a lad clerk in 1908. Unfortunately I don't know much beyond this.

Q: What is your job and is it railway-related?
A: I currently work as a toolmaker, which isn't railway related. However, my company occasionally does contract work for a company that restores steam road vehicles.

Q: When did you start volunteering?
A: I joined the WLLR as a volunteer in March 2018 and haven't questioned my decision since.

Q: What drew you to the Welshpool?
A: I was on a trip to the Welsh Highland Railway for a gala with my mate Ben, who also passed out as a fireman. We visited the railway on the journey up and got chatting to Megan, the fireman that day.

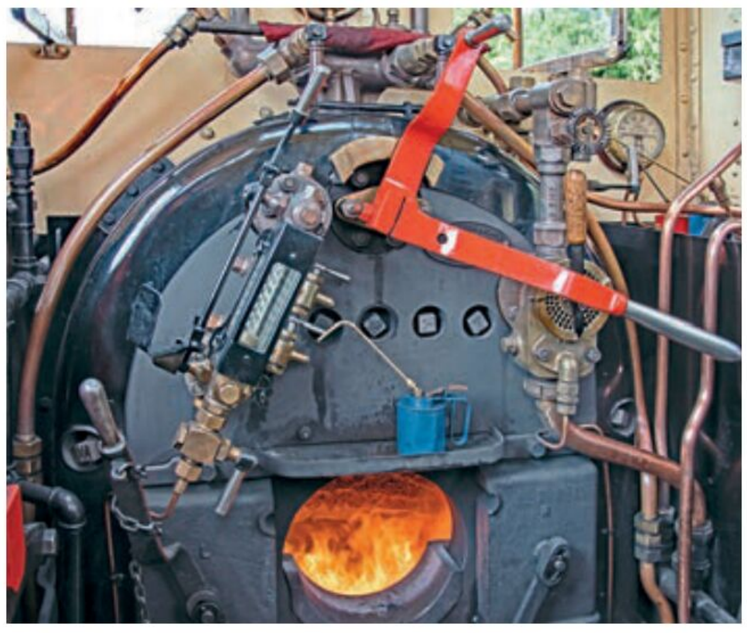
We found that the majority of volunteers travel from around the UK to the WLLR, so we both thought we'd try it out as we were quite taken with everything about the railway.

Q: Were you going to the Welsh Highland to ride, watch, or photograph?
A: We were going up to do a bit of everything. Neither of us could drive at the time so we ended up just riding; we were lucky and had *Prince* on the vintage set to Dinas with a photo stop at Tryfan Junction, which we made the most of.

Q: Has it always been narrow gauge?
A: Not always. My interest had mostly been standard gauge, although I'd always found narrow gauge quite charming with all the weird and wonderful varieties that existed.

Q: Favourite period or region?
A: My favourite region is still the Southern on the former LBSCR lines during the early

Jack looking out of the footplate of No. 2 *Zillertal* on his passing-out exam trip on September 5, 2021.



On the footplate of recently-restored No. 822 *The Earl* showing the high standard of workmanship carried out at the Vale of Rheidol Railway and the new firebox arch on August 29, 2021.

Passed fireman Jack Gregory and trainee fireman Ellie Richards with Beyer Peacock 0-6-0T No. 822 *The Earl* at Llanfair Caereinion on September 5, 2021.

Maunsell days when there was a large variety of pre-Grouping engines still about.

Q: What about the main line – do you take an interest in it?
A: The modern-day main line doesn't do much for me. I do always enjoy seeing early BR diesels still running around the network on test trains and also steam-hauled railtours, but it isn't very often I'll go out of my way to see them.

Q: What was the training like?
A: I've been very lucky with my training as everyone I've had the pleasure to learn from has been keen to see me through and teach the best of their knowledge about the engines and the railway as a whole.

Safety was a very important part of my training. Even with the small ones, railways are a dangerous place – especially with the number of roles you have to be able to carry out as a footplate member.

It's not just firing. You also need to be a competent shunter, which includes the operation of both signalboxes on the railway, during which vigilance is key, otherwise mistakes might happen where people could get hurt.

Q: Was this your first experience at working on a heritage railway? Was it what you expected?
A: My first experience working at a preserved railway was at the Bluebell when I was just 10 years old in the 9F club which it runs.

In the beginning it was mostly engine cleaning and emptying the ash pits – a much more difficult task back then than it would be now! Then, I had no idea about the silly hours that everyone on the footplate works. However, I would say it is what I expected; the main expectation was to come away covered soot, having had a great time, which is what I try to continue doing... but staying cleaner!

With the replica Pickering carriages in tow, No. 822 *The Earl* departs Sylfaen on August 29, 2021.

On loan from the Zillertalbahn in Austria, U class 0-6-02T No. 2 *Zillertal* crosses the Afon Banwy.

Q: What were the first jobs you undertook on the railway?
A: When Ben and I first went up as volunteers we made the mistake of going after a members' weekend so they were short of jobs to do and no trains were running. In the end they dug out a bunch of plain brake block castings which needed drilling and we were pointed in the direction of the radial drill.

The majority of that first weekend was spent drilling these brake blocks for the carriages, which wasn't the most exciting way to begin, but the overall attraction remained.

We kept returning, performing a variety of jobs before we were able to start as trainee firemen in 2019.

It wasn't exactly the most enthralling job to start a railway career, but it can't have been too bad as we've both kept coming back.

No. 822 *The Earl* has just arrived at Llanfair Caereinion while Drewry 0-6-0DM No. 7 *Chattenden* and No. 823 *Countess* are posed on September 5, 2021.

Q: Obviously, you started earlier than 2019 – how old were you when you started?
A: When I started at Llanfair I was 17.

Q: Which is your favourite locomotive to fire?
A: My firm favourite engine has to be Beyer Peacock 0-6-0T No. 823 *Countess*. I did virtually all my training on it before the coronavirus pandemic began, being allowed back on the footplate only when things were safer.

Unfortunately, its boiler ticket ran out before the railway reopened so I've got a little while to wait before I get another go with it.

Since passing my firing test on September 9, 2021, on Zillertal No. 2, I've developed a soft spot for the locomotive. I'll be sad to see it return to Austria.

Q: What about *The Earl*? Is it any different to fire from *Countess* and what about ZB No. 2?
A: *The Earl* as well is a very enjoyable engine to fire and very different to *Countess* – it's surprising how different they are considering they're built to the same design.

They both have their own little quirks but the main difference is that *The Earl* has a brick arch fitted, which makes your thought process change when you're out on the line or even sitting around at a station.

ZB2 is completely different to the Beyers as it's got a longer firebox, meaning an entirely different technique is necessary. It is much less forgiving than *The Earl* or *Countess* as they will let you know when it's going wrong.

ZB2 won't give you that warning so you need to be far more on top of what's going on.

Q: Golfa Bank is notoriously steep at 1-in-29 for a mile from a standing start. What tips were you given when tackling it?
A: With the Golfa you want to set yourself up with a big back end fire that's not going to burn through all at once, so you don't need to touch it for a long way. You need at least three-quarters of a glass (boiler water) and once you're on the bank you don't want to see it drop out of the top nut on the gauge glass before Cwm Lane. Because of how hard the engine is working, you're going to create problems for yourself if you blow off after departure. This is why it's recommended not to leave with a full pot (full boiler); this means when on the run and you can't see the water space you know you can run the feed (injectors) without priming on the gentler bit of the bank, which is still 1-in-39.

Q: Will you travel over sometime to the Zillertalbahn in Austria to fire it? What do you know about the railway? The gradients are completely different?
A: At some point I'd love to travel to the Zillertalbahn and have a go on the railway there. Whether or not I'd actually get a go on the shovel, who knows?

I don't know huge amounts about the railway but it's basically the 2ft 6in equivalent of a main line, with diesels running at 60mph whereas the steam is limited to 25mph. This is still quicker than our 15mph but they are subjected to less severe gradients, meaning they can pull much longer trains than us.

Q: You are now a passed fireman. Do you have anything to do with modern traction and does it have the same interest?
A: The most experience I have with modern traction is our Diema of 1970s vintage and even then, I don't have much to do with it, although someday I'd love a job on the big railway, either on the engineering side or operations. Modern diesels and electrics don't drum up the same interest as the older ones or steam engines but I am in awe of what good of bits of kit they are, and how clean and user- friendly they appear to be.

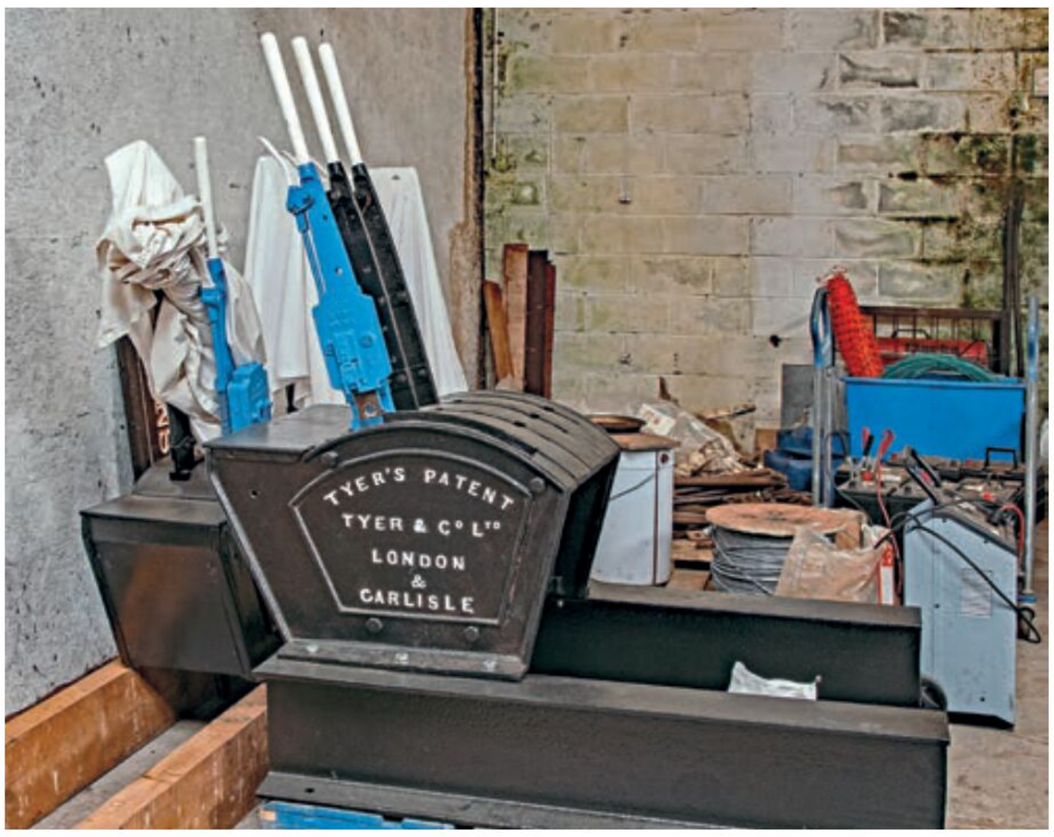
Q: Are there many younger volunteers at the WLLR? What departments do they work in?
A: We have a healthy number of younger volunteers, with many in all parts of the loco department. We are lucky in having experienced drivers and firemen who are keen to pass their knowledge onto the next generation of railway people, enabling us to go forward on the footplate! We have a Young Members Group but it was impossible to organise anything during the pandemic. Everyone is still playing their part for the railway when they can get along.

Q: How do you see yourself progressing? A driver?
A: It's my goal to pass out as a driver sometime in the future. I don't see myself leaving the loco department, but at the moment I'm content as a fireman and wish to gain the maximum

***The Earl* arrives at Castle Caereinion on August 29, 2021.**

No. 822 *The Earl* is watered at Welshpool Raven Square.

Yard shunter Hunslet 0-4-0DM No. 11 *Ferret* inside the workshops at Llanfair Caereinion.



Point lever restoration inside the recently acquired workshop building at Llanfair Caereinion.

experience I can before moving on to the next stage. Since passing out, my next stage of learning has begun.

From the railway's viewpoint

Jack came across as a very level-headed young man who takes his responsibility seriously, and he is full of enthusiasm for the WLLR. Young people will become the lifeblood of heritage railways – they are needed to keep our dream alive and give hope for the future of preservation.

At the WLLR, all training is carried out in-house by experienced crews under Office of Rail & Road guidelines, with safety the number one priority. All grades are reassessed every three years. No training took place during the Covid-19 restrictions, when only two people were allowed on the footplate, but training has since restarted.

When a new year begins, all crews must turn up for operating meetings and be reassessed on their first duty. Should any incidents occur, they operate a self-reporting system.

With more than 270 volunteers, 60% travel over an hour to the line, some from as far as Aberdeen; indeed, this is the attraction of the WLLR. Trainee fireman Ellie Richards, for example, travels from Epping, mainly on long weekends, despite having a steam railway nearby.

With volunteers travelling such long distances, the railway has its own overnight accommodation in an adjoining block. During the pandemic, its capacity had to be reduced.

As with any railway, there are a vast number of jobs that do not include working on the footplate. Administration, permanent way, signalling, station staff, engineering, carriage and wagons... even answering the telephone is a help.

This friendly railway clearly has its sights set to the future and encourages people all ages to get involved, especially training younger people. HR

■ Should you wish to get involved, contact Robert Robinson at volunteerliaison@wllr.or.uk or visit the website wllr.org.uk/volunteering

Harvesting is done as No 2. *Zillertal* pulls away from Sylfaen Halt on September 5, 2021.

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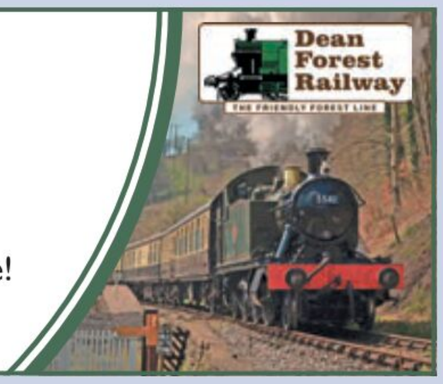

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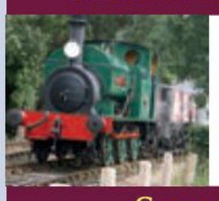

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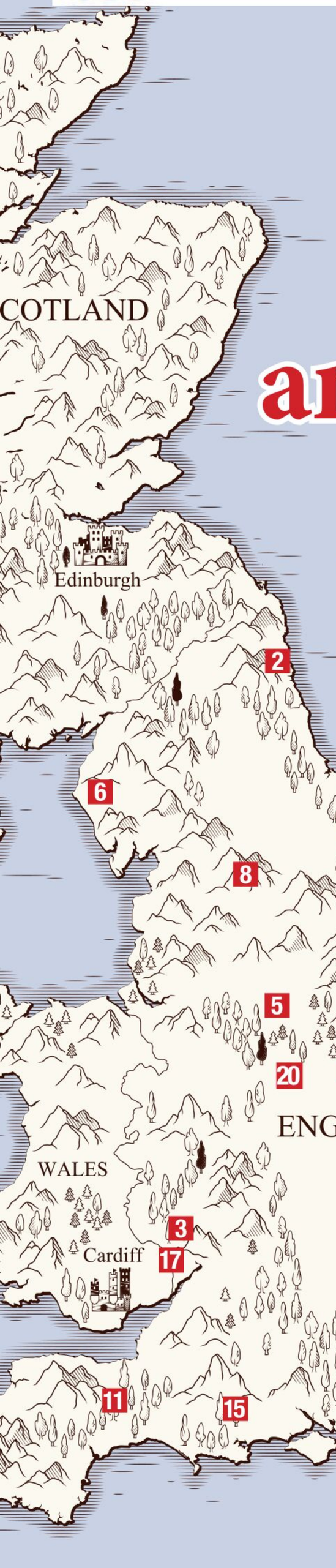
Time to get out and about in the UK

If you're looking for things to see, places to go and activities to get up to, whether with your family or even on your own, there are a host of attractions across the UK just waiting to be visited. Here are some of those well worth a trip...



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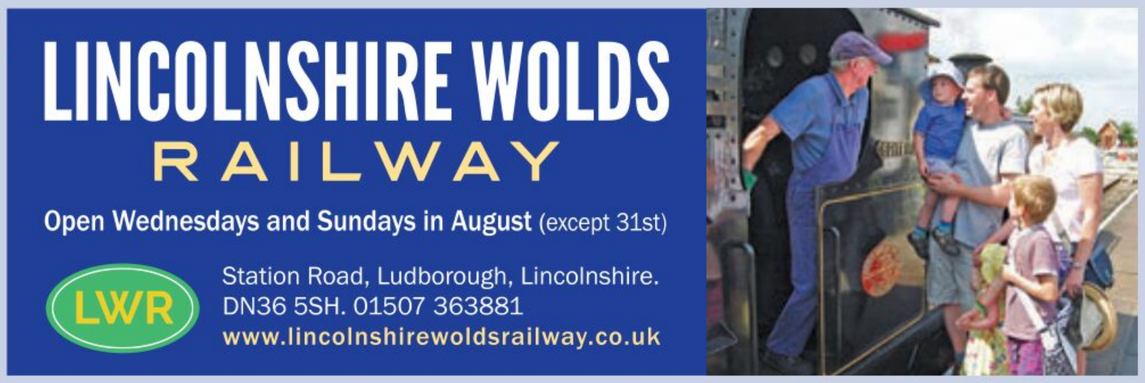

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RISING AGAIN FROM THE WATERS

Work is underway at Leeds Industrial Museum to restore the engine sheds that house a collection of iconic locomotives built in the city, as **Sally Clifford** discovers.

Above: Manning Wardle 0-6-0ST No. 865 of 1882. LEEDS INDUSTRIAL MUSEUM
Main: Leeds Industrial Museum in Armley Mills. SALLY CLIFFORD

No. 1888 of 1958 0-4-0ST *Elizabeth*, one of the last locomotives to be built by Hudswell Clarke. LEEDS INDUSTRIAL MUSEUM

Hudswell Clarke 1930-built diesel *Junin*. LEEDS INDUSTRIAL MUSEUM

***Jack*, the star steam locomotive in the Leeds Industrial Museum collection.** LEEDS INDUSTRIAL MUSEUM

It is a memory many will never forget. Seven years later and the legacy of the Boxing Day deluge, which left parts of Leeds city centre submerged, lives on.

Leeds Industrial Museum was one of more than 3000 properties affected by flooding caused by substantial downpours in 2015. John McGoldrick was four weeks into his role as curator of industrial heritage at the museum, and remembers the mammoth clean-up operation at this 19th-century Grade II-listed former woollen mill which, through its textile association, is naturally surrounded by water – located along the River Aire.

"The year was taken up responding to the flood and cleaning up. It was pretty grim," he recalled.

Having faced the worst of the weather, the team at this visitor attraction within Armley Mills are now looking forward to a brighter future after the museum was awarded a grant of £653,000 from Arts Council England as part of the Museum Estate and Development funding.

As well as works to the Locomotive Shed, which has remained closed since 2015 after up to two metres of water swept through the building, the grant – along with some match funding from Leeds City Council – will fund work to the drying house and the iconic chimney stack.

Reopening

"We are really excited to get the funding but slightly daunted by the scale of the work," said museum keeper Chris Sharp. He explained that it involves replacing and raising the roof of part of the engine shed by 1.58 metres, which will allow greater flexibility to manoeuvre 10 of the locomotives in the museum's collection, as well as improve storage conditions and accessibility. Most importantly, it will also allow the museum to reopen the space to visitors, giving access again to this internationally important locomotive collection,

Among the collection, boasting the names of renowned Leeds-based locomotive engineers Hudswell Clarke, the Hunslet Engine Company, and Manning Wardle, are 0-4-0ST No. 1888 *Elizabeth*, one of the last locomotives to be built by Hudswell Clarke. *Elizabeth* ran on wool fat extracted from Esholt sewage works where it worked from the 1950s to the 1970s.

John explained that the wool fat would be processed and dried out into brick form and utilised as fertiliser and grease for railway wheels, demonstrating how waste was being re-purposed many years before today's latest push on recycling and sustainability to protect the planet.

The engine sheds were relocated from Esholt to Armley Mills.

Hudswell Clarke 2ft 6in gauge 2-6-2DM D557 of 1930 *Junin* is understood to have been the first commercial diesel built by for the Junin Nitrate Railway Company, in Chile.

Also in the collection is standard gauge Manning Wardle 0-6-0ST No. 865 of 1882 *Aldwyth*, built for Lucas-Aird and Perry & Co, and later used by the RAF as its No. 111 at Kenley (then Kidbrooke) for manoeuvring equipment around storage depots until it was sold to Cardiff Docks in about 1965.

Thankfully, the locomotives escaped any serious damage during the flooding.

Another stroke of luck was that 18-inch gauge Hunslet 0-4-0WT No. 684 of 1898 *Jack* had been moved off-site in 2014 for boiler restoration. *Jack* is expected to return to the museum once work is complete.

A popular visitor attraction, *Jack* even receives his own fan mail! "Often the lead question is 'how is Jack?' and 'when can we see him?'" said John, referring to the regular correspondence. *Jack* spent its working life at John Knowles Clay Processing Works near Woodville, Leicestershire, before being donated to the museum where it has been used as a demonstration engine on the outside track, which is being lifted and reinstated as part of ongoing flood alleviation works around the museum and nearby areas.

Visitor trains?

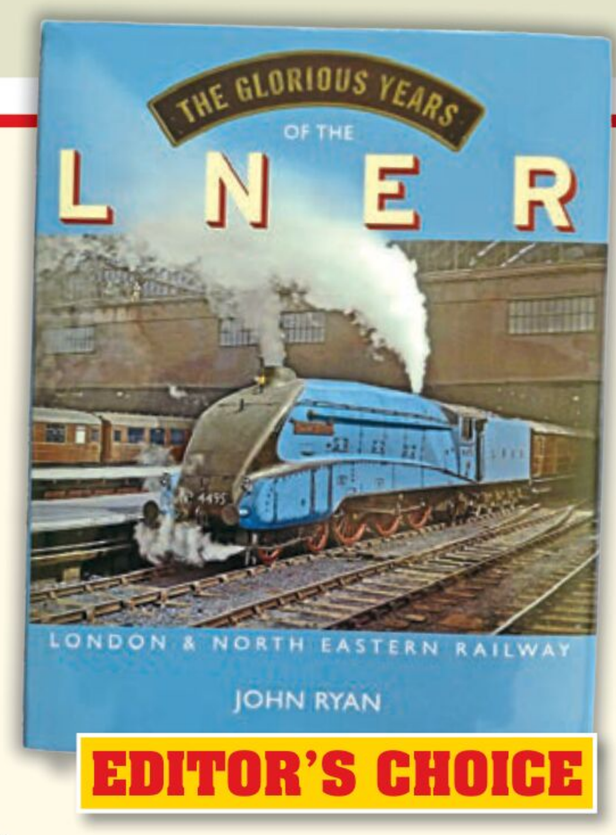
Chris talked about the possibility, once the works are complete – potentially within the next two years – to put *Jack* into action, potentially not just as a demonstration model, but also with a hope to run train rides for visitors. "It would optimise the museum and visitor attraction if we could run *Jack* with passengers and we are looking into the possibility of doing it in the future," Chris said.

For those involved, these are exciting times for Leeds Industrial Museum and the city. "It is going to help to drive tourism to the city and to our corner of Leeds, and should bring real pride of the engineering legacy we have in the city," he added.

"The city of Leeds is very much linked to the history of engineering across the world. It is all part of the city's stories and being able to tell that to visitors will bring a sense of pride." HR

➜ For more information about the museum and its locomotive collection, visit https://museumsandgalleries.leeds.gov.uk/leeds-industrial-museum/

The Glorious Years of the LNER



EDITOR'S CHOICE

By John Ryan (hardback, Great Northern Books, 256pp, £27.50, ISBN 978-1-914227-22-6).

BY ANY standard, covering the years of the LNER throughout its existence from 1923 to 1947 is an ambitious project, as evidenced by the fact that this publication comprises 256 pages and more than 400 black-and-white and colour photographs, writes Geoff Courtney.

John Ryan surely pondered a few questions before putting fingers to keyboard. A chapter for each year, maybe, or for each class of locomotive? Break it up into geographical areas? Or perhaps a heading for each major station?

John, who was born in Doncaster in 1950 and includes in his CV the chairmanship of his home town's Football League club, came up with a format that, due to the absence of a contents page, I didn't initially spot. When I did, it made sense, and explained the lack of said contents page. His solution was simple – compile each photograph in the alphabetical order of their locations. Thus, the first is Aberdeen (both Ferryhill Junction and shed), and the last York station and shed.

There's all the locations – and more – any reader would expect, such as the aforementioned Aberdeen and York, as well as Darlington and Doncaster (works, sheds and stations), Edinburgh (Waverley, Princes Street Gardens, and Haymarket shed), Gorton Works, Grantham, Hull (Springhead Works, Dairycoates shed, and Alexandra Dock), Leeds, including Neville Hill shed, and of course the London stations of King's Cross and Liverpool Street.

As we travel into the second half of the alphabet, we arrive at Newcastle, Perth, Peterborough's North station and New England shed, Retford, Sheffield, and Stratford Works.

What makes the author's approach interesting is the juxtaposition between big and small, high profile and little known, city centre and rural outpost. An image of the magnificent P2 class 2-8-2 No. 2002 *Earl Marischal* on the Aberdeen Ferryhill shed turntable in 1935, for example, is closely followed by K3 class 2-6-0 No. 1300 at Aycliffe north of Darlington, while A1 (A3) Pacific No. 2564 *Knight of the Thistle* shows off its pleasing profile at Edinburgh Haymarket a couple of pages before D40 class 4-4-0 No. 2267 is seen at Elgin.

The captions are not merely one or two-liners giving brief descriptions of the subjects, but are an integral part of the book, with historical backgrounds of the locations and also the locomotives, often supplemented by fascinating mechanical asides about the engines photographed.

The book ends with an 88-page section on LNER carriages, the company's wagons, and even its road vehicles, so rounding off a pictorial history of a railway company that is still loved and admired by many nearly 75 years after it demise.

A PICTORIAL HISTORY OF A RAILWAY COMPANY AT ITS PEAK

The LNER Class D49s

Compiled by Alan C Butcher (hardback, Totem Publishing, 80pp, £13.50 inc postage and packaging, ISBN 978-1-913893-14-9). Cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ.

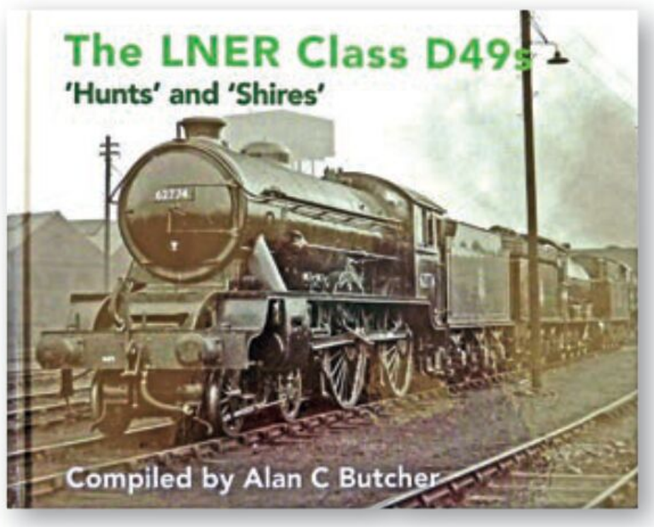
WHILE it is far from unique for a publisher to commission a book on just a single class of locomotive, it must take an element of bravery to do so, writes Geoff Courtney. Enthusiasts generally have a broad interest in the railway scene both past and present, albeit sometimes with an almost obsessive view of a particular element that especially appeals to them, and what the publishing houses launch onto the market reflects that.

A particular geographical area, one of the railway companies, or a single trainspotter's memories may be as narrow as it gets, but one class of just 76 locomotives that, although popular, couldn't claim to be A-listers?

Well, Robin Fell and his crew at High Wycombe did their homework on the D49 class 4-4-0 'Hunt' and 'Shire' locomotives that were built between 1927 and 1935, and came up with answers to a few questions that led them to proceed. Designer Nigel Gresley – tick. Do we have images in our photograph archives of the entire class – yes. Any preserved – affirmative. Popular with enthusiasts young and old – definitely. Any endearing features – for sure; the foxes that were an integral part of the 'Hunt' nameplates, rather like another LNER class, the B17 'Footballers' with their semi-circular brass footballs.

And a final addition to the literary melting pot is that those distinctive 'Hunt' nameplates have a keen and enduring following within the world of railwayana, which per se ensures an interest in the class itself among collectors, many of whom are avid readers of railway books (as can be seen from the number of stalls selling books at railwayana auctions).

Writing captions for 76 near-identical locomotives would be a stretch for even the most skilled writers, but Alan Butcher has added a twist to this task by including in the captions to each full-page image the sort of details that railway enthusiasts lap up, including the engine's first and second 1946 LNER and post-1948 BR numbers, its name, date of entering traffic, its first and last shed, and date of withdrawal.

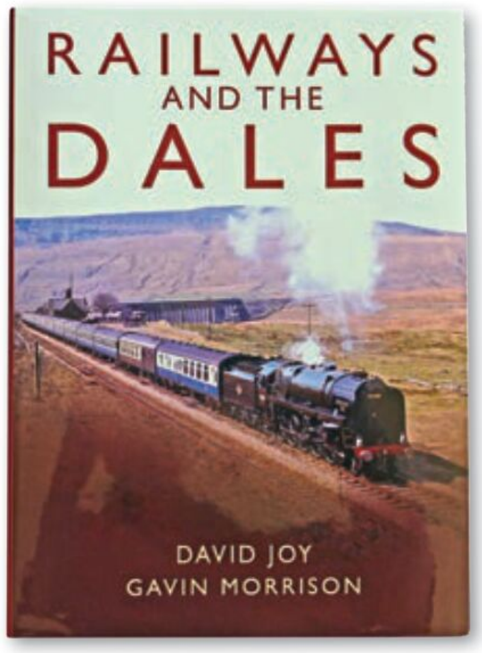


This information is supplemented by details specific to each individual locomotive, such as No. 62703 *Hertfordshire* coming to an untimely end on May 27, 1958, when it fell into the turntable pit at Bridlington, No. 62710 *Lincolnshire* being the last member of the class to retain the initials LNER on its tender, No. 62747 *The Percy* being fitted with new cylinders while in Darlington Works for a light casual repair late in its life and only a few months after a general overhaul, and No. 62762 *The Fernie* spending a total of more than 18 weeks in two visits to Darlington Works in the early post-war years of 1946 and 1948, each time due to collision damage.

During a family visit north of the border in about 1958 I was fortunate enough to 'cop' five members of the class allocated to Edinburgh's St Margarets or Haymarket sheds (64A and 64B) and Stirling (63B), which for an east London trainspotter was a dream come true, and doubtless the fox nameplate of one of them – No. 62743 *The Cleveland* – would have reminded me of my beloved B17s with their semi-circular footballs.

In an era of computer images and soulless electronic books, it is heartening how black-and-white photographs and the printed word in the manner of this publication can revive the literary tastebuds and provide a feast of nostalgia and memories.

THE COMPLETE DETAILS OF A POPULAR CLASS



Railways and the Dales

By David Joy. Photography by Gavin Morrison (hardback, Great Northern Books, 128pp, £19.99, ISBN 978-1-914227-20-2).

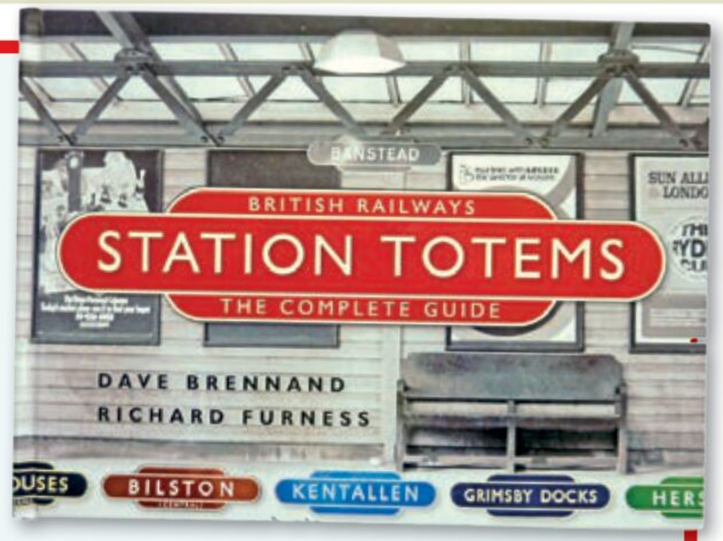
WHETHER Yorkshire is, as many claim from that part of England, God's own county is a subject for endless debate, but none can deny that the scenery around its Dales is absolutely stunning, writes Geoff Courtney. Throw in steam, and in the case of this publication, diesels and even a nod to electric traction, and the scene is set for a geography lesson, coupled with pictorial reminders of how it was in the 1950s through to how it is today.

There could not be a better pairing for this mixture of words and images. David Joy is from a family that has lived in Upper Wharfedale for more than four centuries and since 1967 has written more than 50 books on railways and many aspects of the Dales. Gavin Morrison lives in West Yorkshire and has 200,000 images that form one of the largest personal collections still in the hands of the original photographer.

They have worked together for 40 years, and for this latest collaboration

Pre-order Issue 297: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

British Railways Station Totems The Complete Guide



By Dave Brennand and Richard Furness (hardback, Crécy Publishing, 352pp, £30, ISBN 978-1-800351-41-7).

FIRSTLY, a declaration of interest, writes Geoff Courtney. This mighty tome's foreword is written by yours truly, following a request from the co-authors to put together a few words on my interest in totems and what I feel is their attraction to a very wide and enthusiastic audience.

Secondly, some may find the front and rear covers rather too busy and the title a little uninspiring, but that shouldn't even remotely deter anyone from the essence of this publication, the statistics of which, as reported in *HR* 295, illustrate how much research Dave and Richard have put into their joint three-year project.

There are nearly 90,000 words, 2662 pictures (of which 1856 are totems), 88 database pages and 43 maps, leading to 'The Complete Guide' subtitle being almost an understatement, for it would be difficult to get a guide on any subject anywhere near so complete.

Even though I have followed the progress of the book from the very beginning, and have been aware of the challenges and frustrations faced by the co-authors, it would be an impossible mission to convey even an outline of the contents within the space allocated to this review. A summary, laced with admiration for Dave's and Richard's dedication to their joint cause, must therefore suffice.

There are 11 sections covering all six BR regions, an introduction with background, another on design, manufacture, fonts and usage, followed by rarities themes and collections, a tenth providing a pictorial survey, and finally an eleventh titled 'Totems in retrospect.'

'Delightful image'

Open any page and colour allied with facts shout out at you. Page 69 and there's a delightful image of an Eastern Region Heckington station totem with the village's impressive eight-sailed windmill providing the backcloth, while page 108 contains photographs of 16 London Midland Region totems and an obscure fact, as an example of the authors' thorough research, that one of them, Todd Lane Junction, received its totems in 1952 when its name was changed from Preston Junction.

The Southern Region section includes a cameo about the Isle of Wight that reveals only three of its stations were fitted with totems, strangely none of them being on the island's principal line from Ryde to Ventor, and onward to page 274, where a colourful variation is provided by a delightful Philip Hawkins painting of a Castle class 4-6-0 bringing 'The Cornishman' into a crowded Birmingham Snow Hill station.

The opposite page illustrates a Snow Hill station roundel sign, many of which adorned the roof support columns in the central section of the station, as seen in Philip's painting, while conventional totems were at the ends of the main platforms.

One of the best indications of the depth of research carried out by Dave, a retired railwayman, and Richard, an eminent chartered engineer, is that each of the six regional sections includes a database of every station within that region that was fitted with totems, including whether the station is now closed, and if so in what year, and whether any of its totems survive and have appeared at auction.

This isn't, though, a book purely for the ever-increasing band of totem collectors or those simply interested in the subject. It is a definitive look at one of the enduring successes of the BR era, as elucidated by the authors in their introduction.

Brand identity

Explaining that on coming into being on January 1, 1948, BR needed a new corporate identity to rebuild the railways' image, the authors write: "The task of creating a new image and logo was given to the Public Relations and Publicity Department, based at BR headquarters in Marylebone, North London.

"The new logo had to be simple but easily recognisable, and history shows it quickly evolved to become one of the most famous of all the 20th century branding exercises."

Ah, 'branding', a quintessential 21st-century buzzword which British Railways realised the importance of nearly three-quarters of a century ago. Branding that was straightforward, informative, well thought-out, and easy to read. Rather like this new book.

A LITERARY MASTERPIECE OF A STEAM ERA ICON

Gavin selected 150 of his favourite photographs depicting the lines in the Dales taken from 1958 onwards. David has supplied the supporting text.

"We felt it was time to mark four decades of working together and take a radically different approach," explains David in his preface. "Rather than my completing the text before selecting the photos, Gavin would first choose his favourite images and I would then write detailed captions."

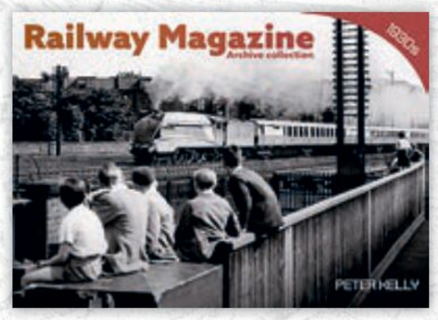
The captions are indeed an essential part of the book, rather than being, as in many publications, purely a few words describing an image, and it is this combination of David's knowledge and Gavin's photographic skills that is appealing.

Enthusiasts of big steam will enjoy such sights as A3 Pacific No. 60082 *Neil Gow* on the outskirts of Leeds on the 'Thames-Clyde Express' in March 1961 – "it in no sense served the Dales but it gave its passengers a magnificent journey," writes David – and Britannia No. 70052 *Firth of Tay* crossing the S&C's Ribblehead viaduct with an 'all stations' train in March 1966, by which time such former express locomotives "had been relegated to more humble duties."

It is, though, the less glamorous, both in terms of motive power and the routes they worked, that is at the heart of the book. Ex-LMS 2-6-4T No. 42051 at Hawes on the Wensleydale line in September 1958, for example, or Standard Class 4MT 4-6-0 No. 75042 at the Upper Wharfdale station of Grassington in October 1965 with the daily goods train comprising one solitary wagon (but with two guards' vans sandwiching the lone wagon). At certain times of the year this train could take an age to arrive, says David, adding: "The delay was only explained when the driver produced a bag of mushrooms picked from fields bordering the line."

Preserved interlopers making an appearance on railtours include GWR No. 6024 *King Edward I* coming off Ribblehead viaduct in April 1998, and on the same line SR West Country Pacific No. 34092 *City of Wells* in April 1986, while modern traction fans will also find much to enjoy thanks to a wide variety of classes from the early diesel era up to the modern day.

HERITAGE RAILWAY
BOOK CORNER



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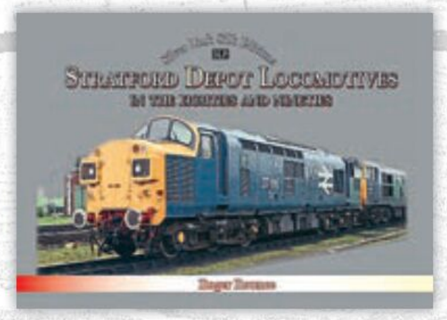
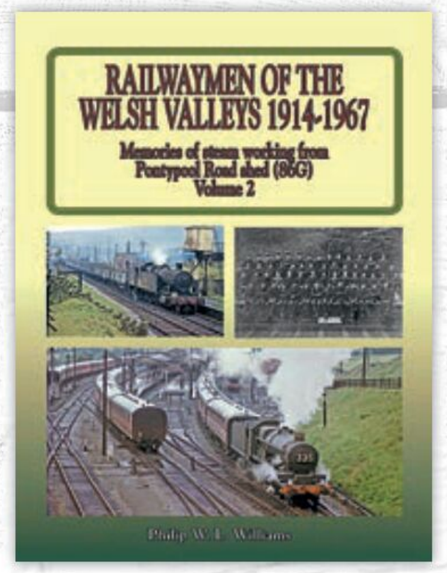


Roger Rounce
£30.00 - Quote 15069



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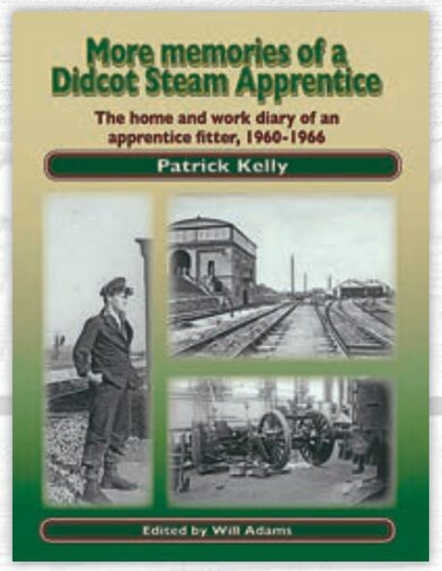

Patrick Kelly
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OLD WINE IN WORLD WAR TWO BOTTLES

Robin Jones reviews the newly-released The Railway Children Return film while **Sally Clifford** reports on the progress of the overhaul of a star of the BBC TV 1960s serialisation of Edith A Nesbit's novel.

The Railway Children Return actresses Sheridan Smith and Jenny Agutter. CHRIS PAYNE IMAGES

Historians have mooted that railways have their origin in drama, when the theatres of ancient Greece had parallel groves cut in their stone floors so scenery could be moved around on wheels.

The embryonic UK heritage railway sector owes much to two dramatic productions, the first being the 1953 Ealing comedy The Titfield Thunderbolt, which, inspired by the Talyllyn Railway revival, told how a group of townsfolk saved their branch line from closure. The second is Lionel Jefferies' 1970 big screen version of Edith A Nesbit's novel, The Railway Children.

Having recently 'got into' railway preservation and spending much spare time making layouts for display at my school's annual fete, I was enthralled by The Railway Children, shown at the Oden cinema in Shirley, Solihull, shortly after release.

Screen time

Coming out less than three years after BR pulled the plug on main line steam, the movie ticked more than all the right boxes – not only for me and several subsequent generations of the general public at large, but also for those running the Keighley & Worth Valley Railway where it was filmed, who, reaping the financial benefits of huge visitor numbers following national and international publicity, never had cause to look back. Fast-forward to July 15, 2022, and I am sitting in Peterborough's Showcase cinema on the first day of public release of the sequel, The Railway Children Return.

It is set in 1944, 39 years after the action of the first, and parallels abound. The Nesbit novel and first film has the affluent Waterburys being forced to move from London to Three Chimneys, a house near Oakworth station, after civil servant Charles Waterbury is wrongly imprisoned for spying. The Waterbury children – Roberta (known as Bobbie and played by Jenny Agutter), Phyllis (Sally Thomsett) and Peter (Gary Warren) – find amusement in watching the trains on the railway line and waving to the passengers.

The sequel also has three children evacuated to Oakworth, this time from Salford because of The Blitz. Siblings Lily (Beau Gadsdon), Pattie (Eden Hamilton) and Ted Watts (Zac Cudby) meet their new headmistress Annie Waterbury (Sheridan Smith), whose husband is away at war in the RAF, and her son Thomas (Austin Haynes).

Annie's mother is none other than kindly Bobbie Waterbury, again played by Jenny Agutter (now 69), who invites the evacuees to stay at the family home.

Sheltering a friend

Hiding in the railway yard, the displaced children stumble upon an injured American soldier, Abraham 'Abe' McCarthy (Kenneth Aikens), who first claims to be a secret agent but in reality is just 14 years old. He lied about his age to join the army and is hiding from bigoted US military police, who have been raising batons at black recruits stationed on British soil.

This core element of the script evokes the so-called Battle of Bamber Bridge, the name given to an outbreak of racial violence between black and white American servicemen over June 23/24, 1943, when they were stationed in Bamber Bridge, Lancashire.

The plot thickens as the children agree not to report Abe as a deserter but do all they can to hide him from the authorities. However, Abe is arrested, along with Lily, with whom he has formed a friendship.

Just at the original film had the children waving red petticoats to prevent a rail disaster, in that case a train running into a landslip, so the children again are the

The cast of the Railway Children Return back on the Keighley & Worth Valley Railway for the July launch of the film, in front of USATC S160 2-8-0 No. 5820 *Big Jim*. Also appearing are LMS Jubilee 4-6-0 No. 45596 *Bahamas* and Midland 4F 0-6-0 No. 3924. CHRIS PAYNE IMAGES

Above: Guided tours of Oakworth station are now on offer following the release of the new film. KWVR

Right: Oakworth station, which opened in 1867 and has been restored to reflect its appearance in Edwardian era, has a new tea hut. KWVR

heroes of the hour in creating a banner for bringing a US troop train carrying Abe and Lily as prisoners to a halt. Thanks to the intervention of the highest-ranking officer on board, General Harrison (Hugh Quarshie), who quickly establishes the true facts, the pair are released from the train, headed appropriately by USATC S160 2-8-0 No. 5820 *Big Jim*. Just as Bobbie agreed to keep in touch with the Old Gentleman's grandson, Jim, a cross-country runner whom they rescued from the railway tunnel, Abe and Lily promise to write to each other once he has returned to America (we hear that Jim died in battle in the First World War, leaving Bobbie a widow).

The anti-racist theme comes out loud and clear, and is particularly relevant in our age of the Black Lives Matter movement. US troops were hailed as heroes for their victory against one of the most evil of all racist regimes in Nazi Germany, yet white military police were targeting their own servicemen because of their race. Irony and hypocrisy abound.

Directed by Morgan Matthews and written by Danny Brockenhurst, the producer is Jemma Rodgers, herself an adoptive mother who once lived in Haworth; Howarth Parsonage features both in the 1970 and the 2022 films.

Highly entertaining and superbly acted throughout, the film, distributed by StudioCanal with a PG certificate, is set to bring a new wave of movie fan visitors to the KWVR, and like the 1970 film, which achieved immortality as one of the greatest children's films of all time, will almost certainly – and deservedly – become a firm favourite at Christmas and other peak viewing times on TV once it has done its rounds in the cinema.

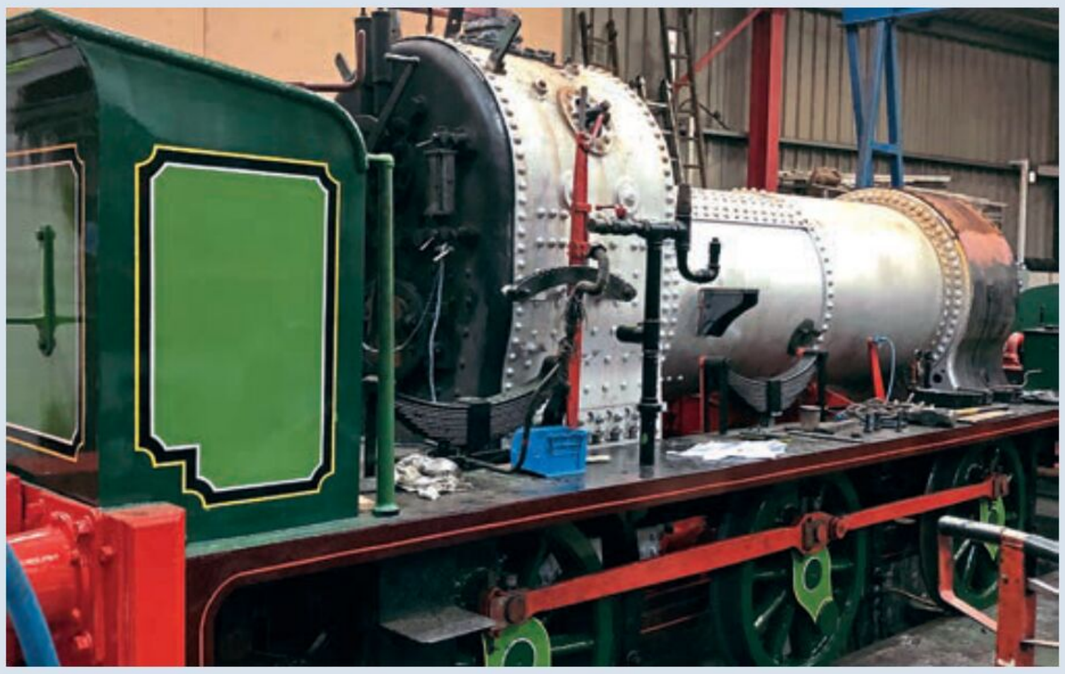
I'm sure Edith A. Nesbit would have been impressed, if only for the versatility of the blueprint of her words.

New attractions

The day after the film went on release, the KWVR launched two new visitor attractions. The station's new tea hut in the goods yard is now serving ground coffee, speciality teas, cakes and snacks and Yorkshire Dales ice cream in a replica Midland Railway-style wooden building. Secondly, enthusiasts and members of the public are now able to see just what goes on behind the scenes in the station's newly-introduced tours.

Tour guides explain the station and good shed's history, as well as providing information about The Railway Children films. Operating on Wednesdays and Saturdays, tours are timed to coincide with the arrival of trains from both Keighley and Oxenhope.

KWVR operations and business manager Noel Hartley said: "Our railway, and particularly Oakworth station, is now back in the spotlight thanks to the release of The Railway Children Return. We have always strived to keep Oakworth station authentic and true to its roots." HR



The Railway Children TV star *Sir Berkeley* could soon be back on track after a major overhaul at the Middleton Railway. SALLY CLIFFORD

Sixties TV star soon to make a steamy return

Manning Wardle L Class 0-6-0ST No. 1210 of 1890 *Sir Berkeley*, which starred alongside Jenny Agutter in BBC1's 1967 serialisation of The Railway Children, pre-dating the first movie, could soon be back on track.

Sir Berkeley is currently midway through a major overhaul at Middleton Railway in Leeds, a city steeped in railway history and the birthplace of many renowned locomotives.

Work began on No. 1210's overhaul two years ago but was curtailed by the Covid-19 lockdown. Now with work back on track, it is expected that *Sir Berkeley* will be too, within the coming months.

No. 1210 is one of two Class Ls both located at the Middleton Railway, which is also home to later version No. 1601 of 1903 *Matthew Murray*. It worked at Kent Portland Cement Works near Gravesend and because it has the luxury of a cab, the railway describes it as a 'vanden plas' version of *Sir Berkeley!*

Matthew Murray was purchased from Peak Rail back in 1989 and restored to working order a few years later. Sadly, it is now out of service awaiting a new cylinder block.

As well as *Sir Berkeley's* overhaul, there are also plans for it to become a railway ambassador, said Middleton vice president Ian Smith.

He is also vice chairman of the Vintage Carriages Trust at Ingrow on the KWVR, which owns the locomotive and has loaned it to the railway due to its Leeds heritage.

"It is special because it is one of the few surviving engineering contractors' locomotives left," said Ian. "It is an historical throwback. There are two other comparable Manning Wardle locomotives – one is *Aldwyth*, a Class K which is at Armley Mills, and the second Class K, *Sharpthorn*, on the Bluebell Railway.

"These are similar versions of the Class L, and all three are very much EB Wilson through and through. They all have the EB Wilson 'trademark' double boss wheels, bunker, weatherboard, and the superb brass safety valve cover.

"*Sir Berkeley* has been restored to Logan & Hemingway livery, which was the original owner, and it will become a memorial engine to all the contractors.

"It is also an ambassador for the VCT, so it will visit other railways and it will also become available for hire."

The engine patiently waits in the workshop where the intricacy of the predominantly apple green paintwork on the double boss wheels is evident, along with the saddle tank and cab side sheets ready to be reinstalled.

The silver boiler, with its distinctive riveted design, originally built by Israel Newton of Bradford following a £50,000 grant from the Heritage Lottery Fund and public donations, has also been overhauled during the work and is now back in place on the locomotive.

"It is a pet. There is a lot of pride in the engine. They are very old, with Victorian engineering, and there is a special affinity with them," said Ian.

Above: *Sir Berkeley's* saddle tank, in apple green livery, will soon be back on the boiler. SALLY CLIFFORD

Left: *Sir Berkeley's* smokebox door stands open but will soon be helping it steam along the tracks. SALLY CLIFFORD

Andy Booth's East Lancashire Railway-based Lancashire & Yorkshire Railway A Class 0-6-0 No. 52322, which dates from 1895, arrives at Embsay with a service from Bolton Abbey. The Locomotive is visiting the Embsay & Bolton Abbey Steam Railway for the summer and over July 9/10 was coupled to Stephen Middleton's Stately Trains L&YR Directors Saloon No.1 of 1906. MIKE HEATH

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: Daily.**

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: Daily.**

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: Daily until September 1.**

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: Daily until September 4.**

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: Weds & Suns + Aug 29.**

Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141. **Running: W/Es, Weds, Thurs + Aug 12, 26, 29.**

Volk's Electric Railway
2ft 8½in gauge, one mile. Brighton. **Running: Daily.**

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538. **Running: W/Es, Weds + Aug 29.**

Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555. **Running: Tues-Suns + Aug 29.**

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: Tues-Suns + Aug 29.**

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417. **Running: W/Es, Weds, Thurs + Aug 29.**

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752. **Running: Aug 29.**

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597. **Running: Weds, Thurs, Suns + B/H Mons.**

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-Thurs.

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487. **Running: Daily until Sept 4.**

Moors Valley Railway
7¼in gauge, one mile. Ringwood, Hants. Tel: 01425 471415. **Running: Daily until Sept 11.**

North Dorset Railway
Standard gauge, 1200ft. Shillingstone, Blandford Forum, Dorset. Tel: 01258 860696. **Open: Weds, W/Es.**

Plym Valley Railway
Standard gauge, 1½ miles. Marsh Mills, Plymouth. Tel: 01752 345078. **Running: W/Es, Thurs + Aug 26.**

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

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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: Mons, Weds, Fris, Suns + Aug 27, Sept 3.

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 + Aug 29.

West Somerset Railway
Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.
Running: Daily until Sept 1.

Yeovil Railway Centre
Standard gauge, ¾ mile. Yeovil Junction station, Somerset.
Tel: 01935 410420.
Open: Suns. Trains: Aug 2, 7, 9, 16, 21, 23, 30, Sept 4.

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: W/Es, Weds & Thurs + Aug 29.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: W/Es & Weds.
Running: Weds, Suns + Aug 27, 29.

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 + Aug 26, 29.

Mid-Suffolk Light Railway
Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.
Running: Suns + Aug 29, Sept 3.

Nene Valley Railway
Standard gauge, 7½ miles. Wansford, Peterborough, Cambs.
Tel: 01780 784444.
Running: W/E, Weds, Thurs + Aug 29.

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, Thurs + Aug 20, 29.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067
Running: Suns + Aug 20, 29.

Didcot Railway Centre
Standard gauge. Didcot, Oxon. Tel: 01235 817200.
Open: Weds – Suns.
Running: W/Es, Weds + Aug 29.

Epping Ongar Railway
Standard gauge, six miles.
Ongar, Essex.
Tel: 01277 365200.
Running: W/Es, Fris + Aug 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: Weds, Thurs, Suns + Aug 27, 29.

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 in Aug + Sept 3.

Amerton Railway
2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.
Running: W/Es, Weds + Aug 29.

Apedale Valley Railway
2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme, Staffs.
Tel: 0845 094 1953.
Running: W/Es + Aug 29.

Barrow Hill Roundhouse
Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.
Open: W/Es.

The Bodmin & Wenford Railway's GWR Special Saloon No. 9044 of 1881 and Toplight No. 2434 of 1910 are currently on loan to the South Devon Railway, and are seen at Buckfastleigh behind GWR pannier No. 6430 on July 4. In immaculate chocolate and cream livery, they certainly look the part on both GWR branch lines. JIMMY JAMES

On loan to the Ecclesbourne Valley Railway, the Princess Royal Class Locomotive Trust's BR Standard 4MT 2-6-4T No. 80080 heads through Idridgehay on July 10. ALAN WEAVER

Battlefield Line
Standard gauge, five miles.
Shackerstone, Leics. Tel: 01827 880754.
Running: Tues – Thurs, W/Es + Aug 29.

Cambrian Heritage Railways
Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys).
Oswestry and Llynclys, Shropshire.
Tel: 01691 728131.
Running: W/Es, Weds, Fris + Aug 29.

Chasewater Railway
Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.
Running: W/Es + Aug 10, 17, 24, 29 .

Churnet Valley Railway
Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.
Running: Tues (except Aug 30), Weds, W/Es + Aug 29.

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: Tues, Weds, W/Es + Aug 29.

Ecclesbourne Valley Railway
Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.
Running: Tues, Thurs – Suns + Aug 29.

Echills Wood Railway
7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.
Running: Weds, Fris, Suns.

Evesham Vale Railway
15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.
Running: Daily until Sept 4.

Foxfield Railway
Standard gauge, 5½ miles. Blythe Bridge, Staffs. Tel: 01782 396210.
Open: W/Es. Running: Weds, Suns + Aug 29, Sept 3.

Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs, W/Es + Aug 19, 29.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323. www.gcrailway.co.uk
Running: Tues-Thurs, W/Es + Aug 5, 19, 29.

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.

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LBSCR 'Terrier' 0-6-0T No. W11 approaches Deacons Lane bridge with the 11.13am service from Smallbrook Junction on the Isle of Wight Steam Railway on July 10. NICK GILLIAM

Midland Railway – Butterley
Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: Tues – Thurs, W/Es + Aug 29.

Northampton & Lamport Railway
Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.
Running: Suns + Aug 27, 29.

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: Weds, W/Es.

Perrygrove Railway
15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.
Running: Daily until Sept 4.

Rocks by Rail
Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.
Open: Tues & Thurs. Running: Aug 7, 14, 28, 29, Sept 4.

Leek & Rudyard Railway
10¼in gauge, 1½ miles. Leek, Staffs. Tel: 01538 269948.
Running: Daily until Sept 4.

Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.
Running: Aug 7, 27-29, Sept 3.

Severn Valley Railway
Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.
Running: Weds-Suns + Aug 29, 30.

Statfold Barn Railway
2ft gauge, one mile. Tamworth, StaffsB79 0BU. Tel: 01827 830389.
Running: Aug 27, 28.

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 + Aug 27, 29, Sept 3.

Toddington Narrow Gauge Railway
2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.
Running: Suns + Aug 29.

NORTH WEST

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs. Tel: 0333 320 2830.
Running: Weds-Suns + Aug 29.

Eden Valley Railway
Standard gauge, 2½ miles. Warcop, Cumbria. Tel: 01768 342309.
Running: Tues, Weds, Suns + Aug 29.

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 in Aug.

Heaton Park Tramway
Standard gauge, ½ mile. Manchester. Tel: 0161 740 1919.
Running: W/Es.

Isle of Man Steam Railway
3ft gauge, 15½ miles. Douglas, Isle of Man. Tel: 01624 662525.
Running: Daily.

Lakeside & Haverthwaite Railway
Standard gauge, 3½ miles. Near Ulverston, Cumbria. Tel: 01539 531594.
Running: Daily.

Manx Electric Railway and Snaefell Mountain Railway
3ft gauge, 17 miles (MER), 5½ miles (SMR). Douglas, Isle of Man. Tel: 01624 697473.
Running: Daily.

Ravenglass & Eskdale Railway
15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.
Running: Daily.

Ribble Steam Railway
Standard gauge, 1½ miles. Preston, Lancs. Tel: 01772 728800.
Running: Sats.

South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria. Tel: 01434 338212.
Running: W/Es + Aug 29.

Stainmore Railway
Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.
Open: Suns + Aug 13, 20.

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: Weds, W/Es + Aug 29.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe. Tel: 07889 297271.
Running: Aug 13, 20, Sept 10.

Bowes Railway
Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.
Open: Thurs, Fris + Aug 27, 28.

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 + Aug 29.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles. Embsay, North Yorks. Tel: 01756 795189.
Running: Daily until Sept 7.

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: Daily until Sept 4.

Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs. Tel: 07407 500884.
Running: Mons, Weds, Sats in Aug + Sept 3.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.
Running: Weds, Suns in Aug + Aug 29.

Middleton Railway
Standard gauge, 1½ miles. Hunslet, Leeds. Tel: 0845 680 1758.
Running: Weds, W/Es until Sept 4 + Aug 29.

North Tyneside Railway
Standard gauge, two miles. North Shields. Tel: 0191 277 7135.
Running: Thurs, Suns in Aug + Aug 29.

North Yorkshire Moors Railway
Standard gauge, 18 miles. Grosmont, North Yorks. Tel: 01751 472508.
Running: Daily.

Steam is back on Snowdon: 0-4-2RT No. 5 *Moel Siabod* climbs towards the halfway point of Wales' highest mountain on July 21. OWEN HAYWARD

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 + Aug 27, 29.

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 – Thurs, W/Es + Aug 29.

Whistlestop Valley Railway (Kirklees)
15in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Running: Daily until Sept 5.

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: Daily until Sept 8.

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 + Aug 29.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
Running: Daily until Sept 4.

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: Tues – Thurs, Suns + Aug 6, 13, 20, 29.

Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Daily until Sept 2.

Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile. Cynheidre, Carmarthenshire. Tel: 07956 082305.
Running: Aug 13, 29, Sept 10.

Llangollen Railway
Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.
Running: Tues-Suns + Aug 29.

Pontypool & Blaenavon Railway
Standard gauge, 3½ miles. Blaenavon, Torfaen. Tel: 01495 792263.
Running: W/Es + Aug 29 & Weds during sch hols.

Rhyl Miniature Railway
15in gauge. Rhyl, North Wales.
Tel: 01352 759109.
Running: Daily until Sept 4.

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: Sats – Thurs until Sept 4.

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 until Sept 4.

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: Daily until Sept 4.

SCOTLAND

Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.
Running: Daily Aug 1 - 17, then Tues, Weds, W/Es + Aug 26.

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
2ft gauge, ¾ mile.
Leadhills, South Lanarkshire.
Running: Suns.

Royal Deeside Railway
Standard gauge, 1¼ miles. Banchory, Kincardineshire. Tel: 01330 844416.
Running: Suns + Aug 20.

Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.
Running: Tues-Suns + Sept 5.

IRELAND

Downpatrick & County Down Railway
5ft 3in gauge. Downpatrick, Co. Down.
Tel: 028 4461 5779.
Running: Sats + Aug 21, 29.

Railway Preservation Society of Ireland
5ft 3in gauge. Whitehead, Co. Antrim.
Tel: +44 28 9358 6200.
Open: Museum open Thurs to Sat.
Running: Sats.

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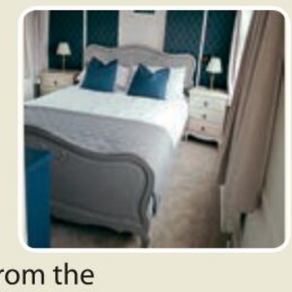

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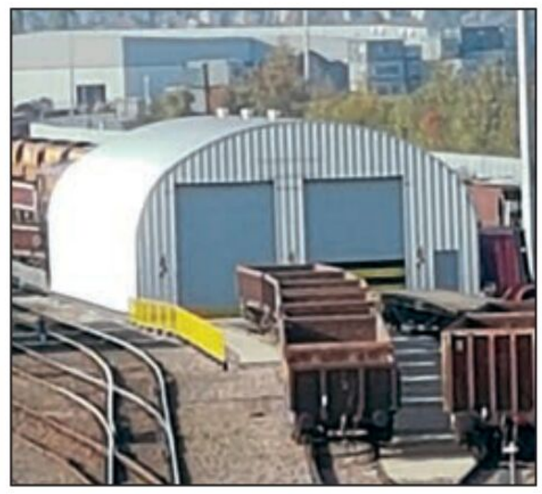

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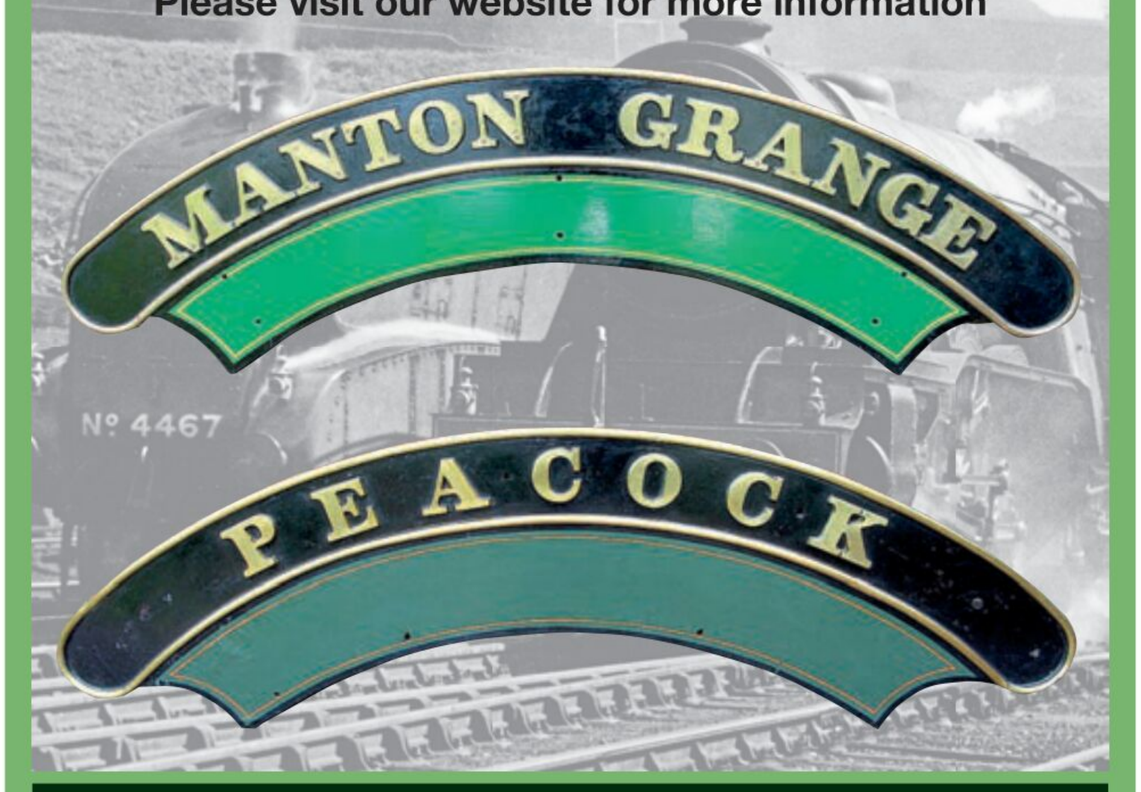

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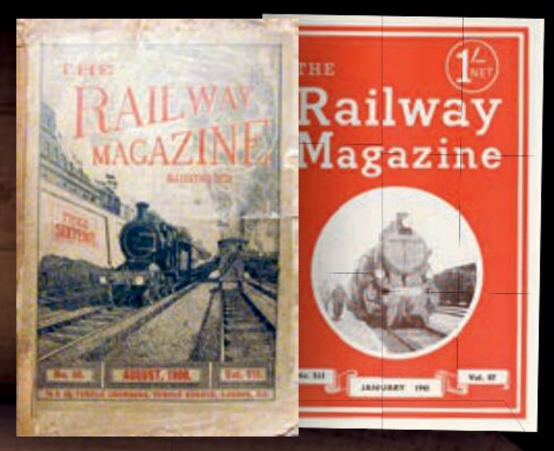

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WANTED Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email staff writer Owen Hayward on ohayward@mortons.co.uk

PIC CREDIT: OWEN HAYWARD

The modern 3D face of a beloved Thomas friend

SEEN approaching Forestry Crossing on July 24, No.4 *Edward Thomas* masquerades as *Peter Sam* during the Talyllyn Railway's Awdry Extravaganza 2 event.

The locomotive was wearing a new 3D-printed face designed by Mads Kaiser and Luke Ryan to replace the previous fibreglass version – and became one of the event's hot talking points.

Behind is No.3 *Sir Haydn* as *Sir Handel*, which was on trial after a rapid turnaround of repairs to the trailing wheelset that had failed at the start of the week; they had been sent to the Vale of Rheidol workshops for repair and returned to Wharf on the morning of July 22, with the locomotive reassembled, lit up, and ready for testing in time for a light engine run to Brynglas on the same day, where it then joined the last service train to Wharf.

The July 23/24 weekend event saw displays of original artwork from the books and models used in the making of the television programme, with the Reverend Wilbert Awdry's model railway layout making a rare operational appearance and Tim Dunn presenting a historical lecture that was written and used to be presented by Awdry himself. Tickets for the exhibition and lecture went on sale in March and were so popular that website crashed due to the demand, with everything bar travel tickets selling out within 24 hours.

Visitors travelled from around the globe for the event, with the TR Shop reporting its best-ever two days by some margin, and Tywyn Wharf station King's Café selling out of many items on its menu on the Sunday.

The bear facts of a travel companion

FROM 'Streaks' and 'Footballers' for Nigel Gresley's LNER A4 and B17 classes to 'Terriers' for the SR A1X locomotives and 'Black Fives' for the LMS Class 5 engines, railway enthusiasts and indeed the industry itself have long loved nicknames, writes Geoff Courtney.

One such emerged early in the diesel era when the Class 14s numbered D9500-D9555 were dubbed 'teddy bears', anecdotally due to Swindon Work's erecting shop foreman George Cole (no, not that George Cole) declaring when the class was introduced in 1964: "We've built *The Great Bear*, now we're going to build a teddy bear."

The Great Bear was built at Swindon in February 1908 and was the UK's first Pacific and the only 4-6-2 built by the GWR. Numbered 111, it was rebuilt as a Castle class 4-6-0 in 1924, and whether George did make the comment or not, the sobriquet has stood the test of time ever since the first of the short-lived Class 14s emerged from the same works in 1964. No fewer than 19 of the 56-strong 0-6-0 class, which had disappeared from BR tracks by the end of 1970, have survived into preservation. Almost without exception, all are fondly called 'teddy bears' rather than being referred to by their class number.

Travelling bear

There is another sort of teddy bear also frequently seen on heritage lines, especially during school holidays, and they are what have become one of the nation's favourite cuddly companions.

US president Theodore 'Teddy' Roosevelt was the name's inadvertent inspiration, following an incident on a bear-hunting trip in Mississippi in November 1902 during which he refused to shoot a captured bear.

A cartoon appeared in *The Washington Post* and soon after, a Brooklyn candy shop owner launched a tiny soft bear and labelled it 'Teddy's bear.'

I met a railway enthusiast teddy bear at Grosmont station on a trip to the North Yorkshire Moors Railway in June, and enjoyed a brief conversation with his owners. Named Bizzer, he has apparently visited many steam railways around the country and loves the attention, and has been told that, if he behaves himself, he may travel on the Rocky Mountaineer through the Canadian Rockies next year.

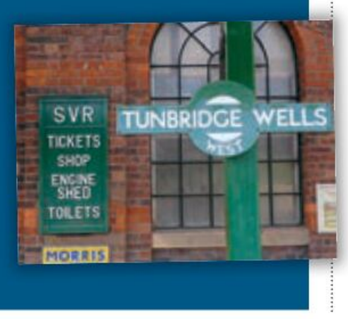
Why the name Bizzer? "That's a long story," his (human) companions told me, but before the tale could be told, the guard blew his whistle and the train pulled away to Pickering. Probably I will never know.

On reflection: Steam railway traveller Bizzer is in a reflective mood at the NYMR station of Grosmont on June 27 as he waits for departure to Pickering. BARBARA PRINCE

Traveller's tales: Former Southern Railway S15 class 4-6-0 No. 825 at Moorgates on the North Yorkshire Moors Railway with a Pickering train on June 28. On board may be steam railway enthusiast Bizzer the bear regaling fellow passengers with journeys on heritage lines throughout the UK. BARBARA PRINCE

NEXT ISSUE
Issue 297 out Sept 2
We report on the 'Terriers' back running on the Bluebell Railway for the first time in more than a decade.

PLUS
SPA VALLEY: THE FIRST 25 YEARS
Owen Hayward delves into the history of the Spa Valley Railway.



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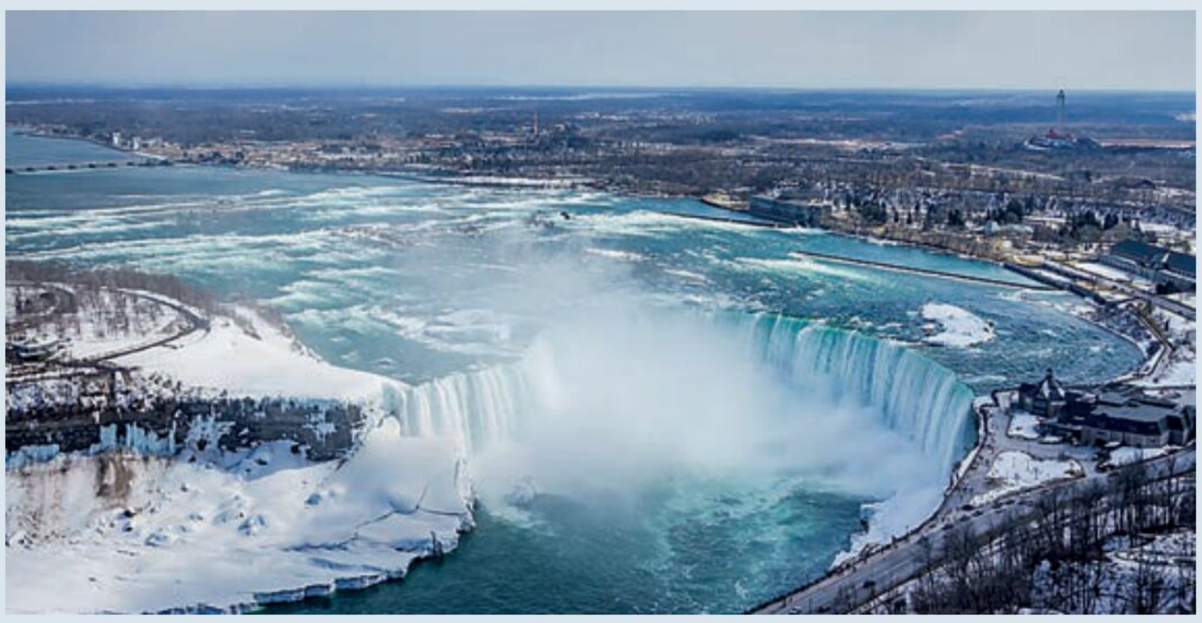

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